2.1.3 **PRESENT**

This section looks at the character of the Site today and what remains from the time of the docks and earlier.

It looks at the transport links, the character of the surroundings and the opportunities in the area. This assessment is also explored at three different scales, not only showing the Site today but its relationship to the rest of London.

The Site shown in a London wide aerial view
2 Site context and analysis

PAST | PRESENT | FUTURE

London
Canada Water today in the context of London

Canada Water today is a largely residential district in south-east London. It is located in the London Borough of Southwark in the district of Rotherhithe in Zone 2 of the London Underground Line.

The Site sits at the heart of the Rotherhithe and Surrey Docks area, midway between London Bridge and Canary Wharf, and conveniently located on both the Jubilee Line and London Overground Line. The Site is surrounded by three stations – Canada Water, Surrey Quays, and Rotherhithe which provide transport connectivity to the rest of London, including direct links to London Bridge, the West End, Canary Wharf, Shoreditch, Stratford, Clapham, and Croydon.

The area is rich in green infrastructure with two large parks, Southwark Park and Russia Dock Woodland, sitting in the heart of the Rotherhithe and Surrey Docks area. There is also a mix of cultural open spaces, churchyards, sports grounds and gardens.

There are a number of docks across the area, and a channel connecting Surrey Water with Canada Water. This provides a peaceful pedestrian route within the north of the Rotherhithe and Surrey Docks area.
Key

- Planning Application Boundary
- Bakerloo Line
- Jubilee Line
- Overground
London’s eastward shift

London’s growth is shifting east. The GLA’s ‘City in the East’ masterplan details how major development should take place from London Bridge to the Isle of Dogs and Greenwich Peninsula, right through to Ilford in Essex and Dartford in Kent.

‘City in the East’ is designed to bring together a vast number of major developments that are already taking place in the capital, known as designated Opportunity Areas, which have been identified as London’s major source of brownfield land with significant capacity for new housing, commercial space and other development.

The Rotherhithe and Surrey Docks area contributes to the ‘City in the East’ and sits in a row of peninsulas which are seeing large scale development.

Canada Water is designated in the London Plan (2016) as an Opportunity Area.

Planning Context

London Plan (2016)

Canada Water is identified in the London Plan as an Opportunity Area where development proposals should seek to optimise residential and non-residential densities, contain a mix of uses, contribute towards meeting minimum guidelines for housing and/or employment capacity, realise potential to improve public transport accessibility and support wider regeneration, as set out under Policy 2.13.

Canada Water Opportunity Area is identified as having an indicative employment capacity of 2,000 workers and could deliver a minimum of 3,300 new homes. The text in Annex One of the Plan describes Canada Water as: “Opportunity Area with good public transport accessibility including stations on the Jubilee and East London Line. The Area has significant potential for mixed use regeneration on infill sites and intensification of existing commercial sites focused on the transport interchanges and the District shopping centre.”
Key
- Planning Application Boundary
- Opportunity Area

Peninsulas under development
1 Rotherhithe and Surrey Docks area
2 Isle of Dogs
3 Greenwich Peninsula
Subject to retail demand Canada Water may evolve to become a Major town centre in the network and the scope for a substantial increase in the minimum new homes target and employment capacity should be explored. There is also potential to develop a new science cluster linked to an academic institution (King’s College).”

Canada Water is also identified as having the potential to evolve into a Major Town Centre. A Major Town Centre is defined as “typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 square metres (sqm) of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions”.

_Draft New London Plan (2017)_
The draft New London Plan was published for public consultation in December 2017. The Plan sets outs the strategic economic, environmental, transport and social framework for London over the next 20–25 years.

The strategic vision of the draft Plan seeks to prioritise the development of Opportunity Areas, brownfield land, surplus public sector land, sites which are well-connected by public transport, and small sites; whilst proactively promoting higher density development in suitable locations. Canada Water is identified in the draft Plan as an Opportunity Area that is “ready to grow” with the capacity to provide 5,000 new homes and 20,000 new jobs. Canada Water is also identified as having the potential to become a Major Town Centre.

