

# OLD KENT ROAD



Mural at the Civic Centre by Adam Kossowski (1965)  
Grade II listed on 20 April 2017

**NOT  
ANY  
OLD  
ROAD**



Jeanette Mason,  
Ledbury Estate

“ What’s about to happen isn’t for me; it’s for my grandchildren. We desperately need a clean-up on the Old Kent Road; people used to have pride in their shops and they were constantly cleaning the fronts and the windows. So I’m excited about the changes.

When the new developments bring in schools, homes, surgeries and maybe cinemas and leisure too, Old Kent Road will be more of a high street. ”

“ We’re part of a road that leads from Westminster to Europe: whatever our needs, there’s the potential to make the regeneration work for us.

The local people, and those that frequent Old Kent Road, need to turn all the development around in a way that makes a positive influence.

”



Ibrahim Adewusi,  
Old Kent Road Mosque and  
Islamic Cultural Centre

“ Investing in safe, diverse, and walkable streets is an investment in communities, and helps make neighbourhoods worth living in. ”

Janette Sadik-Khan,  
Former commissioner of the New York City  
Department of Transportation

“ The only way forward, if we are going to improve the quality of the environment, is to get everybody involved. ”

Richard Rogers,  
Architect

“ What counts in life is not the mere fact that we have lived; it is what difference we have made to the lives of others that will determine the significance of the life we lead. ”

Nelson Mandela,  
Former President of South Africa



**Councillor Johnson Situ**

Cabinet Member for Climate  
Emergency, Planning and  
Transport

The Old Kent Road has been a key artery in to the centre of London for centuries but our ambition for the area is one rooted in the local community that call it home, whether residents or businesses. Having grown up nearby, in many ways the Old Kent Road at first glance can be mistaken as primarily some housing and shops, which surround the A2. However, we know different, from the businesses, which make Christmas designs for Regent Street, to its rich diversity and the light industrial businesses along the Old Kent Road, all of which we plan to strengthen.

We seek to create a great place to grow up and a great place to grow old in. We want to meet the housing need in the area, ensure people have access to good jobs locally that pay the London Living Wage, green family friendly open spaces, support the unique light industrial heritage of the Old Kent Road and ensure plans are carbon neutral in support of our Climate Emergency Declaration.

Listening to local communities there are common themes that emerge; the need to provide more and better housing, improve public transport, reduce air pollution, address climate change, provide for younger people and crucially build trust in the council’s ability to deliver on its promises. We have shaped and changed the plan to be people centred and family friendly. We also want to make sure our decision making is transparent, is guided by the views of local people and that we can be measured against our promises. We have already begun this through our community forums, and the ‘You said We Did’ summary of changes that have been made to the plan in response to feedback.

The revised Old Kent Road Area Action Plan sets out how we will deliver 10,000 new jobs many of them London Living Wage, new parks, new school places, a new college, improvements to Old Kent Road itself, and at least 5,000 social homes as part of 20,000 homes (in line with our commitment to be at least 35% affordable) all supported by the extension of the Bakerloo Line from Elephant and Castle to Lewisham. We are also seeking to bring a university to the area along with a cultural destination and a pioneering youth facility. Our ambition is to not only deliver these new homes and jobs but to address health, education and housing inequalities the health and improve the life chances of people who already live and work along Old Kent Road underpinned by decent housing for all and well-designed neighbourhoods.

The importance of local town centres as an essential centre of activity for local communities providing services and opportunities for social interaction has been brought home by the recent Covid crisis. Our plan is to ensure residents can get what they need in which shops, jobs, schools and parks are all within a short (15 minute) walk of people’s homes. We will revitalise the Old Kent Road as a high street, retaining its diversity and re-providing the range of shops and leisure uses, including the food shopping and the larger stores, which are currently very well used.

A key part of our commitment to the Climate Change Emergency is the delivery of net zero carbon development in Old Kent Road by 2030. Development in the area will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. We are developing a District Heat Network linking new developments to the South East London Combined Heat and Power plant, which will deliver both significant savings in CO2 emissions and cheaper energy costs for residents. This is vital not only for health but for our collective long term futures.

This new plan is bold, radical and I am confident it sets out the framework for us to ensure the communities are at the heart of growth in the borough.

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The purpose of the Old Kent Road Area Action Plan (AAP) is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the 'plan period').

It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, while providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.

This innovative approach is proposed because the unique conditions and character of Old Kent Road provide an important opportunity to address the challenges faced across London when it comes to accommodating growth in homes, jobs and social infrastructure. These challenges are particularly pressing in Central London, where competition between land uses is at its most intense. By virtue of its location, connections, existing uses, evolving character and development potential, Old Kent Road is one of the few places in central London that really can deliver innovative solutions to these challenges.

This has been recognised by the New London Plan, which identifies Old Kent Road in two major growth areas; Central London and the Bakerloo Line Extension Growth Corridor (Figure 1). The Bakerloo Line Extension (BLE) will be a game changer for the area. It will enable substantial growth, with the number of homes rising from 14,500 to 34,500 and the number of jobs rising from 10,000 to 20,000. This will, of course, have important positive impacts London's economy, but it will also benefit new and existing Old Kent Road businesses.

The efficient delivery of quality development in Old Kent Road will accelerate Community Infrastructure Levy (CIL) payments and other financial contributions towards the cost of the BLE. This in turn, improves the business case for its implementation and the likelihood that it will be delivered on schedule. It will also help to deliver the growth targets in the New London Plan and the aspirations of the Mayor's Transport Strategy (MTS), as well as Southwark's plans to provide new homes and jobs in vibrant and successful places.

In order to strengthen and evolve the strong cultural identity of Old Kent Road, the AAP also sets out how growth will be supported by new town centre uses, schools, leisure facilities, parks, walking and cycling connections, a health hub, new cultural facilities and further and higher education provision. Old Kent Road has the highest proportion of children and young people in the borough. To ensure social regeneration benefits all ages, the AAP will take a holistic approach to youth provision, through inclusive and safe access to social and physical infrastructure.

To provide guidance on the scale and form of development and the types of uses that will be supported by the council through the planning application process, the AAP sets out indicative masterplan proposals for 5 'Sub Areas'. These plans are intended to provide clarity, while also striking the right balance between instruction and flexibility so that they can robustly manage change over the whole plan period. As such, they are not intended to be absolutely prescriptive, but the key principles that they describe will be expected to be delivered.

Planning decisions in Southwark are based on our development plan, which is made up of the New Southwark Plan (our planning document for the whole borough), the London Plan, Area Action Plans (like this one), and Neighbourhood Plans. It is important to note though, that sometimes planning decisions are made which differ from the policies set out in the development plan. This happens when 'material considerations', such as the viability of developing a site or other local factors are considered to outweigh the development plan.

The Old Kent Road AAP and the New Southwark Plan must be in general conformity with the New London Plan and the National Planning Policy Framework (NPPF). The Old Kent Road AAP is also an Opportunity Area Planning Framework, which may be endorsed by the Mayor of London.

We have been consulting on the future of Old Kent Road and the Area Action Plan since early 2015. In our first round of consultation on the draft plan in 2016, we held 48 consultation events and received over 1,000 responses which helped shape the second draft of the plan that we published and consulted on in December 2017.

In the second round of consultation we gathered feedback on the detailed plans for the Old Kent Road, including how it will change and develop over the next 20 years. We held 35 consultation events including a series of monthly community forums and had over 750 responses, which have helped us to develop this version of the draft Area Action Plan. We have organised or attended 70 consultation events and meetings, sent letters to the 15,000 homes in Old Kent Road, sent emails to MySouthwark users and advertised the previous consultations in libraries, adverts and on the council website.

In 2019, we captured many of the responses we received in a consultation summary You Said We Did report which sets out all of the events held and how we have responded to some of the responses we received from the community.

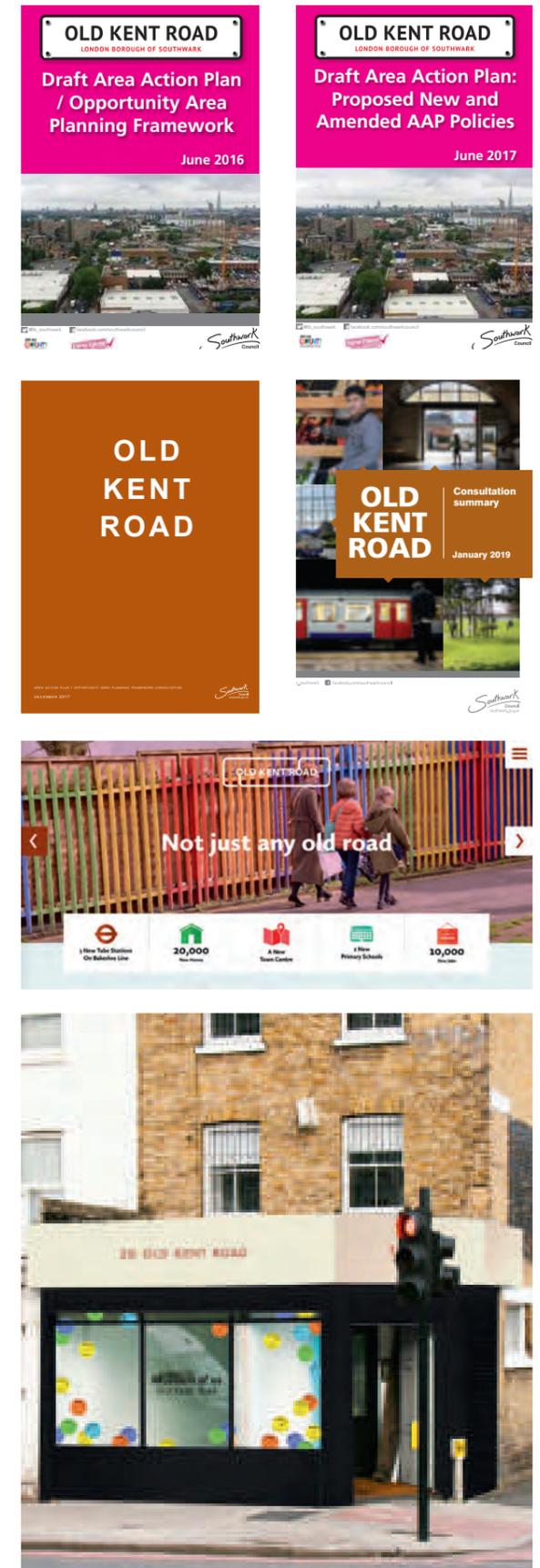
One of the key requests from the public was that a community space was needed in Old Kent Road. We have since launched a new community space at 231 Old Kent Road which has hosted community events and exhibitions including the 'Museum of Us' to celebrate Old Kent Road's rich and diverse history and population. To make sure that you can stay up to date with the developments in the area, we have set up a website dedicated to Old Kent Road so that you can continue to easily find out information about the regeneration of the area. The Old Kent Road Interactive Map will also allow you to keep up to date on the status of planning applications in your area.

**How to comment:**

- Visiting our consultation hub: [consultations.southwark.gov.uk](https://consultations.southwark.gov.uk)
- Sending an email to: [planningpolicy@southwark.gov.uk](mailto:planningpolicy@southwark.gov.uk)
- Alternatively you can send your response to:  
**Planning Policy**  
**Southwark Council**  
**FREEPOST SE1919/14**  
**London SE1P 5LX**

Tel: 020 7525 4929

**Comments due by midnight on:**  
**5<sup>th</sup> April 2021**



The Old Kent Road today is one of the most ethnically diverse areas in Southwark, second only to Peckham, with more than half of residents from black, asian or minority ethnic backgrounds (60.6%). The area is home to a growing population of 35,000 people, with the Old Kent Road ward amongst the areas expected to have the largest increases in their population, including slightly more children and young people (25.3%) when compared with Southwark as a whole.

Young people and children are increasingly taking an active role in shaping the transformation of the Old Kent Road. The Southwark Young Advisors are a local charity made up entirely of young people (aged 15 to 24) who help community leaders to engage other young people in community life; local decision-making and improving services. The younger generation, growing up in Old Kent Road today, will be amongst the main beneficiaries from the regeneration – so it’s vital that their voices are heard loudly and clearly throughout the process. Elsewhere, pupils from Ilderton Primary School have previously helped plant flower beds and a new green screen at the school to provide some protection from local roads, and highlighting the importance of good air quality.

Old Kent Road has a rich history as a diverse and dynamic area, connecting the heart of central London and beyond to the wider south-east. As part of central London, it will take on new roles and the look and feel of the area will change. Old Kent Road is ideally placed to provide much needed housing, a range of local shops and businesses with revitalised public spaces, new parks and green space, health hubs and wider social infrastructure.

We want to ensure that regeneration of Old Kent Road works for everyone. To show how we plan to achieve this goal, we have drawn up a **Social Regeneration Charter** for Old Kent Road. This Charter sets out detailed aims for reducing social, economic and health inequalities and explains how we will monitor our progress towards achieving a number of promises which the Council has made to the community. We have set up a **Community Review Panel** to help us better understand the needs of the local community. The panel will give independent advice on planning and discuss important issues including housing, transport, public and green spaces, and the environment.

**Southwark Stands Together** is a borough-wide initiative in response to the injustice and racism experienced by Black, Asian and minority ethnic (BAME) communities, and to the inequalities exposed by COVID-19. The regeneration of the Old Kent Road will not only create a public realm which reflects the diversity of the borough, the AAP will take a proactive role in addressing health inequalities and racial injustices.

“ I became a Southwark Young Advisor because I wanted to be that voice for the young people. To be able to relay the concerns and problems they have and get them addressed and answered by the governing bodies, to make a difference in the borough I live in.

”

Joshua Botchway,  
Southwark Young Advisor Lead



Southwark Young Advisors in front of 231 Old Kent Road, Museum of Us (2019)

THE AREA

282 Hectares

PEOPLE

35,000 People

60.6% Of the population are from black and minority ethnic communities

25.3% Are under 18

8.5% Are over 65

HOUSEHOLDS

14,500 Homes

EMPLOYMENT, JOBS AND BUSINESSES

10,035 Jobs

716 Businesses

SCHOOL AND COMMUNITIES

9 Primary schools

2 Secondary schools

45 Places of worship

COVID-19 and the impact on Old Kent Road

COVID-19 has had a major impact on local residents and businesses. Students and school children have had to get used to learning from home. Businesses and residents have had to adapt to changing circumstances and evolve their business structures to create safer places for employees and customers. Shops and businesses have adapted to allow for social distancing and introduced other temporary measures to help keep their communities safe. We are aware of the strains put on businesses in the area and will continue to assist people in whatever means possible.

It has been widely recognised that the impact of COVID-19 has had a disproportionate impact on communities from Black, Asian and Minority Ethnic backgrounds. The government's report 'Understanding the impact of COVID-19 on BAME groups', highlighted BAME groups are at a greater risk from the pandemic. In part, because of an overrepresentation in health care professions and key worker employment, but crucially through the existing structural health inequalities experienced by these communities. The places in which people live and work, is inextricably linked to our health and wellbeing. We also recognise that the COVID-19 pandemic has given rise to additional pressures on the voluntary sector to support the most vulnerable in our communities. We have offered grants in order to help support the important work of these community groups.

COVID-19 and the lockdown have changed how we live, work and travel. These changes have brought about cleaner, quieter and safer streets with less traffic congestion, better air quality and more walking and cycling. Initially there was a significant reduction in vehicular traffic with up to 80% less driving which resulted in quieter streets and improved air quality with 40% less Nitrous Oxide and 17% less Carbon Dioxide pollution. As people return to work, we have also seen a change in the distribution of commuters on public transport with people now choosing to travel at different times throughout the day rather than just at peak times. This could have big environmental benefits and could improve the quality of life and health of many of our residents. There may be an opportunity to encourage this spread of commuters in the future as we begin to work in a more flexible way. As well as easing pressures on public transport, flexible working patterns could potentially have many other benefits such as reducing the demand on utility infrastructure.

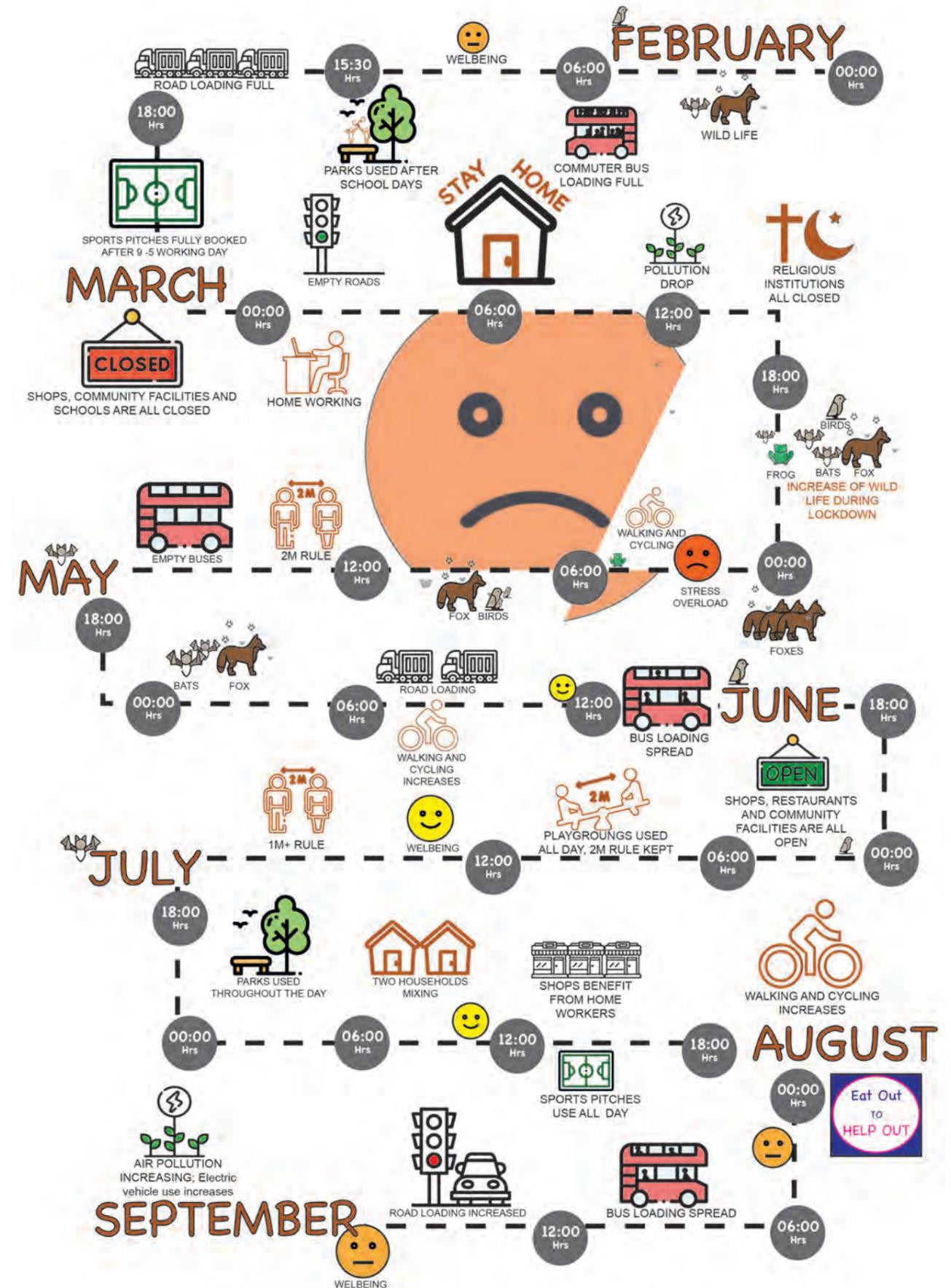
These changes have had other positive benefits too such as the return of biodiversity and urban wildlife such as foxes. We no longer see parks empty on weekdays and very full over the weekends as more people have had the opportunity to enjoy their parks and outdoor spaces at different times during the week.

So we want to work with residents, businesses and visitors to use this opportunity to ensure we continue to retain as many transport health and environmental benefits as possible, after lockdown. These measures will support tackling the climate change crisis and vision zero (road safety). Our two primary objectives are:

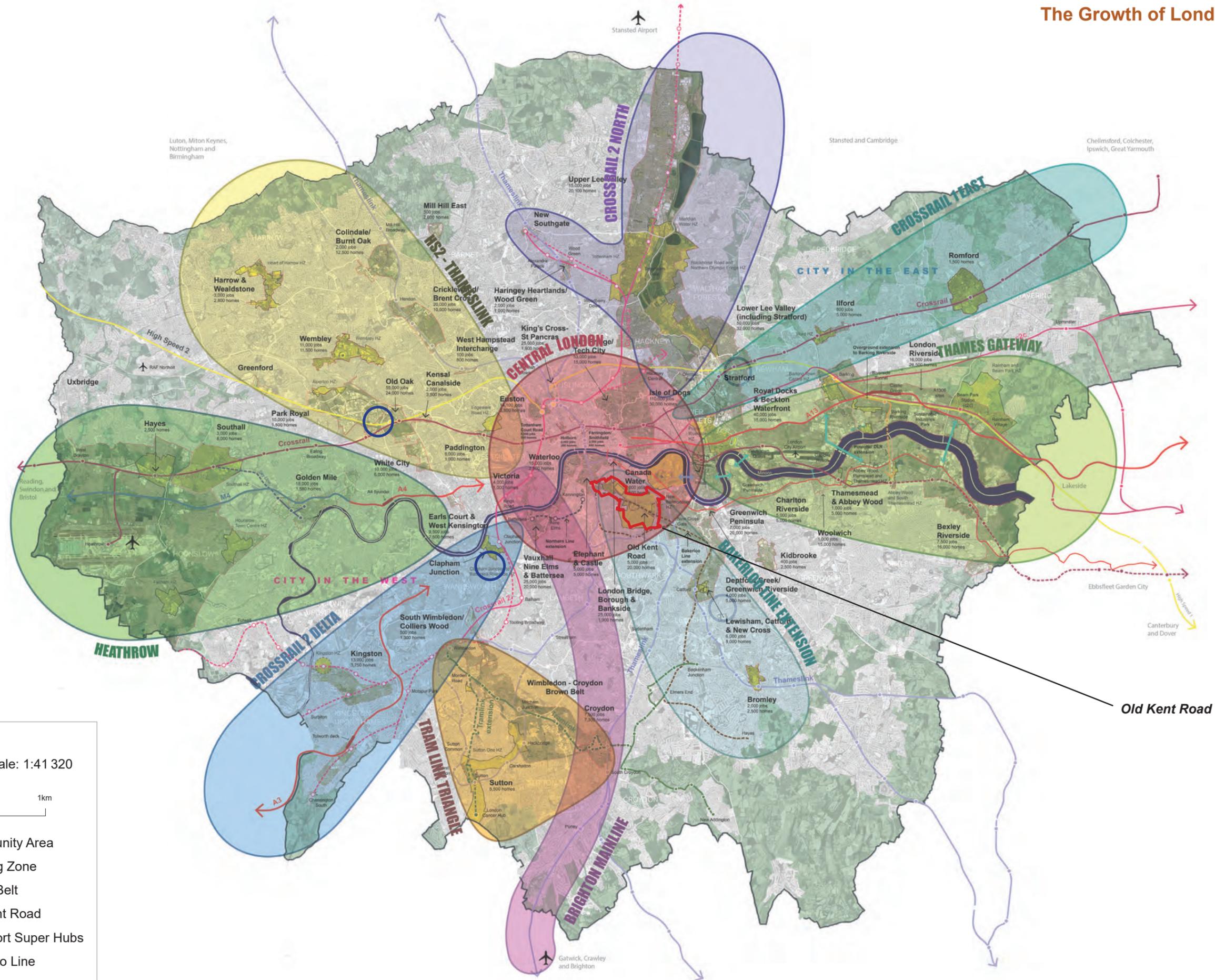
1. Maximise pedestrian space within the public highway to help people pass each other and queue, whilst adhering to the government's social distancing rules; and
2. Provide measures to make it easier to walk, cycle and use public transport, whilst removing through traffic, as the lockdown is lifted.

We will continue to work with the community to support residents and businesses wherever possible while also rethinking how we use our streets. Throughout lockdown as people worked from home and travelled less, their local shops and businesses became more important than ever. This presents a positive opportunity for the proposed two new town centres in Old Kent Road and an opportunity to implement a '15 minute' city where local shops, businesses and services are located close to where people are living. We also recognise that the COVID-19 pandemic has given rise to additional pressures on the voluntary sector to support the most vulnerable in our communities. We have offered grants in order to help support the important work of these community groups.

Southwark and Lewisham Councils, in partnership with the Mayor of London and Transport for London remain committed to the Bakerloo Line Extension project. As a result of COVID-19, funding for the project may be delayed. This does not deflect either from the overwhelming case for extending the Bakerloo Line along Old Kent Road to Lewisham and Hayes nor the progress on the immediate work to move the project forward. This includes safeguarding the station sites and route, developing the overall design, and drawing up a business plan for future government funding. The Bakerloo Line Extension will deliver an essential piece of infrastructure for London's recovery from COVID-19. It is vital that the government works with TfL to agree a longer term funding package so that the thousands of new homes and jobs which the project is set to bring are not put at risk.



The Growth of London (Figure 1)



**KEY**

Approximate Scale: 1:41 320

N

0 1km

- Opportunity Area
- Housing Zone
- Green Belt
- Old Kent Road
- Transport Super Hubs
- Bakerloo Line

The Old Kent Road Communities, The Best of London

**Our vision is for a family friendly Old Kent Road that retains and grows the rich diversity of its residential, business and faith communities.**

“This is Old Kent Road not any old road”, was a response from a local resident in a community forum that reflects the pride in its history and a strong sense of belonging. Old Kent Road will be a place where communities and families can flourish; a safe place to grow up and to grow old in. It will continue its historic role as a vital artery connecting the commerce and culture of one of the world’s great cities to Europe but in a much changed form that allows it to be the centre of the community.

Old Kent Road’s strength as a place to live, work and do business is its inner London character and Central London location. The Bakerloo Line will drive the growth southwards providing better connections to the wider London economy and between existing communities. This will provide tangible, direct benefits to the people of Walworth, Bermondsey and Peckham including a new and improved family friendly environment with housing, youth facilities, schools, park spaces, leisure and health centres and the creation of a wide range of jobs. These physical changes will enable the communities to realise their potential. There should be no poverty of ambition or opportunity in Old Kent Road for any age group.

The importance of local town centres as an essential centre of activity for local communities providing services and opportunities for social interaction has been brought home by the recent Covid crisis. Our plan is to promote Old Kent Road in which shops, jobs, schools and parks are all within a short (15 minute) walk of people’s homes. We will revitalise the Old Kent Road as a high street, retaining its diversity and re-providing the range of shops and leisure uses, including the food shopping and the larger stores which are currently very well used. Segregated cycle lanes, additional trees, wider footways and better crossings will change the character of the Old Kent Road itself and make it feel much safer and more attractive for people cycling and walking. Behind the high street we want to develop significant local economy, not just by accommodating a narrow professional office sector, but by supporting and encouraging a wide range of skills and job types including the wide variety of businesses that serve the local area as well as central London. To achieve this, our plan promotes the innovative mixing of residential and industrious uses in a way that has not been seen before in London. Done with care, we believe that this can deliver a special place that is desirable to live and work and ensures business continuity.

Old Kent Road has the highest proportion of children and young people in the borough and is likely to experience the largest increase to 2036. We have been talking to and working with young people to provide new youth facilities at 231 Old Kent Road which are funded by developer contributions. We are looking to expand and develop that offer to meet the growing need.

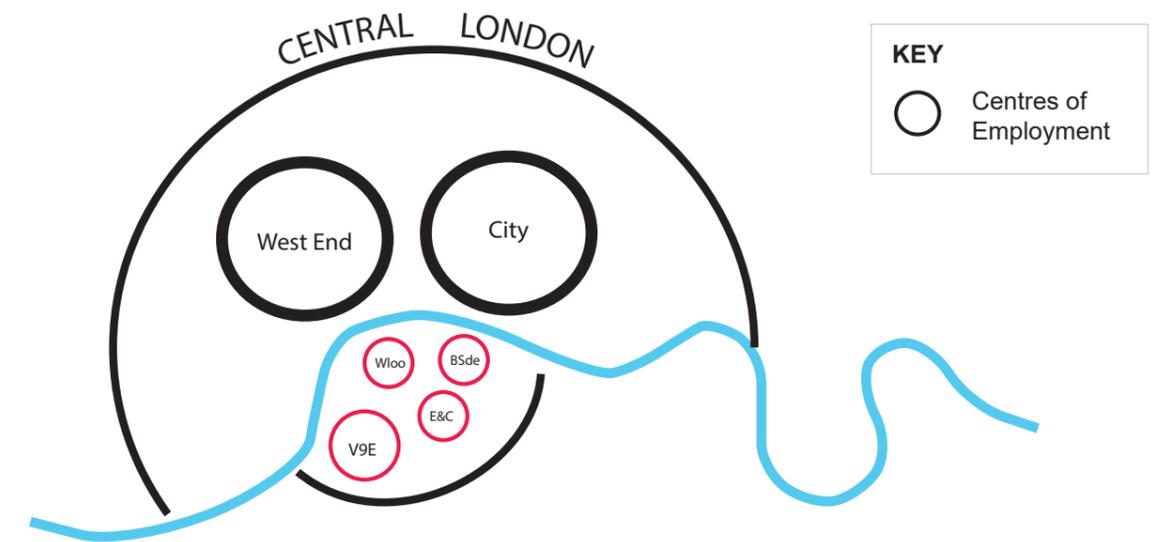
We want to build new homes, a minimum of 35% of which will be affordable with 25% being at council rents. And while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. The provision of larger family sized flats, generous room sizes, high ceilings and large windows will make sure that people have enough “head room” and space to think and to rest.

Our plan proposes to link together the area’s existing open spaces, including Burgess Park to Canada Water, with new park spaces to provide a green route (Figure 3) which will accommodate nature and biodiversity, while providing opportunities for play, sport, food growing, and simply sitting down to take a break. We want to create an environment that delights all the senses.

A key part of our commitment to the Climate Change Emergency is the delivery of net zero carbon development in Old Kent Road by 2030. Development in the area will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. We are developing a District Heat Network linking new developments to the South East London Combined Heat and Power plant, which will deliver both significant savings in CO2 emissions and cheaper energy costs for residents. This is vital not only for health but for our collective long term futures.

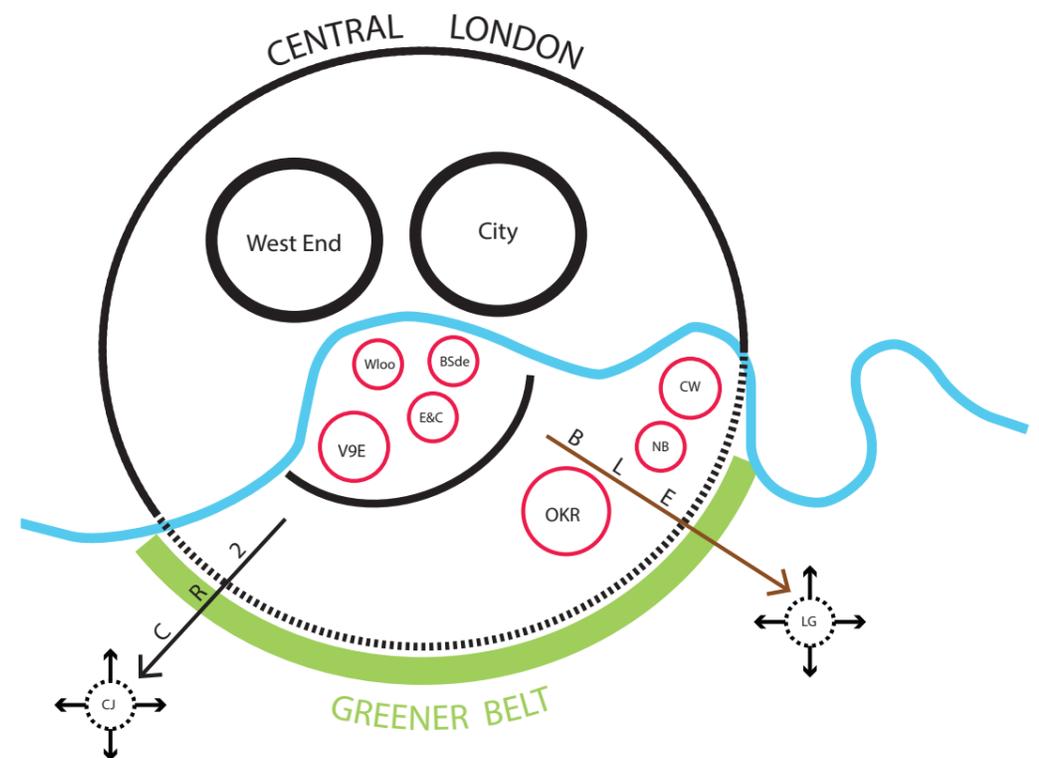
Living at the centre of one of the world’s great cities, with its enviable economic and cultural capital should be an opportunity for all and not just a privileged few. We have a responsibility working with the residents and businesses of Old Kent Road to make the most of that opportunity.

2017:



The City, the West End, Waterloo, Bankside, Vauxhall and Nine Elms and Elephant and Castle are currently the focus of economic activity inside London’s Central Activities Zone.

2037:



Central London will expand to the south with the introduction of new transport infrastructure including Crossrail 2 to Clapham Junction and the Bakerloo Line through Southwark to Lewisham Gateway.

The expansion of Canada Water, New Bermondsey and Old Kent Road will deliver new strategic development to the south of the river. The Greener Belt will link existing strategic parks with green routes and new open spaces.

Central London Smiley (Figure 2)

The Greener Belt (Figure 3)



- 20,000** New Homes
- At least **7,000** Affordable Homes
- Of which at least **5,000** Social Rent Homes
- 1** FE College
- 2** New Tube Stations on the Bakerloo Line Extension
- 1** New Health Centre
- 10,000** New Jobs
- 1** New Secondary School
- 2** New Primary Schools
- 9** Primary School Expansions

**What will it cost?**



Bakerloo Line Extension (BLE)  
£4.8 Billion



New Schools, Leisure Centre and Health Centre  
£50 Million



Bus and Cycle Improvements on Old Kent Road  
£60 Million

**What will pay for it?**



Future High Street Fund  
£10 Million



Housing Zone Grant  
£25 Million



Community Infrastructure Levy (CIL)  
£350 Million



Council Tax  
£48 Million along BLE\*



Incremental Business Rates  
£68 Million\*

\*Estimated per annum 2031-32 (including Southwark and Lewisham)



#### Energy and Climate Change

- Address the Climate Emergency by achieving a net zero carbon Old Kent Road AAP by 2030
- Create low carbon jobs and businesses, and support existing individuals and business owners to move towards zero carbon
- Reduce carbon emissions from vehicles by requiring car free development, reducing the number of trips and encouraging walking and cycling
- Encourage waste reduction and reuse where possible
- Provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon
- Introduction of the Urban Greening Factor

#### Youth

- Deliver a state of the art youth facility in line with the council's vision as set out in our Youth Strategy
- Ensure every child has a safe and positive experience of growing up in Old Kent Road, making the area the first choice for parents and carers to bring up their children
- Provide inclusive access to social and physical infrastructure, including access to cultural activities, parks and open spaces, libraries, and new youth facilities
- Create a "virtual" youth hub through a new network of youth facilities at 231 Old Kent Road, Frensham Street Park and the Tustin Estate. These will be delivered and managed jointly maximising access to the widest variety of shared facilities and resources equitably across the plan area



#### New Homes

- Build 20,000 new homes
- At least 7,000 of these new homes will be affordable including at least 5,000 social rented homes
- Provide a mix of home sizes with housing suitable for every stage of life
- Provide a mix of home types primarily flats but including terraced houses delivered in high density, mixed use neighbourhoods
- 50% of new council homes will be let to local residents



#### Bakerloo Line Extension

- Extend the Bakerloo Line and deliver two new stations along Old Kent Road



#### Employment, Jobs and Business

- Double the number of jobs from approximately 10,000 to 20,000
- Increase the range of jobs by providing different types and sizes of employment space from laptops to forklifts including light industrial, maker spaces, warehousing and distribution, offices, workspaces, retail, leisure and entertainment facilities
- Provide local jobs and skills training for young people
- Sustain the employment networks and ecosystems which help to make Old Kent Road successful
- Provide new employment space mixed with residential in innovatively designed buildings



#### Town Centre, Leisure and Entertainment

- Create two new district town centres which promote a sense of community and prevents loneliness and social isolation
- Provide a variety of shops and facilities including local independent shops and large stores such as supermarkets, homeware and hardware available on the high street
- Deliver exciting new activities in leisure, entertainment, recreation and play in the town centre for local people of all ages to get out and have fun in the day and night time



#### Parks and Open Space

- Increase the public open space provision to 30ha and plant 3000 new trees
- Create four new major parks: Mandela Way Park, Livesey Park (at the old gasworks), Surrey Canal Park and Frensham Street Park, which will connect existing and new neighbourhoods and help deliver the Greener Belt
- Create new neighbourhood green links and spaces between these new parks, the stations and busy places linking to established residential neighbourhoods
- Create smaller pocket parks, courtyard spaces, rain gardens and community gardens throughout the area



#### Education and Schools

- Expand existing primary schools to provide up to nine additional forms of entry, one new secondary school and two new primary schools providing high quality learning, play, sports, arts facilities, open and inclusive for the pupils and wider community.
- Promote the co-location of nurseries and older people's accommodation for intergenerational learning and health
- Deliver a network of arts and cultural spaces which will provide a foundation for the local community, as individuals or groups, young and old, to explore and engage in continuous learning.



#### Culture and Heritage

- Strengthen the identity of Old Kent Road as a cultural destination, attracting new creative enterprises, a university and a major cultural attraction
- Integrate Old Kent Road's historic and valued character into new development, celebrating its industrial past and present
- Protect and enhance listed and non-listed heritage assets and buildings and spaces of townscape and heritage value and find new uses for old buildings.



#### Health and Wellbeing

- Reduce air pollution to improve the health and wellbeing of our residents.
- Build a new community health hub providing a focus for improving health and promoting healthy active lifestyles.
- New residential development will have zero car parking. New commercial development will need to commit to the use of electric vehicles. TfL will be encouraged to have a low emission bus fleet and schools will be located away from main roads.



#### Cleaner, Greener, safer

- Address the biodiversity crisis by promoting planting, food growing and greening.
- Promote retrofitting of existing buildings to generate energy on-site, conserve energy and improve circulation, heating and efficiency.
- Improve air quality in and around Old Kent Road.
- Tackle inequalities associated with air quality, movement, access to open space and ability to respond to the Climate Emergency.



#### Movement

- Make the whole of Old Kent Road an exemplary Healthy Street, where people can choose to safely walk, cycle and use public transport by providing sufficient footway widths and segregating bus and cycle lanes.
- Implement a Controlled Parking Zone across the whole of the Opportunity Area and create low traffic neighbourhoods around local roads.
- Provide access to sustainable methods of transport such as on street E-charging points, cycle hire docking stations and scooter parking.
- New residential development will have zero car parking. New commercial development will need to commit to the use of electric vehicles. TfL will be encouraged to have a low emission bus fleet and schools will be located away from main roads.



#### Connecting Communities

- Ensure all our residents, and particularly existing residents, can access the benefits of our regeneration programmes and the opportunities created by those programmes for new homes, new jobs, new healthcare, new education facilities and new infrastructure.
- Ensure that our existing residents and neighbourhoods prosper from growth through giving people from every community the opportunity to get their voices heard from the earliest point and when decisions are made.
- Provide targeted support in regeneration areas for all communities and particularly the disadvantaged, involving all of our services, partners and community based activities.

Old Kent Road Today (Figure 4)





**AAP 1: The Masterplan****Strategy**

The masterplan sets out the way we will achieve our strategic objectives which will be delivered by many developers. We will lead a collaborative approach between the council, developers and other partners to ensure neighbouring sites work together to maximise the development potential of each site to deliver outstanding design quality, optimise density and create inclusive and successful places that are socially integrated with existing communities.

**Planning Applications****Development must:**

1. Be in conformity with the masterplan; including its land use, building typology, height, open space, movement, servicing, District Heat Networks, water management and heritage strategies; and
2. Demonstrate how the developer has worked collaboratively with adjoining sites to deliver the masterplan and manage construction through their development proposal; and
3. Respond positively to the existing and emerging urban grain, street structure and the varying sizes of urban blocks as set out in the masterplan; and
4. Deliver innovative mixed use design solutions that adhere to the masterplan and typology plans and ensure as many homes can be built to high densities expected of central London while providing space for all types of employment; and
5. Demonstrate how the development proposal will benefit existing residents and neighbourhoods, including opportunities for the community to get their voices heard.

**Reasons**

Old Kent Road has a future filled with potential that is being delivered as part of the most exciting and ambitious regeneration programmes in the country. The regeneration will be shaped according to the aspirations and wellbeing of the local community. The needs of Old Kent Road's young residents in particular will be at the heart of the regeneration because their futures will be shaped by the changes over the next 20 years. The masterplan will transform the voices of Old Kent Road's diverse communities into action for a better future. Our strategy seeks to ensure change is not just happening to the area, but that everyone who currently lives, works and visits Old Kent Road feels that they have shaped its future collectively for the benefit of the whole community.

Sites in Old Kent Road are formed of fragmented land ownerships and we are working with multiple developers to achieve our regeneration objectives. Development will take place over 20 years so a plan is needed to make sure that all of the change is integrated. To make it happen, development will depend on the effective collaboration and joint working between developers, landowners, businesses, infrastructure and utilities providers, residents and the wider community. The public sector, including Southwark Council, Lewisham Council, the Greater London Authority and Transport for London will play a proactive leadership role. The masterplan sets out whether we expect to see housing, employment, shops, schools, health or community activities on each site. The design of the streets, parks, buildings and the environment are also shown. There is no single large landowner on Old Kent Road and therefore a masterplan helps to show landowners, businesses, developers, the public sector and residents our expectations so that everyone works together on all sites to achieve comprehensive developments that are not constrained by the first phases of development. The masterplan is shown on Figure 5 and in the sub areas.



Mapping workshop with Charter School pupils, 2018.

**AAP2: Bakerloo Line Extension and Infrastructure**

**Strategy**

We will work with TFL, the GLA and Lewisham Council to secure the Bakerloo Line Extension (BLE) and deliver at least two new stations on the Old Kent Road. Delivery will be phased based on the commitment and delivery of the Bakerloo Line extension. Physical infrastructure will be improved and upgraded to ensure there is ample capacity for the new developments. Old Kent Road will become part of a smart city and new digital infrastructure along with the new underground stations and cycle hire will ensure residents can benefit from the '15 minute city'. This will enable existing and new residents to access work, shops, leisure and community facilities within 15 minutes travel time from their homes.

**Planning Applications**

**Development must:**

1. Facilitate the extension of the Bakerloo Line including the provision of access to the stations through a network of walking and cycling routes to take people to and from the stations and link the stations with the shops, leisure and other activities; and
2. Incorporate the stations, tunnelling and worksite requirements into the site design where sites are identified to facilitate the delivery of the Bakerloo Line extension; and
3. Provide digital infrastructure, utilities, water supply and wastewater infrastructure capacity at an early stage to ensure impacts are effectively mitigated.

**Reasons**

The Bakerloo Line Extension will significantly improve the experience of our residents, who will be able to reach central and west London in less than 15 minutes. Without the Bakerloo Line Extension, it is estimated that only 9,500 homes would be delivered on the Old Kent Road. The BLE is integral to ensuring the delivery of the additional 10,500 homes. To support the growth in the Old Kent Road, significant intervention is needed to upgrade the existing infrastructure, such as buses and cycle paths, schools, health and leisure facilities, green links and parks. This will ensure communities can access existing and new facilities through safe and easy movement. It is also essential that there is adequate water, waste, energy, digital, communications and transport infrastructure to facilitate and support the anticipated growth. We will work with infrastructure, digital infrastructure and utility companies and neighbouring boroughs to support large scale development. We will also encourage developments to explore shared servicing options and to ensure adequate infrastructure (both social and physical) is in place to support the occupants of developments through their lifetimes.

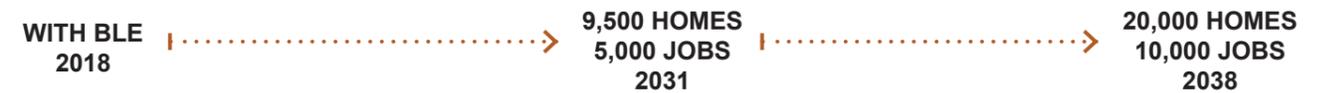
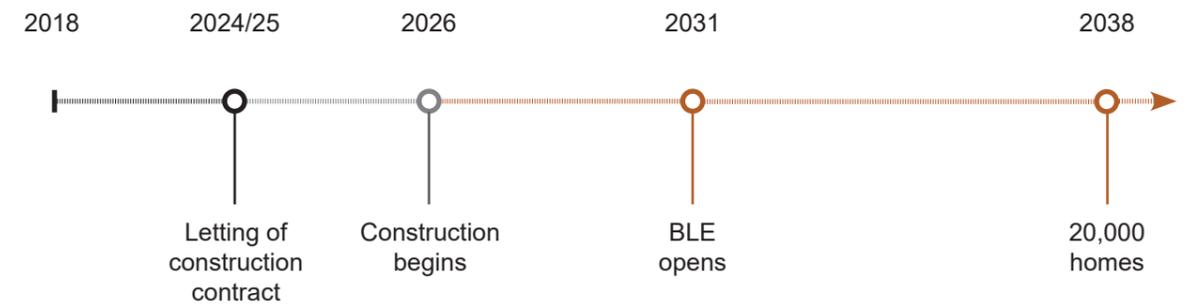
**Delivery and Phasing**

The construction of the Bakerloo Line Extension (BLE) is essential to the delivery of the 20,000 new homes and will unlock future growth opportunities for the Old Kent Road by providing a key connection to Central London. The line will be extended from Elephant & Castle to two new stations on the Old Kent Road, to New Cross Gate and then Lewisham and beyond. The construction of the Bakerloo Line Extension will increase the public transport accessibility level (PTAL) of the Old Kent Road to the highest levels of 5 or 6 which will make most places within 10 minutes walk of the tube. It will provide 65,000 extra journeys in the morning and evening peak. The Mayor of London has committed to the delivery of the BLE by 2031. With a shortage of homes, and increasing demand for workspace it is important that this AAP/OAPF provides confidence to investors who will deliver the aspirations of the plan for the benefit of Southwark and the wider London context.

We have agreed a two phase delivery plan with the Greater London Authority (GLA) and Transport for London (TfL). This is to accommodate for the increased demand on existing public transport infrastructure created by development prior to the letting of the construction contract for Bakerloo Line extension. It is likely that as a result of COVID-19, the project timeline may be delayed and the transport modelling that underpins the phasing may need to be reviewed. However there is a strong business case for the project and it remains a Mayoral priority.

Phase 1 refers to the approval of 9,500 homes between 2018 and 2026 with construction taking place up to 2027. This enables place making to begin in advance of the completion of the Bakerloo Line extension. The letting of the construction contract is expected in 2024-25, with construction set to begin in 2026. Phase 2 refers to the approval of the remaining 10,500 homes between 2026 and 2031, with construction taking place up to 2040. Phase 2 schemes will be subject to a Grampian agreement within the S106 agreement that would require sign off between the GLA/TfL and the council. These Grampians would fall away on the signing off the construction contract for the Bakerloo Line extension. Phase 2 permissions would be granted for periods of 6 years or longer (standard planning permissions are granted for 3 years). There will be an annual review of both the grant of planning permissions and the implementation of schemes. If schemes from Phase 1 had not been implemented and their consents lapsed there would be an opportunity to review the order in which development comes forward and Phase 2 schemes may at that point be moved to Phase 1. This would give the phasing some flexibility and robustness and would only be done with GLA and TfL agreement.

**TIMELINE:**



**Key**

<span style="color: lightblue;">■</span> Phase 1	<span style="color: purple;">■</span> Built or under construction — Pre-2018
<span style="color: blue;">■</span> Phase 2	<span style="color: darkpurple;">■</span> Built or under construction — Phase 1

Delivery and Phasing (Figure 6)

**AAP3: Climate Emergency****Strategy**

Old Kent Road will have a net zero carbon Area Action Plan. We are committed to tackling the Climate Emergency by achieving carbon neutrality by 2030. All new development will achieve net zero carbon. To do this, we are taking action on how we approach new development and movement.

New development

We will reduce carbon emissions to net zero by ensuring new development achieves the highest on site performance. We require the highest environmental building standards and net zero electricity and heating systems. Any on site shortfall to achieving net zero carbon will require a financial contribution. All new developments will be required to connect to or enable future connection to a District Heat Network. A connection to a District Heat Network (DHN) provides a supply of low carbon heat to homes, businesses and public buildings. There is currently a single District Heat Network (SELCHP DHN) for Old Kent Road. SELCHP is a waste incinerator in Lewisham which generates heat and electricity that can be used to power homes. We support the delivery of further DHNs with low or net zero heat sources that use land efficiently.

