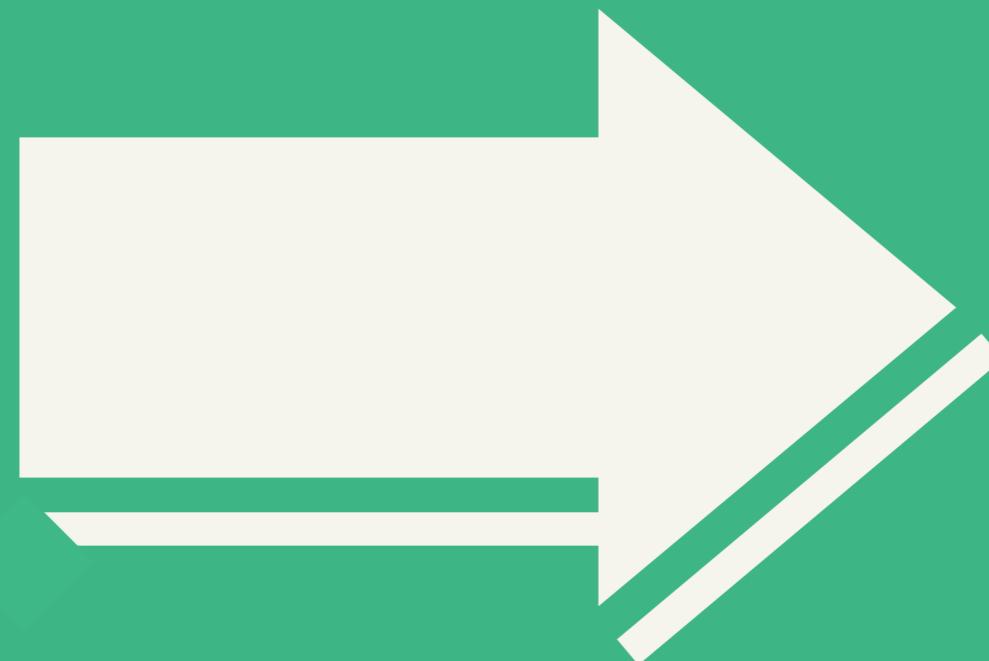
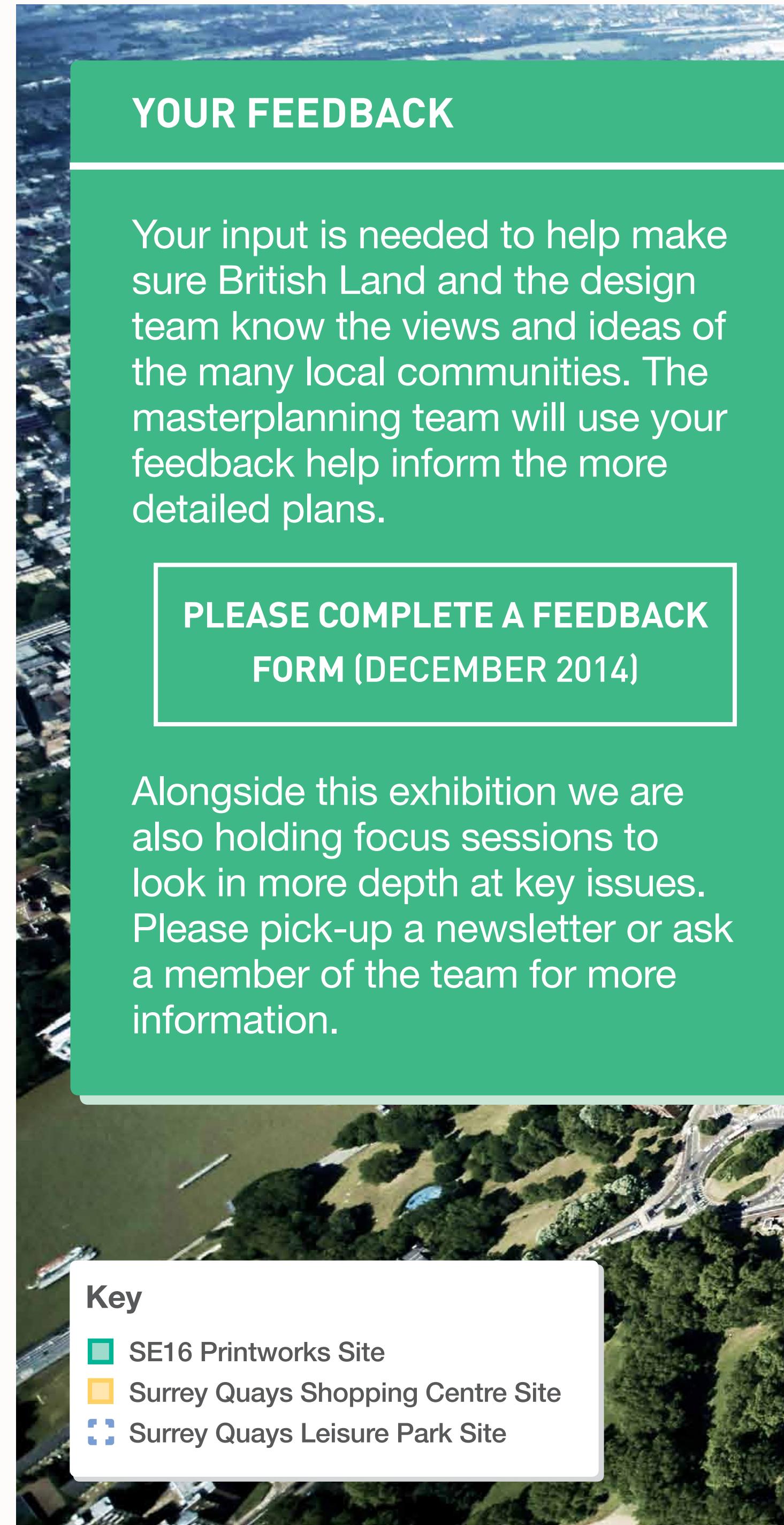


INTRODUCTION, CONTEXT & RESPONDING TO FEEDBACK



INTRODUCTION



Project update

Since Spring 2014, there has been an ongoing community consultation to look at the future of the SE16 Printworks Site (Harmsworth Quays). Following feedback from the first stage of consultation, the Printworks and Shopping Centre sites are now to be considered together, alongside aspirations for the Surrey Quays Leisure Park Site; as an overall masterplan for this area. This has a working project title of the Canada Water Masterplan.

Over the summer the design team have been developing initial ideas and looking at how the key issues raised through consultation can be addressed.

Scope of the Draft Masterplan

This exhibition presents the Draft Canada Water Masterplan for community review. The proposals are the first ideas, for discussion and debate. They look at the principles of the masterplan such as connections, character, scale and use.

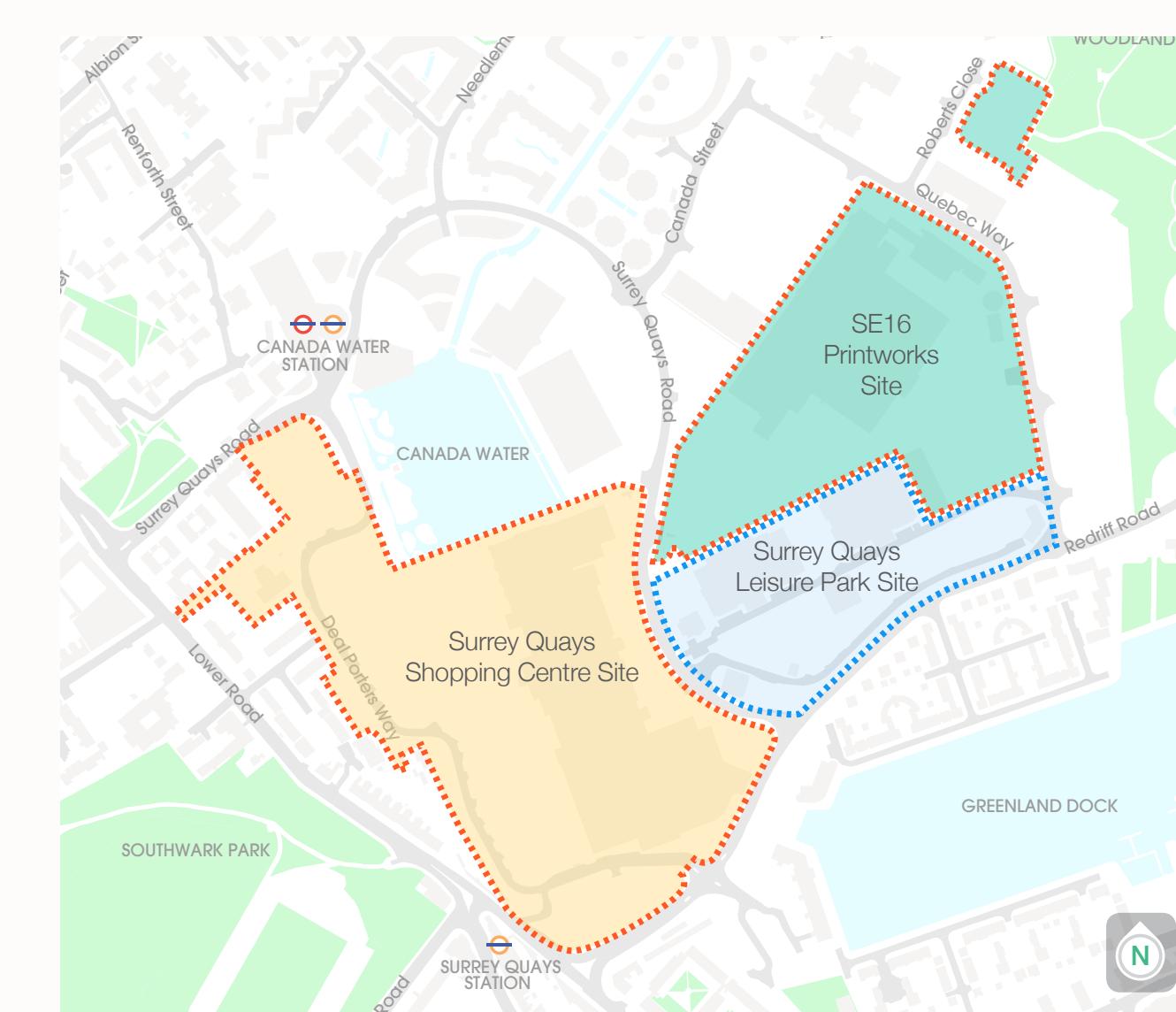
It is important to discuss this high level information at an early stage whilst there is greatest flexibility for input and change. In response to your feedback the team will develop a more detailed masterplan and we'll be back in early 2015 with further information (see board 14).

The masterplan includes proposals for the Printworks (which includes Robert's Close) and Surrey Quays Shopping Centre Sites - both owned by British Land. The masterplan also sets out a vision for the adjacent Surrey Quays

Leisure Park Site, which is not within British Land's ownership (see ownership map to the right).

The Surrey Quays Leisure Park Site is being included in the overall masterplan, to create a holistic vision for the area. The existing planning permission (see project context booklet) was developed before the Printworks was vacated, and expires in 2015. In light of this, it's anticipated the existing Surrey Quays Leisure Park Site proposals may be revised to respond to recent changes.

This exhibition indicates masterplan principles that would help create a holistic approach to the whole area, but the Leisure Park Site will not be part of the planning application made by British Land in 2015.



- Owned by British Land and will be submitted as part of planning application
- Not owned by British Land, illustrative masterplan principles suggested but not part of the planning application
- Yellow Box: Surrey Quays Shopping Centre Site
- Green Box: SE16 Printworks Site
- Blue Box: Surrey Quays Leisure Park Site

WHY IT'S HAPPENING
PROJECT CONTEXT

(BOOKLET - [CLICK HERE TO DOWNLOAD](#))

WHO'S INVOLVED

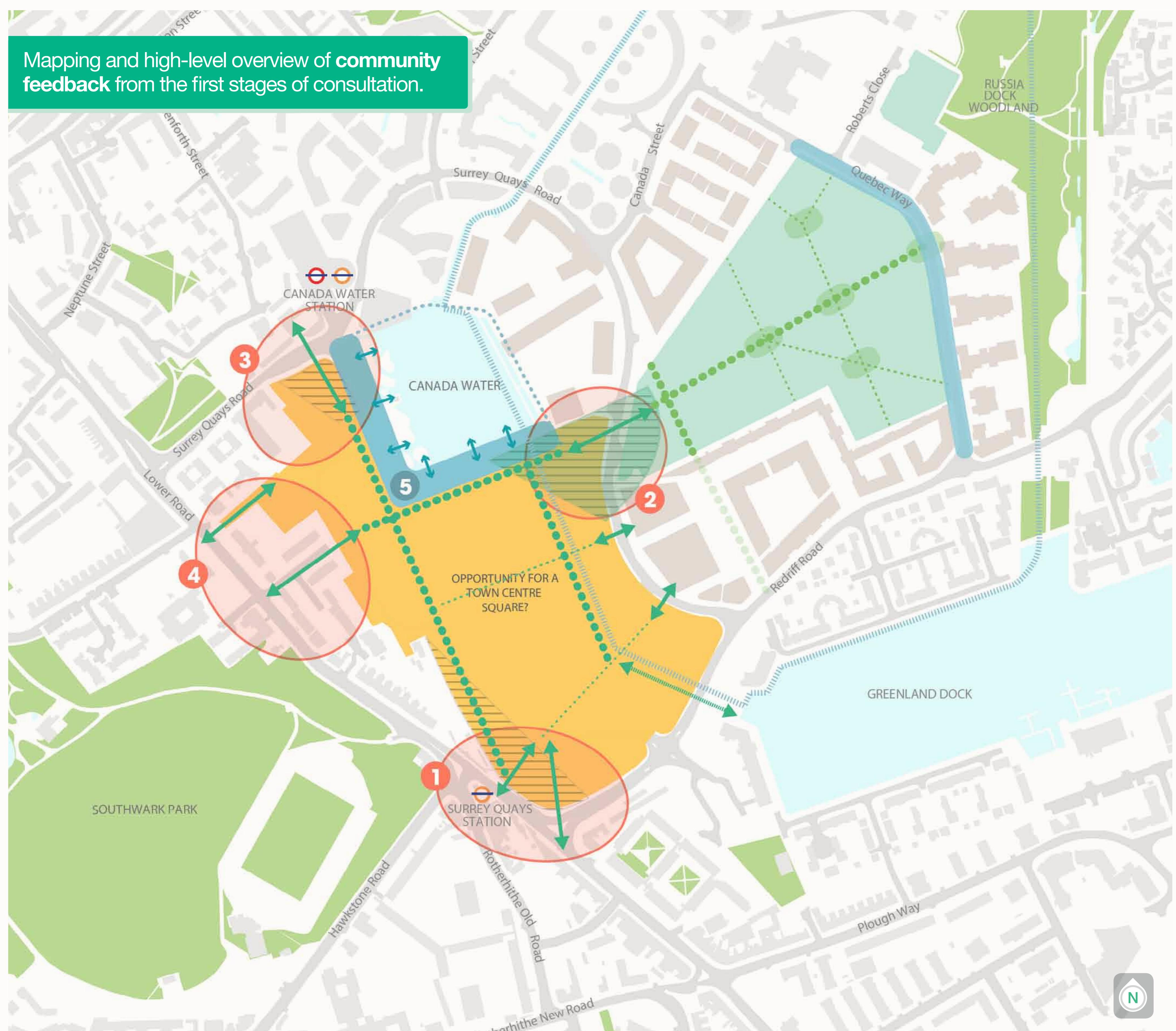
(BOOKLET - [CLICK HERE TO DOWNLOAD](#))

RESPONDING TO FEEDBACK - PART 1

Introduction

The map below shows some of the key issues and community aspirations that have been expressed to us through the first stages of consultation. On the following page is a headline

overview of this feedback and how the masterplan has responded.



Key to community feedback

- | | | | |
|---|--|--|--|
| ○ Site 'Gateways' | ↔ Improved / new connections to/from SQSC site | ↔ Improved relationship with Canada Water | ■ Surrey Quays Shopping Centre Site boundary |
| ··· Surrey Quays Shopping Centre Site (SQSC) - suggested connections and/or green links | Suggested locations appropriate for taller buildings | ···· Suggested new water connection (to create 'water loop') | ■ Surrounding buildings - existing |
| ··· Printworks site - connections from Stage 1 consultation | ■ Improved and united public realm | ■ SE16 Printworks Site boundary | ■ Surrounding buildings - permitted, not yet built |
| ● Suggested network of public spaces | | | |

RESPONDING TO FEEDBACK - PART 2

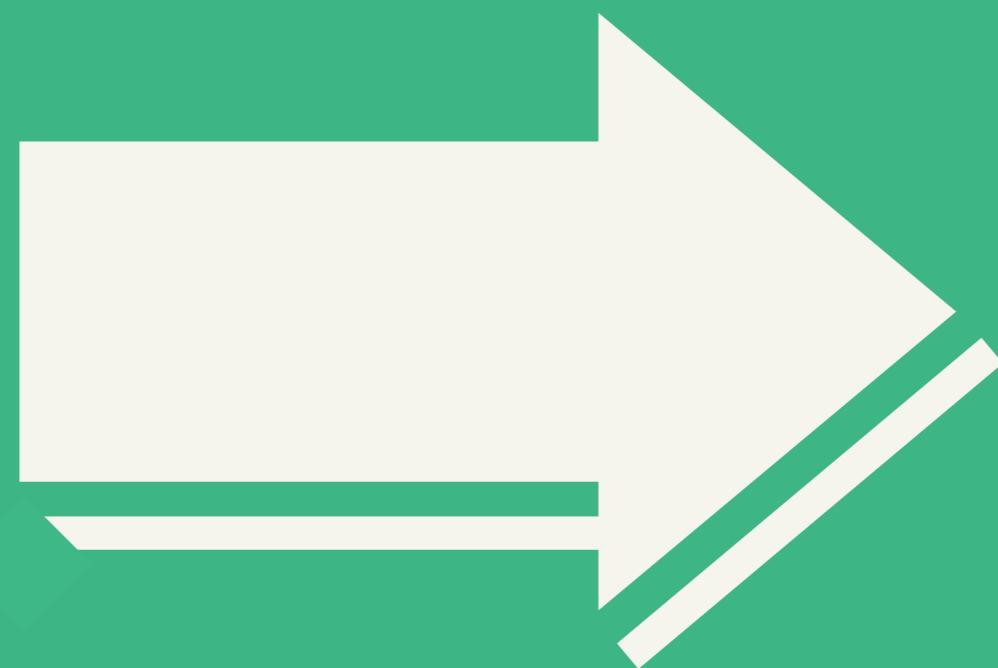
Headline community feedback & overview of masterplan response

Linked to the map on the previous page, this board summarise the key issues and community aspirations that have been expressed to us through the first stages of consultation. There is a wealth of information that has helped inform this overview. Wherever possible,

this feedback has directly informed design development of the Canada Water Masterplan; an overview is below, please see the full exhibition for further details.

GATEWAYS (see map on previous board for locations)	COMMUNITY FEEDBACK <ul style="list-style-type: none"> ① This is a high footfall route and should be an inviting, well maintained and accessible 'Gateway'. ② A limited connection; activate this area and co-ordinate with surrounding development sites. ③ Opportunity for an iconic gateway cluster and activity 'hub' near to Canada Water Station. ④ Improve access to Southwark Park, address the level change and use the land by the petrol station to create an additional route. 	MASTERPLAN RESPONSE <ul style="list-style-type: none"> Increased connectivity and accessibility at all 'gateways', with site specific approaches. Improved connection to Lower Road via Hothfield Place and aspiration to open up the out of use link by the petrol station. See board 09 for initial ideas on the 'station gateways', including addressing the level change at Surrey Quays Station. The masterplan proposes a series of overarching principles that incorporate the Surrey Quays Leisure Park Site (outside of British Land's ownership) to help inform a joined up approach, as part of the overall vision for the area. 	CLUSTERING TALL BUILDINGS	COMMUNITY FEEDBACK <ul style="list-style-type: none"> Preferred locations for taller buildings are marked on the map to the left. Generally clustering taller buildings with the exception of some suggestions to the south. Concerns about the impact of density and character of tall buildings; also potential for shading on buildings and public spaces. MASTERPLAN RESPONSE <ul style="list-style-type: none"> It is considered that some tall and landmark buildings will be appropriate in design and placemaking terms; as well as to support the Council's density aspirations for the sites and the provision of social infrastructure. The tallest are located to cluster with existing/permitted tall buildings and to reflect locations suggested through feedback. Throughout the process the impact on light, traffic/transport and views/character will be assessed to inform the masterplan and minimise local impact. <p>Please see board 11 for more details.</p>
TREATMENT AT CANADA WATER (number 5 on the map - previous board)	COMMUNITY FEEDBACK <ul style="list-style-type: none"> An active frontage with cafes, outdoor seating and evening activity. Wildlife is integral to its character and should be protected and enhanced. Opportunity for an innovative and sensitive solution to meet both ecological and 'human' needs. 	MASTERPLAN RESPONSE <ul style="list-style-type: none"> An ecological-led approach to increase biodiversity yet enable 'human' enjoyment of the waters edge. Including green buffer zones, sensitive management and introducing usable and active public waterside spaces; such as cafes and restaurants to the west, as well as flexible public space with views of the water. <p>Please see boards 07 and 08 for more details.</p>	USE & IDENTITY	COMMUNITY FEEDBACK <ul style="list-style-type: none"> Overall - there should be a strong identity / eco-focus linked to 'green', water and enhancing local wildlife. To the west; create a unique and 'up to date' town centre destination, that is better connected to outdoor streets and spaces. Improve the existing range of shops and food/drink. Retain a mix of types to accommodate all budgets. Encourage more residential to the east. MASTERPLAN RESPONSE <ul style="list-style-type: none"> Character areas relate to the surrounding context and policy guidance, including a 'town centre' focus to the west and more residential to the east. Throughout, there is an ecological-led approach, with a 'green focus' and new water route. Multi-layered uses that support each other and generate positive activity. Including a range of retail, food and drink, a leisure centre, everyday services, community uses, entertainment, new homes and businesses. <p>Please see boards 06 and 10 for more details.</p>
STREETS, SPACES & MOVEMENT	COMMUNITY FEEDBACK <ul style="list-style-type: none"> Have clear, navigable, attractive and 'green' public streets and a range of spaces, with distinct characters. Key routes include north-south link between the stations and east-west link between the parks. Consider covered / semi-covered routes. Ensure routes are pedestrian and cycle friendly. Should the focus of a town centre be water, or a more traditional square? Opportunity for different focal areas. Better access and facilities at both the north and south ends of the site. 	MASTERPLAN RESPONSE <ul style="list-style-type: none"> A 'green link' with varied character and spaces along its length (see board 07); as well as a new high street linking the stations (see board 09) and potential for a new water-focused 'dock link' (see board 08). A pedestrian and cycle friendly neighbourhood, with increased permeability, including both direct and meandering routes. A variety of different spaces to perform different roles across the masterplan. Given the scale of the site and the needs of a multifunctional town centre, this was felt to be the best approach, rather than one focal point. 	PARKING & TRANSPORT	COMMUNITY FEEDBACK <ul style="list-style-type: none"> Ensure car parking does not dominate, but keep sufficient parking to avoid overspill. The increased site will need to ensure the traffic / transport issues are addressed appropriately. MASTERPLAN RESPONSE <ul style="list-style-type: none"> Re-provide a sufficient level of parking for the shopping centre. Residential parking will be kept to a minimum but some will help avoid off-site 'overspill'. Full traffic and transport impact assessments will be carried out and discussed through the consultation process. <p>Please see boards 05 and 11 for more details.</p>

DRAFT MASTERPLAN DEVELOPMENT



VISION

Overall vision

- Canada Water - “A unique place in London”
- A robust network of streets, connected to the area and supporting a new Town Centre
- A vibrant destination to live, work, study, shop and relax; with an emphasis on a healthy lifestyle
- High quality urban environment, with an emphasis on green and water, linking to the existing context
- An area with a strong identity, rooted in the history of the site, but looking towards the future
- A place that works, with a range of uses and all the convenience you expect
- A resilient and future-proof sustainable urban environment



PRECEDENTS ILLUSTRATING THE APPROACH TO MASTERPLAN THEMES



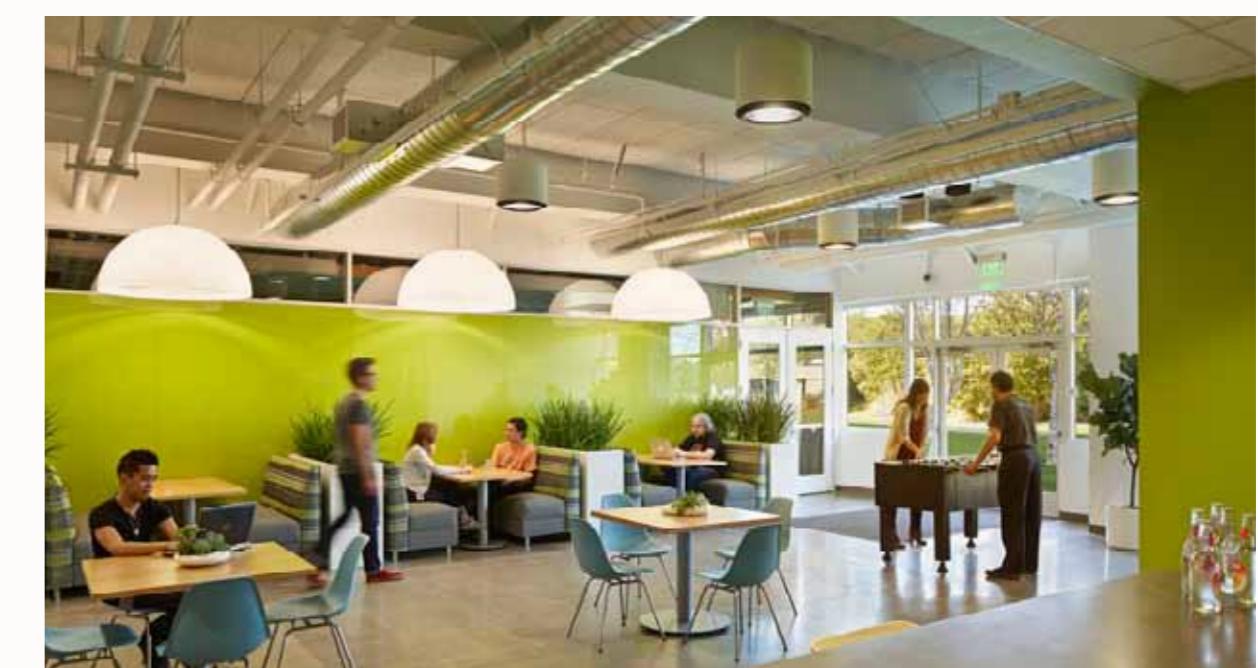
TOWN CENTRE

Vibrant town centre with a range of shops, restaurants and cafes.