_Southwark Core Strategy (2011)_
The Core Strategy seeks to create a new destination around the Canada Water basin which combines shopping, civic and leisure, business and residential uses to create a new heart for Rotherhithe.

Strategic Policy 3 of the Core Strategy states that “Through the Canada Water area action plan, we will enable the provision of around 35,000sqm of additional shopping space and increased leisure space at Canada Water to create a range of retail opportunities and improve choice, particularly for non-food shopping. Canada Water will become a major town centre.”

Strategic Policy 5 sets a target of 2,500 net new homes within the Canada Water Action Area.

Strategic Policy 6 requires the Canada Water Action Area to provide a minimum of 875 affordable housing units between 2011 and 2026.

_Canada Water Area Action Plan (CWAAP)_
The CWAAP is a plan to regenerate the area around Canada Water. The LDDC regeneration of the area built 5,500 new homes, the shopping centre and the Harmsworth Quays Printworks. The CWAAP sets the vision of future development in the area and provides an opportunity to create a new town centre for Rotherhithe and for Southwark.

The area is suitable for redevelopment because of its character, location, public transport accessibility and opportunity and capacity for growth.
Rotherhithe and Surrey Docks area
Around the Rotherhithe and Surrey Docks area there are developments which range from suburban to urban character, interspersed with parkland, open water, and large leisure and industrial buildings.

The local area has a generous provision of green and open spaces, which are all very distinct in character. There are formal parks and gardens, woodlands, wide green verges with mature trees, playing fields, ecology areas and canal towpaths.

Southwark Park
Southwark Park was opened in 1869. It was one of the first parks to be owned by the council, the Metropolitan Board of Works, which later became the London County Council (LCC). It covers 62 acres and facilities include a bandstand, cafe, art gallery, boating lake, and a wildlife garden. There are a number of sports facilities including an outdoor gym, an athletics track, tennis courts, a bowling green and various sports pitches. Southwark Park is divided from King’s Stairs Gardens by Jamaica Road. This smaller park bounds the Thames.

Russia Dock Woodland and Stave Hill Ecological Park
Russia Dock Woodland and Stave Hill Ecological Park together cover 40 acres, an area of woodland containing many different habitats and a purpose built ecology centre. Russia Dock Woodland and Stave Hill Ecological Park are designated as Local Nature Reserves. Both were created on the area that was once Russia Dock, and many remnants of this former use remain today. Much of this green space provides leisure and recreation use and some spaces have ecological protective designations.

Stave Hill provides a scenic three hundred and sixty degree view of London with Canary Wharf buildings standing closer than expected just across the River. To the west Tall Buildings in the City are clearly visible with the Shard signalling London Bridge.
The strong landscape infrastructure of the Rotherhithe and Surrey Docks area
The Albion Channel - a ‘Cut’ linking Canada Water Dock to Surrey Water Dock (©John Sturrock)
2 Site context and analysis
Docks
There is a rich network of water bodies and waterways near to and surrounding the Site. Canada Water Dock is connected to Surrey Water via Albion Channel – a remnant of the Albion Dock. Access by boat from the Thames is possible to South Dock and part of Greenland Dock, though these no longer connect through to Canada Water Dock. A stream runs through Russia Dock Woodland, the historic Russia Dock. Other water bodies include inlets, marshes, channels, docks and ponds.
There is a rich network of water bodies and waterways near to and surrounding the Masterplan Site.
Site context and analysis

The Albion Channel – a ‘Cut’ linking to Canada Water Dock (©John Sturrock)
**Tall Buildings**

There are a number of existing Tall Buildings in the Rotherhithe and Surrey Docks area which have are shown on the adjacent image. These are located in two main clusters around Canada Water Station and Surrey Quays Station.

