3 DESIGN DEVELOPMENT AND CONSULTATION
3 Design development and consultation

3.1 Introduction

The Masterplan has grown and developed over a period of years within a framework of consultation and planning policy. Numerous site acquisitions over time expanded not only the Site, but the brief, the Masterplan aspirations and the time frame for the pre-planning process.

Throughout this process of design development and consultation the Illustrative Masterplan was integral to building consensus as described in Chapter 1 and also in establishing a series of design principles which are described in the next chapter. This chapter describes the process of design development and consultation and is supported by the Statement of Community Involvement which provides further detail.

Consultation with the public, the Greater London Authority (GLA), Southwark Council, the Design Council (formerly CABE) and Historic England began on the Site in 2013, at the very beginning of the design development process. As such, the feedback and input from each of these stakeholders has been influential on the design development of the Masterplan.

The public consultation process on the Masterplan has been robust and extensive, using a variety of outreach methods to communicate and receive feedback since 2014. There have been six sets of public exhibitions since March 2014, accompanied by workshops, topic focus sessions and regular newsletters between stages. During each consultation stage, the Masterplan has been taken “on tour” to local resident associations and community groups to achieve further outreach and gather feedback. Public interest and awareness of the Masterplan proposals has grown over time and since 2016 around 1,500 visitors have attended each major public exhibition. The Overall the consultation resulted in around 12,000 comments from over 5,000 individuals.
The extensive consultation process has offered the opportunity to gain an in-depth understanding of the local area and community, the Site history and the local views and feelings about what their town centre should be. The public consultation process is covered in detail in the Statement of Community Involvement prepared by Soundings as community engagement experts.

Over the life of the project, the local and regional planning policy changed the designation of Canada Water from an Area of Intensification to an Opportunity Area in London, increasing the target for new homes and jobs and raising the status of Canada Water in the local and regional context. These changes happened alongside the growth and expansion of the site boundary and subsequent reduction of site constraints, together enabling a wider and more cohesive approach to the Masterplan thinking.

As the Site grew, it facilitated a better response to the existing context and local connections. It gave greater opportunities for improvement along the edges and allowed for a more flexible approach to the grain and structure within the Site. Each Illustrative Masterplan iteration explored common themes and objectives whilst continually testing assumptions and challenging constraints in order to reach a robust and long-term framework for the development of the area.
3.2 Design brief and aspirations

This section first looks at the Site and explains why we are developing the Site, what aspirations we have and what will be on the Site.

This is followed by a description of the consultation process chronologically from 2014 through to 2018, looking at the feedback from the different consultations over the years and how the feedback has influenced the design of the Masterplan.

Why are we doing this?

London and Southwark Council planning policy for Canada Water support the creation of a new Major Town Centre. Furthermore, the Canada Water Area Action Plan sets out aspirations to transform the area from its current car-orientated, out-of-town design to a mixed-use town centre, which is easy to move around on foot or by bicycle. The policies contained in the Area Action Plan seek to create a genuine town centre, improve connections, provide better and safer streets, squares and parks, provide more and better homes and enhance social and economic opportunities.

These opportunities are set alongside British Land’s vision to bring forward a new urban centre at the heart of the Rotherhithe and Surrey Dock area, which aims to be:

- Unique and memorable
- Enduring and adaptable
- Contextual and responsive
- Sustainable and healthy
- Diverse and vibrant
- Connected and permeable
How can we realise the aspirations through design?

- Create a genuine town centre with a multi-layered mix of uses which promotes positive activity throughout the day and evening
- Create a legible piece of city where none has previously existed
- Create a framework that lasts through changes in use, buildings and character of place
- Connect to the existing network of streets and routes to increase permeability through the Site and wider peninsula
- Link existing parks and waterways with routes through the Site and new public spaces within the Masterplan
- Integrate the surrounding character of green and water into the identity of the place
- Allow for ease of foot, cycle and public transport modes
- Facilitate a sustainable, healthy and genuinely mixed community
- Allow for flexibility in building uses over time
- Preserve and enhance the setting of the Grade II listed Dock Offices

What will be here?

- Revitalised dock and dock edge around Canada Water Dock with a new landmark mixed-use building
- A new Town Centre and High Street
- Approximately one million square feet of retail, food & beverage, leisure, and entertainment
- Approximately two million square feet of new workspace
- A new neighbourhood providing in the region of 3,000 new homes
- A new Park set within the neighbourhood
- New public spaces around the Grade II listed Dock Offices
- A new link from Southwark Park and Lower Road through to Canada Water Dock
- A new route connecting Southwark Park and Russia Dock Woodland
3.3 Design evolution

The Masterplan has evolved over a number of years. This section summarises the key stages in the design evolution responding to the growth of the Site boundary, changes on the constraints and opportunities of the Site, views of different stakeholders, and better understanding of the wider community.
3 Design development and consultation

Masterplan ‘on tour’ to local resident associations and community groups
3 Design development and consultation
Over the last five years the design development and consultation process, along with an expanding land ownership boundary, has contributed to a continuously evolving Masterplan. The key stages in the design evolution and consultation are shown on the adjacent diagram.