PUBLIC REALM

An interesting variety of street characters and public and green spaces.



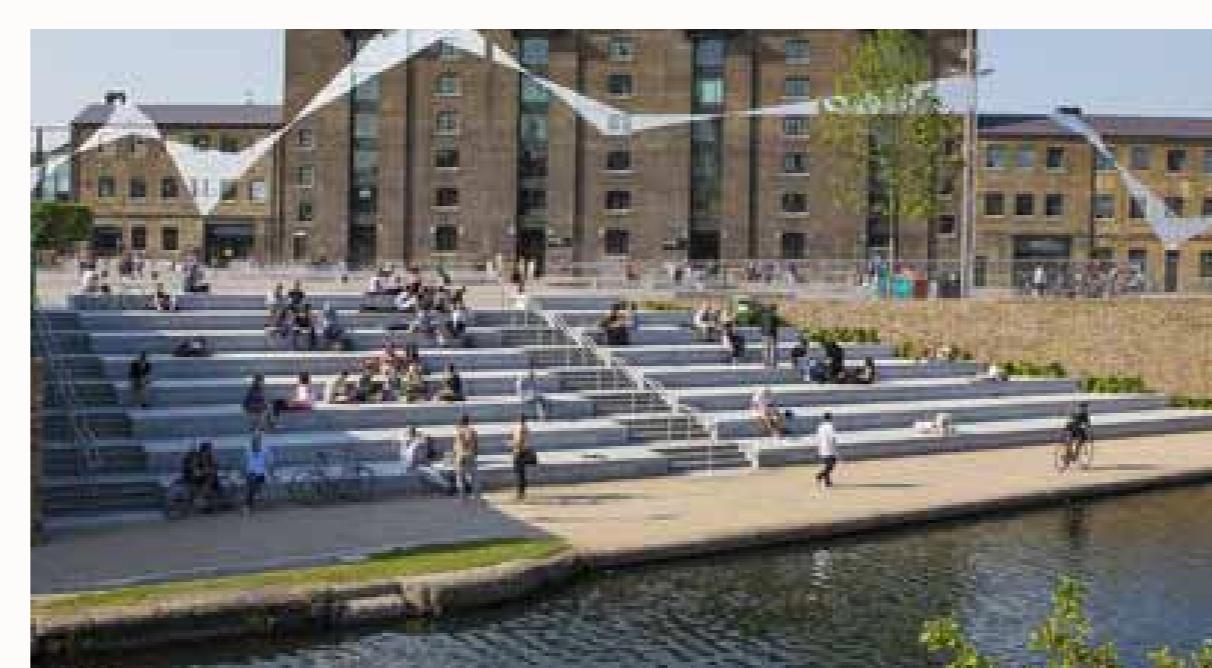
EMPLOYMENT

Attractive to businesses and supports local employment and training



QUALITY OF PLACE

A place with architectural variety and robust quality in design throughout.



ENVIRONMENT

A distinct place which builds on existing character of green and water.



COMMUNITY

On ‘the doorstep’ facilities ...nursery, dentist, pharmacy, convenience shopping, independents and GPs...



HOMES

Homes in a range of tenures and price points for a mixed community.



HEALTHY PLACE

A place which encourages people living in, or visiting to have a healthy lifestyle.

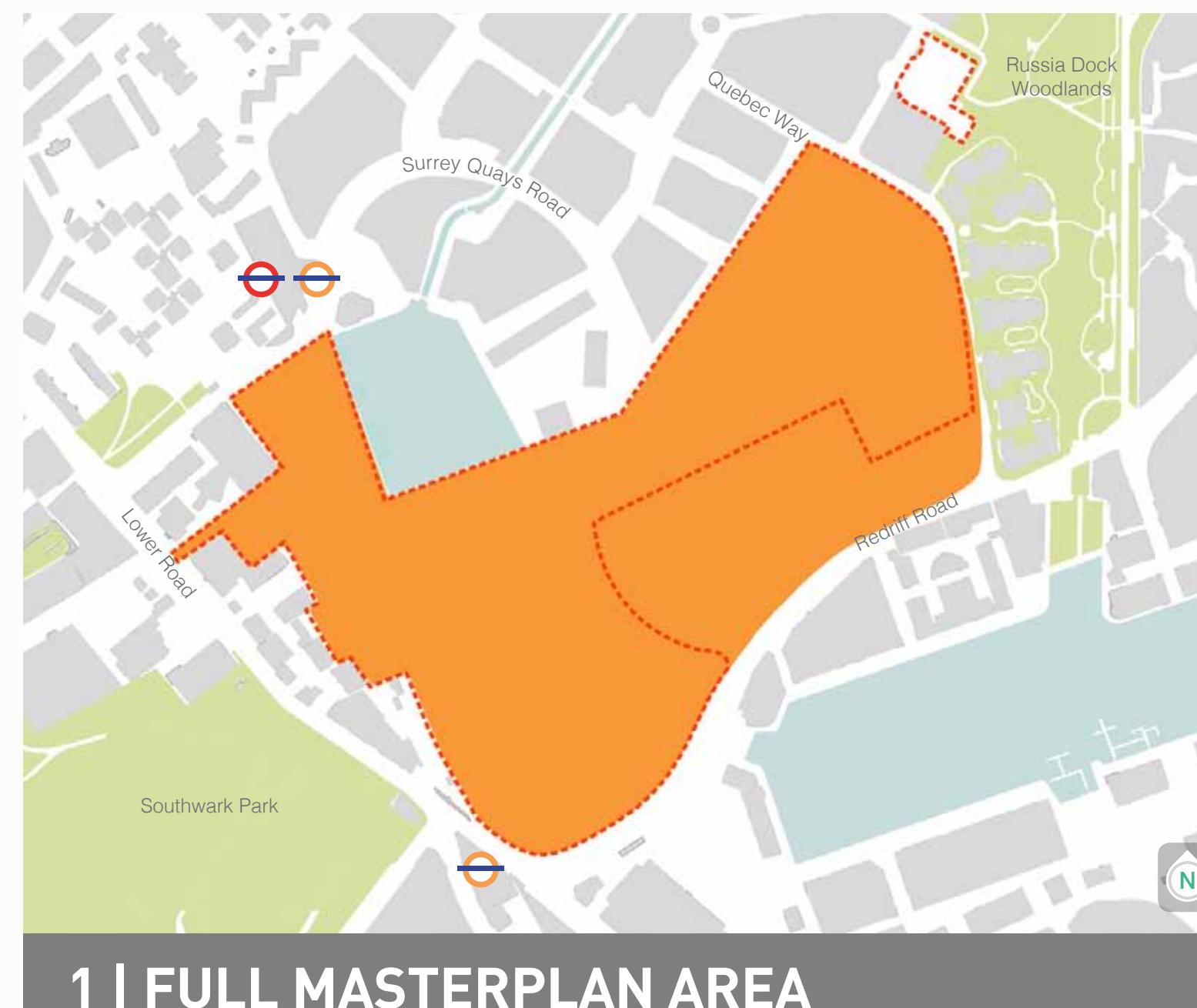


ENTERTAINMENT

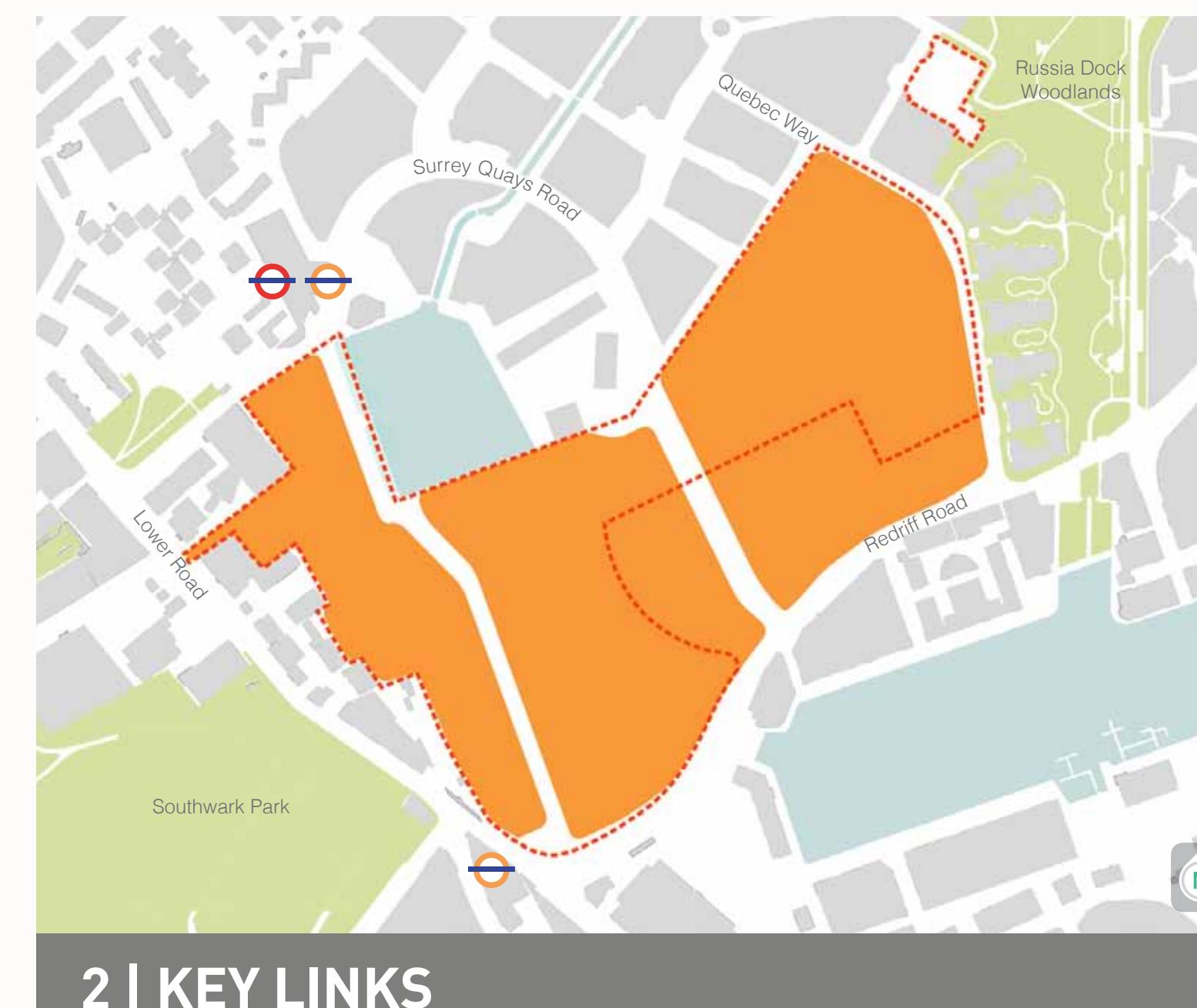
Things to do for the whole family on the evening and the weekends.

A ROBUST NETWORK OF STREETS & SPACES

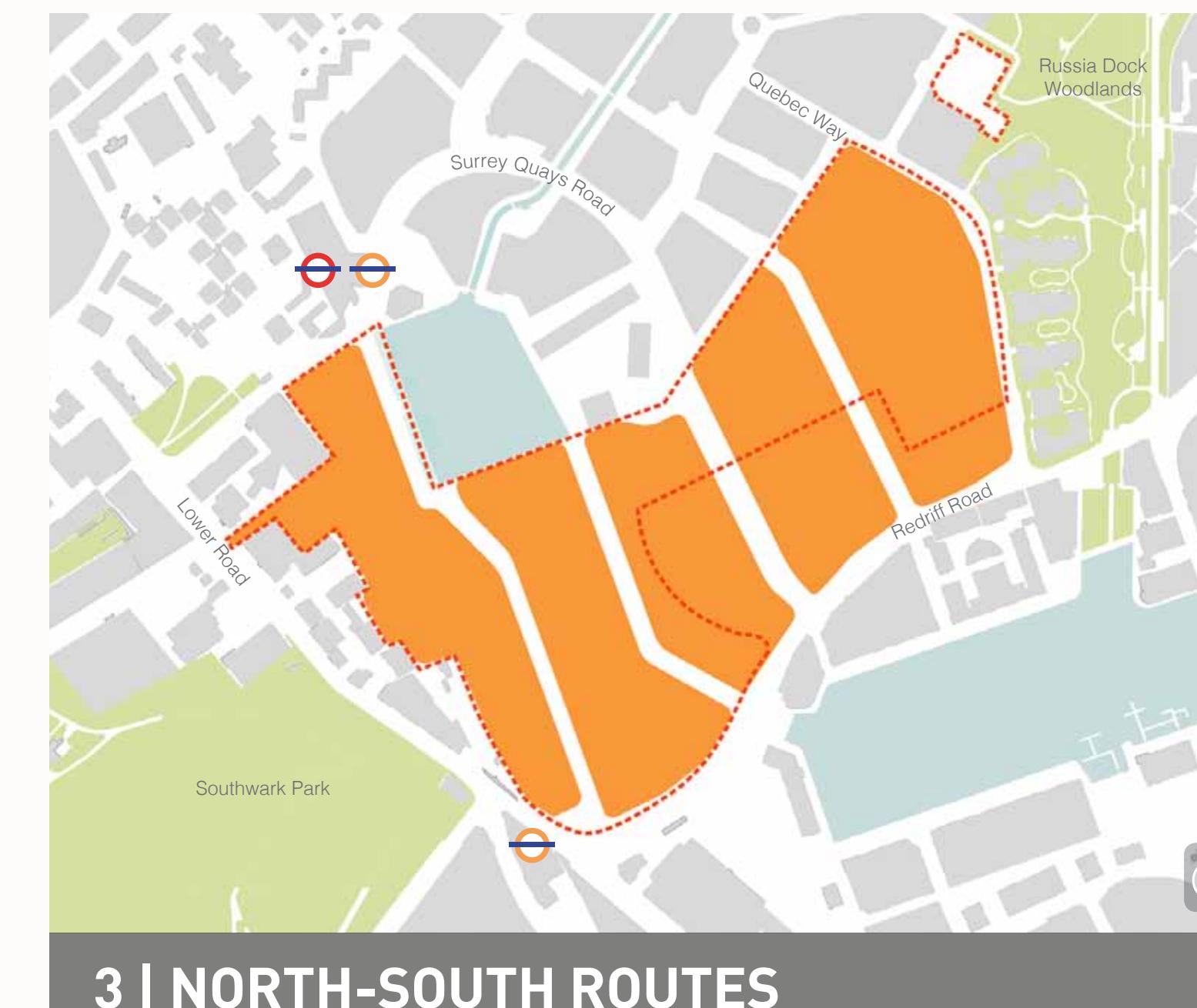
Linking to the local street pattern



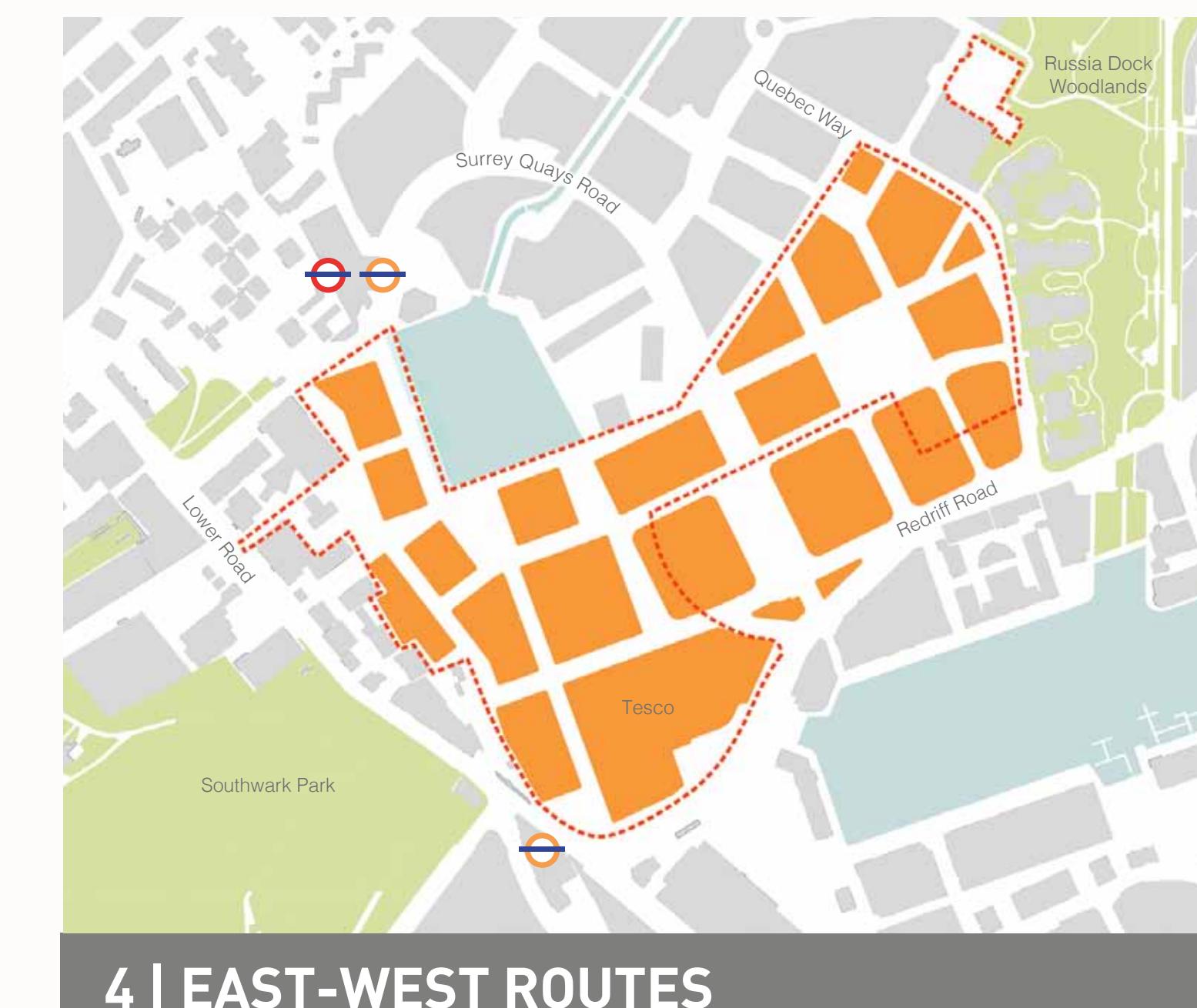
1 | FULL MASTERPLAN AREA



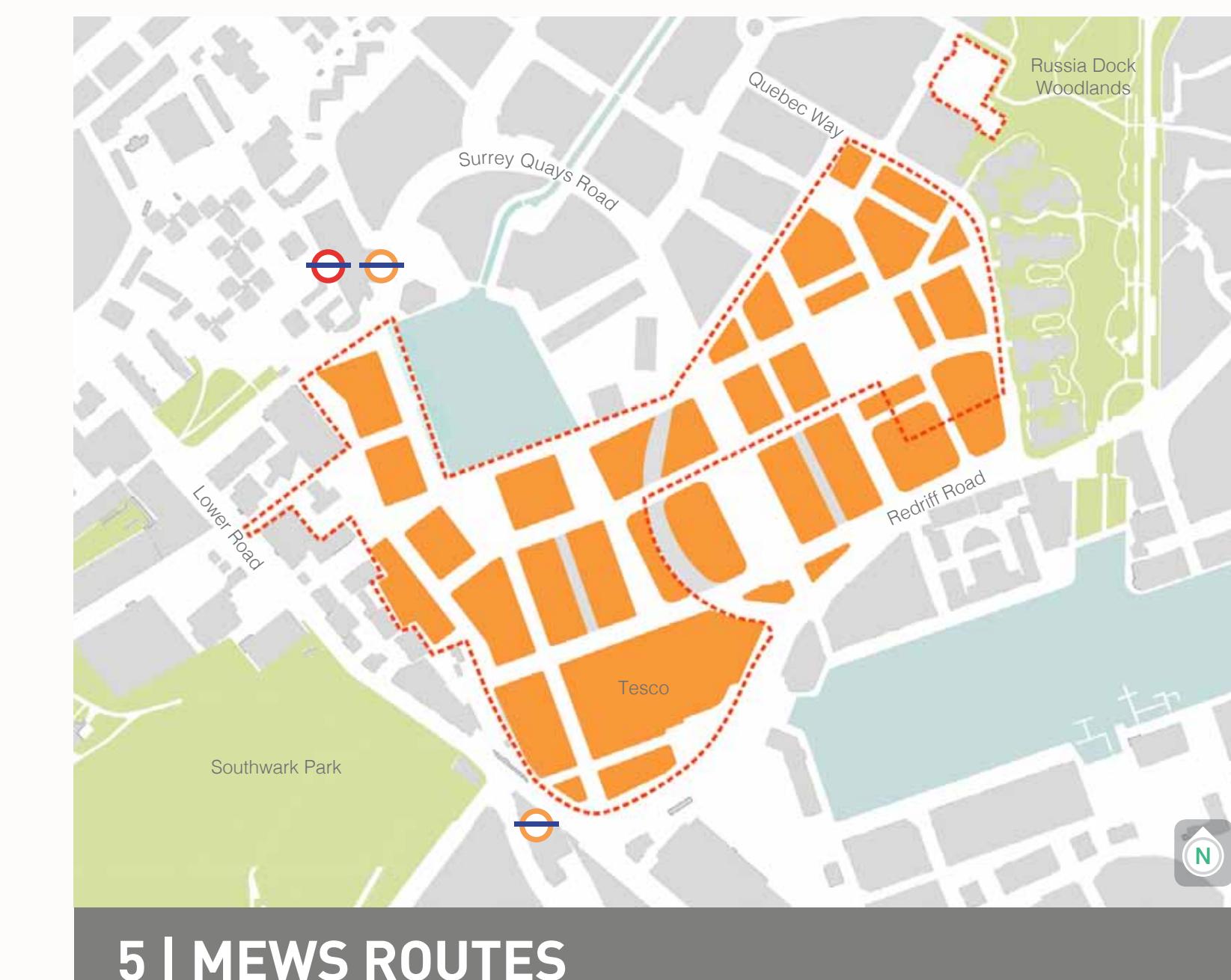
2 | KEY LINKS



3 | NORTH-SOUTH ROUTES



4 | EAST-WEST ROUTES



5 | MEWS ROUTES

- The diagrams above and to the right show the steps behind developing the street pattern for the Canada Water Masterplan.
- This includes aspirational connections through the Surrey Quays Leisure Park Site, should their existing planning permission be revised to help create a joined-up approach.