Gas boilers are the largest source of carbon emissions within the borough, so new gas boilers in new developments will not be permitted unless they are an interim solution before a low carbon solution is implemented. Energy consumption will be reduced so new residents and businesses will have lower energy bills.

Over time, on site building standards and performance will improve resulting in less energy use, reduced heating requirements and lower carbon emission shortfalls. At this stage, the energy hierarchy priority will be reviewed.

Retrofitting

We will support the retrofitting of existing homes and buildings to reduce carbon emissions. This will help to reduce carbon emissions and energy bills for existing residents and businesses. We will seek to do this by using funding from the carbon offset fund.

Movement

We will take a people centred approach to movement. This approach allows us to tackle the challenges we face, in particular the impact of carbon emissions from vehicles in a new way.

As the Old Kent Road (A2) is a strategic road that services central London, we will consistently see vehicular traffic using it, so we will work closely with the Mayor and Transport for London to ensure this route is people focused, improves air pollution and reduces carbon emissions.

Traffic movements must be reduced to meet our ambition to achieve carbon neutrality for the Area Action Plan. We will create and improve safe and accessible walking and cycling routes and these will become the first choice for moving around the area. Our new walkable neighbourhoods will benefit from the new parks and spaces in the greener belt and new developments that will be car free.

We will support the transition to less polluting and low carbon vehicles, such as electric vehicles, especially those vehicles that are using our streets the most, such as commercial vehicles. We know that businesses need to have a reliable source of fuel (or electricity) for the convenience and security of operation.

Infrastructure

We will continue to work with infrastructure providers to ensure the required infrastructure is delivered to support the transition to net zero carbon. The Old Kent Road area has significant gas infrastructure that we will need to be decarbonised as we transition to net carbon zero development.

Business support to low and zero carbon

We will support new and existing businesses in Old Kent Road to:

1. Reduce operational carbon emissions and utilise low or zero carbon electricity and processes within their work flows; and
2. Work together to consolidate freight and deliveries, and transition to low or zero carbon vehicles.

**Targets****We will:**

1. Achieve a net zero carbon Area Action Plan; and
2. Deliver the SELCHP District Heat Network for Old Kent Road to heat residential and non-residential uses; and
3. Connect as many housing estates in the Old Kent Road Opportunity Area to a District Heat Network as possible.

**Planning Applications****Major development and minor new build development must:**

1. Connect to a District Heat Network; and
2. Adhere to the energy connection hierarchy for the Old Kent Road Opportunity Area (Table 1) in order of priority. Communal or individual gas boilers will not be supported; and
3. Accommodate future connection to a District Heat Network;
  1. If connection to a District Heat Network is proposed but the District Heat Network has not yet been delivered, an alternative low carbon on site heating solution must be implemented if the District Heat Network is not delivered. The alternative heating solution must follow the energy hierarchy and calculate its performance and any financial contribution resulting from a net zero carbon emission shortfall; and
  2. The performance and financial contribution of the alternative heating solution is secured as a cap in the Section 106 agreement. The trigger for payment of the financial contribution is the post occupation of a completed phase or development; and
  3. If during the course of construction, connection to the District Heat Network becomes possible and replaces the alternative heating solution, the performance and any carbon offset financial contribution is recalculated with the District Heating Network as the heating source and secured through Section 106 agreement. This may also require an amendment to the original planning permission.
4. Include an Energy Statement that:
  1. Sets out the rationale if the development is not connecting to a District Heat Network; or
  2. Demonstrates the strategy for the alternative and final heat sources if connection to a District Heat Network is proposed.

**Energy Hierarchy**

Table 1

Old Kent Road Energy hierarchy	
Priority	Heat source
1	Connect to a District Heating Network (DHN) ↓
2	Use heat pumps (Ground, air, water) ↓
3	Use a hybrid system (Gas connection and heat pump) ↓
4	Use electric boilers or instantaneous systems for low energy demands (e.g. Domestic Hot Water)

**Reasons**

We need new development to help us tackle the Climate Emergency. Taking action now means we are responsibly safeguarding the future for our future generations. In the short term the benefits to our residents means cheaper energy bills and safe, dry and warm homes. New development needs to mitigate and adapt to climate change and global warming, and reduce carbon emissions. To achieve this, we are making the Area Action Plan net zero carbons.

We also need development to mitigate against the impacts of the Climate Emergency, including rising temperatures and extreme weather events. Hence, we require high standards of environmental design to ensure an effective system of heating and cooling to respond to these changes without generating operational carbon, and to also ensure development achieves high 'urban greening factor' scores in providing new green spaces and green infrastructure.

All new development will need to link in with affordable energy networks with low and zero carbon heat and power generation, distribution and supply networks. By connecting to a District Heat Network, homes, businesses and public buildings can make carbon savings on their heating. The District Heat Network uses energy from waste and converts the excess heat to heat that can be used in heating buildings. This is considered to be a renewable source of heat. This heat is generated from the Veolia South East Combined Heat and Power (SELCHP) Plant in Lewisham. A significant proportion of the Old Kent Road Opportunity Area is in catchment of SELCHP and it is therefore suitable for them to connect to the DHN powered by SELCHP for heating.

The District Heating programme is part of a wider decarbonisation programme by the council. We require developers to connect to the District Heat Network to ensure new development has low carbon heating. SELCHP is a low carbon heating source. It is using waste heat from energy from combustion of domestic waste to heat domestic and non-domestic buildings. The benefits of SELCHP are not just solely about being a low carbon source of heat, but it is also a process to more sustainably manage waste through combustion, to reduce the amount of waste going to landfill, which is beneficial as landfill is a large contributor of greenhouse gas emissions into the atmosphere.

There is an existing route into Peckham and plans for an extension of a route into the Old Kent Road Opportunity Area. The more development that is connected and utilising this heat source to this existing heat source, the more efficient the heat source will be. By ensuring development is connected it will also reduce the number of new heat sources that will emit carbon. This relates to carbon reduction in new development and transport. We will work with existing residents and business within the Opportunity Area to address carbon emissions through our corporate strategy and road map. One of the most effective ways to mitigate against the climate emergency is by reducing combustion and generation of carbon emissions to make walking, cycling and public transport the most convenient, safe and attractive way to get around.

**FACT BOX**

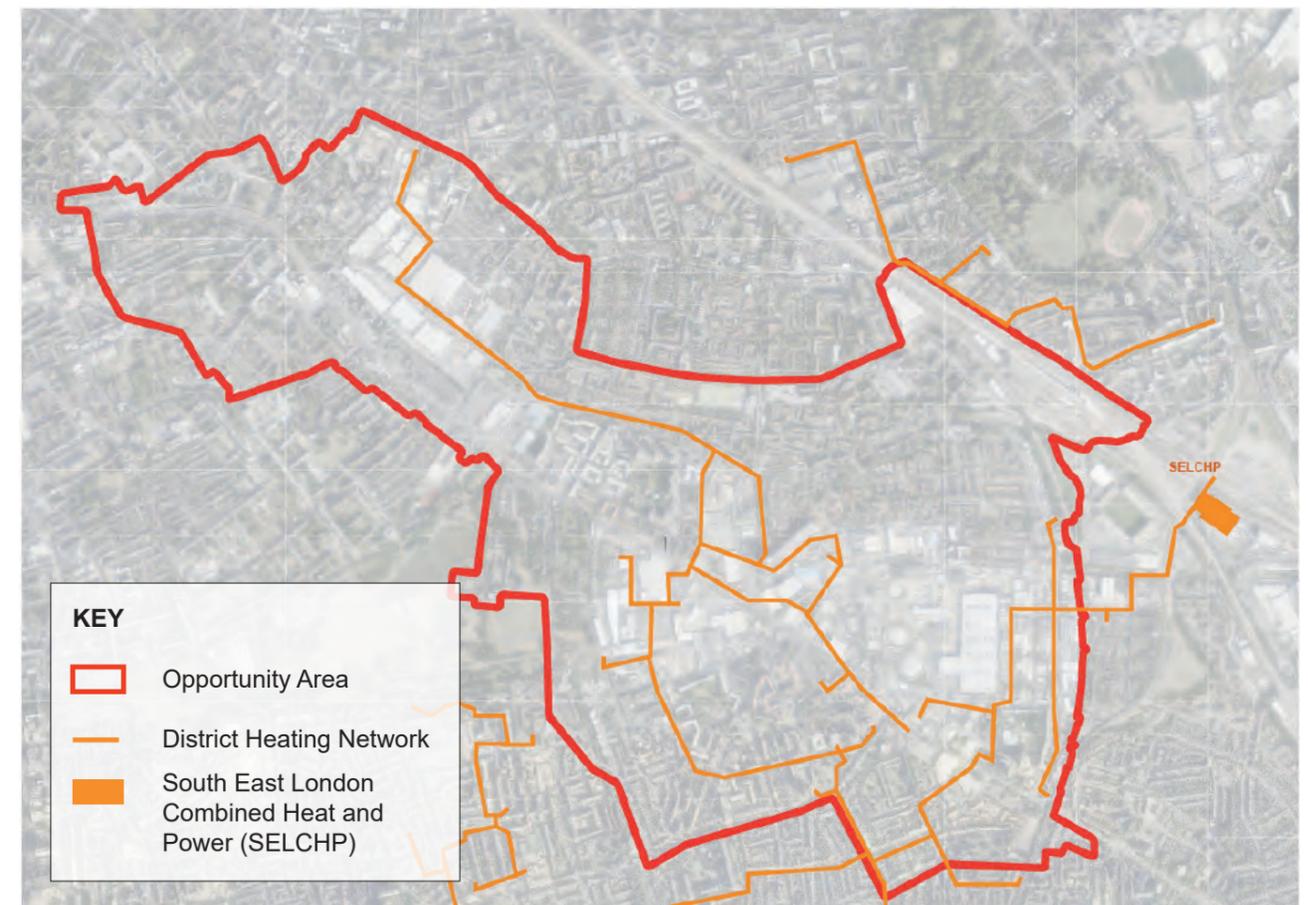
**District Heat Network (DHN)** A system of distributing heat from a central source to domestic and non-domestic buildings through insulated pipes.

**2030 Climate Emergency** An action or declaration made by governments, businesses and institutions to acknowledge that immediate action is needed to tackle climate change and global warming.

**Net Zero Carbon / Carbon neutral** Balancing carbon emission reduction and generation or eliminating all carbon emissions.

**Highest carbon emission sources in Old Kent Road**

- Gas boilers in homes and businesses
- Transport
- Escaped from infrastructure.



District Heating Network (Figure 7)

**AAP 4: Quality Affordable Homes****Strategy**

We will lead the way in London to build more homes of every kind in Old Kent Road. We will use every tool at our disposal to increase the supply of all different kinds of homes, particularly social rented homes, intermediate homes and family homes.

We will ensure that all new homes in Old Kent Road are of such good quality that you will not know whether you are visiting homes in private, housing association or council ownership.

We will ensure vulnerable residents are helped to find the right housing to live as independently as possible and enable our residents to take pride in and feel responsible for their homes and the local area.

We will ensure that we provide more council housing and that it should be of a high standard which is the most important issue for many of our existing residents.

We will encourage developments to provide some social rented homes as four bedroom homes to meet the need identified in the Strategic Housing Market Assessment.

We will encourage developments to provide some of the one and two bedroom social rented units as older people's housing.

**Targets**

We will build the following by 2036:

1. 20,000 new homes; and
2. At least 7,000 new social rented and intermediate homes; and
3. At least 4,000 family homes; and
4. 10% of new homes as accessible and adaptable homes for wheelchairs users and homes for people with physical and mental health needs; and

Through the current local lettings policy, 50% of new council homes will be let to local residents to deliver a direct benefit to the existing community.

**Planning Applications****Development must:**

1. Provide a minimum of 35% of all new homes as social rented and intermediate as set out in Table 2; and
2. Provide social rented and intermediate homes on site of schemes of 10 or more homes; or
3. Pay financial contributions towards the delivery of council homes or deliver the required amount of social rented and intermediate homes on site in schemes of nine or fewer homes.
4. Provide a mix of family homes:
  1. A minimum of 60% of homes with two or more bedrooms; and
  2. A minimum of 20% of family homes with three or more bedrooms in the Action Area Core; or
  3. A minimum of 25% of homes with three or more bedrooms in the urban zone; and
  4. A maximum of 5% studios, which can only be for private housing; and
  5. The maximum number of bed spaces for the number of bedrooms where they are social rented homes. Single occupancy bedrooms will not be accepted.

**FACT BOX**

Table 2 sets out the social rented and intermediate housing mix for homes to buy and homes to rent

	Homes to buy		Homes to rent	
Market homes	Social rented and intermediate homes		Affordable homes to rent	
65%	A minimum 35%		A minimum 35%	
	Social rent homes	Intermediate homes	Social rent equivalent	Affordable rent capped at London Living Rent equivalent
	A minimum 25% of total homes*	10% of total homes	Minimum 15% of total homes	Minimum 20% of total homes*

\*Applicants must meet the minimum requirement. If the social rented and intermediate housing provision marginally falls below the minimum, we will not accept rounding up. This may increase the overall quantum which should be in favour of social rented housing for schemes of homes to buy and in favour of affordable rent capped at London Living Rent equivalent for schemes of homes to rent. Housing requirements will be calculated in habitable rooms.

**Commitments**

We will encourage developers to follow the 40% social rented and intermediate homes fast track route where schemes are tenure compliant and there is no grant funding; and

Encourage developers following fast track to go above 40% with GLA affordable housing funding; and

Where they are not following the fast track route, encourage developers and housing associations to engage with the council and the GLA at the earliest opportunity to explore the potential of receiving GLA affordable housing funding. The rent levels of social rented homes will be capped at the Homes and Communities Agency Rent Standard and must be set inclusive of service charges. Social rented homes and Discount Market Rent homes at social rent equivalent must be allocated to households on Southwark's social housing waiting list. All intermediate discount market rent homes must be allocated to households on Southwark's intermediate rent housing list.

Intermediate homes could be shared ownership or privately rented at London Living Rent or discount market rent at rent levels equivalent to London Living Rent. Intermediate homes may also include Community Land Trusts. We will monitor the delivery of social rented and intermediate homes through the Schedule of Development Forms required to be completed by developers when submitting a planning application. We endorse the Mayor's commitment to work with leading housebuilders to give Londoners 'first dibs' for up to a month on all new homes under £350,000, with sales ringfenced for UK buyers for three months before they are marketed overseas.

**Reasons**

Old Kent Road will provide a considerable number of our new homes in Southwark as we have enough sites to build at least 20,000 new homes with at least 7,000 of them as social rented and intermediate homes. Rising rent and property prices in the private sector, the loss of council homes through the 'Right to Buy', and a lack of affordable housing means that younger generations may be forced to move away from their families and communities. Providing affordable homes and family homes is vital to addressing the housing crisis and ensuring we provide homes that are needed for our residents and their future children and grandchildren to be able to stay local. The plan is designed with family living in mind. The masterplan sets out how park space, schools, health and leisure facilities will be brought together to support this. Delivering three or more bedroom homes across all tenures for families will ensure we deliver a mixed and sustainable community.

In Southwark around 1,860 gross and 1,560 net new homes have been built annually between 2004 and 2019 with around 613 gross and 430 net new affordable homes. This is consistently one of the highest levels of delivery of new homes within London nationwide. In Old Kent Road nearly 8,000 homes have been approved since 2015 with 146 homes completed and 711 homes under construction in 2020. To speed up the delivery of new homes, where the fast track route is applied, a financial viability appraisal will not be required to be submitted with the planning application.

**AAP 5: Businesses and Workspace — The Bow Tie****Strategy**

We will strengthen the vibrant business community of Old Kent Road and promote an innovative mix of uses that generate jobs from laptops to forklifts. We will co-locate industrial workspace with new homes, offices and shops using innovative design solutions. Office development will be focused in the town centres and areas of intensification around the Bakerloo line extension stations. Industrial, distribution, warehousing and creative makerspaces will be prioritised in the opportunity area core and Strategic Protected Industrial Land, in accordance with the bow tie employment strategy. We will work with local business and other partners to make sure our residents are trained and ready to access the many exciting job opportunities.

We will focus renewal as an opportunity to root our climate change commitments in the local economy and business growth, by supporting a green new deal that creates jobs, cuts emissions and generates a new wave of profitable environmental innovation in Old Kent Road. We will create a London Living Wage Neighbourhood in Old Kent Road with living wage and gender pay audits and plans to transition all businesses.

**Targets**

1. Double the number of jobs from 10,000 to 20,000 by 2036 and increase the range of jobs in the industrial, office, distribution, creative, retail, leisure, education and entertainment sectors; and
2. Achieve no net loss of industrial floorspace capacity across the opportunity area; and
3. Provide 10% of the new workspace as affordable and prioritise new workspace for existing small and independent businesses; and
4. Retain 48ha of Strategic Protected Industrial Land (SPIL) and Locally Significant Industrial Sites (LSIS) and intensify SPIL at South Bermondsey to provide up to 70,000sqm of new industrial floorspace.

**Planning Applications****Development must:**

1. Retain or increase the amount of employment floorspace (GIA) on site (Use Class E (g)) or sui generis employment generating uses) in accordance with the bow tie employment strategy and sub area building typologies and land uses; and
2. Intensify industrial workspace in Strategic Protected Industrial Land (SPIL) and in locations identified in the sub areas by stacking industrial uses and making use of infill sites; and
3. Co-locate industrial workspace with new homes and other uses in Locally Significant Industrial Sites (LSIS); and
4. Ensure that the employment typology and design is delivered as set out in the sub areas to meet current market demand, the specification of the intended occupiers and maintain flexibility for future economic changes; and
5. Ensure all workspace units (Use Class E (g)) are equipped with mechanical and electrical fit-out, heating and cooling provision and kitchen and WC facilities. All commercial units (Use Class E (a) – (g)) must provide sprinklers.
6. Accommodate existing businesses on site or in the Old Kent Road opportunity area or provide relocation options for businesses that will be displaced by development; and
7. Developments providing over 500sqm GIA (gross) of employment floorspace must:
  1. Provide at least 10% affordable workspace at discount market rents secured for at least 30 years.
  2. The affordable workspace requirement may be achieved by:
    - Accommodating one or more businesses currently operating on the site or in the Old Kent Road

Opportunity Area at rents appropriate to the continued operation of the business in current market conditions; or

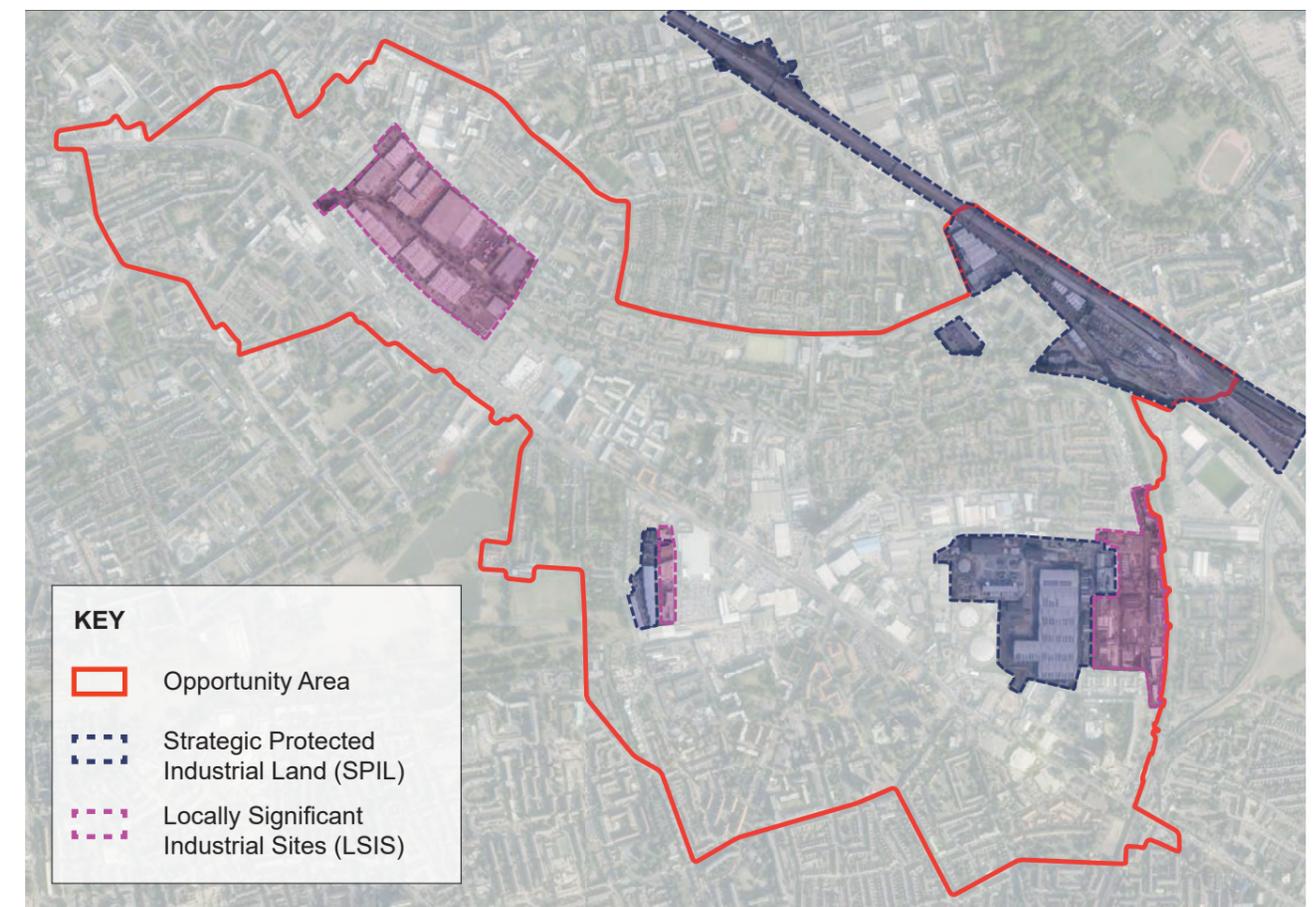
- Partnering with a specialist managed workspace provider to support new start-ups or existing small businesses; or
- Providing a financial contribution to deliver affordable workspace off-site in exceptional circumstances where it cannot be delivered on site.

8. Provide local jobs in construction and completed large development sites.

**Reasons**

Old Kent Road has a strong local employment base with 56% of employees employed locally (Southwark, Lewisham or Lambeth residents). Sectors with the highest local workforce (80%+) include construction, vehicle sale and repair, manufacture of food and drink as well as the retail trade and restaurants. Planning for a diverse range of business premises in the future regeneration will ensure local businesses can continue to trade and grow and new businesses can flourish. This will help create new jobs for local people and help provide skills training for our young residents.

Old Kent Road has a diverse economy providing a range of industrial premises including manufacturing, servicing, storage and distribution with low vacancy rates. Some areas are already responding to changing demands for new workspace accommodating creative industries, artists' studios, galleries and co-working premises. There is increased demand for purpose-designed light industrial premises, co-working office space and hybrid space which would grow the number of new jobs. Hybrid space would cater for sectors such as craftwork, printing or graphic design requiring space for making and creating as well as requiring an element of office activity.



Industrial Land (Figure 8)

### Mixed Use Development and Industrial Co-location

Mixed use development will strengthen the special characteristics of Old Kent Road as a creative and productive part of London and maintain the successful business community.

Figure 9 (The Bow Tie) demonstrates the approach to employment density strategically across the area. Near to the tube stations and along the Old Kent Road, high density new employment space will be delivered such as offices and co-working space for small businesses. There will also be opportunities for small manufacturing, artists' studios and creative enterprises. Further away from the Old Kent Road, new employment space will be lower density and accommodate depots, distribution sheds and industrious workspace that requires better access for HGVs, vans and lorries.

The key features of successful mixed use development are the design and the management of space on the plots. Developments will be carefully designed to ensure businesses can function effectively and residents can live peacefully. The masterplan and sub area typologies and design guidance ensures businesses can be clustered to strengthen commercial identity and foster a vibrant business community. This helps to maintain a community where resources can be shared and deliveries and servicing would have least impact on surrounding residential development without affecting the function of the employment uses.

The Opportunity Area contains 28 hectares of land that will be kept in solely industrial use (SPIL) and identifies ways that these uses could be intensified to make more effective use of space. This will help increase the number of jobs in industrial use, make use of railway arches and continue to provide essential infrastructure such as waste facilities and electricity sub stations. A further 20 hectares of land is allocated as LSIS where industrial workspace will be co-located with new homes in innovative mixed use development. Elsewhere in the opportunity area a diverse range of workspaces will be provided in line with the bow tie strategy along with new homes, community facilities and shops.

Over the entire opportunity area, there will be no net loss of industrial floorspace. This will be delivered by achieving an increase in employment floorspace overall in accordance with the masterplan. Industrial uses will be secured in accordance with the sub area typology plans and in Locally Significant Industrial Sites. The land identified as retained Strategic Protected Industrial Land will be intensified, including new stacked industrial buildings planned for the gasworks site and the masterplan for South Bermondsey. New mixed use development will deliver appropriate on site servicing which could include servicing within podiums or yard spaces as indicated in the masterplans.

Notwithstanding the provisions of Use Class E, we will use planning conditions to secure light industrial uses to ensure the typologies outlined in the plan are delivered for their specific purpose.

### Business Sectors

The Old Kent Road provides a number of service industries that are essential for the support and functioning of the central London economy and provide employment for local people. They include a range of business sizes including independent, small and medium sized enterprises. The key sectors include the building construction industry and in particular builders merchants and associated building supply and support businesses. We would like to retain and grow these sectors. An example of this is the Jewson scheme currently being developed on Ilderton Road, which proposes developing residential above a retained and expanded Jewsons builders merchants.

### Old Kent Road Businesses and Affordable Workspace

In Old Kent Road there are 10,035 jobs and 716 businesses. The business community is strong and provides key services to the central London economy. The nature of the space businesses require in the future will change, and already there are some external factors such as rising land values and lack of appropriate vehicular access limiting the types of businesses that can continue to thrive in central London.

However many businesses will continue to thrive and will adopt changing and more flexible working practices and requirements for space. New development needs to take account of these changes to help to retain the special characteristics of the Old Kent Road as a creative and productive part of London and maintain the successful business community.

New workspace will be designed to specifications that match the demand of growing sectors and maintain suitable space for the current and future business community by maintaining flexibility in design.

Businesses can join the Old Kent Road Business Network to be kept informed about opportunities for relocation in new developments. Accommodating a local business in need of relocation would be one way of securing affordable workspace in the development. This can be captured within planning conditions and/or a S106 legal agreement where appropriate. Many businesses are currently located in older premises where market rents are affordable by nature and would not be directly comparable to market rents in brand new workspace.

The Workspace Provider List for Southwark which responds to the increased demand for small, flexible and well managed workspace in the borough. Managed workspaces provide shared facilities, flexible lease terms and lower cost workspace which provides support to new or micro enterprises.

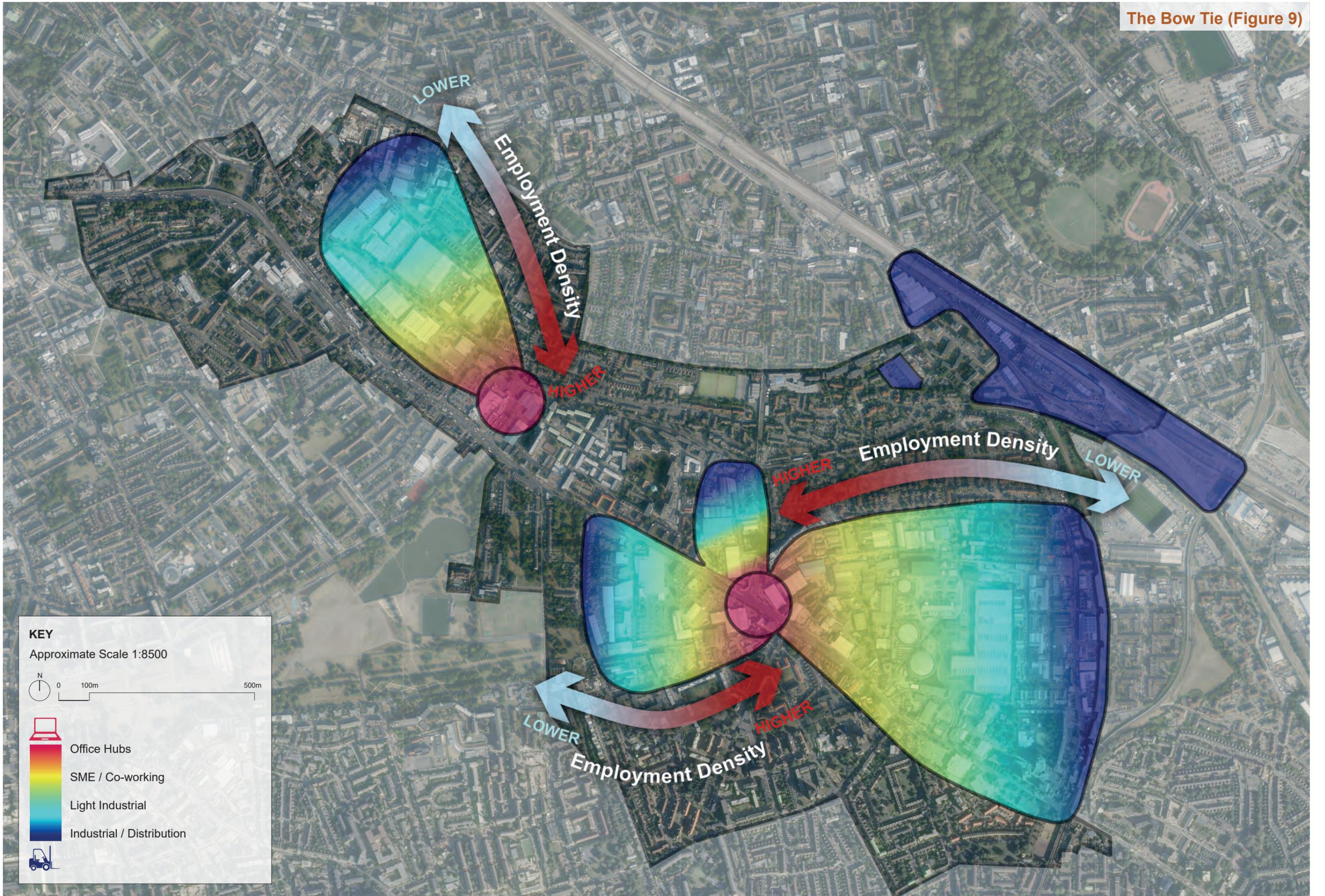
In cases where relocation would be required, railway arches and retained industrial areas in the Old Kent Road area will be utilised, particularly for businesses that need to temporarily relocate while redevelopment takes place. Suitable and available alternative premises should be identified in the Old Kent Road opportunity area in Southwark and Lewisham. New premises for relocated businesses should be in the right locations to suit specific requirements and enable the successful continuation of the business. Relocation strategies will be agreed with the Council and where possible Council land assets will be used to help manage business relocation opportunities.

The South East Bermondsey industrial cluster includes sites across Southwark and Lewisham where there will be opportunities to intensify industrial uses through infill and multi-stacked industrial buildings to make the most effective use of space.

### Skills

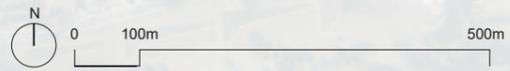
Many new jobs and training opportunities will be generated in Old Kent Road, both during the construction phases and in completed developments. It is important that new jobs and training opportunities are targeted towards local people, creating opportunities for all and a fair living wage.





**KEY**

Approximate Scale 1:8500



-  Office Hubs
-  SME / Co-working
-  Light Industrial
-  Industrial / Distribution
- 

**AAP 6: Town Centres, Leisure and Entertainment****High Street Character and Ground Floor Strategy**

We will create a successful mixed use high street along the whole length of Old Kent Road, building on the character of its existing successful shops and services. Our strategy for accessible and vibrant ground floors will improve the overall high street experience and ensure successful integration with surrounding development.

Old Kent Road will be transformed into two lively district town centres providing new shops, restaurants, cafes and local services for people to gather, shop, socialise and spend their leisure time. To achieve this we will deliver:

1. Two new major town centres, transforming the Old Kent Road into a new high street destination which connects neighbourhoods on both sides of the road; and
2. An attractive and bustling shopping street with entertainment and leisure facilities suitable for people of all ages to spend time in the day and night time; and
3. A variety of shops and facilities including local independent shops meeting daily needs, as well as large stores such as supermarkets, homeware and hardware on the high street with quieter streets and community spaces behind the Old Kent Road; and
4. A new major attraction or destination space such as a cinema or museum; and
5. A wide ranging and inclusive network of large and small, independent and institutional arts and cultural spaces and facilities which will provide a foundation for the local community, as individuals or groups, young and old, to provide continuous adult learning.

**Planning Applications****Development must:**

1. Retain or increase the amount of retail uses (Use Class E (a)) unless the proposed format is being changed from a retail park type to a high street format to deliver other aspirations of this policy and plan. In those instances the high street format retail space should be maximised within the ground floor layout as indicated in the sub area masterplans; and
2. Provide a range of shop sizes including supermarkets; and
3. Provide retail (Use Class E (a-c)) such as shops, cafes and restaurants; and
4. Provide community, leisure and cultural activities to complement the shops; and
5. Provide residential development and offices above shops; and
6. Establish new shopping frontages with smaller retail units in streets connecting on to Old Kent Road within a network of streets and public spaces; and
7. Provide opportunities for places to sit, neighbourhood events and children's play in a pleasant environment.

**Development must achieve ground floor uses that:**

1. Provide frontages which help generate activity and vibrancy at ground floor by creating connections to open spaces, public space and social infrastructure beyond the immediate high street; and
2. Include doors and windows to avoid blank facades; and

3. Locate back-of-house functions such as refuse stores discretely to minimise their visual impact; and
4. Make ground floor working spaces visible from the street with openings thought of as a 'window into working'. While solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor opening should be used. This could include folding windows, or horizontal metal blades; and
5. Wrap active uses around the large shed spaces (such as offices, smaller retail or 'showroom' spaces, or residential maisonettes in quieter areas); and
6. Create a pedestrian friendly and healthy environment on the high street; and
7. Generate cultural and creative activities for new ideas and bring together different parts of the community to share experiences.

**Reasons**

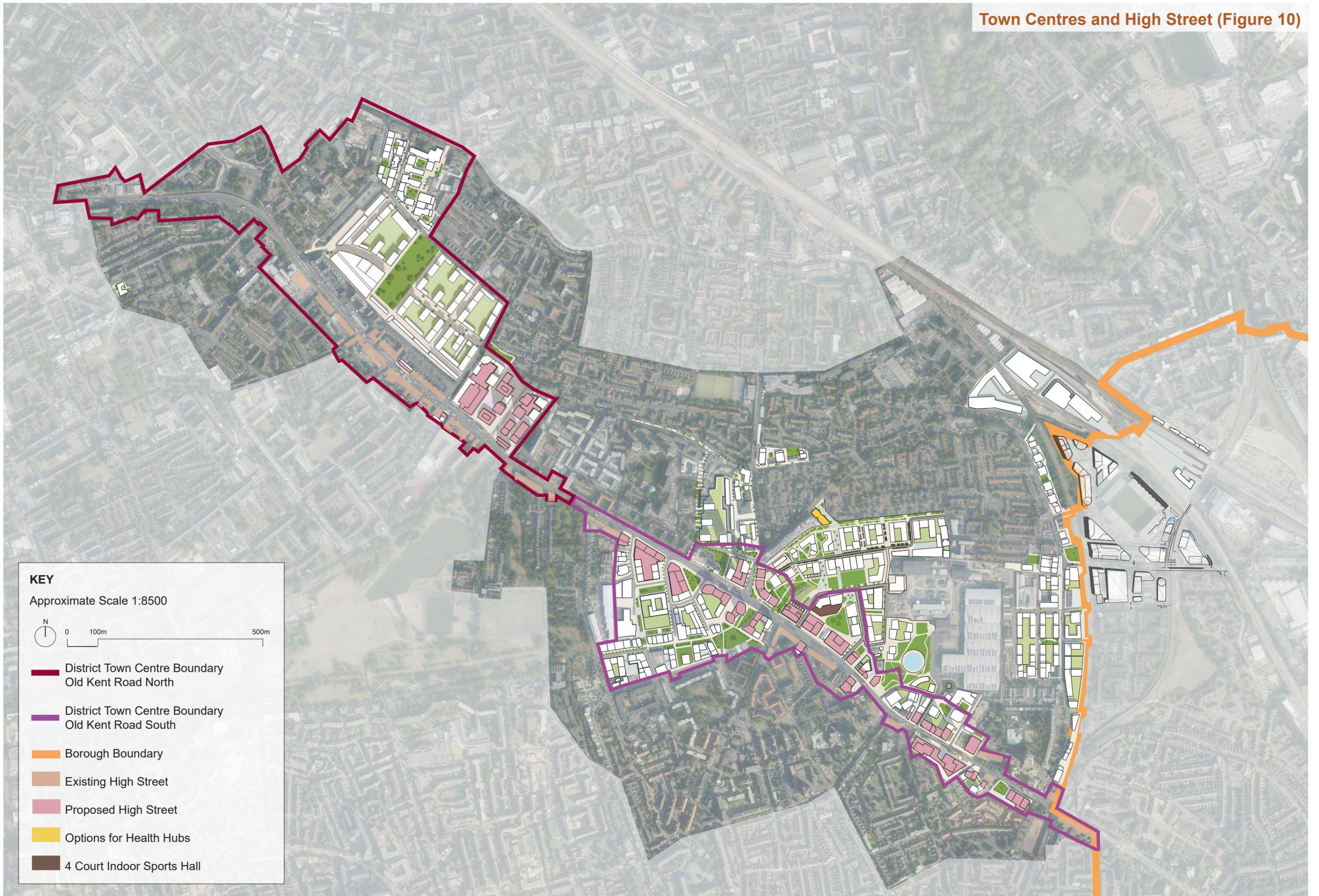
We are aiming to ensure that all the local needs of residents can be met within a 15 minute travel time of their homes. Our residents use town centres as destinations to feel part of a community. They could be meeting friends, attending an event, going for a walk or browsing the shops. It is essential to ensure our town centres remain accessible for all ages to ensure our residents have positive mental health and avoid loneliness and isolation in the community.

Old Kent Road already contains 75,000sqm of retail floorspace, employing over 700 people. We want to transform Old Kent Road into a linear high street across two district town centres with shops, health, leisure and entertainment venues, restaurants and cafes to become an exciting and lively place for people to shop and spend their leisure time. New shops, leisure and entertainment facilities will ensure there is activity happening in the town centre both during the day and at night time, meeting the needs of a growing population.

There is an established high street at the northern end with small shops and cafes which will continue to thrive. There are 4 major supermarkets on Old Kent Road; Tesco, Asda, Lidl and Aldi. They are an important source of affordable groceries for the wider area. We are working with supermarkets and large shops to ensure they will be rebuilt along the high street alongside smaller shops to provide local shopping while making room for new homes, offices and enabling the creation of a new street network with walking and cycling routes.

The restaurants and cafes of Old Kent Road reflect the wide ethnic diversity of the local population, and many are destinations for Black, Asian and Minority Ethnic residents from other parts of London. The smaller Victorian shops provide affordable spaces for local community entrepreneurs and our policy supports that economic diversity.

The areas behind Old Kent Road will incorporate a network of streets and spaces lined with smaller local shops and community facilities in a quieter environment. Figure 10 shows the extent of the town centre and pattern of development for the high street. It is important that new shops and town centre facilities reinforce the role of Old Kent Road and do not divert trade away from it. Shops and businesses will be enabled and encouraged to adapt and diversify to the high street environment. Depot uses like builders merchants that have retail spaces may also be accommodated on the high street with the service function behind, particularly on larger sites.



**KEY**  
Approximate Scale 1:8500

N  
0 100m 500m

- District Town Centre Boundary Old Kent Road North
- District Town Centre Boundary Old Kent Road South
- Borough Boundary
- Existing High Street
- Proposed High Street
- Options for Health Hubs
- 4 Court Indoor Sports Hall

**AAP 7: Movement****(Public and Surface Transport)****Strategy**

We will ensure walking, cycling, scooting and public transport will be the first choice for healthy active travel on Old Kent Road and its surrounding areas. Residents, workers and visitors will benefit from more buses, two new Bakerloo Line underground stations on Old Kent Road and a new overground station at New Bermondsey in Lewisham.

We will ensure Old Kent Road will become a thriving high street with tree lined footways, designated cycle lanes and safe pedestrian crossing points. Pleasant places to live in areas surrounding the Old Kent Road will be delivered, with less traffic, convenient and accessible traffic free walking and cycling links. Our strategy is to promote low private car ownership and improve air quality for local residents. We will ensure the efficient servicing of new commercial development to enable business growth whilst minimising environmental impacts.

**Targets****We will:**

1. Deliver the Bakerloo Line extension and at least two new underground stations on Old Kent Road by 2036; and
2. Deliver 4km of safe, segregated cycle and bus lanes, widened footways and more pedestrian crossings for the entire length of Old Kent Road and 3.2km of traffic free routes by 2036; and
3. Deliver quiet walking and cycling routes on new parks including the Surrey Canal Park which connect the east and west sides of Old Kent Road; and
4. Introduce a controlled parking zone across the whole Opportunity Area with online management tools for bookable loading bays for deliveries and servicing to both residents and businesses; and
5. Deliver interventions to reduce traffic, improve road safety and encourage active travel including road closures and one way systems shown in the sub area guidance; and
6. Deliver effective servicing for the commercial elements of mixed use typologies that do not conflict with co-located residential uses.

**Planning Applications****Development must:**

1. Facilitate the delivery of the Bakerloo Line Extension and provide land if required for the Bakerloo Line stations, tunnelling and worksites; and
2. Provide car free development with the exception of disabled parking and essential parking and deliveries for businesses to operate and manage a reduction in parking on estate redevelopment; and
3. Provide evidence of marketing materials for the development that demonstrate it is to be promoted as car free and sustainable; and
4. Maximise footway widths where possible (4 metres from kerb to property line on the local road network and 7 metres on the Old Kent Road A2); and
5. Provide off street servicing and electric charging points for all types of development. Off street servicing should be designed to enable all vehicles to exit in forward gear onto the public highway and provide sufficient space for the loading and unloading of vehicles to enable safe pedestrian movement around the entrance to the servicing yard. The provision of swept path analysis should demonstrate this; and

6. Consolidate servicing to serve multiple commercial units to reduce the number of trips; and
7. Provide financial contributions for:
  1. Construction management; and
  2. A Delivery and Servicing Bond per residential unit and per 500sqm of non-residential floorspace; and
  3. Car club membership – three year membership to new residents to car clubs operating in the area; and
  4. Cycle Hire - a contribution towards the delivery of a new Cycle Hire Docking station per residential unit; and
  5. Bus Service Improvements per residential unit (or equivalent).

**Reasons**

We want to enable ease of movement around Old Kent Road that achieves positive mental and physical wellbeing for our residents. We experience streets and spaces through our senses and how we feel about a space and this links to our mental wellbeing. By creating clean and tidy streets, good wayfinding and calm and quiet places to travel through and rest and enjoy green spaces we will help to create positive experiences. We want to promote the health benefits of walking and cycling and make it easy and safe to move around, easily find cycle parking or cycle hire and help improve confidence on the roads and quietways.

Our Movement Plan 2019 emphasises traffic reduction, modal change and a holistic approach to street design and addressing the climate emergency. The Movement Plan Equity Framework ensures that investment is prioritised to areas of need.

Public transport improvements are essential to maximise the growth of homes and jobs and the Bakerloo Line Extension is fundamental to achieving this. The transport character of Old Kent Road is one of car dominance and we are seeking to change this. Air pollution is high and we need to create new green links through new neighbourhoods to encourage better permeability, walking and cycling.

Southwark aspires to maintaining 50% less driving than before lockdown to meet our climate change commitment and to maintain as many transport, health and environmental benefits as possible and to help create a modal shift by using a strategic approach in the following three ways in Old Kent Road area:

- Improving public transport including bus routes
- Providing wider pavements, crossings and paths
- Providing quieter, safer streets that are more pleasant to be in and move through

The typologies in the masterplan promote mixed use development including innovative solutions for mixing industrial development with new homes. It is vital that servicing is considered carefully to enable commercial premises to function without conflict with residential development. Consolidating servicing will enable more efficient movement of vehicles and reduce the pressure on the road network and improve air quality. Neighbouring developments are encouraged to design in such a way that off street servicing can be shared with the developments on either side. Where this shared provision is for one or more sites it will be secured through s106 legal agreements.

Where estate regeneration is being planned, car parking provision for existing residents will be managed in accordance with a phased plan / programme for reducing parking provision over the short, medium and long term and include opportunities to enhance sustainable and active transport to discourage and reduce private car ownership and to contribute to the council's commitment to tackling the climate change emergency.

**FACT BOX**

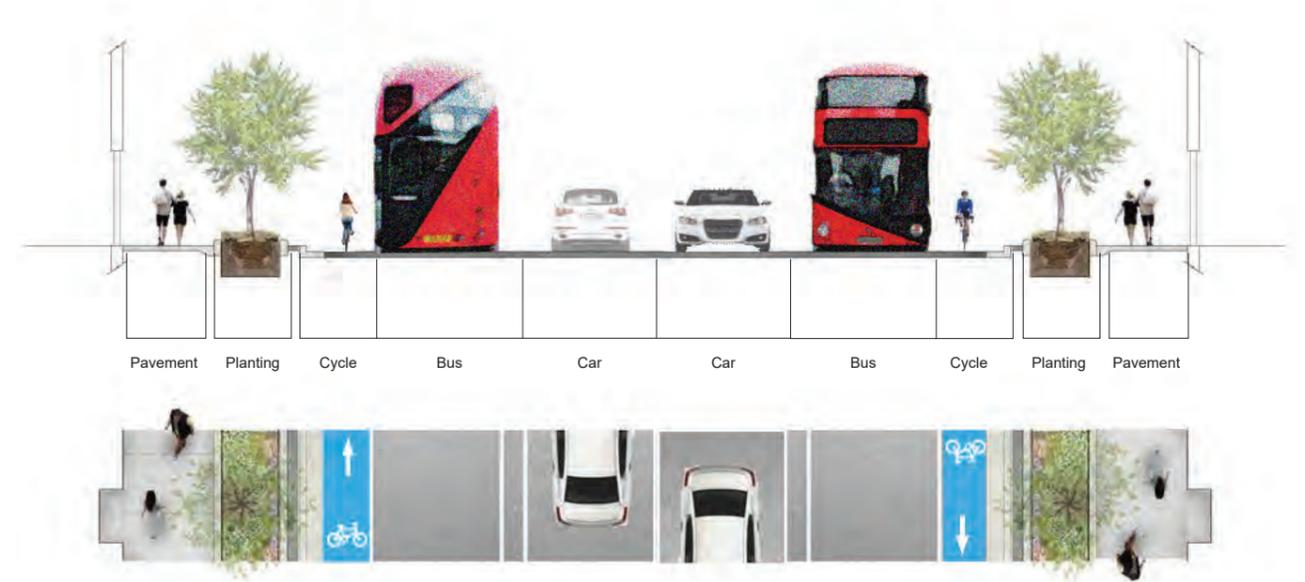
**Construction and Transport Management**

We require all developments to submit a Transport Assessment or Transport Statement which includes an Active Travel Zone Survey. It will also contain the assessment of all proposed changes to or impact on the public highway showing existing layout and changes to scale. There should be a draft Construction and Environmental Management Plan (CEMP) and draft Delivery and Service Plan. This will ensure a collaborative approach to managing long term construction and phasing and assess the suitability of mitigation for any adverse impacts.