In 2014 development of the Masterplan design principles aimed to increase permeability to the Rotherhithe and Surrey Dock area and set the framework for a new town centre at its core.

The 2015 Draft Masterplan, which now included the Surrey Quays Shopping Centre site, strived to reintegrate the Site into the surrounding context with a focus on edge connections, expanding upon the green nature of the Rotherhithe and Surrey Dock area and facilitating a new town centre with an active mix of uses-day and night.
The 2016 Draft Masterplan built upon the previous principles whilst integrating the Surrey Quays Leisure Park site, thus creating a more holistic strategy for regeneration in the area.

The 2017 Masterplan was re-envisioned allowing for stronger connections, a greater sense of place and more flexibility of grain, character and use throughout. The Masterplan also integrated the former Dock Offices.

The 2018 Masterplan builds on the 2017 Masterplan principles with more refined spaces and improved microclimate response and better traffic flow. The Masterplan also integrated the former Rotherhithe Police Station, allowing for better connections to Lower Road.
Consultation process and design response
Public consultation began on the Printworks site in March 2014, with an exhibition and series of workshops about the Site and brief. The consultation aimed to discuss with the local community how the initial principles and ideas for the Site could be approached.

In the summer of 2014, British Land added the Surrey Quays Shopping Centre site to the Masterplan brief, a site they owned but had previously considered separately. This was a move welcomed by the public and Southwark Council as it would allow for a more cohesive Masterplan for the Town Centre. In July, the team consulted with the public on the expanded Site.

Regular workshops with Southwark Council planning officers began in earnest in 2014 and a Design Council Design Review Panel (DRP) took place at the very end of the year.

The feedback gained from the public, DRP and Southwark Council helped to develop the brief and evolve the design toward the initial Draft Masterplan (the 2015 Masterplan).

Key themes and points from the consultations included:

Routes, layout and orientation
- Include the Surrey Quays Shopping Centre site in the Masterplan
- East-west routes through Site – opportunity for ‘green boulevard’
- Pedestrian and cycle priority
- ‘Green routes’ need to be attractive, easily navigable and useful
- Routes should pass through public spaces and link to key views

Public Realm
- Strong green identity with a range of spaces with varied size and character
- Routes should pass through public spaces and link to key views

Scale and massing
- Mixed views on Tall Buildings
- Cluster Tall Buildings to signify town centre

Character and use
- Good, active and varied ground floor offer
- Higher education positively received
- High quality shops, leisure and eateries
- Include a cultural offer
- Creative hub for small business
- Concern over impact on social infrastructure and transport
- Ecology is an important consideration throughout
- Consider creative spaces for small businesses

Policy Context
Southwark Core Strategy (April 2011) designated Canada Water as a Major Town Centre with a target to double the current amount of retail space and retain the same amount of leisure uses.

CWAAP (2012) set a target for a minimum number of homes, jobs and retail space for the Core Area in line with the Southwark Plan.
Key Features

1. Routes through the Masterplan designed to join in future to neighbouring sites, including a straightened Surrey Quays Road

2. A central park with a strong east-west pedestrian routes connecting the Town Centre to Quebec Way and Russia Dock Woodland

3. Buildings of town centre scale will be located in the western portion of the Site, decreasing in scale to the south and east

4. A mix of uses considered, including commercial, leisure, higher education and residential, positioned to meet the CWAAP aspiration for a new Town Centre in the Core Area
Design development and consultation

2014 Summary of site considerations influencing the design evolution

The site application boundary and site considerations also influenced the design of the Masterplan. These changed over the years as the Site Application Boundary changed. Below are the site considerations for the 2014 Masterplan:

- Printworks site initially; Surrey Quays Shopping Centre added
- Ownership boundaries of adjacent sites create constraints on permeability at the site edges and in the wider area, for example Surrey Quays Shopping Centre and Surrey Quays Leisure Park (SQLP)
- The Surrey Quays Shopping Centre provides a back along Surrey Quays Road
- If the Surrey Quays Shopping Centre is replaced, it will be phased from north to south in three sections
- Site levels provide challenges for interface and connections along Lower Road edge of Surrey Quays Shopping Centre site
- Tesco store limits access to Greenland Dock
3 Design development and consultation
Masterplan 2015

Consultation process and design response
In December 2014 the first Draft Masterplan was consulted upon (2015 Masterplan). This incorporated feedback from the first two public consultation events on the Masterplan principles, and included both the Surrey Quays Shopping Centre and Printworks sites. The Surrey Quays Leisure Park site (SQLP) was considered in the wider masterplanning strategy to allow for futureproofing routes and connections in the area.

