
CANADA WATER MASTERPLAN



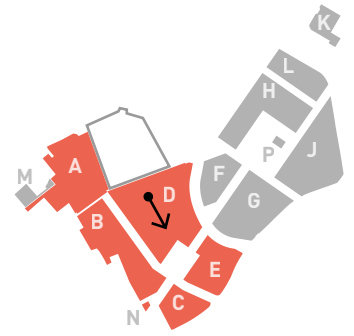
Design and Access Statement
Volume I Part 6 of 9
Masterplan

May 2018

Allies and Morrison

4.2 Town Centre

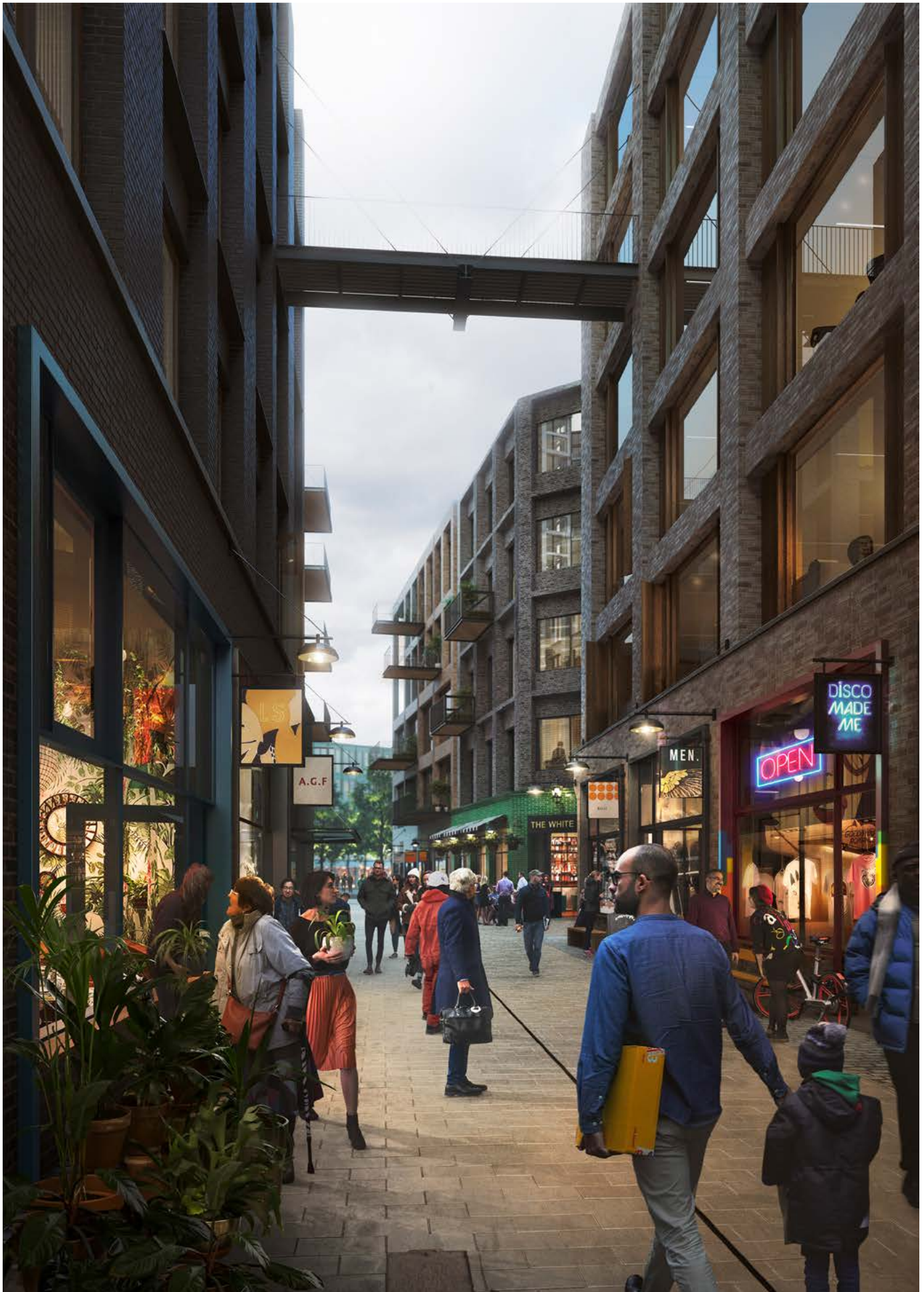
4.2 The Town Centre



4.2.1 INTRODUCTION

Framed between the two historic water bodies of Canada Water and Greenland Dock, the western part of the Masterplan forms a new Town Centre and destination at the heart of the Rotherhithe and Surrey Docks area. Enlivened by a convergence of mixed-uses and people, it provides a wide range of places to live, work and play.

As well as providing a new High Street and Town Square, the Town Centre offers a finer scale of streets and spaces that resonate with the intimate lanes of Rotherhithe and Shad Thames, creating a rich urban centre that celebrates the historic character of the area.



Illustrative view of the Cuts

4.2.2 A COLLECTION OF PLACES

The Town Centre is made up of a collection of varied places. This section locates each of these places and describes what it will look and feel like to be there, what could happen in each space and how the varied uses will bring the place to life at different times of day and year.

The places in the Town Centre range from larger scale settings of streets and spaces (Canada Water, the Town Square, Deal Porters Way and Surrey Quays Place) to a finer scale of informal lanes, walks and places (The Cuts, Greenland Dock Connection and Dock Offices Walk). The contrast between the character of these spaces creates diversity and richness in the experience of the Town Centre.

The sketches and views of the Illustrative Masterplan are used to describe the character, activity and atmosphere of each specific space.

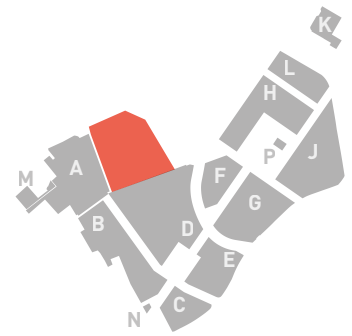
Main places and routes

- Canada Water Dock (1)
- Town Square (2)
- Deal Porters Way (High Street) (3)
- The Cuts (4)
- Surrey Quays Place (5)
- Dock Offices Courtyard (6)
- Greenland Dock connection (7)



Illustrative plan of the main places in the Town Centre

Canada Water Dock



A historic water body re-imagined for the future community

As one of the few remaining docks in the Rotherhithe and Surrey Docks area, Canada Water is a powerful reminder of the area's working heritage. Since its first transformation over three decades ago, it is now also an important wetland habitat and designated as a Site of Importance for Nature Conservation. The Masterplan enhances the historic character of the dock with dramatic and characterful buildings that reinvigorate and strengthen its wetland habitat to create a unique green and blue urban centre.

Marking the station and walkways around the Dock

The Dock is an important point of arrival at Canada Water – not only from Canada Water Station but also when approaching from Lower Road. A new Tall Building on Plot A1 rises to mark this significant location, to showcase the character of Canada Water across the city and to complement and reinforce the group of Tall Buildings already built. The provision of pedestrian walkways around the Dock Edge with a wide pedestrian boardwalk draw movement down to the water level and through the rejuvenated wetland toward the southern dock edge.

A destination and a landmark

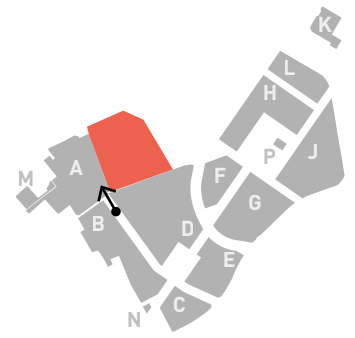
A Landmark Building lines the southern Dock Edge. Providing a memorable arrival experience, it draws movement around and across the dock and on into the heart of the Town Centre beyond. A variety of uses take place around the Dock Edge, including bars and restaurants that allow people and activity to spill onto the Public Realm and down wide steps to the water's edge. A new square and potential internal market hall frame the way through into the Cuts.

Framing the edge and a new connection

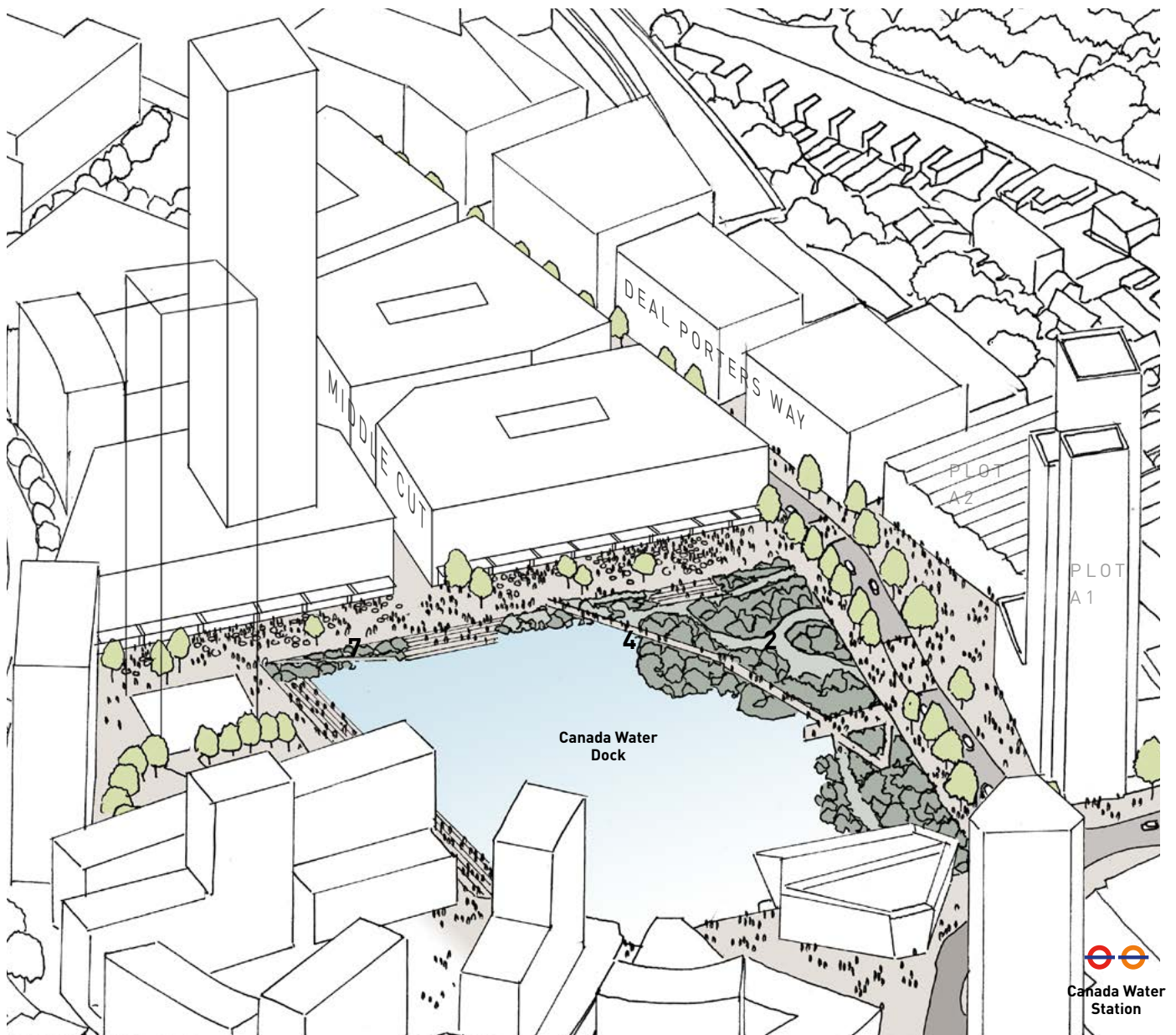
The western dock edge is strengthened and enclosed by the characterful new building frontages of Plots A1 and A2 . With ground level entrances, shops and cafés, a new Leisure Centre as well as upper level terraces to homes and workspaces, these buildings frame the Dock Edge, strengthening the legibility of the space and bringing life and animation to the northern end of Deal Porters Way (High Street).



Illustrative plan of Canada Water Dock

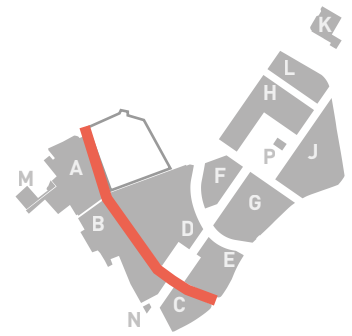


Illustrative view of the Public Realm in front of Plots A1 and A2, adjacent to the Dock



Illustrative aerial sketch of Canada Water Dock

Deal Porters Way (High Street)



A new High Street

A London High Street lined with retail and building entrances, Deal Porters Way follows in the tradition of many similar places in London, such as Long Acre and Kings Road.

Supporting the movement of pedestrians, cycles and buses, its role at Canada Water is particularly important as it forms a critical link between transport nodes at Canada Water Station and Surrey Quays Station, drawing people into the area from the north and the south.

Links with the past and the present

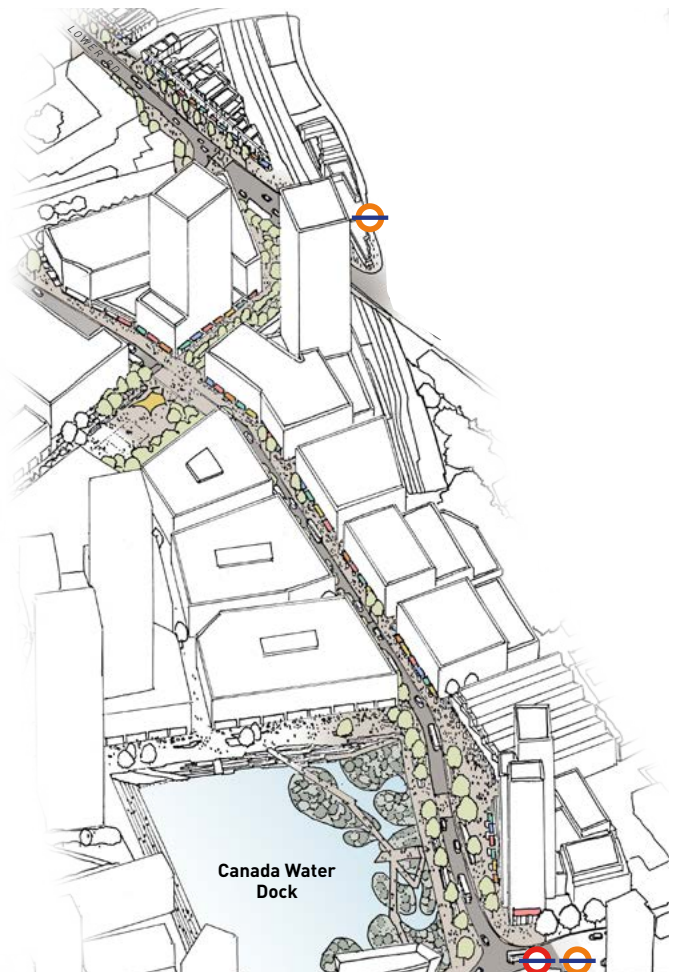
The new High Street extends the existing Deal Porters Way south, gently cranking to follow the line of the historic Canada Water dock wall. As Deal Porters Way meets the Town Square, the pedestrian route turns southwards to integrate with the arrival point for Surrey Quays Station before continuing to link with Lower Road, the existing local high street.

Sequence of spaces

Deal Porters Way is alternatively enclosed and open, creating a sequence of street and spaces along its length. Starting at the Dock, it runs past the Town Square, and links with Park Walk before arriving at Surrey Quays Place.

A street lined with activity

Deal Porters Way provides a major new shopping street. There will be a mix of shops which could be interspersed with entrances lobbies to residences and offices above, providing activity during the day and night.



Illustrative aerial sketch of Deal Porters Way (High Street)



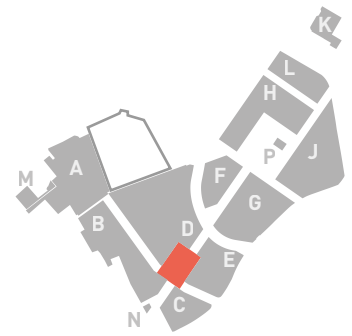
Illustrative plan of Deal Porters Way (the High Street)



Illustrative view of Deal Porters Way looking north



Town Square



A place at the heart of the Town Centre

Strategically located at the intersection of a number of important pedestrian routes – Deal Porters Way, Middle Cut and Park Walk – the Town Square is a centre of activity and social gathering; a destination for the local and wider communities. With its regular shape and frame of buildings of consistent scale and character, the Town Square is strongly defined and strikes a careful balance between being large enough to be flexible and full of sun and light, yet small enough to feel intimate and vibrant.