Bus Services on Old Kent Road			
Bus route	From	To	Extent of use of Old Kent Road
21	Newington Green	Lewisham	All
53	Whitehall	Plumstead	All
63	King's Cross	Honor Oak	Bricklayers Arms to Trafalgar Place
78	Shoreditch	Nunhead	Dunton Road to Asylum Road
168	Hampstead Heath	Old Kent Road	Tesco
172	St Paul's Cathedral	Brockley Rise	All
363	Elephant and Castle	Crystal Palace	Bricklayers to Trafalgar Place
381	Waterloo	Peckham	Rotherhithe New Road to Peckham Park Road
415	Tulse Hill	Old Kent Road	Bricklayers Arms
453	Marylebone	Deptford	All
P12	Surrey Quays	Brockley Rise	Ilderton Road to Asylum Road



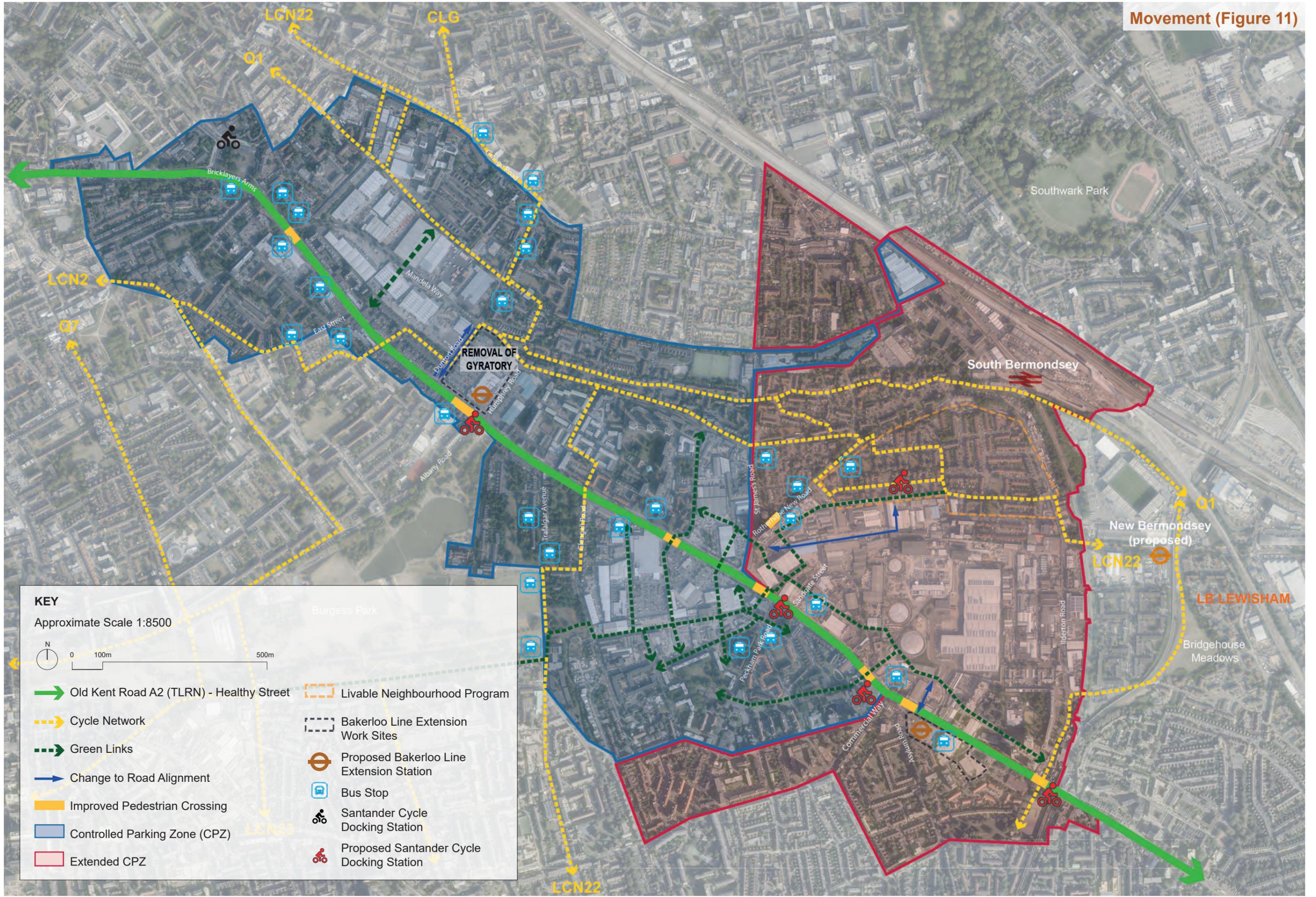
Improved pedestrian crossing linking Royal London buildings to the redeveloped Ruby Triangle site



Indicative enhanced cycle provision (one-way cycle lanes with bus provision)



Indicative axonometric view looking towards Royal London Site, showing widened pavements, tree planting, segregated cycle lane and island bus stop



**KEY**  
Approximate Scale 1:8500

0 100m 500m

	Old Kent Road A2 (TLRN) - Healthy Street		Livable Neighbourhood Program
	Cycle Network		Bakerloo Line Extension Work Sites
	Green Links		Proposed Bakerloo Line Extension Station
	Change to Road Alignment		Bus Stop
	Improved Pedestrian Crossing		Santander Cycle Docking Station
	Controlled Parking Zone (CPZ)		Proposed Santander Cycle Docking Station
	Extended CPZ		

**AAP 8: Tall Buildings Strategy – The Stations and the Crossings****Strategy**

We will ensure tall buildings are located in the right places to make significant contributions to economic growth and the regeneration of Old Kent Road while delivering considerable benefits to our residents such as new affordable and market homes, jobs and community facilities.

The 'Stations and Crossings' strategy will distribute tall buildings to reinforce the proposed hierarchy of buildings, places and streets and define a clear pattern of development that ensures a coherent, legible and well articulated townscape and skyline.

**Planning Applications****Development must:**

1. Deliver the three tier 'Stations and Crossings' tall building strategy, in accordance with the key principles set out below and the pattern of development outlined in Figure 12. Further guidance is provided in the sub areas.

The tallest 'Tier One' tall buildings (over 20 storeys) will mark the locations of greatest, city wide importance. They will be located at:

2. The new Bakerloo Line Extension underground stations, to mark their city wide significance and optimise the use of land in the most accessible locations; and
3. The principle crossings, where the main roads from Peckham to Canada Water and from Walworth to Bermondsey cross the Old Kent Road; and
4. The point where the new Surrey Canal Park crosses Old Kent Road and adjacent to the largest new open spaces.

The design of tall buildings that are over 20 storeys must:

5. Demonstrate that they make an exceptional contribution to the regeneration of the area; and
6. Deliver our vision for a people centred and family friendly Old Kent Road.

Mid height 'Tier Two' tall buildings (between 16 and 20 storeys) will mark places of local importance to help define their character and assist wayfinding. They will be located at:

7. Key junctions and larger open spaces along the Surrey Canal Park; and
8. Other locally important crossings and junctions on the Old Kent Road; and
9. At the borough boundary between Ilderton Road and New Bermondsey and close to the Old Kent Road.

'Tier Three' tall buildings (up to 15 storeys) will act as markers within the neighbourhood. At appropriate corners and junctions, or in relation to important land uses, they will emerge from the lower buildings that enclose the streets and open spaces. They will be located at:

10. Mandela Way Park, to offer commensurate enclosure to this generous open space without breaching protected views; and
11. The south side of the Surrey Canal Park to offer definition to the open space without causing harmful overshadowing.

The detailed design including the exact height of buildings within all three tiers will need to be considered in the context of their aggregate impact on townscape to ensure they make a positive contribution to the local and

strategic London skyline.

Buildings that are not defined within the three tier structure will generally be expected to be of a lower/mid scale from 3 to 11 storeys depending on context. Typically they will form the shoulder height of podiums and/or perimeter blocks defining streets within the masterplan or mediating the transition of scale on the edges of the masterplan. The majority of buildings at the edges of the masterplan are of a lower height to mediate the transition in scale between the masterplan proposals and existing residential communities. There are some exceptions including at the core "stations" and "crossings" and along Ilderton Road as set out in more detail in the sub area guidance.

**The design of tall buildings must:**

1. Carefully consider their impact on the skyline and their relationships with the surrounding context, including their relationship to existing and proposed tall buildings on neighbouring sites and to conservation areas and listed buildings; and
2. Be of exemplary design and high residential quality where new homes are provided; and
3. Make a positive contribution to the local and strategic skyline; and
4. Optimise air quality and pedestrian comfort at ground level by avoiding harmful and uncomfortable environmental impacts such as wind shear, overshadowing and solar glare; and
5. Maximise energy efficiency and prioritise the use of sustainable materials; and
6. Preserve and where possible enhance protected borough views from One Tree Hill and Nunhead Cemetery, and the London View Management Framework (LVMF).

**Reasons**

It is essential that the land use and design of tall buildings work together to achieve high quality design with accessible ground floor uses and comfortable environmental experiences for residents and visitors at ground floor level, such as the parks and squares surrounding the tall buildings. Tall buildings will enable the retention of business workspace while delivering new affordable and market homes, jobs, school places and community facilities. This will free up space at the ground level for streets and parks and a revitalised high street. They will unlock development potential near to new stations and parks, helping to deliver them, and setting the pace for future change.

The most significant number of new affordable homes being built in Southwark is around the Old Kent Road. We recognise that the people who live around the Old Kent Road will need schools and access to employment, doctors and other community facilities. They will also want to visit parks, leisure facilities and shops and move around safely in an environment where they can carry out their daily lives on foot within 15 minutes. In order to provide this amount of housing for local people in this environment we need to build tall buildings. Because they have greater impact and accommodate more people, it is also important to ensure that they provide the highest quality of living environments and convenient access to parks, schools, workplaces, public transport services and other facilities.

The three tier 'Stations and Crossings' tall buildings strategy will ensure that tall buildings are distributed across the area in a manner that is informed by the existing and emerging network of buildings, streets and open spaces. This will result in positive impacts on the townscape, skyline and local and strategic views. It will also ensure there is an appropriate transition in height from the lower surrounding neighbourhoods and provide attractive framing and enclosure to new streets and public spaces. We will require the submission of 3D digital models with planning applications to better understand the impact of proposals.

The Stations and Crossings strategy will also ensure that LVMF view and the protected borough views from One Tree Hill and Nunhead Cemetery are not harmed. As shown in Figure 12, these views cross several development sites, most notably along Mandela Way.



**AAP 9: Character and Heritage****Strategy**

Old Kent Road is characterised by large warehouses, car parks and industrial buildings. Old Kent Road will significantly change as we create new neighbourhoods, streets, parks and squares. We will take care to successfully stitch these into existing neighbourhoods and ensure that treasured elements of the area's local history are conserved.

Change will be influenced by old and new, reusing some of the existing industrial buildings, reinstating buildings back on the high street and incorporating them in new developments to ensure that places are rich in culture whilst celebrating the area's hidden gems.

**Targets****We will:**

1. Retain identified buildings and features of townscape merit and buildings of architectural and historic interest; and
2. Repurpose the listed gasholder no.13 into a feature within a new park and explore its use as an outdoor lido; and
3. Bring the statue of Sir George Livesey back into public view in the newly created Livesey Park; and
4. Designate five new conservation areas in the opportunity area.

**Planning Applications****Development must:**

1. Protect and improve the Old Kent Road's historic fabric by requiring the retention and reuse of buildings and features that add character to Old Kent Road as set out in the sub area guidance; and
2. Conserve and identify opportunities for the enhancement of heritage assets and their settings including listed buildings, conservation areas, buildings and features of townscape merit, buildings of architectural or historic interest as set out in the sub areas and the local list; and
3. Conserve the significance of sites of archaeological interest; and
4. Preserve and where possible enhance the borough views One Tree Hill to St Paul's Cathedral and Nunhead Cemetery to St Paul's Cathedral.

**Reasons**

Old Kent Road's heritage and character make the area distinctive and unique. These features add richness and help define how our residents feel about the area they live in. Some of our residents may have lived here all their lives and witnessed how Old Kent Road has already changed over past decades. Many will feel an attachment and connection to the area. We want to ensure the sense of community and important heritage of Old Kent Road is preserved as the area undergoes significant change.

Much of the opportunity area is currently characterised by large buildings and sites that are impenetrable to pedestrians and cyclists and are in many cases hard to navigate. The new neighbourhoods present an opportunity to improve the area with new resilient block structures that provide streets which make it easy to move around. The retention and reuse of buildings of architectural or historic interest and buildings and features of townscape merit protect and enhance heritage by retaining features that positively contribute to the area and integrate them with the new development.

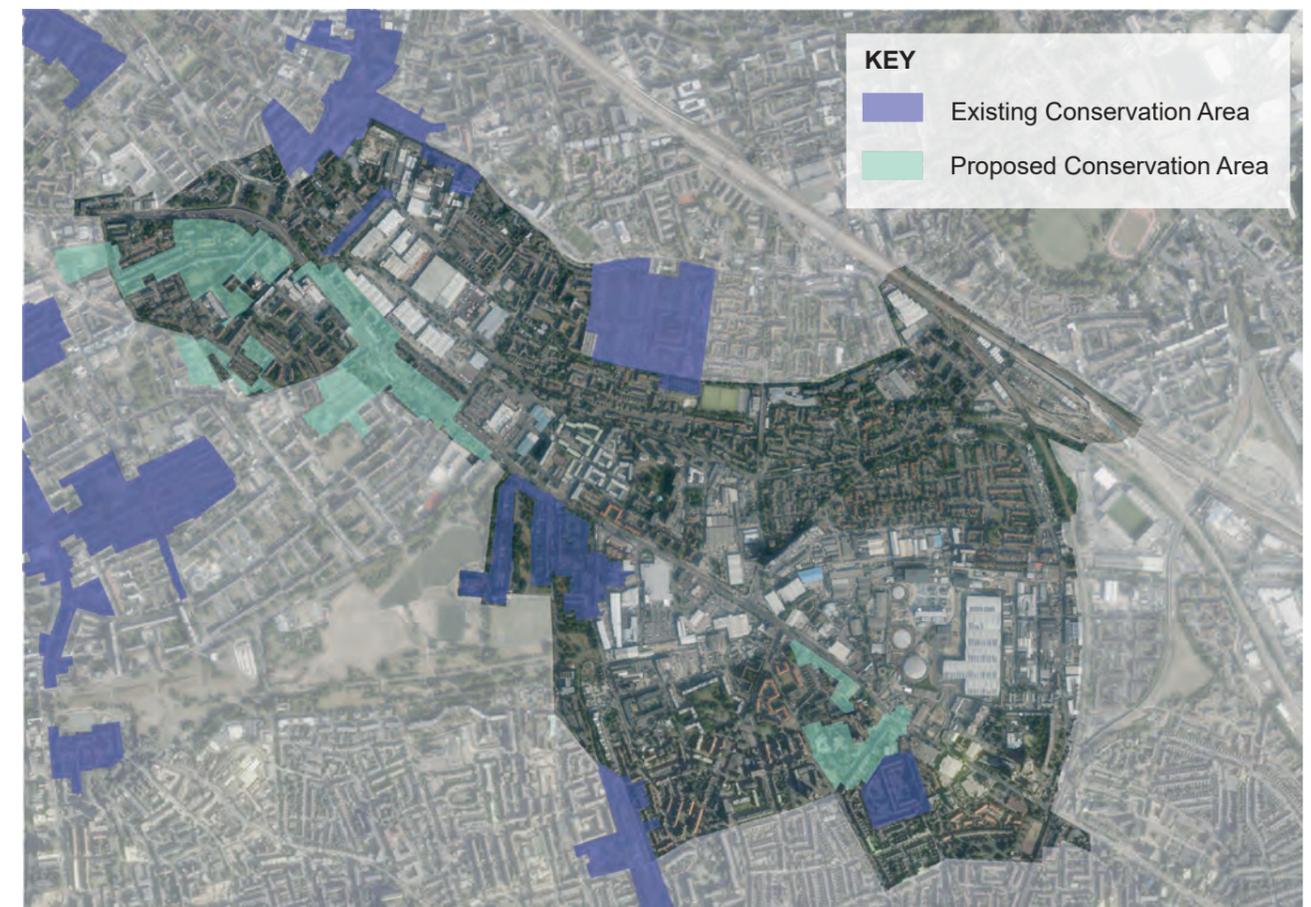
We are conducting extensive research into the industrial and residential history of Old Kent Road and its surrounding neighbourhoods with the ambition of designating five new conservation areas. Three of the existing conservation areas have already been extended.

The high street will be transformed into a bustling shopping centre and behind the main road there will be leisure, shopping, cafes and a health hub on the new spaces and linked to parks and green routes. Some older industrial buildings like the Bottling Factory on Ossory Road or the Space Studios building on Bianca Road lend themselves to reuse as flexible workspace and these will be retained within new developments.

Archaeology is a finite and irreplaceable resource. The archaeology of the Old Kent Road area is covered by a borough designated Archaeological Priority Area (APA) APA1 Northern Southwark and Roman Roads. The APA has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. The London to Lewes Road' follows the route of a second minor Roman road running south towards Lewes.

Significant archaeological remains predominately of prehistoric and Roman date have been discovered along Old Kent Road from a number of sites. These works have identified multi-period archaeological deposits including in situ prehistoric flint-work and Roman settlement and ritual features, as well as Saxon, medieval and post-medieval archaeological deposits.

The area also has a rich social history with evidence of important local industries and activities, for instance the chimneys at Glengall Road and Frensham Street, the cobbled yard at Livesey Place and the connection to George Livesey and the Grand Surrey Canal. Materials for new buildings and places will respond to the Old Kent Road's existing materials, character and heritage, so that the area retains and evolves its own strong sense of place, character and identity.



Conservation Area Map (Figure 13)

**AAP 10: Design**

**Strategy**

We will insist on good design to ensure new buildings and places make a positive and sustainable contribution to Old Kent Road and create vibrant, attractive, healthy, safe and distinguished places where people want to live, work and visit. Old Kent Road is undergoing extensive change and new development will follow the masterplan and detailed design guidance in the sub areas which considers how the existing character, grain and context, the local distinctiveness and industrial heritage of Old Kent Road will be preserved and enhanced. New development will respond to the emerging character and context where planning applications have already been granted, in accordance with the masterplan.

**Planning Applications**

**Development must:**

**Historic features**

1. Incorporate and safeguard buildings and features of architectural or historic interest or townscape significance into the design of new developments as set out in the sub area guidance. The retention of historic street surfaces such as traditional granite sets and cobblestones and features such as industrial chimneys is also identified in the sub area guidance; and



Proposed scheme with retention of original brick facades and industrial chimney, Glengall Road

**Urban Blocks**

2. Deliver the urban design features of the masterplan. This includes the incorporation of new parks, streets and urban blocks, and features shared such as working courtyards, civic squares, pocket parks, rain gardens, amenity and play space; and



New public square proposed at Devonshire Road

**Materials**

3. Use high quality, durable building materials that contribute to a sense of quality and place as set out in sub area guidance. The predominant use of brick or similar materials is strongly encouraged as this is the dominant material used in existing and consented schemes within the opportunity area. The use of brick creates a robust local character that embeds new development within the area's industrial heritage. The use of industrial materials like natural coloured metals or concrete lintels as a framing device to window and door openings, or an expression of the structure of the building should be muted and complimentary to the overall design. Facades should be designed with a depth of detailing that provides a sense of modulation to create visual interest. Typical window and door opening bay details should generally have reveals of a full brick depth (215mm). Lightweight materials such as glass should be avoided; and



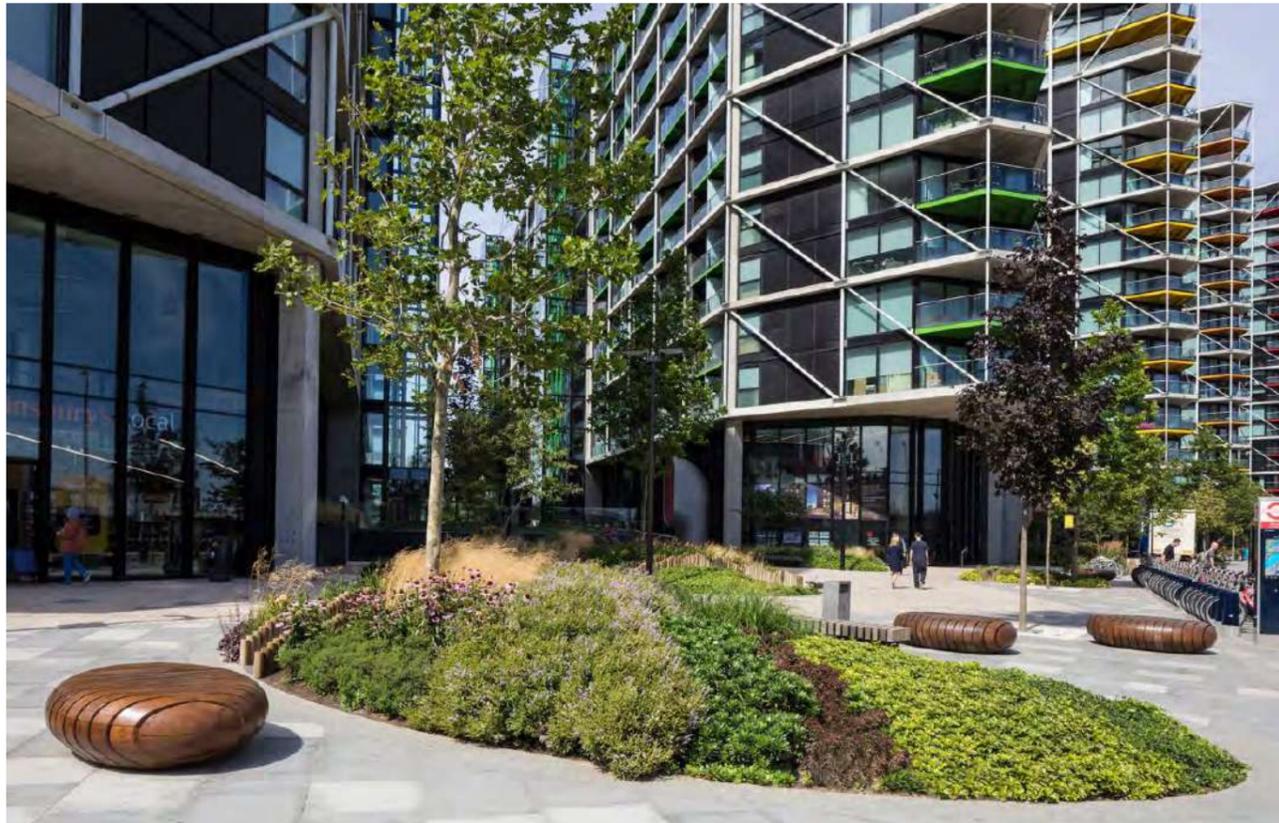
Saxon Court and Roseberry Mansions, King's Cross, Maccreeanor Lavington



Turnmill, Clerkenwell, Piercy & Co

**Ground Floors**

4. Ensure new buildings provide accessible new pedestrian routes through their siting and design, including in some instances public access to ground floors to make new connections, as set out in more detail in the sub area guidance; and



Riverlight, Vauxhall, Gillespies

**Building typologies**

5. Meet the design requirements of the specific building typologies and more detailed design guidance expressed within the sub area guidance including:

• High Street

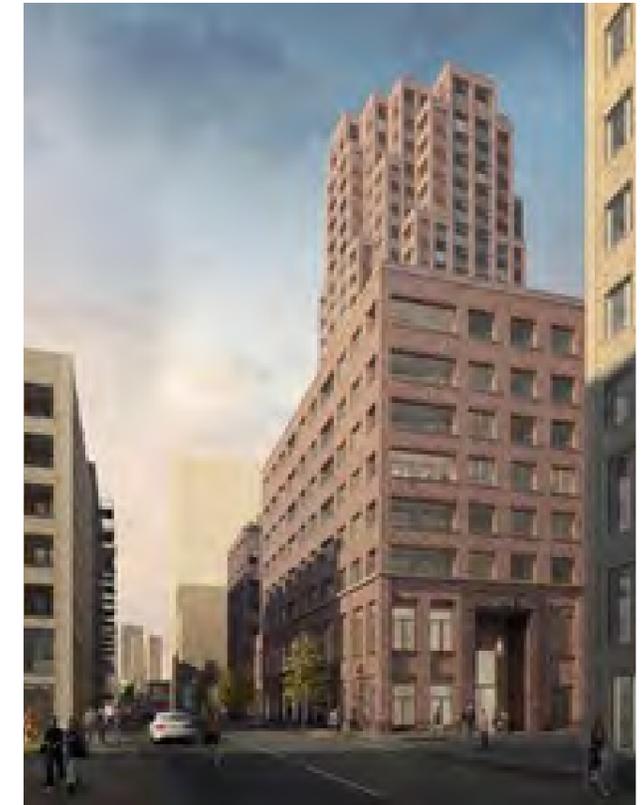
Respond to the high street character of Old Kent Road in terms of rhythm and proportion informed by traditional shop fronts and unit widths. The overall building framework should respond to vertical features which extend all the way down to the street, rather than visually separating upper and lower floors. Buildings may be more sculptural in form, with framed openings and delicate or intricate detailing.



Proposed public squares and shops at 651 Old Kent Road

• Industrial Mixed Use

Provide adequate separation between industrial and residential uses so that both uses can successfully function next to each other. Design podium spaces, residential entrances and domestic windows away from servicing areas and car parks to manage noise, dust and traffic. Include punched window openings into the building fabric, resulting in deep reveals reflecting the nature of uses inside. The industrial element of the scheme should be designed with appropriate floor loadings, and where multi storey provision is proposed a goods lift should be provided of sufficient dimension and lifting capacity to support the proposed use. The goods lift should be easily accessible from the associated servicing area. Larger multi storey industrial uses may require more than one lift. Multi storey industrial uses should be designed to accommodate the heaviest uses at ground floor. The siting of lift and access cores within the industrial elements of the scheme should maximise the potential for the industrial use to be subdivided into smaller units. This will maximise the flexibility of the units and ensure their long term commercial viability.



Double height warehouse below new homes proposed on Ilderton Road

**Sustainable Design**

6. Be designed using sustainable design principles from the outset so that carbon emissions are reduced to achieve a net zero carbon target, and be pleasant and healthy to live in or use. This must include the use of high performing building fabric that reduces energy demand and uses low or net zero carbon heat and electricity sources, such as the SELCHP District Heating Network. Overheating within buildings must be minimised. The efficient use of resources is required in building construction and includes the reuse of existing materials where possible. All new buildings should be designed so its materials can be re-used in future buildings.



The listed gasholder no.13 will be repurposed into a new park and potentially a lido. Parts of the other dismantled gasholders will be reused as sculptures in the Ruby Triangle park.

**Inclusive design**

7. Achieve an exemplary standard of residential design; including accessible and inclusive design for all ages and people with disabilities; and

**Safety and security**

8. Adhere to 'Secured by Design' principles with security measures proportionate to their use and function.

**Connecting communities**

9. Foster a positive relationship of the overall scheme design with existing residential communities and provide benefits for existing local residents. This may include improving routes and infrastructure such as community buildings, public parks, estate open spaces and gardens or community food growing areas.

**Play Space**

10. Provide the highest quality children's play space which should be integrated with landscaping design. As a minimum, the play space should contain provision for wet play, sand play, space to grow plants and food and sufficient seating. Where provision is being made for older children this should include outdoor and/or indoor provision for active uses such as table tennis, and provision for covered seating areas/spaces in which to hang out.



Campbell Cadey play space proposal for 596-608 Old Kent Road and Land at Livesey Place

**Reasons**

Old Kent Road's built environment reflects different periods of design and development embodied within varying building typologies. Businesses and retail can range from high street retail to retail parks and industrial estates. Residential properties in the area can be found within suburban cul-de-sacs, Victorian terraced streets, mansion blocks and housing estates.

The area represents a patchwork of varying urban grains and starkly different characters. Older parts of the area tend to exhibit a finer and tighter urban grain. At the other end of the scale, the area also has large swathes of much coarser and bulkier development. The more modern industrial buildings and out-of-centre style retail units exhibit these characteristics, for example around the junction of Old Kent Road and Rotherhithe New Road. These areas lack pedestrian permeability and limit access to community facilities and between residential communities.

New developments will have a positive relationship with the public realm as set out in the sub area guidance by designing lower floors to directly relate to the street, to create a positive pedestrian experience and developments that link with the existing communities.

Materials for new buildings and places will respond to the Old Kent Road's existing materials, character and heritage, so that the area retains and evolves its own strong sense of place, character and identity.

Schemes will be designed for the diverse communities in Southwark and to ensure accessibility, inclusivity, and interaction, regardless of disability, age or gender, and allow all to participate equally, confidently and independently in everyday activities.

Our aim is to ensure that all new homes are of an excellent standard of accommodation that will contribute to creating healthy and safe places where people of all ages want to live and can thrive. This is especially important for higher density schemes and mixed use industrial development on this scale.

It is also important to address the community's 'fear of crime', whether this is a real or perceived threat, because this also influences people's behaviour patterns and how they interact in public spaces. The open space network and Greener Belt Strategy set out in the masterplan and the sub area guidance has been designed with this in mind. It will encourage physical activity to improve health and wellbeing and thereby improving perceptions of safety. By creating well lit, overlooked spaces opportunities to commit crime as well as fear of crime will be significantly reduced. Creating and maintaining a safe environment is extremely important to people of all ages, and should ensure that existing and new residents as well as people who, work in, or visit can move about without unreasonable concern for their safety.

Well designed play space is crucial to a child's development and play areas can be a focus for people to come together, particularly in high density development.

In promoting mixed use development it is important that the commercial and industrial uses can function efficiently and effectively. Key to that is ensuring the units have adequate vehicle servicing, and goods lift provision in vertically stacked units. Schemes should be designed so that all parts of the commercial floor space have easy access to the servicing areas and should ensure that the routes from service bays to the goods lifts are direct and can accommodate the transfer of standard pallet sized loads.

**AAP 11: Parks and Healthy Streets — The Greener Belt**

**Strategy**

We will ensure Old Kent Road becomes greener with more parks, tree lined streets, green routes and multi-functional public spaces for both residents and visitors. These will provide more opportunities for walking, cycling, meeting and sitting, as well as creating more recreational, educational and sporting activities.

The 'Greener Belt' strategy is designed to link Southwark's major parks and those in Lewisham and Lambeth through the creation of new parks and routes. These spaces will be well designed, safe and accessible and help foster inclusive communities. Play facilities will also be provided for children of all ages to enjoy.

**Targets**

**We will:**

1. Increase the amount of public open space from 15 hectares to at least 25 hectares, rising to 30 hectares by 2045; and
2. Plant 3000 new trees; and
3. Transform Old Kent Road to become a Healthy Street by 2036, by prioritising pedestrians and cyclists, retaining existing and planting new trees, improving crossings and reducing noise pollution through using acoustic road surfaces; and
4. Create four new major parks at Mandela Way, Livesey Park, Surrey Canal Park and Frensham Street Park and repurpose Marlborough Grove and Verney Road into new park spaces; and
5. Ensure every home is within 280m of a public park; and
6. Improve the quality of existing parks so that all parks meet Green Flag standards; and
7. Re-landscape wide pavements at Rolls Road and Rotherhithe New Road to provide raingardens (sustainable urban drainage), greater biodiversity and a healthier street environment.

**Planning Applications**

**Development must:**

1. Provide new public open spaces as shown on the masterplan and in the sub area guidance. The new public open space must have good levels of sunlight and microclimate conditions; and
2. Provide private amenity space, communal amenity space, public open space and child play space in accordance with the criteria in Table 3. Where a shortfall in private amenity space occurs this should be added to the communal space requirement. If this private and communal amenity space can not be met on site a financial contribution will be required; and
3. Provide 5sqm public open space per dwelling. New public open space must be provided in the locations identified on the masterplan. Sites where a new open space is not identified must provide a financial contribution instead; and
4. Provide children's play facilities for a range of ages in accordance with the projected child yield arising from the development as determined by the GLA child yield calculator. Child play space should be on ground or low level podiums. At podium level the space should be accessible to all tenures of residential within the development. At ground floor level the play space should also be publically accessible. Play provision within communal amenity areas must be provided in addition to the communal amenity space requirement. The children's play facilities must be provided in addition and separately from the public open space provision except where a public open space is proposed. In this instance, child play space for ages 5+ may be provided on the public open space and may count towards the child play space provision. Any shortfall on site must provide a financial contribution instead; and

5. Provide temporary routes through sites in phased developments; and
6. Integrate identified retained heritage assets identified on the masterplan and sub area guidance into new park landscaping; and
7. Improve the landscaping of immediately adjacent council estates in consultation with residents in line with the Greener Belt strategy.

**Reasons**

Providing new parks, building new play areas, greening roads, planting more trees and improving existing parks is essential to improving the physical and mental health of our residents. Children growing up in Old Kent Road should benefit from access to a range of play facilities for all age groups. New developments need to be providing ample outdoor amenity spaces and ensure children can play safely near their family home. The network of new parks and streets will improve movement of people and create places for people to dwell, relax, play and to exercise.

Old Kent Road is currently an area of open space deficiency. We have calculated that 5sqm of public open space per dwelling in addition to new children's play space and new green routes are essential to address this deficiency and provide a healthy place to live for existing and future residents. We have prepared detailed masterplans showing how this open space will be central to the character, layout and design of new neighbourhoods. Parks should have good levels of sunlight.

Good quality open spaces can make a significant contribution towards health and wellbeing. Green spaces have a positive effect on the health of the population helping to reduce stress, provide formal and informal opportunities for physical activity, sport, and play and provide environments for relaxation. The population within Old Kent Road is expected to double by 2036. Public open space is therefore becoming increasingly important as residential densities will increase. Some sites are identified as making contributions through the provision of land for open space, others will make contributions primarily through financial contributions in S106 agreements. Any financial contributions for shortfalls in private/communal amenity, public open space or play space will go towards providing new or improving existing public open space or play provision in the opportunity area. Existing spaces, including larger parks are also essential to provide leisure activities and habitats for wildlife. Green links will offer an attractive cleaner air option to walk, cycle or run. They will improve accessibility for residents in existing and new neighbourhoods with schools, workplaces, homes and leisure activities.

**FACT BOX**

**Table 3 | Minimum requirements for amenity and open space provision in the Old Kent Road Opportunity Area**

	Private Amenity Space	Communal Amenity Space	Public Open Space	Children's Play Facilities 10 Units + Only
Houses	50sqm  10m in length and should extend across the entire width of the dwelling.	N/A	5sqm per dwelling  Where identified as doing so in the masterplan the development should provide new public open space. Where a scheme is not identified as providing public open space, or where the masterplan area falls short of 5sqm per dwelling a financial contribution will be required.	10sqm per child  Broken down by age group 0-5 5-11 12+
Flatted Development	10sqm minimum for 3 or more bedrooms  10sqm for 2 or less bedrooms if possible  To count towards private amenity space, balconies must be a minimum of 3sqm.	50sqm per block  Additional communal amenity space is required where minimum private amenity space requirements are not met.		As per GLA Child Yield Calculator

### Parks and Recreation Strategy

We will develop a detailed “Parks and Recreation” open space strategy in consultation with local communities. This will include detailed landscaping design and public facilities that will be delivered in each new park. The sub area guidance provides more detail on how the existing and new parks will connect and achieve the Greener Belt strategy.

### Old Kent Road Parks and Spaces

The Old Kent Road is situated between two of Southwark’s largest parks, Burgess Park and Southwark Park. The Quietway 1 cycle route passes through Bridgehouse Meadows in neighbouring Lewisham borough. Within the opportunity area there are a number of smaller neighbourhood parks which provide space for relaxing, play and nature. These provide 15ha of open space. Recent open space designations for Pat Hickson Gardens, Northfield House Wildflower Meadow and extensions to Salisbury Row Park and Caroline Gardens result in an additional 1ha.

#### Southwark Park (Metropolitan Open Land and Site of Importance for Nature Conservation)

North of the area Southwark Park is a traditional Victorian city park with gardens, greens, a bandstand, boating lake and a range of sports facilities. Key green routes will link the north of Old Kent Road and South Bermondsey to Southwark Park.

#### Burgess Park and Surrey Canal (Metropolitan Open Land and Site of Importance for Nature Conservation)

The largest park and destination for outdoor sports and cultural events in the north of the borough opens on to the Old Kent Road. The park is also a haven for nature. We are delivering a masterplan to enhance the park, making it more attractive and accessible and improving facilities for sports and leisure. We will improve the access and entrance to Burgess Park from Old Kent Road by improving the crossings of Old Kent Road and providing a network of open spaces through the Tesco and Southernwood retail park.

#### Leyton Square (Borough Open Land)

This park is being refurbished as part of our promise to have a top quality playground in every neighbourhood.

#### Brimmington Park (Borough Open Land)

The western half of the park is a green and tranquil space for local residents. The eastern half has outdoor sports courts that we are exploring how to turn into a football hub. Cycle routes will be improved from through Brimington Park across to Ilderton Road.

#### Bird in Bush Park, Bramcote Green/Varcoe Road Nature Garden, Galleywall Road Nature Garden (Borough Open Land and Sites of Importance for Nature Conservation), Salisbury Row Park, Paragon Gardens (Borough Open Land) Swan Mead, Pat Hickson Gardens, Evelina Lowe Nature Garden, Northfield House Wildflower Meadow, Paterson Park and Bramcote Play Area

Neighbourhood parks with green space, play facilities for residents and nature areas.

#### Caroline Gardens (Borough Open Land)

Historic gardens in the setting of the Victorian almshouses and the Asylum chapel. These will remain a private rather than a public space.

#### Bridgehouse Meadows (in Lewisham)

A large grassy meadow on high ground bordered by trees and wildflower banks popular for informal recreation.. It is hidden away to the east of Ilderton Road but has views over the Old Kent Road area and is connected to the Quietway 1 cycle route.

### New Parks and Spaces

The masterplan will deliver a total of 9ha of new parks, civic spaces, green routes and raingardens alongside roads. The new parks will deliver around 7ha of newly designated open space. When the new open spaces are completed and open to the public, these will be designated as new formal open spaces in accordance with the open space designations criteria for Metropolitan Open Land, Borough Open Land or Other Open Space. In the longer term (up to 2045), additional open space may be provided at Bricklayers Arms and the Integrated Waste Management Facility sites to meet the target of 30ha overall. We have already identified some land within the substation that can be integrated into the park. We would extend that principle into the Integrated Waste Management Facility. We are looking to close the junction of Devon Street with Old Kent Road and adding that part of the road to the park.

#### Surrey Canal Park East and West including parks at Malt Street, Frensham Street and Canal Grove Cottages (1.79 ha)

The historic route will be reimagined as a green corridor crossing the Old Kent Road. It will link new neighbourhoods to Burgess Park in the west and eastward towards Canada Water and Deptford. On either side of the corridor will be outdoor green rooms, each with their own character designed for people to play

#### Mandela Way Park (1.45 ha) and park at Ruby Triangle (0.53 ha)

These green parks for workers, residents and pupils of new schools will provide quiet and natural spaces and neighbourhood play areas.

#### Stables site (0.08ha)

Currently designated as Other Open Space, the area is presently in use as a car park and horse paddock and is not in public use. Redevelopment of the site will create a new public open space with the potential for community food growing. Links to cycle Quietway 1 will also be created from the site.

#### Livesey Park (1.37ha)

The listed gasholder no.13 will be the centrepiece to a new leisure destination. We will explore the potential to use the gasholder as an outdoor lido.

#### Pocket Parks: car park opposite Tesco petrol station (0.11ha), Devonshire Square, (0.29ha), Ossory Road and Asda (0.27ha), McDonalds (0.14ha) Selco (0.19ha) and Aldi (0.09ha)

Smaller parks with places to sit, rest, play and enjoy the outside.

#### Marlborough Grove (0.29ha)

Reduced traffic, shared surfaces, planting and opportunities for a running track and pond to encourage biodiversity will turn this street into an attractive and safe environment for residents and the pupils of Phoenix Primary School.

#### Ruby Street and Murdock Street

These streets will be closed to traffic and form part of a pocket park (0.04ha) with the rear of the KFC site and a pedestrian route to Gasholder Park.

#### Hatcham Road (0.09ha)

A commercially focused park opening up the neighbourhood with planting, seating and a new east-west walking and cycling link.

#### Rotherhithe New Road, Verney Road and Rolls Road

Raingardens and greening on wider pavements will help improve sustainable urban drainage.

#### Civic Spaces

Tube stations will open on to new civic spaces will be part of the high street environment on Old Kent Road which will help disperse air pollution.

Parks, Streets and Open Spaces – The Greener Belt (Figure 14)



KEY			
	Cycle Quietways		Existing Borough Open Land
	Proposed Cycle Routes		Existing Other Open Space
	Existing Metropolitan Land		Proposed Open Space and Urban Greening

**AAP 12: Cleaner, Greener and Safer****Strategy**

We will ensure Old Kent Road becomes cleaner, greener and safer by protecting our heritage and environment, requiring the highest environmental and safety standards, and creating fantastic new places with sports and leisure facilities and environments that are fun, safe, easy to get to and enjoyable. One of the most effective ways is to make walking, cycling and public transport the most convenient, safe and attractive way to get around. We will also protect and improve our network of open spaces, trees and green corridors along with the use of urban greening to reduce flood risk and improve air quality. We have a bold strategy for managing water across the whole opportunity area. The Integrated Water Management Strategy (IWMS) identifies how integrated measures can help reduce sewer constraints and manage increased demand for water. We will use sustainable drainage to reduce water and sewer system stress. We will promote the use of innovative techniques to reduce surface water run off and reuse water sustainably. This will be achieved by utilising Sustainable urban Drainage Systems (SuDS) in accordance with the London Plan drainage hierarchy.

**Planning Applications****Development must:**

1. Promote biodiversity through the planting of indigenous plants and flowers, and b-lines to create a rich habitat for bees and other wildlife; and
2. Utilise urban greening to improve air quality and choose appropriate types and design of tree planting to provide shade and green public spaces; and
3. Address the impact of noise through the lifespan of development, particularly developments fronting the Old Kent Road and other noise sources; and
4. Be designed in line with the Agent of Change principle to ensure that established noise and other nuisance-generating uses may continue to successfully operate; and
5. Ensure buildings and sites are designed to ensure the successful operation of different land uses within the same building or site, in terms of noise, vibration, dust, light and other impacts; and
6. Ensure all buildings are designed that existing pollution sources are addressed so that building users are not harmfully impacted; and
7. Not create pollutant hotspots on site or adjacent sites. This must be demonstrated by 3D dynamic modelling. Where it is not feasible to avoid pollutant hot spots, we will require mitigation using zero and low carbon measures; and
8. Respond positively to the air quality improvements required in existing and planned School Superzones and Low Emission Neighbourhoods; and
9. Ensure that surface water discharges are limited to greenfield run off rates, with 100% of attenuation provided on site. There should be a preference for green over grey features, in line with the drainage hierarchy:
  1. Rainwater use as a resource (for example rainwater harvesting, and blue roofs for irrigation);
  2. Infiltration techniques to the ground;
  3. Rainwater attenuation for gradual release through features such as green and blue roofs, rain gardens, tanks, and ponds;
  4. Rainwater discharge direct to a watercourse (unless not appropriate);
  5. Controlled rainwater discharge to a surface water sewer or drain;
  6. Controlled rainwater discharge to a combined sewer.

Where it can be demonstrated that it is not feasible to provide 100% of the attenuation volume on site to achieve greenfield run off rates, a minimum of 70% of the attenuation should be provided. In such cases, a payment to the Council will be required to offset the shortfall.

10. Investigate and deliver communal Sustainable urban Drainage Systems (SuDS) across multiple sites in accordance with the Integrated Water Management Strategy; and

11. Reuse grey water to reduce potable water use.

**Reasons**

The increase in development could be a risk to the environment so we have an ambitious environmental strategy to create opportunities for using environmental technology and design to create a place with environmental excellence. Development needs to respond to global warming and the impacts this will have on residents, especially those who are more vulnerable. These measures are fundamental for helping to tackle the Climate Emergency.

Design of the public realm is also crucial in adapting to global warming, spaces should provide shade and places of rest for residents to make spaces more accessible for all. Land uses should be compatible to reduce externalities for neighbouring occupants. Due regard should therefore be given to established noise and other nuisance generating uses, The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development.

The Integrated Water Management Strategy (IWMS) identifies sewer capacity constraints in the Old Kent Road opportunity area. The Old Kent Road is served by water providers located in areas classified as seriously water stressed. Water restrictions have been imposed in London during 2006 and 2012. Two dry winters could result in a drought across London. In response to this, measures have been taken in Old Kent Road to reduce water stress by using water more sensitively and efficiently, including the reuse of grey water and rainwater. Sustainable urban Drainage Systems (SuDS) are the preferred measure to minimise surface water run off rates and volume to alleviate pressures on the sewer network which may contribute to flooding problems.

Greenfield run off rates are calculated on a site by site basis taking into account all events up to (and including) the 1 in 100 year flood event with an allowance for climate change. It is best practice that the greenfield run off rates be onsite to alleviate this pressure. For sites where the calculated run off rate is not feasible, the minimum rate expected is 2 litres per second per hectare. In these cases, we expect developers to deliver at least 70% of the attenuation storage volumes required to achieve greenfield run off rates on site and an offset charge will be levied against the shortfall in attenuated storage which cannot be provided on site. The offset fund will focus on delivery of SuDS projects inside the Old Kent Road opportunity area and will improve public spaces and highway land to accommodate green and blue infrastructure.

There are secondary benefits of SuDs surrounding biodiversity, habitat protection and conservation. Green and blue infrastructure and SuDS such as bio-retention systems, swales, permeable paving, green roofs, green walls, tree planting and pavement rain gardens can help improve biodiversity and improve water quality by removing pollutants. This cleansed water could then be re-used within the development rather than discharged into the sewer network, further reducing flood risk. Along with new tree planting, this contributes to improved air quality.

**FACT BOX**

**Agent of change** The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

**Greenfield Run Off Rates** The surface water run off regime from a site before development.

**Raingardens** are gardens that can soak in and absorb rainwater run off and is planted with native species.

**Sustainable urban Drainage Systems (SuDS)**

Sustainable drainage systems are an approach to surface water management that combines a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

**Old Kent Road Integrated Water Management Strategy (IWMS)**

A comprehensive Opportunity Area-wide study that creates an integrated, sustainable vision for how water should be managed, and ensure flexibility and adaptability to support the varied phasing and delivery programmes. The Strategy sets out a clear framework for developers and stakeholders to mitigate the risks of increased pressure on water usage and sewage usage.

**AAP 13: Best Start In Life****Strategy**

We will give all our young people the best start in life in a safe, stable and healthy environment where they have the opportunity to develop, make choices and feel in control of their lives and future. We will bring a new university, and other higher and further education facilities to the Old Kent Road. We will continue to provide good and outstanding schools which have sports, art and leisure facilities which are accessible to the local community.

**Development must contribute to:**

1. The provision of new childcare places including nurseries; and
2. The expansion of existing primary schools to provide the equivalent of 9 new forms of entry; and
3. The co-location of nursery schools and primary schools with older people's accommodation; and
4. The expansion of secondary schools including one new 6-8 form of entry secondary school and one sixth form and shared indoor sports facilities off site at Ruby Triangle; and
5. New and improved higher and further education facilities; and
6. Improving school grounds and outdoor areas for children including habitat and growing areas to encourage children to learn more about nature.

**Development of new and existing schools must:**

1. Be in line with DfE Building Bulletin 103 standards and other published ESFA and Southwark guidance for good school design; and
2. Be far enough away from main roads to protect children and young people from air pollution; and
3. Have a siting and orientation that allows the school to have an architectural presence and make a positive contribution to the local environment; and
4. Have good sized pupil entrances that provide a sense of welcome, are located away from residential entrances and major traffic junctions; and
5. Consider safeguarding and privacy of residential homes and school facilities; and
6. Provide for flexible, well connected spaces with good natural light, air and a feeling of occasional height in internal teaching spaces; and
7. Provide high-quality external space specific to the learning and development needs of pupils attending the school, from EYFS right through to KS4; and
8. Ensure that indoor and outdoor facilities are available for community use.

**Reasons**

Every child has the right to live in a safe environment and we want to ensure every child has the best services that facilitate their wellbeing throughout their lives. To do this are investing in our local schools and we want to improve school grounds which will enable the best physical environments for children to grow and learn. We want to ensure a child's lived experience in Old Kent Road is a positive one. This includes their journeys from home to school, to the playground, to the park and to the town centres. With excellent school design and outdoor play we want Old Kent Road to become the place of choice for parents and carers to raise their children.

We will encourage excellent local universities, further and higher education, alongside secondary schools and sixth forms to create links between the schools and local businesses. The intention is to offer local children more varied

educational routes, which will include apprenticeships and work experience.

To achieve this we need to expand university, further and higher education provision, pre-school care, existing schools, as well as provide new schools. The criteria for improvements will also be required to support those with special educational needs. In response to the projected numbers of children moving to the Old Kent Road, the school expansions are necessary in order to meet our statutory duty to provide sufficient school places.

New nurseries and other childcare are required to enable parents to work as there are an estimated additional 300 spaces required. Local sports and play space is important for children of all ages to enable them to develop, stay fit and have fun. Figure 15 shows the locations of our current schools in the local area and proposals for the location of new schools.

Designing schools effectively is important to provide productive learning and playing environments as part of the local places. Schools are great community hubs for pupils, parents and teachers and they can create income for the school. Community use can build a local community presence and identity and makes local sports facilities accessible for local residents and workers. There is scope to develop intergenerational benefits from the co-location of older people's housing with nursery schools and primary schools and this is something we will explore with developers and on our own landholdings.