Consultation on the Draft Masterplan continued through 2015 with regular planning officer workshops, a public exhibition and topic sessions in the summer and a CABE design review.

The principles of the 2015 Masterplan responded directly to feedback by improving connections with the wider context, creating a variety of public amenity spaces of different character along an amenity route, facilitating a genuine mix of town centre uses and approaching massing in a context sensitive way.

The Masterplan realised these principles by incorporating:

- Strategic north-south routes through the Town Centre and a strong east-west route running south of the dock; pedestrian and cycle priority throughout
- Increased connectivity at all gateways, especially to Lower Road via Hothfield Place and at Surrey Quays Station
- Some tall landmark buildings in a 'town centre cluster'
- A ‘green ladder’ with a variety of character spaces along its length, a new ‘high street’ linking the stations and potential for a route linking the two docks
- A multi-layered approach to land uses that generates positive activity throughout the day and evening: retail, food and drink, leisure, community, workspace and new homes.
- Flexibility to straighten Surrey Quays Road in the future

In 2015, the feedback from the consultation process included the following key themes:

- Layout is too ‘grid-like’ and does not reflect the character of the local area
- Positive response to ecology-based, green focus and green link
- Ensure a robust approach to incorporating ‘green and blue’
- Concern over traffic on the realigned Deal Porters Way (western side of the Site)
- Tall Building cluster in the right location, but mixed views on quantity and height
- Concern over impact of density on transport and social infrastructure
- Overriding support for replacement of the Surrey Quays Shopping Centre with a new Town Centre and a broad mix of uses
- Activity for young people included in the Masterplan and opportunity for local involvement.
- Temporary use strategy with improved food & drink and leisure offer to be considered
- Higher Education should be considered at the heart of the Town Centre instead of edges

Policy context
CWAAP (November 2015) recognised Canada Water as an Opportunity Area. This significantly increased the minimum number of homes and employment floor space to be delivered.
3 Design development and consultation

Key features
1. Green Link
2. Large Park
3. Town Square
4. Pedestrianised dock edge and High Street
5. Town Centre
6. Residential neighbourhood
7. Higher Education ‘campus’
8. Tall Building cluster

Masterplan 2015

June 2015
Design Council Design Review Panel

Summer/autumn 2015
Public exhibition and topic sessions; Dock and High street focus sessions
Site considerations 2015

Key
- Planning Application Boundary
- Listed building
- Jubilee Line
- London Overground
- Surrey Quays Road
- Junctions
- Tesco buildings

2015 Summary of site considerations influencing the design evolution
- Site includes both the Printworks and Surrey Quays Shopping Centre
- SQLP site is considered in the Masterplan thinking to allow for futureproofing
- Straightened Surrey Quays Road is constrained by SQLP ownership
- Tesco lease agreement and SQLP ownership are phasing and development constraints
- Tesco building restricts access to Greenland Dock.
- LVMF 5a.2: height restriction of 30m AOD
- London Overground tunnel cuts through Site west of Canada Water Dock
- Historic Dock Office adjacent to Site
The Rotherhithe and Surrey Dock area showing the location of the Site
Consultation process and design response
In February 2016 the Draft Masterplan was presented for public consultation. This was an evolution of the brief and principles set out previously, with the incorporation of the Surrey Quays Leisure Park Site (SQLP) and extensive feedback from all consultation forums.

In spring 2015, British Land acquired the Leisure Park (SQLP) site and added it to the brief. This allowed the masterplanning team to further develop design responses with a more holistic approach. Whilst the enlargement of the Site allowed for more flexibility of design and phasing, constraints remained in place, such as lease agreements, which meant the structure and grain of the Masterplan did not fundamentally change in 2016.

The 2016 Draft Masterplan responded directly to feedback by:

• Breaking up the plots into finer grain buildings with routes through
• Increasing the Park size and adding the ‘Dock Link Park’
• Exploring traffic calming through improved design of Deal Porters Way
• Undertaking extensive townscape and microclimate testing to better shape the massing
• Ongoing review and testing of transport and socio-economic effects and incorporating changes to the use mix and infrastructure as a result
• Further studies of the Town Centre character and a viable mix of active uses

Further public consultation events took place throughout the year on key topic areas of interest and concern. These included Transport and ‘Demystifying the Planning Process’.