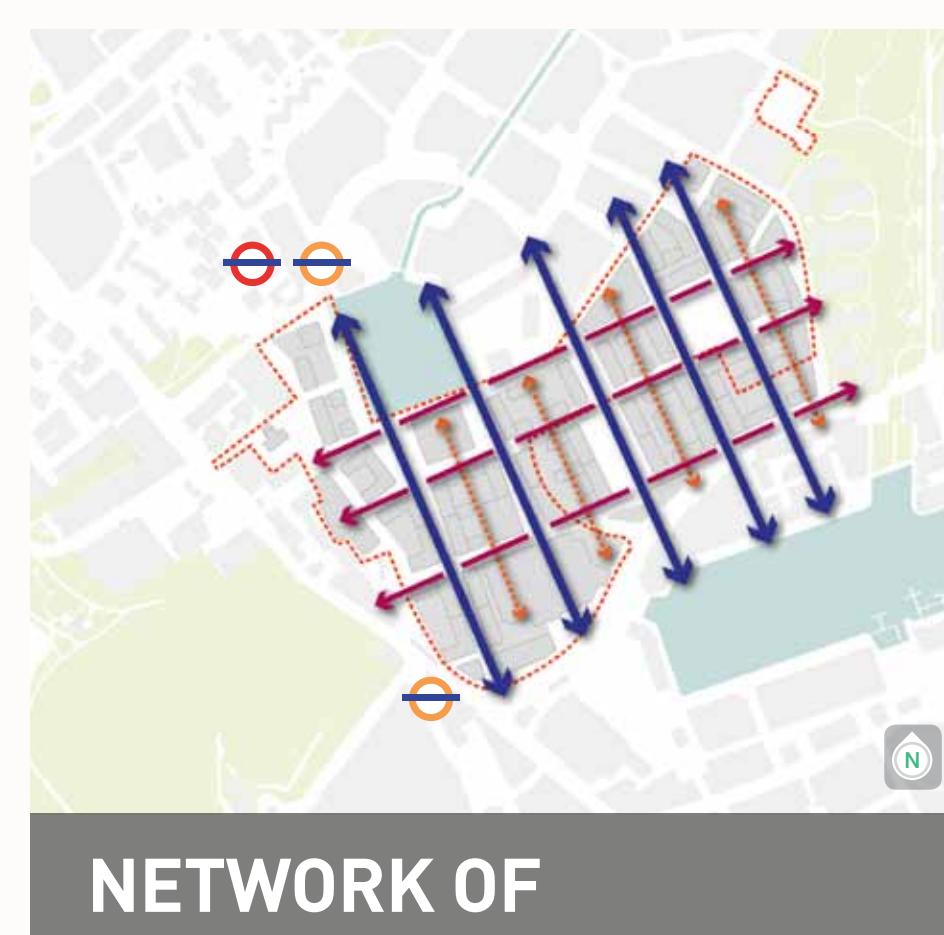
- Area characterised by concentric main routes from Lower Road and Redriff Road.
- Planning policy and community feedback has identified aspirations for:
 - Surrey Quays Road straightened to create an activated and better connected street.
 - A new direct link between Surrey Quays and Canada Water Stations.

- A series of new north-south routes sit in between the key links (shown in diagram number 2) to increase connectivity.
- Each route can have a different character as they move from town centre in the west to residential neighbourhood in the east.

- The local area has a number of radial routes that run broadly east-to west. The masterplan continues this pattern to create blocks and improve east-west connectivity.
- East-west routes change character as they cross the site. The blocks created form the basis of sites for specific architectural briefs and studies.
- A number of open spaces provide variety and connect different routes.
- As Tesco remains in situ, this crosses one of the north-south routes and fronts another.

- Mews routes further break down the blocks to create a 'fine grain' character and versatile plot sizes for variety in scale and identity.
- High level of permeability and different types of routes for both direct access and enjoyable, meandering, walking routes which are characteristic of the area.
- The overall aim is to create clear, legible routes and spaces which will last longer than the original buildings; a 'normal' / integrated piece of city.

Key principles



NETWORK OF CONNECTIONS

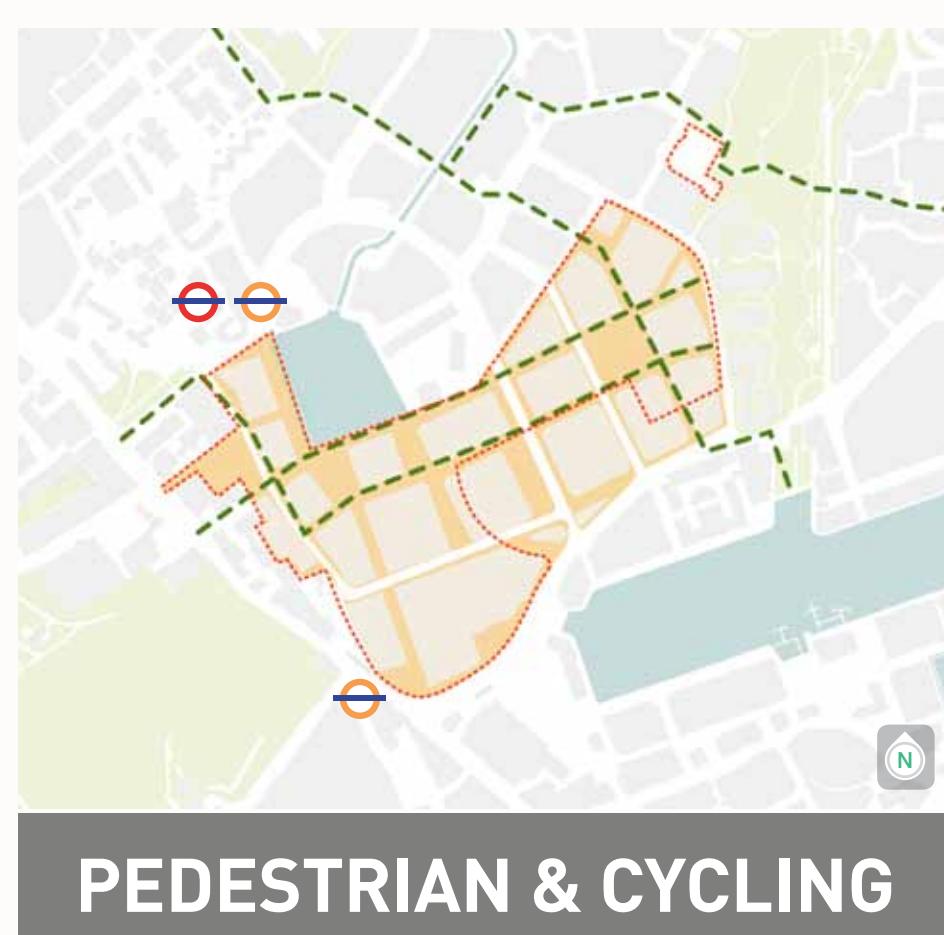
- Interwoven network of streets creating high permeability and variety of routes.
- Mix of direct and meandering pedestrian routes.
- Key new link between Surrey Quays and Canada Water stations.



GREEN LINK

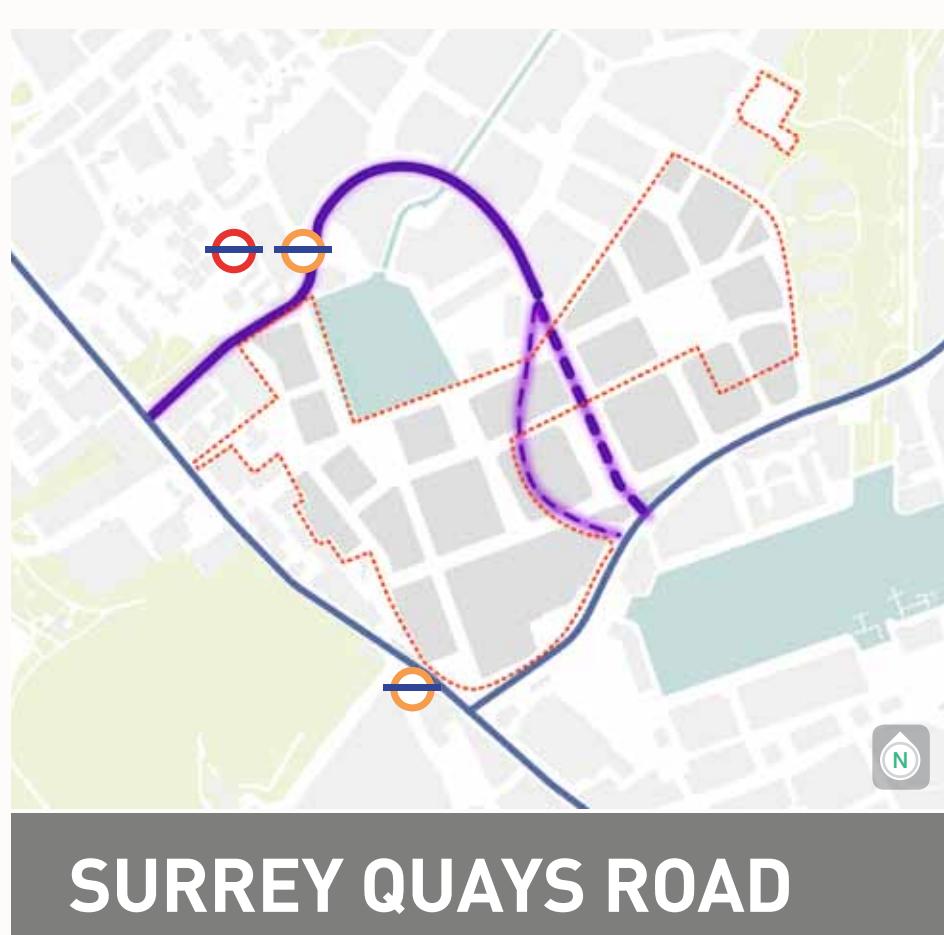
- A new east-west 'green-link' through the site to connect Southwark Park and Russia Dock Woodland.

See board 07 for more details.



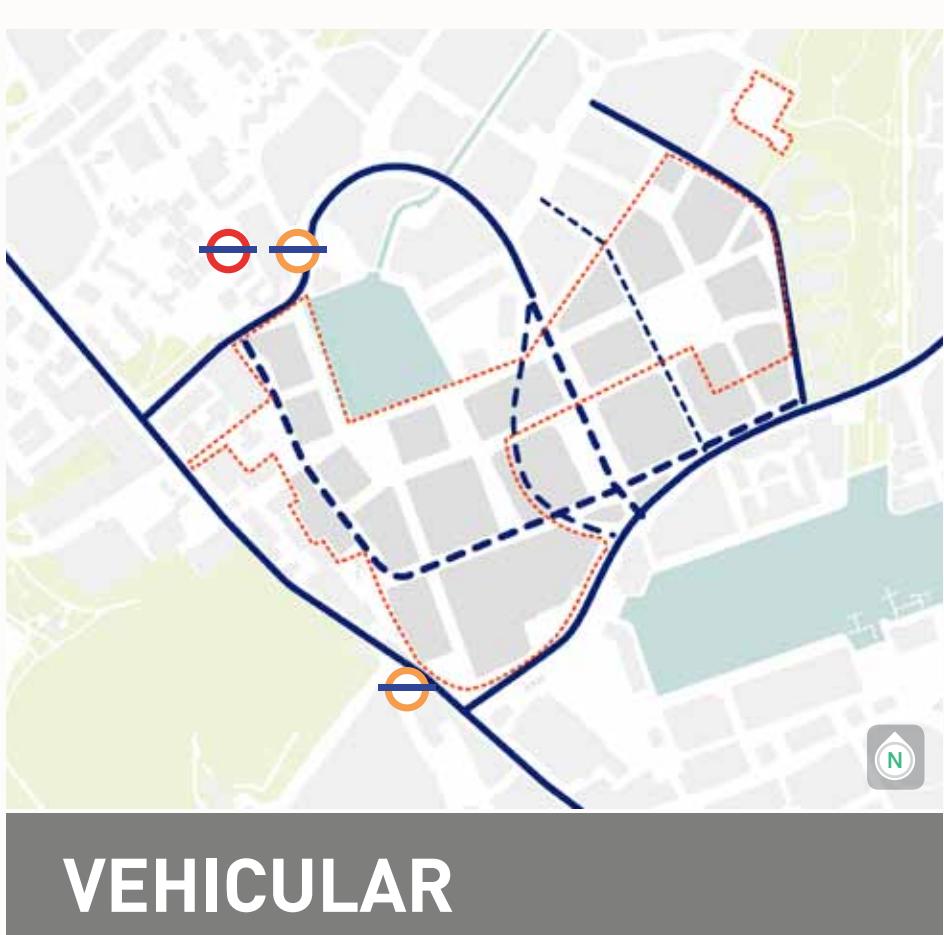
PEDESTRIAN & CYCLING

- All routes and spaces are pedestrian priority, but some will need access for servicing / residents.
- Cycling is encouraged throughout, with a variety of routes for different types of cycling (see board 05).



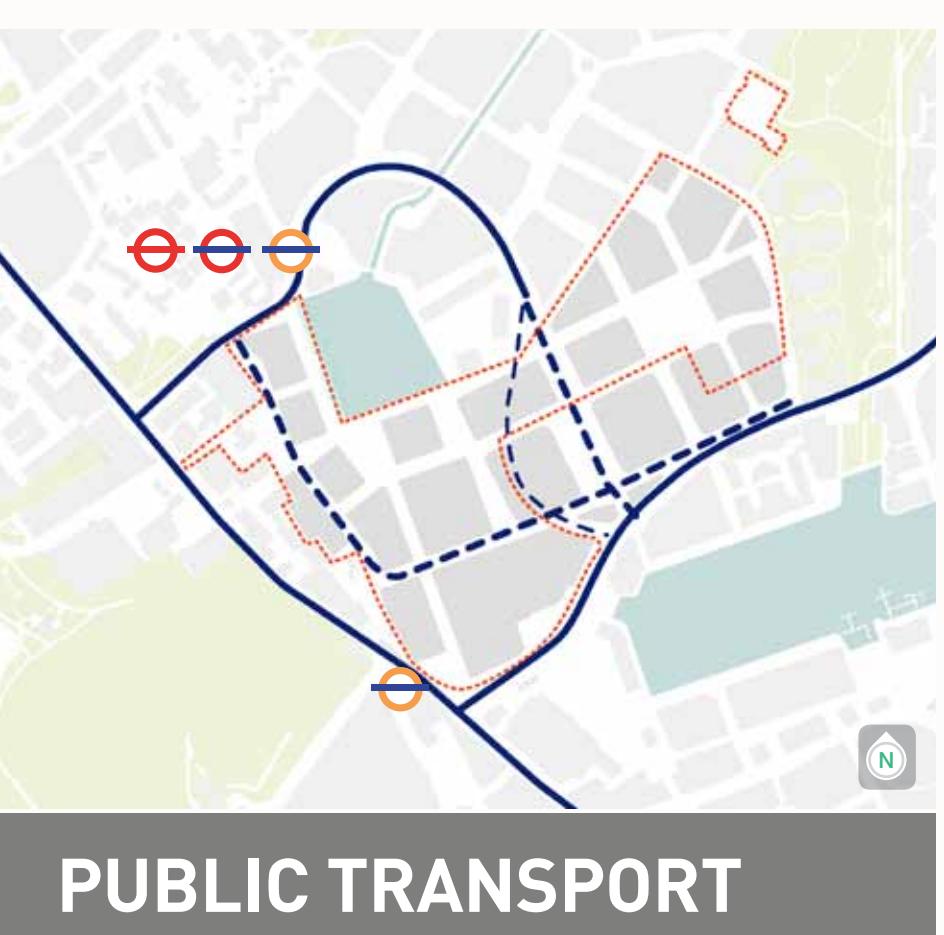
SURREY QUAYS ROAD

Aspiration to straighten Surrey Quays Road (not within land ownership) however the masterplan enables the existing route to remain in the first instance, then become secondary mews route should it be possible to straighten Surrey Quays Road.



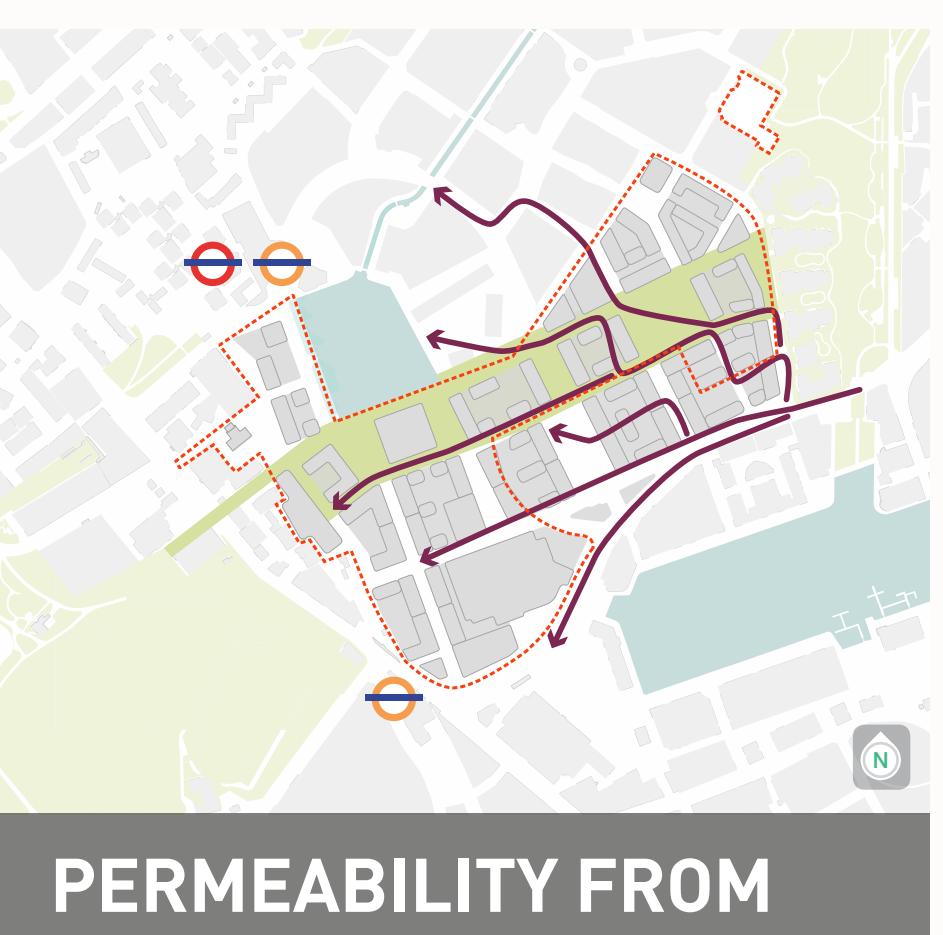
VEHICULAR

- Minimal new through-routes to avoid rat-running.
- All other routes are pedestrian and cycle priority with servicing and parking access only.
- Parking is underground - see board 05 for more details.



PUBLIC TRANSPORT

- Better connections with the stations.
- British Land will be speaking with TfL about the feasibility of relocating convenient bus routes through the site.
- Potential for a new entrance to Surrey Quays station on the eastern side of Lower Rd.



PERMEABILITY FROM REDRIFF ROAD

- A variety of pedestrian / cycle route options to better connect Redriff Road 'gateway' to Canada Water.



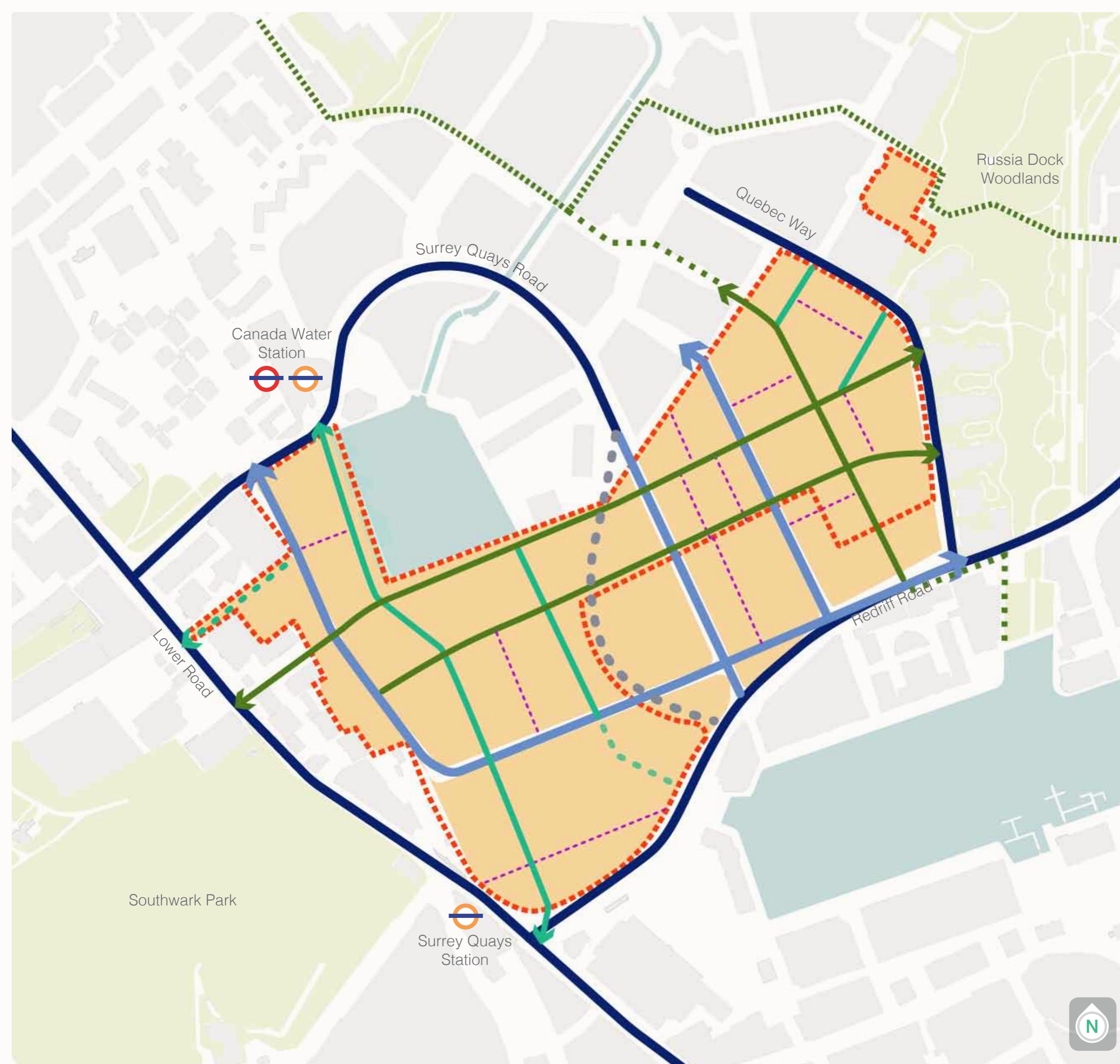
THE WIDER AREA

British Land are aware of the range of transport upgrades / aspirations in the area and will work with the promoters of these as more detail comes forward.

Please see board 11 for more information.

LINKS & CONNECTIONS

Connections plan



Key

- Existing roads
- - Existing Surrey Quays Road route
This would remain in the first instance, with potential for landscape improvements. However there is a long term aspiration to straighten Surrey Quays Road, in which case, the existing route has the potential to become a mews route
- Main vehicular streets
'Normal London streets' open to cars, pedestrians and cyclists
- Pedestrian priority route and key cycle link
- Pedestrian priority route
- Aspirational pedestrian priority route
- Mews route
Quiet through routes between buildings, local access
- Existing Cycle Route 4
- Proposed new extension to Cycle Route 4
- Canada Water Masterplan area
- Site ownership boundary



FOR MORE INFORMATION ON THE TRAFFIC AND TRANSPORT IMPACT ASSESSMENT, PLEASE SEE BOARD 11.

SEE BOARD 04 FOR AN OVERVIEW OF THE DIFFERENT TYPES OF ROUTES

Parking & servicing

It is recognised that the site sits in an area with good levels of public transport, as such, the masterplan proposes a pedestrian and cycle focused area. It will however be necessary to provide some car parking on site. The masterplan locates parking underground, this was preferred through consultation and enables an active and pedestrian friendly town centre. However there is likely to be some at-level parking for disabled access, drop-off and in the residential character areas.

The approach will aim to re-provide a sufficient level of parking for the shopping centre. Some of the leases with retailers in the shopping centre require that a minimum number of spaces are provided at all times.

Residential parking will be kept to a minimum but sufficient to avoid off-site 'overspill'; separately, Southwark Council are currently undertaking consultation on Controlled Parking Zones (CPZ) in the area. Initiatives such as car clubs will be utilised to help reduce the need for car ownership.

The servicing strategy for the masterplan will be developed as the project progresses and we'll be back with information at the next stage of consultation in early 2015.