A place for all people and a place for all times

Urban-scale trees reinforce the sense of enclosure and provides the Square with the colours of seasonal change. At its centre, areas of planting and a robust space provide a flexible canvas that could include surface-level fountains, children's play and opportunities for weekly, seasonal and yearly outdoor events – from fireworks to food markets, ice skating to ice creams.

The buildings that shape the space also support a diversity of uses from homes and workspaces of different scales, to a hotel, and possibly even a large department store. At ground floor, a variety of uses, such as cafés, bars and restaurants fill the space with life and activity all year round – from weekday morning coffee in the sun to winter evening dining under illuminated tree canopies.



Illustrative aerial sketch of the Town Square



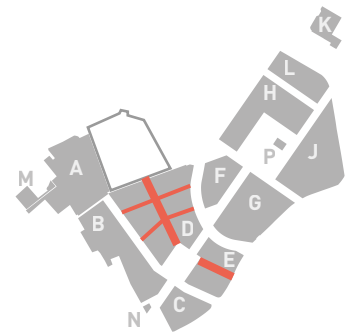
Illustrative plan of the Town Square



Illustrative view of the Town Square looking east



The Cuts



Intimate and informal

Taking their name from the channels that linked the historic docks and ponds across the peninsula, the Cuts is a network of narrow lanes located between two historic water bodies, Canada Water and Greenland Dock, and punctuated by the Town Square. Laid out over the footprint of the now-lost southern part of the old Canada Dock, and inspired by the narrow and characterful lanes at Rotherhithe Village and Shad Thames, the Cuts are an intricate pedestrian world of intimacy and discovery.

A historic link reborn

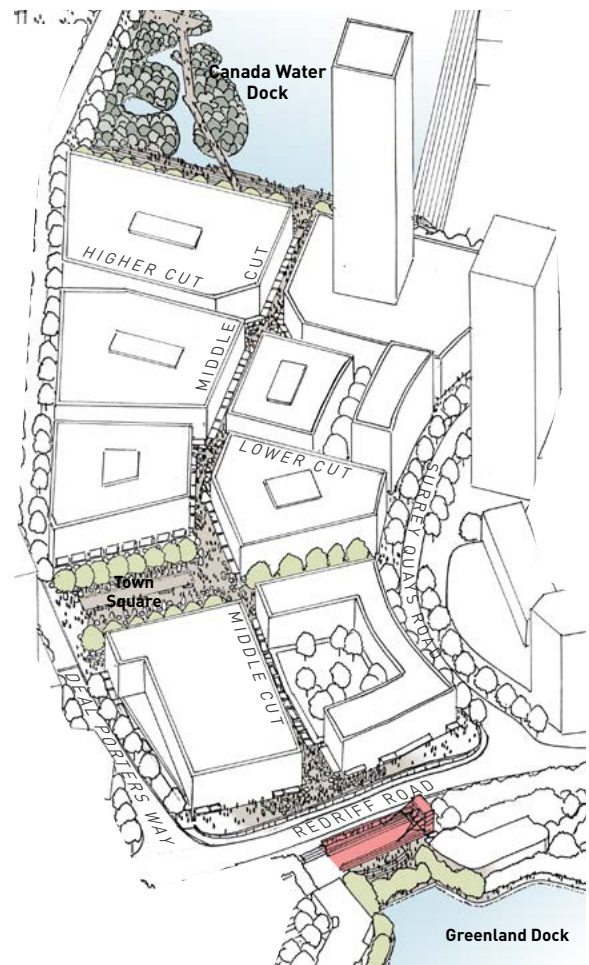
The central spine of the Cuts is Middle Cut. By reinstating the connection between Greenland Dock and Canada Water, Middle Cut is an important part of the pedestrian movement network and also an important point of reference for visitors and residents alike. The Middle Cut provides access to a further layer of narrower Cuts opening to its east and west. This intimate scale offers further opportunities for building plots to incorporate passages and courts to create an even finer network of movement. Variation in street width, building alignments, and folded street walls open out into pocket spaces that offer variation and contrast to the intimate routes formed by the Cuts.

Dockside architecture

The Cuts are lined with enduring, warehouse-like buildings that resonate with the working past of the docks. With straightforward brick, steel and timber façades enlivened by delicate but straightforward metal elements, such as bridges, balconies, lighting and signage the buildings contribute to the local character of the Cuts, whilst contributing to a strong sense of orientation.

Opportunity for small scale shops

The Cuts provide opportunities for small scales shops. The scale and variety of these uses contributes to the sense of discovery and complements the larger-scale shopping experience of Deal Porters Way and the restaurants and bars around the Town Square.



Illustrative aerial sketch of the Cuts



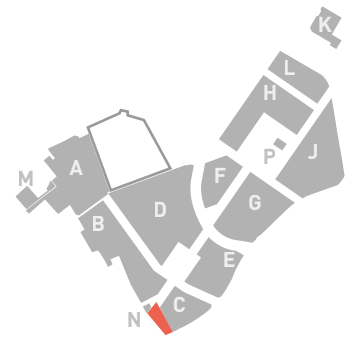
Illustrative plan of the Cuts



Illustrative view of the Cuts looking towards the Town Square



Surrey Quays Place



A place of threshold and transition

Surrey Quays Place is a place of threshold and transition. It marks the threshold into the Masterplan, but also creates a soft transition in which the public life of the existing city can permeate seamlessly into and through the new Town Centre. With this aim, the shape of the space ensures that the flows from Surrey Quays Station, Lower Road and Hawkstone Road are naturally directed towards Park Walk, and vice versa. Indeed, its role in guiding and framing movement has been instrumental in setting its triangular shape.

A place of continuity

Surrey Quays Place is crucial in ensuring the continuity of the busy Town Centre environment between Deal Porters Way and the existing retail on Lower Road. Its aim is to help support and enhance Lower Road retail with complementary uses and enhanced footfall. Ground floors addressing the space are filled with activity from retail, residential entrances and the lobbies to workspaces while the space itself supports activity spilling out below canopies of urban-scale trees.

Future flexibility

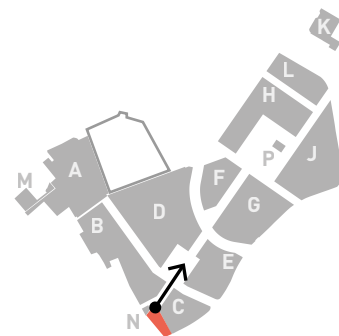
The building lines to Surrey Quays Place are set back to allow space for any future changes to the Lower Road highways arrangements and also to allow future station access, further enhancement of connections from Hawkstone Road into the Town Centre, and any future decking over of the rail cutting.

Framing and entrance

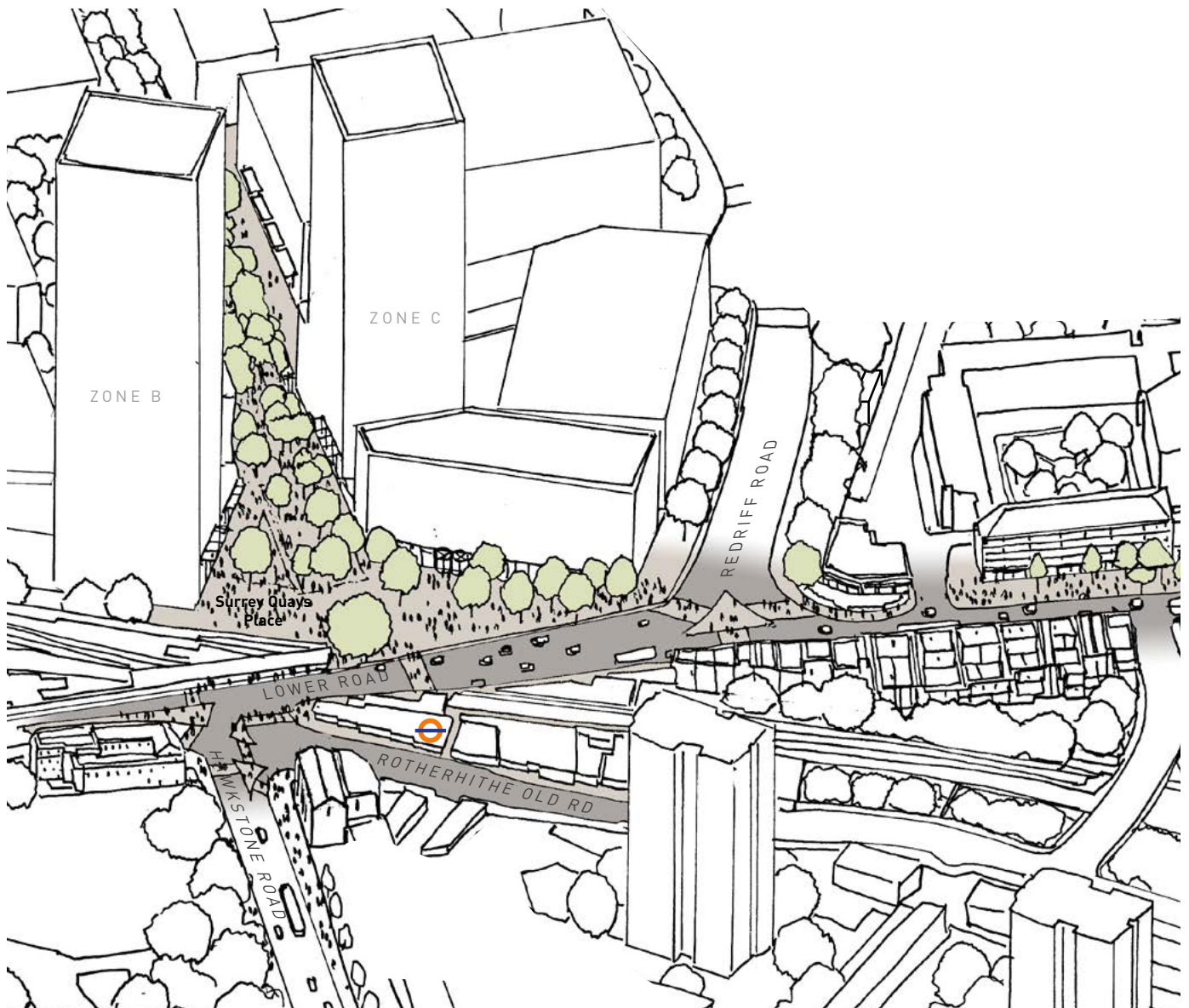
Two Tall Buildings on either side of Park Walk frame the threshold into the Town Centre, creating long views when emerging from Surrey Quays Station into the Town Square and beyond. The tallest of these, to the north of the space, has two important roles, firstly, it marks both the location of Surrey Quays Station and the entrance to the new Town Centre. Secondly, it offers visual conclusions to both the Hawkstone Road axis to the east, and from Lower Road to the south, directing views into the Masterplan and inviting people to explore the new town centre. The second, lower Tall Building completes the pair, marks the location of the Town Square and plays a similar role to Plot A1 to the north in visually concluding Deal Porters Way.



Illustrative plan of Surrey Quays Place

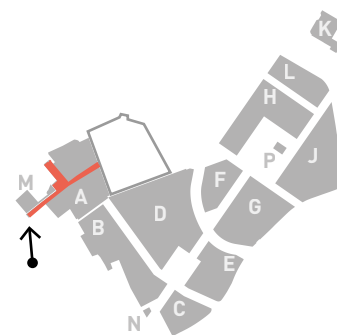


Illustrative view of Surrey Quays Place looking northeast along Park Walk



Illustrative aerial sketch of Surrey Quays Place

Dock Offices Walk and Dock Offices Courtyard



A green link

Filled with planting, the gently sloping Dock Offices Walk is a significant east-west pedestrian route. It lies on the proposed east-west 'green link' connecting Southwark Park via Gomm Road with Canada Water Dock, the proposed Park and Russia Dock Woodland to the east.

An important corner

Development Zone M lies directly on the corner of Lower Road and Dock Offices Walk and has a number of important roles. As well as holding the corner and providing a threshold to the Masterplan it also contributes to the overall consistency of Lower Road – being a good neighbour, acknowledging and responding to alignments and massing of adjacent buildings, and creating a coherent urban frontage on Lower Road. Finally, ground floor uses offer the possibility to provide additional community uses that, combined with residential entrances, can bring some much-needed ground floor activity to this important edge, bringing new and existing communities together.

Space for the community

Nestled between the richly detailed facade of the Grade II listed former Dock Offices and Plots A1 and A2, Dock Offices Courtyard is an intimate, sun-filled community square. Part garden, part urban square, changes in level combine with warm coloured paving and informal planting to give the space a soft and welcoming character. The space marks the entrance to the new Leisure Centre set within the base of Plot A2 and is brought to life with potential cafés and restaurants at its edges.

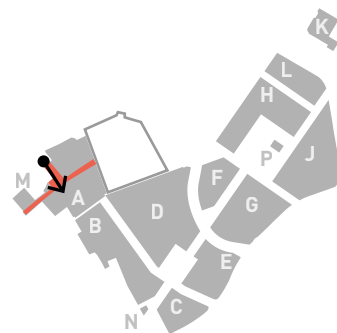
These buildings and the Public Realm within which they are located are described in detail as part of the Detailed Proposals. Please refer to the Plot A1 Design and Access Statement, Plot A2 Design and Access Statement and Zone A Public Realm Strategy for further information.



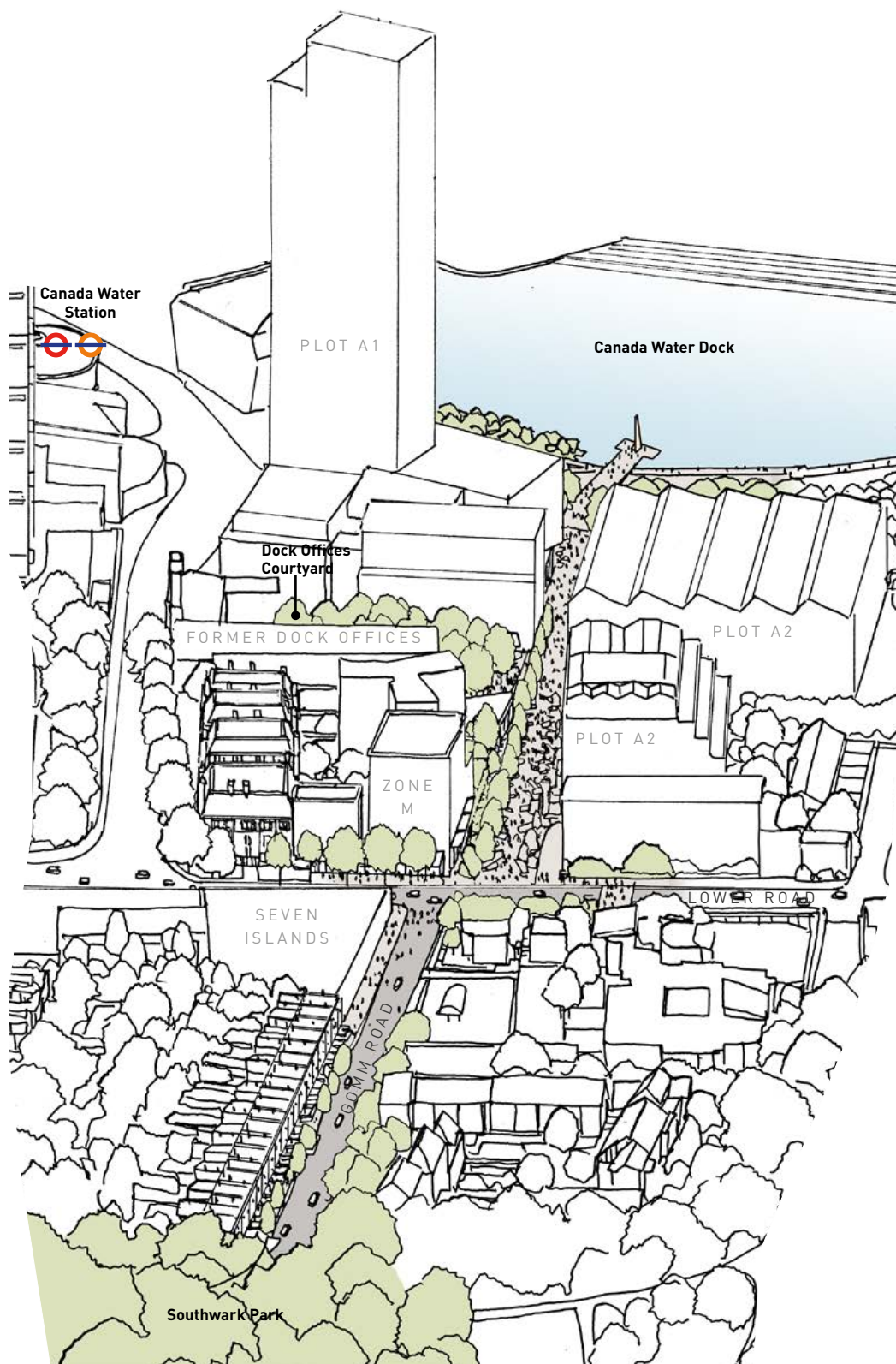
Illustrative view of the proposal in Development Zone M, as seen from Lower Road looking north



Illustrative plan of Dock Offices Courtyard and Dock Offices Walk

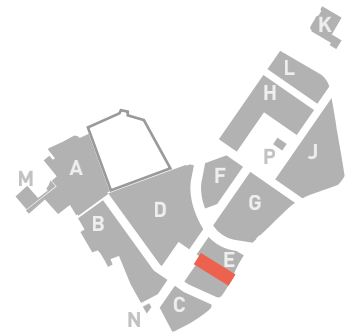


Illustrative view of Dock Offices Courtyard looking at the entrance of the Leisure Centre in Plot A2



Illustrative aerial sketch of Surrey Quays Place looking north-east

Greenland Dock connection



A critical connection

A reinvention of the former link between the two historic docks, Greenland Dock connection enables one of the most important local connections – the link between Greenland Dock and Canada Water via Middle Cut. Its southern edge is defined and characterised by existing and well-known elements – the pedestrian underpass and the landmark red Bascule bridge.