In 2016 the consultation feedback included the following key themes:

• The existing infrastructure is considered to be at capacity. People were not clear how this can be resolved with an increased population
• There are concerns from neighbours on the western boundary about the impact of a realigned Deal Porters Way as a bus route
• Tall Buildings in clusters, at gateways and near to public transport (in the core area) was generally considered the better approach
• There remained some concerns about Tall Buildings
• Proposals for a new town centre were received very well
• There is a desire for better quality shops, yet to ensure it isn’t ‘exclusive’ and that there are useful and affordable shops / services that people really want to go to
• Creating a physically and socially accessible environment for all parts of the community
• Having affordable and available community space for hire has been noted throughout this process
• Calls to make it less grid-like: to create a more interesting, unique and ‘human scale’ neighbourhood
• Concerns about air quality and noise are predominantly linked to existing issues with air quality and the potential for increased transport, servicing, perception of standing traffic and busier Deal Porters Way
• Long term involvement, affordability and perception of accessibility are key aspects
• The creation of usable open public spaces and integrated routes is a seen as a key positive of the Masterplan.
3 Design development and consultation

Key features
1. Park size increased
2. Dock link and Dock Link Park
3. Amenity Ladder
4. Pedestrianised High Street
5. Realigned Deal Porters Way
6. Straightened Surrey Quays Road
7. Finer grain Town Centre reflective of ‘dockside’ character
8. Leisure centre proposed location
9. Tall Building cluster
• The environment and ecology ambitions were well received and broadly felt to respond to key issues raised in previous consultation

• There was a very positive response to the inclusion of business and workspace as a key part of the Masterplan. Including possible interest in new space

Policy Context
The London Plan (March 2016) officially designated Canada Water as an Opportunity Area with a minimum number of jobs and homes.

2016 Summary of site considerations influencing the design evolution
• SQLP site added to the Masterplan
• Tenant lease agreements (Tesco & SQLP) create phasing constraints
• Services under Surrey Quays Road require long term access
• Existing road junctions to be relocated
• Overground tunnel affects three plots
Masterplan review following public consultation
Following the public exhibition in February, the Masterplan underwent an extensive internal review. During this time, workshops with the planning officers were paused.

In April 2016 the client held internal best-practice seminars for the design team on key themes such as 'Healthy Homes' and 'The Future of Retail and Leisure' with lectures from leading experts in the field.

Several internal workshops and studies were carried out by the design team over the next several months, delving deeper into issues such as facilitating truly mixed communities through residential design, creating futureproof flexible buildings, and designing spaces for agile working.

A Design Review Panel of architects, urbanists and designers took place in August, which helped to further steer the Masterplan thinking toward the emerging 2017 Updated Masterplan.

During the course of 2016, key development constraints were removed. The client team were able to free up lease agreements on the SQLP site earlier than expected and also entered into productive discussions with Tesco about relocating to a new store within the Masterplan.
Masterplan 2017

Consultation process and design response
The 2017 Updated Masterplan is a complete restructuring of the previous layout and form, but true to the original design objectives and key principles. The removal of development and phasing constraints allowed for a reconfiguration of the grain and orientation and a subsequent loosening up of the ‘grid’, creating better connections with the parks, waterways and existing routes.

The new orientation relies less on a rigid east-west axis and instead creates a strong central link between Surrey Quays Station gateway and Russia Dock Woodland – a southwest-northeast axis. This creates a more direct connection with the main gate of Southwark Park, Lower Road shops and Hawkstone Road – the route to Old Kent Road Opportunity Area. The orientation allows for flexibility around keeping or replacing the Printworks building and encourages secondary routes to adjust toward connections along the Site edges, thus reducing the ‘grid-like’ nature of previous Masterplan.

Surrey Quays Road is retained, removing the complication of services access. The characteristic sweeping routes throughout the peninsula are embodied in the curve of Surrey Quays Road; keeping it maintains an element of the local character and turns it into a defining feature in the Town Centre. By consolidating the north-south routes west of Surrey Quays Road, it is possible to form genuine fronts onto it as well as appropriately sized development plots on either side.

The ‘Green Link’ is replaced with a more cohesive network of public spaces and green routes, allowing for outdoor spaces of varying size and character to be spread throughout the entire Masterplan.

Flexibility is a key component of the Masterplan, both in terms of plot and building sizes, and flexibility of uses throughout.

The 2017 Updated Masterplan responded directly to feedback by:

- Changing the orientation of the grain – less ‘grid-like’
- Retaining Deal Porters Way/Surrey Quays Road junction and realigning the southern portion of Deal Porters Way east to form a consolidated High Street
- Retaining Surrey Quays Road
- Better resolved connection at Lower Road and Surrey Quays Station
- More flexibility of land uses throughout Masterplan – Character Areas are not as segregated in terms of uses; blending and overlapping
- Flexible plot sizes and buildings
- Crossing over Canada Water Dock creating a direct and enjoyable route from the station to the heart of the Town Centre, also allowing people to have a more direct engagement with the ecological area of the dock
- Grain allows for more natural inclusion of the Printworks plot into the Town Centre, opening up the north east corner to a wider mix of uses
- Ease of breaking down plots into finer grain pieces of city, especially in the Town Centre and eastern neighbourhood
- Addition of Dock Offices courtyard allows for better interface between the historic building and the new Town Centre, including the pedestrian route to Lower Road and treatment of the courtyard space
Key features