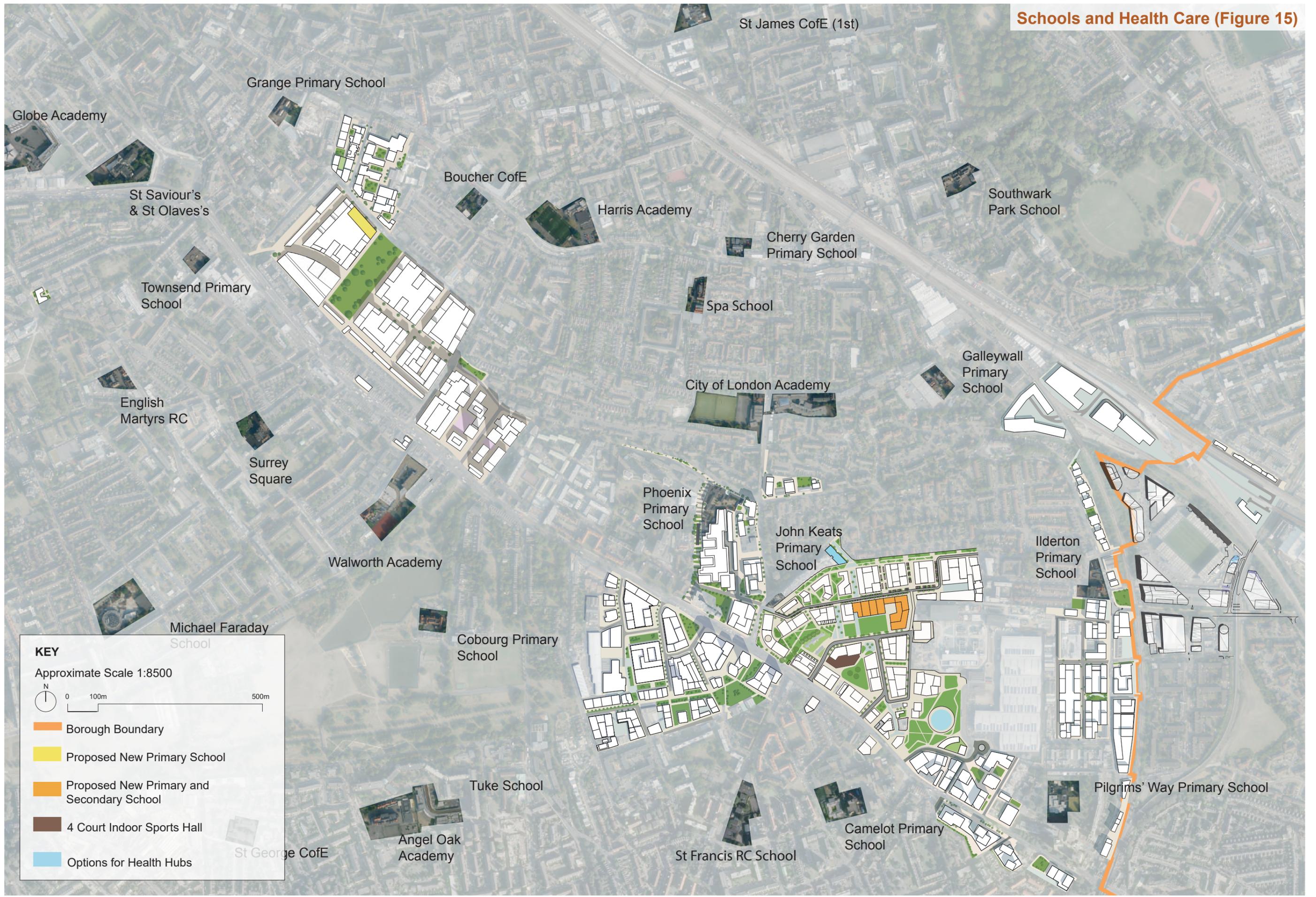
The ability of pupils, especially in primary schools, to move freely between internal teaching areas and the outdoors should be maximised in design so there is a feeling of light and air. Research has shown that freedom of movement in schools aids teaching and learning. It is essential for children and young people of all ages to spend time outside.

The Government's Building Bulletin BB103 sets out the guidance for minimum area standards. It is important to meet these area standards as they are used by the Government to decide whether or not to support a free school or academy projects and give funding to a sponsor.

In order to deliver school accommodation to support the areas growing population the council has purchased the secondary school site on Sandgate Street as shown on the masterplan. We have explored initial options for the delivery of the school however this will be kept under review with respect to the demand for school places in the future. The new four court indoor sports hall on the Ruby Triangle site would be managed and operated by the Council and would operate as a shared facility for the new school on Sandgate Street.

Old Kent Road has been shortlisted for the Future High Street funding, and we are keen to develop a Further Education/Vocational training centre at the Council owned site at 731-733 Old Kent Road. This would include refurbishing a historic building and potentially opening a community pub that would offer training in the hospitality sector. We are also exploring the possibility of providing a Further Education facility on the Curry's/PC World site, which is also now owned by the Council.

The libraries in and around the opportunity area at Peckham, Canada Water, The Blue, New Cross and the new library planned for Thurlow Street provide good coverage in meeting current needs. The libraries in and around the opportunity area at Peckham, Canada Water, The Blue, New Cross and the new library planned for Thurlow Street provide good coverage in meeting current needs.



**AAP 14: Child and Youth Provision****Strategy**

We will ensure that young people's needs are a key priority throughout the regeneration of Old Kent Road. Children and young people will be able to access local social and physical infrastructure and this will be achieved through the provision of inclusive access to cultural activities, parks and open spaces, libraries, and new youth facilities. The design of spaces and routes in Old Kent Road will enable young people to move through the area independently and safely.

We commit to providing opportunities for children and young people to get involved with planning and regeneration to have a say in the future of their area.

We will continue to work with existing schools, Construction Youth Trust, Southwark Works, Southwark Construction Skills Centre and Southwark Young Advisors, whilst seeking further opportunities for youth engagement.

**Targets****We will:**

1. Deliver a state of the art youth facility in line with the council's vision as set out in our Youth Strategy; and
2. Work with developers to provide a new four court indoor sports hall at Ruby Triangle; and
3. Provide new youth facilities at 231 Old Kent Road, Frensham Street and the Tustin Estate. These will be delivered and managed jointly maximising access to the widest variety of shared facilities and resources; and
4. Provide new and improve existing indoor and outdoor youth and sports facilities; and
5. Increase child and youth friendly public open space and play space.

**Planning Applications****Major development must:**

1. Contribute to new or improved youth facilities through the provision of buildings, physical space, land or mentorship programmes; and
2. Provide accessible and affordable youth facilities; and
3. Enable the freedom of children and young people to occupy and move around the public realm independently.

Where it is not feasible to provide youth facilities on site, a financial contribution will be required to improve existing or provide new youth facilities or programmes. This may include improvements to child and youth play space at Brimington Park, Burgess Park, Leyton Square and new youth facilities at Frensham Street and the Tustin Estate.

**Reasons**

Old Kent Road has the highest proportion of children and young people in the borough, with just over 25% of the population under 18. By 2030 the number of people under 18 in Southwark is projected to increase by 7,600, with some of the largest increases expected in Old Kent Road. It will be crucial that regeneration in Old Kent Road is supported by the delivery of a broad range of youth facilities, including the creation of a child and youth friendly city which supports independent mobility, safety and active and healthy lifestyles. As children grow up in Old Kent Road, we want to ensure they experience the best facilities for play, socialising and learning in a safe environment.

Development in Old Kent Road should build on projects such as 231 Old Kent Road, Brimington Park

improvements, and the creation of a new sports centre as part of the Ruby Triangle development. At 231 Old Kent Road the council are providing the premises and developers are contributing to the revenue cost of running the service and the capital cost of fitting out the property. Two new youth facilities are also proposed on council owned land at Frensham Street and the Tustin Estate where revenue and capital funding will be provided by developer contributions. At Ruby Triangle the developer is funding the delivery of the indoor sports hall. To ensure social regeneration benefits all ages, all development will be expected to contribute to youth facilities or programmes.

The provision of youth facilities as part of new development in Old Kent Road is an additional requirement to the policies requiring the provision of child play space for under 18's and providing employment and training for local people. We expect development to provide on site youth facilities where this is feasible in key large development sites, in consultation with the council and the local community. Other major development sites will need to contribute by providing specific programmes for mentorship, training or jobs for young people. Where financial contributions are appropriate instead, these will be used for improving existing youth facilities or existing mentorship programmes. The provision of youth facilities as part of new development in Old Kent Road is an additional requirement to the policies requiring the provision of child play space for under 18's and providing employment and training for local people. We expect development to provide on site youth facilities where this is feasible in key large development sites, in consultation with the council and the local community. Other major development sites will need to contribute by providing specific programmes for mentorship, training or jobs for young people. Where financial contributions are appropriate instead, these will be used for improving existing youth facilities or existing mentorship programmes.

**AAP 15: Sub Area and Site Allocations****Strategy**

We have designated 18 site allocations in the Old Kent Road area comprising 72 hectares of land that can be redeveloped. We are retaining 28 hectares of Strategic Protected Industrial Land (SPIL) that has the potential for industrial intensification. The plan is split into five sub areas representing a local approach to the design and phasing of development in each area (Figure 18).

**Planning Applications**

Site allocations within the sub areas have been designated on the Adopted Policies Map. Planning permission will be granted for proposals in accordance with the Adopted Policies Map, site allocations and sub area masterplan.

The 'required land uses' within the site allocations must be included. Planning permission may be granted for 'other acceptable land uses' provided that it is demonstrated that development of the 'required land uses' is not compromised.

A temporary planning permission may be granted to allow good use to be made of a vacant site prior to the commencement of a permanent scheme.

**Reasons**

Some of the site allocations are areas where land ownership is very fragmented and some businesses have long leases on their premises.

The estimates of capacity are approximate but over the plan area show that 20,000 homes and an additional 10,000 jobs can be accommodated.

Innovative designs and creative masterplanning will ensure that the improvements to, and creation of, new places will mix new homes, work places and shops all linked to each other and Old Kent Road, which existing and new residents and workers find inspiring and enjoyable.

Old Kent Road – A Part of Central London (Figure 16)



Indicative building heights and locations provided for illustration only



Bermondsey Spa Gardens

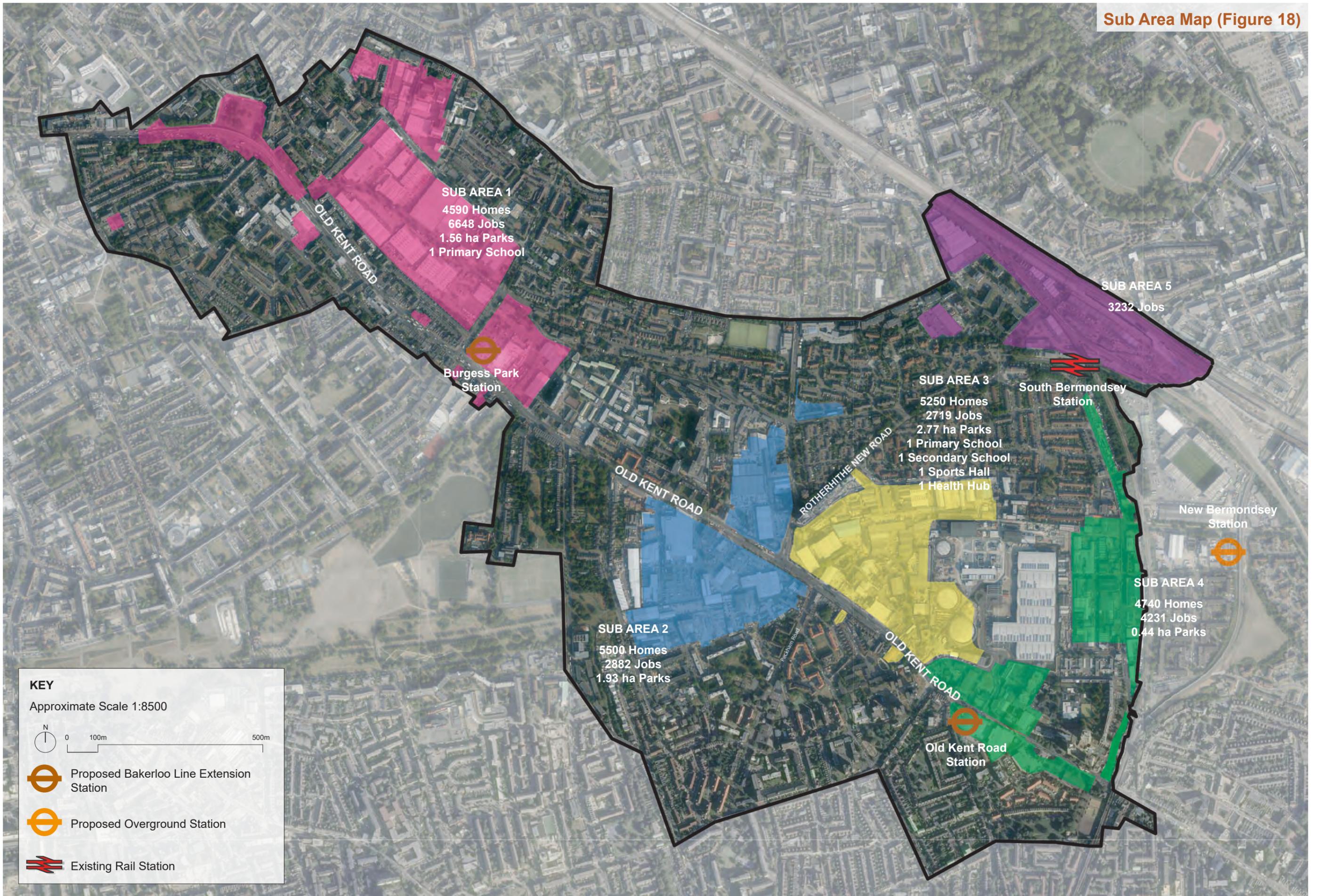
Paterson Park

Southwark Park

Burgess Park

Brimington Park

Sub Area Map (Figure 18)



**KEY**

Approximate Scale 1:8500



Proposed Bakerloo Line Extension Station

Proposed Overground Station

Existing Rail Station

**SUB AREA 1**

**MANDELA WAY,  
CRIMSCOTT STREET  
AND  
OLD KENT ROAD  
(NORTH)**



# HISTORY

Old Kent Road has a history stretching back some 2,000 years. Initially a Roman road, Watling Street, connecting London and the south-east, it became renowned in medieval times as part of a major pilgrimage route to Canterbury. St Thomas-a-Watering, mentioned in Chaucer's Canterbury Tales, marked the point at which the Earl's Sluice crossed Old Kent Road at today's Shorncliffe Road and Tesco store. For a long time the Earl's Sluice marked the boundary between Kent and Surrey, before being culverted and incorporated into London's sewer network in the early 19th century. Earl Road which ran across the Tesco store site was home to a local street market.

In the 19th century, as London grew out along its radial routes, terraced houses, schools, churches, pubs, gardens and industry were built on farmland either side of the road. Shops were subsequently built on the front gardens of town houses to form the high street. A major railway was opened in 1844 terminating in Bricklayers Arms station, which was later converted to a goods depot and carriage sidings in 1852. Victorian and Edwardian industrial buildings can still be seen at the Rich Estate and Crimscott Street, as well as early social housing at the Peabody courtyard tenements.

The railway had declined by the 1970s, was closed in the early 1980s and was redeveloped as the Mandela Way Industrial Estate which opened in 1984. All of the original railway buildings were cleared with the exception of the goods yard boundary walls and the railway cottages on Pages Walk. This only partly removed of the physical barriers between Bermondsey and Walworth, as the large industrial sheds (designed by Roger Zogolovich) that replaced them retained the essentially enclosed and inward looking character of the railway yard. Consequently Dunton Road remains one of the only links from Old Kent Road to Bermondsey and the north of the borough. At the same time the council developed cul-de-sac low rise housing estates on the former railway sidings to the east. This was in part a reaction to the brutalist modernism of the Heygate and Aylsebury estates that had proceeded them in the 1960's and 70s.

Post-war planning also saw the creation of council housing estates with green landscaping, the Bricklayers Arms junction and flyover and Burgess Park. The park was named after Southwark's first female Mayor Jessie Burgess and was originally shown in The 1943 County of London Plan as occupying both sides of Old Kent Road. Unlike most other London parks it was created as a result of the demolition of houses, industries and transport infrastructure. In the 1990s, functional out-of-town retail warehouse units with large areas of car parking were built for the Tesco supermarket at Dunton Road and other shops in the Southernwood Retail Park.



Old Kent Road



# THE AREA TODAY

The north end of the Old Kent Road contains the area's oldest buildings and local shops, services and restaurants, serving a wide range of food. The Thomas a Beckett pub, famous for its boxing gym, overlooks the eastern entrance to Burgess Park, the largest open space and leisure destination in the north of the borough. Opposite the park, the Tesco supermarket and retail park draw shoppers from Old Kent Road and surrounding areas. Presently the retail stores, car parking and the road gyratory on Dunton Road, Humphrey Street and Mandela Way create an unattractive environment, particularly for people walking and cycling. The high street also suffers from air and noise pollution from traffic.

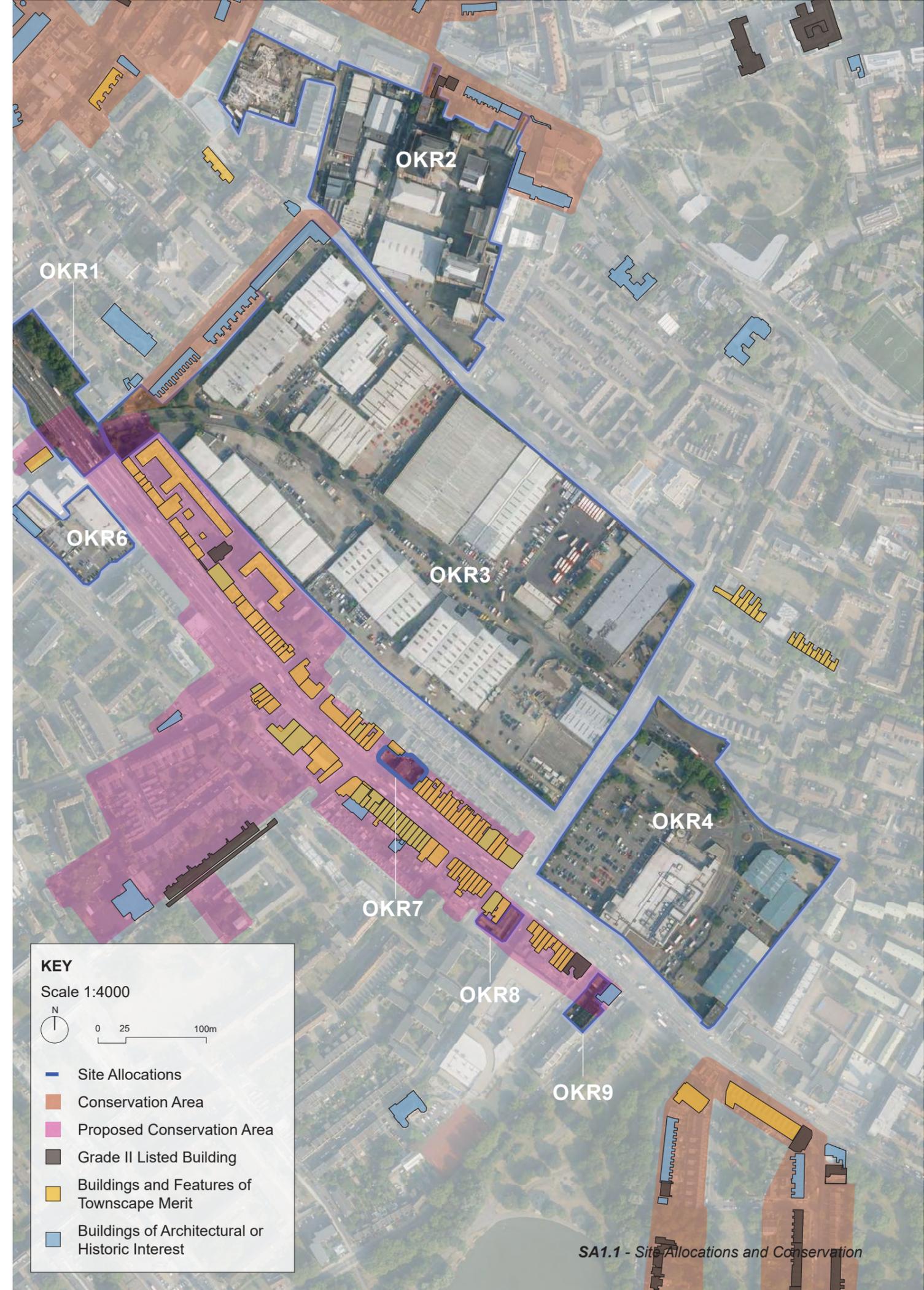
North of the Old Kent Road, traditional industry has largely been replaced by high value storage and distribution uses serving central London, including specialist art storage for the Tate. The Mandela Way estate sees 24 hour traffic of heavy goods vehicles and delivery vans. The former Czech army T-34 tank at the junction of Mandela Way and Pages Walk is a local landmark. In the older industrial sites at the Rich Estate and Crimscott Street creative businesses have been established in recent years, taking advantage of being on the edge of central London. The original western entrance to the Bricklayers Arms railway depot is still visible at the end of Hendre Street. It now forms the entrance to a narrow footpath that crosses the Mandela Way Industrial Estate, from East Street to Willow Walk. It is a poorly overlooked and is not a particularly secure route. The entire Mandela Way Industrial Estate, which is still contained in part within its historic walls, has an enclosed and inward looking character set apart from surrounding communities and the high street. Quietway 1 is a major cycling route running along tree lined Willow Walk on the northern edge of the industrial estate.

Surrounding residential neighbourhoods are of a mixed character with late 20th century council housing on the Harold, Setchell, Astley and Longfield estates as well as new council homes on Willow Walk. There are older Victorian terraces to the west of Old Kent Road and on Pages Walk, where historic railway buildings are also found. East Street connects Old Kent Road to Walworth and the new neighbourhood being created at the Aylesbury Estate but Old Kent Road is not presently easy to cross at that point.

The longest surviving historic section of the high street contains smaller shop units that support a rich diversity of small business uses that serve the areas diverse ethnic mix. The council has opened a community hub at 231 Old Kent Road, and the East Street library and the Walworth Living Room on Surrey Square all provide community space. There is the potential for a new conservation area to be designated in this part of the high street.



Old Kent Road



SA1.1 - Site Allocations and Conservation

# SITES AND MASTERPLANS

## OKR2

CRIMSCOTT STREET AND PAGES WALK



3.8 ha site area    16 businesses    170 jobs    760 homes    2,179 jobs

Existing

Development Capacity

## OKR3

MANDELA WAY



12 ha site area    16 businesses    1,710 jobs    1,955 homes    3,089 jobs    1 Primary School    1 Park

Existing

Development Capacity

## OKR4

DUNTON ROAD (TESCO STORE AND CAR PARK) AND SOUTHERNWOOD RETAIL PARK



4.1ha site area    6 businesses    179 jobs    1,600 homes    1,277 jobs    1 park

Existing

Development Capacity



**KEY**  
Scale 1:4000

N

0 25 100m

- New Building
- Communal Amenity Space
- Public Open Space
- Hard Landscape
- Footpath
- Road
- e Proposed Bakerloo Line Extension Station

Alternative Tesco Site Option

# SITES | OKR 2

## LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD

### Site Vision

We want the emerging office and creative sector in this area to grow and flourish. New homes and jobs will bring more activity to the streets and help rejuvenate this part of the opportunity area.



### Site requirements

#### Redevelopment must:

- Replace existing employment floorspace and provide a range of employment spaces which are consistent with the building and land use types shown in Figure SA1.3; and
- Provide new homes; and
- Provide community uses including gallery space/artist's studios.

#### Redevelopment may:

- Provide retail

#### Design Guidance

The design of this area will weave old and new buildings together, creating a working character and aesthetic. This will be achieved through the use of brick and metal to generate a distinctive sense of place complemented by quality landscaping proposals. The scale of development will reduce along Pages Walk as the masterplan transitions towards the smaller scale of adjacent residential communities and the neighbouring Pages Walk conservation area and listed buildings. The conversion of the existing shared car park on Pages Walk to a new green space will help support both the new residential and business uses on the site.

#### Heritage

Examples of 19th and early 20th century industrial architecture in the former Crosse and Blackwell factory (Rich Industrial Estate) and their associated courtyards will be retained and renovated. Redevelopment of the estate will preserve the best of the industrial heritage while introducing exciting new architecture, courtyards and a walking route through the site.

#### Phasing

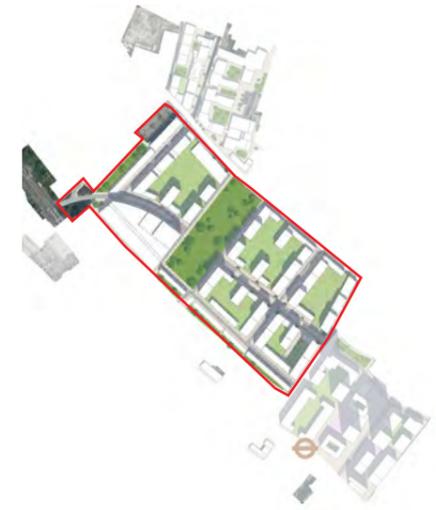
82 homes were built in 2015 at Marshall House, Willow Walk. There are two mixed use schemes under construction; on the former Rich Estate and at 18-19 Crimscott Street. These will deliver a total of 461 homes and 39,140m<sup>2</sup> commercial floorspace, including 3,100m<sup>2</sup> industrial floorspace. There are three minor schemes on the site, which have been approved or are still in planning. These will provide a total of 22 homes and 5965m<sup>2</sup> employment floorspace, including 1105m<sup>2</sup> industrial floorspace. These are expected to be delivered before 2030 (BLE Phase 1). The remainder of the site is expected to come forward for development in the mid to late 2020s (BLE Phase 2).

# SITES | OKR 3

## MANDELA WAY

### Site Vision

Mandela Way will be transformed into a key piece of central London with a mix of new employment space and new homes around a new park, Mandela Way Park, at the centre of the site and a new primary school. Mandela Way will combine distribution and residential land uses at a scale that has not been done elsewhere in London. Homes will be built on top and in front of new workplaces on the perimeter of new urban blocks. Small industrial units will be clustered near to new developments on the former Rich Estate and Crimscott Street. Storage and distribution businesses serving central London will be located in the centre of the site. Offices and studios will be provided near to the new tube station. There is also scope for accommodating a university or further education college. We will also explore the potential for Tate, who have their storage facility and conservation workshops on the estate, to open them to the wider community. The sites adjacent to the Tesco on Dunton Way could accommodate the relocation of the supermarket to enable the delivery of the Bakerloo Line Extension station on the existing Tesco site (Option 2).



### Site requirements

#### Redevelopment must:

- Replace existing employment floorspace and provide a range of employment spaces, which are consistent with the building and land use types shown in Figure SA1.3; and
- Provide light industrial or warehouse distribution uses as part of mixed use development on Locally Significant Industrial Land; and
- Provide new homes, and
- Provide a new primary school; and
- Provide a community uses; and
- Provide a new park shown in Figure SA1.2; and
- Provide a pedestrian and cycle link from East Street via Hendre Road to Willow Walk and on to Bermondsey Spa.

#### Redevelopment may:

- Provide retail
- Provide the option of relocating Tesco from its existing site onto Mandela Way in order to deliver the Burgess Park Bakerloo Line station and maintain continuity of trade for Tesco.

#### Design Guidance

The design of this area will be informed by its working, industrious character, with the buildings thought of as modern interpretations of traditional warehouses. Development along Willow Walk will be four to five storeys, mediating the transition in scale with existing residential communities. Mandela Way Park, the new open space at the heart of this area will be primarily for pedestrian use with vehicle access limited to the minimum. It will provide space that can be shared with the primary school, and a new setting for the Tate Galleries workshops.

#### Heritage

A terrace of three storey residential housing will back on to the listed terraced housing on Pages Walk. The southern edges of the site will also have three storey housing backing on to the Grade II Listed White House and Marcia Road. The fragments of the old railway sidings wall should be incorporated in new development where possible.

#### Phasing

The site is divided between 7 landowners, with very large distinct plots either side of Mandela Way. The plots can be developed with a degree of independence while achieving a comprehensive redevelopment overall. Interest has been expressed in future redevelopment for the larger sites on Mandela Way but these are also subject to long leases or owner occupation for existing uses continuing for the medium term. The site is likely to be delivered in the late 2020s and 2030s (BLE Phase 2).

# SITES | OKR 4

## DUNTON ROAD (TESCO STORE AND CAR PARK) AND SOUTHERNWOOD RETAIL PARK

### Site Vision

This car dominated retail area will be transformed into a vibrant hub on Old Kent Road with shops, including a replacement supermarket, hotel, leisure facilities, offices and homes. A new Bakerloo Line underground station on the site will help reinforce Old Kent Road as a high street with wide pavements and new shops. Burgess Park will have a much stronger presence on the Old Kent Road, with improved crossings connecting it with a generous sized square in the middle of the site. The gyratory will be removed to reduce its car dominated character, to create a place which is much easier and more attractive for people walking and cycling.



### Site requirements

#### Redevelopment must:

- Replace existing retail floorspace, including a new supermarket; and
- Provide new homes; and
- Provide community uses; and
- Provide public open space to support a connection to Burgess Park; and
- Provide a tube station. The station, tunnelling and worksite requirements will need to be incorporated into the site design and phasing.

#### Redevelopment should:

- Provide employment uses, consistent with the building and land use types shown in Figure SA1.3; and

#### Redevelopment may:

- Provide new visitor accommodation.

### Design Guidance

The design of buildings in this area should be reflective of a more significant change in its character. This should be expressed by lighter and more varied architecture, including brick or stone as the main building materials, with details highlighted in metal. The architecture will have a 21st Century character, but also some commonality with the more industrious buildings around Mandela Way. The high street character of Old Kent Road should also be reintroduced and reinforced with new double height shop fronts. The new 21st century town square will be more civic in its character, to marking the potential station entrance, and designed with high quality hard landscaping and planting proposals and with opportunities for spill out spaces from surrounding businesses and vibrant active frontages.

### Heritage

The scale of development on to Old Kent Road should be eight storeys in height in response to the buildings of townscape merit. The Grade II listed former Fire Station and the Thomas a Beckett pub which is a building of architectural and historical interest are located opposite the site.

### Phasing

The Tesco site and the Southernwood Retail Park are each in single ownership and can be delivered with a degree of independence while coordinating changes to the road network. An application for a mixed use development has been approved on the Southernwood Retail Park site which will provide 724 new homes and 12,338sqm of commercial floorspace. This scheme will be delivered across two phases. The first phase of development will deliver 541 homes, retail and a hotel by 2030 (BLE Phase 1). The remaining 183 homes, retail and a cinema will be delivered in Phase 2 (2025-2038). The Tesco site is proposed as a site for one of the new Bakerloo Line stations and may be required for construction of the Bakerloo Line Extension so will not be available until the late 2020s early 2030's (BLE Phase 2). To ensure continuity of trading the Tesco supermarket could be relocated to Mandela Way (OKR3 Option 2).

# SITES | OKR 1 & 5

## OKR1 | BRICKLAYERS ARMS ROUNDABOUT



0.4ha  
Site  
Area



400-600\*  
Homes

\*Dependant on the retention or removal of the flyover.

### Development Capacity

### Site Vision

There are two options for the future of the site. Option 1 is to remove the flyover and reconfigure the junction and road layout. This will create a new piece of townscape which stitches the site back into the city. Option 2 is to reconfigure the roads and convert the flyover to a "Flyover Park" keeping the embodied carbon of the structure locked in and planting trees and greenery to sequester more carbon. The new greenery would link with neighbouring Paragon Gardens as well as St Saviour's and St Olave's School. The elevated park/woodland would provide excellent views over Old Kent Road and the city beyond. The introduction of new street frontages will improve permeability for people walking and cycling and reduce severance created by the existing junction layout and the flyover. The landscaping will be improved with the retention of good quality trees.



### Site requirements

#### Redevelopment must:

- Provide new homes

#### Redevelopment should:

- Provide a new high street format with new retail, employment and community uses.

### Phasing

The flyover is part of the TFL strategic road network and at the moment funding for the project has yet to be identified. The site allocation is essential to achieving place-making objectives of the Old Kent Road and its role as a Healthy Street. The inclusion of the allocation stresses the importance of securing funding for the project in future. It is expected to come forward for development in the early 2030s (BLE Phase 2).

## OKR 5 | SALISBURY ESTATE GARAGES



0.1ha  
site  
area



26  
homes

### Development Capacity

### Site Vision

Located in a residential area, 26 new council homes have been permitted and are expected to be completed by 2025 (BLE Phase 1).



### Site requirements

#### Redevelopment must:

- Provide new homes

#### Redevelopment may:

- Provide community uses.

# SITES | OKR 6 & 7

## OKR 6 | 96-120 OLD KENT ROAD (LIDL STORE)



0.54ha  
site area



180  
homes



64  
jobs

Development Capacity



### Site Vision

Redevelopment will reinforce the high street and provide a new part of the town centre. The site contains a building of architectural and historic merit which will be incorporated into the redevelopment. It is currently in use as a church. The site is expected to come forward for development by the mid 2020's (BLE Phase 1).

### Site requirements

#### Redevelopment must:

- Provide new homes and replace the amount of retail currently on the site.

#### Redevelopment may:

- Provide community and employment uses.

## OKR 7 | FORMER PETROL FILLING STATION, 233-247 OLD KENT ROAD



0.54ha  
site area



24  
homes



9  
jobs

Development Capacity



### Site Vision

Redevelopment will reinforce the high street and provide a new part of the town centre. A Southwark Regeneration in Partnership mixed use scheme is currently under construction on the site which will provide 24 homes before 2023 (BLE Phase 1), including new council homes.

### Site requirements

#### Redevelopment must:

- Provide new homes and retail uses.

#### Redevelopment should:

- Provide community uses.

# SITES | OKR 8 & 9

## OKR 8 | KINGLAKE STREET GARAGES



0.54ha  
site area



21  
homes



5  
jobs

Development Capacity



### Site Vision

Redevelopment will reinforce the high street and provide a new part of the town centre. 21 new council homes are currently under construction on the site and are expected to be completed before 2023 (BLE Phase 1).

### Site requirements

#### Redevelopment must:

- Provide new homes and retail uses.

#### Redevelopment may:

- Provide community uses.

## OKR 9 | 4/12 ALBANY ROAD



0.1ha  
site area



3  
businesses



25  
jobs

Existing



### Site Vision

Redevelopment will reinforce the high street and provide a new part of the town centre. No planning applications have been received for this site so it is likely to come forward for development in the late 2020s (BLE Phase 2).

### Site requirements

#### Redevelopment must:

- Provide new homes, retail uses on the Old Kent Road frontage and replace the existing employment uses on the site.

#### Redevelopment may:

- Provide community uses.

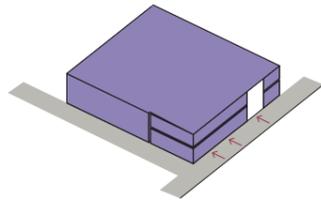
The site is adjacent to the Thomas a Beckett pub and would be expected to be no greater in height than the pub (four storeys). The site provides the opportunity to develop a modern design that reflects the vertical proportions, high floor to ceiling heights and rich layering of the existing building.

# BUILDING TYPOLOGIES AND LAND USES

## STACKED INDUSTRIAL: Standalone large industrial storage and distribution units

These buildings provide an opportunity for large units of 500sqm+ and which are not part of mixed use development. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage.

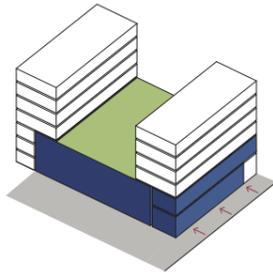
**Suitable uses:** *Storage, wholesale, distribution, depots.*



## HORIZONTAL MIX: Large Distribution and Storage

Large units over 500m<sup>2</sup> on the ground floor for large distribution and storage uses. Units should have large spans which minimise the use of columns. Ceiling heights should be at least 6-8m, with potential for mezzanine levels. For larger spaces 10-13m would be more appropriate. Single aspect units should be 15-20 metres deep and those with dual aspect 40-80m deep. Ancillary or separate offices may be stacked and provided on the street frontage with separate staff and visitor access. Residential flats can be provided above with sound insulation and protection from noise, dust pollutants and odours. Servicing should take place within the blocks.

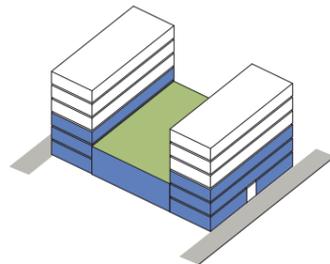
**Suitable uses:** *Warehouses, distribution centres, large storage, depots.*



## HORIZONTAL/VERTICAL MIX: Small Industrial Units

Individual light industrial workspaces which are less than 500m<sup>2</sup> and typically 150-200m<sup>2</sup>. Vehicular access should be provided internally. Units may be stacked above ground floor, with large servicing lifts to facilitate deliveries. Units should be 15-20m deep for single aspect, in square proportions and avoiding columns. There may be potential for subdivision and formulation of hybrid spaces to include an element of office space. Residential is stacked above or adjacent to industrial uses.

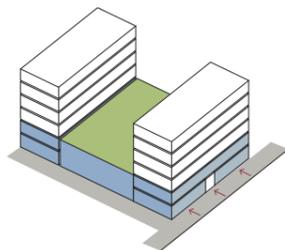
**Suitable uses:** *Small scale manufacturing, storage and wholesale, food and drink manufacturing*



## VERTICAL MIX: Small Office / Studio

Offices and smaller studio spaces, typically comprising of units of between 10m<sup>2</sup> and 150m<sup>2</sup>. Ceiling heights are generally lower, around 3.5 metres on average and up to 4.4 metres. Offices and studios should have dual aspect where possible to allow for maximum levels of daylight and natural ventilation. The building should allow for shared facilities and open plan floorspace allowing for different configurations to suit individual user needs. Units may be stacked above ground floor with residential on upper floors.

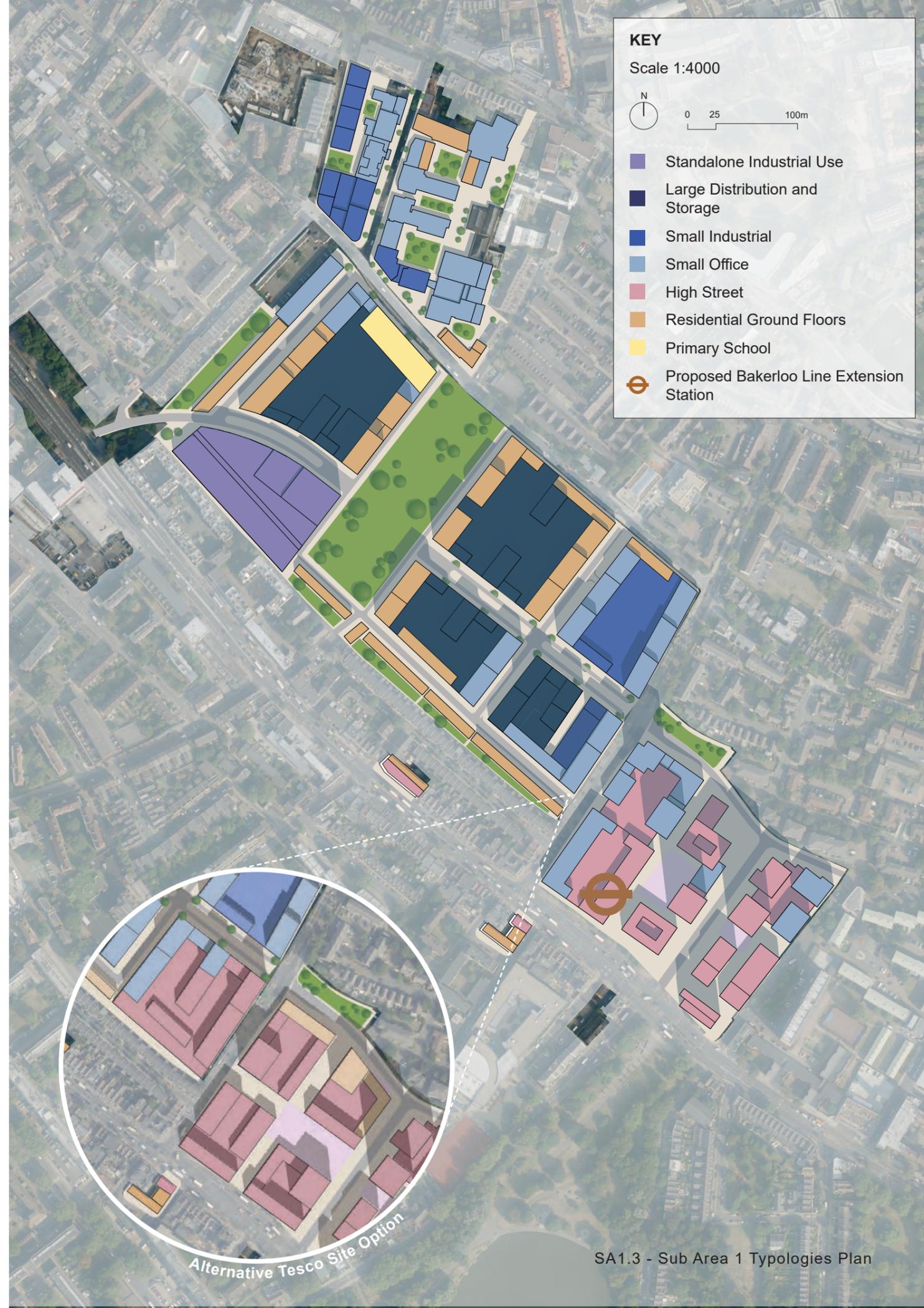
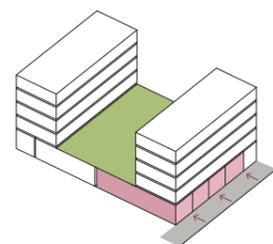
**Suitable uses:** *Professional and business services, artist's studios, creative businesses, small scale makers.*



## VERTICAL MIX: High Street

New retail uses are provided on ground and possibly first New retail and town centre uses should be provided below residential on Old Kent Road frontage and within the Southernwood Retail Park. There is potential to accommodate larger units such as supermarkets or leisure facilities which should have double height ceilings and internal access and servicing.

**Suitable uses:** *A range of shops, town centre services and leisure facilities.*



# SERVICING AND ROAD NETWORK

## Servicing

The industrial developments will provide off street servicing with turning facilities for the maximum size vehicle required for the servicing and delivery requirements of the new/or returned business. This will include a management system to prevent vehicles impacting the new park or using residential streets south of Mandela Way Park.

The large distribution and storage sheds and standalone industrial typologies identified on either side of Mandela Park should have an internal servicing yard or street with bays at least 15 metres deep for deliveries, in addition to a 12 metre turning space for HGVs. Dock loading may also be required for HGVs.

For the smaller industrial units to the east of Pages Walk and adjacent to Dunton Road, a shared yard space of at least 16 metres deep should be provided for deliveries in addition to a loading area. Service bays may be shared with similar uses. Space should be provided for 7.5 ton vehicle access and occasional HGV access. The small industrial, offices and studios to the west of Pages Walk and adjacent to Dunton Road should have provision for car and van delivery access, with capacity for 7.5 ton vehicle access.

## Road network

### Mandela Way Park

With the creation of Mandela Way Park the road network will change traffic management arrangements over the next 10 to 15 years. Mandela Way will be stopped up either side of the new park. Road access to the north western and south eastern edges of Mandela Way Park should be kept to the minimum necessary for fire truck servicing, to ensure the park space is maximised.

### Mandela Way South

Traffic for the area south of the park will enter from and exit onto Dunton Road. There must be turning facilities for articulated lorries on the new plots for distribution uses, with a shared servicing loop and a management system to prevent vehicles reaching a dead end at the new park or using residential streets south of the park.

### Mandela Way North

Traffic for the area north of the park will enter from and exit from Old Kent Road adjacent to the Bricklayers Arms flyover exit. To enable ease of movement the exit of the flyover will be signalled to create a junction where all movements exiting Mandela Way will be abled. The new junction arrangements will allow for safe cycling connection to Pages Walk and Quietway 1 and improved pedestrian facilities. At the northern end of Old Kent Road in the long term a new pedestrian crossing should replace the underpass after the Bricklayers Arms flyover is removed. The highway should be kept open on Mandela Way to serve existing industrial units until existing access arrangements have been reorganised.

### East Street

A new pedestrian and cycle route will be created from East Street via Hendre Road across Mandela Way to Willow Walk and Bermondsey Spa.

### Willow Walk

There will be two new access roads connecting Willow Walk with Mandela Way either side of the new park and a new access road on both sides of Mandela Way. North and westbound servicing traffic must be prevented from using Pages Walk and Crimscott Street as these are narrow and limited on Willow Walk to protect Quietway 1. By reducing traffic on Pages Walk the connection to Quietway 1 will be improved.

### Dunton Road and Humphrey Street

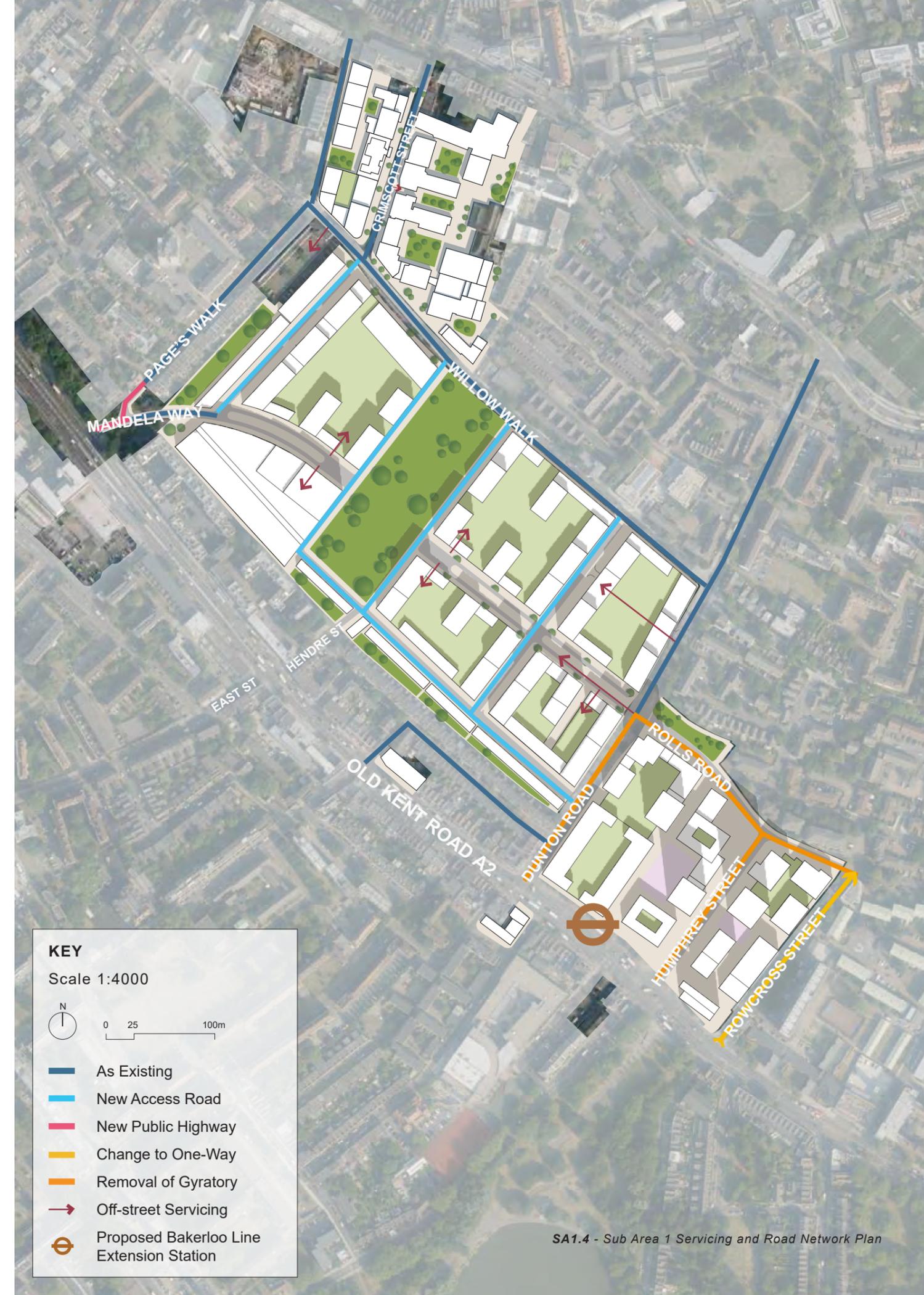
The Dunton Road and Humphrey Street gyratory will be removed after the opening of the new Burgess Park Bakerloo Line station. Dunton Road will become two way working and the junction with Old Kent Road will be improved to accommodate this. Humphrey Street maybe partially retained for servicing. Pedestrian crossings will be improved on Dunton Road and Humphrey Street.