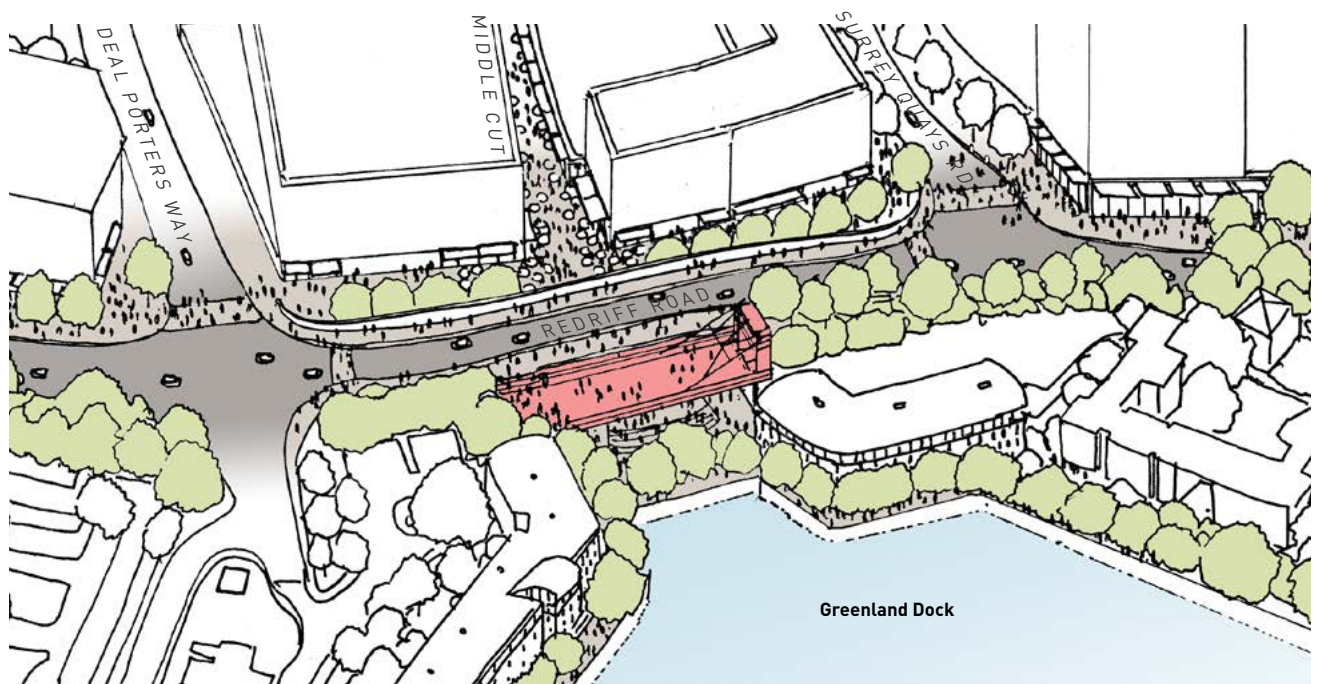
A threshold space

The arrival to the Masterplan from Greenland Dock is curated as a sequence of thresholds. Starting from the wide open space at the western end of Greenland Dock, the design of the landscape slopes down leading pedestrians under the red Bascule bridge towards the underpass.

When exiting the tunnel, the pedestrian is met by a threshold space, a small opening, leading to the intimate world of the Cuts.

Defining an edge

This is a complex site edge as Redriff Road rises over the underpass on a bridge structure. Accommodating this, the building line provides much-needed definition and ground level animation and is set back to allow generous ground-level pedestrian movement. Strong planting lines the edge of the bridge and defines the pedestrian route.



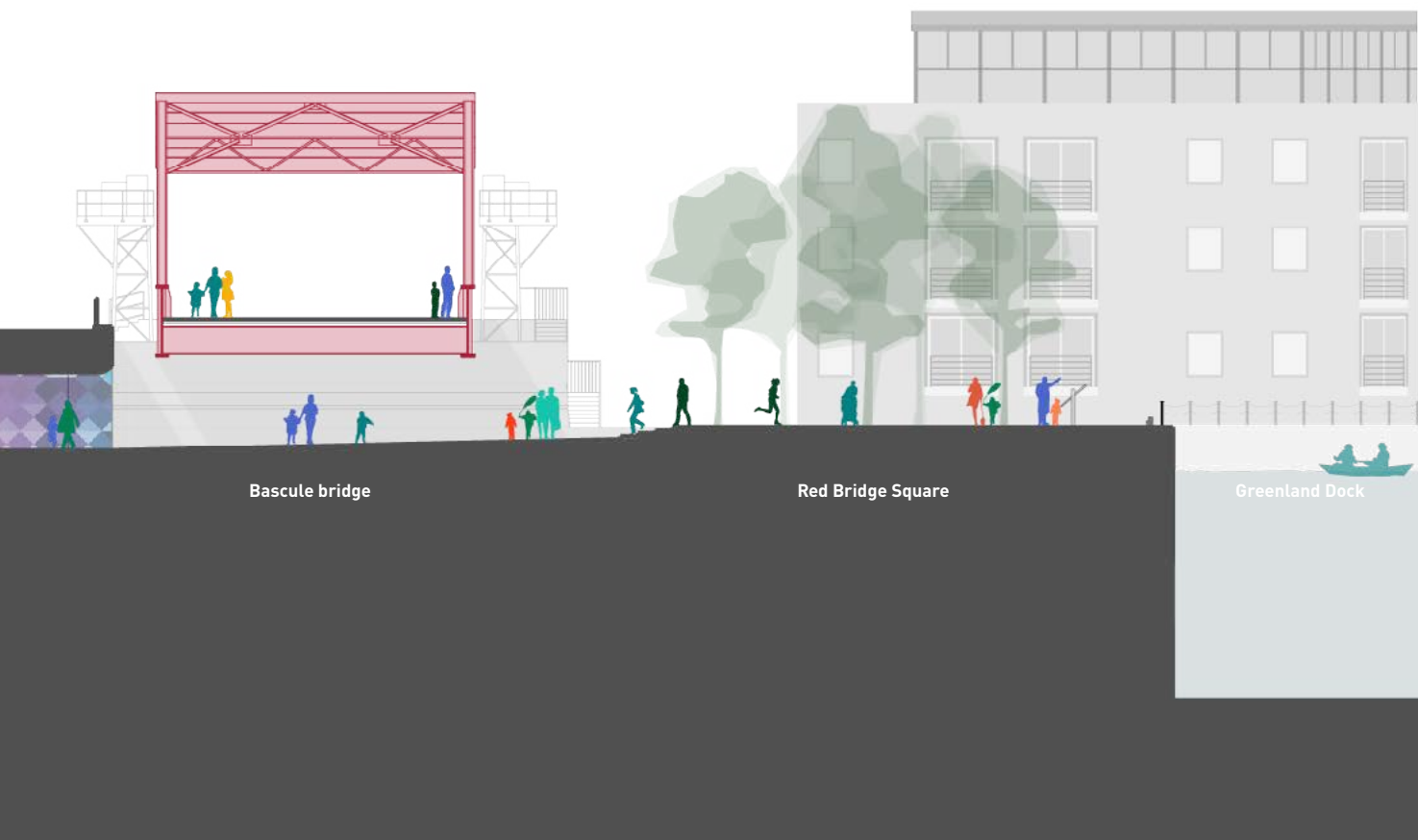
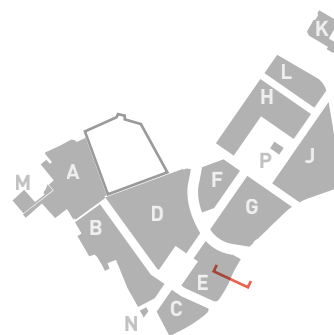
Illustrative aerial sketch of Greenland Dock connection



Illustrative plan of Greenland Dock connection



Section through Middle Cut and Bascule Bridge looking north





Photograph of the model focused on the Town Centre



4.2.3 LAYOUT

The Town Centre has a simple structure: two important routes – the High Street and The Park Walk – that intersect at the Town Square.

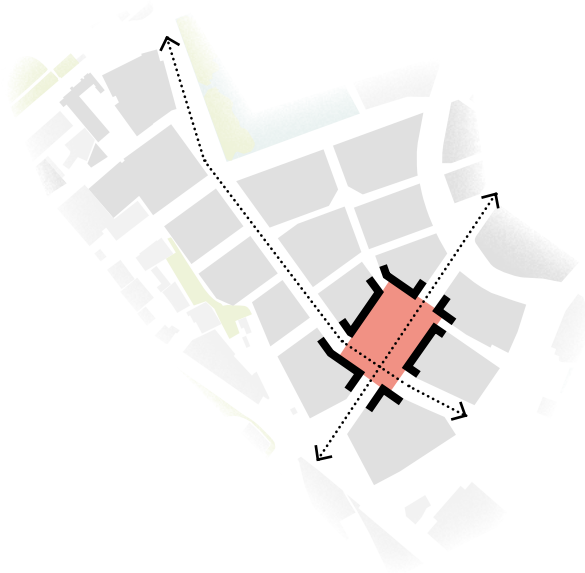
This clarity in urban structure establishes legibility of space, whilst secondary routes and lanes, such as the Cuts, provide additional permeability and richness to the Town Centre. The result is a variety of streets and spaces that are both attractive and easy to navigate for residents, workers and visitors.

A public square and a crossing

Deal Porters Way and Park Walk form a crossing around which the Town Centre is structured. Strategically located at the intersection of these two streets, the Town Square emerges as the focal space of the Town Centre, a centre of activity and social gathering.

Framed on all of its four sides by mixed-use buildings, the Town Square is conceived as an urban room with a clear sense of enclosure and containment. The enclosure is enhanced by a consistency between the buildings defining the square, as well as a careful design of the corners.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*
- ▶ *Design Guidelines TC 1.1*



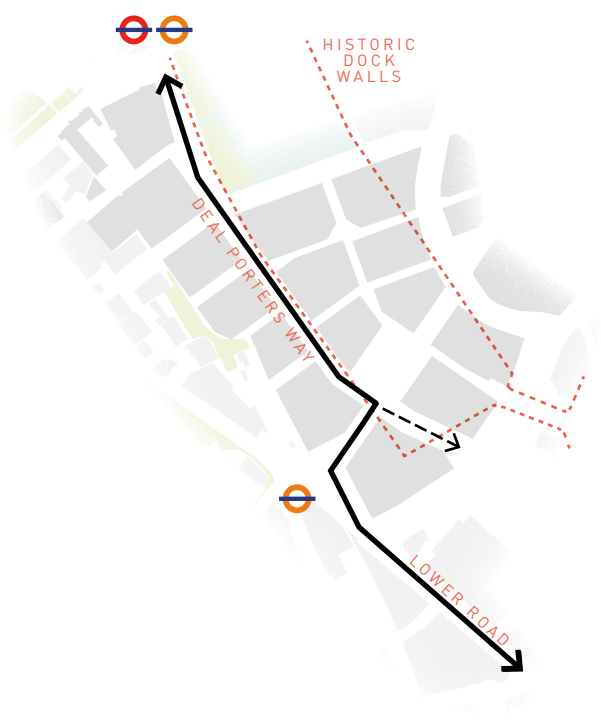
A new High Street

The new High Street, Deal Porters Way, running north-south and connecting Canada Water Station and Surrey Quays Station is one of the main organisational routes in the Town Centre.

The new street is formed as an extension of the existing Deal Porters Way to follow the approximate alignment of the historic Dock Wall.

Deal Porters Way links and extends the existing local high street, Lower Road, making a positive connection through Park Walk and Surrey Quays Place.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*



Enclosure of the street

Deal Porters Way is conceived as a continuous urban space with a clear sense of enclosure. Mixed-use buildings frame the new street, maintaining a consistent width along the length of the street. The alignment along Deal Porters Way changes after each major space, containing the views within limited distances and avoiding the creation of long focal vistas.

Whilst pedestrian flows along Deal Porters Way are naturally directed towards Park Walk and Surrey Quays Place, Deal Porters Way extends up to Redriff Road. The southernmost fold of the High Street marks the end of the containment of the street corridor, allowing more flexibility in the southern section of Deal Porters Way to accommodate specific building uses, such as a multi-storey car park and the relocated Petrol Filling Station.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07004 'Proposed Building Lines'*
- ▶ *Design Guidelines TC 1.2 and TC 1.3*

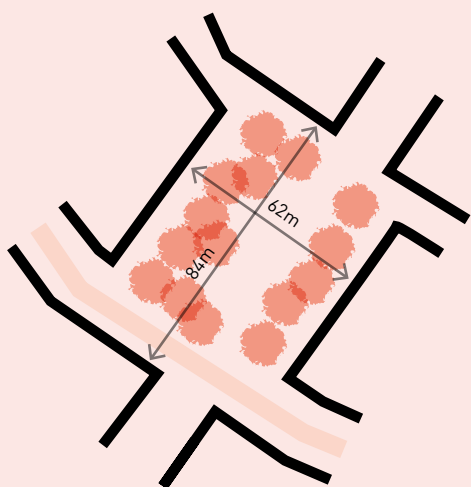


SCALE COMPARISON: LONDON SQUARES

This section is a high-level scale comparison of selected London squares. These examples provide a reference to understand the scale and character proposed for the Town Square.