1. Overall grain and orientation more flexible
2. Park reconfigured
3. Network of public spaces and routes
4. Bridge link over Canada Water Dock
5. Managed traffic High Street
6. Retained Surrey Quays Road
7. Optional retention of Printworks
8. Tall Building cluster
• Town Square moved south into the ‘heart’ of the Town Centre

• Retention of the route between Canada Water Dock and Greenland Dock. The water feature along the dock link has been removed as it was not possible to create as genuine a water link as was desired. Water will be used throughout the Masterplan in many other ways. The physical link between the docks is of great importance, however, and will be retained and strengthened by the relocation of Tesco.

• Further progress on detailed transport modelling

• Reduction of Tall Building heights at Canada Water Station and Surrey Quays Station

• Leisure centre moved away from previously proposed Plot 6 location and retention of green space to the west of existing Deal Porters Way

In 2017 the consultation feedback included the following key themes:

• There is increasing positivity for the Masterplan proposals and comments that the Masterplan is ‘heading in the right direction’

• Particular support for the mix of uses and public streets and spaces. This included support for a range of activities at different times of the day, the re-aligned streets and spaces in the Masterplan and the approach to wellbeing through social legacy and the physical environment.

• Tall Buildings remain one of the top concerns

• Transport and movement still remain a key issue

• Divided opinions over proposals for a pedestrian/cycle crossing over the dock

• There was support for the approach to provide a wide range of tenures for different ages, incomes and life stages, but it was felt that more information is needed on the types, size and level of affordable housing.

• There was support for moving leisure centre away from previously proposed Plot 6 locations and retention of green space to the west of existing Deal Porters Way.

• Desire to see more on social legacy and the community aspects of the proposals

• Timescale, construction & phasing: Phasing was of high interest with questions about maintaining access routes

Following on from the public exhibition in May, regular planning workshops continued and two Design Review Panels were held. The Masterplan continued to develop taking into consideration feedback from all of these forums as well as microclimate testing and more detailed studies of plots and Character Areas.

2017 Summary of site considerations influencing the design evolution

• Former Dock Offices purchased by British Land

• Tenant lease agreements and dates of vacant possession removed as a constraint

• Potential to relocate Tesco store

• Overground tunnel affects one plot

• Existing road junctions retained

• Surrey Quays Road remains allowing indefinite access to services
3. Design development and consultation

2017 Site considerations

**Key**
- Planning Application Boundary
- Listed building
- Jubilee line
- London Overground
- Surrey Quays Road
- Junctions
- Relocated Tesco store
- Plot affected by overground tunnel

2017 Masterplan model
Consultation process and design response
The 2018 Masterplan responded directly to feedback from the consultation process and, after further studies, incorporates changes benefiting the Site and surroundings.

The main changes made to the Masterplan in response were:

- Size and shape of the Park influenced by microclimate testing, in particular daylight/sunlight
- The Park edges are more defined and massing around the Park relates more directly with the Park, gaining more consistency
- Vehicle access has been restricted round the Park
- The relationship between the Park and the Printworks has been improved
- The Park Neighbourhood area is more permeable and has better connections to the Park
- The three main spaces or ‘places’ are more defined and create a variation in the Public Realm spaces
- The introduction of the Printworks underpass provides a connection north-south from Mulberry Site to Salter Road
- The Cuts have been improved providing better orientation through the Site. Each space within the Cuts has clear views to the next pocket of space
- The High Street and Lower Road connection has been improved
- The dock edge has been enhanced, providing an active edge and bringing people closer to the water
- The dock crossing provides a better experience for the user, allowing you to get closer to the water, but still leaving a large body of water for the wildlife to flourish.
- Connections to context are more considered
- The interface with Lower Road and Surrey Quays Station allows for future flexibility of the station and station entrances as well as better connections to Lower Road shops and Southwark Park.
- The former Rotherhithe Police Station acquisition enhances the new link to Lower Road and Southwark Park
- Massing and grain of the proposals along the Site edges influenced by microclimate testing, in particular daylight/sunlight
- The positioning of the Tall Buildings has been significantly enhanced. All Tall Buildings now relate to public space. Overlooking, proximity and orientation of the Tall Buildings has been improved. As the Tall Buildings mark public spaces these provide points of orientation.
- Buildings generally step down to meet the surrounding context
Key features

1. Overall grain and orientation more flexible
2. Park reconfigured
3. Network of public spaces and routes
4. Each Tall Building relates to a public space
5. Finer grain due to micro climate studies
6. Dock Edge enhanced
7. Printworks relates more to the Park
8. Former Rotherhithe Police Station
**2018 Site application boundary and Site Considerations**

- Former Rotherhithe Police Station purchased by British Land
- Potential to relocate Tesco superstore
- Overground tunnel affects one plot
- Existing road junctions retained
- Planning Application Boundary includes only Dock Offices Courtyard
3 Design development and consultation

2018 Masterplan model
The Leisure Centre

Within the Masterplan there is the opportunity to incorporate a new leisure centre. British Land in conjunction with Southwark Council have been exploring options for the leisure centre location. This section describes the locations that have been explored.