Not shown on the adjacent image is Maydew House, a 24-storey residential Tall Building currently being refurbished with five additional storeys on the Abbeyfield Estate close to Surrey Quays Station.
South of Southwark Park are a cluster of three 16-storey Tall Buildings (Addy House, Brydale House and John Kennedy House). The Tall Buildings are part of the Hawkstone Estate completed in 1963.

South of the Hawkstone Estate is Tissington Court, a 17-storey Tall Building completed in 1969.
Public transport
TfL uses a tool known as the Public Transport Accessibility Level (PTAL) to provide a consistent measure of how accessible public transport services are at a given location. This includes bus, Underground, London Overground and National Rail. PTAL values can range between 0 (no services accessible) and 6b (excellent accessibility to public transport). The area around Canada Water Station, including the north-western part of the Site, and Surrey Quays Station, have a PTAL value of 6a reflecting the proximity to train and bus services. Areas in the eastern half of the Site have a PTAL of 5, reducing to 4 at the far east of the Site. Public transport accessibility further into the peninsula falls to lower levels of 1-3, reflecting the increased distance from public transport services.

London Underground
The Jubilee line, which runs from Stratford to Stanmore via central London, serves Canada Water (fare zone 2) with a peak frequency of thirty trains per hour. The Night Tube offers a round-the-clock service on Fridays and Saturdays on five lines including the Jubilee.

London Overground
The London Overground serves the Site at two locations: Surrey Quays and Canada Water. The services run approximately every three to five minutes and provide connections to Whitechapel (Crossrail), Shoreditch and Highbury and Islington to the north and New Cross, Croydon and Clapham Junction to the south and west.

London Overground trains along this route have already been upgraded from four to five carriages as part of TfL's wider improvement program, with platform lengthening undertaken where possible. Platform length limitations at Canada Water mean the rear doors of the last carriage need to remain closed.
1. Peninsula:

- Past | Present | Future

Key:
- Planning Application Boundary
- Jubilee Line
- Overground

PTAL rating:
- 6b
- 6a
- 5
- 4
- 3
- 2
- 1b
- 1a

Ptal rating for the Rotherhithe and Surrey Docks area, London Underground, Overground and River services.
Bus network
Canada Water is served by eight bus routes, with a bus station located above Canada Water Underground station. Five of these routes provide services overnight. The station is accessed from Surrey Quays Road and the buses serve the shopping centre and Rotherhithe and Surrey Docks area, with routes to the City and the south-east.

In addition to the bus station, there are bus stops located south of Tesco along Deal Porters Way, along the length of Surrey Quays Road, Redriff Road and Lower Road. Surrey Quays Station is served by six bus routes, of which two provide overnight services.

River services
A record 9.8 million passengers have used the River Thames (TfL, 2015) following the launch of the Mayor’s River Action Plan. Although this is a small number of people compared with other modes of public transport, river services offer a different travel experience and are a growing market.

Commuter services are provided between Putney and central London and between Woolwich and central London; some (but not all) services call at Greenland Pier. A shuttle service also operates between the Doubletree Docklands hotel to the north-east of the Site and Canary Wharf. These commuter services are well used and further enhancements are planned by TfL in the future. TfL has recently implemented Oyster validators across the river services network and is working on introducing Cycle Hire close to passenger piers that do not already have docking stations.

Following expansion and development in east London, river services are also expected to serve North Greenwich, Barking and the Royal Docks. TfL is reviewing plans for new piers and are aware of the campaign for a ‘Mayflower Pier’ by 2020.
Bus network and river services around the Rotherhithe and Surrey Docks area
Rotherhithe New Road links the peninsula to Old Kent Road to the south and Jamaica Road to the north, acting as a primary route by closing the loop between these two roads.