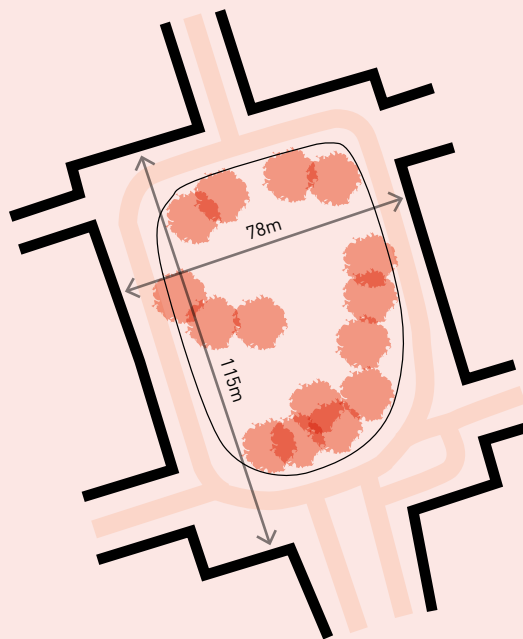
CANADA WATER TOWN SQUARE Canada Water, Southwark, London

- Width: 62m
- Length: 84m
- Building heights: 5-6 storeys



HANOVER SQUARE Mayfair, Westminster, London

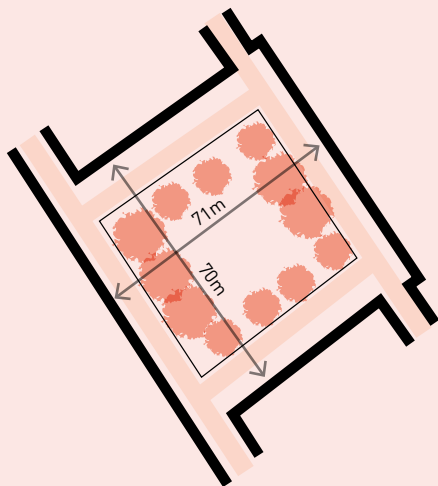
- Width: 78m
- Length: 115m
- Building heights: 5-9 storeys



GOLDEN SQUARE

Soho, Westminster, London

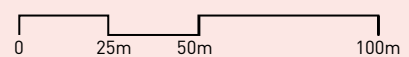
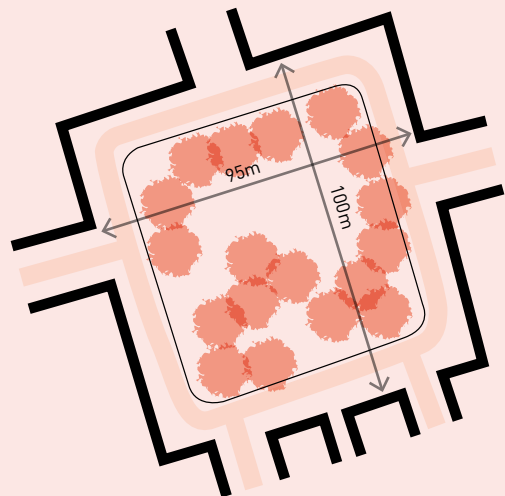
- Width: 70m
- Length: 71m
- Building heights: 4-8 storeys



SOHO SQUARE

Soho, Westminster, London

- Width: 95m
- Length: 100m
- Building heights: 4-9 storeys



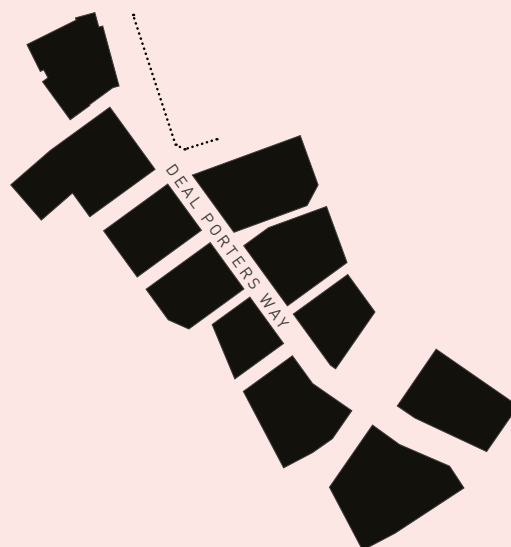
SCALE COMPARISON: LONDON HIGH STREETS

This section is a high-level scale comparison of selected London high streets. These examples provide a reference to understand the scale and character proposed for Deal Porters Way as a new London high street.

DEAL PORTERS WAY

Canada Water, Southwark, London

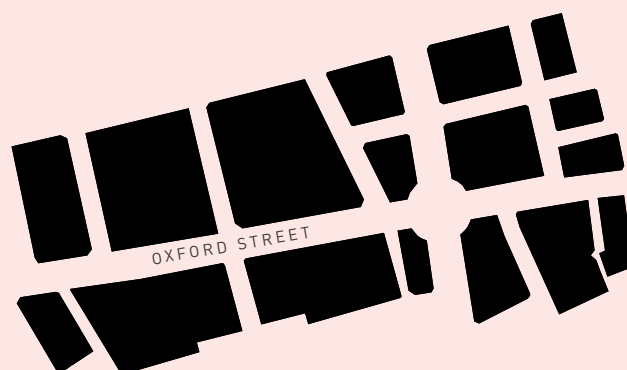
- Width: 20m
- Length: 0.5 km
- Building heights: 3-6 storeys
- Footpath width: 6m
- Trees: yes
- Traffic restriction: public transport, servicing vehicles and taxis during peak hours
- Traffic lanes: 2



OXFORD STREET

Westminster, London

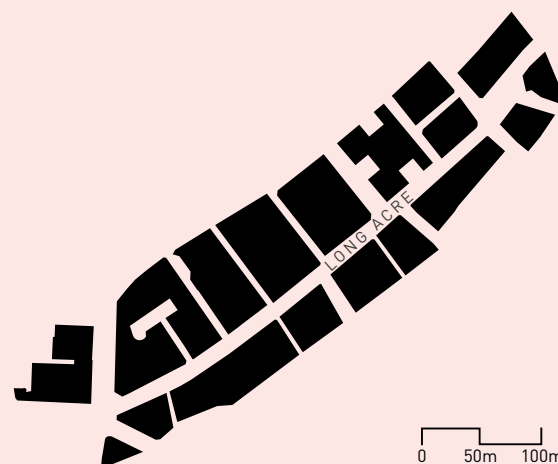
- Width: 25m
- Length: 1.9 km
- Building heights: 4-9 storeys
- Footpath width: 6-9m
- Trees: yes
- Traffic restriction: public transport and taxis during peak hours
- Traffic lanes: 2



LONG ACRE

Covent Garden, Camden, London

- Width: 14m
- Length: 0.5 km
- Building heights: 3-6 storeys
- Footpath width: 2.7-5m
- Trees: no
- Traffic restriction: no
- Traffic lanes: 1 + street parking

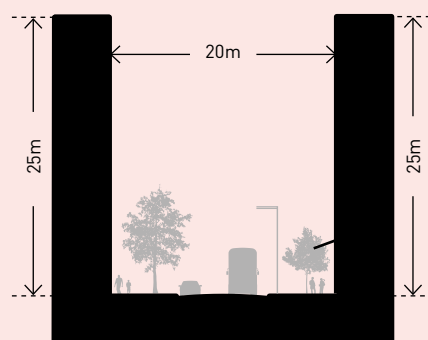


0 50m 100m





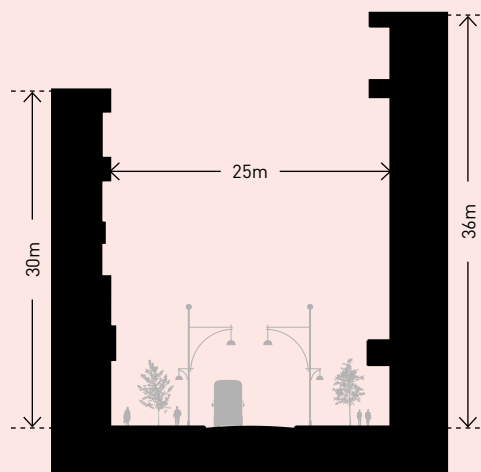
Deal Porters Way – illustrative street view



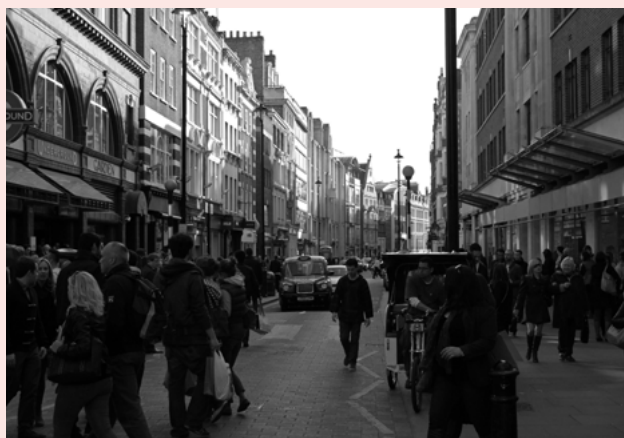
Deal Porters Way – typical section



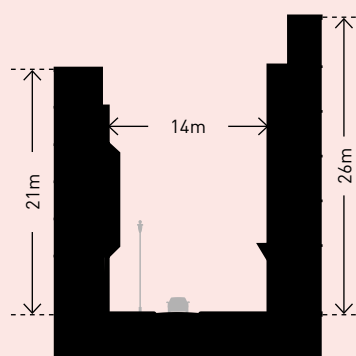
Oxford Street – street view



Oxford Street – typical section



Long Acre – street view



Long Acre – typical section

New experience of Canada Water Dock

The revitalisation of the SINC (Site of Importance for Nature Conservation) at Canada Water Dock and landscape interventions around the dock edge create a new civic space in the Town Centre, where people can engage with the water and ecology of the Site.

A new crossing over the dock provides another way to experience the dock, whilst improving permeability. The crossing links directly with Southwark Park via Dock Offices Walk, and with the Cuts, Town Square and Greenland Dock via Middle Cut.

- *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*

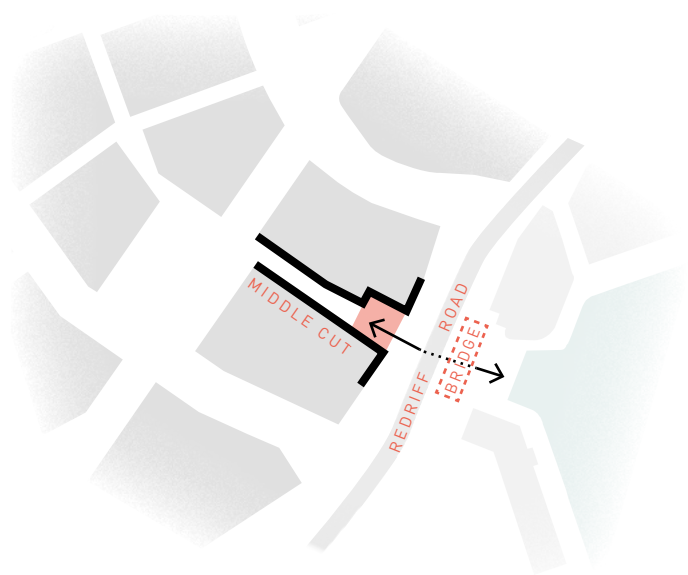
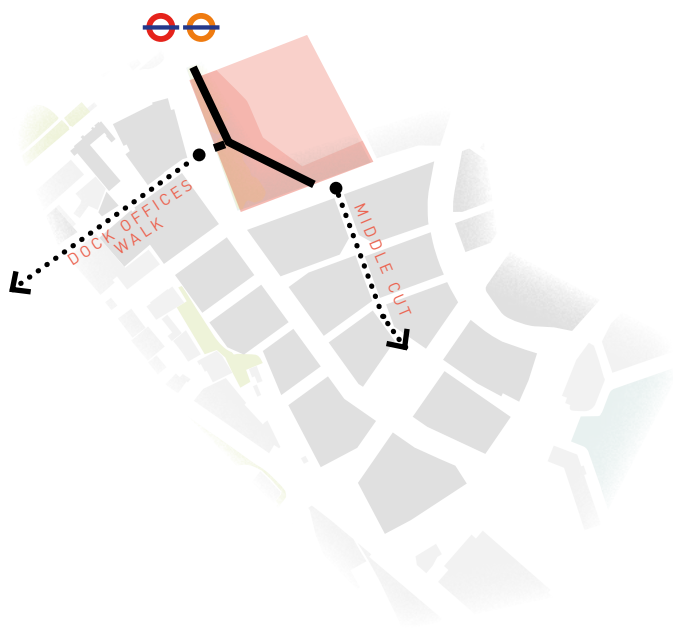
Pedestrian connection to Greenland Dock

To support the pedestrian permeability of the Town Centre the Middle Cut connects directly with Greenland Dock via the existing pedestrian underpass.

The access from Greenland Dock into the Cuts is designed as a sequence of thresholds, passing under the locally listed red Bascule bridge and under Redriff Road to arrive to a pocket space before moving on into the Cuts.

The change of levels produced at the intersection between the Middle Cut and Redriff Road provides vantage points along Redriff Road with places to look down on the activities in the Cuts.

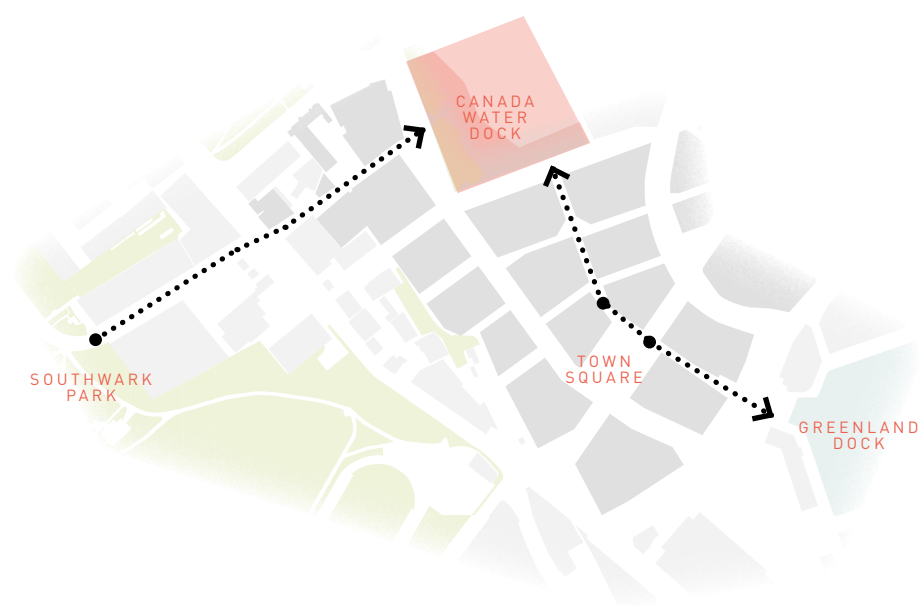
- *Design Guidelines TC 1.13*



Lines of sight

Sightlines between key public spaces are maintained to provide an intuitive townscape experience where pedestrians are guided by visual landmarks from each one of the spaces. The Town Square, has clear visibility to Canada Water Dock, and below the Bascule bridge and Redriff Road connecting to Greenland Dock.

► Design Guidelines TC 1.8



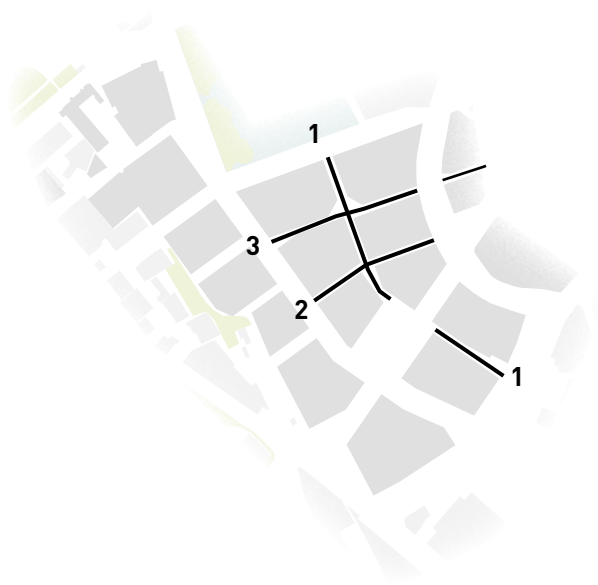
A network of Cuts

The Middle Cut (1) provides a continuous link between Canada Water and Greenland Dock. Additional Cuts link with the Middle Cut to create a network of informal lanes within Development Zones D and E, extending further out to adjacent Development Zone F.

Parameter Plans define the proposed Lower Cut (2) and Higher Cut (3), which form the basis for a network of lanes. However, the flexibility of subdivision in the Cuts promotes the possibility for further Cuts.

The diagram below shows a potential network of Cuts based on the Illustrative Masterplan.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*
- ▶ *Design Guidelines TC 1.9 and TC 1.11*



Intimate and informal spaces

The Cuts are characterised by the narrowness of the lanes and a variation in street width and alignments.

Whilst the Middle Cut is a continuous route between the two docks, enabling sightlines between public spaces. Secondary cuts may not be aligned to create a casual and intimate urban fabric, producing interesting corners and opportunities for small openings at the intersections.

Splayed street walls open up the lanes onto small public spaces, punctuating the narrow laneway experience.

The diagram illustrates the proposed Cuts in the Illustrative Masterplan.