The leisure centre has been designed in conjunction with the Southwark Council Leisure Team and it is anticipated that the Council will operate the leisure centre should it come forward.

- **In late 2014** – Southwark Council began working with British Land to find a location for the leisure centre within the new Town Centre. Options outside the Masterplan site are explored separately by S&P Architects on behalf of the council.

- **August 2015** – Southwark Council consulted on a preferred site (Plot 06) for a new stand-alone leisure centre building within the heart of the Town Centre.

- **February 2016** – After feedback from local residents about a lack of wider options testing, Southwark Council opened up a consultation in which nine sites options were explored. Of the nine site options, six were within the Masterplan and three were outside Masterplan boundary.

- **March 2016** – Presentation of design development of brief on preferred site (Plot 06 not shown on adjacent image of 2017 Masterplan).

- **June 2016** – Lead member of Regeneration and New Homes agrees to completely reconsider location of leisure centre; subsequently, formal decision taken for Southwark Council to withdraw support for Plot 06 and request British Land to consider alternative locations within the Masterplan.

- **May 2017** – The Masterplan is reconfigured and presented alongside three new site options are presented at the public exhibition. These three options are shown in the diagram to the right. There is overwhelmingly positive feedback for Plot A2 as a location.

- **March 2018** – decision by Southwark Council cabinet confirming Plot A2 as the preferred site for the new Canada Water Leisure Centre.
February 2016 consultation

The plan above shows the sites that were studied as potential locations for the leisure centre in February 2016. The sites considered fall into two categories:

- Sites located on land which is the subject of a development agreement between the council and British Land.
- Sites located outside of the new Canada Water Town Centre.
## February 2016 consultation
### On-site Options

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plot 1</td>
<td>Close to current Seven Islands site</td>
<td>Leisure centre does not fit on Plot A1 alone and would require part of Plot A2</td>
</tr>
<tr>
<td></td>
<td>Close to Canada Water station</td>
<td>Overground tunnel is a major constraint to pool</td>
</tr>
<tr>
<td></td>
<td>Close to Canada Water Library</td>
<td>Loss of retail continuity and residential use</td>
</tr>
<tr>
<td></td>
<td>On a proposed bus route</td>
<td>Retail essential for the start of the Town Centre and new High Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Potential location for Tall Building</td>
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<tr>
<td></td>
<td></td>
<td>Could create a back along Deal Porters Way and dock edge</td>
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<tr>
<td>Plot 2</td>
<td>Leisure centre can fit as single use</td>
<td>Overground tunnel is a major constraint on pool</td>
</tr>
<tr>
<td></td>
<td>Close to current Seven Islands</td>
<td>Loss of proposed retail and residential use</td>
</tr>
<tr>
<td></td>
<td>Close to Canada Water station</td>
<td>Loss of retail and residential use</td>
</tr>
<tr>
<td></td>
<td>Close to Canada Water Library</td>
<td>Loss of retail continuity impacts on the Town Centre and the new High Street</td>
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<tr>
<td></td>
<td>On a proposed bus route</td>
<td>Solution required for stacked sports hall and pool</td>
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<tr>
<td></td>
<td></td>
<td>Creates a back along Deal Porters Way and green link</td>
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<tr>
<td>Plot 3</td>
<td>Within Town Centre</td>
<td>Brief only fits with a stacked sports hall and pool</td>
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<tr>
<td></td>
<td>Within green link</td>
<td>Loss of proposed retail use, which is essential for success of the Town Centre and the new High Street</td>
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<td></td>
<td>Close to public transport links</td>
<td>Overground tunnel is a major constraint to pool</td>
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<tr>
<td></td>
<td>On a proposed bus routes</td>
<td>May create a back along Deal Porters Way and green link</td>
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</table>
### February 2016 consultation