Lower Road, Salter Road, Redriff Road and Surrey Quays Road are the main arteries of the peninsula, allowing vehicle traffic to access the different land uses with Canada Water. The Lower Road gyratory between Surrey Quays Station and Bestwood Street is one way southbound along Lower Road, with northbound traffic using Bestwood Street and Rotherhithe Old Road.

The remaining roads on the peninsula are a quiet network of residential streets, characterised by cul-de-sacs with few through routes in the area.

The Mayflower Pub (©John Sturrock)
2 Site context and analysis

Hierarchy of roads in the area

Key
- Planning Application Boundary
- Primary road
- Secondary road
- Tertiary road
- Rotherhithe Tunnel
Pedestrian movement

Several pedestrian routes connect the Site to the local area, including paths to and through Greenland Dock, Russia Dock Woodland, Southwark Park, the Thames Path to the north and Old Kent Road to the south. The Site itself forms a barrier to east-west pedestrian movement, with minimal through routes and poor pedestrian crossing provision. The Masterplan team has mapped existing connections and points of access to the Site and surrounding facilities, which informs the network of streets, paths and spaces within the Masterplan.

Connections to Canada Water Station are generally good, with access points on both sides of Surrey Quays Road and adequate legibility of the routes to both bus and underground stations. Access to Surrey Quays Station is more difficult due to the limited number of pedestrian crossing points and a complicated road network. A number of concerns have been raised related to pedestrian routes, crossings and conflict with traffic, in particular on Lower Road and on the Rotherhithe Tunnel roundabout.

Cycling

Canada Water is within fifteen to twenty minutes cycling time of Greenwich, New Cross, Peckham, Southwark, London Bridge and the City. The National Cycle Route 4 passes to the east of the Site providing connections with Greenwich, Central London and a range of destinations on a wider scale. NCR 425 also passes south of the Site connecting Burgess Park and Rotherhithe.

There is a designated ‘Quietway’ route south of the Site and several local routes, green paths and cycle facilities within the area, with good cycle stand provision at Canada Water Station. Nevertheless, there is a lack of consistent cycling provision both in the main corridors and secondary routes. TfL’s London Cycle Hire scheme does not yet include the Rotherhithe area, which also limits the potential take-up of cycling.

Cycling is permitted in the Rotherhithe Tunnel itself, although no facilities are provided and air quality is poor. Accordingly, there are very low levels of cycling through the tunnel. With no other crossings in the local area between Tower Bridge and the Emirates cable car, cross-river cycling connectivity is severely constrained.

Several local residents have noted safety concerns in relation to cycling in the local area, with traffic congestion on Lower Road, Jamaica Road and at the Rotherhithe Tunnel roundabout amongst particular concerns.

Cycling is generally considered safer in the quieter streets in the Rotherhithe and Surrey Docks area, although the poor permeability and condition of the local streets in the existing Masterplan area likely reduce the number of local journeys currently made by bicycle.
2 Site context and analysis

Pedestrian and cycle routes

Key
- Planning Application Boundary
- Pedestrian routes
- Origin nodes
- Cycling routes

Pedestrian and cycle routes
Socio-economic context
The Masterplan Site straddles the two wards of Rotherhithe and Surrey Docks. The two-ward area, including Surrey Docks and Rotherhithe, has a similar boundary to the old Rotherhithe parish – and as such a comparison of the area can be made over time. At its height, in 1891, the two wards had a population of nearly 40,000 people. The presence of the docks (some of which have now been filled) meant that this population was compressed into a much smaller area than is currently the case. Mirroring the decline of the Docks, the population had fallen to just over 15,000 by 1981. Since that time, the development of new homes and other facilities in the two-ward area has seen the population rise to reach circa 27,000 in 2011.

All of the wards in the surrounding area have experienced population growth either at or above the London average (14%) between 2001 and 2011.