- ▶ *Design Guidelines TC 1.12 and TC 1.13*

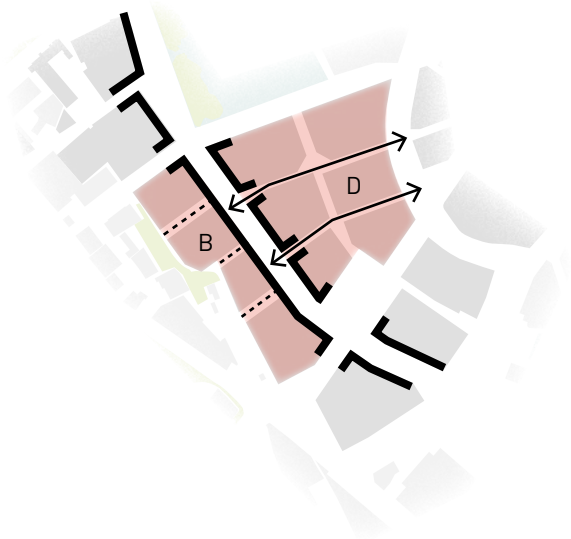


Relationship between buildings

The flexibility in the subdivision of Development Zones in the Masterplan allows for variations in subsequent plot edges. The number of buildings produced and the relationship between them has a strong impact on the perception of Deal Porters Way.

There are important differences between Development Zones B and D. Zone D will be fragmented into smaller east-west pedestrian routes – the Cuts. Since Zone B lies against the railway cutting, with no access across to Lower Road, no pedestrian routes are required. Two important principles flow from this. Firstly, breaks between buildings in each Development Zone are offset to reinforce a sense of discontinuity. Secondly, party walls between adjacent plots are desirable in Development Zone B.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*
- ▶ *Design Guidelines TC 1.4 and TC 1.5*



Geometry of Surrey Quays Road

The existing sweeping geometry of Surrey Quays Road is maintained and reinforced in the Masterplan.

New building lines either side will continue the width set by recent developments around Canada Water Station on Surrey Quays Road to the north and also follow and hold the sweeping geometry of the curve, particularly on the concave outer edge.

The diagram below illustrates the curved façades proposed in the Illustrative Masterplan along Surrey Quays Road.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07004 'Proposed Building Lines'*
- ▶ *Design Guidelines TC 1.14*



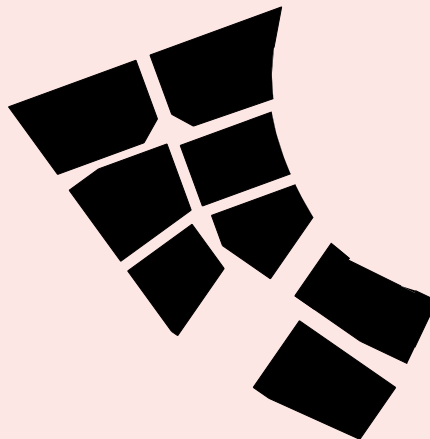
SCALE COMPARISON: LONDON STREETS

This section is a high-level scale comparison of selected small-scale London streets. These examples provide a reference to understand the scale and character proposed for the Cuts.

THE CUTS

Canada Water, Southwark, London

- Width of lanes: 6-8m
- Building heights: 4-5 storeys
- Traffic control: yes (hours of access controlled)



SHAD THAMES

Bermondsey, Southwark, London

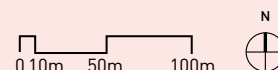
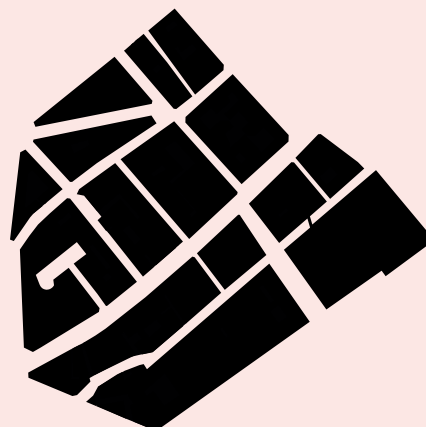
- Width of lanes: 7-9m
- Building heights: 3-9 storeys
- Traffic control: yes (hours of access controlled)



COVENT GARDEN

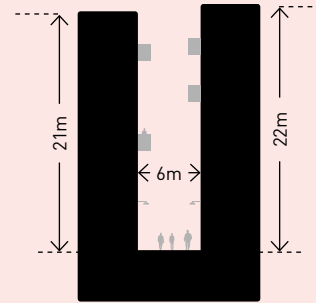
Westminster and Camden, London

- Width of lanes: 3-15m
- Building heights: 3-6 storeys
- Traffic control: yes (hours of access controlled)





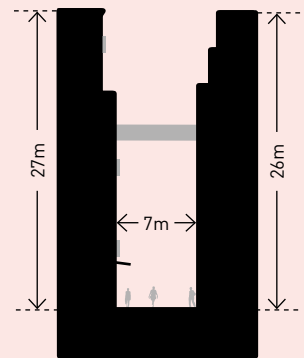
The Middle Cut – street view of the Illustrative Masterplan



The Cuts – typical section



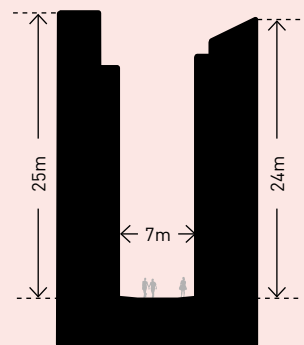
Shad Thames – street view



Shad Thames – typical section



Neal Street – street view



Neal Street – typical section

Arriving from Canada Water Station

Canada Water Dock is the arrival point to the Masterplan for those coming from Canada Water Station and the north of the Site. Buildings in Development Zones A and D combine to frame this point of arrival and invite visitors to enter into the new Town Centre.

Once outside Canada Water Station, pedestrians are met by a Tall Building in Plot A1 marking the location of the Town Centre and the beginning of Deal Porters Way (High Street).

The Landmark Building in Zone D frames the view, encouraging pedestrians to enjoy the amenities around the dock edge and discover the Cuts (refer to Plot Study on Landmark Building) .

- *Design Guidelines TC 6.1 to TC 6.7*

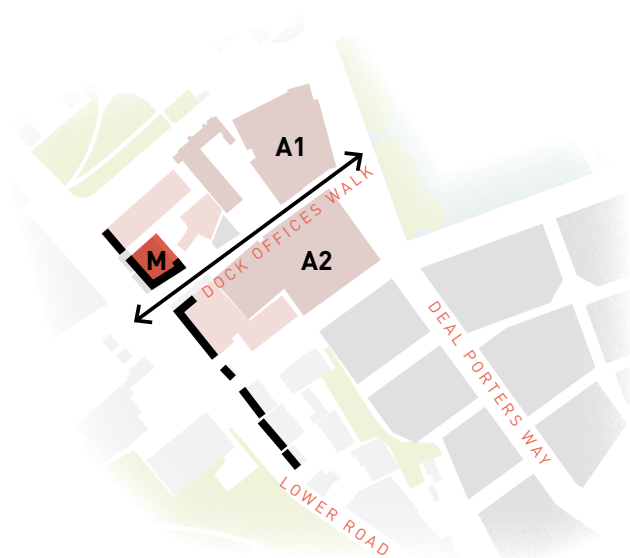


New connection from Lower Road

Buildings in Plots A1 and A2, together with Development Zone M define a new route between Lower Road and Deal Porters Way, Dock Offices Walk, passing by Dock Offices Courtyard.

This route is completed with a corner building at the western end, which marks the entrance point to this route from Lower Road. This building is responsive of its immediate neighbours, and while inviting people into Dock Offices Walk through its alignment, it holds the building line along Lower Road, creating continuity with the neighbouring buildings.

- *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*
- *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07004 'Proposed Building Lines'*
- *Design Guidelines TC 1.15*



Clear urban structure

In addition to creating a strong frontage on Deal Porters Way, Development Zones A, B and C play a key role in reconciling existing and proposed buildings between Lower Road and Deal Porters Way (High Street).

The three Zones respond to the existing context on Lower Road to repair the historic break that currently exists at the southwestern edge of these zones as a result of the level difference.

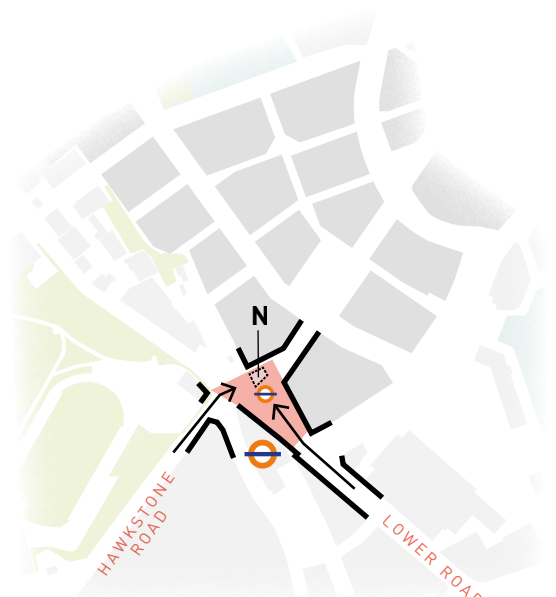
- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*

Arriving from Surrey Quays Station

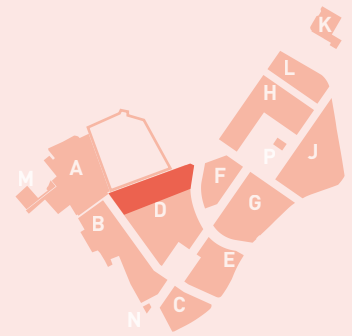
Surrey Quays Place is the arrival point to the Masterplan for those coming from Surrey Quays Station and the south of the Site. The geometry of the space invites pedestrian flows from Surrey Quays Station, Lower Road and Hawkstone Road into the Town Centre through Park Walk, and also better integrates the town centre with the existing retail high street on Lower Road.

As well as guiding pedestrian movement, the space has been shaped to accommodate future works to the junction and the CS4 gyratory and any future development at Surrey Quays Station. This may include future bridging of the southern end of the rail cutting to extend the Public Realm, and a potential new station access point in Development zone N.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*
- ▶ *Design Guidelines TC 1.6 and TC 1.7*



BUILDING TYPOLOGY STUDY: LANDMARK BUILDING



This section shows the plot study by Heatherwick Studios for the landmark building in Development Zone D.

Location and purpose

Located on the Dock Edge, the landmark building frames the south edge of the dock, whilst also framing a new route from Canada Water into the Cuts and the Town Centre.

Massing

The overall massing is composed from a series of discrete buildings which rotate to create a series of terraces. A publicly accessible route is integrated into the terraces to provide a new roof top garden for Canada Water. A Tall Building is strategically located close to the corner of the Dock, forming part of a wider cluster of Tall Buildings. The south façades of the landmark building engage with the character of The Cuts and Deal Porters Way, complementing the neighbouring buildings and strengthening the overall character of the Town Centre.

Uses

The landmark building is a truly mixed-use destination, with retail, restaurants, roof top restaurants, cinema and leisure, covered market hall, public square, offices and new homes.

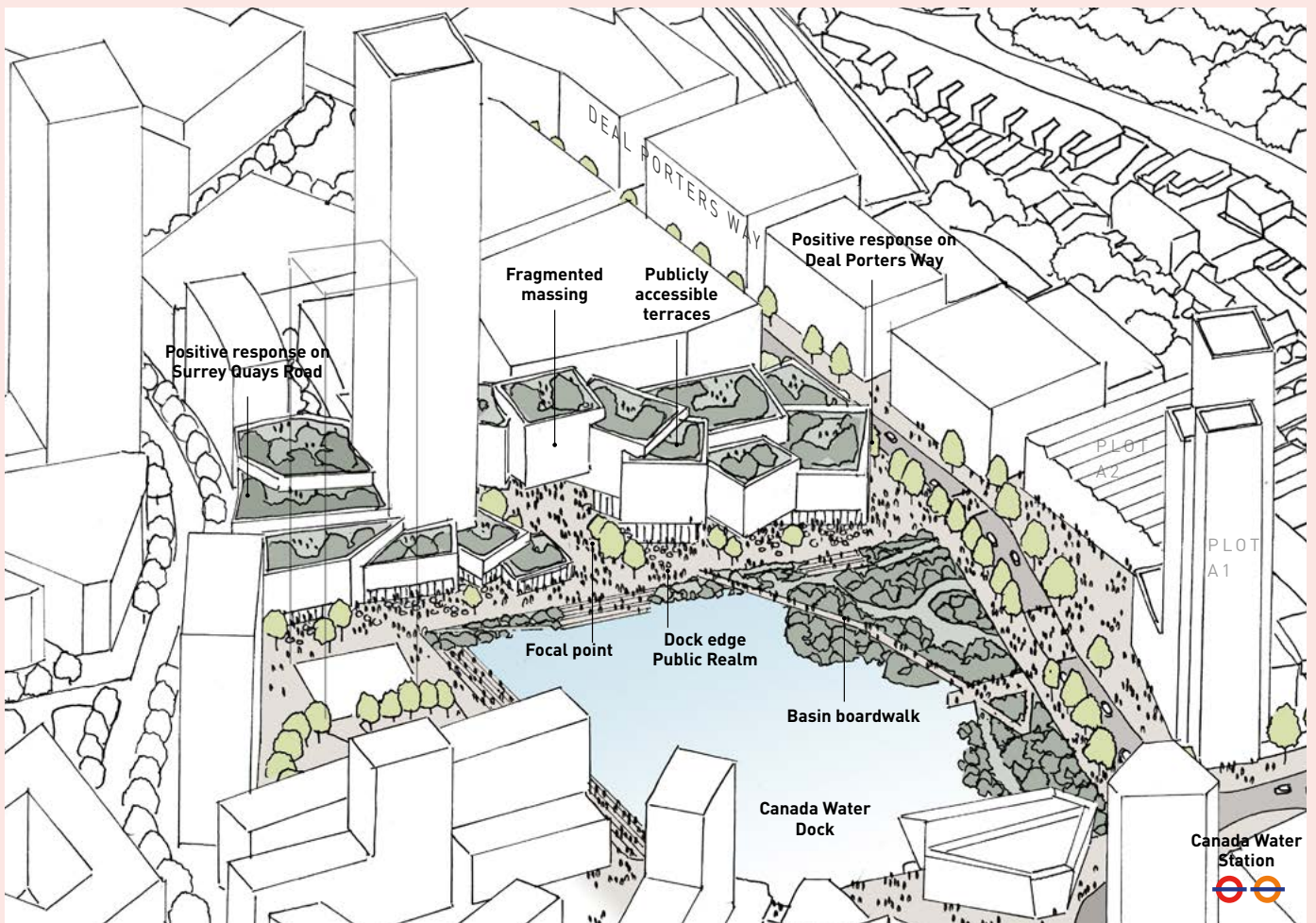
Public Realm

The provision of a high-quality Public Realm on the Dock Edge and at the meeting point of the Middle Cut with the Dock Edge and the Basin Boardwalk is important to incorporate a public dimension to the building and highlights its special status. The landscape around the building is of the highest standards including water features and planting, integrating architecture, Public Realm, history and nature.

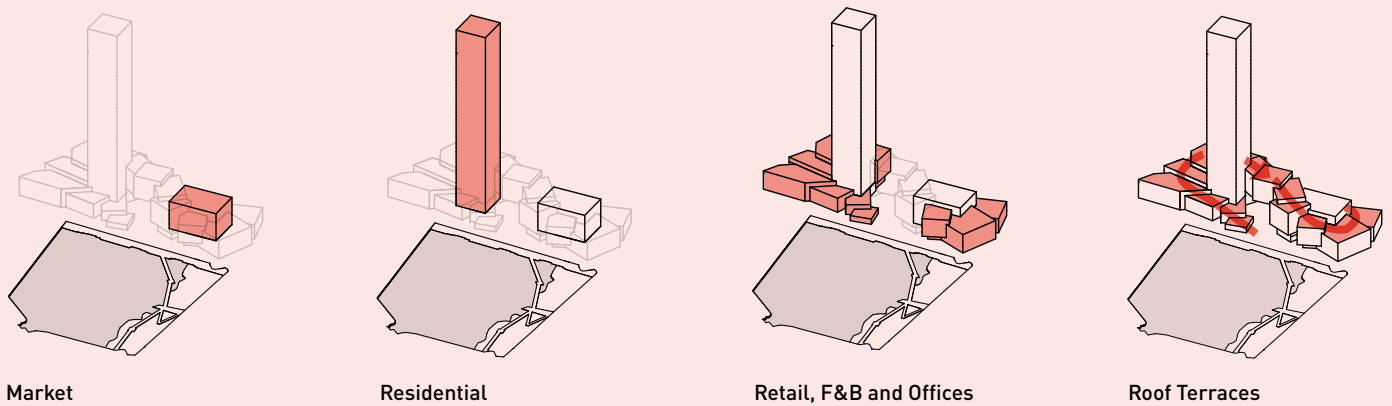
► *Design Guidelines TC 6.1 to 6.7*



Concept sketch of the proposed Landmark Building



Illustrative aerial sketch showing the Landmark Building on the Canada Water Dock edge



4.2.4 ACCESS

While prioritising pedestrian, cycle and public transport access and movements, the Town Centre framework also carefully integrates critical access for deliveries, car parking, drop-off and servicing. Pedestrian accessibility around the edges of the Town Centre has been improved, particularly around the southern edge. New plot layouts and landscape design eliminate existing physical barriers by creating gentle gradients accessible to all.