### Rowcross Street and Rolls Road

The junction of Rowcross Street and Rolls Road will be subject to traffic management changes when the gyratory is removed.

### Controlled Parking Zone

The existing Controlled Parking Zone 'GR' will be extended and enhanced.



SA1.4 - Sub Area 1 Servicing and Road Network Plan

# PARKS AND RECREATION

Development will improve the environment for people walking and cycling, help strengthen the network of parks and improve the links between parks, the new tube station and other local facilities such as the Walworth Academy, primary schools and shops on the Old Kent Road.

## Mandela Way Park

Mandela Way Park, the new London Square open space at the heart of this area will be the equivalent size of Bermondsey Spa Gardens. It will open up the Mandela Way area establishing new links for residents from Old Kent Road, East Street and Bermondsey Spa. As well as homes, the primary school in the adjacent mixed use block will front the park and the park can be used as a shared resource. There will be a range of facilities for play and recreation, including trees and other biodiverse greenery creating a tranquil environment and comfortable places to sit and socialise or rest.

## Mandela Way

The road will be redesigned from an industrial access route to a tree lined boulevard. After development is complete the road will be stopped up to create the park.

## Burgess Park

The setting of the parks entrance on Old Kent Road will be enhanced by improved crossings and new public space around Humphrey Street will create better connections to surrounding neighbourhoods.

## Willow Walk/ Quietway 1

This important cycling route from Bermondsey and Deptford to central London will be improved by the removal of fencing on the southern edge of Willow Walk, introducing attractive new buildings and managing the kerbside. The original wall to the sidings will be retained where practical. Servicing access along the road will be limited to reduce pedestrian/cycle conflicts.

## Tube Station

New pedestrian and cycle links will be created to promote ease of access to the new Bakerloo Line tube station. Pedestrians will be able to cross the road safely from Burgess Park and removal of the gyratory at Dunton Road will result in safer and quieter access free from busy traffic. Old Kent Road and surrounding streets will benefit from additional tree planting to create a Healthy Street.

## Tesco and Southernwood

As part of the new town centre, Tesco and the Southernwood Retail Park will be transformed to create a central public square and new shopping street. Ground floors of new developments such as the new hotel permitted on the Old Kent Road frontage will be opened up to enable public routes through to outdoor seating, shops, restaurants, cafes and leisure facilities. These spaces will in turn lead into Mandela Way and on to Mandela Way Park. A new pocket park will be created on the car park to the north of the Tesco petrol station behind the back gardens of the row of houses on Milton Close.

## Dunton Way Pocket Park

The flyover will be removed to create a new high quality built environment better connecting the high street with Tower Bridge Road and New Kent Road and improving pedestrian crossings and cycling routes.

## Burgess Park Underground Station

New pedestrian and cycle links will be created to promote ease of access to the new Bakerloo Line tube station. Pedestrians will be able to cross the road safely from Burgess Park and removal of the gyratory at Dunton Road will result in safer and quieter access free from busy traffic. Old Kent Road and surrounding streets will benefit from additional tree planting to create a Healthy Street.

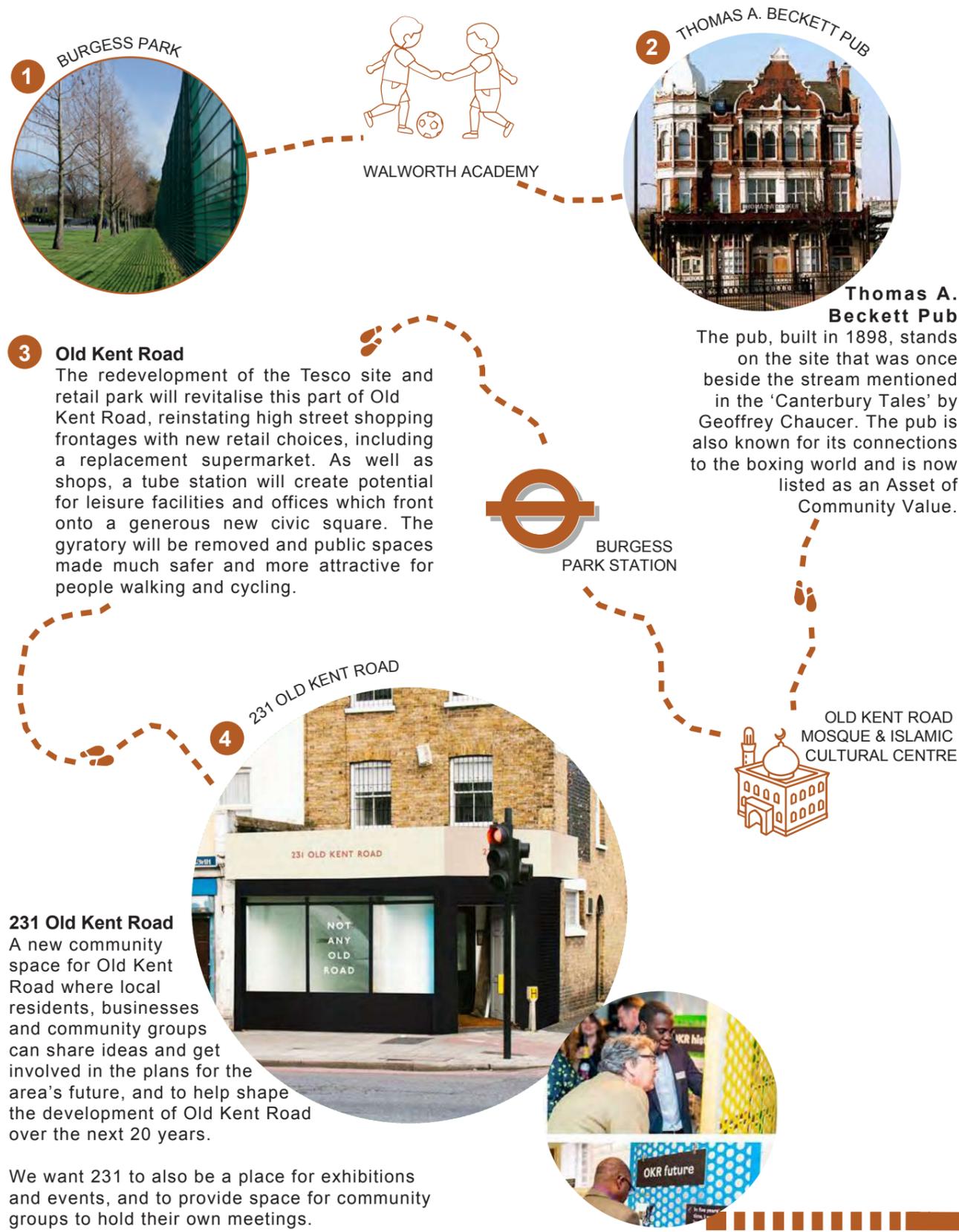
## Bricklayers Arms Flyover

Two options are being explored, one is for the flyover removal and the other is to retain and convert it to an elevated park.



# CONNECTING COMMUNITIES

The area around the north of Old Kent Road, from the entrance of Burgess Park to Bricklayers Arms through to Bermondsey Street is rich in community activity. The following journey takes us through some of the history of Old Kent Road as well as current high streets shops, faith buildings and schools. The new Burgess Park tube station will transform the lives of our residents, enabling quicker connections to central and west London and in turn bring economic benefits to Old Kent Road's businesses.



6 STOMPIE GARDENS



**Mandela Way Park**  
A new local park with pedestrian and cycle links for residents from Old Kent Road, East Street and Bermondsey Spa. A space for play, recreation, including lots of trees and other biodiverse greenery creating a tranquil environment, comfortable to sit and socialise or rest. The road leading up to the park will be redesigned from an industrial access route to a new wide treelined urban boulevard.

5

7 THE WILLOWS



8 NEW PRIMARY SCHOOL



9 LONDON SQUARE BERMONDSEY DEVELOPMENT (UNDER CONSTRUCTION)



10 BERMONDSEY SPA GARDENS



BOUTCHER C OF E PRIMARY SCHOOL

11 SET SPACE



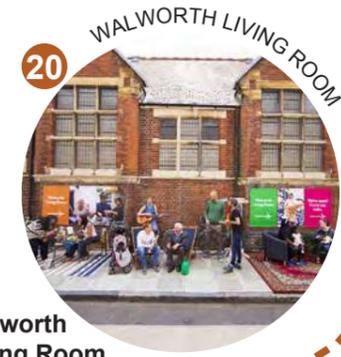
**SET Space**  
SET is a multifaceted arts and community organisation that curates an experimental arts programme alongside affordable artist workspace.



**Crimscott Street businesses**  
"Southwark Studios has provided affordable workspace for creative people since 2009. Adjusting to recent redevelopment has been challenging but rewarding. We know how scary change can be, but with help from the council we have been able to commit to our neighbourhood."



12 KAGYU SAMYE DZONG LONDON TIBETAN BUDDHIST MEDITATION CENTRE



**Walworth Living Room**  
Walworth Living Room shares its space with the local sea scouts and is operated by Pembroke House. There has been discussions of them using 231 Old Kent Road to showcase some of their activities.



**Bricklayers Arms Flyover**  
The removal of the flyover or planting and converting it to a park will better connect the high street with Tower Bridge Road and New Kent Road, providing improved pedestrian crossings and cycling routes.



HADDON HALL BAPTIST CHURCH



GRANGE PRIMARY SCHOOL



19 SURREY SQUARE PARK



SURREY SQUARE PRIMARY SCHOOL



**Pembroke House**  
Pembroke House provides residency, halls for community activities and chapel (now the Parish Church of St Christopher's, Walworth).



17 TOWER BRIDGE CARE HOME



TOWNSEND PRIMARY SCHOOL



15 WHITE CUBE ART GALLERY



BERMONDSEY CENTRAL HALL METHODIST CHURCH



14 BERMONDSEY ANTIQUE MARKET



ST MARY MAGDALEN BERMONDSEY

# BUILDING HEIGHTS GUIDANCE

## MANDELA WAY

Development in this area could potentially be visible within protected views of the Palace of Westminster from the Serpentine (a London-wide protected view) and from Nunhead Cemetery (a borough protected view). As a result, there are limitations of the maximum heights that can be achieved here. Guidance on this can be found in the London View Management Framework and the New Southwark Plan.

The other key elements of the building heights strategy here are:

- There should be three storey housing backing on to Pages Walk and four storey housing backing onto the existing terraces along Marcia Road and the mansion houses that front onto the Old Kent Road;
- The new buildings fronting onto Willow Walk should be four to five storeys in height;
- The school should be incorporated into a new urban block, and should be up to three storeys in height;
- Elsewhere in this area, heights should range from five to eight storeys with the potential for 'Tier Three' taller buildings on important corners, particularly where they front onto Mandela Way Park.

## DUNTON ROAD AND SOUTHERNWOOD RETAIL PARK

There is scope for some significantly taller buildings here, outside the protected viewing corridors, reflecting the 'Stations and Crossings' strategy.

The key elements of the building heights strategy here are:

- In the vicinity of the station entrance a new civic square should be created, which could be marked by two 'Tier One' tall buildings of a scale commensurate with the importance of the location and the size of the open space;
- Buildings fronting onto Old Kent Road should be between five and eight storeys in height in order to frame the high street, with some potential for 'Tier Three' tall buildings in significant locations such as opposite the entrance to the park;
- Elsewhere in the area, building heights will vary between eight and sixteen storeys, depending on their immediate context.

## OLD KENT ROAD

Building heights in the other Old Kent Road sites in this sub area should relate to the scale and massing of neighbouring buildings.

The key elements of the building heights strategy here are:

- The buildings in sites OKR7, OKR 8 and OKR9 fronting on to Old Kent Road should be predominantly four to five storeys in height; and
- On OKR6 there is scope for 'Tier Three' tall buildings fronting Old Kent Road. The buildings to the rear of the site should reduce in scale, stepping down to the five storey residential blocks on Congreve Street.

## RICH ESTATE AND CRIMSCOTT STREET

The key elements of the building heights strategy here are:

- Buildings fronting onto Crimscott Street should be between six and eight storeys; and
- Buildings on Pages Walk should be up to six storeys; and
- Careful consideration should be made of the impact of proposals on surrounding conservation areas and the settings of listed buildings, particularly the sensitive roof profile along the south either side of Pages Walk.



SUB AREA 2

# CANTIUM RETAIL PARK AND MARLBOROUGH GROVE



# HISTORY

Early 19th century London prior to the arrival of the railways in the 1840s expanded rapidly along its heavily used arterial roads including Old Kent Road. The building of the Grand Surrey Canal reached Old Kent Road by 1807. Several industries were based in the area with many of these buildings and factories still standing today. The canal did not spark the boom in housing that had initially been predicted, and until the late 1820s the canal relied mostly on market gardening for business. As late as 1871, Cottage Farm and its associated fields occupied the site of what is now the Asda car park. Industries slowly began to take advantage of the links back to the Surrey docks including breweries, tanneries and bottling factories.

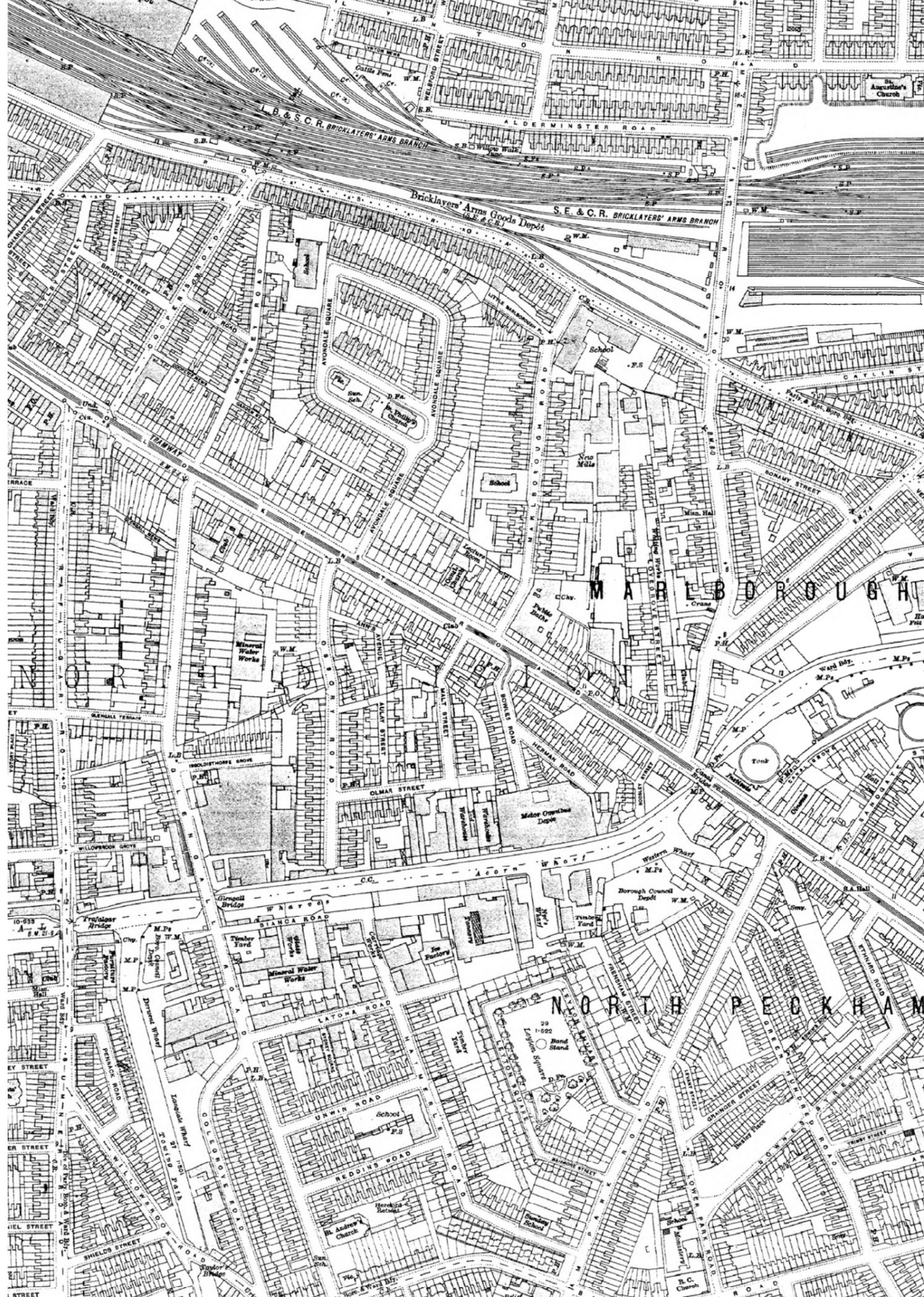
A Mineral Water and Ginger Beer Manufactory was built at 12 Ossory Road in 1888 by John Mills & Sons Ltd. The same firm remained on the site for almost 100 years until 1966. Together with R White & Sons at Glengall Road who bottled lemonade as well as ginger beer, it tells the story of bottling factories that is locally significant. Historic floor surfaces comprising granite sets have survived in Livesey Place and around the Victorian bottling/mineral water factory on Ossory Road and the aspiration is to retain these in redevelopment. The area also had an early association with the creative industries, with the first sound recording studio in the UK established by Edison Bell on Glengall Road.

As the number of industries increased, houses became more tightly packed and smaller, and more densely occupied. Prior to the outbreak of war in 1939, a number of local slums had been cleared and more sanitary housing had been built, such as Northfield House. Each new home was required to have a domestic water supply with an internal bathroom. New housing meant that overcrowding was reduced and working class cleanliness and health improved as a result. The presence of so much industry and railway infrastructure resulted in the area being heavily targeted during the Second World War. Much of the war damaged housing was replaced either with new housing estates or industrial development. At 512 Old Kent Road, the Lord Wellington Pub was popular and held 'pancake races' in the 1950's.

The canal was filled in during the 1970s. The traces of the canal can still be seen at the rear of the Asda car park and the rise of the bridges at Glengall Road and in the timber/builders yards. This part of London lacked park space. Leyton Square was purchased by Camberwell Borough in 1898 for use as a public park, and was subsequently protected by the London Squares Preservation Acts of 1908 and 1932. The original buildings that fronted the Square were demolished in the early 1950s for estate redevelopment. The square remains a public park with an adventure playground.



North Camberwell Baths, 59 Old Kent Road, c.1912



# THE AREA TODAY

The south of Old Kent Road is dominated by the Cantium Retail Park and Asda superstore. Behind the retail park is a mix of car dealerships, builders merchants, self storage business, small manufacturers, Southwark Council depots and artists' studios such as Space Studios on Latona Road. A new industrial estate has been built at Glengall Road on the site of an old patent safe manufactory and this is in part occupied by the arts industry which has a significant presence in terms of both production and storage and distribution. The area is estimated to employ 1,197 people.

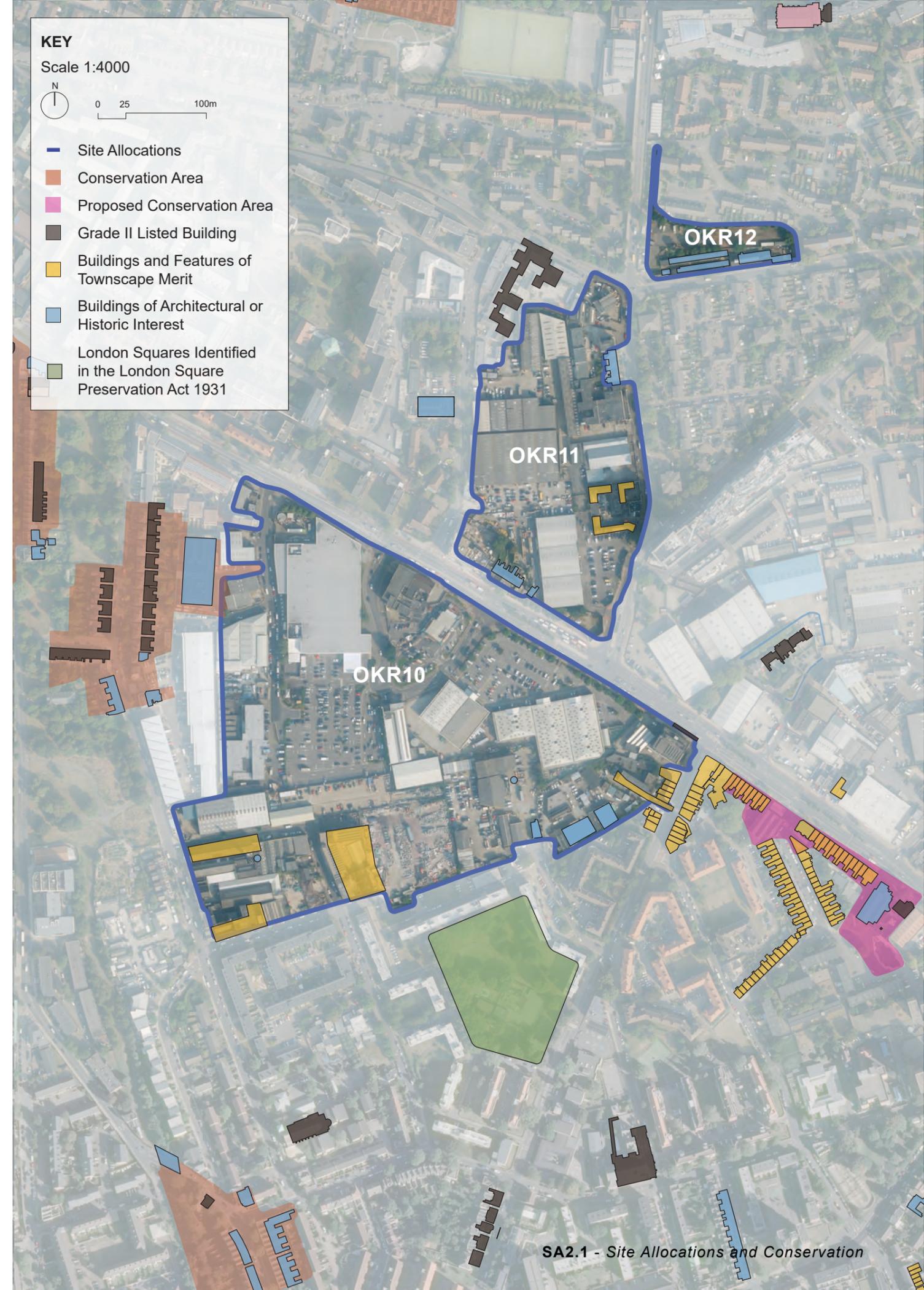
While the canal has long gone, a direct connection from the Friary Estate or from Peckham Park Road to Old Kent Road is prevented by the property boundaries along the old canal route. This separates the most immediate residents from the shops and supermarkets and separates small and large commercial and retail businesses from each other fragmenting any sense of place and limiting the potential for local businesses to connect.

To the north of Old Kent Road a fragment of Georgian terracing remains with a new residential infill, the "Bath House" on the site of the old public baths. Along St James's Road there is an old varnish and "Japan" factory, now sub divided into small business units. This sits opposite the Bermondsey Works residential and school development and a fragment of Victorian residential terrace next to 1930's office buildings that have been converted through permitted development to flats. To the east is the sub urban low rise Southwark Council estate development of the 1980s. The listed Phoenix Primary School, which has been on this site in various forms since the late 19th century occupies both sides of Marlborough Grove. The centre of the block is dominated by the Six Bridges Industrial Estate and the Selco Builders Merchants on the site of an old brewery and the extensive rear gardens of the original housing on Marlborough Grove. The industrial estates are fully occupied by a mix of builders merchants, trade counters and arts distribution and storage which employ over 200 people.

This city block, like its neighbour to the south is impenetrable. The servicing of the Six Bridges Estate along Marlborough Grove is shared with the Phoenix Primary School, not an ideal arrangement. The walls that enclosed the railway sidings are visible along the northern edge of Rolls Road and the bridge on St James's Road originally carried it over the railway. The horse stable, horse hospital and its forge have also survived intact and are currently used by a metal fabricators business and as stabling for horses. Many of the buildings and features of industry are still present in the area today. Some of these buildings and features, such as the bottling factory on Ossory Road and the chimneys on Bianca Road, will be retained to preserve the industrial heritage of the past and inform the design of the area in the future.



Location of North Camberwell Baths, 59 Old Kent Road, 2020



# SITES AND MASTERPLANS

## OKR10

LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD



11.1 ha site area   41 businesses   913 jobs   4,800 homes   2,350 jobs   3 Parks

Existing

Development Capacity



## OKR11

MARLBOROUGH GROVE AND ST JAMES'S ROAD



4 ha site area   21 businesses   238 jobs   1,200 homes   472 jobs   2 Parks

Existing

Development Capacity



## OKR12

FORMER SOUTHERN RAILWAY STABLES



0.6 ha site area   2 businesses   8 jobs   103 homes   59 jobs   1 Park

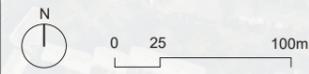
Existing

Development Capacity



### KEY

Scale 1:4000



- New Building
- Communal Amenity Space
- Public Open Space
- Footpath
- Road
- Proposed Bakerloo Line Extension Station



# SITES | OKR10

## LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD

### Site Vision

Redevelopment will transform the retail warehouses and car parks to a new network of parks, streets and squares allowing for ease of movement through this large site. There will be new shops, restaurants, cafés, community spaces, art galleries and a cinema on the high street as well as in quiet streets and spaces next to parks. The retail uses on the site such as Pets at Home, B&Q and Halfords will be reinvented in new high street formats. Similarly the Asda store will be retained with new homes above. There will be 3 new parks, including a linear park through the entire site which follows the alignment of the old Surrey Canal and into Burgess Park. Offices and studio workspaces will be located above the shops and below new homes on the high street frontage. Beyond the high street and along Ossory Road, the site will continue to be home to a range of industrial businesses. These will be mixed with new homes alongside or above bespoke designed workshops.



### Site requirements

#### Redevelopment must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and
- Provide retail space on the Old Kent Road high street; and
- Provide active frontages on Old Kent Road through provision of retail, business or community and cultural uses; and
- Provide community uses and cultural uses; and
- Provide open space including the Surrey Canal Linear Park and the pocket parks at Asda and McDonalds,

#### Redevelopment of the part of the site designated as a Locally Significant Industrial Site (west of Ossory Road) must:

- Provide new homes; and
- Provide industrial uses (light industrial and warehouse/distribution)

#### Design Requirements:

The buildings that front on to the Surrey Canal Park in this area should change in character from east to west. Whilst the predominant building materials throughout will be brick and stone, the buildings to the east (closer to the crossing on Old Kent Road) will have a more civic character.

To the west, in response to the retained structures around Latona Road (including the bottling factory on Ossory Road, the chimneys and the Space Studios building), the architecture will have a more industrious character with a solid and robust appearance.

The buildings fronting onto Old Kent Road will reinstate the 'High Street' character with new double height shop fronts.



Surrey Canal Park Visualisation, Berkeley's Malt Street Development



Malt Street Regeneration Site, Early visualisation, Rolfe Judd

Behind this will be a new permeable neighbourhood arranged around a new garden square. The design of buildings here will be influenced by the retained industrious buildings around Latona Road and those found in the Glengall Road conservation area. As such, there will be:

- A balance between solid, robust industrial design and a more delicate domestic appearance; and
- A predominance of brick finishes, with a blend of details in concrete or metal.

#### Heritage:

Elements of the areas industrial heritage such as the bottling factory on Ossory Road, chimneys on Bianca Road and on the Travis Perkins site and the Space Studios building will be retained. Historic street surfaces, like the granite sets in Livesey Place and around the bottling factory on Ossory Road should be retained and incorporated into wider landscape and streetscape designs.

#### Phasing:

Several applications have been approved or are minded to approve on the southern and western part of the site which will deliver 3,143 new homes and 24,371 sqm of commercial floorspace. In addition, a scheme for 676 student rooms has been approved on Glengall Road. There are two other applications currently in planning which if consented, will provide 71 new homes and 4843sqm industrial floorspace. It is expected that these schemes will be delivered by 2030 (BLE Phase 1), with both the Malt Street and 49-53 Glengall Road schemes on site in 2021. Development is expected to happen on the Asda supermarket site and McDonalds, in the late 2020s or 2030s, when the Bakerloo Line Extension is built (BLE Phase 2).

# SITES | OKR11

## MARLBOROUGH GROVE AND ST JAMES'S ROAD

### Site Vision

The Six Bridges estate will be transformed to a mix of industrial distribution warehouses below new homes which will directly service central London.

Marlborough Grove itself will be partially closed and entirely transformed from a busy service route, to a calm and well designed public open space. It should have a particular focus on linking the two Phoenix School sites together in a safe and well designed environment, which incorporates sport and play facilities and wildlife or ecology habitats.

A new "Six Bridges Park" will be created encouraging an easy and safe walking route between Marlborough Grove to and St James's Road.



### Site requirements

#### Redevelopment must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and
- Provide retail space on the Old Kent Road high street; and
- Provide frontages on the Old Kent Road through provision of retail, and or community uses with business above; and
- Provide land for closing the central part of Marlborough Grove and providing open space, sports and play, for use of Phoenix Primary School and surrounding neighbourhoods; and
- Provide a new park between the Selco and Six Bridges estate sites.

#### Design requirements

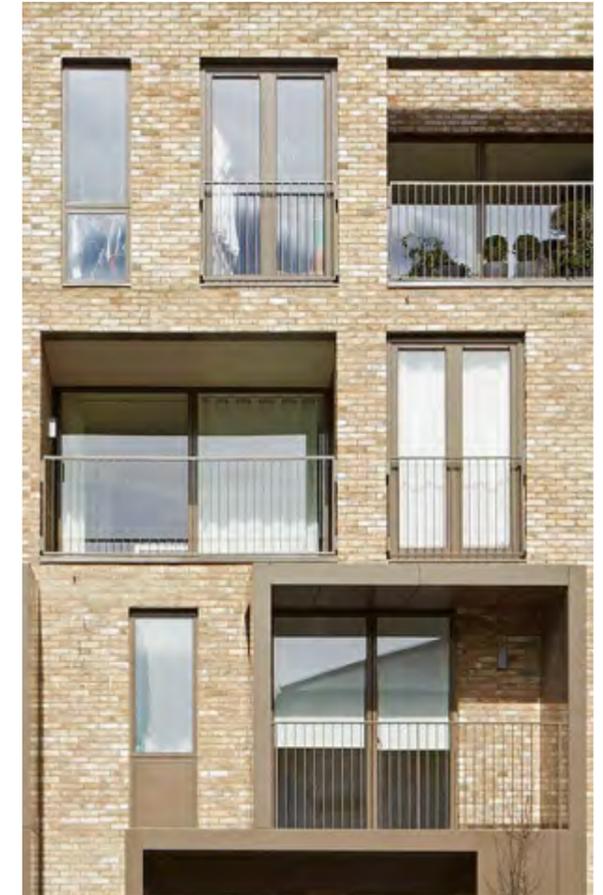
Buildings in this area will need to respond to two very different scales of development, with a strong contrast between the super block of the rebuilt Six Bridges estate and the finer grain of the historic buildings to be retained on St James' Road. The large scale industrial mixed use building at Six Bridges Estate should:

- Be broken down according to an appropriate rhythm and proportionality to avoid monotonous frontages;
- Be wrapped in more active, smaller scale units to provide activity and vibrancy;
- Be designed to reflect the functional, industrious uses within, using materials like brick, concrete and natural coloured metal; and
- Be designed to externally express the residential uses on the upper floors as being distinct from the commercial uses on the lower floors.

To the south, the buildings that front onto Old Kent Road will reinstate the 'High Street' character with new double height shop fronts.



Cadence King's Cross, Alison Brooks Architects



Ely Court, Alison Brooks Architects

#### Heritage

There is an eclectic collection of existing buildings on the site that should be retained and selectively redeveloped. This should maintain a sense of the finer grain of the area that existed in the past and allow an open aspect for the new park. These existing buildings include the Georgian terrace adjacent to the new "Bath House" at 541-553 Old Kent Road, the old varnish and "Japan" factory at 328-324 St James's Road, the Victorian terrace at 282-292 James's Road and the 1930s Chevron office buildings (now in residential use) at 294-304 St James's Road.

At 324-328 St James Road, there are a number of buildings of architectural and historic merit identified. The southern range of buildings should be retained as well as part of the northern range as identified on the masterplan. The retained buildings should remain in commercial use, and the redevelopment of adjacent buildings should be integrated with them to create a "working" courtyard character that promotes permeability through the site.

#### Phasing

A student housing scheme on the old petrol station site at 272 St James's Road is currently under construction which will accommodate 250 student bed spaces and a retail unit. Development will happen incrementally on the remainder of the site, but will in part be determined by the need to find temporary premises for the larger business uses in the Six Bridges Estate and by leasehold reversions. The former Lobo factory site on St James's Road is expected to come forward for development in the mid 2020s (BLE Phase 1). The sites along St James's Road are identified as Phase 1 developments and currently subject to a series of pre application discussions and are likely to come forward by mid 2020. Development on the remainder of the site, including Six Bridges, the adjacent warehouses and the Selco depot could take place in the late 2020s and early 2030s (BLE Phase 2).

# SITES | OKR12

## FORMER SOUTHERN RAILWAY STABLES

### Site Vision

The Stables will deliver a mix of employment and housing in a development which retains the existing character of the site. The mix of uses will include new offices, studios or light industrial uses in the retained buildings, with residential flats around. There will also be a new open space which could be a community garden or used for food growing. A new green link alongside the railway bridge will link to Quietway 1.



### Site requirements

#### Redevelopment must:

- Retain the existing commercial floorspace and reuse for employment purposes; and
- Provide new public open space.

#### Redevelopment should:

- Provide new homes

#### Redevelopment may:

- Provide community uses

#### Design Requirements:

The design of new buildings should respond to the best of the stables and forge. They should also ensure that the impact of overlooking, daylight and sunlight are minimised to the residents of Stevenson Crescent. This can be achieved as shown on the masterplan by delivering new open space backing onto the rear gardens at Stevenson Crescent thereby maximising the distance between the new development and existing residents and by arranging the block layout as shown to maximise daylight and sunlight penetration from the south.

The new buildings should be:

- Predominantly finished in brick, with details highlighted in stone or metal;
- Feature muted detailing and punched openings with relatively deep reveals; and
- Wrap around retained buildings where appropriate to create active frontages onto open spaces.

### Heritage

The stables and forge buildings, including their boundary wall on Catlin Street to the north should be retained and integrated into new residential development. The forge is still fully functional and should be retained and reused as such. There are extensive granite sets throughout the site and where possible these should be retained or reused in any redevelopment. There is an Article 4 Direction covering Southern Stables. This restricts the demolition of the Stables and the Forge on Catlin Street without planning permission.

### Phasing

The existing business and forge are considering relocating and the site is expected to become available for development in the mid 2020s (BLE Phase 1).



Potential stables site massing



Former pony stables



Existing stables building

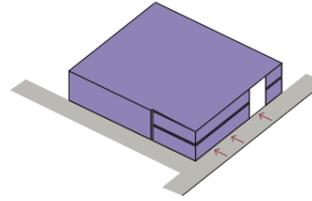
# BUILDING TYPOLOGIES AND LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.

## STACKED INDUSTRIAL: Standalone large industrial storage and distribution units

These buildings provide an opportunity for large units of 500sqm+ and which are not part of mixed use development. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage.

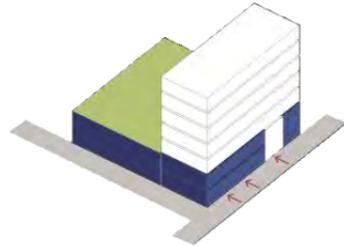
**Suitable uses:** Storage, wholesale, distribution, depots.



## HORIZONTAL MIX: Medium-large storage and distribution units

Large industrial units within mixed use buildings. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

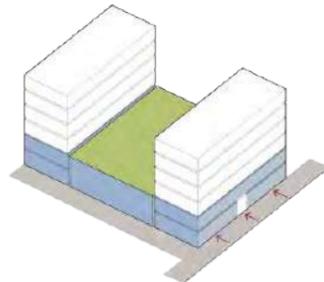
**Suitable uses:** Storage, wholesale, distribution, light industrial depots within the central spaces.



## HORIZONTAL/VERTICAL MIX: Small industrial units

Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m<sup>2</sup>. Blocks can be wrapped within two storeys of workspace that can be used for offices, showrooms and studios. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

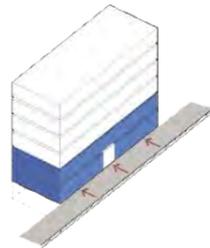
**Suitable uses:** Light industrial uses and maker spaces within the central space.



## VERTICAL MIX: Small office and studio

Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

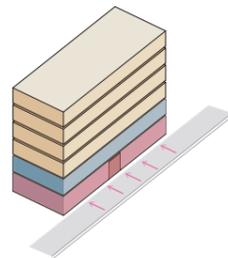
**Suitable uses:** Artists' studios and office space.



## VERTICAL MIX: High street

Where there are large retail units at ground floor, these will be double height and served by generous footways.

**Suitable uses:** Larger retail units on Old Kent Road suitable for supermarkets or larger stores.



## SHARED COURTYARD SPACES

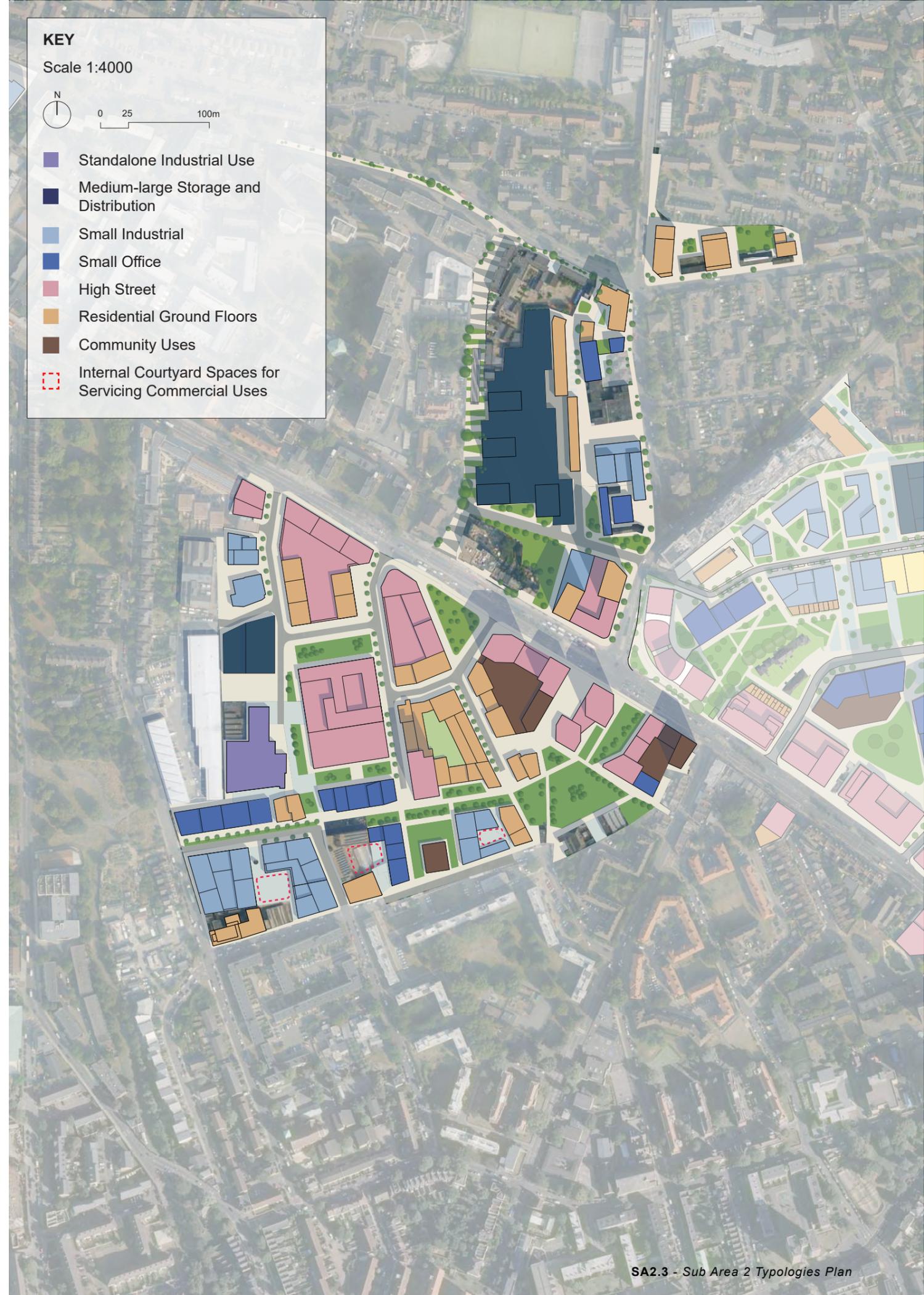
For residential and commercial uses with shared access.

### KEY

Scale 1:4000



- Standalone Industrial Use
- Medium-large Storage and Distribution
- Small Industrial
- Small Office
- High Street
- Residential Ground Floors
- Community Uses
- Internal Courtyard Spaces for Servicing Commercial Uses



# SERVICING AND ROAD NETWORK

## Servicing

To the north and south of the Surrey Canal the proposed perimeter blocks should have servicing consolidated within them. Servicing access across the Surrey Canal Park should be minimised. Servicing routes for the Six Bridges Estate should be relocated from Marlborough Grove to St James Road.

Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles. Servicing to shops should not take place from Old Kent Road.

## Road network

### Malt Street

There will be a one way loop entering from Olmar Street and exiting from Malt Street that will allow wider footways and the introduction of loading bays and bus stands if required.

### Ossory Road, Glengall Road and Bianca Road

Ossory Road will remain a two way cul-de-sac with walking and cycling connections to Bianca Road. The private access road connecting Glengall Road to Ossory Road will be retained for access only.

Bianca Road will become one way access east bound from Glengall Road and will continue one way south bound on Haymerle Road to the junction with Latona Road. Latona Road will remain two way working.

Bianca Road will have a cycle lane contra flow to allow bicycles to travel both ways on the Surrey Canal Park.

Space Studios on Haymerle Road is currently serviced partly on street and partly to a secure open yard space on the proposed alignment of the Surrey Canal Park. The yard space is an essential part of the operation of the business. In the longer term it may be possible to relocate the yard as part of a shared courtyard facility within the Malt Street scheme. In the shorter term we will explore with Space Studios ways that the existing yard can be integrated into the landscaping of the Surrey Canal Park and provide "windows into work" to allow for the display of works produced in the Studios.

### Latona Road and Frensham Street

There will be a new section of road connecting Latona Road to Frensham Street to enable efficient servicing of the blocks south of the Surrey Canal Park but will be for access only.

Creating a new service access from Livesey Place into the "Civic" block should enable the current servicing of the Topps Tiles site to be removed from the Old Kent Road frontage.

Similarly, there will be a new one way service access from Frensham Street to Livesey Place to enable servicing access of the Civic and Livesey site and the new Surrey Canal Park. New access roads should be built to adoptable standards to future proof ability for highway authority enforcement of illegal parking and rat running.

### Marlborough Grove

Marlborough Grove will be partially closed to vehicular traffic from Rolls Road to create space for a park and to improve pedestrian and cycle access. It will retain a section of two-way working from the junction with Old Kent Road to allow for servicing to the Six Bridges Estate. This servicing link will continue through to St James Road.

### St James's Road

The Six Bridges site will be accessed from street servicing facilities using existing arrangements from St James's Road

### Controlled Parking Zone

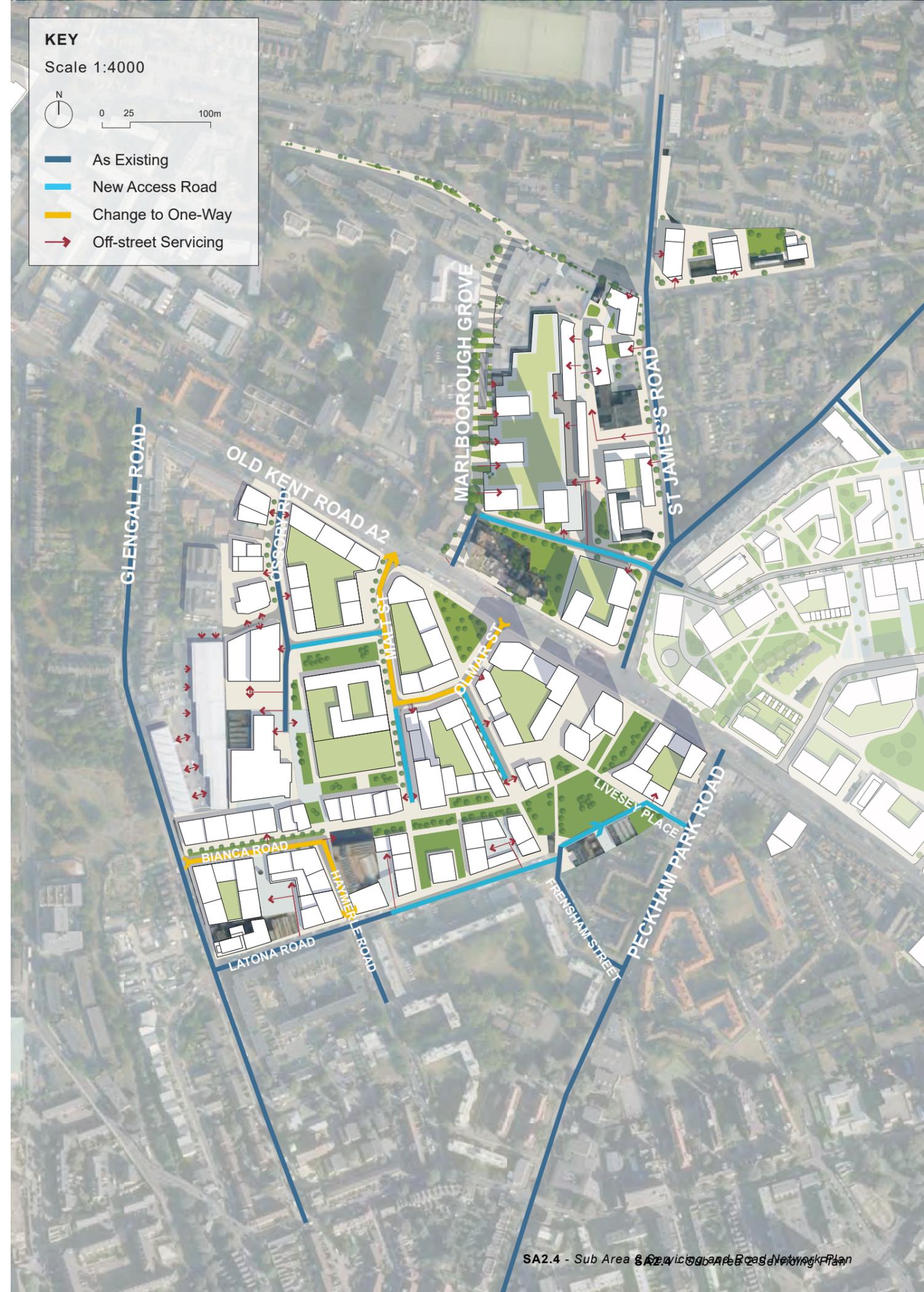
Controlled Parking Zone "T" will be extended and enhanced.

## KEY

Scale 1:4000



- As Existing
- New Access Road
- Change to One-Way
- Off-street Servicing



# PARKS AND RECREATION

We will create a linear park through the middle of the Cantium Retail Park which provides direct access to Burgess Park and successfully links both sides of the Old Kent Road and introduces a safe crossing. This is part of the Greener Belt strategy which will link with other parks in Deptford towards the River Thames that follow the route of the old Surrey Canal. New parks and green links will provide safe walking and leisure routes for children and families connecting Leyton Square Recreation Ground, Glengall Wharf gardens, Paterson Park and the local schools.

## Surrey Canal Park

The park will have a series of spaces that open off it, which will have differing characters according to the uses that front the park space for 'work, rest and play'.