Approach to cycling

Cycling will be encouraged across all of the masterplan's network of streets and spaces. The masterplan features a variety of routes to encourage different types of cycling, by all ages to support a healthy and active lifestyle:

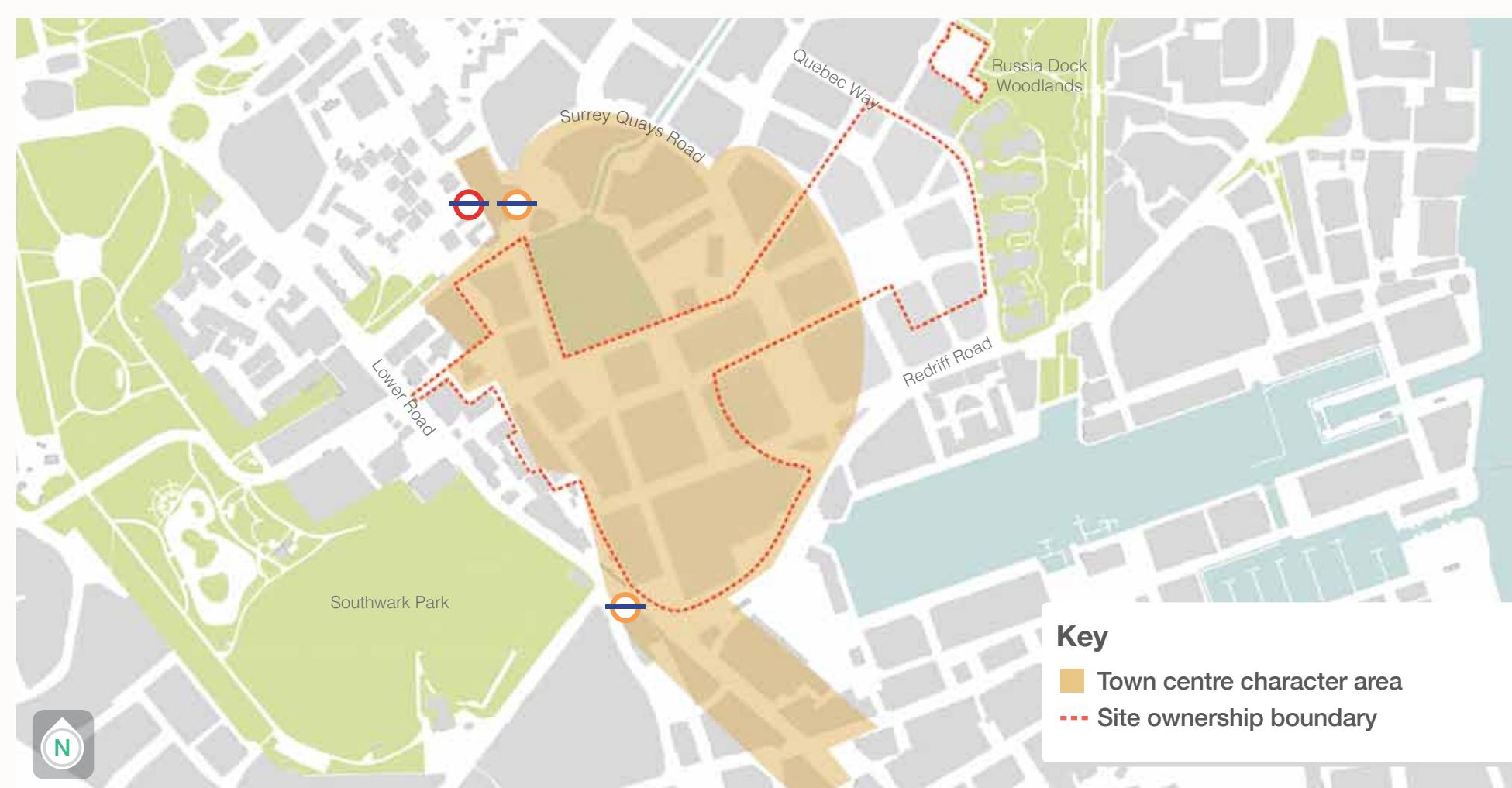
- A) Direct commuter cycling, linked to Lower Road.
- B) A direct link from Cycle Route 4 to Greenland Dock.
- C) Leisure cycling which is predominant on the peninsular.

There will be generous cycle parking for residents, visitors and employees throughout the development, full details of the number and location of these will be confirmed as the masterplan develops further.

The GLA and Southwark Council have aspirations for a Cycle Super Highway on Lower Road and Cycle Hire at Canada Water, the masterplan will work with these schemes as they come forward. It will also link with the Southwark Cycling Strategy which is due to be adopted next year.

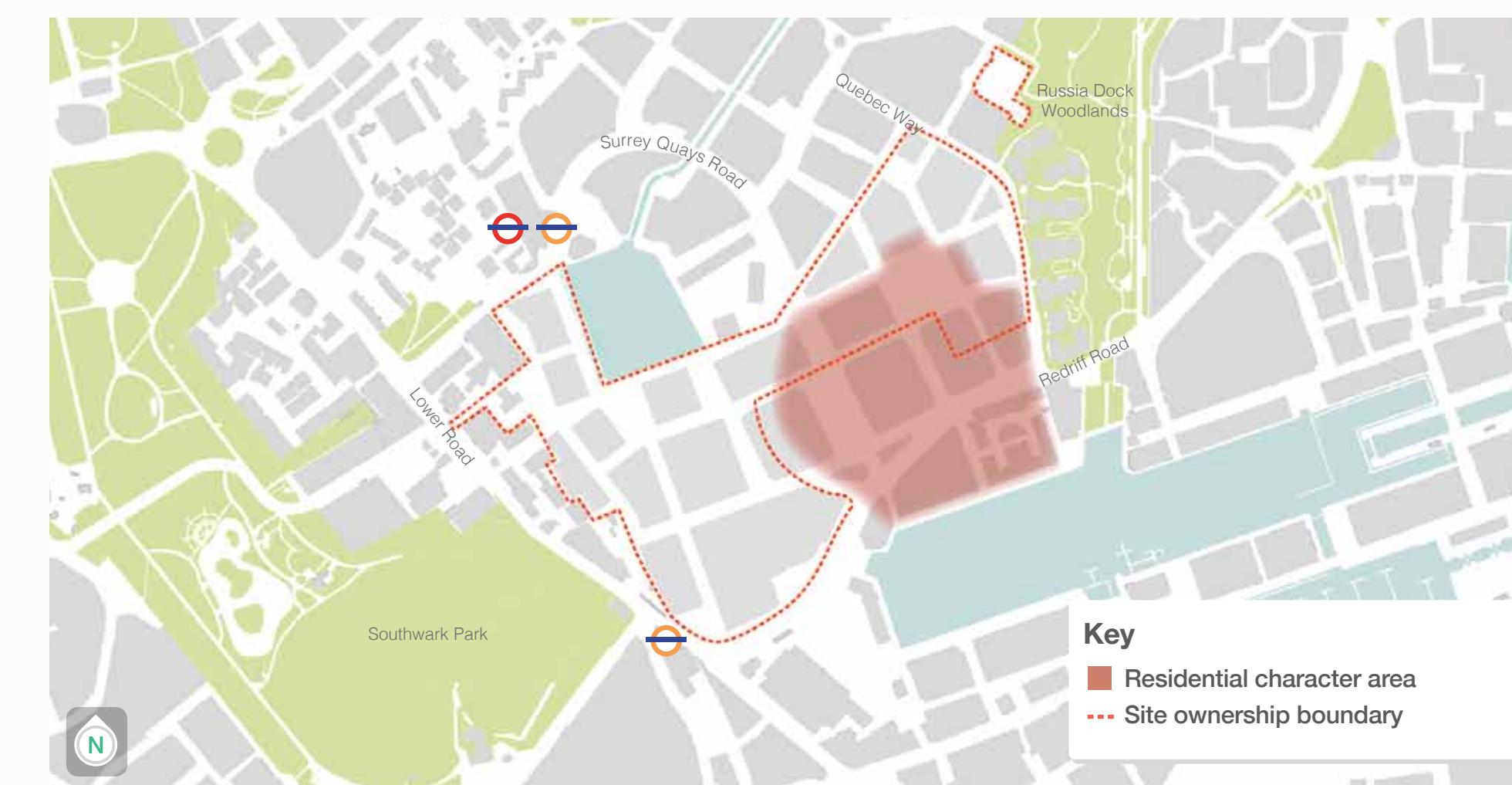
CHARACTER AREAS

Active mixed use town centre



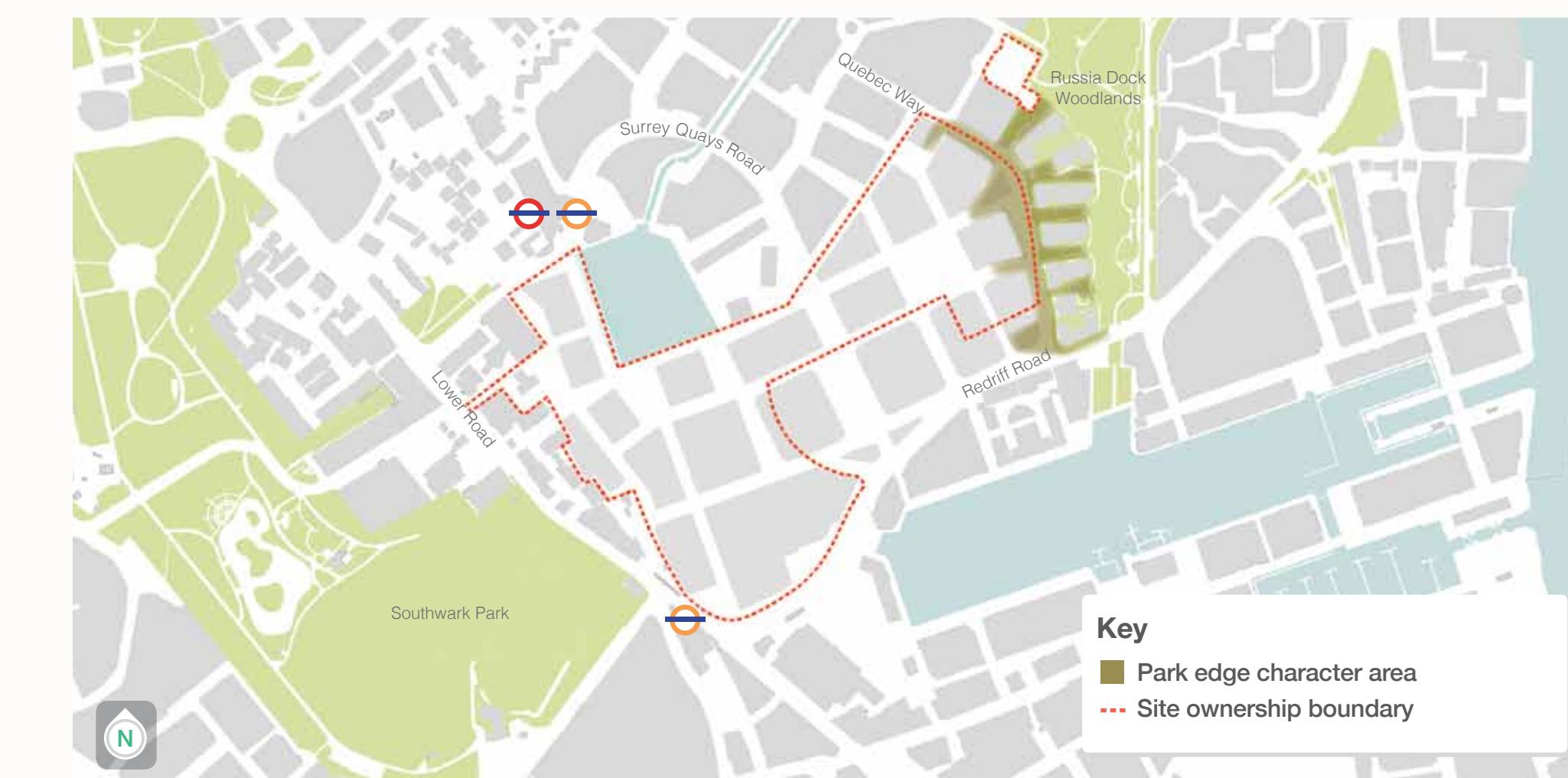
- The area between Surrey Quays and Canada Water Stations is designated as a new 'town centre' in planning policy and links to recent / approved developments and Lower Road.
- This area can help provide a successful centre / local focal point with a mix of different uses to bring vibrancy and activity during the day and evening.
- There would be a high street with a wide range of shops including independents, services and amenities to meet the needs of a growing community.
- A distinctive shopping environment, differentiating itself from competing schemes and reflecting the unique nature of the area.

Residential neighbourhood



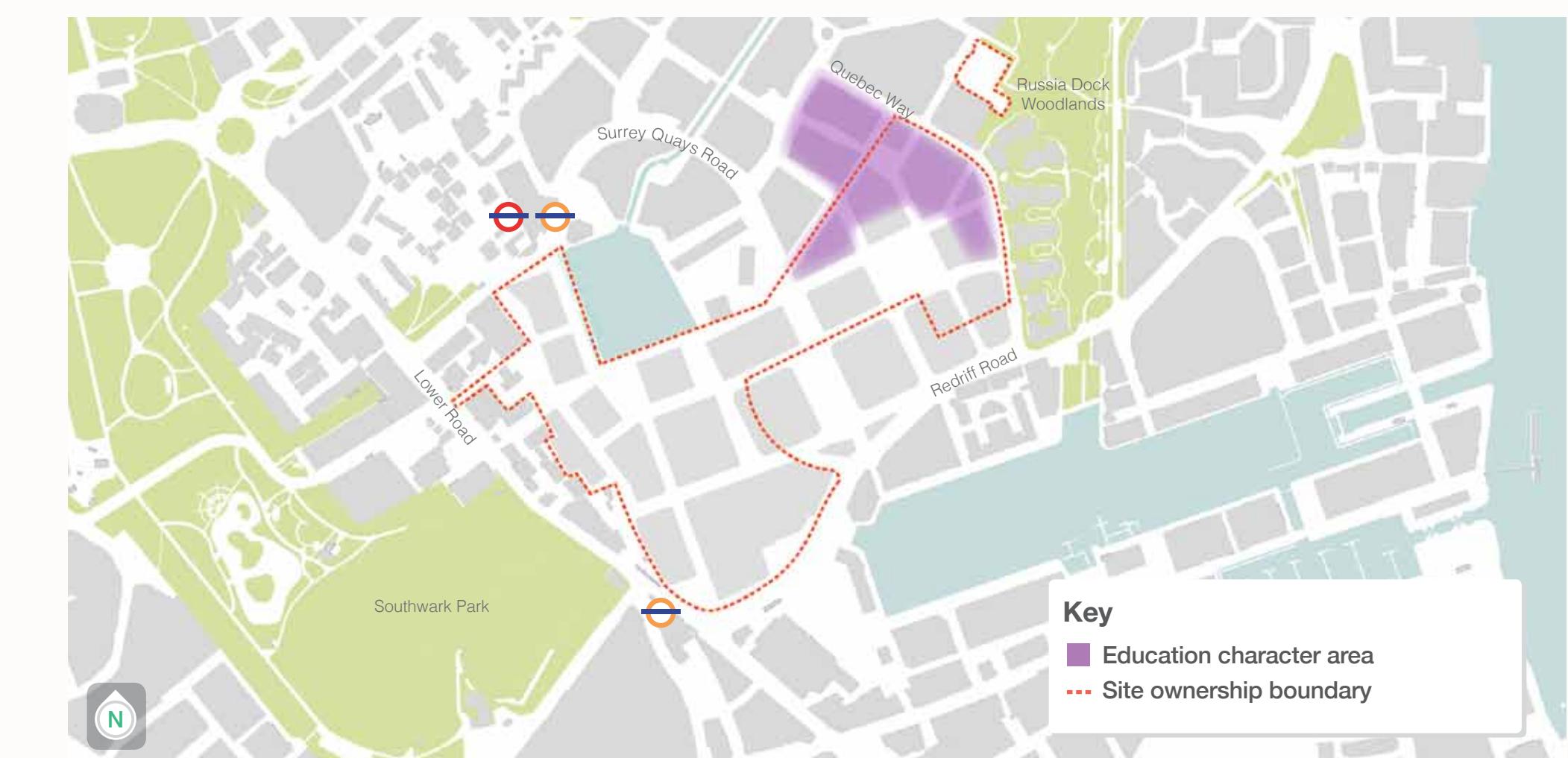
- The area to the south and east of the masterplan is characterised by its link to the residential areas along Redriff/ Salter Road, and is predominantly residential in character.
- Housing and residential is spread across the masterplan area.
- The neighbourhood shown above will be predominantly lower than the town centre, with mid to lower rise buildings (see board 11) and some taller elements.
- It is residential in nature, with potential for some business-uses towards the western side and local-scale amenities at appropriate locations throughout.

Connected park edge



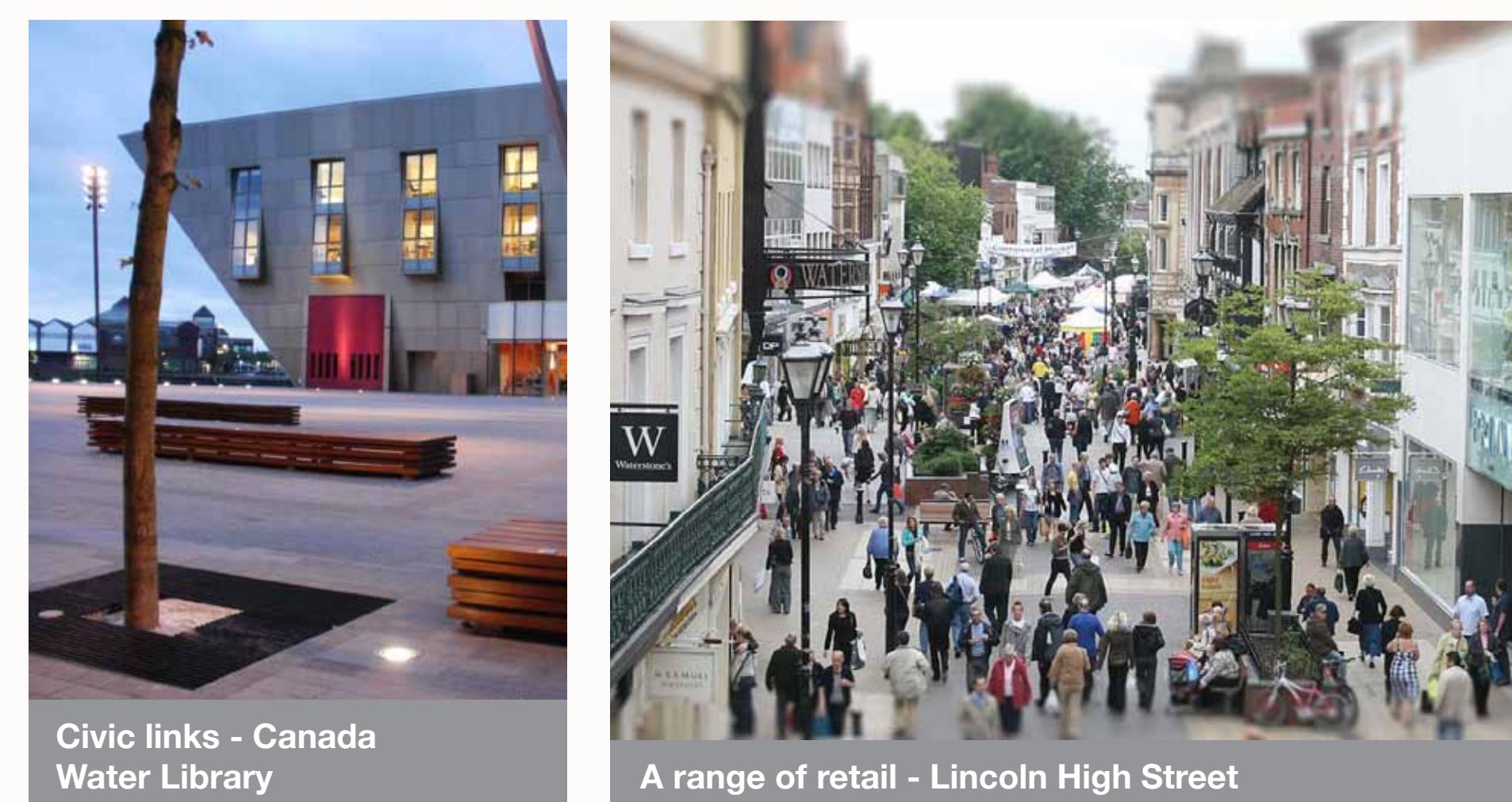
- The eastern edge of the masterplan links to Russia Dock Woodland and is directly opposite 'Quebec Quarter', a residential development currently under construction; which includes a new access route into Russia Dock Woodland.
- This area's character will respond to the mix of residential and park edge. Increasing east-west activity as part of the green link; it aims to feel 'open' at the edges and intertwine the green into the built environment.
- It will also activate and help create a safe environment on Quebec Way in the day and evening.

Education & research

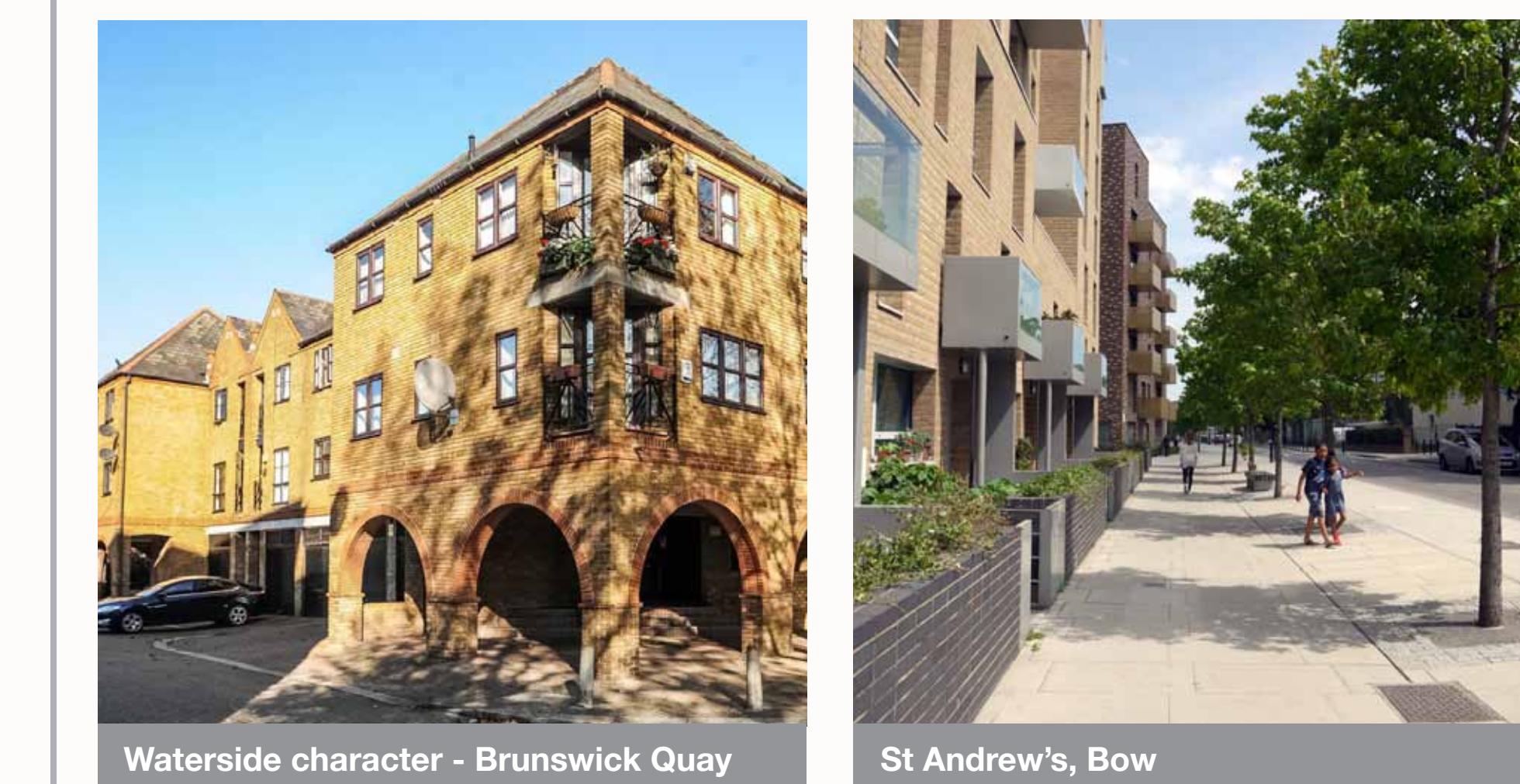


- Just outside the northern edge of the masterplan, Kings College London have planning permission for student accommodation and office space on the former Mulberry Business Park.
- British Land have entered into a co-operation agreement with Kings College London and Southwark Council to see if an academic / research campus could be established next to this on the SE16 Printworks Site.
- An educational aspect could bring variety, activity, employment and an 'attractor' to the area. See board 10 for more details.