A focus on pedestrians and cyclists

The Town Centre is designed as a walkable and permeable town centre, where pedestrians have priority over vehicles.

The majority of the routes within the Town Centre are envisaged as having pedestrian and cycling priority, with managed servicing, emergency and maintenance access. The pedestrian underpass connecting Greenland Dock with the Site is enhanced by integrating it within the pedestrian network of the Masterplan.

Access to vehicles may be allowed at the southern end of Deal Porters Way, with managed access for buses, taxis and servicing between Canada Water and the southern end of the Town Square.

- ▶ *Design Guidelines MP 4.1*
- ▶ *Design Guidelines TC 2.1 and TC 2.2*



An additional network of movement

Further to the primary pedestrian network defined by the Parameter Plans, an additional finer grain network of movement is encouraged by the Design Guidelines, enhancing the intimacy of the walks through the Town Centre, in particular through the Cuts.

Publicly accessible courtyards, building thoroughfares and passages intensify the experience and character of the Town Centre, enriching the complexity of the urban fabric, as shown in the indicative diagram below.

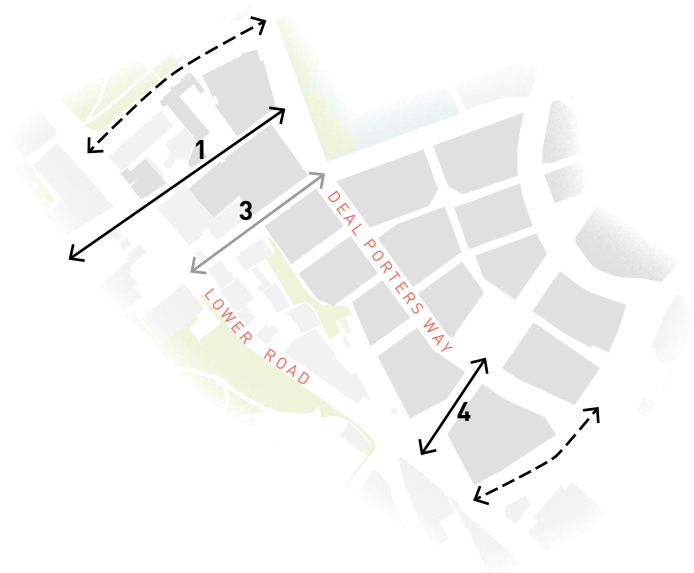
- *Design Guidelines TC 2.3*

Linking Lower Road and Deal Porters Way

Strong new connections are made between Lower Road and Deal Porters Way in two locations – along Dock Offices Walk (1), and also through the southern section of Park Walk (2). Both pedestrian only, these new routes are critical in opening up the town centre to Lower Road and the communities beyond.

There is the potential for an enhancement of the existing link at Hothfield Place (3) which will be considered in the future.

- *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07003 'Proposed Development Zones and Public Realm'*
- *Design Guidelines TC 2.4*



Improved access from Surrey Quays Station

The Town Centre is inclusive and accessible for everyone, and enables everyone to enjoy the streets and spaces provided in the Masterplan.

It is therefore important to resolve level differences that currently exist at the edges of Site, especially in the southern edge by Lower Road. The proposed Public Realm addresses all physical barriers by replacing them with gentle slopes that create enjoyable and walkable streets into and around the Site. An example of this is Park Walk, between Surrey Quay Station and the Town Square.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07011 'Proposed Site Levels'*

Building entrances and the Public Realm

Building entrances are significant contributors to the character and activity of the ground floor in the Town Centre. Entrances play a key role in activating the ground floors, generating movement in and out of the buildings. Residential entrance lobbies address an open space or public street, such as Surrey Quays Road, providing good access, drop-off and delivery possibilities to all residents, whilst creating an active frontage on the edges of the Town Centre.

Indicative entrances to buildings in the Town Centre are shown in the diagram below based on the Illustrative Masterplan.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07007 'Proposed Servicing and Access'*
- ▶ *Design Guidelines TC 2.5*

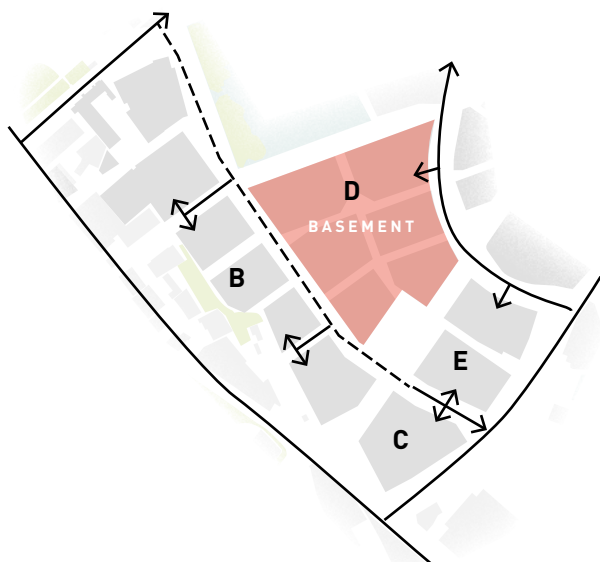


Coordinated servicing locations

Vehicular access to the Town Centre is limited to Deal Porters Way and Surrey Quays Road with controlled service access to some side streets. Between Canada Water and the Town Square, Deal Porters Way supports buses, drop-off and servicing access only. The southern end of Deal Porters Way allows all types of vehicles to access the uses on Development Zone C and E.

Servicing for plots on Development Zones B, C and E is through on-plot loading bays. The service entrance of buildings addressing Deal Porters Way is on secondary façades and never directly from the High Street, ensuring active ground floor uses are maintained along the street. Servicing for Development Zone D happens at basement level, with access from Surrey Quays Road. Indicative service access points of the Illustrative Masterplan are shown in the diagram below.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07007 'Proposed Servicing and Access'*
- ▶ *Design Guidelines TC 2.6 and TC 2.7*



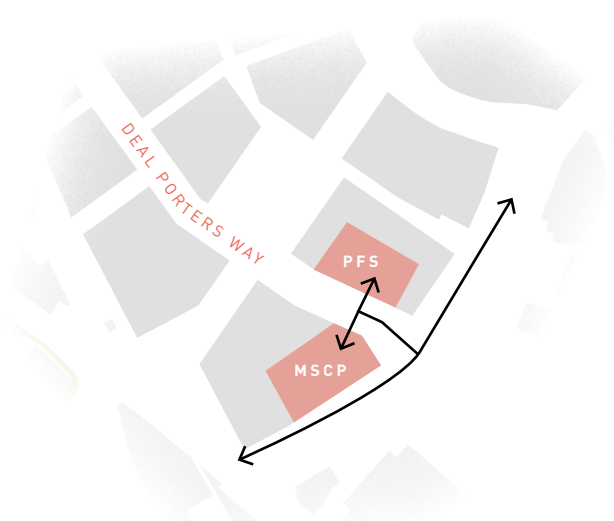
Controlled vehicular access

A multi-storey car park and a permanent petrol filling station are featured in Development Zones C and E. The location of the parking structure near the core of the Town Centre encourages visitors arriving by car to park and walk throughout the centre.

Both uses are carefully located to minimise impact on the traffic flow at existing roads and streets. Access to them is planned from the southern end of Deal Porters Way.

The diagram below illustrates indicative location and access routes of these facilities in the Illustrative Masterplan.

- ▶ *Development Specification*
- ▶ *Design Guidelines MP 4.1*



Active edges along Public Realm

A healthy and thriving Town Centre offers active uses along the main Public Realm. Predominant uses along Deal Porters Way, the Town Square and the Dock Edge include larger retail units, bars and restaurants, which could be mixed with office lobbies, creating high levels of activity and engagement. Other street frontages, such as those along Surrey Quays Road and Redriff Road, combine active uses with access and other technical requirements. These should aim at maximising the activity and engagement along the edges, promoting successful and safe streets.

The diagram below illustrates the indicative location of highly-active edges in the Town Centre.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07007*
'Proposed Servicing and Access'
- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07008*
'Proposed Predominant Ground Level Uses'
- ▶ *Design Guidelines TC 3.1 to TC 3.4*



High Street retail

The Town Centre has the potential to offer a variety of types and sizes of retail units contributing to its vitality and offering something for everyone.

Deal Porters Way (High Street) is envisioned as a busy and dynamic street, the retail spine running across the Town Centre. It will become a major shopping destination, with flexibility to accommodate large retailers, high street brands and chains among other types of shops. This shopping street links directly with the existing shops along Lower Road, resulting in a continuous shopping experience integrating new and existing retailers via Park Walk and Surrey Quays Place.

► *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07008*
'Proposed Predominant Ground Level Uses'

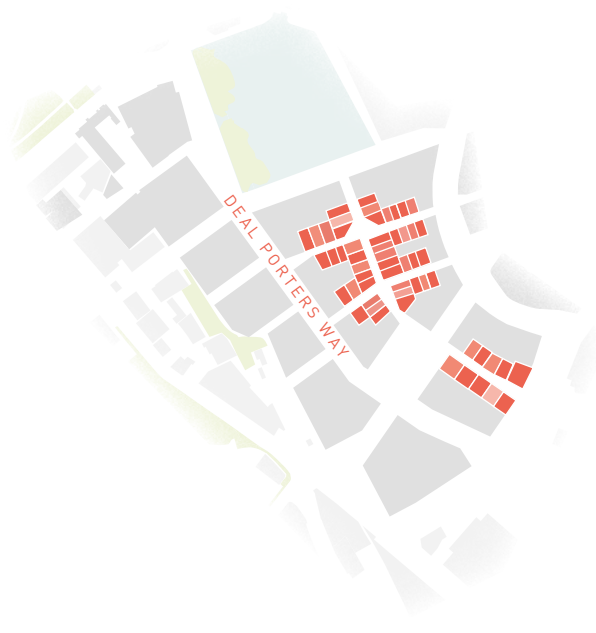
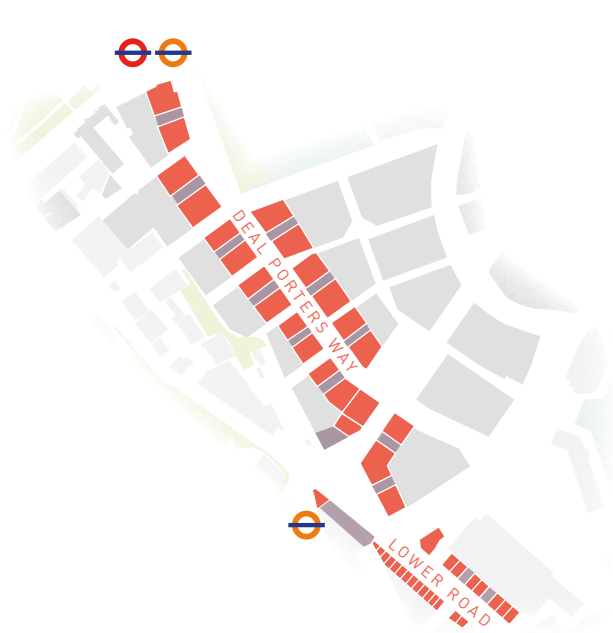
► *Development Specification*

Opportunities for smaller scale retail

In contrast, smaller scale retail units, boutiques and cafés are likely to populate the more intimate lanes in the interior of the urban blocks in the Cuts.

The narrow shop fronts create an intimate and diverse atmosphere, contrasting with, and complementing the shopping experience of Deal Porters Way.

► *Development Specification*



Activity around public spaces

There is opportunity to located bars and restaurants on the ground floor of buildings around the Town Square, Dock Edge, Surrey Quays Place and Park Walk. These spaces are conceived to allow the activity of these units to open out onto the Public Realm, providing opportunities for outdoor dining.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07008*
'Proposed Predominant Ground Level Uses'
- ▶ *Development Specification*
- ▶ *Design Guidelines TC3.1 and TC 3.2*

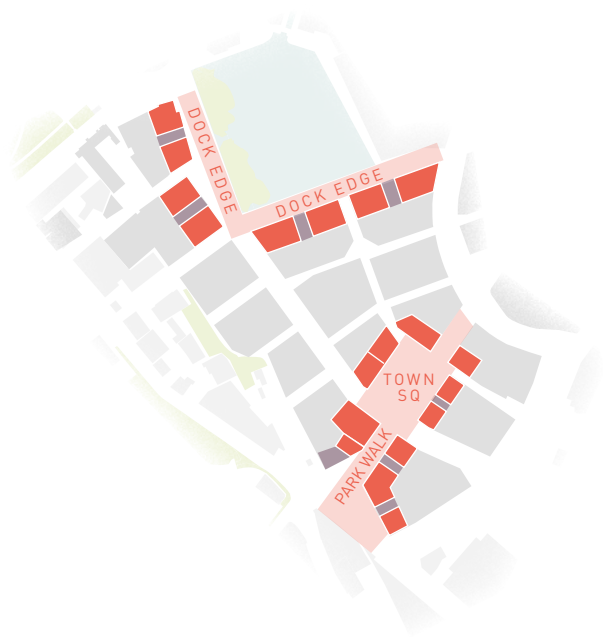
Multi-storey car park and Petrol Filling Station

A multi-storey car park is proposed in the Town Centre in order to provide parking space for visitors and residents.

In the vicinity of the multi-storey car park, a permanent petrol filling station is proposed to replace the existing structure next to the former Dock Offices. An interim petrol filling station is anticipated until the permanent structure is completed, located within the boundaries of Development Zone C.

Both uses are carefully located in Development Zones C and E to avoid visibility from the Town Square. The diagram below illustrates the location of these facilities in the Illustrative Masterplan.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07007*
'Proposed Servicing and Access'
- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07013*
'Proposed Interim PFS'
- ▶ *Development Specification*



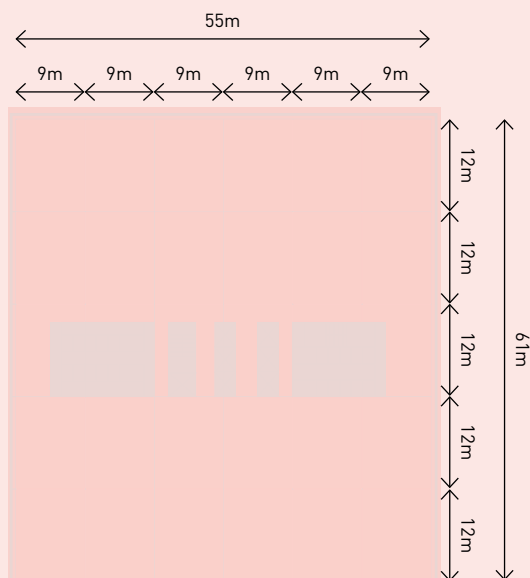
TPOLOGY STUDY: TOWN CENTRE TYPE

This section is a high-level typology study of the Town Centre Type. The two typologies shown below are similar in scale to Plots A1 and A2. A combination of these typologies can provide a varied character to the streets and spaces as well as the building form and roofscape.