- **Work:** The west of the park at Bianca Road will be part granite sets and part planted to allow access to the g on the corner of Glengall Road and Bianca Road. Similar treatment adjacent to Space Studios will allow the process of making art to spill into the park space and be seen. The cobbled surfaces around Bianca Road will be integrated with sustainable drainage landscaping.
- **Rest:** The landscaping will be designed to encourage cycling and jogging along its length with places to rest in between.
- In the shorter term temporary links should be provided across the old canal alignment.

## Frensham Street Park

Play: The council owned depot will be transformed into a new public park with spaces to play games, rest, relax and grow vegetables. Three historic buildings will be retained with the opportunity to provide public toilets, storage for garden tools or a local café/community use.

## Raingardens

We will replace the wide asphalt pavement on the boundary with the Avondale Estate with rain gardens as part of a sustainable urban drainage scheme.

## Pocket Parks

Historic Lovegrove Street will be opened up to provide north south access and provide a park, "Six Bridges Park" with two tennis courts. A new pocket park will also be created at the Asda site.

## Old Kent Road

Existing trees will be retained and new trees will be planted. Local residents enjoy communal amenity spaces which act as grassy 'rooms' along the length of the Old Kent Road such as in the Avondale Estate opposite Asda. This will be replicated in new development which will complement the existing character of Old Kent Road and provide a setting for retail and cultural uses to spill out on to park space as well as mitigating air pollution.

## Marlborough Grove

The road will be partially closed and repurposed as a play/sports/nature space for the Phoenix Primary School and wider community.

## Courtyards

To the north and south of the Surrey Canal Park, internal courtyard spaces within the perimeter of new buildings will both enable servicing of industrious uses and also create attractive workplace environments

## The Stables

The open space at the centre of the site that was previously used to exercise horses kept at the stables will become publicly accessible. In addition a new pedestrian and cycle link to Quietway 1 will be created adjacent to the old railway bridge. There is the possibility for food growing space to the rear of the stables



# CONNECTING COMMUNITIES

Old Kent Road is already home to a community who benefit from the many schools, faith centres, shops, cafes and parks which makes the area unique. The area will undergo significant change which will bring benefits to the existing community as well as new residents. Development will provide opportunities to link better transport, new sports and entertainment facilities and new parks with well established buildings and places the community regularly use.

## Connecting Schools

Link the network of existing schools with the potential new primary and secondary schools.



## KEY

- Proposed Sports Hall
- Proposed Bakerloo Line Extension Station





# BUILDING HEIGHTS GUIDANCE

The development of tall buildings can contribute to the economic growth of the area while delivering benefits such as new homes for the local community. Tall buildings will implement the Stations and Crossings strategy and be of a high quality design.

## Cantium Retail Park and Burgess Park

In line with the stations and crossings strategy, the scale of development here should be greatest at the “crossing” where Peckham Park Road meets Old Kent Road. It should then reduce towards Burgess Park in the west. The key elements of the building heights strategy here are:

- Tier One buildings should be located close to Old Kent Road where the Surrey Canal Park crosses the road. Two further Tier One buildings have been approved to the north of the Surrey Canal Park, where commensurate open space will be provided;
- To the south of the park, buildings should be lower, between eight and 16 storeys, in order to ensure that the park is not harmfully overshadowed and a sensitive relationship with the Friary Estate is established;
- In Ossory Road buildings should be no more than 10-11 storeys north of the service road for the Glengall Business Centre, dropping to 8-9 storeys to the south, to avoid overshadowing of residents at Glengall Road and Old Kent Road.

## Marlborough Grove and the Six Bridges Estate

The scale of development will be highest at the “crossing” of the junction of Rotherhithe New Road with Old Kent Road and in the centre of the site reducing in scale towards the school and the residential fringes of the site. The key elements of the building heights strategy here are:

- There is scope for a ‘Tier One’ tall building near the crossing of Rotherhithe New Road and Old Kent Road. This should be set back from Old Kent Road itself to avoid the junction becoming overcrowded;
- The heights of other buildings fronting onto St James’s Road should range between five and eight storeys, with the potential for some additional height to the rear of some of these sites of nine to ten storeys. Tier 2 and 3 tall buildings would be located on the Six Bridges Estate towards Old Kent Road and the new park space;
- The corner of St James’s Road and Rolls Road should be marked by a distinctive building of around eight storeys in height; and
- Building on top of the Six Bridges Estate and at the rear of 276 St James’s Road immediately adjacent to the Phoenix Primary School playground should be avoided to maximise the sunlight into the playground and minimise overlooking.

## The Stables and the Forge

The scale of development here should be highest at the corner of Catlin Street with buildings reducing in scale further along the street. The key elements of the building heights strategy are:

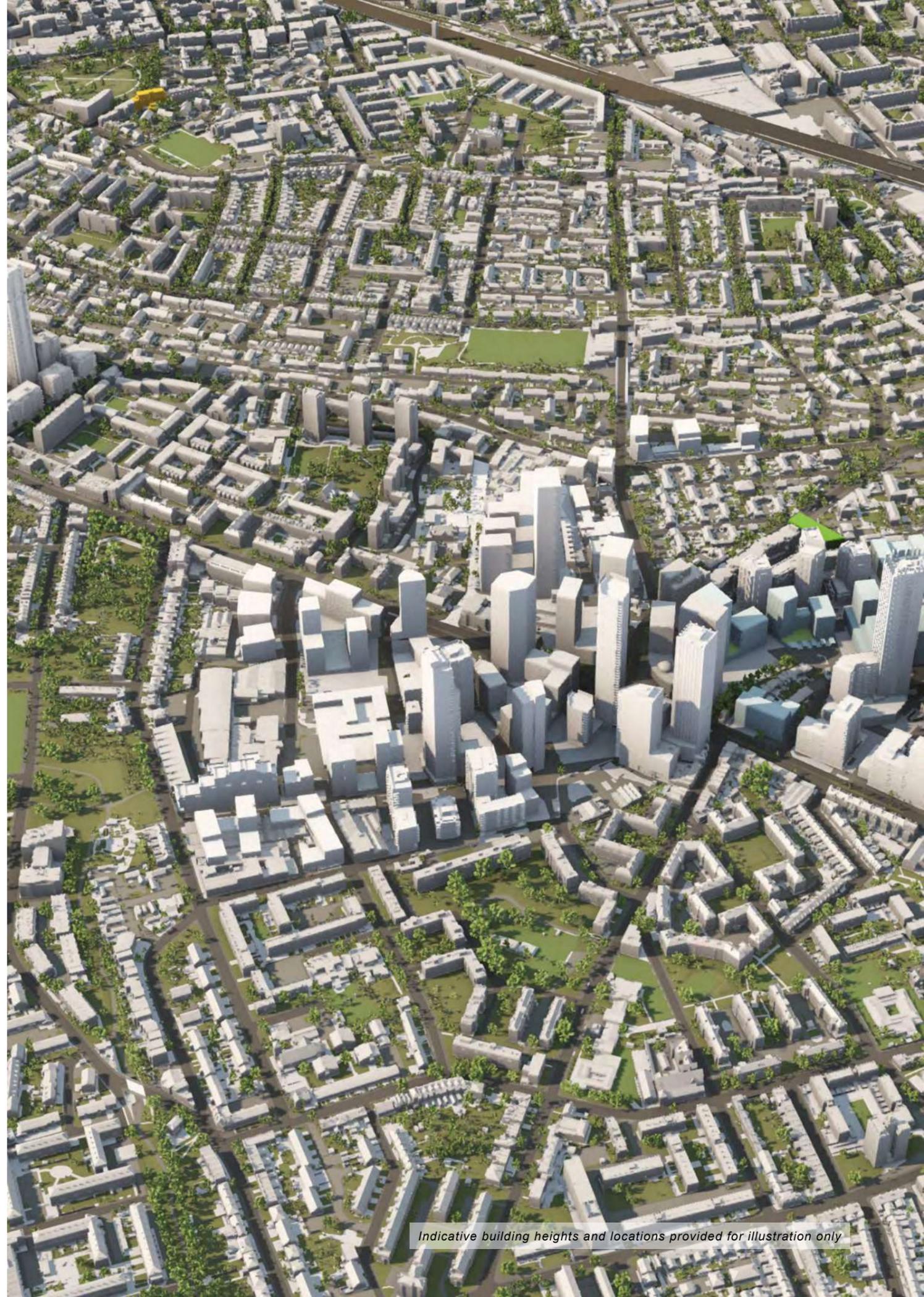
- The tallest building will be approximately nine storeys and located to the corner of the site where Catlin Street, Rolls Road and St James Road intersect. The north and south sides of this building will be set back to reduce the impact on near by residential streets.
- Buildings will reduce in scale west to east along Catlin Street from eight storeys to four.



Cantium Retail Park, Galliard Homes



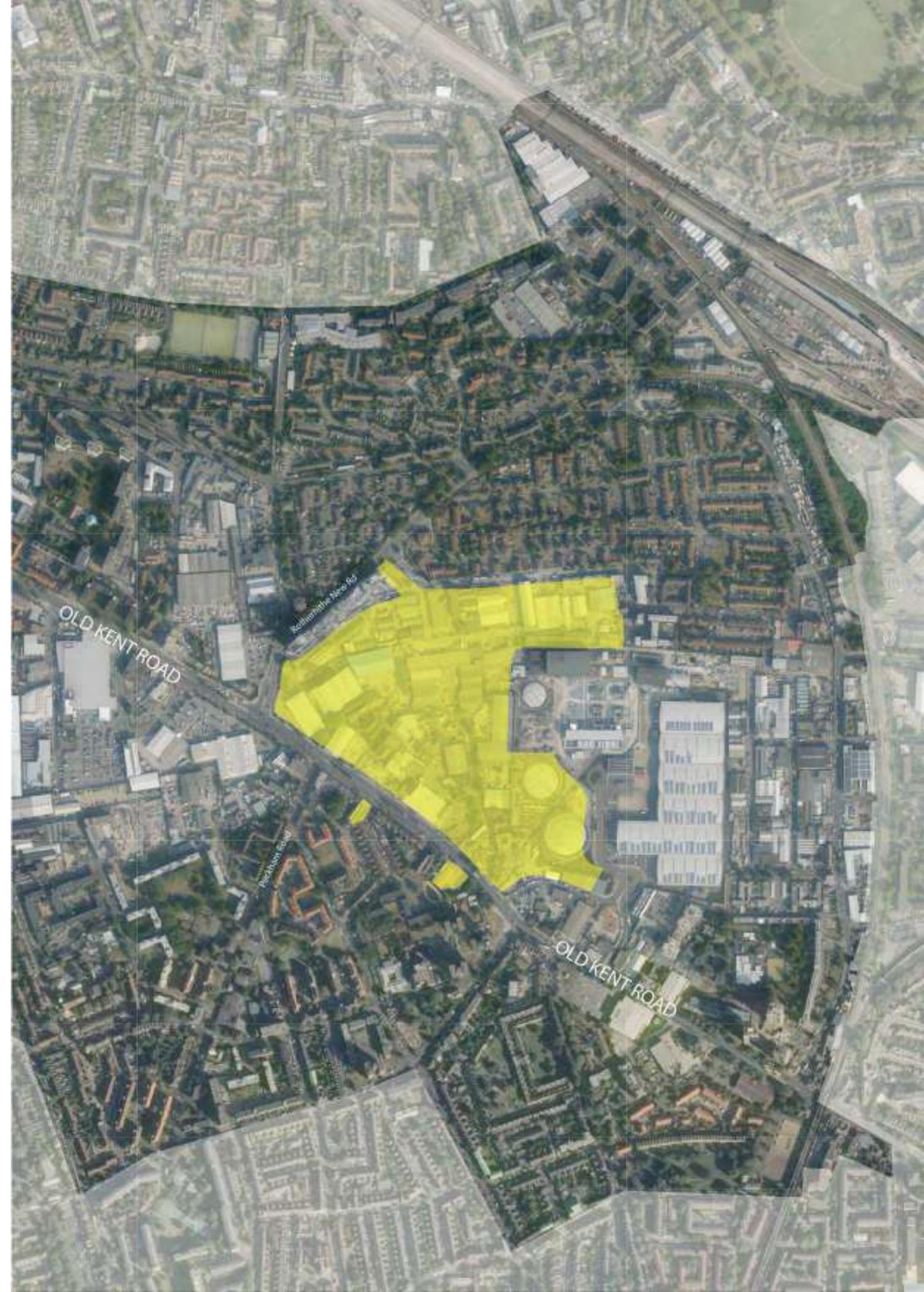
Cantium Retail Park, Galliard Homes



*Indicative building heights and locations provided for illustration only*

**SUB AREA 3**

**SANDGATE STREET,  
VERNEY ROAD  
AND  
OLD KENT ROAD  
(SOUTH)**



# HISTORY

The Surrey Canal, completed in the early 1800s, was one of the earliest developments in the area. In the 1830s the South Metropolitan Gas Company established a new gasworks on land adjoining the canal, with the company owning its own fleet of barges to transport coal along the canal. The gasworks grew steadily under Thomas Livesey and his son George and by 1900 covered 36 acres and contained a cricket ground, cycle track and allotments, as well as 8 gasholders. At the time, the gasworks were at the cutting edge of new technology, fundamentally changing the way people live in their homes. George Livesey himself had a long association with the area; he grew up in the Canal Grove cottages, established the first public library in Camberwell on Old Kent Road (later the Livesey Museum) and served as a Sunday school teacher in Christ Church.

The largest and only remaining gasholder no.13 is listed. Built by George Livesey between 1879 and 1881 it was briefly the world's largest gasholder and was constructed using a pioneering geodesic structure. It also sits above a tank which was the deepest then constructed and one of the deepest ever built. There are other fragments of this industrial past still visible such as the cobbled road surface to the north of Canal Grove.

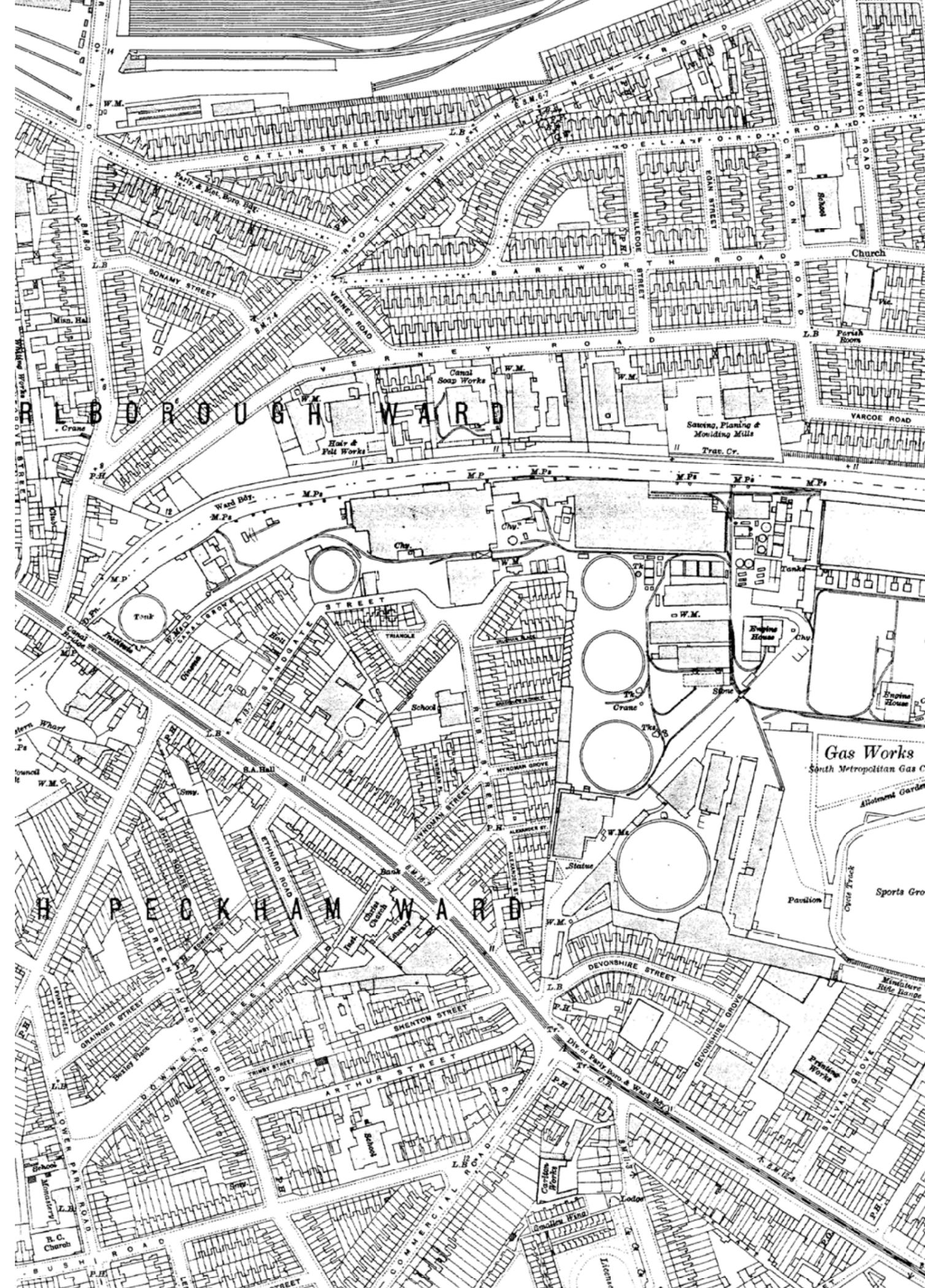
Verney Road was laid out from the early 1870s to take advantage of sites for industry along the Surrey Canal's north bank. While the northern side of Verney Road became adopted almost entirely for terraced housing, the southern side was the home for a variety of industries. The earliest recorded industry in the area is the Canal Pottery built for T Smith & Co, which stood approximately where the single storey shed at 6-10 Verney Road now stands. Pottery made by Thomas Smith is now on display as part of the V&A collection.

As with other parts of the Surrey Canal, the import and processing of timber was a major industry in this area. Arriving at Surrey Docks, the timber could easily be redistributed down the canal to the many timber wharves and sawmills along the canal.

Sandgate Street and Ruby Street were residential streets of Victorian terraced housing, with shops and pubs on Old Kent Road and a school on Ruby Street. The terraced houses were tightly packed and typical of the late Victorian residential development in the area. The area was bombed very heavily, and after the war these streets redeveloped mainly for industrial use. The canal was infilled in the late 1970s and the canal alignment was later redeveloped with housing and industry.



Astoria Theatre



# THE AREA TODAY

The remaining gasholder no longer stores gas and a large part of the former gasworks site is occupied by Southwark's Integrated Waste Management Facility (IWMF) and the adjacent New Cross Electricity Substation. Gasholder no.13 is listed and will be retained in future development.

Between Verney Road and Old Kent Road there is a mix of medium and large sized industrial units between which accommodate around 92 businesses and nearly 1,900 jobs. The Canal Grove Cottages provide a reminder of the area's heritage and the mature trees around the cottages are visible up and down the Old Kent Road. Generally however, because of the industrial heritage of the area around the former canal and gasworks, there is little open space and no north-south routes between St James's Road and Ilderton Road.

The north side of Old Kent Road is very fragmented. Bomb damage and road widening resulted in the demolition of the Georgian and Victorian terraces and their replacement with larger retail stores, such as Curry's PC World, the B&M Bargain Store, Carpet Right and Staples. There is a surviving Georgian house and later Edwardian commercial buildings next to B&M Bargain Store.

The south side of Old Kent Road has a much more established frontage which features some handsome buildings including Christ Church, the former Livesey Museum and the Royal London buildings.

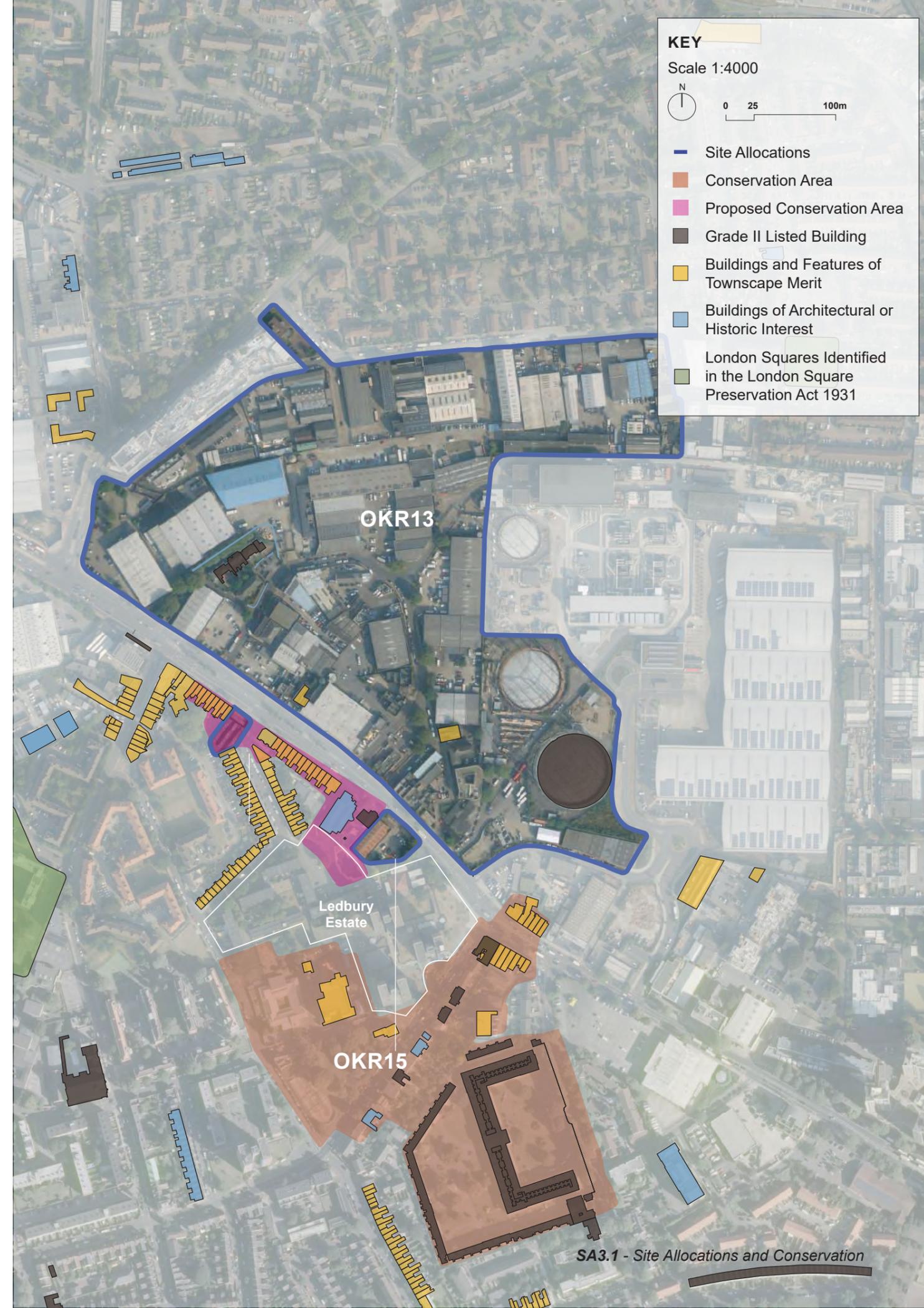
Many of the buildings and features of industry are still present in the area today. Some of these structures and features are listed, such as the large gasholder and the Canal Grove Cottages, whilst the cobblestone paving is a feature of local townscape merit. These features will be retained to preserve the industrial heritage of the past and inform the design of the area in the future.

To the north of Canal Grove cottages are a series of very large plane trees which are subject to Tree Preservation Orders and are a striking part of the areas landscape structure. Other TPO trees include those to the rear of KFC. There are mature trees outside the Gas Works offices which, along with the trees on the opposite side of Old Kent Road on the Ledbury Estate, will make a significant contribution establishing the character of the Livesey Park.

Proposals to improve existing homes and/or build new homes on the Ledbury estate are being developed in consultation with the residents of the estate.



B&M Bargain Store, Site where the Astoria Cinema once stood, 593-613 Old Kent Road



# SITES AND MASTERPLANS

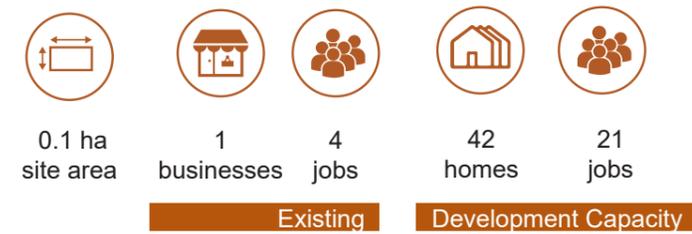
## OKR13

SANDGATE STREET AND VERNEY ROAD



## OKR14

634-636 OLD KENT ROAD



## OKR15

684-698 OLD KENT ROAD (KWIK FIT GARAGE)



**KEY**  
Scale 1:4000

N

0 25 100m

- New Building
- Communal Amenity Space
- Public Open Space
- Footpath
- Road
- Proposed Bakerloo Line Extension Station

# SITES | OKR13

## SANDGATE STREET AND VERNEY ROAD

### Site Vision

This area will be transformed into a mixed new neighbourhood with a diverse range of uses. While its character will change, it will continue to provide lots of jobs within a range of business spaces, including standalone industrial buildings, large warehouses that are integrated into mixed use buildings, small and medium sized industrial spaces and offices. New parks, a primary and secondary school, indoor sports hall, a possible health hub, access to shops and other facilities on Old Kent Road and a short walk to a tube station will make the area a great place to live and work. Verney Road will be partially closed and servicing routes redirected into the site which will make way for the new Surrey Canal park. This will include a new park around the listed Canal Grove cottages retaining the row of mature trees. Gasholder no.13 will become a feature of a large new park and we will explore opportunities for its use as an outdoor swimming pool.



### Site requirements

#### Redevelopment must:

- Provide new homes; and
- Provide the same amount of retail floorspace currently on the site and activate the Old Kent Road high street frontage; and
- Provide community uses; and
- Provide a new primary school, and secondary school; and
- Provide a new sports hall; and
- Explore the potential for a new health hub on Verney Way; and
- Provide the same amount of employment floorspace currently on the site and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA3.3; and
- Provide public open space including the Surrey Canal Linear Park, gasholder park and new pocket parks at the Ruby Triangle and on the KFC site; and
- Maximise the area of the Livesey Park space which will be the areas major public space by requiring adjacent sites to contribute land to the creation of the park.

### Design Requirements

To the north, fronting on to Verney Road, and to the east near to the gasworks and retained Strategic Protected Industrial Land, the design of buildings should be informed by the area's working, industrious heritage and character, with architecture which is solid and robust in appearance, with rational proportions and articulation. This industrious character should be reflected in the design of the eastern end of the Surrey Canal Park, with:

- More intimate spaces, inspired by the historic grain of the area, including yards and alleyways, leading off the main route and into the new urban blocks; and
- Landscape design that incorporates hard surfaces such as traditional granite sets.

The design of the Livesey Park should also reflect this industrious character, woven together with the new open space. The buildings within the town centre should have more variety in their architectural design, with a more 21st Century appearance. They may have a similar aesthetic to the new high quality brick buildings at Kings Cross,

or Blackfriars Road. They will be predominantly finished in brick with intricate detailing to window openings and parapets that are delivered through an appropriate depth and layering of the facades. The buildings that front on to Old Kent Road should reintroduce its high street character with new double height shop fronts and entrances to residential and commercial uses.

Canal Grove Park has been enlarged to provide a south facing space with a wider entrance from the Old Kent Road. The council will ensure the evolution of the landscape design benefits from the input of the Canal Grove Cottages residents. The council own the B&M site and its height will be limited to 8 storeys to maintain sunlight into the park and minimise impact on Canal Grove Cottages. The council will also work with the owner of 591 Old Kent Road to see if its rear garden can be integrated into the landscaping. The secondary school on Sandgate Street now has a south facing play space intended to be read as part of Canal Grove Park. The latter along with Ruby Triangle and Livesey Park will provide a series of quiet traffic free open spaces linking Rotherhithe New Road to Ilderton Road, parallel to the Old Kent Road.

The open space at the centre of the Ruby Triangle benefits from being formed on the ground rather than over a basement and should primarily be a lawned space, with some large specimen trees planted within it to provide an appropriate scale of structural landscaping. The commercial uses around the edge of the space should overlook it and engage with it making it a secure place to be in. A vital element of this will be the open glazed frontage to the new indoor sports hall that will face on to the park. This will provide views out, as well as views in to the sports hall. This should encourage active participation in sport and provide additional animation and overlooking of the park space by day and night.

The design of Livesey Park should maximise its overall size to ensure that it can function as the areas major public space. This will include incorporating land into the design and layout of the park from immediately adjacent sites. These sites should be planned and laid out in such a way to deliver this aspiration. We will also incorporate the landscaped areas on the western boundary of the Integrated Waste Management Facility into the park. As the road layouts are rationalised at Devonshire Grove we will close the exit arm of Devon Street further enlarging the opening to the park from Old Kent Road.

### Heritage

Two of the original early Victorian terraced houses and a later Edwardian commercial building are remarkable survivors on this stretch of the Old Kent Road. Two of the buildings will be retained/extended and converted into commercial uses in the Ruby Triangle development. The landscape design of this part of the street frontage should reflect its historic "front garden" layout and incorporate the original checkerboard tile path to the front door. The extended "backs" of these buildings that face the Ruby Triangle Park, and the return flank with "Ruby Lane" on the adjacent Carpetright scheme should provide active overlooking from window and building entrances. There is a single surviving terraced house which isn't part of the Ruby Triangle scheme. This will flank the entrance to the new park. The council will work with the developer of the Ruby Triangle and the owner of the house to explore ways in which the parks landscaping can enhance the setting of the house.

The buildings and landscape that will stay, such as the Grade II listed Canal Grove cottages, their surrounding TPO trees, the Grade II listed gas lamp and cobbled road, the Royal London Buildings and the gasometer will help shape the area's changing identity.

The 'hidden' and unassuming character of the Canal Grove cottages should be retained. This includes the brick boundary wall to the north of the cottages and the poured concrete wall to the east, Historic surfaces that remain around the listed cottages, such as the cobbled access road on the Wevco Wharf should be retained and incorporated into new landscape proposals. The surviving Victorian public house on Ruby Street is a building of townscape merit and should be retained. It will front onto the new pocket park and TPO trees to the rear of the existing KFC and should be brought back into use as a pub.

The surviving Gas Works office should also be retained, and the potential to extend it at roof level explored. The three mature trees outside the office will be retained and comprise the original setting to the George Livesey statue. The statue will be brought back in public view in the newly created Livesey Park. Parts of the unlisted gas holders which were demolished in 2018 will be re-used as part of the landscaping scheme in the Ruby Triangle Park.

### Phasing

Several planning applications have been approved for mixed use schemes for the site which are expected to be delivered by 2030 (BLE Phase 1). The new secondary school at Sandgate Street is expected to be delivered in the mid 2020s or 2030s when the Bakerloo Line Extension is built.

# SITES | OKR14

634-636 OLD KENT ROAD

## Site Vision

The site will provide new shopping frontages, strengthen the Old Kent Road's role as a high street and provide much needed housing.



## Site requirements

### Redevelopment must:

Provide new homes; and  
Provide retail space;

### Redevelopment may:

Provide community uses.

## Phasing

Planning permission has been granted for a residential-led development to deliver 42 homes and 272m2 flexible commercial space (17/AP/1646). The site has been cleared and is due to construction in 2021.



634-636 Old Kent Road

# SITES | OKR15

684-698 OLD KENT ROAD (KWIK FIT GARAGE)

## Site Vision

The site will provide new shopping frontages, strengthen the Old Kent Road's role as a high street and provide much needed housing.



684-698 Old Kent Road



## Site requirements

### Redevelopment must:

- Provide new homes; and
- Provide retail; or employment uses of at least the same floorspace of sui generis uses currently on the site;

### Redevelopment may:

- Provide community uses.
- Provide employment uses.

## Design Requirements

- The redeveloped site will mediate between the towers on the Ledbury Estate and the two storey Grade II listed Livesey Library building and the adjacent All Saints church. The building would be six storeys adjacent the Ledbury Estate reducing to four storeys adjacent the listed library. The mature trees on the boundary of the estate will be retained and the redevelopment should be designed with this in mind. The development should provide a residential frontage on to the open space to the rear of the site on Pencraig Way and should ensure this space is overlooked. Ideally front doors entrances to new homes should face the open space.
- The ground floor commercial uses should have a floor to ceiling height that reflects those of the Victorian shops to the north and south. Servicing to the ground floor commercial uses should be designed to be contained within the ground floor podium of the block and accessed from Old Kent Road.

## Heritage

The open space to the rear of the site and the adjacent listed building, All Saints Church and the Royal London Buildings are all proposed to be designated in a new conservation area.

## Phasing

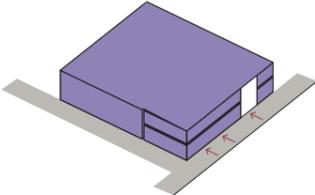
The site is expected to come forward for development in the late 2020s or early 2030s (BLE Phase 2).

# BUILDING TYPOLOGIES AND LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.

**STACKED INDUSTRIAL: Standalone large industrial storage and distribution units**

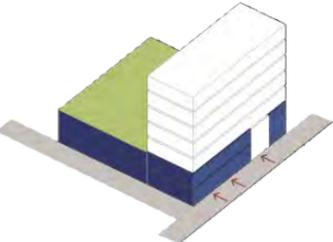
These buildings provide an opportunity for large units of 500sqm+ and which are not part of mixed use development. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage.



**Suitable uses:** Storage, wholesale, distribution, depots.

**HORIZONTAL MIX: Medium-large storage and distribution in mixed use developments**

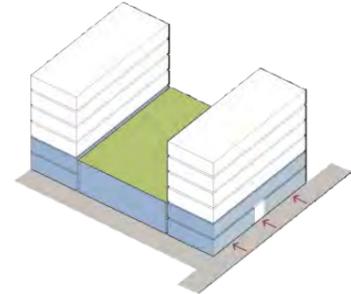
Ceiling heights should be at least 6-8m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.



**Suitable uses:** Storage, wholesale, distribution, depots.

**HORIZONTAL/VERTICAL MIX: Small industrial units**

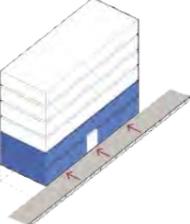
Double height spaces of at least 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Blocks can be wrapped within two storeys of workspace that can be used for offices, showrooms and studios.



**Suitable uses:** Light industrial uses and maker spaces within the central space.

**VERTICAL MIX: Small office and studio**

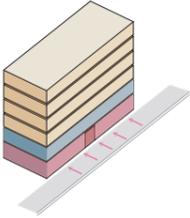
Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m.



**Suitable uses:** Artists' studios and office space.

**VERTICAL MIX: High Street**

New retail use to be provided below residential flats or office uses. Where there are large retail units at ground floor, these will be double height and served by generous footways.



**Suitable uses:** Larger retail units on Old Kent Road suitable for supermarkets or larger stores.



SA3.3 - Sub Area 3 Typologies Plan

# SERVICING AND ROAD NETWORK

## Servicing

Servicing should be rationalised to more effectively serve multiple commercial units. This will be achieved by realigning Verney Road to the south and by creating a new service road, Livesey Street, connecting Ruby Street to Verney Road.

This will provide access to the planned standalone industrial units to the south of Verney Road and on the old gas works site, as well as the mixed use developments on the gas works. The stand alone commercial units should have approximately 15m deep bays for deliveries, plus 12m clear turning space for HGVs. Roller shutter doors should be at least 4m high, and 2.4m wide.

Undercrofts to vertically mixed use typologies should have a minimum height of 5m to allow clearance for delivery vehicles. Servicing to shops should not take place from Old Kent Road.

## Road network

**Sandgate Street**  
Sandgate Street will be made one way running clockwise from Old Kent Road to Ruby Street and Hyndman Street. This will allow wider footways and the introduction of loading bays and bus stands if required.

To the north of Sandgate Street, a new east-west walking and cycling route will link Canal Grove Park to the Surrey Canal Park Verney Road and on to Ilderton Road.

The area adjacent to the school will be traffic free from the junction with Ruby Street to the junction with the new Livesey Street.

**Ruby Street**  
The Ruby Street junction with Old Kent Road will be closed and work as a two way cul-de-sac to retain servicing and delivery function. There will be some loading bays.

**Murdock Street**  
The Murdock Street junction with Old Kent Road will be closed and work as a two way cul-de-sac to retain servicing and delivery function. This will include the provision of some on street loading bays. There will be access to the new Livesey Street.

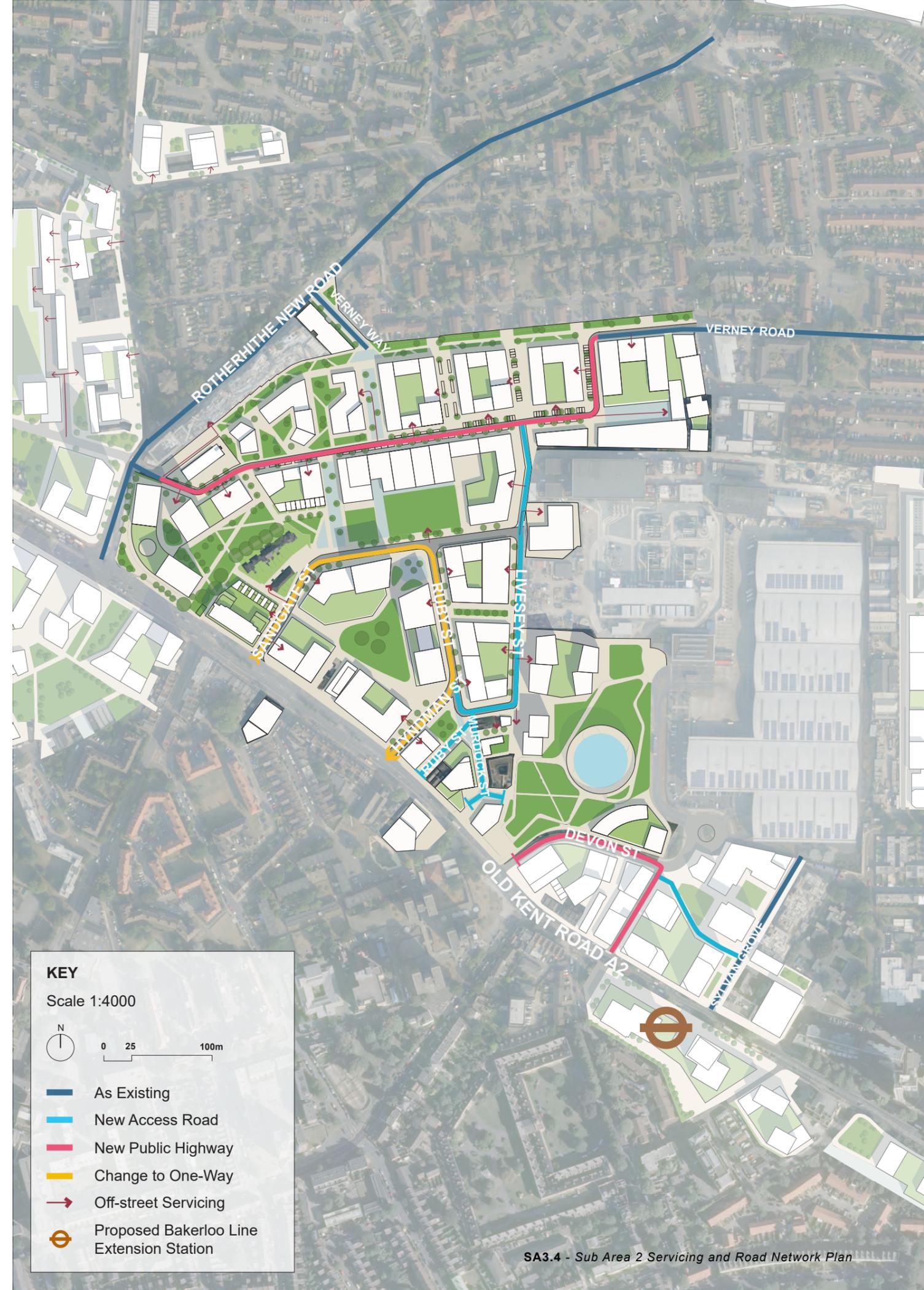
**Verney Road**  
Verney Road will be partially realigned to provide a new service access to the ground floor commercial and upper floor residential uses south of its current alignment. This will allow the existing Verney Road to be changed into the Surrey Canal Park. This new layout will deter rat running, improving the environment of the Bonamy Estate whilst providing vehicle access to the existing and new residents and businesses. This change will need to be phased, with the new road being completed before the park could be opened, to ensure there was no disruption to existing residents or business users.

**Livesey Street**  
This new road will provide commercial servicing access to the eastern side of the mixed use blocks that face Ruby Street and to the standalone multi storey industrial block on the gas works site.

**Devon Street**  
When the new Livesey Street is fully operational, the junction of Devon Street and Old Kent Road will be stopped up turning Devon Street into a two way cul-de-sac. The area between Devon Street and Murdock Street will be redesigned to ensure the new Livesey Park is an entirely pedestrian area.

All developments should have off street servicing facilities that access from one or more of the above options

**Controlled Parking Zone**  
A Controlled Parking Zone will be introduced.



# HIGH STREET STRATEGY

## Existing

The southern side of Old Kent Road between Peckham Park Road and the Ledbury Estate is lined by surviving Victorian terraces of 3 and 4 storeys, including the ornate Royal London Buildings, All Saints Church and the listed Livesey Library. These are many of the ingredients of a traditional London high street. The shop units are small, providing affordable space for a range of small entrepreneurial business that reflect the ethnic diversity of Old Kent Road. The opposite side of the street, has some fragments of the historic high street, in poor repair, but is largely dominated by large two storey out of town retail sheds and open car park and yard spaces with little architectural presence on the high street.

The industrial uses to the north provide customers for the shops and services, adding to its economy, but they also separate Old Kent Road from its residential hinterland. The hardscrabble character is completed by the dual carriageway, with a raised median strip that prevents people from crossing from one side of the street to the other. The paving width and materials are varied, there is a plethora of street signs, there are some mature trees outside All Saints Church and Ledbury Estate, the overall impression is of a harsh, environment, somewhere to pass through. This doesn't help its economy.

## Proposed

Whilst one of the retail sheds operators has gone into administration the others are performing well in a post COVID world. The plan is to redevelop the existing sheds with high street formats, replacing the need for car parking, and developing sites more intensively with commercial units to the rear and residential over. This will compliment the existing smaller scale retail opposite. The rich mix of new business space, churches, sports hall and park space will deliver a high street with a robust and diverse economy and a distinct and attractive built character.

The change to the road, with the introduction of cycle lanes, improved crossings, simplified and unified paving, signage and additional tree planting will provide an environment designed around pedestrians of all ages and mobilities. To achieve the density of residential occupation to support the high street the scale of development will have a 10 storey shoulder height onto Old Kent Road in the Ruby Triangle development. The new buildings will be richly detailed in brick with ground floor retail units having 4m floor to ceilings, to reflect the character of the Royal London Buildings.



Curry's Site



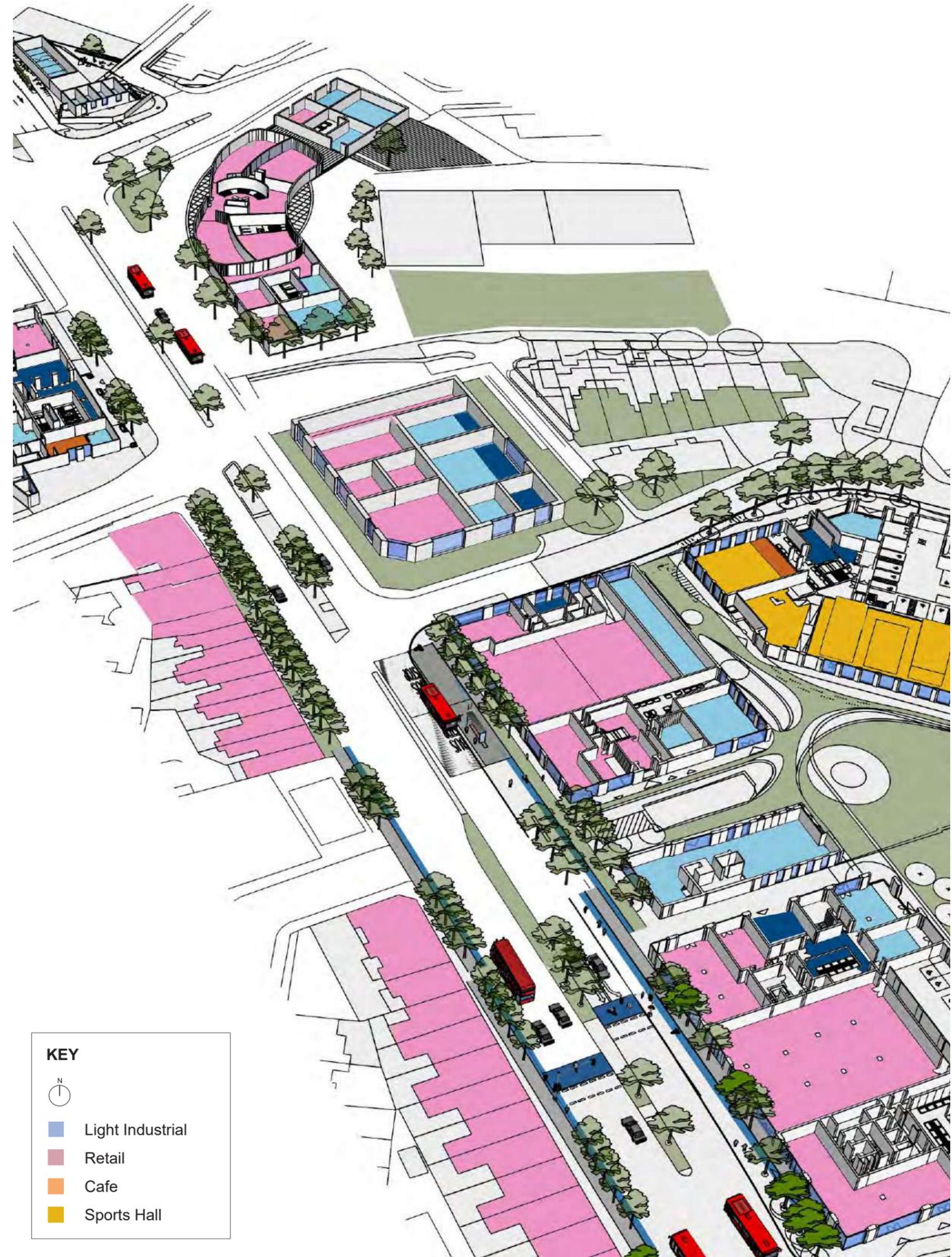
A2 crossing from Royal London buildings to Ruby Triangle



A2 crossing from Royal London buildings to Ruby Triangle



Ruby Triangle



### KEY



- Light Industrial
- Retail
- Cafe
- Sports Hall

# PARKS AND RECREATION

The linear park will continue over the north side of the Old Kent Road and will be accommodated by the partial closure of Verney Road. This will allow walking and cycling links to Surrey Canal Road and South Bermondsey station. A secondary route will be provided parallel to the Old Kent Road to offer quieter walking links between the new parks from the old gasworks, through Ruby Triangle Park, to Canal Grove Park and beyond to Lovegrove Street Park and Marlborough Grove.

## Old Kent Road

New trees and planting alongside new high street frontages on the north side of Old Kent Road will complement the handsome Royal London Buildings, Livesey Building and Christ Church. There will be a safe pedestrian crossing to link the north and south parts of the Surrey Canal Park and segregated cycle lanes along Old Kent Road itself.

## Surrey Canal Park/Verney Road

The northern part of the park will continue the linear route from Burgess Park towards Ilderton Road along the alignment of Verney Road. This will benefit John Keats School and residents on the Bonamy Estate. It allows for existing mature trees to be integrated within the design of the park. Vehicle servicing for the new developments and through traffic from Verney Road to Old Kent Road will be routed along the old canal alignment. The park will open into a series of "rooms off the park" each with a different character and different role. The character of these rooms should be shaped by surrounding land uses including:

- The Canal Grove Cottage Park; and
- A series of three spaces with a more commercial character which is fronted by small business units at 6-12 Verney Road; and
- A space outside the new health hub on Verney Way

## Canal Grove Park

The setting of the Grade II listed Canal Grove cottages will be improved by retaining the mature trees and historic brick wall in their front gardens and redeveloping the warehouse beyond to include the provision of a new pocket park. This will incorporate the cobbled road that was part of the gasworks into new landscaping. The building heights immediately around these homes will be reduced.

## Ruby Triangle

The Ruby Triangle development will create a new pocket park, a square at the entrance to the potential new secondary school and a 4 court sports hall for use by the school during school hours and the wider community at other times.