Across the two-ward areas of Surrey Docks and Rotherhithe, there are approx 12,500 homes. There is a fairly even split between homes that are privately-owned (31%), social-rented (35%) and privately rented (30%). This compares to the rest of Southwark where 44% of homes are in social-rented tenure. Both at ward level and borough level, the proportion of social-rented accommodation is significantly above the London-wide average (at 24%). The majority of housing in the two ward area comprises flats/maisonettes/ apartments.

The resident population in the two wards is currently characterised by:

- Higher levels than average of working age people compared to the average age profile of both the borough and London;
- Fewer people in the 0 to 15s and 65+ age groups compared to the borough and London;
- A slightly less ethnically diverse population than the borough average;
- Higher levels of qualification attainment than compared to the borough average;
- Around half of residents have achieved ‘Level 4’ qualifications (e.g. higher level BTEC, NVQ Level 4, and/or degree) this compares to 43% across the borough and 38% in London;
- Higher levels of economic activity amongst working age residents compared to both the borough and London’s averages;
- Higher-skilled occupations, 60% of residents work in high skilled occupation; and
- Below borough average unemployment rates or those receiving Job Seekers Allowance (JSA) amongst working age residents.

- Pockets of deprivation sit alongside more affluent areas, with some parts of Rotherhithe ward in the top 10 or 20% most deprived in the country.
Local wards

- Rotherhithe
- Limehouse
- Millwall
- Shadwell
- St Katharine's and Wapping
- Surrey Docks
- Evelyn
- Livesey
- South Bermondsey

Key

- Planning Application Boundary
- Ward boundaries
2 Site context and analysis
Community uses
The local community is diverse, with a range of cultures, incomes, and housing tenures reflecting the area’s history. In recent years a wave of new residents have been attracted by the location, good transport connections, high-quality open spaces, and relative affordability of the area.

The Rotherhithe and Surrey Docks area is largely residential, home to a cross-section of London house building from the last century and a rich history reflecting centuries of trading and infrastructure along the edge of the Thames.

Regional and local planning policy have identified the Site as an Opportunity Area supporting the creation of a new “major town centre” at Canada Water. This entails a significant increase in retail and leisure, new homes, and workspaces in the area to serve both the local community and the wider south-east of London.

Currently the range of shops is limited and many people go outside the borough to shop, according to the Canada Water Area Action Plan (CWAAP). It also states that many people say the area is lacking in the provision of cafés and restaurants. Currently, the retail provision in the area comprises of Surrey Quays Shopping Centre, Albion Street with a row of convenience stores and the conservation area. The conservation area is a tourist attraction and hub of culture and activity. It is home to the Mayflower pub, the Finnish Church, the Brunel Museum, Time & Talents Association, St Mary’s Rotherhithe, London Bubble Theatre and Saint Olav Norwegian Seaman’s Mission.
The Mayflower pub on Rotherhithe Street (©John Sturrock)
Community and social infrastructure
There are many community facilities across the area, with their spread reflecting the different waves of development. There are clusters around the edge of the Rotherhithe and Surrey Docks area, particularly to the north around Rotherhithe Street and around Lower Road, where almost all the homes were built before the closure of the Docks. When the Docks were filled in and residential development took place, the London Docklands Development Company (LDDC) provided investment in community facilities, including several schools.

Schools
Southwark Council have a long-term plan for school place provision across the borough. Together with They take into account all of the emerging developments in the area to evaluate how many school places will be needed over time. With this information they liaise with the local schools to formulate a plan for growth. Together with British Land an approach has been established to achieve this which might be through expanding existing schools, providing new ones, or a combination of both. British Land will continue working with Southwark Council to find the most appropriate way to accommodate demand.

Nurseries and Early Years
There are 21 nurseries within 1km according to a range of sources. These pre-school facilities include children’s centres, day nurseries and nursery classes.

Primary education
There are 12 primary schools within 1km of the Masterplan boundary. There has been growing demand for primary school places in this part of the borough. The Council has worked with providers to expand some schools and has plans to expand others.