► Design Guidelines MP 1.2

LARGE FLOORPLATE TYPOLOGY

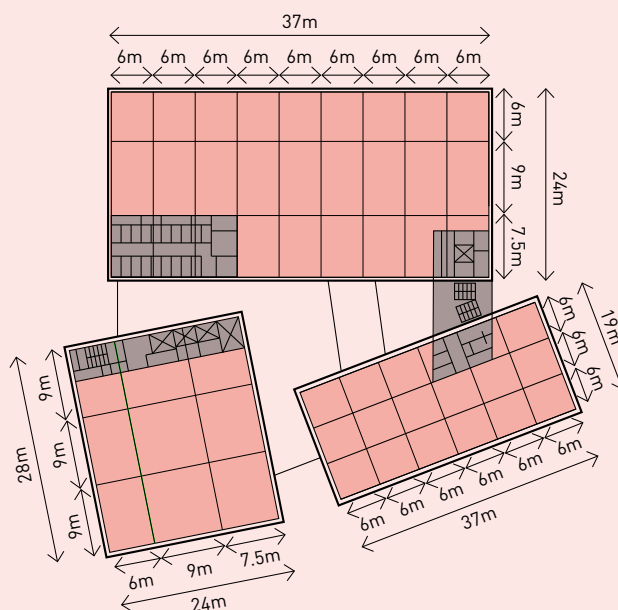
- Clear edges to spaces
- High efficiency
- Large footprint
- Flexible floorspace



Diagrammatic plan of a typical compact office typology

CLUSTERED TYPOLOGY

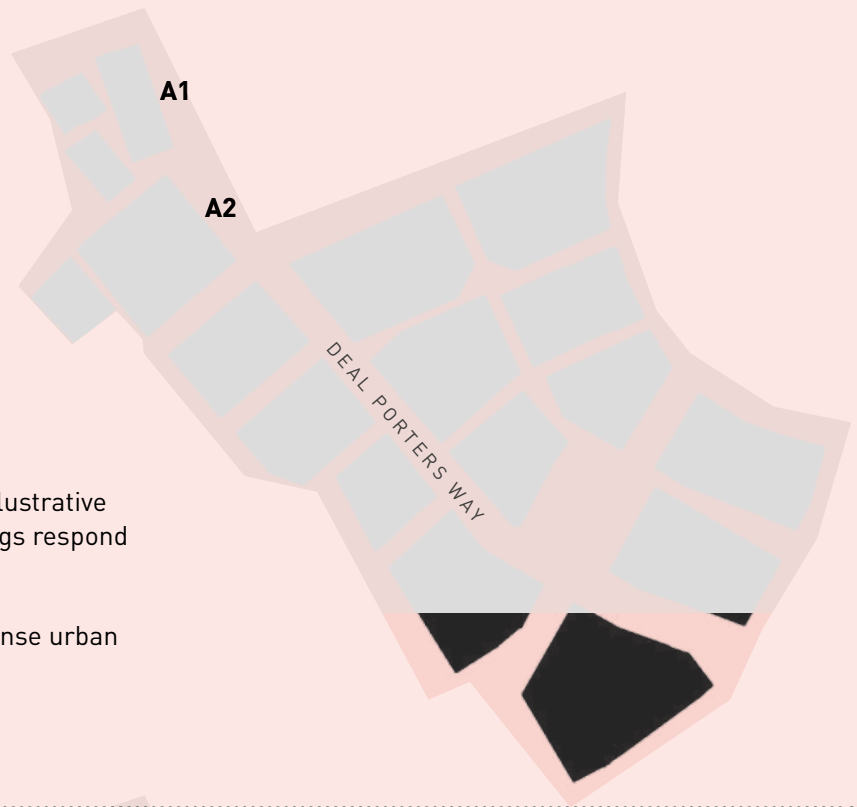
- Varied size of floorplates
- Varied roofscape, with opportunity for terraces
- Response to site geometry
- Permeability at ground level



Diagrammatic plan of a typical fragmented office typology

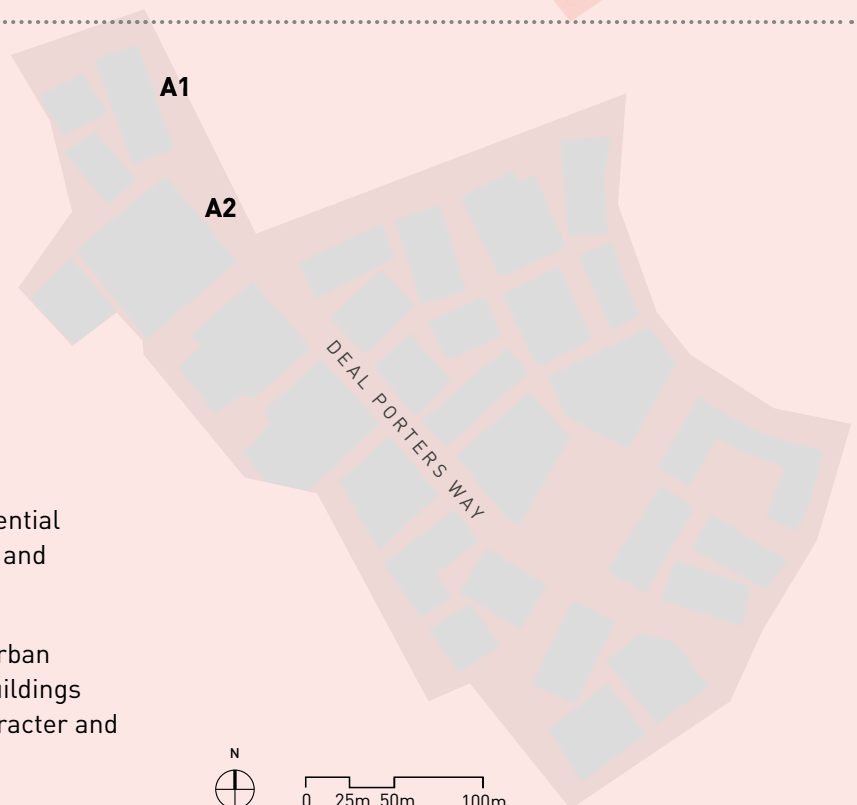
The plan on the right illustrates the Illustrative Masterplan, where most of the buildings respond to the large floorplate typology.

This option provides a compact and dense urban fabric with a clear urban hierarchy.



The plan on the right illustrates a potential scenario with a mix of large floorplate and clustered building typologies.

This option enables a more complex urban fabric with potential routes through buildings and thoroughfares that enrich the character and informality of the Town Centre.



4.2.6 SCALE

The Town Centre is characterised by three complementary approaches to building scale. Firstly, below the height limit set by the London View Management Framework (LVMF) view corridor lies a close-knit and compact urban pattern. Buildings there will be of a consistent height and density intersected by pedestrian Cuts to create characterful streets and spaces. Secondly, Tall Buildings rise from this lower scale at two locations at the edges where opportunities for height exist. Finally, the western edge of the Town Centre makes an important transition of scale towards existing low-rise neighbours.

A consistent intermediate scale

Cutting across a large part of the Town Centre, the LVMF corridor defines its prevailing height of 30m AOD. This produces a consistent and coherent urban fabric characterised by buildings of between five and six storeys.

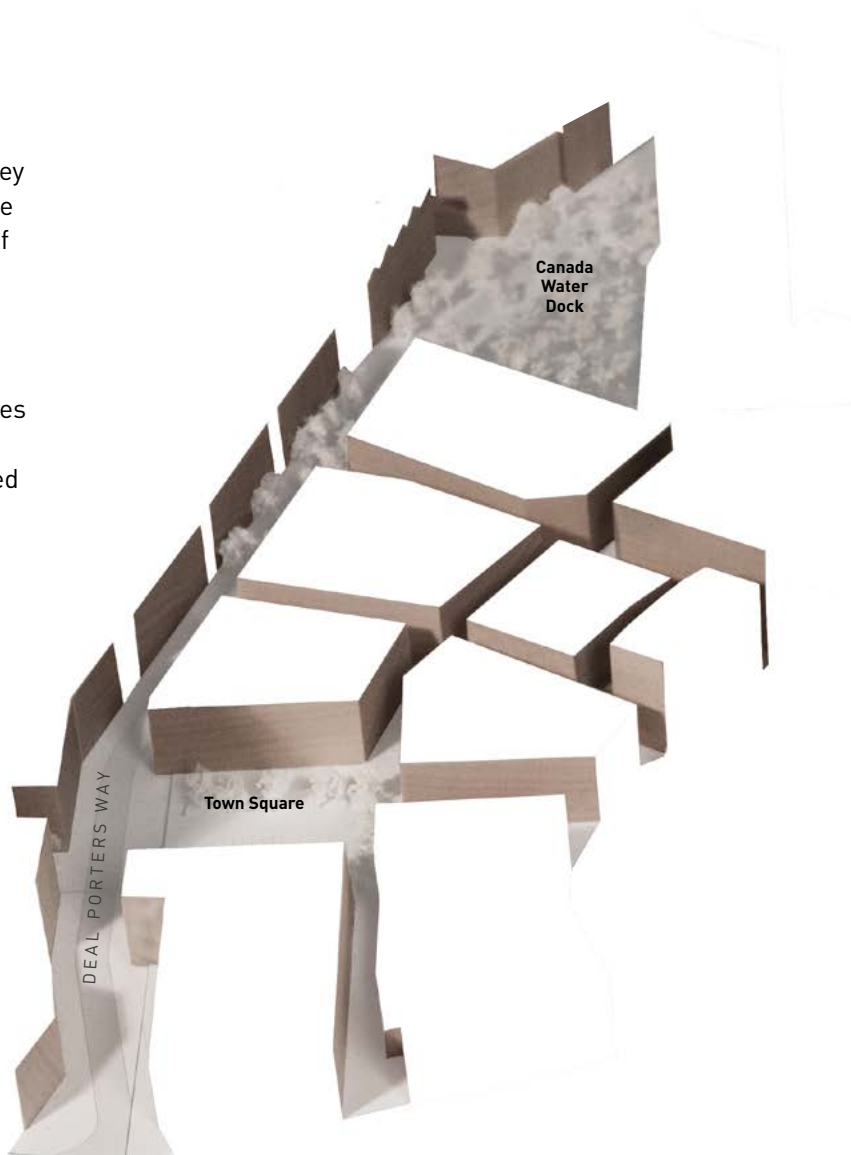
- *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012
'Proposed Maximum Heights'*

Enclosure of the Public Realm

The scale of the buildings helps define the enclosure of streets and public spaces. A consistent height and controlled setbacks for all the edges of Development Zones facing the Public Realm, such as the Dock Edge, Deal Porters Way, Town Square, Park Walk and Surrey Quays Place, will ensure a clear definition of the scale and hierarchy of the streets and spaces of the Town Centre.

It is also important to control the spatial enclosure of routes and spaces within Development Zones. Ensuring the vertical planes that frame the Cuts, for example, is essential. This will provide the scale and enclosure needed to create the character of these laneways.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07004 'Proposed Building Lines'*
- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012 'Proposed Maximum Heights'*
- ▶ *Design Guidelines TC 4.1*



Enclosure of the Public Realm in the Town Centre, defined by the scale of the buildings and the primacy of the streetwall.

A contextual response

At the south-western edge of the Masterplan, the massing of the buildings along Deal Porters Way steps down to create a transition between the core of the Town Centre and the low rise buildings immediately adjacent to Development Zone B.

Further south, the buildings on Surrey Quays Place also acknowledge the scale of their neighbours by the height differences between existing and proposed developments. The design of these buildings register the roof datum of adjacent buildings, creating a direct relationship between them.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012 'Proposed Maximum Heights'*
- ▶ *Design Guidelines TC 4.3*

Contributing to legibility and wayfinding

Two Tall Buildings are located at either side of Park Walk. Each one of them contributes to the legibility of the Site.

The primary landmark building, located in Development Zone B, is strategically positioned as a visual landmark from Hawkstone Road. The axial view of this marker building directs views along Park Walk. In addition, the orientation of this primary Tall Building creates a strong edge on Surrey Quays Place, becoming the most prominent facade of the space and a clear landmark when viewed from Lower Road.

The Tall Building in Development Zone C is lower than its neighbour and becomes a landmark for long views along Deal Porters Way. At its base, the Tall Building directly addresses Park Walk.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012 'Proposed Maximum Heights'*



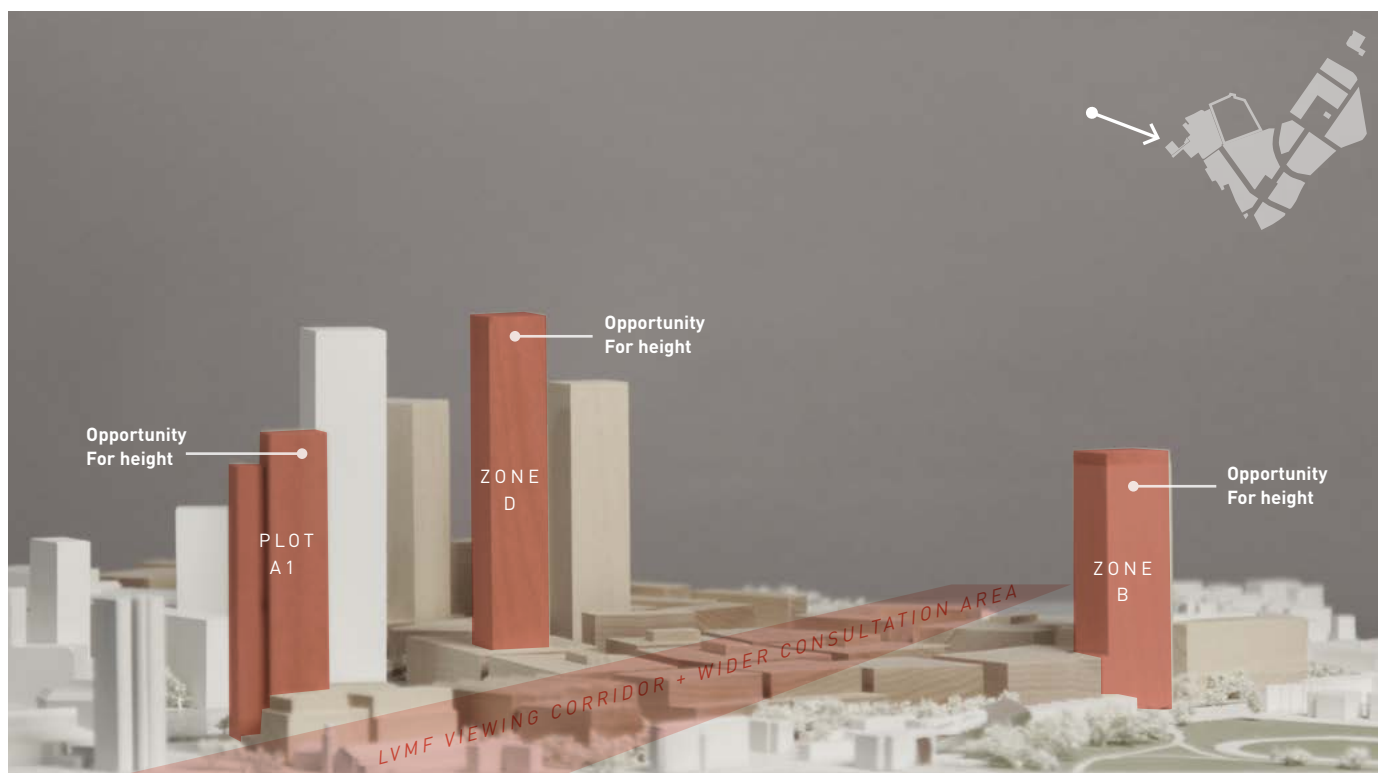
Opportunities for increased height

Beyond the viewing corridor, there are opportunities to build higher than 30m AOD, including Tall Buildings in three locations.

Firstly, at Plot A1, contributing to the existing group of Tall Buildings around Canada Water Station and establishing a strong relationship with the dock. Secondly, as part of the landmark building on Development Zone D, again, relating to the dock and adding to the main central cluster of consented and proposed Tall Buildings.