#### On-site Options

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<thead>
<tr>
<th>LOCATION</th>
<th>PROS</th>
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<tbody>
<tr>
<td>Plot 4</td>
<td>New brief can fit</td>
<td>Loss of other important town centre culture and leisure uses</td>
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<td></td>
<td>Within Town Centre</td>
<td>Active frontages required to all sides at heart of Town Centre</td>
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<tr>
<td></td>
<td>Within the green link</td>
<td>Ideal location for central culture/leisure use of city-wide scale</td>
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<td></td>
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<td>Limited vehicle and bus access</td>
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<tr>
<td>Plot 5</td>
<td>Close to the new Park</td>
<td>New brief does not fit the site</td>
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<tr>
<td></td>
<td>Within the green link</td>
<td>Loss of proposed retail and residential use</td>
</tr>
<tr>
<td></td>
<td>Accessible from Surrey Quays Road in the short term</td>
<td>Active frontages required</td>
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<tr>
<td></td>
<td></td>
<td>Delivery time uncertain due to road and utilities constraints</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Limited vehicle and bus access in long term</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Potential location for Tall building</td>
</tr>
<tr>
<td>Plot 6</td>
<td>New brief fits on the site</td>
<td>Part constrained by Overground tunnel</td>
</tr>
<tr>
<td></td>
<td>Single use on the site</td>
<td>Loss of existing greenery</td>
</tr>
<tr>
<td></td>
<td>Utilises natural back for blank frontages whilst creating active frontage along Deal Porters Way</td>
<td>Proximity to existing residents</td>
</tr>
<tr>
<td></td>
<td>Pool not compromised by tunnel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Prominent link with High Street/ green link</td>
<td></td>
</tr>
<tr>
<td></td>
<td>On a proposed bus route</td>
<td></td>
</tr>
</tbody>
</table>
### February 2016 consultation

#### Off-site Options

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Site a</strong> (Seven Island Leisure Centre site)</td>
<td>Redeveloped site can accommodate the brief</td>
<td>Loss of leisure facilities for 3-4 years</td>
</tr>
<tr>
<td></td>
<td>It is within the council’s freehold ownership</td>
<td>Site shape would create a less than optimum layout for users</td>
</tr>
<tr>
<td></td>
<td>Accessible by public transport</td>
<td>Demolition site clearance and restricted site likely to result in longer and therefore more costly construction programme</td>
</tr>
<tr>
<td></td>
<td>Off-street disabled parking, coach drop-off and servicing possible</td>
<td>Proximity to residents</td>
</tr>
<tr>
<td></td>
<td></td>
<td>On busy main road and periphery of new Town Centre</td>
</tr>
<tr>
<td><strong>Site b</strong> (Rotherhithe Police Station site)</td>
<td>Continuity of leisure facilities</td>
<td>Site cannot accommodate brief. Size and proportions of key spaces will not fit</td>
</tr>
<tr>
<td></td>
<td>Accessible by public transport</td>
<td>Site not within the council’s freehold ownership</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Off-street accessible parking, coach drop-off and servicing not possible</td>
</tr>
<tr>
<td><strong>Site c</strong> (Surrey Docks Water Sports Centre)</td>
<td>Continuity of leisure facilities</td>
<td>It cannot accommodate the combined leisure and water sports centre brief</td>
</tr>
<tr>
<td></td>
<td>It is within the council’s freehold</td>
<td>Loss of water sports facilities during the construction</td>
</tr>
<tr>
<td></td>
<td>Deliverable in 5 years</td>
<td>It is on the edge of the catchment area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Off-street accessible parking, coach drop-off and servicing not possible</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Restricted site would result in a challenging construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Less accessible by public transport</td>
</tr>
</tbody>
</table>
May 2017 consultation

The plan above shows the three sites that were studied as potential locations for the leisure centre in May 2017. Each of these sites were looked at in detail to understand how the leisure centre could be accommodated. Other sites within the Masterplan were also considered, but discounted because they didn’t meet the selection priorities. The diagram shows the 2017 Masterplan and Planning Application Boundary at that time.

<table>
<thead>
<tr>
<th>EXISTING FACILITIES</th>
<th>PROPOSED FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-lane 33m pool</td>
<td>8-lane 25m pool</td>
</tr>
<tr>
<td>Disused learner pool</td>
<td>Learner pool</td>
</tr>
<tr>
<td>Community hall</td>
<td>4-court sports hall</td>
</tr>
<tr>
<td>60-Station gym</td>
<td>150-Station gym</td>
</tr>
<tr>
<td>1 Studio</td>
<td>3 Studios</td>
</tr>
</tbody>
</table>
May 2017 consultation
Leisure Centre: Option A

Option A would provide the leisure centre on one of the most accessible sites in the middle of the Town Centre. The leisure centre entrance would face onto a new pocket park with the potential for play areas and direct connections to Canada Water Dock and Southwark Park.