Alfred Salter Primary School is the closest school to the Masterplan boundary although a number of other primary schools are within close proximity including St Joseph’s Catholic Primary School and St John’s Roman Catholic Primary School.

Secondary education
Secondary schools are planned strategically across the borough. There are 19 secondary schools in Southwark.

Bacon’s College secondary school has 6 forms of entry with capacity for 900 pupils. It has a sixth form. It was purpose-built by the LDDC in the early 1990s. Compass School Southwark also falls within 1km of the Site.

Health
The area around Canada Water has a number of healthcare facilities including GPs, dentists, pharmacies and opticians. The Surrey Docks Health Centre was opened in 2014 to provide modern premises for two GP practices.

The area falls under the management of the NHS Southwark Clinical Commissioning Group (CCG). The CCG has a governing body elected from the 44 GP member surgeries, which helps to set priorities within the borough and allocate national funding appropriately. The CCG has reported that there is some additional capacity within existing health centres.
Land uses on the Rotherhithe and Surrey Docks area
The Site and its context

This section assesses the context and neighbouring conditions on each edge of the Site. This is followed by a description of the existing buildings and uses on the Site.

The Site is located in the heart of the former Surrey Commercial Docks, which were infilled in the 1970s. Today it is home to a 300,000 square foot shopping centre (Surrey Quays Shopping Centre), a leisure park with cinema, bowling, bingo, and restaurants (Surrey Quays Leisure Park), and the former Harmsworth Quays Printworks – as well as over two thousand surface car parking spaces.

Surrounding the Site are over one hundred and thirty acres of parks and water bodies, including Southwark Park, Russia Dock Woodland, Canada Water Dock, and Greenland Dock.
Site context and analysis

2 Site context and analysis

Aerial view of the Site and its surrounding context

(© Andrew Holt)
Context analysis – Lower Road

A To the south-east of the Site runs Lower Road, a busy road which feeds vehicles in and out of the peninsula. At the northern end of the road the buildings are larger, predominantly residential blocks with the distinctive Seven Islands Leisure Centre on the western side of the road.

B As you travel down Lower Road the buildings take on a smaller grain. On the western side is Southwark Park with a grand pillared entrance and a fence running along the road. Opposite are low rise Victorian houses. Here you also have the new China Hall public house, on the site of the China Hall Tavern. In between Lower Road and the Site, a series of residential properties are located on Hothfield Place, Hithe Grove and China Hall Mews.

C From the junction of Hawkstone Road and Lower Road onwards there is an area of blank walls on both sides of the road as the Overground rails cut across Lower Road. Surrey Quays Station adds to the blank walls apart from the station entrance. This is a busy stretch of road with controlled pedestrian crossings.

D After the junction with Redriff Road and Lower Road, Lower Road becomes more of a high street with commercial units on the ground floor and generous pavements.
2 Site context and analysis

PAST | PRESENT | FUTURE

A

Hothfield Place (1)  Orchard House (2)  Police Station (3)  Courthope House & 117-119 Lower Rd (4)  Swedish Seamen’s Church (listed building) (5)

B


C

Hawkstone Road and Lower Road Junction (11)  Surrey Quays Overground Station (12)  Brick wall masking the overground tracks (13)  Junction Lower Road, Redriff Road (14)

D

West elevation of Lower Road (15)
Context analysis – Redriff Road

Redriff Road defines the Site on the south side. It serves as a principal access route from Lower Road into the Rotherhithe and Surrey Docks area. The road completes a loop around the peninsula, turning into Salter Road before it curves round to the north.

Redriff Road starts at the busy gyratory of Lower Road with the Surrey Docks pub on the corner of Redriff and Lower Road. It has a generous seating area looking onto the roundabout, with multiple flower boxes filled with brightly coloured flowers. After the pub there are no buildings with a front onto the road. Both sides have a slim pavement with trees and greenery running alongside. Sitting in amongst this is the old Dockers’ shed.