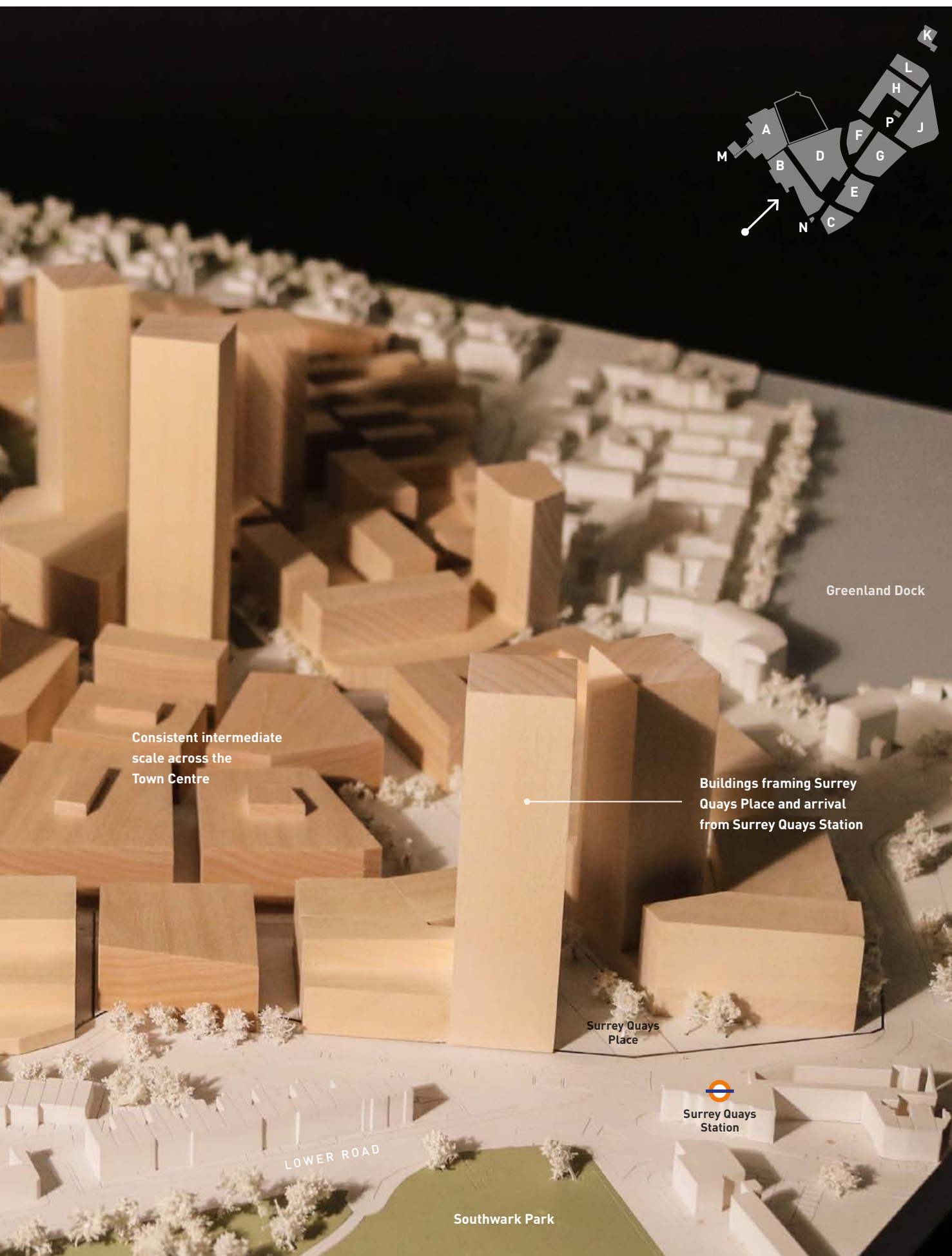
And finally, a pair of lower scale Tall Buildings at Surrey Quays Place, provide a visual anchor at the arrival point from Surrey Quays Station and Lower Road. Buildings that rise above the LVMF datum, but are not defined as Tall Buildings produce coherent compositions that do not directly exploit the LVMF corridor.

- ▶ *Parameter Plan CWM-AAM-MP-ZZ-DR-A-07012 'Proposed Maximum Heights'*
- ▶ *Design Guidelines TC 4.2*



Consistent height across large part of the Town Centre due to the height limit established by the LVMF viewing corridor and wider setting consultation area, with specific areas of opportunities for taller buildings (LVMF view 5A.2 from Greenwich to St Paul's Cathedral)





4.2.7 APPEARANCE

The new Town Centre draws from the rich working history of the Site to create a memorable character. Like the historical docks and buildings of Canada Water, the Town Centre will express a consistency of material and form that simultaneously avoids bland uniformity.

Building façades will reinforce the hierarchy of the Public Realm, with more expression encouraged on prominent frontages and less on minor frontages. Buildings should make contemporary interpretations of historic buildings on site, striking a balance between difference and consistency. The particularity of specific uses and urban settings should be balanced with a simple palette of traditional materials and a straightforward expression of form.

Contribution to the hierarchy of streets and spaces

The most prominent spaces in the Town Centre are Canada Water Dock (1) and the Town Square (2). Buildings framing these major spaces express their prominence through composition, design of ground floors and materiality and detail of façades. They create a coherent setting that responds to the uniqueness of each space. The frontages on Canada Water are more diverse and create a direct connection with the history of the Dock, whilst buildings framing the Town Square define a formal space and convey the civic nature of this piece of Public Realm.

The main role of buildings along Deal Porters Way (3) is to not only reinforce the status of the High Street, but also to support the animation of the street with larger scale retail frontages and building entrances. The square, in particular, will be enlivened with ground floors filled with restaurants and cafés. Façades on Redriff Road (4) and Surrey Quays Road (5) are also considered important frontages, creating a positive relationship with the neighbouring context.

Façades in the Cuts (6), in contrast, have more straightforward and simple expressions which avoid double or triple storey giant orders. The ground floors of these buildings are lower scale responding to the narrow and informal nature of the Cuts, featuring single height units and a tight rhythm of openings and bays.

Threshold spaces at Surrey Quays Place (7) and the eastern end of Middle Cut (8), are places that welcome people to the Town Centre. The appearance of the buildings should give an indication of the character and intent of the Masterplan.

► *Design Guidelines TC 5.1 to TC 5.5*

Key

- Main frontages
- ▬ Primary frontages
- ⋯ Secondary streets
- ⋯ Backs

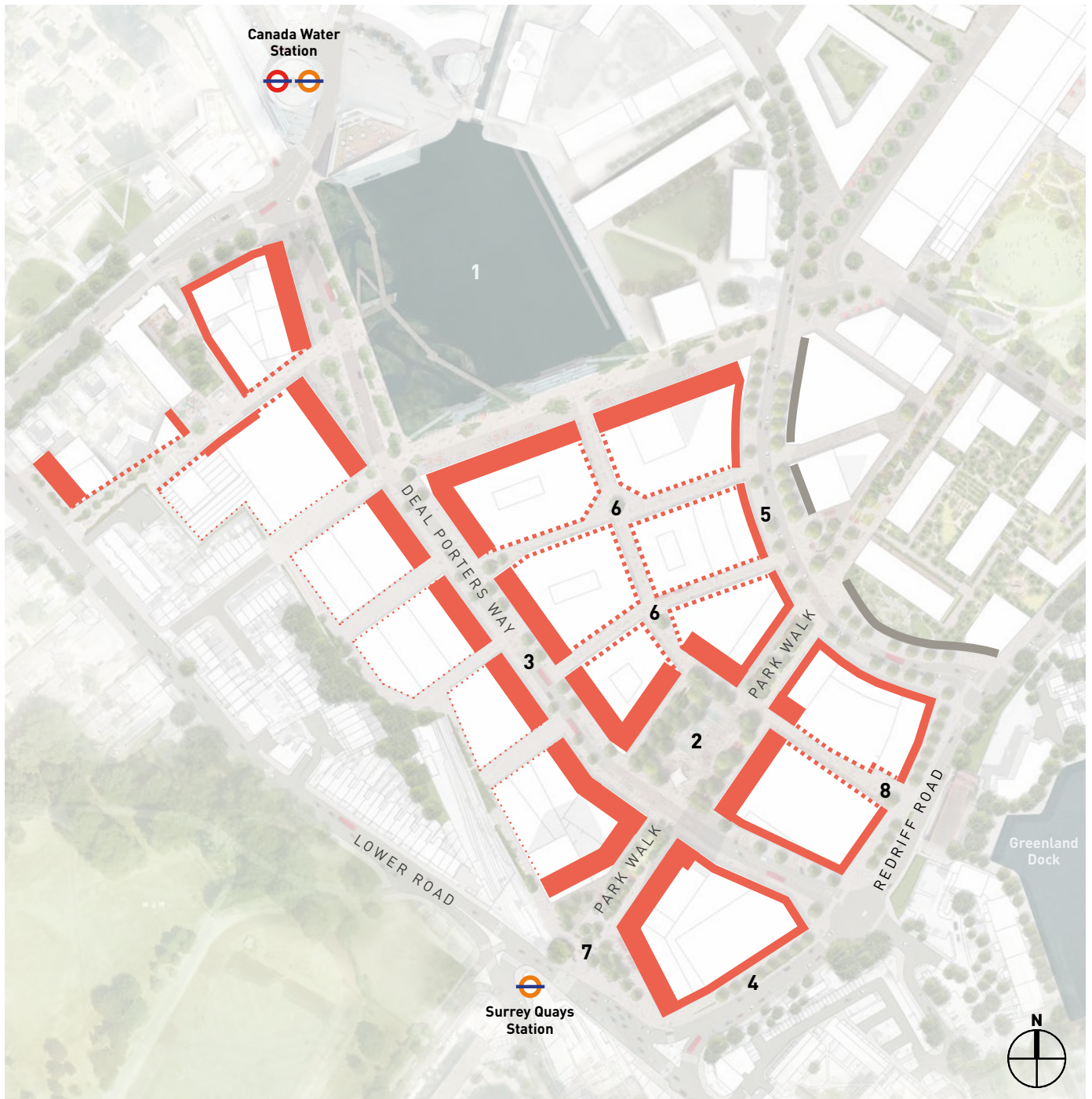


Diagram of the hierarchy of streets and spaces in the Town Centre

Contribution of the appearance to character

Continuous character across the Town Centre

While all buildings will be different in the Town Centre, each expressing their own function and urban roles, they will be unified by a common approach to materiality and character. Drawn from the past, brick, metal and timber will predominate.

Exemplar Phase 1

Part of the planned Phase 1 is located in the Town Centre, Development Zone A. The two buildings that have been designed in detail here, A1 and A2, not only set the standards for quality but also point the way for the evolution of new building types that are rooted in the history of the place.



Context building



Illustrative view of Plot A1



Illustrative view of Plots A1 and A2

The Cuts

The material quality and detailing of the buildings framing the Cuts can help strengthen the unique intimacy of this area. Straightforward façades, together with the use of lightweight ancillary structures such as bridges, canopies and balconies can enhance the character and the relationship with the historic building typologies. Similarly, using warmer tones and avoiding the predominance of light or bright materials increases the sense of intimacy of the Cuts.

Single height ground floor façades, a consistent rhythm of narrow bays and special corners at prominent junctions generate a sense of intimacy. Retailers inhabiting the Public Realm with benches and planting, as well as employing small design details such as sills, offer pedestrians the opportunity to engage and stop by.

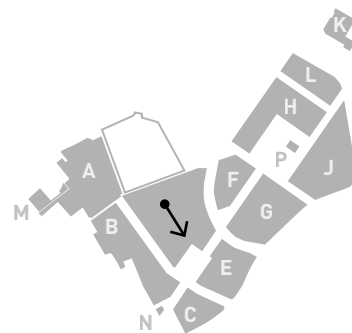
► *Design Guidelines TC 5.6 to TC 5.14*



Illustrative view of The Cuts



Brick building with metallic ancillary structures



Specific considerations

Prominent backs from Lower Road

The southeast elevations of buildings in Development Zone B set up a particular urban condition – facing the backs of Lower Road properties, they have no direct relationship with the Public Realm, and in many ways should be considered as backs themselves. However, when viewed from Lower Road and Southwark Park many of these will be visible above the foreground buildings for this reason. For this reason, they should be designed as prominent façades, achieving a layered composition with the existing terraces on Lower Road, and employing a facade treatment that is coherent with the overall character of the Town Centre.

- *Design Guidelines TC 5.15 and TC 5.16*

Level changes

The Masterplan provides an inclusive Public Realm for all, removing physical barriers and providing gentle slopes to overcome level differences. This happens mostly in the southern edge of the Masterplan due to the level difference between Lower Road and Deal Porters Way as well as around the pedestrian underpass at Redriff Road at the southern end of the Middle Cut. The resolution of slopes in the Town Centre should not compromise the quality of the active frontages at ground level.

Landmark Building

The landmark building is a special moment in the Masterplan, creating first impressions and marking the arrival to the Masterplan from Canada Water Station.

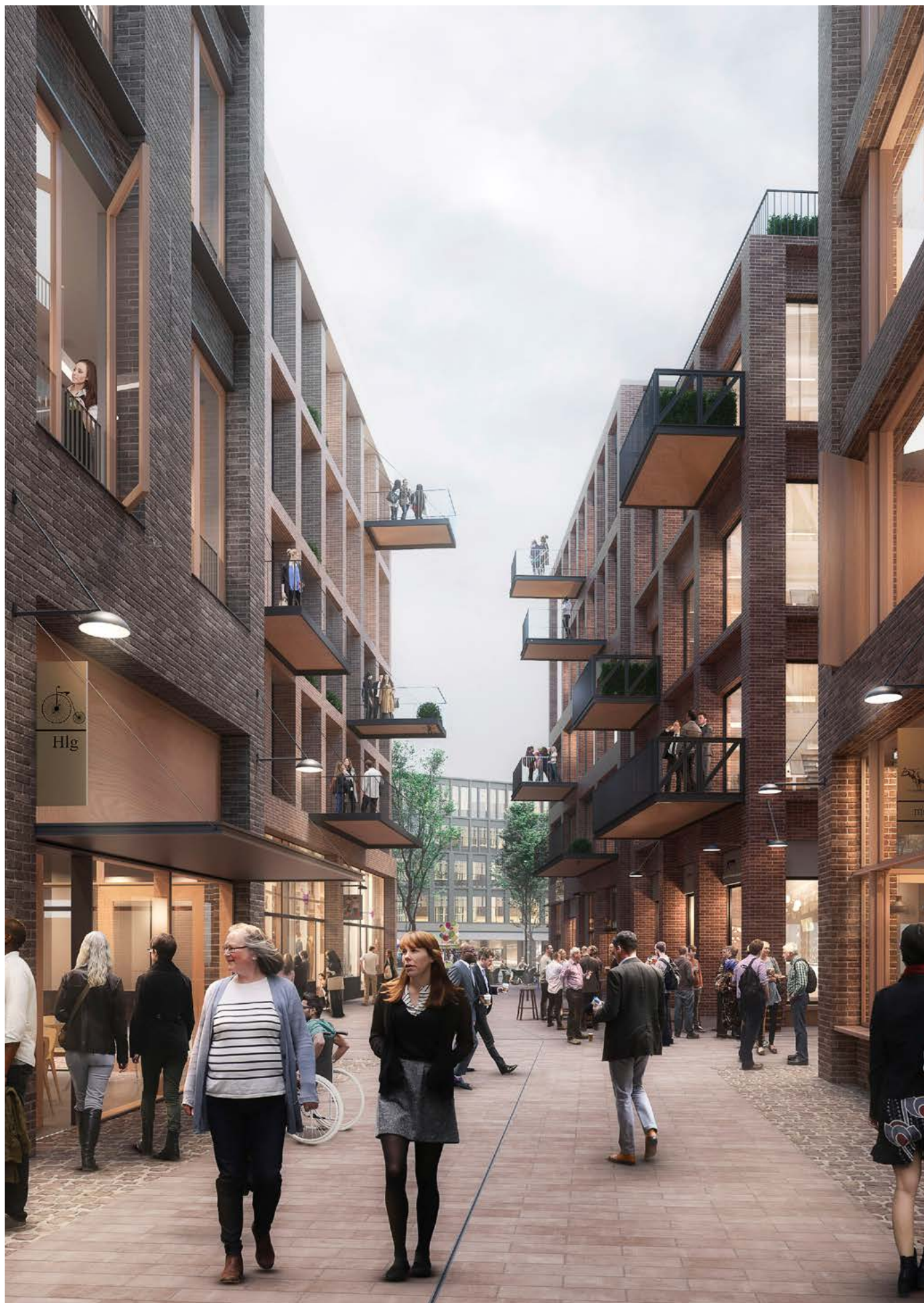
Due to its strategic location and prominence, the landmark building is an exemplar of architectural design and quality. Through the concept design and materiality, it contributes to an attractive urban composition, commensurate with the visibility and importance of its site and its role within the Masterplan.

- *Design Guidelines TC 6.1 to 6.7*

Multi-storey car park and Petrol Filling Station

A multi-storey car park and a permanent petrol filling station. The appearance of the buildings should integrate with the street frontages and contribute to the street hierarchy both within the Masterplan and in relation to the neighbouring context.

- *Design Guidelines TC 5.17*



Illustrative view of the Cuts