PRECEDENT IMAGES, FOR INSPIRATION & DISCUSSION



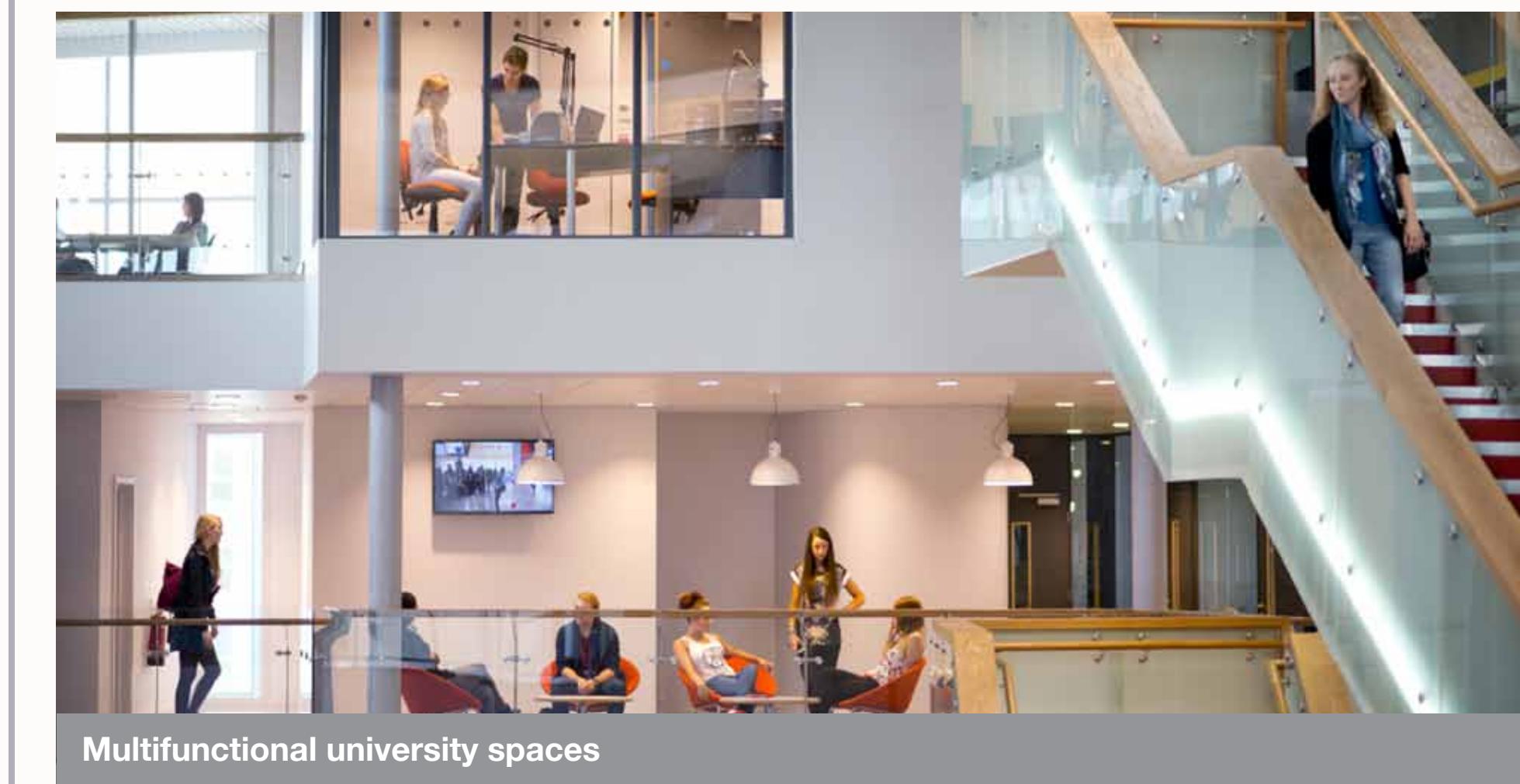
PRECEDENT IMAGES, FOR INSPIRATION & DISCUSSION



PRECEDENT IMAGES, FOR INSPIRATION & DISCUSSION



PRECEDENT IMAGES, FOR INSPIRATION & DISCUSSION

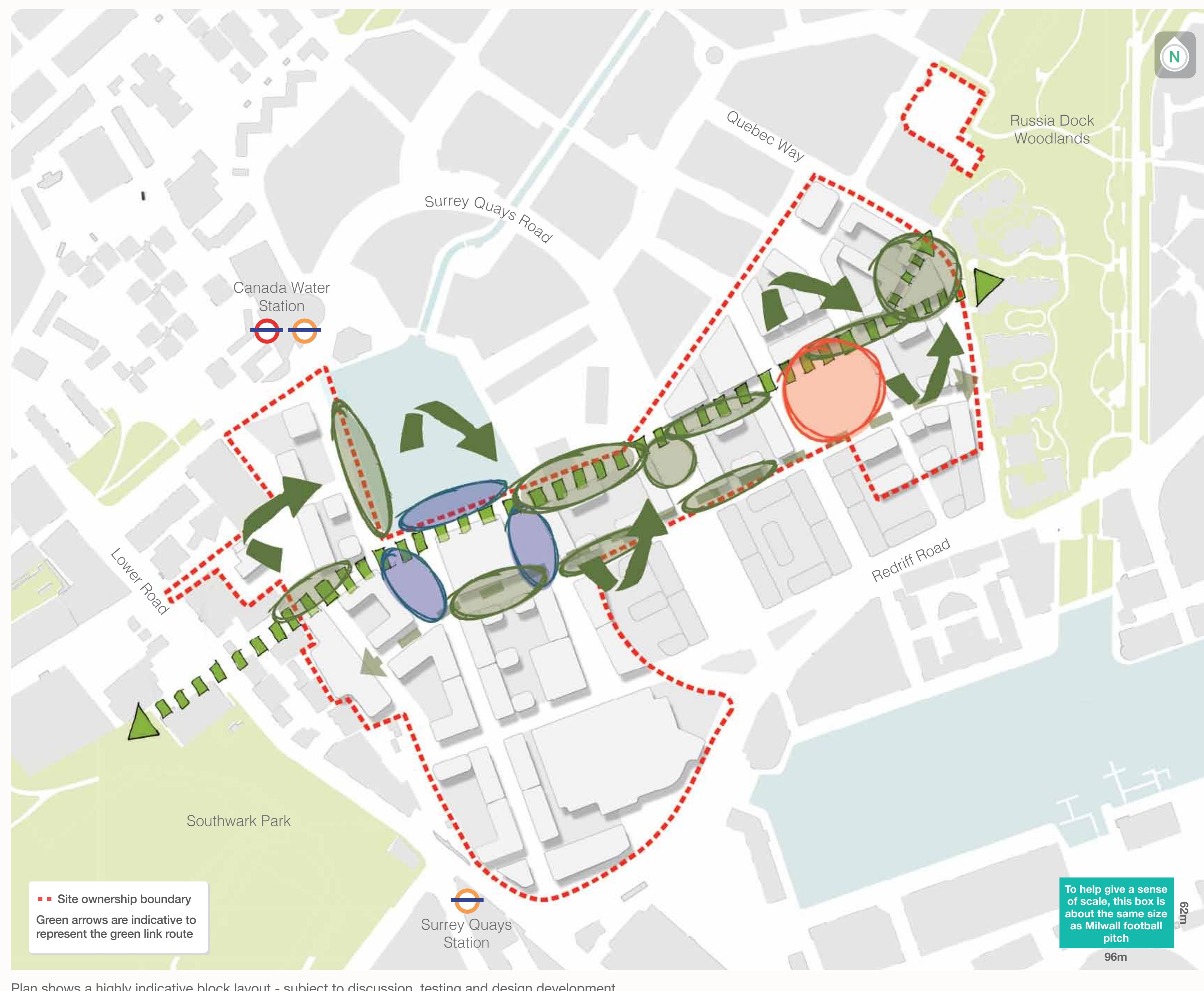


GREEN LINK, RIBBON OF EVENTS & ECOLOGY

A series of complementary spaces and events along the major green link

- A usable and enjoyable green link that connects Russia Dock Woodland with Southwark Park.
- A space with limited vehicle access promoting walking and activity as part of a healthy lifestyle.
- At around 700m it would take approx 10 minutes to walk its length.
- A distinct and unified 'spine' which connects a variety of spaces for different activities; each linked to the character of the adjacent area.

Some initial ideas are shown on this board for discussion, debate and your input:



Ecology & environment

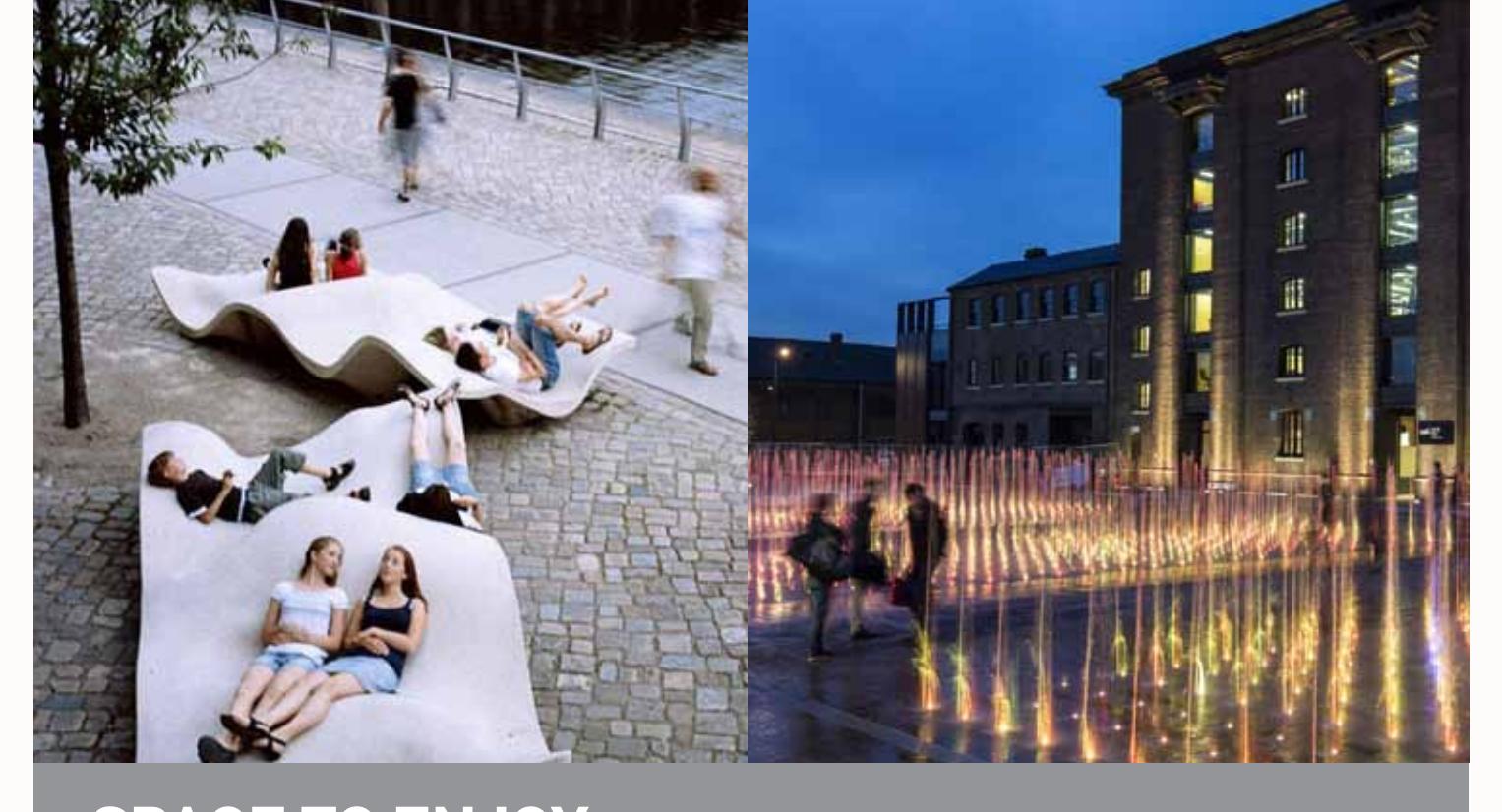
- The masterplan recognises the importance of continuing the 'green and blue' aspects of the area, which has been key during consultation. An ecological led approach is a fundamental part of the whole masterplan, learning lessons from, and adding to, existing local assets.
- Specialist consultants are carrying out studies of the area to understand potential wildlife habitats, record species present and any protected/notable species.
- There is opportunity to improve the ecological diversity of the masterplan site and the local area by providing a range of habitats to increase the number and type of species present. Particularly targeting existing local species and those identified in the London and Southwark Biodiversity Action Plans as a priority to encourage and protect through the redevelopment process.

Water-side 'hub'

PRECEDENT IMAGES



FLEXIBLE DESIGN / EVENTS & ACTIVITIES



SPACE TO ENJOY



TOWN CENTRE MEETS WATERS EDGE

Park square

PRECEDENT IMAGES



OPEN AREAS



A PLACE TO PLAY



ACTIVITIES FOR ALL

Pocket spaces

PRECEDENT IMAGES



ECOLOGICAL PLANTING



PLAYABLE SPACES / LINK TO EXERCISE ROUTES



QUIET SPACES

Ecology & environment

- The masterplan will protect and address the SINC (Site of Importance for Nature Conservation) designation of the Canada Water basin, and sensitively address the management of the reed beds for nesting birds.
- Lighting across the site, and in particular towards Russia Dock Woodland, will be considered to ensure it is of a required level / type that will not adversely affect local wildlife, particularly bats.
- It will also provide a 'mosaic' of green spaces throughout the site. These will seek to use native trees and plants or suitable non-natives with a proven biodiversity benefit. Providing a food source and shelter for invertebrates, birds and bat species, as well as a pleasant environment for people to enjoy this wildlife.

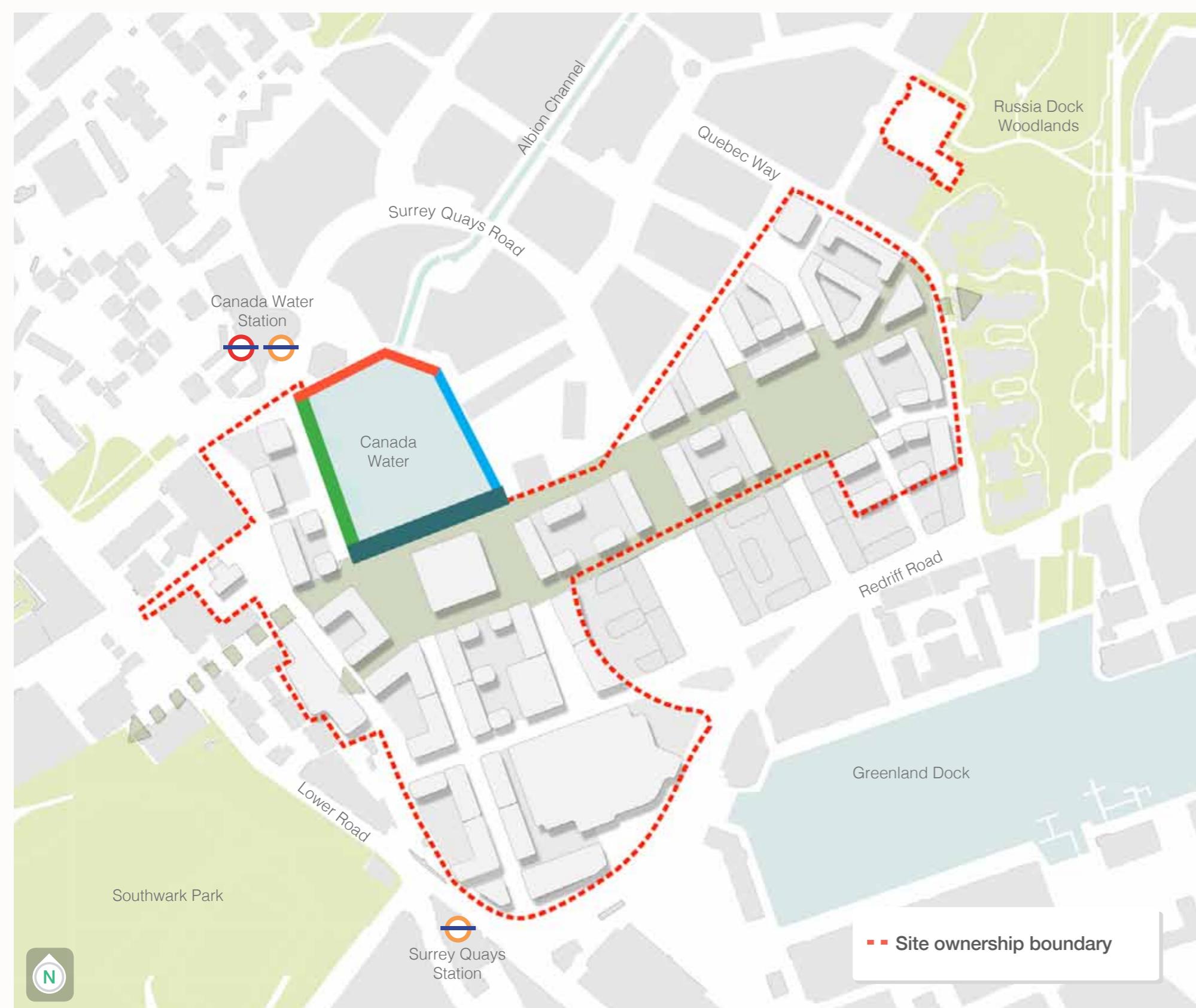
Energy

- The energy strategy is under discussion with the relevant bodies to understand options for connecting to low carbon district heating networks and on-site energy centres. The overall strategy will look at a range of sustainable energy sources and will comply with national and regional regulations. More detail on this will be known as the proposals develop further.

WATER OPPORTUNITIES, MANAGEMENT & SUSTAINABILITY

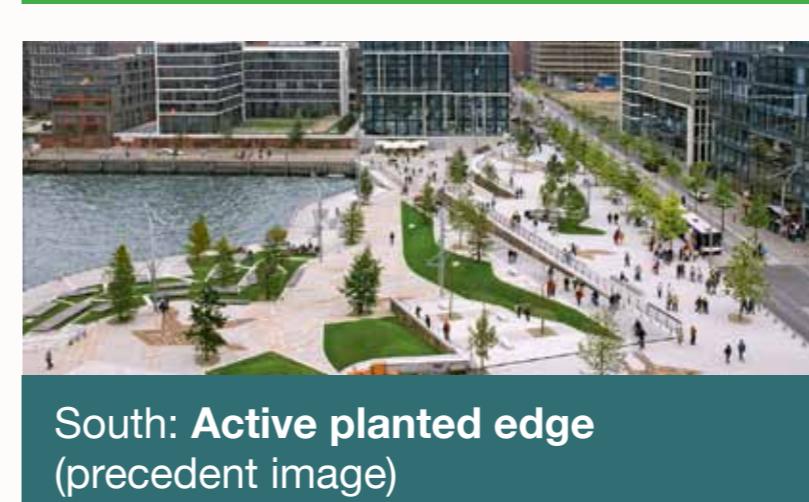
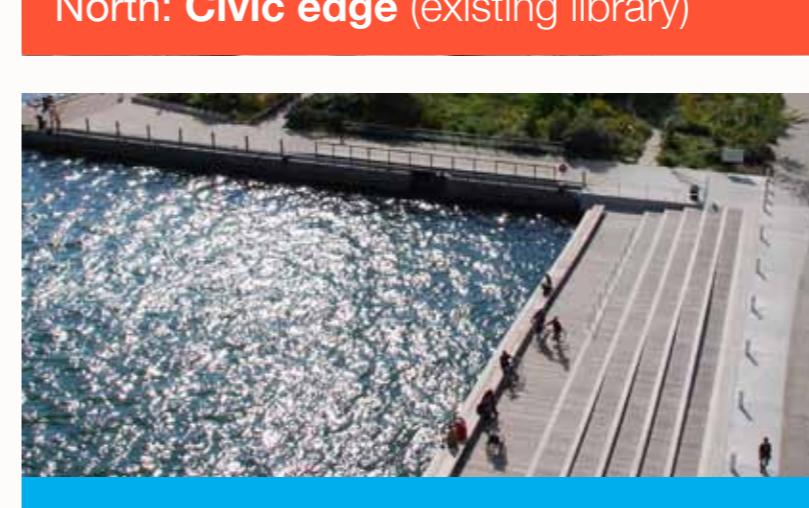
Waterfront opportunities

The north and east edges of Canada Water have been recently developed or have planning permission. The masterplan needs to respond to these to create a joined-up approach to the Canada Water Basin.



Plan shows a highly indicative block layout - subject to discussion, testing and design development

PRECEDENT IMAGES

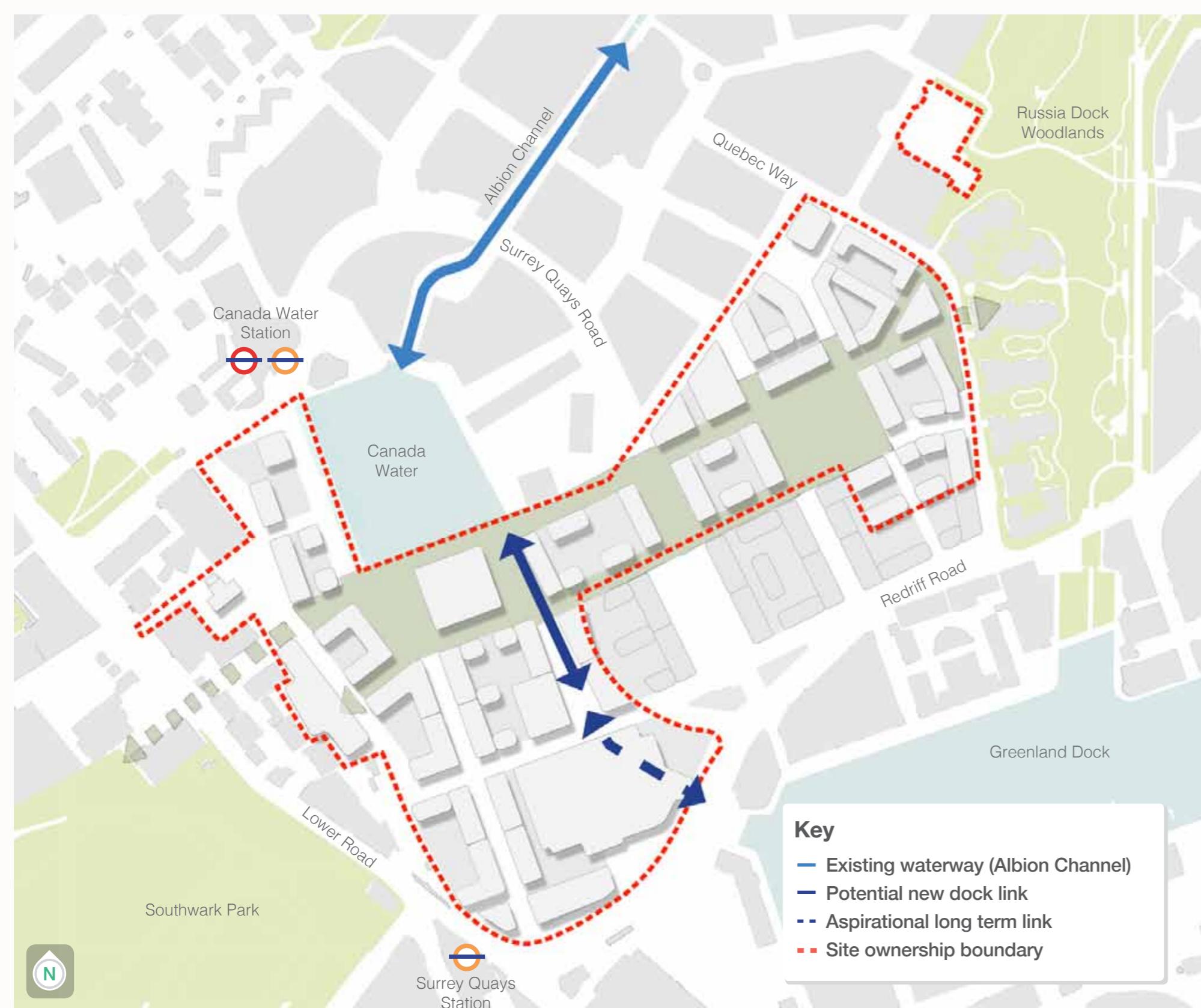


Western edge: There is opportunity to sensitively manage the existing green SINC area on the water's edge, with potential to increase the biodiversity. 'Green buffer zones' further protect the edge and prevent human interaction with nesting birds; whilst creating set-back spaces to enjoy with improved sight-lines to the water. This will help characterise the retail street proposed behind this buffer zone (see boards 09 and 10).