<table>
<thead>
<tr>
<th>OPTION A</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible</td>
<td>Less than 2 min walk from Canada Water Station; effectively serves both Rotherhithe and Bermondsey community as well as wider catchment</td>
<td></td>
</tr>
<tr>
<td>Town Centre</td>
<td>Near restaurants, shopping, library, and other town centre civic and convenience amenities</td>
<td></td>
</tr>
<tr>
<td>Connected</td>
<td>Entrance onto new Dock Offices Courtyard, with Canada Water Dock, and Southwark Park nearby, and other parks and leisure assets within walking distance</td>
<td></td>
</tr>
<tr>
<td>Active</td>
<td>Entrance onto the new Dock Offices Courtyard and green link to Southwark Park; workspace and restaurant/retail uses help activate the dock edge and surrounding areas</td>
<td></td>
</tr>
<tr>
<td>Continuous service</td>
<td>Deliverable alongside operational Seven Islands</td>
<td></td>
</tr>
<tr>
<td>Timing</td>
<td>Likely deliverable in the early phases of development</td>
<td></td>
</tr>
<tr>
<td>Commercially viable</td>
<td>Use of site levels enables efficient integration alongside other commercial uses</td>
<td>Increased costs due to excavation; lower ground floor naturally lit at only one end</td>
</tr>
</tbody>
</table>
May 2017 consultation
Leisure Centre: Option B

Option B is a site near the top of the High Street. It is close to the former Plot 6 site, but retains the green area that consultation feedback showed to be important to the local community.

<table>
<thead>
<tr>
<th>OPTION B</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible</td>
<td>Less than 3 min walk to Canada Water Station; 5 min to Surrey Quays Station, and on a proposed bus route; serves Rotherhithe, Bermondsey and wider catchment</td>
<td></td>
</tr>
<tr>
<td>Town Centre</td>
<td>In core Town Centre area near restaurants, shopping and other convenience amenities</td>
<td></td>
</tr>
<tr>
<td>Connected</td>
<td>Walking distance to all major leisure assets</td>
<td>Less direct access to parks than other options</td>
</tr>
<tr>
<td>Active</td>
<td>Entrance on Hothfield Place near top of High Street; workspace, retail, and restaurants bring activity to Town Centre</td>
<td></td>
</tr>
<tr>
<td>Continuous service</td>
<td>Seven Islands can remain operational</td>
<td></td>
</tr>
<tr>
<td>Timing</td>
<td></td>
<td>Difficult to deliver in the early phases</td>
</tr>
<tr>
<td>Commercially viable</td>
<td>Integration with other uses in a mixed-use building reduces loss of commercially valuable floor space</td>
<td>Less efficient configuration and more expensive construction due to London Overground Tunnel located under plot; loss of commercially valuable workspace on first floor</td>
</tr>
</tbody>
</table>
May 2017 consultation
Leisure Centre: Option C

Option C would provide the leisure centre on Robert’s Close at the north east end of the Site. While not easily accessible or in the Town Centre, the leisure centre would benefit from proximity to green areas and schools.

<table>
<thead>
<tr>
<th>OPTION C</th>
<th>PROS</th>
<th>CONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessible</td>
<td>Poor public transport connectivity: 8 minute walk to Canada Water Station, 5 minutes from nearest bus stop; does not serve Bermondsey community or wider catchments effectively due to low accessibility</td>
<td></td>
</tr>
<tr>
<td>Town Centre</td>
<td>Not in the Town Centre and does not benefit from proximity to other convenience amenities</td>
<td></td>
</tr>
<tr>
<td>Connected</td>
<td>Proximity to Russia Dock Woodland and local schools</td>
<td>Approximately 10 min walk to Southwark Park</td>
</tr>
<tr>
<td>Active</td>
<td>Standalone leisure centre would have inactive frontages around most edges; no mix of uses</td>
<td></td>
</tr>
<tr>
<td>Continuous service</td>
<td>Deliverable alongside operational Seven Islands</td>
<td></td>
</tr>
<tr>
<td>Timing</td>
<td>Potentially deliverable in the early phases</td>
<td></td>
</tr>
<tr>
<td>Commercially viable</td>
<td>Standalone, above ground design is less expensive to build</td>
<td>Significant opportunity cost due to loss of ability to build homes and other uses on the plot</td>
</tr>
</tbody>
</table>
May 2017 consultation Feedback

The feedback from the consultation indicated that Option A was strongly preferred to the other locations.

For the following reasons Plot A2 was the preferred option for the leisure centre:

- Within the Masterplan area, central location and deliverable within Phase 1
- Accessibility to public transport
- Visibility from Lower Road, the Dock Offices Courtyard and Deal Porters Way
- Serves the catchment area
- Close to current Seven Islands, and existing leisure centre could continue to operate during construction
- Close to Cananda Water Library
- Accessible parking possible close to the entrance, coach drop-off and servicing possible

Diagram showing the leisure centre location options and level of support or concern for each. This is based on feedback from the May 2017 public consultation captured in the Updated Draft Masterplan Consultation Report - Summer 2016 and Spring 2017.