Burrhill Court gable end faces onto Redriff Road, set back from the road. As the road climbs you can see the distinctive Scherzer Bascule Bridge. Recognisable not just by its colour but also by its turntable. It looks poised to open, however it sits above a pedestrian underpass rather than a canal, and has been fixed in place. After the bridge the road slopes back down again, with a thick clump of trees growing up against the railings.
Brunswick Quay are 2-4 storey detached redbrick buildings built in the late 20th Century with pitched roofs and arched entrances. These are also slightly set back and some are angled away, but they are the first buildings to address the road. This stretch of road is generously planted with plane trees, mimicking an avenue. At the top end of Redriff Road are three pitched roofed, detached houses, they are next to two blocks of Victorian style terraced houses. Even these fronts are treated like a back with entrances to the buildings from the courtyard. These signify the end of Redriff Road where it turns into Salter Road or you can turn onto Quebec Way.
Context analysis – Quebec Way and Roberts Close

Quebec Way forms the eastern boundary of the Site. Along this road a new residential development ‘Quebec Quarter’ is located opposite the Site. A smaller, detached area of the Site sits to the north east of Quebec Way accessible via Robert’s Close.

Quebec Way starts at the junction with Redriff Road with a series of buildings. Some of the buildings are already occupied, some under construction soon to be completed. They are a series of irregular rectangular masses joined together with a dark brick base and a lighter brick and cream cladding on the upper floors with protruding balconies and frosted glass railings. There are seven buildings forming ‘Quebec Quarter’. They rise from four storeys at the junction with Redriff Road to six storeys at the northern end of the development.
On the bend of Quebec Way is London Square, a seven storey building, which is currently under construction, with commercial on the ground floor and residential units on the upper floors. The next stretch has a fence running alongside the road enclosing Alfred Salter Primary School and its playing fields. The school does not address the street and is an inward looking complex. At the junction of Canada Street and Quebec Way there is a red gate which is the entrance to the primary school.

Roberts Close was purchased by the Daily Mail General Trust for an additional car park, but never used. It is currently a fenced off area with overgrown grass on the surface. The eastern edge borders Russia Dock Woodland, the western edge looks over Alfred Salter Primary School, and the church Our Lady of the Immaculate Conception is located to the north.
Context analysis – northern edge of the Site
This edge of the Site is seeing a lot of development, some completed, some under construction and some planned developments yet to begin. Much of this area also falls within the Canada Water Opportunity Area.

Canada Water Station, a busy hub of activity, is serviced by two lines, the Jubilee line and the London Overground. The station was one of the first designed for the Jubilee line extension. It is recognisable by its striking glass drum which covers an opening down to the platforms. Canada Water Station is the main public transport hub for the surrounding area.

- Adjacent to Canada Water Station is the 27 storey Ontario Point, a triangular shaped building.
- Opposite the Tall Building is Deal Porter Square, a paved public plaza looking over the dock, housing a number of temporary market stalls. The plaza is enclosed by the Canada Water Library and a recently completed brick housing block, following the curve of Surrey Quays Road.
- The library is a faceted building that leans across the dock. It is a four-storey building with a perforated facade of anodised aluminium.
On the east side of Canada Water is the Decathlon site. The site is owned by Notting Hill Housing and construction is underway for the first phase of a residential-led, mixed-use scheme comprising a 40-storey Tall Building, 1,000 plus new homes and re-provision of the existing Decathlon store. Notting Hill Housing’s ownership also extends to the other side of Surrey Quays Road, taking in the single-storey warehouse currently under temporary occupation by Hawker House.

Neighbouring the Site on the northern edge by the Printworks and also bordering Quebec Way is the Mulberry Site. It is owned by Kings College London and benefits from planning permission for approximately 800 new student beds designed by Allies and Morrison. The scheme incorporates 33 affordable homes, and 4,500sqm of B1 office space.
End of Part 2 of 9