Southern edge: Here, there is opportunity to continue the use of planting on the water's edge, but with a focus on active uses and 'human' enjoyment. However, it would be a priority to ensure the existing reeds (nesting sites) are sufficiently protected from human activity.

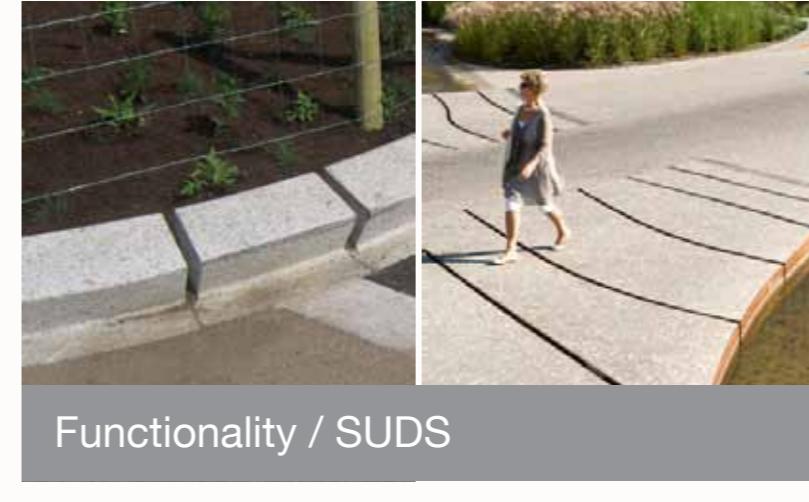
Dock link

Consultation has directly informed the proposals for a water connection to follow the line of the original Canada Water. There is a long term aspiration to link to Greenland Dock, however Tesco have a long lease on their current location.



Plan shows a highly indicative block layout - subject to discussion, testing and design development

PRECEDENT IMAGES

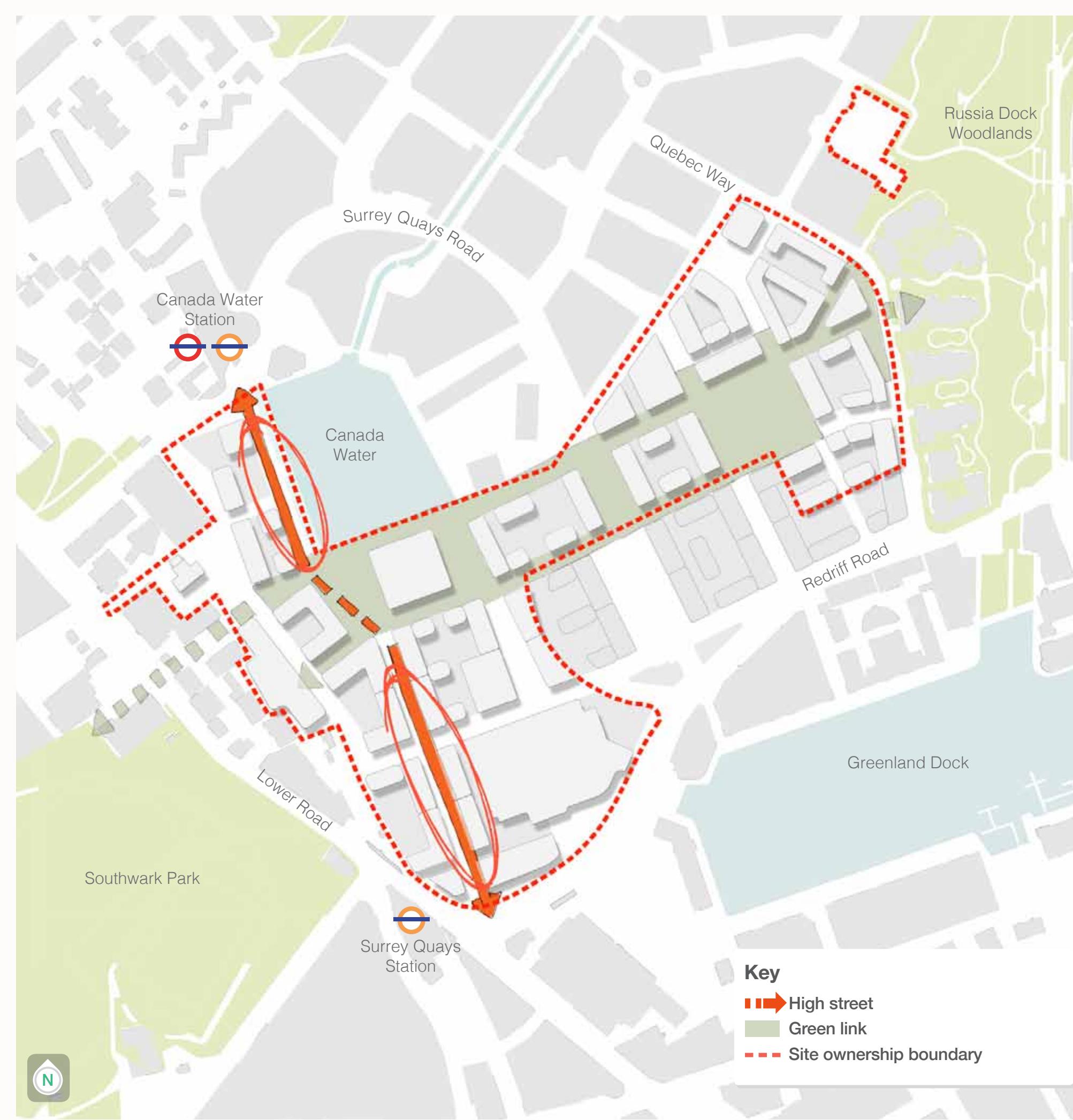


- Meaningful use of water, reflecting the heritage of the area. Albion Channel is a useful reference however it could be different in character.
- Early ideas are looking at the functional and sustainable use of water to underpin the character of water use on site.
- Exploring sustainable drainage systems (SUDS) that use water to encourage involvement and activity.
- Proactive approach to water management and treatment of run off water.
- Water management elements are part of the overall streetscape and design of spaces.

PUBLIC SPACES

There will be a variety of different publicly accessible and usable spaces across the masterplan. Some of these are described below:

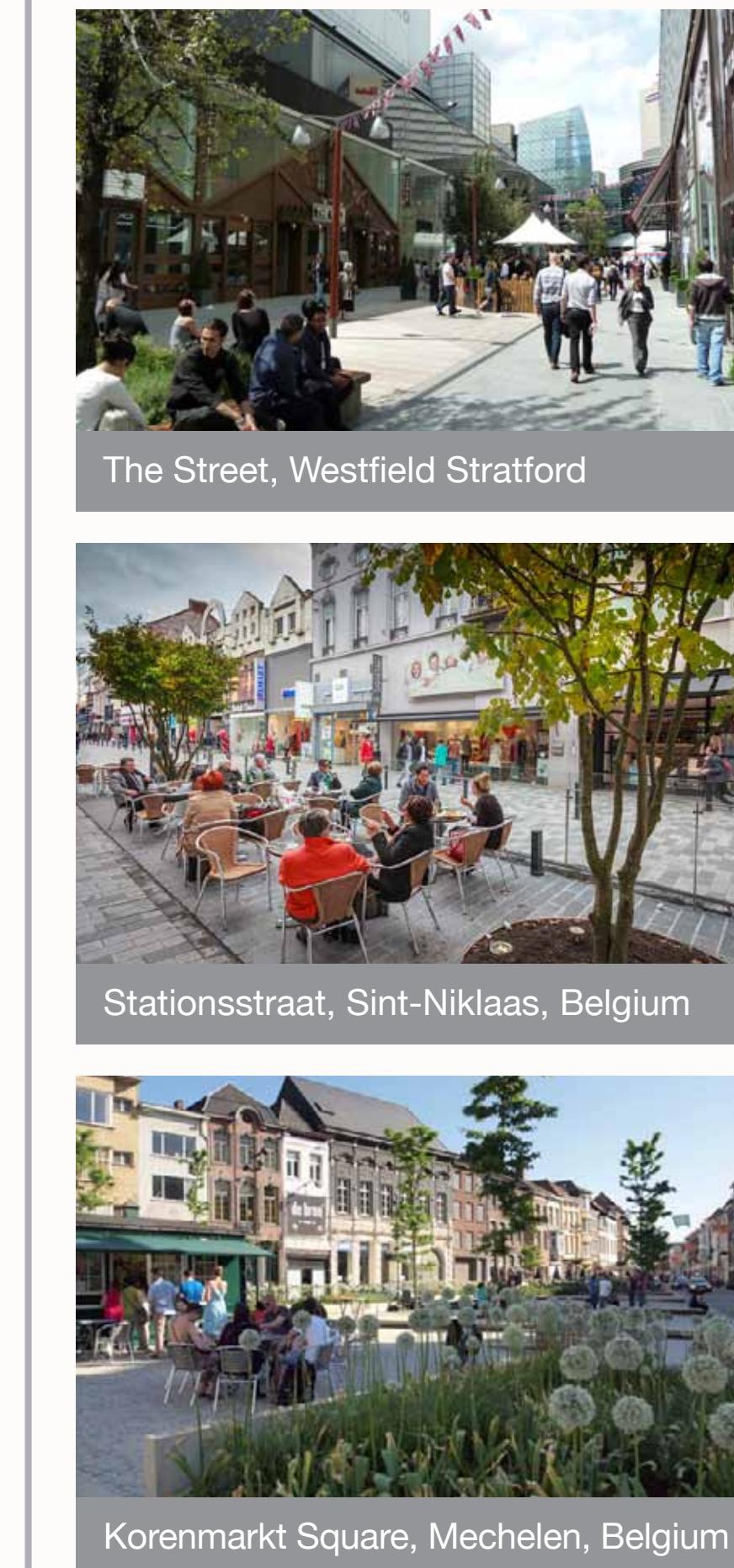
The 'high street'



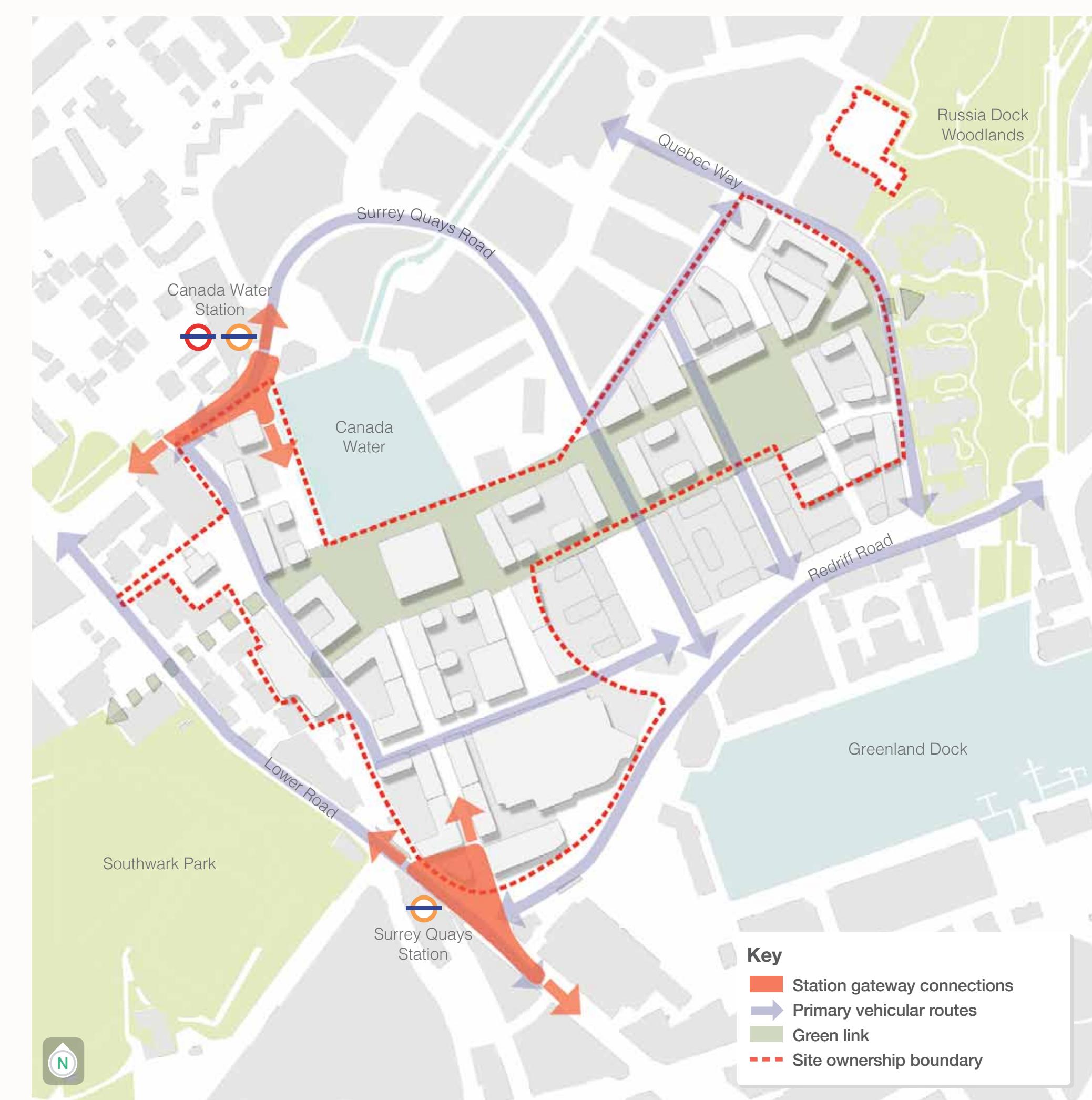
- Direct high street route connecting Surrey Quays Station and Canada Water Station, forming the main 'spine' of retail through the site to Lower Road.
- It is too early to know the type of retail, however a mix of type and scale is anticipated - see board 10 for more detail.
- The northern part of this street, near to Canada Water could be opportunity for a range of restaurants and cafes, with an improved surface.
- The station 'gateways' are at either end of this street, (please see right).
- The centre of the high street passes through the 'green link' and leisure focused public square adjacent to Canada Water.

Plan shows a highly indicative block layout - subject to discussion, testing and design development

PRECEDENT IMAGES



Station gateways



Plan shows a highly indicative block layout - subject to discussion, testing and design development

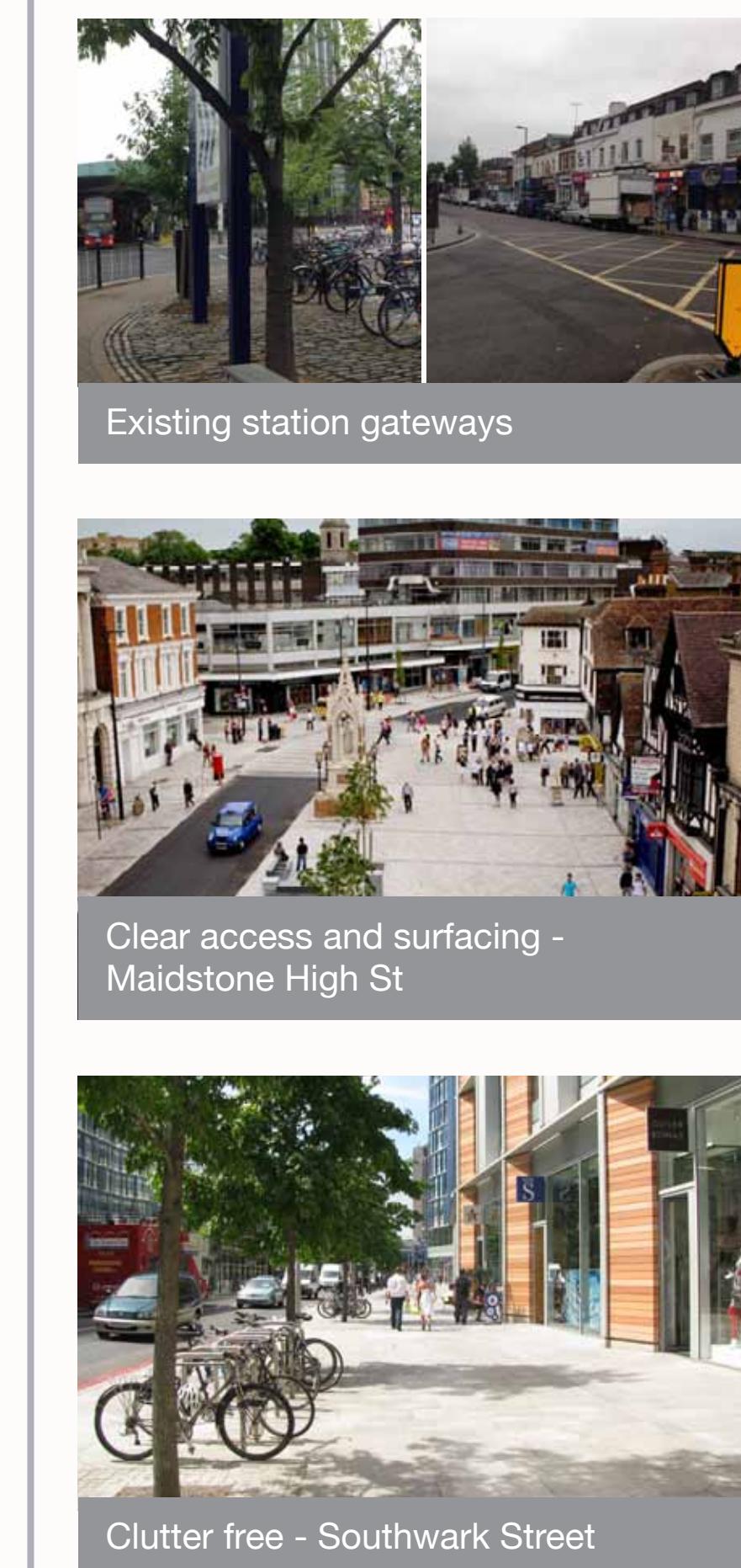
Surrey Quays Station

- A continuation of Lower Road high street with a connection at the existing junction level to address level changes.
- Potential for a semi-permanent structure to activate the corner and provide unique interest / attractor (e.g. flower market).
- The masterplan will work with Southwark Council's planned upgrades to the Lower Road gyratory - currently under consultation.

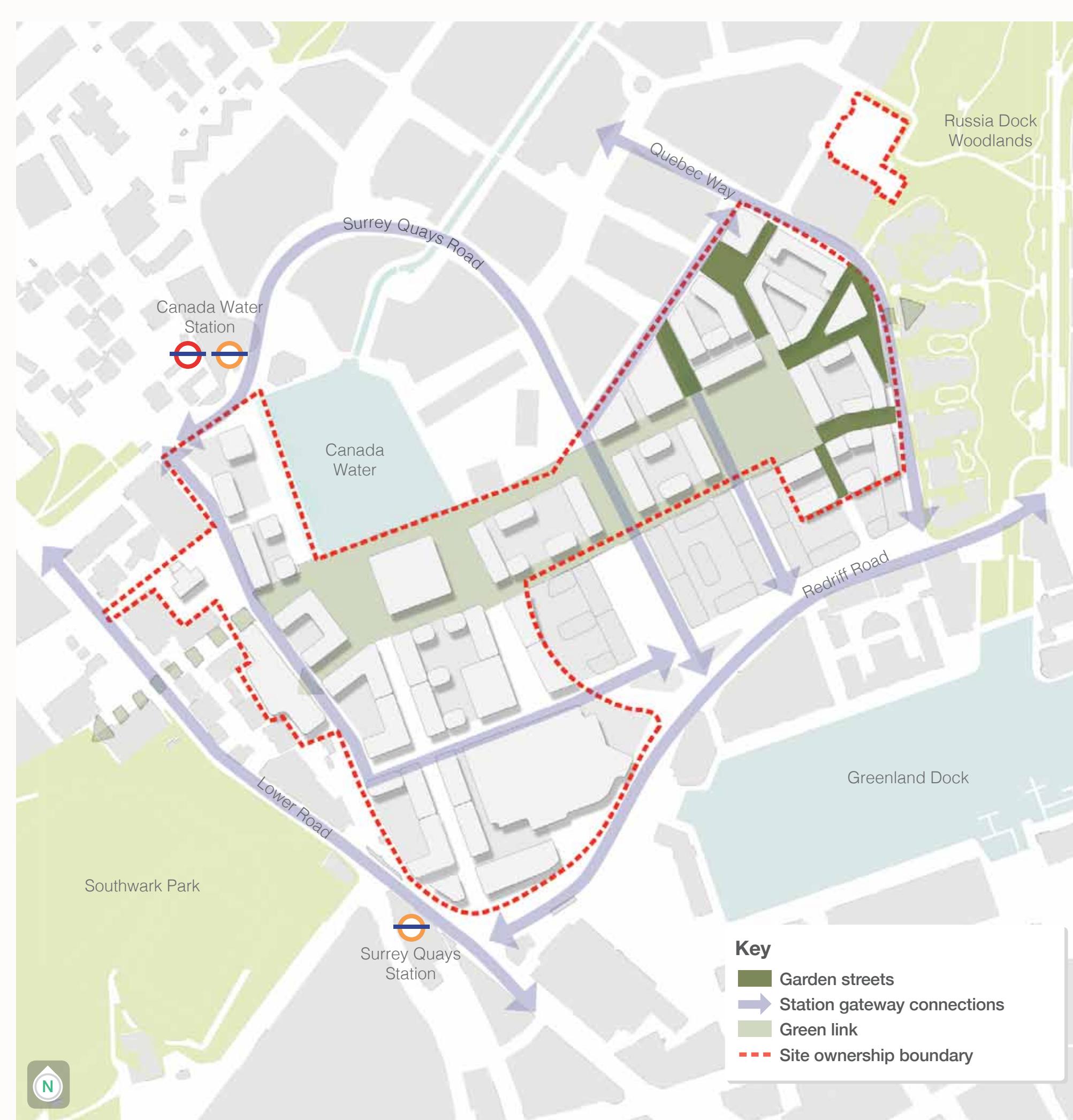
Canada Water Station

- Better access along the west side of Canada Water.
- Increased visibility towards Canada Water.
- Active retail frontages onto Surrey Quays road to support the Station and Library cluster.