## Livesey Park

The Grade II listed gasholder no.13 to be retained and become a feature within a park, we are exploring its use as a Lido. We will frame the view of the gasholder from the new park entrance on Old Kent Road. We will relocate the statue of George Livesey into the park.

## Marlborough Grove to Livesey Park

A secondary quiet route and green link will be created as a route for people walking and cycling between Marlborough Grove and Livesey Park via the Ruby Triangle and Hyndman Street/Ruby Street parks.

## Livesey Street

We will work with National Grid and landowners to create a new route for pedestrians and cyclists between Old Kent Road and Verney Road along the western edge of their sites.

## Hyndman Street/Ruby Street Pocket Park

We have issued Tree Preservation orders on the mature trees at the rear of the Kentucky Fried Chicken restaurant at 671-679 Old Kent Road and we will set them within a new pocket park.

## Arthur Street

We will reopen the historic alignment of Arthur Street which will connect Leyton Square, St Francis primary school and Camelot primary school through the Ledbury Estate to Livesey Park.

## Rotherhithe New Road

We will make use of wide pavements to create raingardens to make the route towards Ilderton Road greener and safer.



# CONNECTING COMMUNITIES

This large industrial area can be transformed into a mixed use area with green routes and new parks which connect homes and workplaces with schools, a rejuvenated high street on Old Kent Road and surrounding residential areas. There are number of churches in the area that provide outreach programmes and mentoring within their local communities as well as safe spaces for younger people.

## 1 Bramcote Park

Bramcote Park is used by residents of the Bonamy Estate. The park is owned by two housing associations, Optivo and Notting Hill. The playground is in poor condition and we will be investing in its refurbishment and would like to work with the local community to co-design the new space.



## 2 VERNEY ROAD GREEN ROUTE

### Verney Road To Old Kent Road

Currently an industrial service road, residents of Bonamy Estate were consulted in 2019 on the Bonamy Liveable Neighbourhoods project and felt that traffic could be reduced and greening increased which we plan to do.

## John Keats Primary School and the Health Hub

John Keats Primary School is located in the lower floors of the Bermondsey Works residential scheme. The closure of Verney Road outside its play ground would improve air quality for its children and provide an opportunity to develop a school allotment. Adjacent to the school we propose to develop a major new health centre on Verney Way. Residents have told us about the importance of bus access to the health centre particularly for older people. This is something we are investigating with TfL.



## 4 JOHN KEATS PRIMARY SCHOOL

## 3 THE SMALL BEER COMPANY



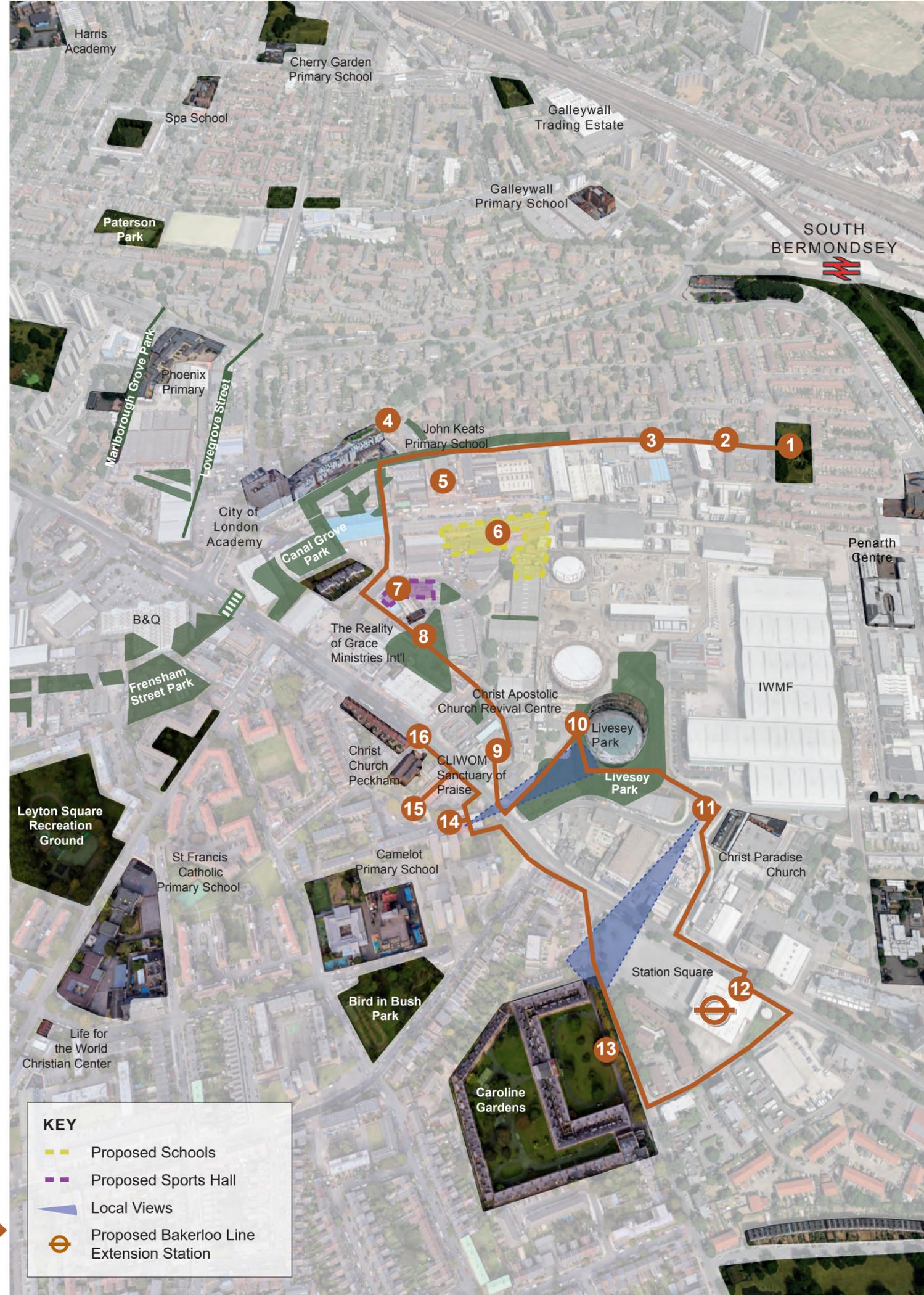
### The Small Beer Company

The Small Beer Company are located on the Capital Industrial Estate and specialise in lower alcohol beer (2.5%). Established within the last 5 years, the micro brewery (which also contains an events space) is an example of the areas growing and diverse manufacturing base.

## 5 ACTION HOUSE CONTAINERS

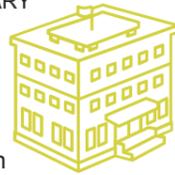
### Action House Containers

Action House is owned by the council and provides flexible studio space for a variety of creative industries. The company that designed the Old Kent Road website, Wibly Wobbly were based here. Action House Shipping Containers will deliver new artist studios and more affordable workspace.

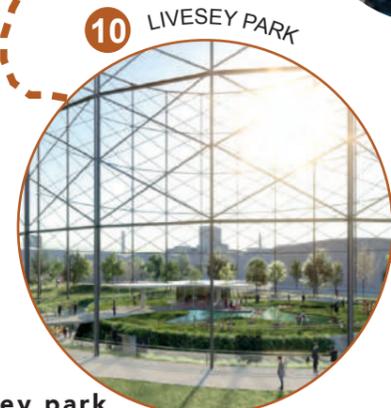




NEW PRIMARY & SECONDARY SCHOOL



**6 Connecting Schools**  
A new secondary school on Sandgate Street in close proximity and connected to the new health hub and indoor sports hall on the Ruby Triangle will form the heart of the new community. The new school playground will front on to Sandgate Street, providing a meeting area outside the school for parents and children and an attractive and safe route to Canal Grove park and the sports facilities in Burgess Park.



**Livesey park**  
The park will be a major new park space which contains the listed gasholder no.13, a local landmark. The gasholder will become the focus of the park and our ambition is to create an outdoor lido within it. This unique sports and leisure facility would help promote health and wellbeing and celebrate the area's rich history. It would become a place to gather and meet friends and a "go to" destination within the borough. It was briefly rumoured by a developer to become an alligator park but our intention is to promote wildlife only of native species. Views into the park and of the gasholder from the Ledbury Estate and Murdock Street would be retained and improved.



**View to Caroline Gardens from Devonshire Grove**

The view towards Caroline Gardens from Devonshire Grove will be enhanced by the creation of a new square outside Old Kent Road tube station.



**Christ Church Peckham**  
Christ Church Peckham. Is where we held many of the Old Kent Road Community Forums. The vicar Hugh Balfour has been at the church for over 30 years and is a member of the Community Review Panel which was established in the summer of 2020.



**Treasure House**

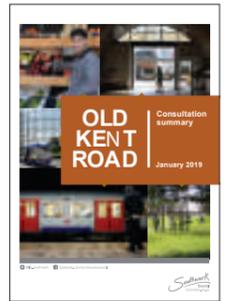
The Grade II listed Livesey Library is an example of Victorian philanthropy, paid for by George Livesey who ran the Sunday school next door which illustrates the ideal of self improvement. It used to house the George Livesey museum, and some items of the council's art collection is still stored on the site. Residents have expressed a desire to have their museum open again.



**12 Station Square**  
A generous square will be created at the entrance to the underground station as a place to meet and greet friends.



**Caroline Gardens**  
Caroline Gardens is a very fine historic building which is owned by the council and provides housing for older people. Opposite is Jack Hobbs House which provides extra care housing. We would like to involve the older community in the design of our new park spaces.



The Old Kent Road Community Forum was set up to start a dialogue between the council, local residents, business owners and employees, community groups and any other interested parties. The Forum regularly met in 2018-19 providing members of the community the opportunity to give feedback and suggest ideas on what they felt should be the future from of development in the area. One of their suggestions was that the council set up a Community Review Panel, to give local people the opportunity to engage directly with developers and the council about emerging plans and strategies.

# BUILDING HEIGHTS GUIDANCE

In line with the 'Stations and Crossings' strategy, the height and scale of development in this area should be greatest at the 'crossing' where Rotherhithe New Road/St James's Road meets Old Kent Road, and should reduce towards the interface between new development and surrounding residential neighbourhoods.

The key elements of the building heights strategy here are:

- The tallest 'Tier One' buildings should be located close to Old Kent Road, around the point where the Surrey Canal Park crosses the road and in conjunction with the Ruby Triangle open space proposed towards the centre of the site;
- With the exception of the tallest buildings at the 'crossing', building heights on Old Kent Road frontage should generally be between eight and 10 storeys. There is also some potential for 'Tier Two' and 'Tier Three' buildings at key junctions along this frontage. These will be located in a "hit and miss" composition with eight and 10 storey sections of development separating these Tier Two and Three buildings;
- The setting of the listed gasholder should be enhanced by opening up views of it from Murdock Street and Old Kent Road and the Ledbury Estate.
- Building heights immediately adjacent to the gasholder at Rich Estates site and on the council's landholding should remain lower than the listed structure itself, in order to retain its prominence in the townscape. A 'Tier One' and a 'Tier Two' building will be located to its north;
- Building heights should also reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale; and
- The stand alone industrial buildings on the edge of the Strategic Protected Industrial Land should be of an appropriate scale, driven by the nature of their potential uses. The stand alone buildings on the edge of the SPIL would be up to six storeys in height.



Ruby Triangle, Avanton and Urban & Provincial



Indicative building heights and locations provided for illustration only

**SUB AREA 4**

**HATCHAM,  
ILDERTON  
AND  
OLD KENT ROAD  
(SOUTH)**



# HISTORY

The area has long been home to a mix of houses and flats, shops and factories. In the nineteenth century, the development of the gasworks, the Surrey Canal, railways and nearby docks brought large number of jobs. This created huge demand for new homes and to the east of the gasworks, the area around Hatcham Road and Ilderton Road was mainly residential, with streets lined by modest Victorian terraces with small back yards.

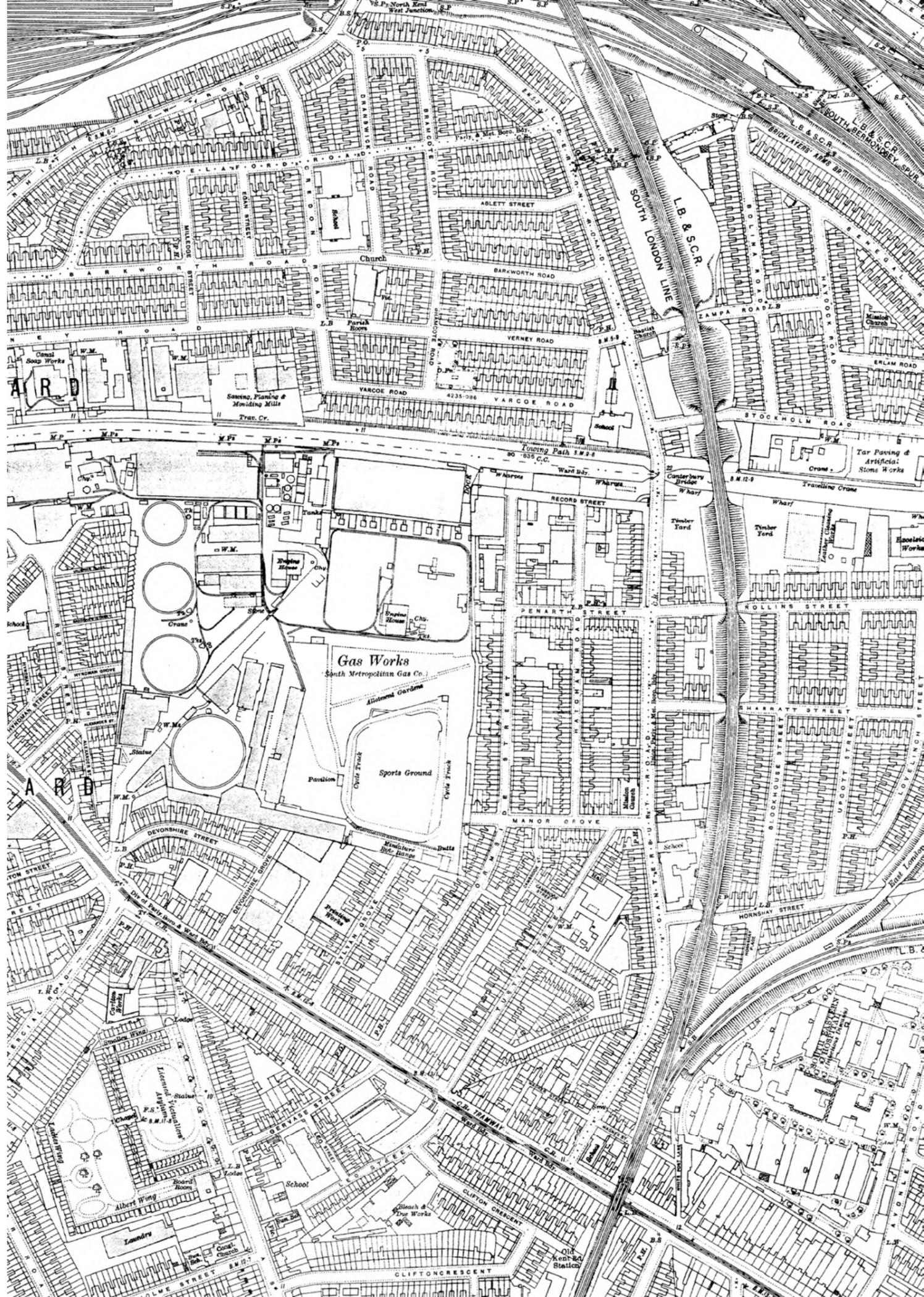
The area was heavily bombed during World War II, leaving large parts of it in ruin. After the war, town planners set out to separate housing from industrial and residential uses and the area became Hatcham Industrial Area. The area around Hatcham Road was redeveloped with small scale industrial units lining the once residential streets, which has made accessing units with large vehicles difficult. A number of pre-war industrial premises were incorporated into the new plans for the area. These include Hele Confectioners at the top of Hatcham Street, the metal workers (Penarth Works) behind the public house on the corner of Penarth and Hatcham Streets and the printworks at the rear of 152/154 Ilderton Road.

On Old Kent Road itself, the frontages on either side of the southern end of Old Kent Road were mainly residential, with small shops and pubs on the ground floor. One exception was the ABC cinema which stood on the corner of Gervase Road and the Old Kent Road. Housing and factories made way for retail warehouses and for Brimington Park which was established in the 1970s and 80s. The Tustin estate, which is on the north side of Old Kent Road was built in the late 1960s and replaced terraced housing.

To the south of Old Kent Road is the listed Licensed Victuallers' Benevolent Institution. The courtyard and chapel built in 1827-33 to the design of Henry Rose. Other ranges were added between 1858 and 1866. The complex was bought by the council in 1959 and renamed Caroline Gardens, it continues to house older people.



Old Kent Road



# THE AREA TODAY

The frontages on Old Kent Road today are fragmented and interrupted by car parks and a petrol station. It is easy to miss the entrance to Brimington Park and the south side of the road is dominated by the Aldi supermarket and Toys'r'Us store, now occupied by Lidl, which were designed for car users.

To the north of the Old Kent Road, the eastern side of Ilderton Road is lined mainly by industrial and distribution uses and depots, such as the Jewsons builders merchants and Leathams food business which take advantage of Ilderton Road's links to the wider highway network. However, Ilderton Road also feels rather neglected and has the character of a servicing corridor.

The area around Hatcham Road is a densely populated industrial estate. However, the type of businesses on the estate changed in the early 2000s and as some of the manufacturing businesses moved out and a mix of faith premises and increasingly start-up businesses, artists and small scale makers moved in. The small scale industrial units in buildings such as the Penarth Centre and Hatcham Studios are home to a mix of artists and creative industries. Larger manufacturing uses have remained and grown, including Diespeker & Co's stonemasons, and James Glancy's Christmas decoration business. Increasingly existing business users have been subletting their premises to smaller businesses which supports a rich and diverse business ecosystem. These businesses rely on proximity to central London in order to be responsive to demand.

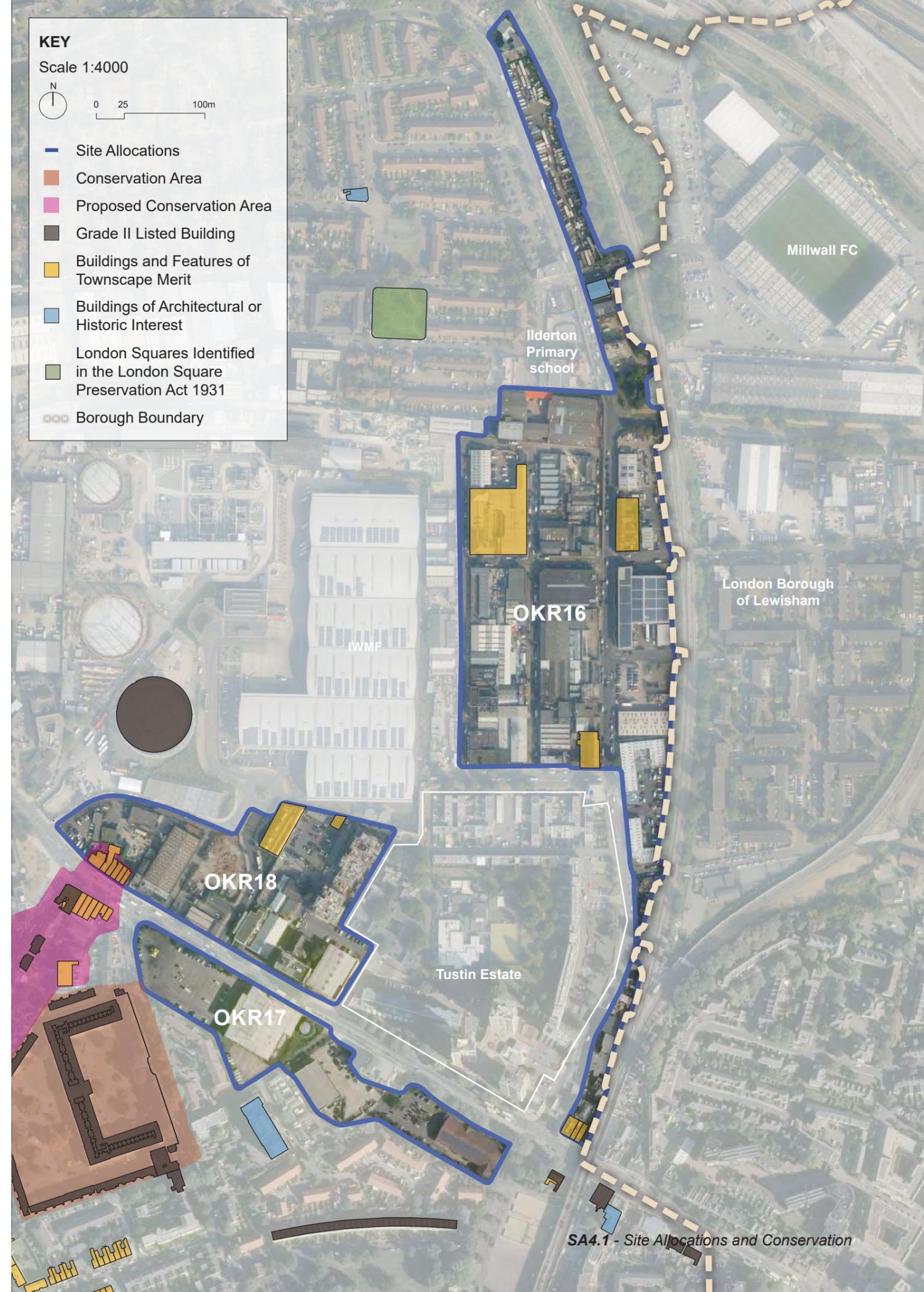
Redevelopment of the area will create better links to Brimington Park and will provide suitable units of varying sizes for the evolving mixes of industry located in the area including artists studios.

Proposals to improve existing homes and/or build new homes on the Tustin estate are being developed in consultation with the residents of the estate.

The area is adjacent to the borough boundary with Lewisham. The proposals for New Bermondsey in Lewisham comprise the redevelopment of the area around the Millwall Football Club ground for a dense mix of residential and commercial uses and a new overground station. Development will be partly enabled by improved connections from Lewisham to South Bermondsey Station and the mix of uses proposed will complement the redevelopment of this area.



Old Kent Road, View of OKR 18 and OKR 17



# SITES AND MASTERPLANS

## OKR16

HATCHAM ROAD AND ILDERTON ROAD



7.9ha site area	84 businesses	859 jobs	2,200 homes	2,698 jobs	2 parks
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Existing

Development Capacity

## OKR17

SOUTH OF OLD KENT ROAD (760, 812 AND 840 OLD KENT ROAD, TOYS'R'US AND ALDI STORES)



2.0ha site area	4 businesses	55 jobs	1,000 homes	312 jobs	1 tube station
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Existing

Development Capacity

## OKR18

DEVON STREET AND SYLVAN GROVE



3.0ha site area	42 businesses	217 jobs	1,500 homes	1,203 jobs
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Existing

Development Capacity



**KEY**  
Scale 1:4000

N

0 25 100m

- New Building
- Communal Amenity Space
- Public Open Space
- Footpath
- Road
- Proposed Bakerloo Line Extension Station
- Proposed Overground Extension Station
- Borough Boundary



# SITES | OKR16

## HATCHAM ROAD AND ILDERTON ROAD

### Site Vision

Hatcham Road will provide a range of workspaces including light industrial units suitable for small scale manufacturing and makers, artists studios and managed offices. The thriving creative business community will continue to represent the identity of the area. New homes will help create a vibrant new neighbourhood in which people can live and work. This mix of uses is something that has not been done on this scale in London before.

The east side of Ilderton Road is suitable for depot and industrial uses, also within mixed use development that provides new homes. New pocket parks and greener and safer streets will improve the environment for people walking and cycling. This will include opening new links between Manor Grove and the Tustin Estate to Sylvan Grove, improving accessibility across the area to the new Old Kent Road underground station.



### Site requirements

#### Redevelopment must:

- Provide new homes; and
- Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA4.3; and
- Provide industrial uses; and
- Provide mixed use industrial and new homes typologies in the area designated as a Locally Significant Industrial Site; and
- Retain the land on the west side of Ormside Street and the Penarth Centre as Strategic Protected Industrial Land, suitable for employment uses and other sui generis transport related uses, such as car repairs. In addition, arts and cultural uses will be permitted in the Penarth Centre. Residential and other sensitive uses will not be permitted in SPIL; and
- Provide land for an expansion of Ilderton Primary School; and
- Provide a new park with a commercial focus on Hatcham Road; and
- Enable new east to west walking and cycling links to the proposed Livesey Park; and
- Provide a new cut through pedestrian link from the north of Ilderton Road through the arch at South Bermondsey Station.

#### Redevelopment may:

- Provide retail; and
- Provide community and education uses

#### Design Requirements:

The design of buildings in this area should reflect its robust and functional industrious character.

#### Heritage

There are a number of buildings of townscape merit within this site allocation including the Penarth Centre which contains a number of small scale industrial units and remains an important part of the social history of the area. All of these buildings should be incorporated into the redevelopment of the site to preserve the character of the area.

#### Phasing

Land ownership is fragmented and development is expected to occur incrementally over time, providing scope for a managed re-location strategy for businesses. There are currently two schemes under construction which will provide a total of 93 homes and 2,690sqm commercial floorspace. Several planning applications have been approved for the site which will deliver a further 789 homes and 10,000sqm commercial floorspace, including 5,500sqm industrial floorspace. It is expected for these schemes to be delivered by 2030 (BLE Phase 1). The remainder of the site is expected to come forward in the late 2020s and early 2030s (BLE Phase 2).

# SITES | OKR17

## SOUTH OF OLD KENT ROAD (760, 812 AND 840 OLD KENT ROAD, TOYS'R'US AND ALDI STORES)

### Site Vision

Development will provide new frontages on to the Old Kent Road. There will be shops, supermarkets, cafes and restaurants at ground floor with flats and other uses above. Parking at Aldi will be provided in the short to medium term however in the long term the car park will become a park. Parking on other supermarket sites will be wrapped with other uses. The Toys'r'Us/Lidl site will be a new underground station. Station entrances will open into a generous public square at the redesigned junction of Asylum Road with Old Kent Road that will give views to Caroline Gardens and will be accessible from surrounding residential neighbourhoods.



### Site requirements

#### Redevelopment must:

- Replace existing retail and employment floorspace; and
- Provide new homes; and
- Provide a new tube station. The station, tunnelling and worksite requirements will need to be incorporated into the site design and phasing; and
- Provide new a new green park between Asylum Road and Brimington Park; and

#### Redevelopment should:

- Provide community uses
- Provide employment uses.

#### Design Requirements:

The design of buildings in this part of the area should reflect the emerging character of approved schemes at Daisy Business Park, Devonshire Square and Ruby Triangle, which are primarily a robust brick character, with deep reveals to building openings and solidly expressed structure with a vertical emphasis and proportion.

The high street character of this part of Old Kent Road should be reintroduced with new shop fronts.

#### Heritage

Development should take into consideration and respond positively to the Caroline Gardens conservation area and the historic listed buildings to the west of the site, by enhancing views to the gardens and chapel along a widened Sylvan Grove, and by providing a new pedestrian connection from Sylvan Grove through the Toys'r'Us/Lidl site.

#### Phasing

The Toys'r'Us store (now Lidl) and adjacent VW/Audi site are proposed as a new underground station and works site for the Bakerloo Line Extension. These sites would be available for development following completion of the station, currently scheduled for 2031. A planning application has been approved on the Aldi site. This mixed use development will provide 168 new homes and 1,831sqm of retail floorspace. It is expected this scheme will be

# SITES | OKR18

## DEVON STREET AND SYLVAN GROVE

### Site Vision

Development will reinforce the frontages on Old Kent Road with shopping and retail uses at ground floor and new and refurbished business space providing space suitable for offices, studios and managed workspaces.

Existing trees on Old Kent Road will be retained and enhanced. There will be a new pocket parks at the end of Devon Street and on the site of the existing Daisy Business Park car park on Sylvan Grove which will sit within a network of new and improved streets which provide new strong links back to Ilderton Road, Old Kent Road and routes east towards Manor Grove and the Tustin Estate and west towards the gasworks and the new Livesey Park.



### Site requirements

#### Redevelopment must:

- Replace existing employment space, and;
- Provide retail on the Old Kent Road high street; and
- Provide new homes; and
- Provide community uses; and
- Provide new a new public square at Devonshire Grove and Sylvan Grove; and
- Provide a new access road into the Integrated Waste Management Facility.

#### Design Requirements:

The design of this area will combine its existing industrious character with the high street character of Old Kent Road by:

- Part retaining the Victorian warehouse building at the Daisy Business Park, including the south facing gable;
- Retaining the Victorian warehouse building at the northern edge of Sylvan Grove adjacent to Daisy Business Park; and
- Using the retained building to inform the position and design of both the pocket park spaces and other buildings within the area, including their appearance and materiality, particularly though the use of brick and the detailing of windows and entrances to the buildings; and
- Having a unified landscape design and management regime for the pocket park on Sylvan Grove which is split between the Devonshire Square and Daisy Business Park schemes; and providing a shared community space in the ground floor of the Daisy Business Park scheme; and
- Provide a stand alone light industrial building on the northern edge of Devonshire Square. Within Devonshire Square provide sand and wet play provision.

#### Heritage

There are buildings of townscape merit in this site allocation such as 719-733 Old Kent Road and the Daisy Business Park which should be incorporated into the redevelopment of the site to preserve the character of the area. This site is in close proximity to the Grade II Listed Gasholder. The masterplan proposes the part retention and integration of the chrome plating works at 735 Old Kent Road into the redevelopment.

#### Phasing

A residential development at 8-24 Sylvan Grove has been built providing 80 new affordable homes. Two applications at Daisy Business Park and Devonshire Square have been approved which will deliver 784 homes and 11,371sqm commercial floorspace of which at least 2,994sqm will be industrial floorspace. It is expected that both of these developments will be delivered by 2030 (BLE Phase 1). The remainder of the site is expected to come forward for development in the late 2020s (BLE Phase 2).



Daisy Business Park Proposal by HTA

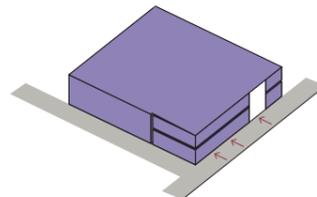
# BUILDING TYPOLOGIES AND LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into mixed use areas.

## STACKED INDUSTRIAL: Standalone large industrial storage and distribution units

These buildings provide an opportunity for large units of 500sqm+ and which are not part of mixed use development. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage.

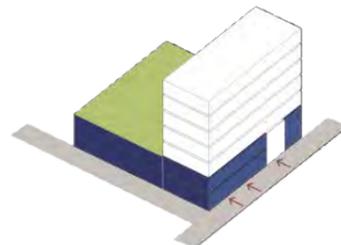
**Suitable uses:** Storage, wholesale, distribution, depots.



## HORIZONTAL MIX: Depots and medium-large storage and distribution units in mixed use developments

Units at the rear, which are adjacent to the railway embankment should have large floorspans, minimising the number of columns at ground floor. Ceiling heights should be at least 7m. There should be sufficient space for on-site servicing and storage. Yards and servicing may be covered if there is sufficient height for operations and should be designed to minimise impacts on residential amenity. Frontages on Ilderton Road to provide space for offices, showrooms, staff facilities, residential cores or retail where appropriate.

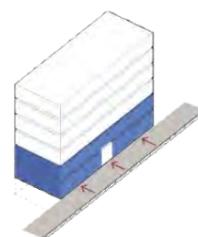
**Suitable uses:** Builders merchants, vehicle storage, warehouses, distribution, depots.



## VERTICAL MIX: Small office and studio

Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate

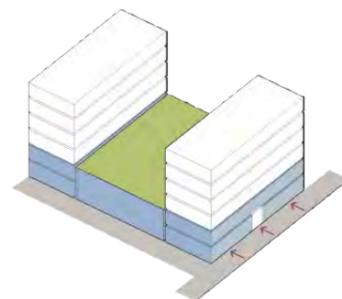
**Suitable uses:** Artists' studios, galleries, maker spaces and office space.



## HORIZONTAL/VERTICAL MIX: Small industrial units

The street frontages on ground and first floor should provide space for offices, showrooms, staff facilities, studios etc. Ceiling heights should be a minimum of 4m at ground floor. The central space should be a minimum of 7m high. The number of columns on plan should be reduced to an absolute minimum. Individual units should be accessible off street via roller shutter doors. Residential amenity space should be provided on the rooftop.

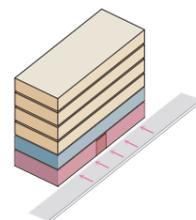
**Suitable uses:** Light industrial uses and maker spaces within the central space.



## VERTICAL MIX: High street

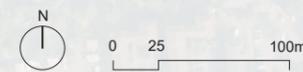
New retail use to be provided below residential flats or office uses. Where there are large retail units at ground floor, these will be double height and served by generous footways.

**Suitable uses:** Larger retail units on Old Kent Road suitable for supermarkets or larger stores. Small shops or cafés can be integrated on Ilderton Road or Hatcham Road where these serve the local residential and worker population.



### KEY

Scale 1:4000



- Standalone Industrial Use
- Medium-Large Storage and Distribution
- Small Industrial
- Small Office
- High Street
- Residential Ground Floors
- Primary School
- Sports Hall
- ⊕ Proposed Bakerloo Line Extension Station
- ⊖ Proposed Overground Extension Station
- Borough Boundary



# SERVICING AND ROAD NETWORK

## Servicing

The local road network will be part of a Controlled Parking Zone (CPZ) with loading bays and double yellow lines. Servicing to shops should not take place from Old Kent Road. Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles.

## Road network

### Ormside Street, Hatcham Road and Penarth Street

There will be five new 5 metre undercrofted servicing routes between Ormside Street, and Ilderton Road. The area will be accessed from Ilderton Road from either of the junctions with Penarth Street and Manor Grove which will retain two way working.

These new service routes pass east to west through each of the blocks below the first floor podiums. They have been designed to be shared with developments on either side, thereby consolidating off street servicing arrangements. This has already been secured through S106 agreements for the schemes at 62 Hatcham Road, 180 Ilderton Road and 2 Hatcham Road. The same mechanism will be used on future schemes.

Ormside Street will become one way north bound and Hatcham Road will become one way south bound. Record Street will retain existing one way working and introduce one way working from Ormside Road to Hatcham Road.

### Ilderton Road

Ilderton Road will be retained as two way working; the bus services are likely to increase to provide public transport interchange with New Bermondsey Station. New routes will link through Surrey Canal Road and Wagner Street will become one-way working west bound. Servicing to the Jewson, Leathams and Capital Industrial "depot" sites identified in the building typology section to the east of Ilderton Road should allow for access for articulated vehicles, either below podiums or within yards, which should circulate one way through the sites.

### Old Kent Road (South)

The area to the south of the Old Kent Road from the junction with Devon Street to the borough boundary will be subject to significant change to facilitate the delivery of the new Bakerloo Line Extension underground station at 760 Old Kent Road. When the station is operational there will be a realigned junction at Asylum Road. Gervase Street will end at the junction with Old Kent Road and local servicing will link to the area via Asylum Road. Leo Street will be retained as a two way working street. Residents of Burnhill Close will be able to access from Gervase Street and Leo Street.

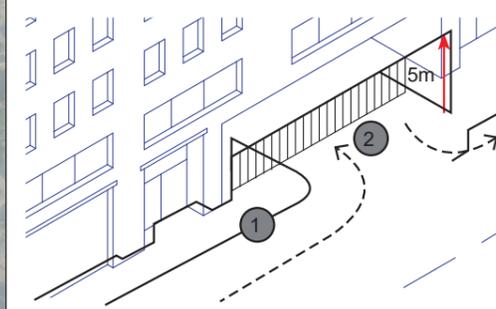
Servicing to the Toys'R'Us/Lidl site will need to take place to the rear of the site, with vehicles circulating from Asylum Road to Gervase Street. This space should be designed and landscaped for pedestrian priority, providing planting to shield Harry Lambourn House and should not be treated as a back of house area.

### Devon Street and Sylvan Grove

Due to the extent of change in the Devon Street area an enabling plan has been developed leading to an overall change to the area. Devon Street will become two way working to maintain access to Southwark's Integrated Waste Management Facility and to the London Power Network site.

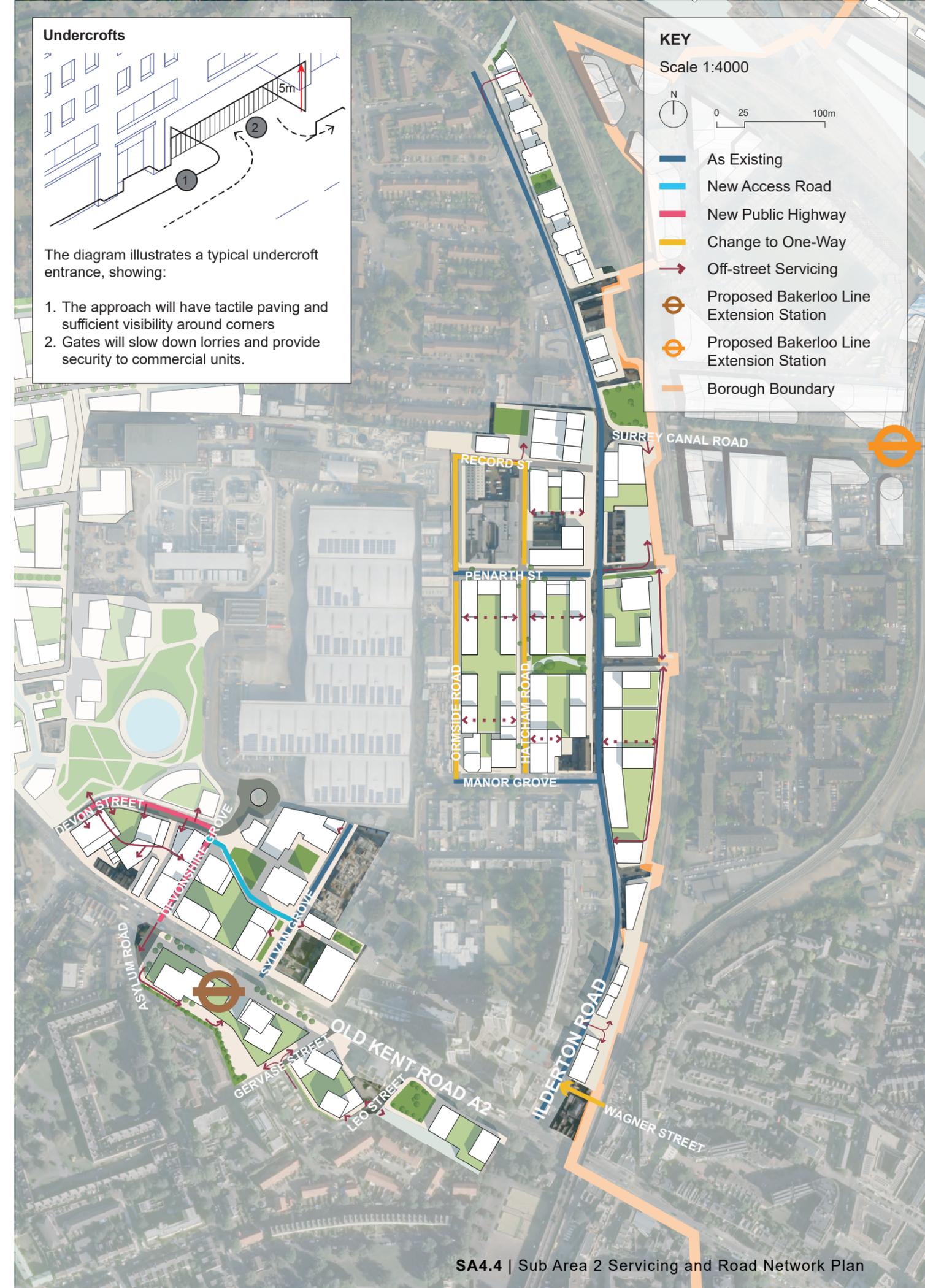
The exit arm of Devon Street will be stopped up and Devonshire Grove will become a two way working carriageway leading to a new junction alignment with Asylum Road adjacent to the new Bakerloo Line Extension underground station at 760 Old Kent Road with a new access road from Sylvan Grove. The private road currently accessed from a junction with the Old Kent Road which is located between Murdock Street and Devon Street will be integrated into the new Livesey Park.

## Undercrofts



The diagram illustrates a typical undercroft entrance, showing:

1. The approach will have tactile paving and sufficient visibility around corners
2. Gates will slow down lorries and provide security to commercial units.



# HIGH STREET STRATEGY

## Existing

The north of the area has a remaining two sided fragment of the Victorian high street. On the south side, is the listed Drovers Arms pub and a terrace of shops. The council own part of the terrace of Victorian shops opposite, including a fine Edwardian building which will be renovated. The road is narrower in this location, there is potential for street paving, signage and furniture to be improved on the high streets. To the south the street lacks any sense of place or enclosure and is dominated by the petrol station, car parks at Lidl, Aldi, Iceland and their associated retail sheds. There are some fine mature trees at Aldi and the Tustin Estate that make the southern end of Old Kent Road surprisingly green. Despite this, the entrance to Brimington Park is understated. The crossing between the Tustin Estate and Brimington Park does little to connect the communities.



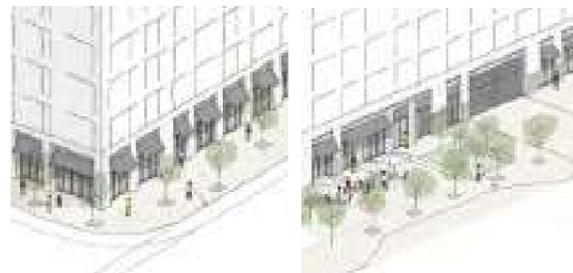
Existing Victorian street frontage

## Proposed

The proposition is to line both sides of the street with double height shops, plugging the existing gaps, and restoring the sense of a London high street. The entrance/exit to Old Kent Road tube station will be a particularly important arrival point in the high street. First impressions count, the new space at the junction with Asylum Road will provide a space where people can dwell whilst waiting to meet friends. The architecture of the Devonshire Square scheme has been designed to compliment the Victorian terraces and the overall impression will be of a new area firmly founded in its rich heritage. We are bidding for Future High Street funding to restore the Victorian terrace buildings we have bought and are investing developer contributions (Section 106) money in restoring the mural on the Drovers Arms Pub. We would like to turn our own building into a community pub to re-establish the opportunity for people to meet and socialise. Its location near to the tube should ensure a good footfall. To the south we will retain and refurbish the triangular open space on the Tustin Estate frontage, residents have confirmed how much they value this space and the trees within it. We will improve the crossing to Brimington Park from the estate and the use Section 106 funding to landscape the enlarged park entrance working with the Friends of Brimington Park. This will include a new cafe overlooking the park to improve security and overlooking and add to the parks offer as a place to visit and spend time in.



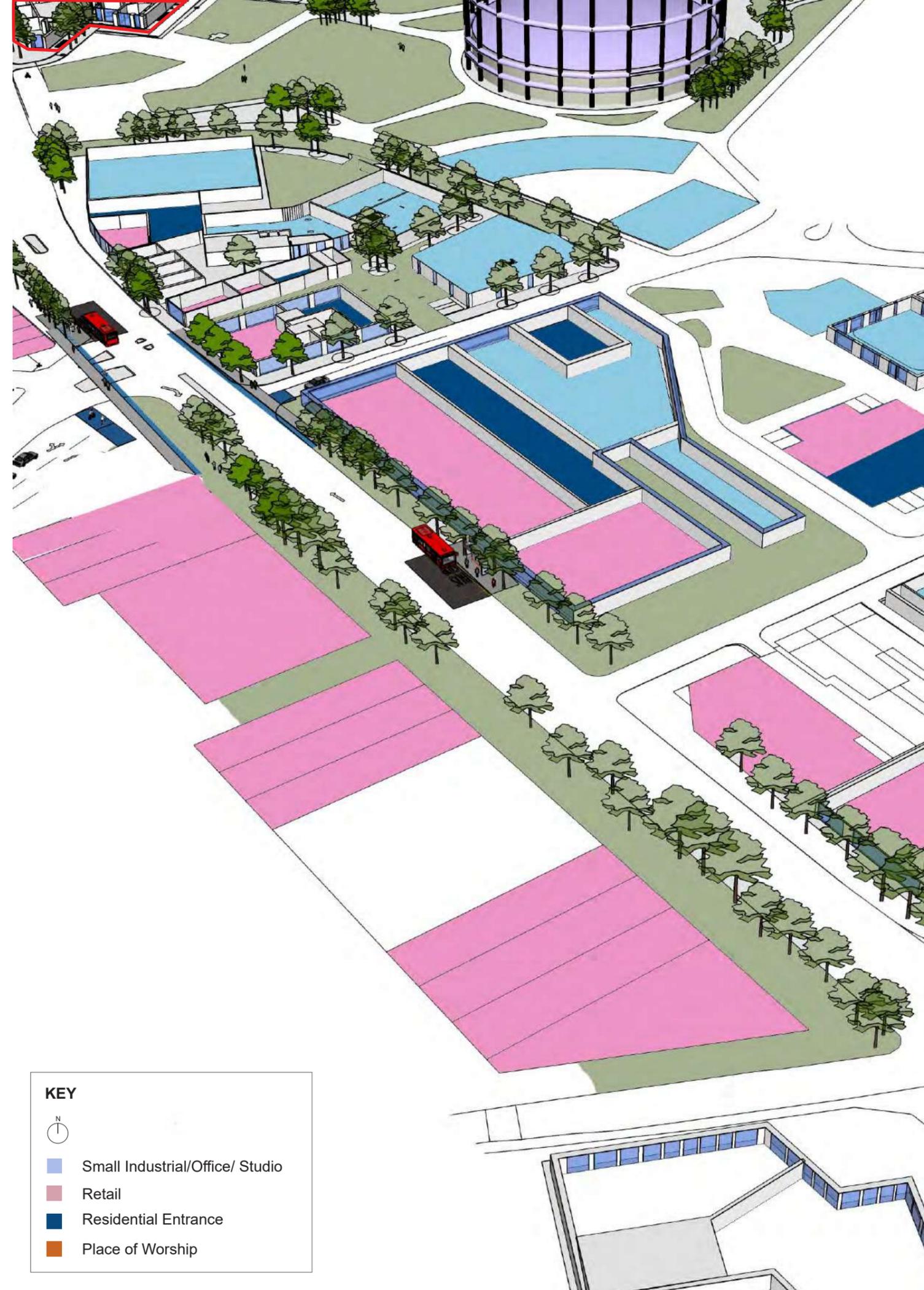
Land Bounded by Ruby Street/Murdock Street



Devonshire Square facade fronting onto Old Kent Road



Old Kent Road frontage of Devonshire Square



### KEY



- Small Industrial/Office/ Studio
- Retail
- Residential Entrance
- Place of Worship

# PARKS AND RECREATION

New pocket parks, public squares and green links will improve the environment for people walking and cycling. A new crossing on Old Kent Road will open up Brimington Park to make it more accessible to all. Links between parks will be improved with the streets retaining their mature trees and will connect to the new tube station and other local facilities such as schools, churches and shops on the Old Kent Road. Existing trees on Old Kent Road will be retained and enhanced with new planting such as the trees outside the ALDI superstore and Bowness House on the Tustin Estate.

## Brimington Park

The park will have a stronger presence on Old Kent Road with a much improved entrance. Some land from the adjacent ALDI superstore site and S106 money has been secured for its delivery. There is also potential to improve the sports pitches in the park and make better use of the railway arches.

## Pat Hickson Garden

This park has recently been landscaped and opened in memory of Pat Hickson MBE, a longstanding chair of the Bonamy and Bramcote Tenants' and Residents' Association.

## Hatcham Road Park

A new pocket park will be created within Hatcham Road which will be fronted by business units, encouraging places to sit, eat lunch and socialise within working hours. The park will also benefit existing and new residents and facilitate social interaction.

## Station Square

A generous square at entrance to the new underground station will be created adjacent to the realigned junction of Asylum Road and Old Kent Road.

## Bonamy and Bramcote Liveable Neighbourhood

Southwark has secured funding from Transport for London to improve streets in South Bermondsey to make this a more "Liveable Neighbourhood". Improvements could include investments in new crossing points and other safety features and in new and existing green spaces, cycle routes or cycle parking. S106 funding will be spent on improving Bramcote Park.

## Bridgehouse Meadows

Walking and cycling links to Bridgehouse Meadows from the new Surrey Canal Linear Park should will be made greener and safer. These can also make use of good quality existing buildings such as the Penarth Centre and the Victorian buildings on Ilderton Road to help create a pleasant walking environment.