PRECEDENT IMAGES

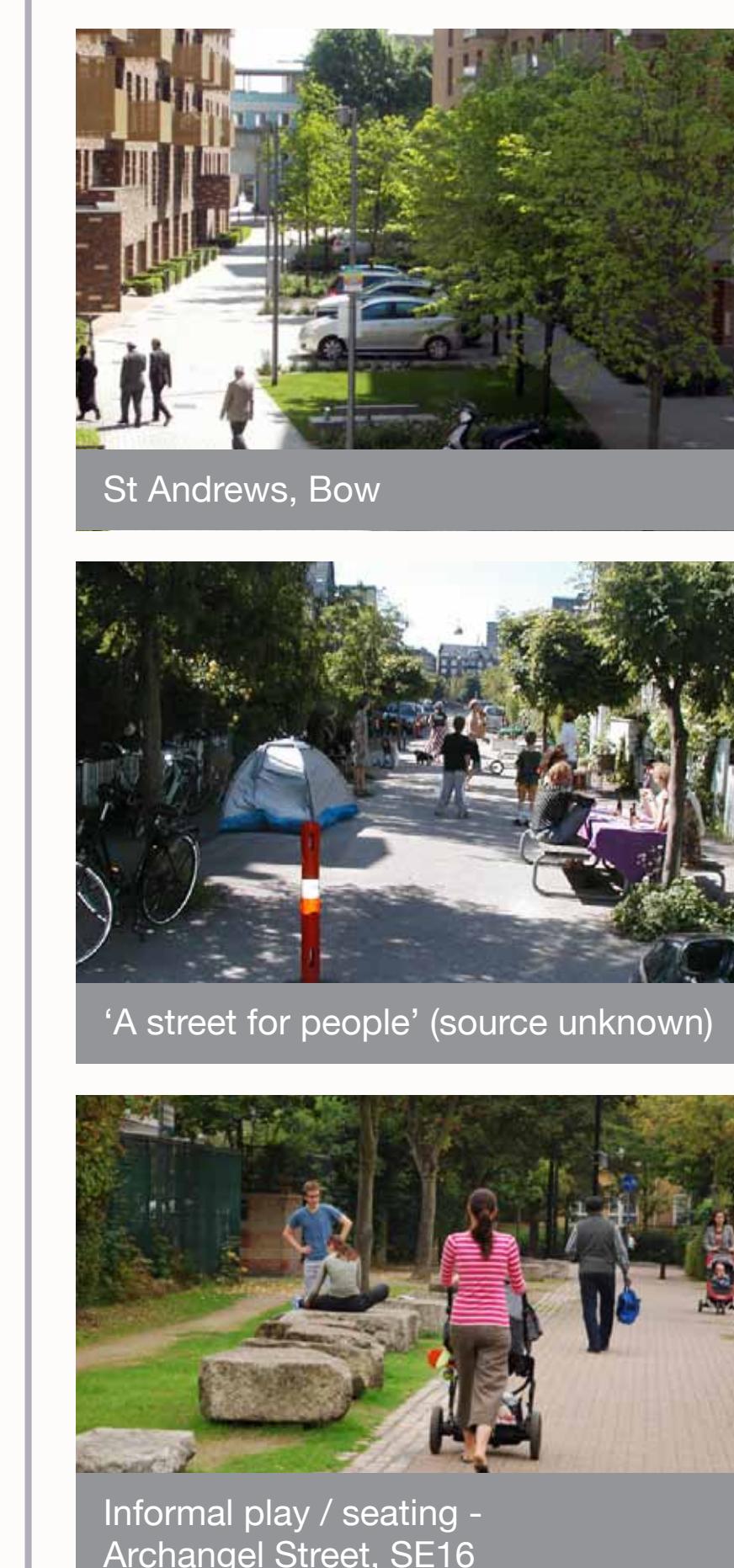


Garden streets

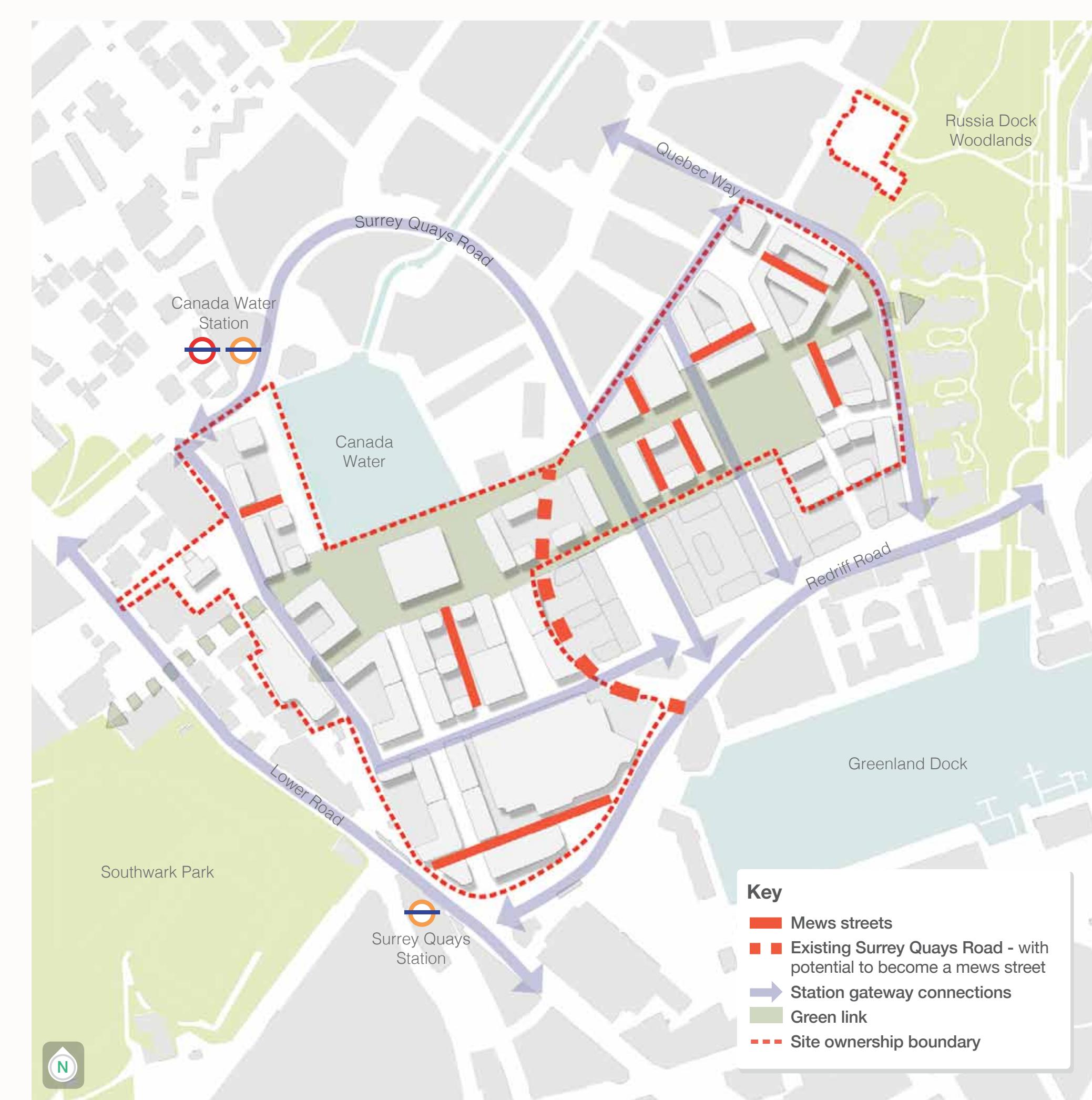


- Garden streets are routes which create opportunities for alternate activities and 'moments' within the space.
- This could be enlargement of spaces to create pockets for people to sit or opportunity for natural play.
- The majority of garden streets are to the west of the masterplan, in the more residential character area. However the green link (see board 07) aims to provide this similar layering of activity and incidental spaces.

PRECEDENT IMAGES



Mews streets



Plan shows a highly indicative block layout - subject to discussion, testing and design development

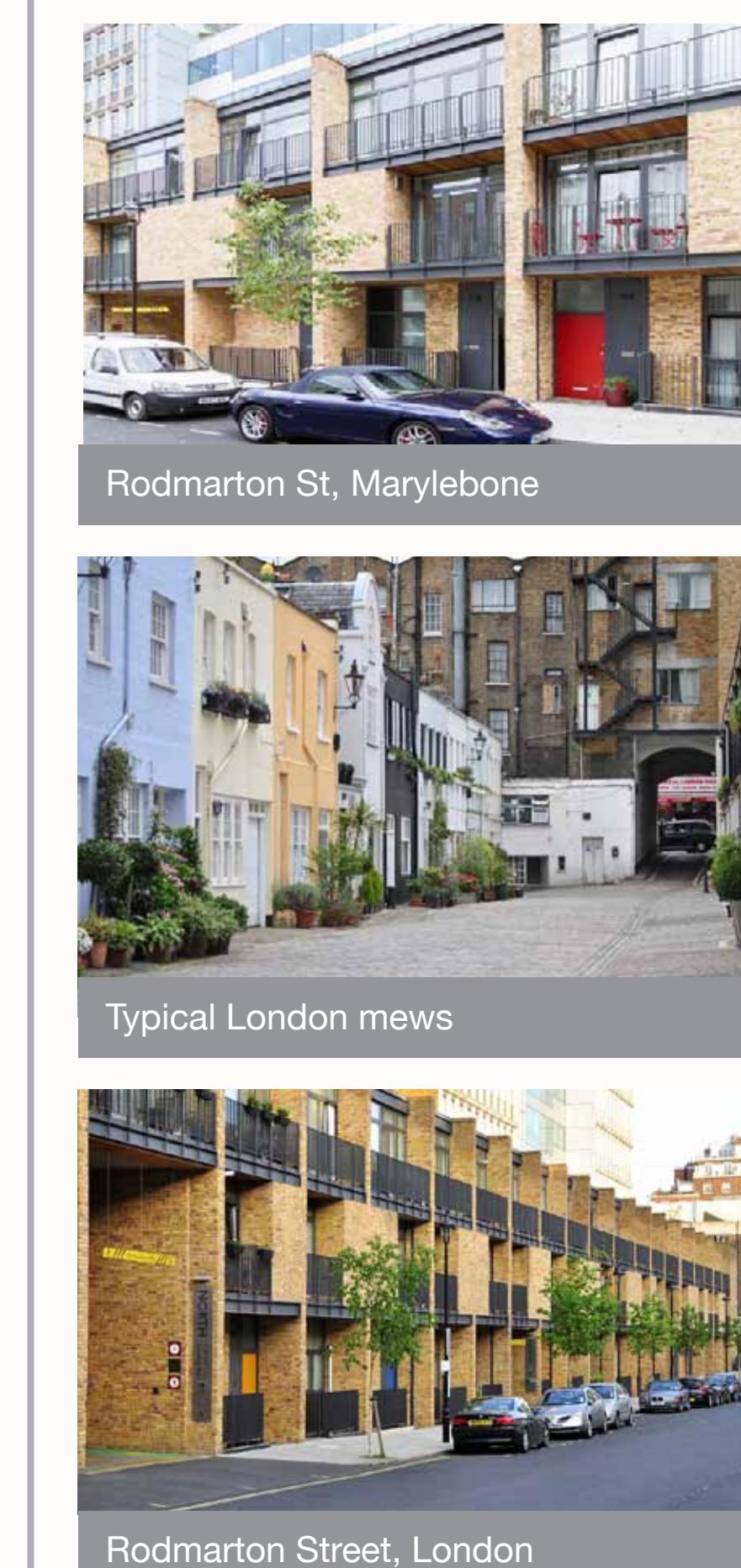
- Characterised by the 'meandering' routes of the surrounding area, the mews streets are informal quiet walkways away from the main streets.

- Typically mews streets would be lined with lower residential buildings, however this may vary depending on the uses.

- The majority of mews streets are to the west of the masterplan, in the more residential character area.

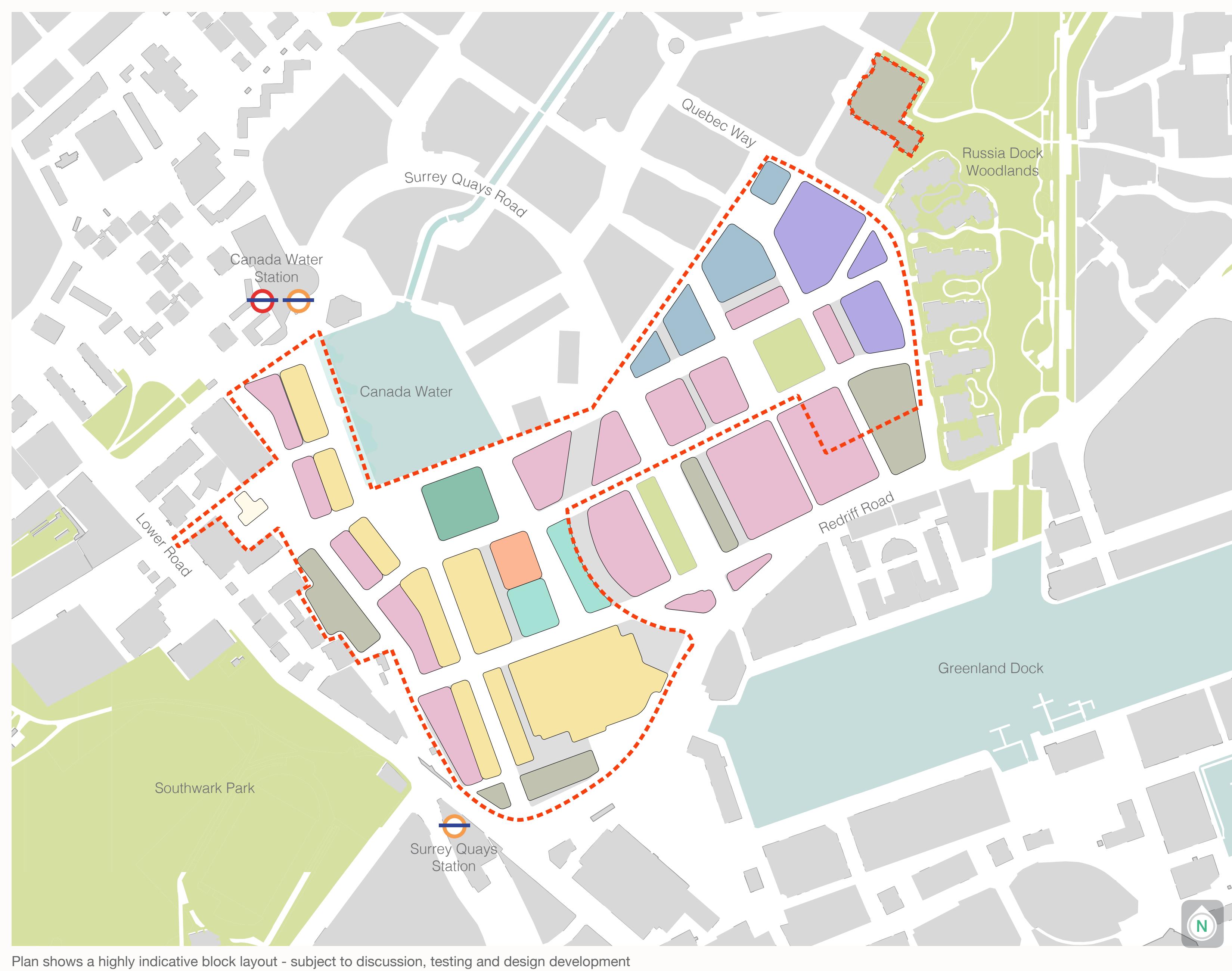
- The existing Surrey Quays Road has potential to become a mews street, if there is future opportunity to straighten Surrey Quays Road (through the Surrey Quays Leisure Park Site).

PRECEDENT IMAGES



USE & ACTIVITY

Plan of uses



Key

Residential	Office / work space	Culture and entertainment space
Student Residential	Hotel	Petrol station
Higher Education	To be decided - potential for some of these to be community / social infrastructure uses	Site ownership boundary
	Retail-led town centre uses (will include food and drink and a range of high street and independent retail, services, convenience and may include some smaller office/business space)	

Mix of uses (indicative)

The overall approach is to create a multi-layered mix of uses that support each other and generate positive activity at different times of the day and evening. To the right is a summary of the amount of each type of use being looked at.

These ranges are for the areas within British Land's ownership and do not include the Surrey Quays Leisure park site. We expect to have a further idea of the ranges at the next stage of consultation following further discussions with Southwark Council and Kings College London.

Community
6,000m² - 8,000m²
(comprising community uses and leisure centre. 'To be decided' uses as shown above are not currently accounted for)

Business & Higher Education
58,000m² - 82,000 m²
(comprising offices, workspace and Higher Education uses including research and linked incubator space)

Town centre uses
70,000m² - 82,500m²
(retail, food and drink, entertainment, hotel)

Residential
210,000m² - 225,000m²
(approx 2,500 units)

Student residential
25,000m² - 35,000m²
(700 -1000 beds)

Area comparison: To help understand the size of the areas described above, the ground floor of Surrey Quays Shopping Centre is approximately 25,000m². This should help give a comparison for the figures shown above, however the areas are likely to be divided into a variety of different sized spaces and over a number of floors.

Overview of key areas

Leisure Centre

- There is an ambition to include a Leisure Centre in the masterplan to replace the current Seven Islands facility. British Land are in discussions with Southwark Council regarding the details of this, and the location of the building is still under discussion.
- Southwark Council have proposed that the facility should include at least a swimming pool, a 4 court sports hall, crèche, gym and cycle spinning room. British Land are working with the Council on how this brief could be delivered.

Culture & entertainment building

- Culture and entertainment hub on the edge of Canada Water, hosting a range of activities and events for the whole community. There is potential for inside/outside space and a public terrace at upper levels with active ground floor uses.
- The type of activities that could happen in this building are very much under discussion and we'd like to hear your ideas about what the area needs - cinema / performance / food and drink / retail / arts / events?

Community

- Deliver all the basics on 'the doorstep' such as a gym, a nursery, playspace, dentist, pharmacy, convenience shopping, bicycle storage and facilities around click and collect
- Discussions are taking place with Southwark Council around their future projections for school places to understand whether a school is required, and if so when it might be delivered.
- The intention is for the masterplan to incorporate a broad range of community services, such as local employment, police centre and community space - we want to understand the need through the consultation process.
- As well as specific leisure / community facilities - the public realm provides opportunity for open-air events, exercise routes and natural play.

Higher education & research

- British Land have entered into a co-operation agreement with Kings College London and Southwark Council to see if an academic campus (alongside permitted student housing on the Mulberry Business Park site) is possible. This could bring significant elements of research, teaching and administrative facilities.
- Kings College London have submitted a bid for the funding to support development of a Centre for Urban Science and Progress research.

Food & drink

- An increased offer to meet local demand and add vibrancy / activity at different times of day.
- Catering for a broad range of different users and budgets; providing both recognised high street food outlets and smaller independent restaurants and cafes.
- Potential for open air food market / farmers market.

Housing

- Housing will typically be above active ground floor uses in and around the high street, while the eastern side is more residential in character and building style with some residential uses at ground floor.
- The site will accommodate a range of tenures to create a mixed community. This is likely to include a mix of private homes both for sale and rent, as well as student accommodation and affordable homes on site. Southwark Council have stated their ambition to retain the rented elements of the affordable housing for council social rent. British Land and Southwark Council are working together on how these aspirations can be delivered.

Retail & Tesco

- All the basics you need (high street and convenience) but in combination with a more interesting, independent, offer with a character unique to the area (not like Canary Wharf or Westfield Stratford City).
- Providing an improved offer to the existing shopping centre; focused to the west as part of the town centre but with some smaller and alternate retail offer throughout. It will need to compliment and support existing retailers on Lower Road and Albion Street
- Tesco have a long term lease and remain in the current location. The masterplan will remain flexible to accommodate any future changes.

Business & employment

- The overall approach is aiming to attract small to medium size businesses, in a wide range of unit sizes that are adaptable over time.
- There is particular opportunity for the smaller tech and co-working community; as well as links to university uses. These uses could act as another "anchor" for the area, supporting the daytime economy.
- British Land has a strong track record for local employment. A skills and employment strategy will be discussed and submitted with the planning application. It is anticipated the scheme could create at least 2500 jobs on site and many more during the construction process, along with apprentices and local recruitment where possible.

SCALE, MASSING & DENSITY

Density requirements

In January 2014, the GLA published its Draft Further Alterations to the London Plan, which identifies the Canada Water area as one of three new opportunity areas, with a minimum capacity of 3,300 new homes and 2,000 jobs. Following Examination in Public to the Canada Water Area Action Plan, the inspector suggested this figure should be increased to a minimum of 4,200 new homes overall.

In addition, there are requirements to deliver significant leisure, shopping, education, community, civic uses and quality public spaces; this means there is lot of demand on the Canada Water Masterplan from a borough and London-wide level.

The masterplan includes tall buildings which will enable the density aspirations to be met and will support a range of active ground floor uses. Please see to the right for the initial approach to heights and how impacts of density and height will be assessed.

Architecture & identity

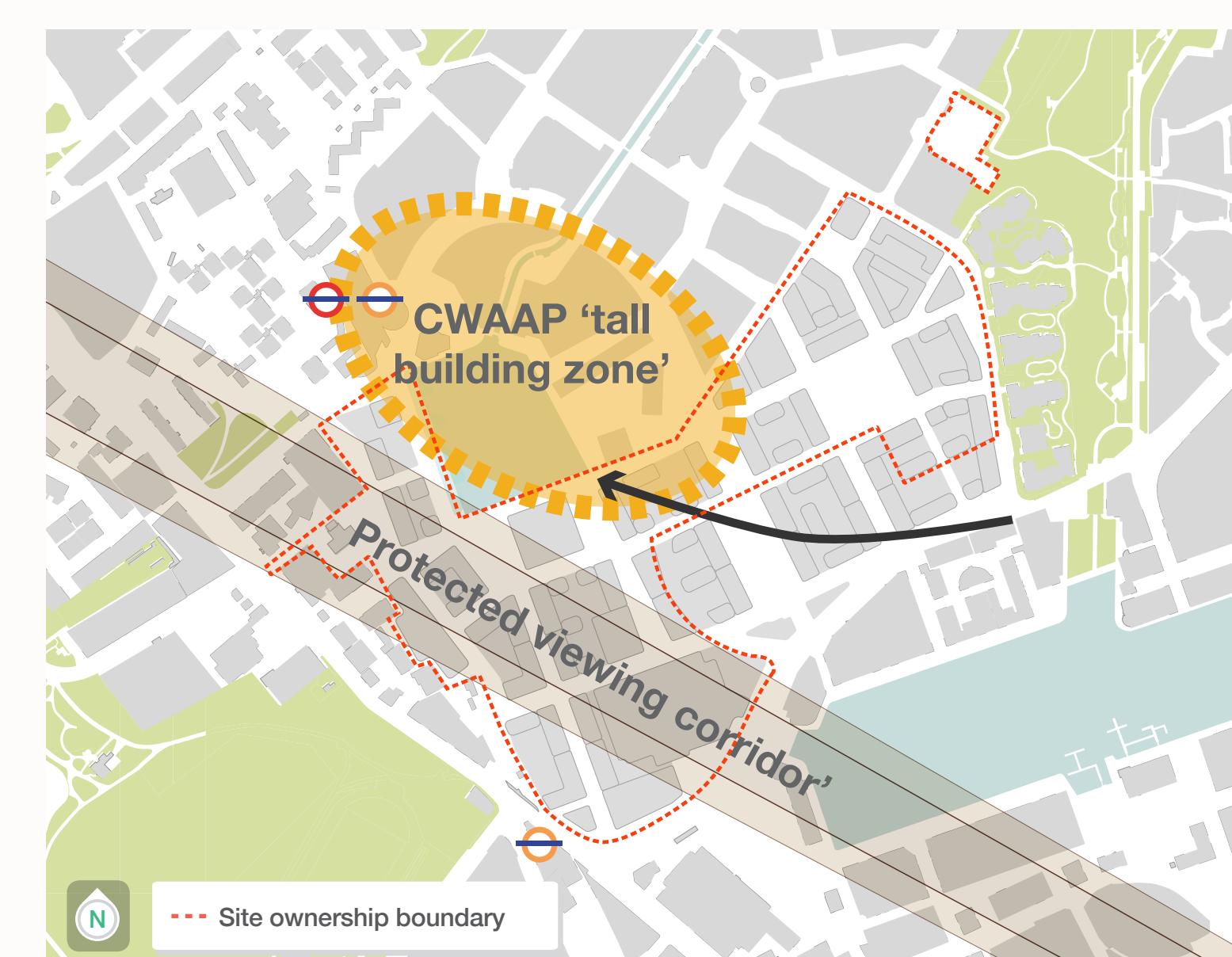
The character, shape and materiality of buildings can have a significant impact on its character and how it relates to the local area and London.

As the masterplan is at an early stage, it is too early for any definite ideas - however this will be part of the ongoing discussions to help inform not only the scale but the identity and materiality of the buildings. Please let us know what sort of architecture you think would work in this area, referencing any good or bad examples.