## Devon Street to Tustin Estate

Development will link Devon Street to the Tustin estate. This will be a series of connecting streets, in a parallel route to Old Kent Road which will provide a quieter route for people walking and cycling.

## Manor Grove

The streetscape and mature trees on Manor Grove will be retained and enhanced, and Manor Grove will be linked to Sylvan Grove, connecting through the car park on the north of 8-24 Sylvan Grove.

## Ilderton Road

New developments will create better frontages on to Ilderton Road and there is an opportunity to improve the junctions and crossing points to provide much stronger connections to Bridgehouse Meadows.

## Arches and Bridges

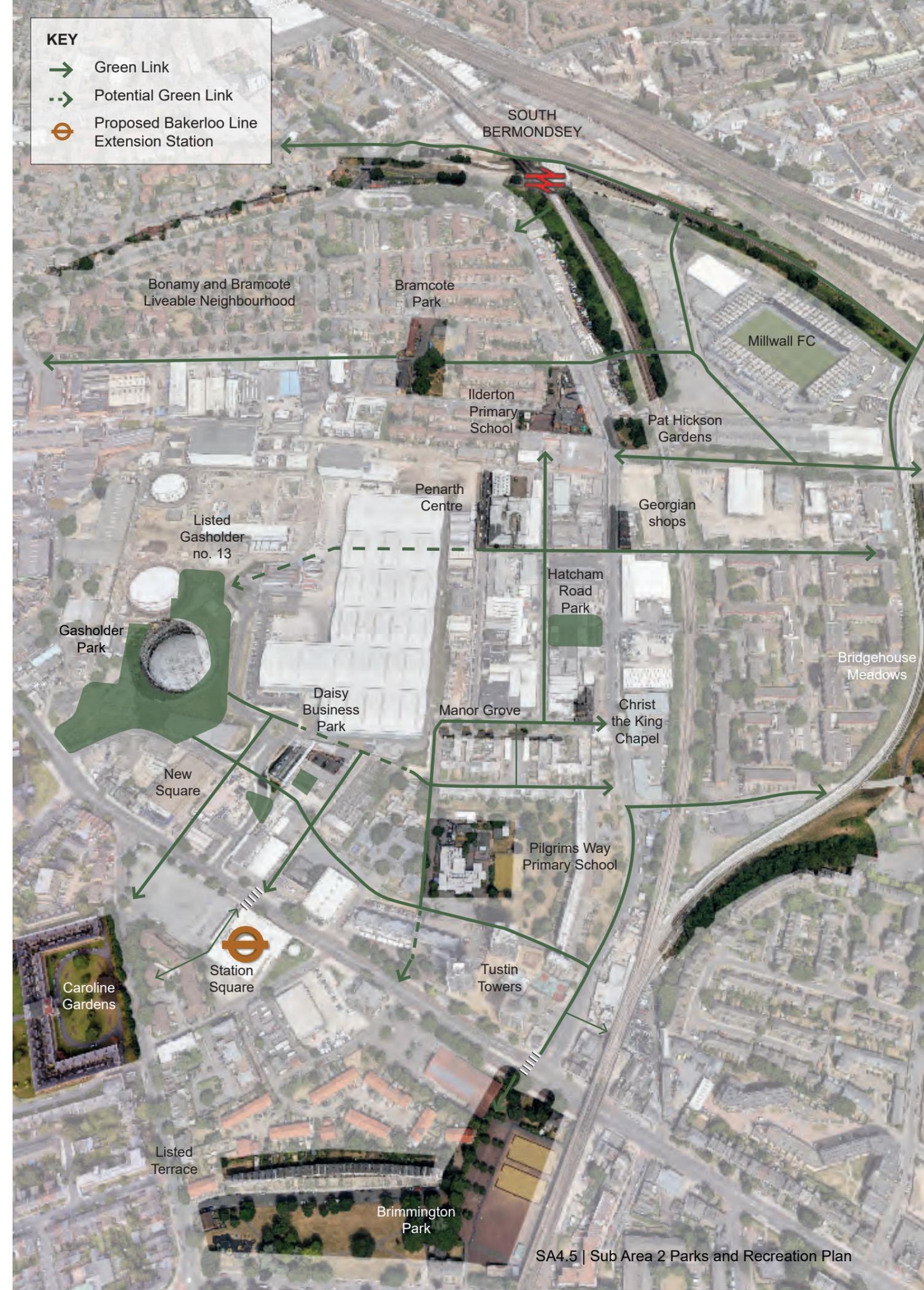
Southwark will work with Network Rail, Lewisham Council and developers to make improvements to the bridges in the viaduct to make them lighter and more attractive. Development in this area will provide safer links to South Bermondsey station across to the Millwall Football Club Stadium, and link with Quietway 1.

## Ilderton Primary School

We will explore the potential to expand Ilderton Primary School. As well as new school space this could provide a new a new entrance to the school from Record Street.

## Local Views

The views towards Caroline Gardens from Devonshire Grove and of the listed gasholder from Commercial Way will be opened up and retained.



# CONNECTING COMMUNITIES

Development will help improve the environment for people walking and cycling, help strengthen the network of parks and improve the links between parks, the new tube station and other local facilities such as schools, churches and shops on Old Kent Road.



8 ICELAND



**Iceland**  
Iceland like Aldi provides affordable groceries for the local community.

9 DAISY BUSINESS PARK



**Daisy Business Park**  
Daisy Business Park currently provides small office space. On redevelopment it will provide a mix of office and light industrial space. Its car park will be replaced with a park and a community room will be provide that will be shared with residents at 2-24 Sylvan Grove.

10 ORMSIDE STREET- DIESPEKER & CO



**Ormside Street**  
Is home to events spaces, churches, taxi repair garages, scaffolding yards and a stone mason.

11 HATCHAM STUDIOS, JAMES GLANCY STUDIOS AND THE TOASTER FACTORY



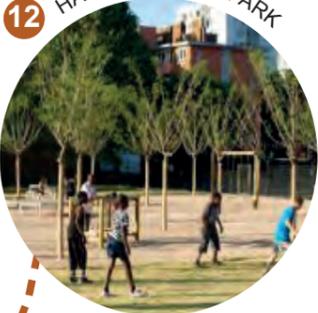
**Hatcham Studios**  
Hatcham Studios is a vibrant creative community providing creative workspace for local artists and creatives. James Glancy studios, contains both manufacturing workspace and design studios that produce commercial Christmas decorations for places like Carnaby Street. James Glancy rents space out to smaller businesses, and recently opened additional space in the Toaster Factory, the old home of the Dualit toaster company.

*"Our business has benefited so much from moving to Old Kent Road 20 years ago. The area has so much potential as a vibrant hub for local businesses, artists and makers, and we're excited to be able to offer creative and manufacturing workspace to provide opportunities for a whole new generation of businesses."*



CHRIST THE KING CHAPEL

12 HATCHAM ROAD PARK



GOD'S GRACE DAY CARE



13 NEW GREEN SPACE - PAT HICKSON PARK



**Pat Hickson Park**  
A brand new public open space discovered just off Ilderton Road – previously a neglected piece of land adjacent to the railway viaduct. It was officially named after Pat Hickson, Chair of the Bonamy and Bramcote TRA.

CHRIST APOSTOLIC CHURCH SURREY DOCKS DISTRICT



**Bede Learning Disability Centre**

A not for profit organisation that helps those with learning disabilities, develop their skills, expand their circle of friends and help other people.

20 BEDE LEARNING DISABILITY CENTRE



SOUTHWARK ATHLETICS CENTRE

19 SOUTHWARK PARK / DILSTON GALLERIES



**Southwark Park / Dilston Galleries**  
Founded in 1984 with the renovation of the then derelict Southwark Park lido café by The Bermondsey Arts Group. The Gallery is located in an old church building across the park lake, and exists to enable all members of the community to fully participate in and have access to contemporary art.

18

ROTHERHITHE CHILDREN & FAMILY CENTRE



**Rotherhithe children & family centre**  
Provides support and advice for families and pre school provision.

14 ILBERTON PRIMARY SCHOOL



**Ilderton Primary School**

A new school fence, with planting to shield children from noise and pollution from Ilderton Road was installed last year, partly funded by developers contributions.

17

ILDERTON ROAD SHOPPING PARADE



15 JEWSONS AND ILBERTON CAFE



**Jewsons and Ilderton Cafe**

Jewsons is one of a number of builders merchants in the area that support both the local building trade and DIY enthusiasts, and is a key part of the areas service economy. Located in the remaining fragment of the areas Victorian terracing adjacent the Ilderton Café provides affordable food for the employees of the neighbouring industrial uses.

16

SOUTH BERMONDSEY STATION



**South Bermondsey Station**

We will improve connectivity to South Bermondsey Station with walking and cycling routes. This will include opening up a new entrance to the station through the viaduct from the New Bermondsey development in Lewisham. This should bring more footfall to the Ilderton Road shopping parade boosting trade.



# BUILDING HEIGHTS GUIDANCE

Building heights in this area will vary in relation to the character and importance of surrounding spaces.

## HATCHAM ROAD AND ILDETON ROAD

The key elements of the building heights strategy here are:

- The majority of buildings around Hatcham Road should be between five to six storeys, with some additional height on the corners of the perimeter blocks on Manor Grove, Penarth Street and Record Street; and
- There is scope for taller buildings on the east side of Ilderton Road, particularly at the northern and southern ends which have better public transport accessibility, and around the important junction with Surrey Canal Road. These should be spaced out along the length of Ilderton Road in a 'hit and miss' composition; and
- The tallest buildings will be of a similar height to the existing towers on the Tustin estate

## SOUTH OF OLD KENT ROAD

Buildings heights here will be significantly taller, reflecting the 'Stations and Crossings' strategy. The key elements of the building heights strategy here are:

- Immediately adjacent to the station entrance and station square, there should be two 'Tier One' towers; and
- To the south of the station the buildings will reduce in height to Tier Two and then Tier Three with other buildings in the area varying in height between eight to twelve storeys, depending on their immediate context.

The design of taller buildings will:

- Carefully consider their impact on the skyline, especially in the context of surrounding heritage assets;
- Moderate the scale and modulation of façade elements to take long distance views into account (e.g. creating larger apertures); and
- Be grounded in public realm of a generosity that is commensurate to their height.

## DEVON STREET AND SYLVAN GROVE

The key elements of the building heights strategy here are:

- The buildings fronting on to Old Kent Road should be between eight and ten storeys to frame the high street;
- Buildings set back from Old Kent Road should rise to between eight and twelve storeys; and
- There is scope for 'Tier One' and 'Tier Two' Three' tall buildings within the northern parts of the site, adjacent to a commensurately sized open space at Devonshire Grove and Sylvan Grove.



Devonshire Square - Allies and Morrison



Indicative building heights and locations provided for illustration only

**SUB AREA 5**

# **SOUTH BERMONDSEY**



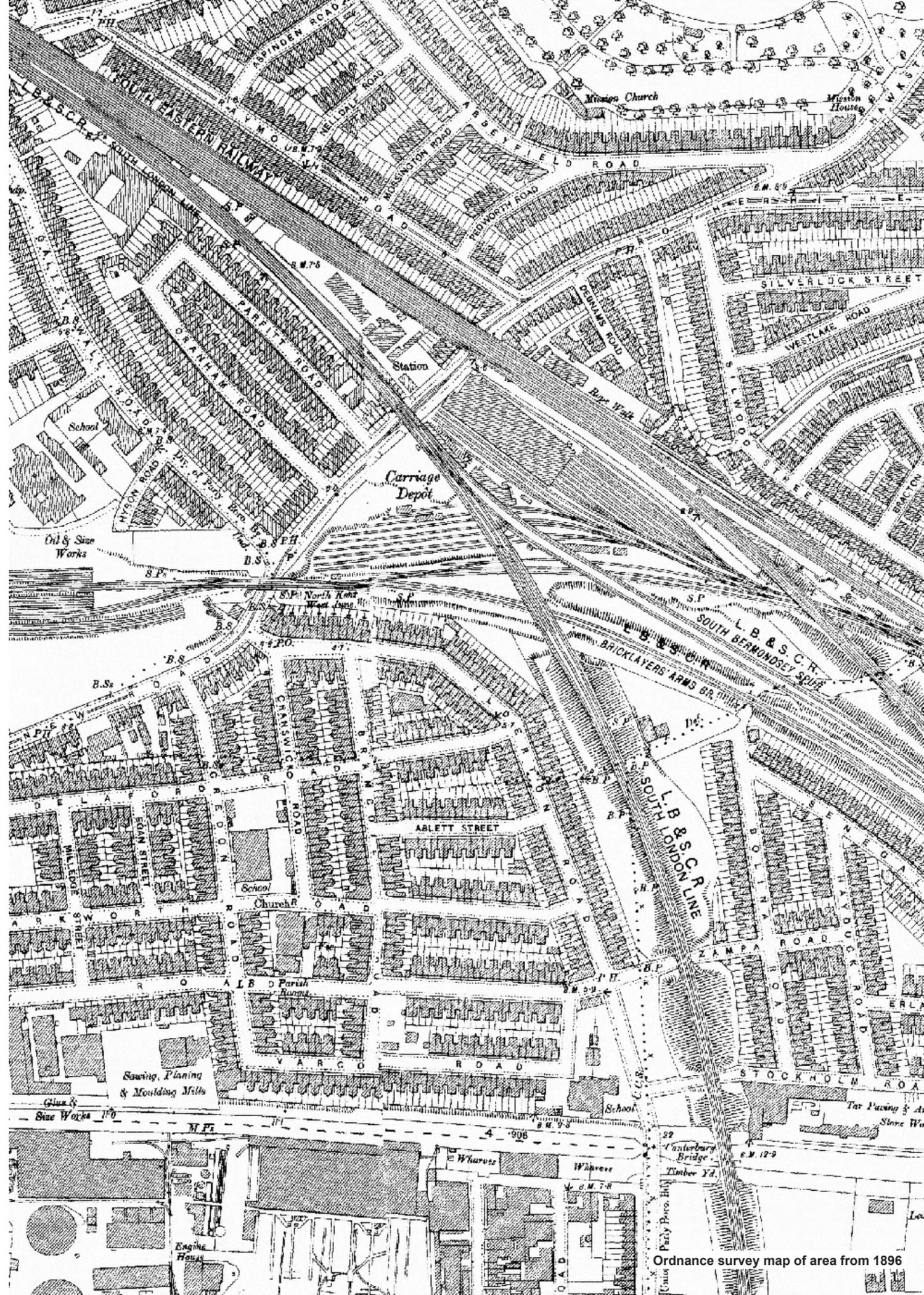
# HISTORY

The character of South Bermondsey has been shaped by the extensive railway viaducts built during the 1830s. Part of London's first railway system, they are amongst the oldest railway viaducts in the world. Like many of London's early railways, they were built to serve and connect London's then rapidly expanding industrial activity and residential communities to each other and central London. During the 1840s, a new viaduct branching off west through the area, running behind the Old Kent Road, was built which terminated at the Bricklayers Arms. This became a goods only line by the 1850s.

By the 1880s the continuously expanding urban area was starting to encroach on the railway lands. Despite the Victorian city having already expanded further to the south east, the area was still relatively undeveloped compared to the surrounding neighbourhoods of Peckham, Walworth, Deptford and New Cross. By the end of the 1890s terraced urban expansion had wholly encompassed the railways, interspersed with local industrial uses and factories.

There has been manufacturing and industrial uses on some of the industrial sites since 1880. The Admiral Hyson Estate site hosted a glue works in the 19th century and cold store in the mid 20th century. Towards the end of the 19th century the spaces between the viaducts near South Bermondsey Station were host to the 'Rotherhithe Road' train carriage depot. By the end of the 20th century the depot had been replaced by today's Bermondsey Trading Estate. On Galleywall Road the former Shuttleworth Chocolate Factory, established on the site during the early 1890s (and where 'After Eight' mints were made), was redeveloped in the late 1970s, initially as a printworks and later as the Galleywall Trading Estate on the site today.

During this time the demand for transporting goods by rail had fallen to the extent that the Bricklayers Arms goods line was no longer needed and the former railway lands were redeveloped into housing. However, following an extended period of post war population and industrial decline, occupiers in and around the remaining viaducts and industrial estates, providing essential goods and services to London, continued to thrive as the city once again began to grow into the 21st century.



Drawing of the Greenwich to London Railway



Former Shuttleworth Chocolate Factory

# THE AREA TODAY

South Bermondsey today is still segregated by railway lines and contains industrial sheds and yards with some late 20th century housing surrounding the industrial estates. This historic section of railway track dates back 150 years and features some of the most complex track layouts in the world. This has historically created a bottleneck for train services into London Bridge station known as the Bricklayers Arms Junction. The 'Bermondsey Dive Under' project was completed in 2016. This enabled untangling the tracks to enable Southeastern trains from Kent to 'dive under' the Southern and Thameslink trains from Sussex and enable each train to have a dedicated line into London Bridge station. The project has made train services more reliable for commuters opening up more opportunities for jobs in Southwark and Lewisham.

Beneath the tracks, the railway arches provide space for a range of businesses and a walking route known as the Low Line. On this section of arches between South Bermondsey and London Bridge there are over 15 breweries and distilleries making up the 'Bermondsey Beer Mile'. South Bermondsey rail station provides regular services direct into central London and connects the area with neighbourhoods further afield throughout south east London. Ilderton Road and Rotherhithe New Road provide the main routes for the bus network and HGVs serving the industrial estates. Between the railway viaducts is the busy Bermondsey Trading Estate. Providing space in warehouses and arches, there are a variety of businesses, including metal works, breweries, skilled trades, masonry, food production and distribution, a recording studio and rehearsal space and gig and rig equipment hire.

To the north is the Rotherhithe Business Estate which has well maintained, relatively modern industrial units and railway arches. The Admiral Hyson Estate to the east and the Galleywall Trading Estate to the north contain several warehouses with printing, logistics and distribution companies. The records archive for the Church of England is also located in the Galleywall Trading Estate. The northern face of the viaduct has a continuous run of railway arches along The Silwood Street Arches and Raymouth Road. Some of these are recently refurbished while others are older. This Silwood Street Arches are mostly vacant following the Dive-Under works. To the south there many large arches in an exposed, poorer condition currently used as shelter for construction and building materials by Network Rail and its partners.

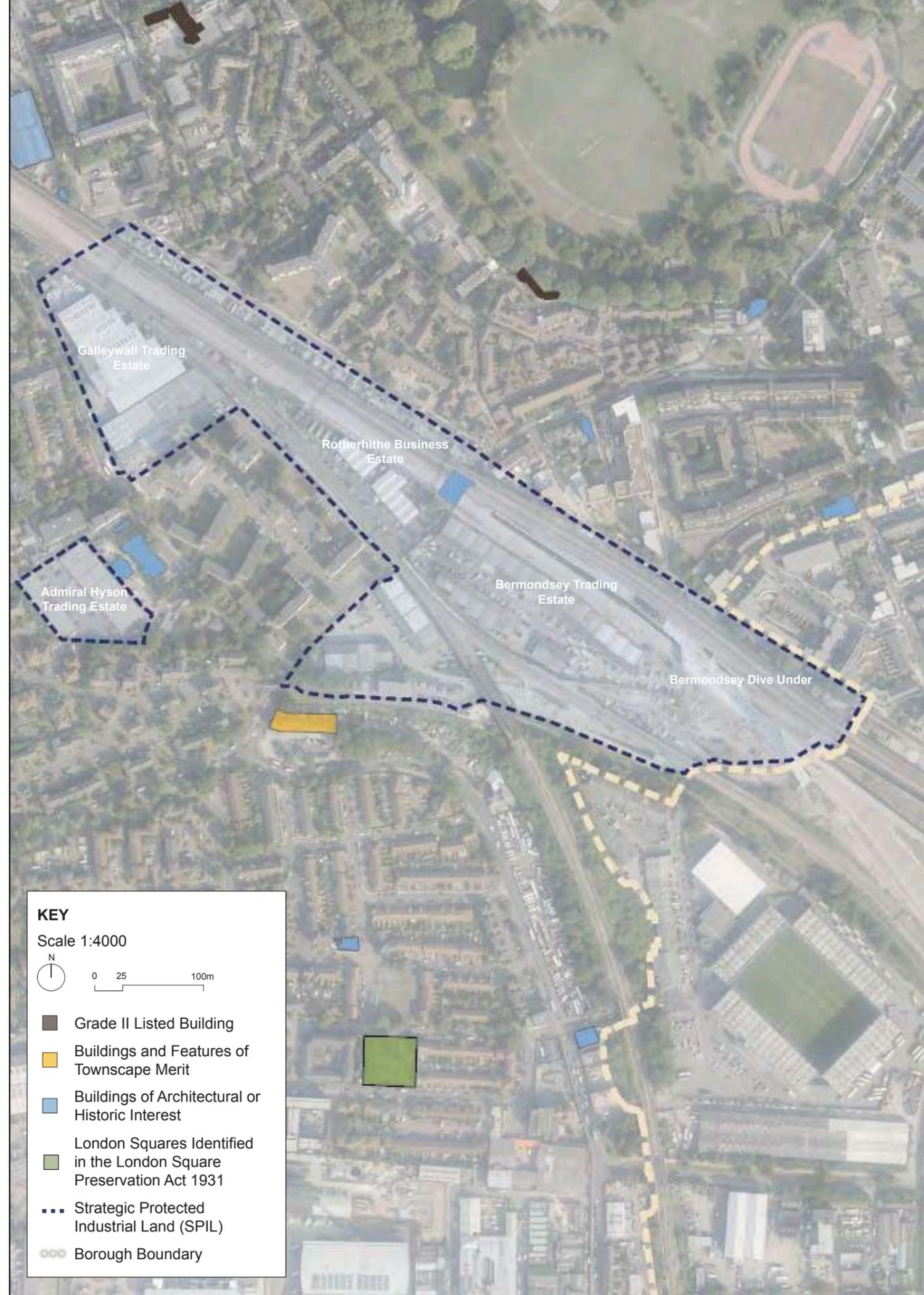
The housing is a varied mix, from maisonettes and tower blocks on the post-war Rennie Estate, to '80s and '90s low rise and low density suburban style housing. Some are built on the former Bricklayers Arms railway sidings. Cycle Quietway 1 runs through the housing estates and follows the old railway viaduct across Rotherhithe New Road to South Bermondsey station past Millwall Football Stadium along to Lewisham and beyond. There is a small parade of shops at South Bermondsey station on Ilderton Road and some shops to the north on Rotherhithe New Road. However there are not many shops and services in the area for the residential and working population.



Bermondsey Trading Estate



Aerial view over South Bermondsey



# MASTERPLAN

## INDUSTRIAL INTENSIFICATION

### BERMONDSEY TRADING ESTATE AND BERMONDSEY DIVE UNDER



### GALLEYWALL AND ADMIRAL HYSON TRADING ESTATES: POTENTIAL FOR INDUSTRIAL INTENSIFICATION:

The Admiral Hyson Trading Estate and the Galleywall Trading Estate have the potential for industrial intensification in the long term for stacked industrial buildings up to 3-4 storeys.

#### GALLEYWALL TRADING ESTATE

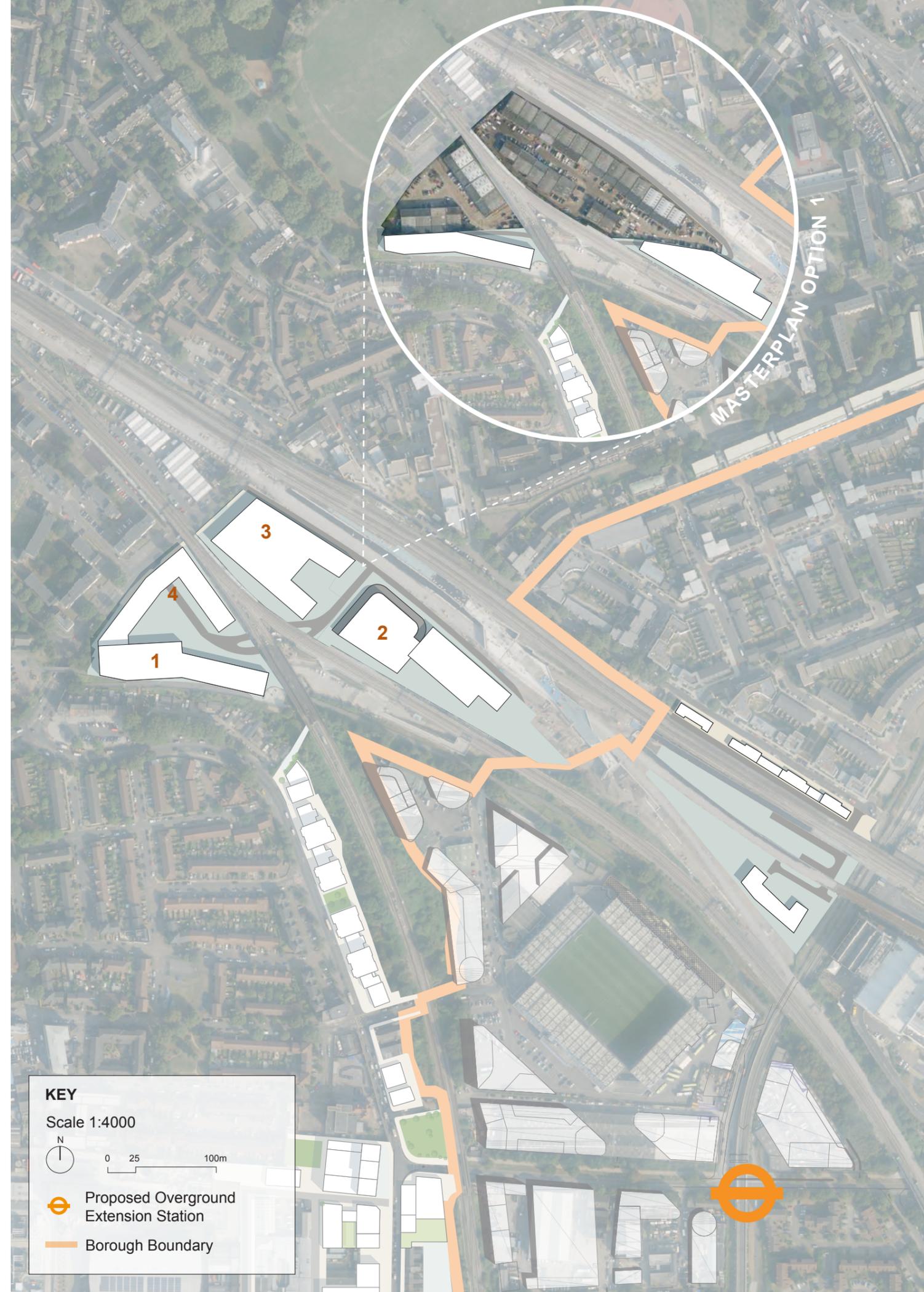


#### ADMIRAL HYSON TRADING ESTATE



#### LEWISHAM

The site is immediately adjacent to the borough boundary. We are working with Lewisham to explore opportunities for business relocation and growth across both boroughs. A planning application has been granted at Silwood Street for 61 homes and 1,616 sqm commercial floorspace. There is also a masterplan for the development of land around Millwall Football Stadium to provide 2,400 new homes, 57,100 sqm of commercial floorspace and a new overground station at New Bermondsey. This will bring significant opportunities for homes, jobs and activity to South Bermondsey.



**KEY**

Scale 1:4000

N

0 25 100m

Proposed Overground Extension Station

Borough Boundary

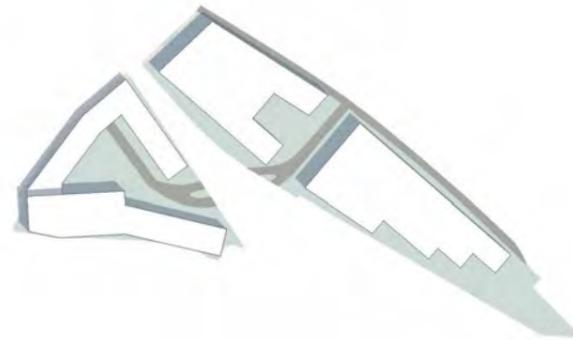
# SITES | SUB AREA 5

## SOUTH BERMONDSEY SUB AREA

### Site Vision

South Bermondsey will continue to thrive as an employment destination for a range of industrial and light industrial uses. The site is designated as Strategic Protected Industrial Land (SPIL) and has significant opportunities for industrial intensification. Within the sub area, four estates have been identified for increasing industrial capacity. As well as bringing vacant arches into use, development should optimise sites by stacking industrial uses in multi-storey buildings of between two and five storeys serviced by goods lifts and vehicular ramps where space allows. Intensification will ensure the right type, size and quality of spaces are provided for the types of businesses which are vital to the servicing of central London.

Outside of the industrial areas, the walking and cycling routes around the arches and South Bermondsey station will become a pleasant and safe environment with well-lit routes and lots more activity. The types of employment uses that will be expected here will be those which are not necessarily compatible with residential or other sensitive uses. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding area.



### Design requirements

#### Heritage Considerations

There are a small row of houses which lie adjacent to Galleywall Industrial Estate which are the only non-industrial uses in the area. The railway bridge at Rotherhithe New Road is a structure of historical significance. The parade of shops at the top of Ilderton Road are buildings of townscape merit. The Galleywall Primary School is a Victorian building of architectural merit which would need to be carefully considered if any development took place on the Admiral Hyson Trading Estate.

#### Building Heights

The stacked industrial warehouses will range from 2 to 5 storeys in height.

## MULTI-STOREY STACKED INDUSTRIAL TYPOLOGY PRECEDENTS



**Die Gewerbehof, Laim, Munich, Germany, 2011**  
Situating at one of the busiest roads out of Munich and near a main train station. Five storeys, four industrial servicing/goods lifts, wide corridors and floor loading for fork lift trucks and direct servicing access to ground floor units, hosting a range of industries from robotics to food preparation.



**Prologis Park, near Heathrow Airport, London, 2019**  
Industrial building designed to BREEAM excellent sustainability standards close to Heathrow Airport and the M4 motorway.



**Flatted Factory – Singapore**  
First introduced in 1960s and located close to the urban centre and labour supply, an idea pioneered in Hong Kong which accommodated low cost factory units in multi-storey buildings for the small enterprises that were a key part of the economy



**Prologis Urban Bow Yard, East London, 2019**  
Part Victorian, part 1930s warehouse located within a mile of the City of London and Canary Wharf, ideally placed for last mile logistics. The multi-storey building also accommodates maker spaces for creative industries including film, media, technology and storage enterprises.



**Hotel Industriel, Paris, France, 1989**  
Accommodating around 1,000 workspaces of various scales near Paris's orbital motorway, this three storey building has smaller units on upper floors with direct car and van access via ramps.



**Business Center Kaap Nord, Amsterdam, The Netherlands, 2005**  
Small scale industrial units with flexible office space offering incubator and accelerator business units as well as co-working space. The building has roof top parking as well as a shared yard space for ground floor HGV access.

# BUILDING TYPOLOGIES AND LAND USES

Development at the Bermondsey Trading Estate and Bermondsey Dive Under site will intensify industrial and light industrial uses in Old Kent Road and South Bermondsey. The redevelopment of the sites will support growing sectors like E-commerce, last mile logistics, R&D, and accommodate existing businesses through relocation.

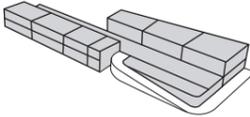
The sites provide scope for a range of typologies, which include provision of warehousing spaces, trade counters and light industrial units of varying sizes, within multi-storey buildings. Servicing of upper floors can be accommodated through provision of good lifts and an external vehicular ramps in larger buildings. Buildings can be scaled up and down in height and delivered independently or in phases, enabling the industrial offer within these sites to adapt over time and respond to market demand.

*Suitable uses: Storage, wholesale, distribution, depots, film companies, light assembly, food production, printing, textiles, research and development, publishing, storage, studios, last mile logistics, creative studios.*

## MULTI-STOREY STACKED INDUSTRIAL WITH RAMP

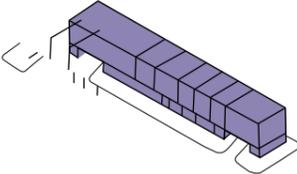
These buildings accommodate multiple unit sizes including large

units of 1,000sqm+. Small and medium sized units can be located above, potentially serviced from an upper level courtyard, accessible by vehicular ramp. Units should have regular proportions and provide predominantly column free spaces with clear spans. Ceiling heights of large ground floor units are 8-12m with floor loads of 1,000kg per sqm. Essential commercial car parking can be provided on the roof.



## MULTI-LEVEL STACKED INDUSTRIAL WITH LIFT

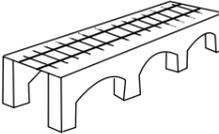
These buildings accommodate multiple unit sizes including large units of 500sqm+. Each storey is accessed by servicing lifts of ideally 6mx3m and up to 11kg capacity for fork lift trucks. Ceiling heights are ideally 10-13m on the ground floor and upper levels 6-8m with floor loads of 1,000kg per sqm. Ground floor units may have direct servicing access for HGVs from double height roller shutter doors and servicing and car parking for the upper storeys should be incorporated into the design for servicing internally or from a forecourt. Units should have square proportions and provide predominately column free space with large clear spans. Units which have good visibility from Rotherhithe New Road are suitable for trade counters accessible to the public and/or for wholesale to businesses.



## RAILWAY ARCHES

Railway arches can provide space for a range of businesses.

Mezzanines can be used to provide additional space for ancillary offices, storage areas and showrooms. Arches should be serviced internally or from a forecourt. Where the arches front onto streets the design and use of the space should give careful consideration to their relationship with surrounding uses and mitigate impacts on the amenities of nearby residents.

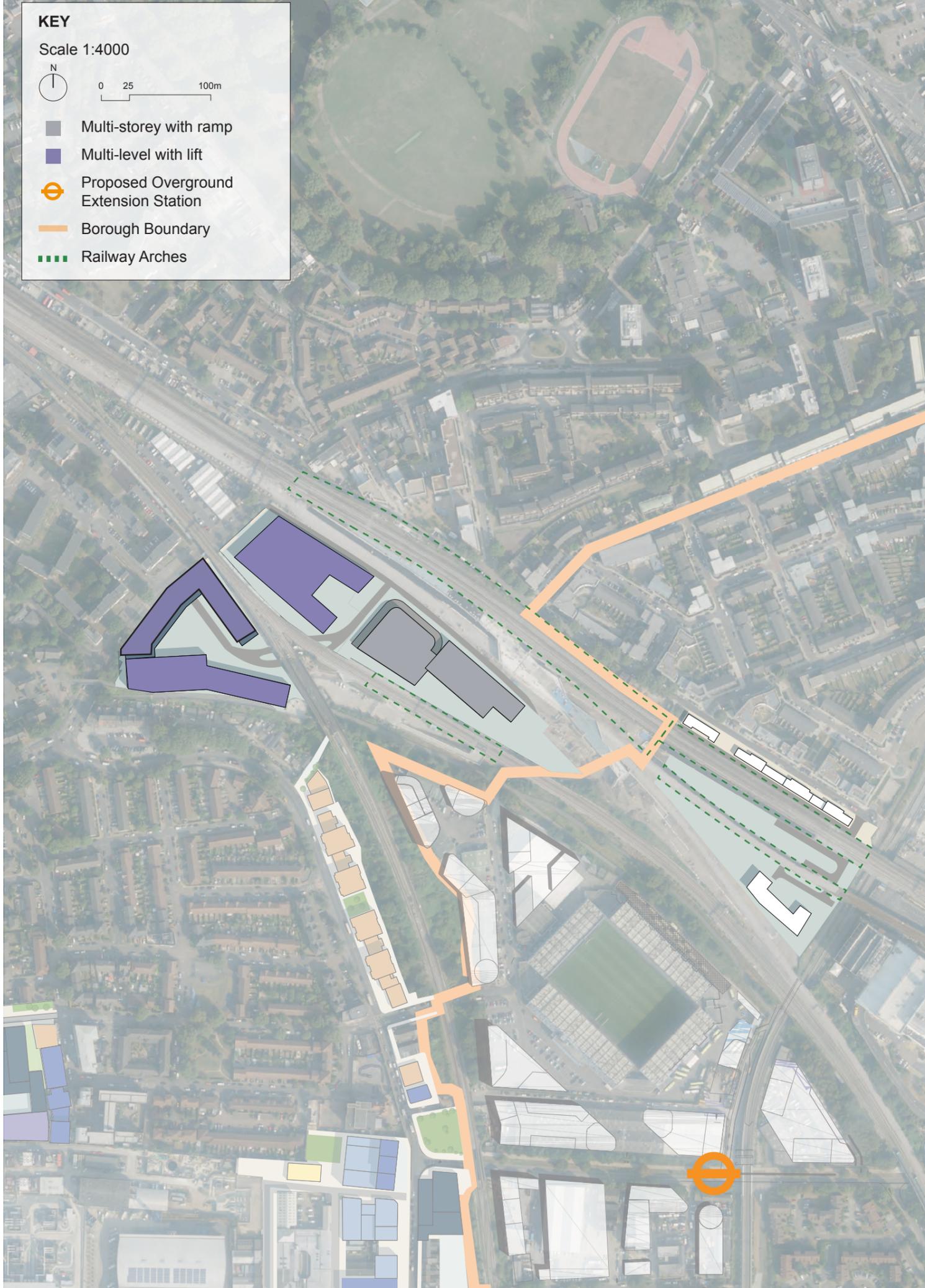


### KEY

Scale 1:4000



- Multi-storey with ramp
- Multi-level with lift
- Proposed Overground Extension Station
- Borough Boundary
- Railway Arches



# PHASING

The sites create the opportunity to provide a very significant amount of new industrial space. Because of this, it is unlikely that all options would be delivered in a single development. Moreover, the Bermondsey Trading Estate is currently home to 18 businesses and functioning well as an industrial location. It will be important to ensure redevelopment enables the managed relocation of businesses to other parts of the site in a phased approach. The masterplan proposals are phase-able, with the potential for each site to be completed and filled before work on another site starts. This offers the potential to be able to respond to demand, address relocation requirements and accommodate the varying lengths of existing leases.

## OPTION 1

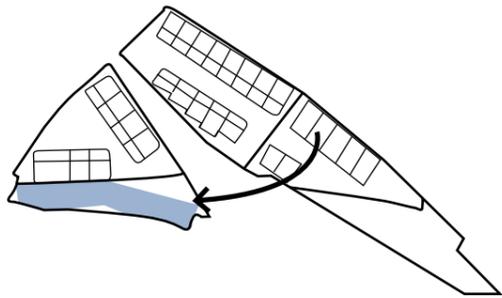
In the shorter term, development of Sites 1 and part of Site 2 would be available without impacting on the more established warehouse units within the trading estate. This would generate an additional 28,900sqm industrial floorspace on vacant land and a further 10,300sqm of floorspace in vacant arches.

## OPTION 2

In the longer term, there are a number of options for the development of the Bermondsey Trading Estate, including Sites 3 and 4 and a larger Site 2. This option would depend on market demand, lease arrangements and the phased relocation of businesses. The masterplan could deliver 78,492sqm of additional industrial floorspace including in the arches. However, as is noted above, the proposals are scale-able and phase-able, capable of delivering development on one site alone, or all four sites over the plan period.

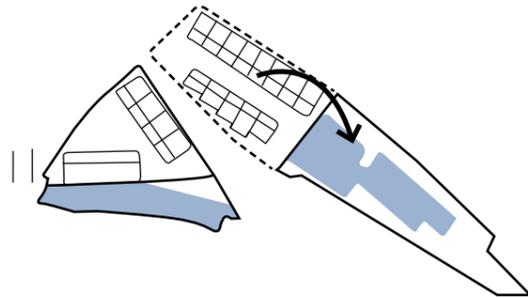
### PHASE 1

Businesses from Site 2 can relocate to Site 1 once redeveloped



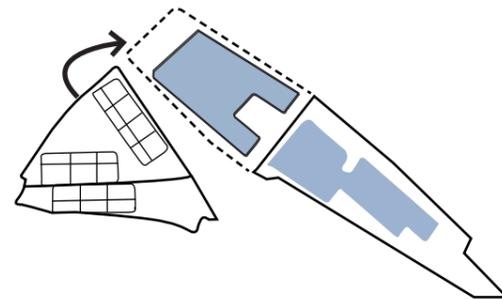
### PHASE 2

Businesses from Site 3 can relocate to Site 2 once redeveloped



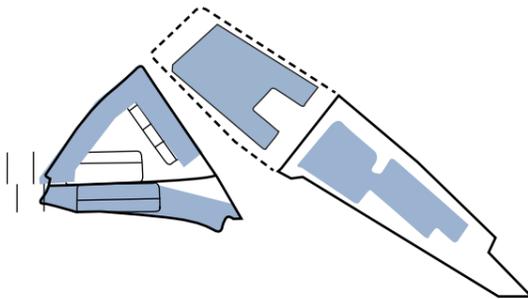
### PHASE 3

Businesses from Site 4 can relocate to Site 3 once redeveloped



### PHASE 4

All businesses will have been relocated and the remaining plots will be complete



Phase 2



Phase 4

# SERVICING AND ROAD NETWORK

The Bermondsey Dive Under land has several access points including via the Bermondsey Trading Estate on to Rotherhithe New Road, Jarrow Road, Silwood Street and Bolina Road. Proposals for this area should seek to maximise the potential to access the site through the Bermondsey Trading Estate. Silwood Street and Bolina Road will have a more residential character therefore servicing through these streets should be minimised or avoided where possible.

## Option 1 (Sites 1 and 2)

Option 1 would have primary access via Jarrow Road and a secondary access from Bolina Road. These sites would be independent from the Bermondsey Trading Estate which would continue to be accessed from Rotherhithe New Road.

## Option 2 (Sites 1- 4)

Option 2 has the potential for shared access to create a one way service route in combination with Bermondsey Trading Estate.

The current businesses and the likely development are reliant on servicing from a range of vehicles from small vans to articulated lorries. Development proposals should avoid queuing on the public highway to enter the site as this would cause road safety concerns and impact on bus services. All development proposals will need to demonstrate how development will be managed safely and minimise congestion. We will also look to encourage freight consolidation and where loads allow the use of cargo bikes for local delivery.

There will be footways around the site to ensure all the future workers and visitors can move around safely. Pedestrians will be able to access the site from South Bermondsey Station, from Rotherhithe New Road, and bus routes. By 2025 there will also be good pedestrian and cycle links from the new Bermondsey Station via Bolina Road. Development should also provide safe access for cycles into and around the site, maximising the use of the South Bermondsey Station and Bolina Road entrances.

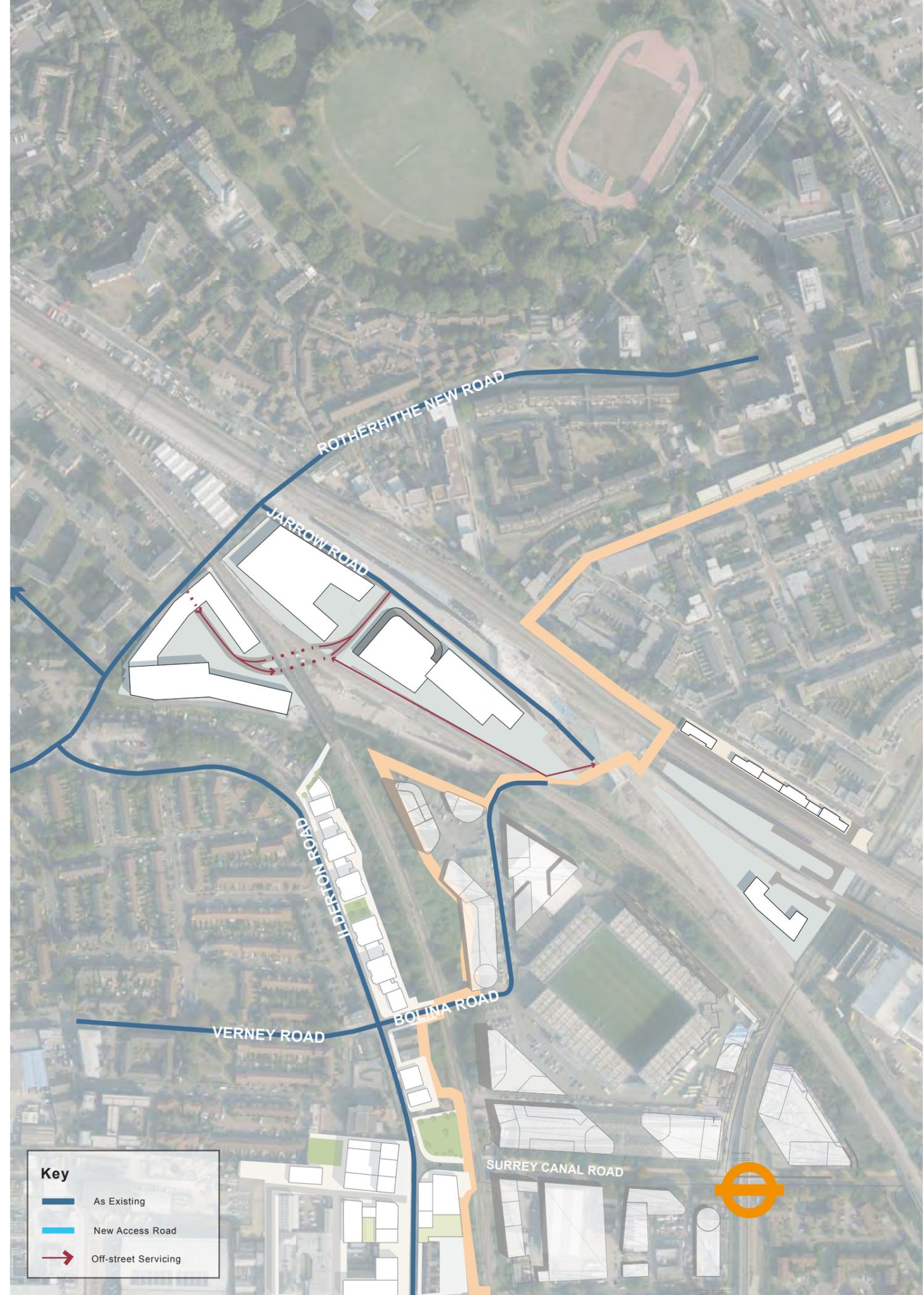
The Admiral Hyson Trading Estate and the Galleywall Trading Estate will continue to be serviced from Galleywall Road. Intensification of industrial uses will need to take account of the neighbouring Galleywall Primary School, ensuring the road remains safe for children.



Bolina Road underpass



Bermondsey Trading Estate Yard



# PARKS AND COMMUNITIES

Industrial intensification in the SPIL sites in South Bermondsey will need to carefully manage and mitigate impact on the environment for other users, particularly on the safety, convenience and attractiveness of routes for people walking and cycling.

## Links to Southwark Park

Southwark Park is a major asset to the north of the borough. Routes to Southwark Park from Rotherhithe New Road and Ilderton Road will be made greener and safer.

## Local Shopping Parade

The mature trees at the north end of Ilderton Road help soften the street environment and provide an attractive setting for the local shopping parade. The wide pavements on Ilderton Road and Rotherhithe New Road will be improved with new planting, potentially including raingardens.

## South Bermondsey Station: South

We will create a new access to South Bermondsey Station from Ilderton Road, adjacent to the existing truck depot site. We will work with Network Rail and private landowners to provide a new access to South Bermondsey Station and Bolina Road from Ilderton Road, through a redevelopment of 71-77 Ilderton Road and a reopening of the disused rail arch which is beneath the station.

## South Bermondsey Station and Quietway 1: West

Routes to and around South Bermondsey station, including the Quietway 1 cycle route will become safer and easier to navigate as the area develops. The development of Site 1 on the Bermondsey Dive-Under would enable busy commercial activities such as makerspaces and workshops direct access to the raised pathway and route to the station. This will also interact well with the existing local parade of shops at the top of Ilderton Road.

## Improved connections to The Blue and Old Kent Road

The local network of green spaces will be preserved and the connections between them will be enhanced to enable ease of movement from South Bermondsey to The Blue local town centre and south to the Old Kent Road. There is a network of small green spaces including Shuttleworth Gardens to the north, tree lined Galleywall Road, the Galleywall Nature Reserve and Bramcote Park to the south.

## Bolina Road

The borough boundary with Lewisham at Bolina Road is a useful pedestrian and cycle link underneath the railway lines connecting communities across either side of the railway. The railway bridges are too low to allow for vehicle movements generated by most of the industrial uses. The road will help provide connection to the New Bermondsey development in Lewisham and towards South Bermondsey station. The road will be maintained as a safe and well-lit accessible route for pedestrians and cyclists.



Pat Hickson Gardens



Illustrative view of Bolina Road Underpass (Renewal/SEW)







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