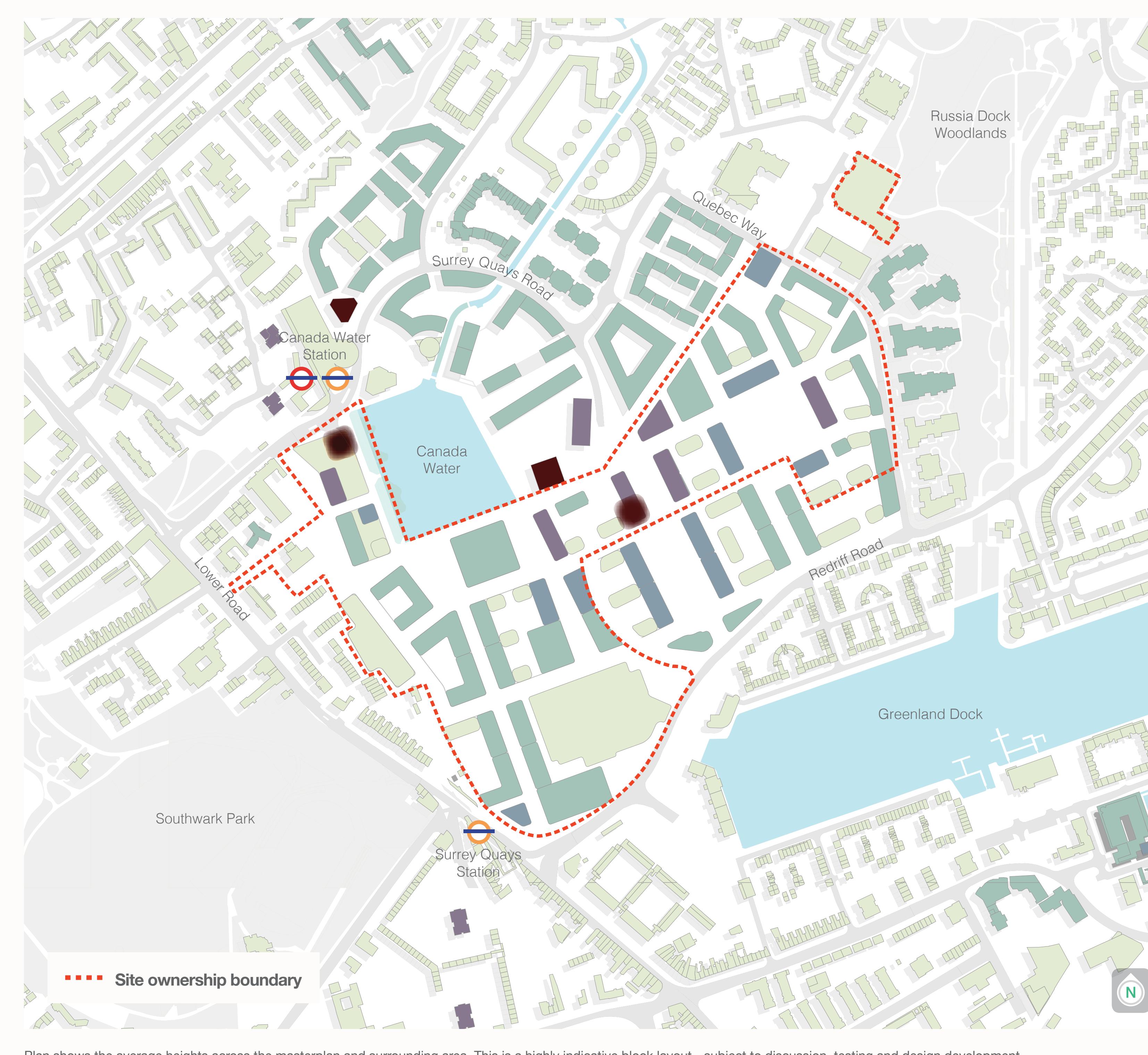
Approach to height

- Broadly, building heights are lower at the edges, rising to cluster with existing / permitted tall buildings and within the 'tall buildings zone' (as per Southwark Council's Revised Area Action Plan).
- There is a protected viewing corridor (between Greenwich and St Paul's) across the site. Buildings within this area cannot be more than 30m AOD (above sea level).
- The approach to height and location of tall buildings responds to feedback from the previous stages of consultation, although there were concerns about the impacts of density and character (see far right).

The diagram below shows the constraints that must be taken into consideration; the diagram to the right illustrates the current thinking around height, for discussion.



Massing strategy diagram, showing constraints and general principle of height rising to the centre



Key

Low	Medium	High	Tall	Landmark building
Up to 5 storeys Predominantly to the south, west and on mews streets	Up to 10 storeys Marking the 'high street' in the town centre and some university / residential buildings	Up to 15 storeys Buildings in this range mark some of the key spaces and junctions	21 + storeys Linked to the tall buildings cluster; this height range frames and 'steps up to' the landmark buildings	A very limited number of iconic buildings, clustered with existing/proposed tall buildings
Local example: Brunswick Quay (3 storeys)	Local example: Maple Quays (approx 8 storeys)	Local example: NEO Bankside (Image shows 10 - 14 storeys)	Local example: Canada Estate (21 storeys)	Local example: Sellar tower (permitted) (40 storeys)

Impact assessment studies

The first stages of consultation highlighted the impact of an increased population on traffic, transport and social infrastructure as key priorities. These will be fully assessed and considered as the process continues. At the next set of consultation events (early 2015), we will aim to show the initial studies on the key issues:

Traffic and transport impact assessment:

Transport modelling is underway to inform the masterplan designs. A full traffic assessment will be undertaken throughout the design and consultation process. This uses a series of modelling tools to look at the cumulative impact of permitted developments and the Canada Water Masterplan; primarily in relation to the road network, public transport, cycling and pedestrian movement. It also considers planned improvements to public transport such as Crossrail, five carriages on the Overground and increased frequency on the Jubilee line.

British Land are aware of a range of other aspirations for transport upgrades being discussed in the area and will work with the promoters of these as more detail comes forward. Some of these include: Sustran's aspirations for a cycle and pedestrian bridge from Rotherhithe to Canary Wharf; Southwark Council's Lower Road gyratory improvements; Cycle Superhighway on Lower Road; and Cycle Hire at Canada Water.

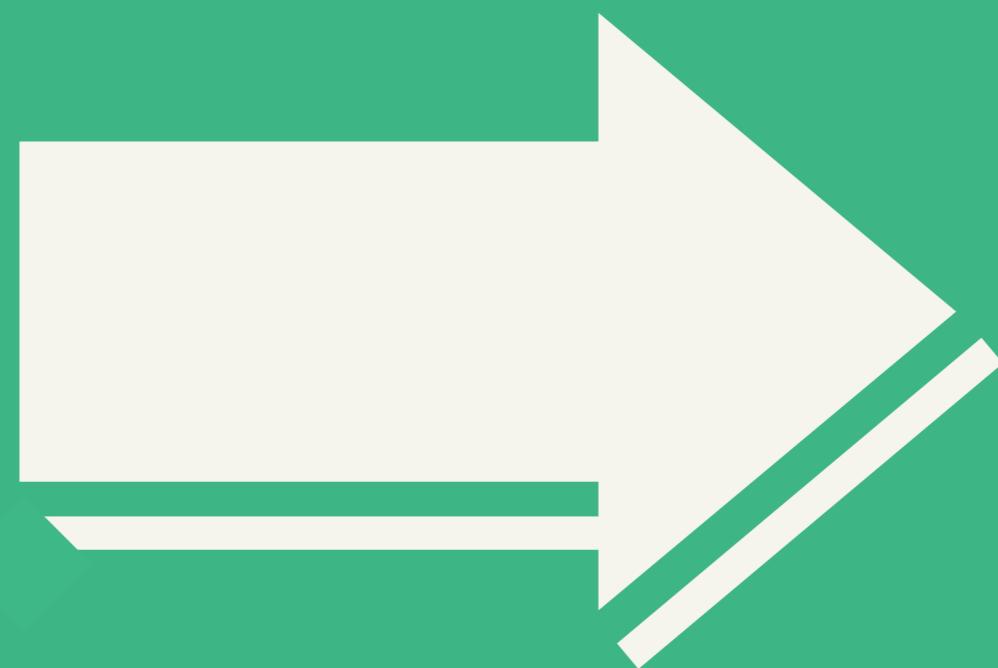
Daylight / shadow studies:

Shadow-path analysis is underway to look at the shadows created at different times of the day and different times of the year. This includes all local schemes which have planning permission (but are not built yet) and the impact of the Canada Water Masterplan buildings.

Wind testing:

Wind modelling has commenced to inform the design, it uses a scaled model to simulate environmental conditions and measures the wind speeds across the site. Canada Water Plaza has been raised as a local benchmark whereby the wind prevents use. The team will aim to avoid this through design - with mitigating measures such as strategic location of massing, terraces and balconies, and use of landscaping features and building materials where less favourable conditions are found.

TIMESCALE, PHASING & NEXT STEPS



PHASING

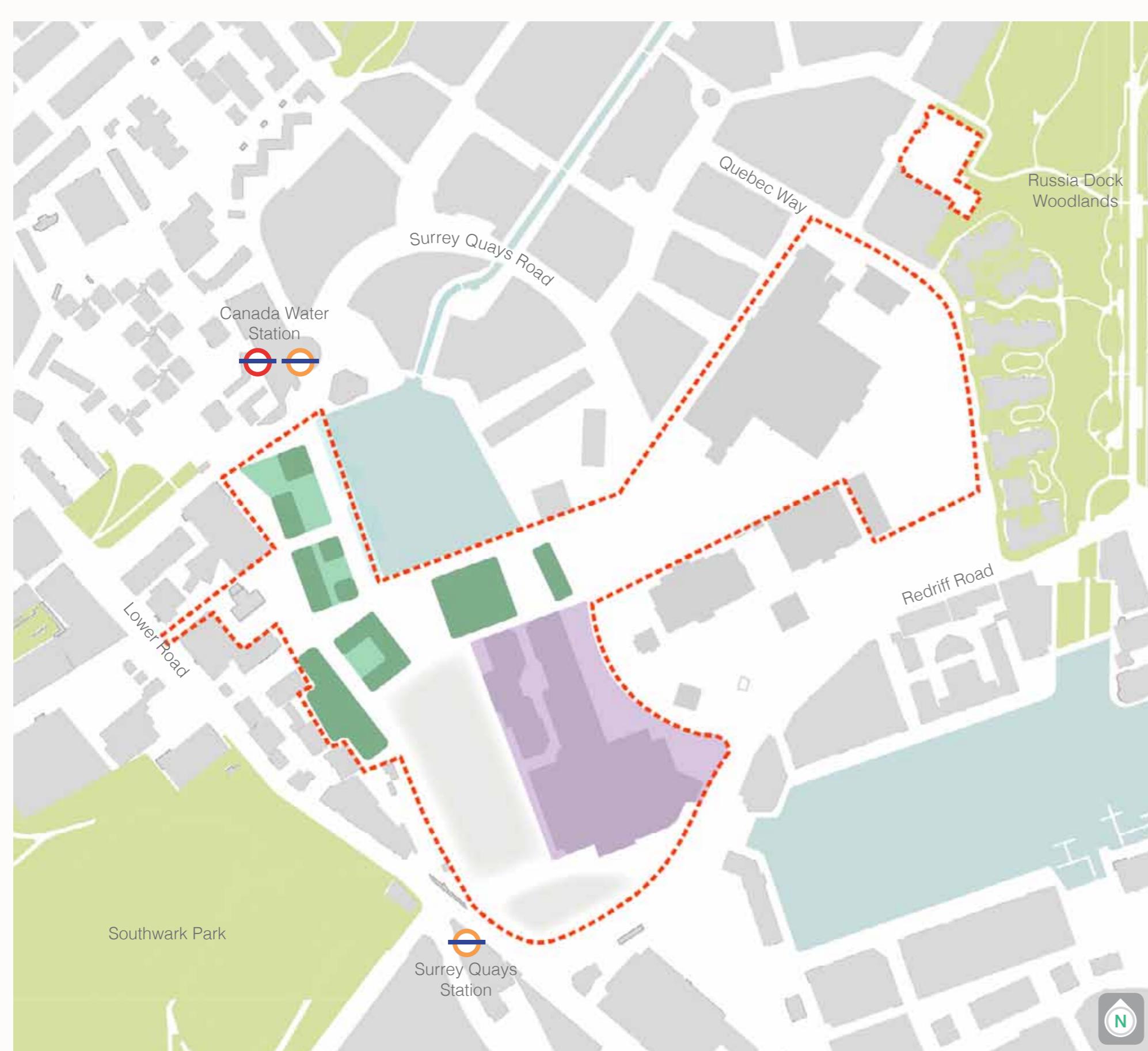
Introduction

- The delivery of the overall masterplan will be phased into different zones of development that will be progressed in detail and constructed at different times. This aims to minimise disruption and keep the majority of the site active while construction is taking place.
- A development of this scale usually takes about 15 years to complete over all phases.

- The order in which areas will be delivered is not yet decided, except for the first phase, which is shown below. The next stage of consultation will look in more depth at the details of this.
- We will come back with further information on the anticipated phasing and delivery as the process continues.

Phase 1

- The area surrounding Canada Water is planned to be the first phase of development (see map below) and allows early delivery.
- In a town centre location, it provides opportunity to deliver a real mix of uses and benefits to the community up front. As well as making the most of the Canada Water frontage.
- It is anticipated that Phase 1 will include new retail, food and drink, a public culture / entertainment space, improved public realm at Canada Water and new homes, including affordable housing. There is also an aspiration to deliver the new Leisure Centre in Phase 1, however the location is to be discussed with Southwark Council.
- Phase 1 includes the northern end of the existing shopping centre and will therefore be linked to the temporary refurbishment of this - see board 13 for details.



Plan shows a highly indicative block layout - subject to discussion, testing and design development

Key

Phase 1

Surrey Quays Shopping
Centre - refurbished
(see board 13)

..... Site ownership boundary

Temporary uses

- British Land will be encouraging temporary uses to support each phase of development and help ensure the area remains activated and well-used throughout the phases of construction.
- There is also opportunity for on going programmes to link the community with the development, some initial suggestions have been growing projects and employment/training schemes - we'd like to hear your ideas.

Robert's Close

- Roberts Close is a small piece of land that sits separate from the SE16 Printworks building, it was originally intended as car park, but never used. It remains unused today and has no services such as power or drainage etc.
- British Land are taking a flexible approach to the potential longer term uses of the site, and therefore it has not yet been decided what could happen here.
- Throughout the consultation to date, a range of ideas have been suggested, both as temporary uses and longer term - and we'd like to hear your thoughts.



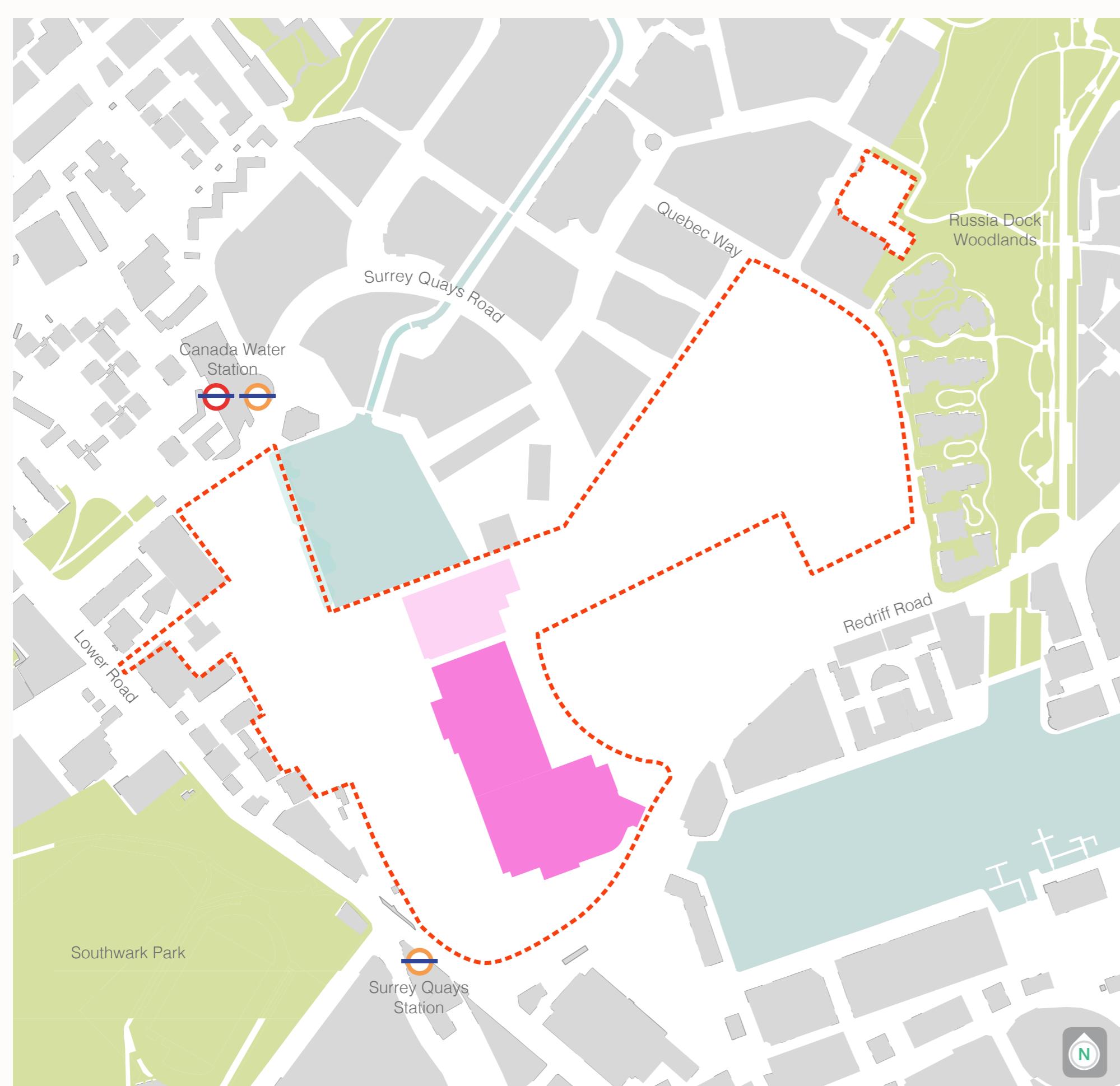
Roberts Close site

..... Wider site ownership boundary

SHOPPING CENTRE REFURBISHMENT

Shopping centre phasing

- The completed masterplan will replace the existing shopping centre with an improved retail and leisure offer as part of a mixed use town centre. This is based on Tesco remaining in situ.
- In the first phase of the masterplan the northern end of the shopping centre including BHS would be demolished. As part of this, British Land would like to upgrade the remaining shopping centre to make it a more enjoyable and attractive environment as it is likely to be a number of years until the central part of the shopping centre is demolished.
- Throughout, the shopping centre upgrade will ensure the centre remains active and vibrant.
- Discussions are underway between British Land and the shopping centre tenants regarding the proposed shopping centre phasing and refurbishment.



Key

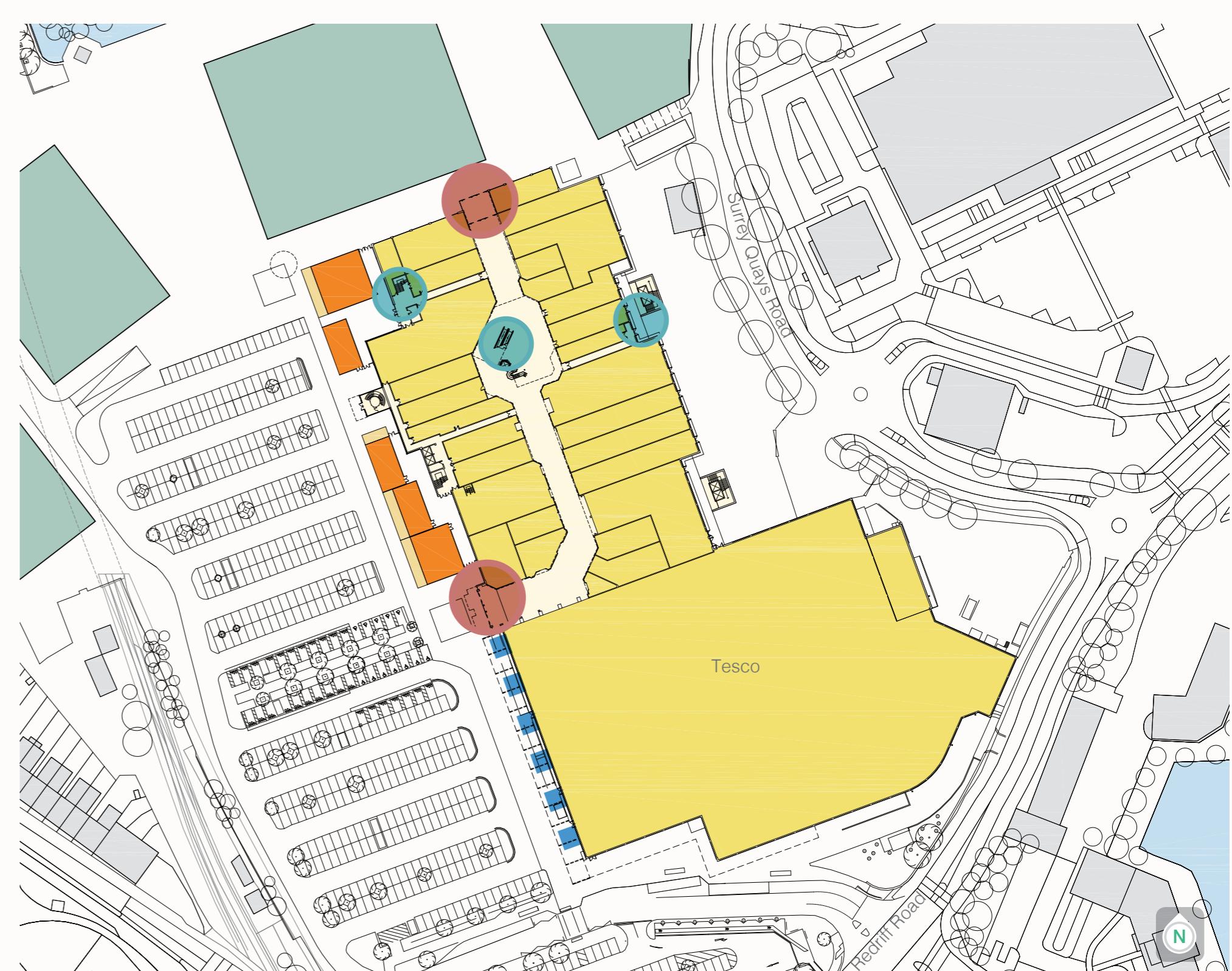
- Northern part of the shopping centre demolished during the first phase of the masterplan
- Remaining shopping centre refurbishment
- Site ownership boundary

Refurbishment of Surrey Quays Shopping Centre

Below is a summary of the proposed improvements to Surrey Quays Shopping Centre:

- New external restaurants / pavilions
- Modernisation of Tesco frontage
- New and improved entrances (including improved accessibility)
- Improved public toilets, baby change, escalator / lift and centre management
- Car park improvements to lighting and signage. As much car parking as possible will be retained through construction phasing
- Overall improved signage and wayfinding strategy (internal and external)

Refurbishment of the remaining shopping centre is linked to phase 1 of the masterplan, therefore the timing is subject to receiving planning permission for the overall masterplan. In a best case scenario it is anticipated that shopping centre works would commence in the first half of 2016.



Key

- Surrey Quays Shopping Centre refurbishment
- New food and drink pavilions
- Phase 1 plots
- Improved facilities
- Improved entrances
- Improved Tesco facade

PRECEDENT IMAGES, FOR INSPIRATION & DISCUSSION



Food & drink pavilions



Better signage



New Tesco facade



Improved lighting

TIMELINE & CONSULTATION

The Consultation Process

The consultation process is facilitated by Soundings and will involve the community at each stage of design development to help inform the proposals.

The first stages of consultation have resulted in the inclusion of the Surrey Quays Shopping Centre Site as part of the Canada Water Masterplan and informed the Draft Masterplan on exhibition today.

Following your feedback and ideas, the design team will develop more detailed proposals and we'll be back early next year with further consultation and more information on key issues.

Over the next stages we also hope to form focus-groups to look at key areas of interest and influence.

A clear record

Following each stage of consultation, Soundings will produce transparent records of the process and findings. These will be publicly available to ensure they are scrutinised and accurate.

At the end of Stage 3, the reports will combine to produce a Statement of Community Involvement – this is a public planning document which provides a thorough account of the whole consultation process and its impact on the final masterplan.

Planning Application

It is anticipated that a planning application will be submitted in summer 2015.

Following this, a decision on the planning application by Southwark Council would be anticipated during the second half of 2015.

The precise format of the planning application is being discussed with Southwark Council currently.

Statutory consultation

We will work with Southwark Council to help ensure the Statutory Consultation period is fully accessible to local people.

Beyond the Planning Application

Throughout the consultation process we will work with the community to identify how involvement could be continued beyond the planning submission and as the delivery phase is planned.

It is currently too early to have a reliable estimate of the overall project timescale, however as the project develops, this should become clearer and we will share this with you.

SPRING / SUMMER 2014

♦♦ STAGE 1 ♦♦

LOCAL PRIORITIES,
DESIGN PRINCIPLES AND
COMMUNITY ASPIRATIONS

♦♦ STAGE 1A ♦♦

SURREY QUAYS SHOPPING
CENTRE UPDATE

DRAFT MASTERPLAN
PROPOSALS DEVELOPED

LATE 2014 & EARLY 2015

▼ WE ARE HERE ▼

♦♦ STAGE 2 ♦♦

COMMUNITY REVIEW
OF THE DRAFT
MASTERPLAN

REFINEMENT OF DESIGNS
AND FURTHER DETAIL

♦♦ STAGE 2A ♦♦

COMMUNITY REVIEW
OF FURTHER
MASTERPLAN DETAIL

DEVELOPMENT OF FINAL
PROPOSALS

SPRING / SUMMER 2015

♦♦ STAGE 3 ♦♦

FINAL MASTERPLAN
PRIOR TO PLANNING
SUBMISSION

PLANNING SUBMISSION
ANTICIPATED SUMMER 2015

♦♦ STAGE 4 ♦♦

STATUTORY CONSULTATION
& NEXT STEPS



Stage 1 exhibition, April 2014