

## Cabinet

Tuesday 15 October 2024

11.00 am

Rooms GO2A, B and C, Southwark Council, 160 Tooley Street, London  
SE1 2QH

## Appendices – Part 1

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Date: 7 October 2024

# OLD KENT ROAD DRAFT 2024





SOUTH LONDON  
 ON BRIDGE  
 ANT & CASTLE

OXFORD ST. PECKHAM  
 TIMES

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.

”



Ibrahim Adewusi,  
Old Kent Road Mosque and  
Islamic Cultural Centre

“ 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.

”



**Councillor Helen Dennis**

Cabinet Member for New Homes and Sustainable Development

The Old Kent Road has been a key artery into 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.

Guided by the Southwark 2030 vision to build a fair, green and safe borough where everyone can live a good life as part of a strong community, we seek to make the Old Kent Road area a great place for families to grow up and a great place to grow old in. We want to meet the housing need in the area and have made significant progress towards that aim as can be seen from 1,825 homes currently under construction, over half of which are affordable. We also want to ensure that people have access to good jobs locally and our innovative approach to providing for industrial space mixed with this new housing is ensuring we actually grow the areas employment opportunities..

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 want to make sure that our decision making is transparent, is guided by the views of local people and that we can be measured against our promises. With that in mind we established a Community Review Panel to scrutinise both the Council's strategies and developers plans, and we also produce a summary of housing delivery that sets out in detail what kind of housing is being built measured against our housing need.

The submission version of the Old Kent Road Area Action Plan sets out the significant progress that we have made to date in delivering 20,000 new homes of which at least 35% will be affordable and 10,000 new jobs many of them at the London Living Wage. This is all supported by the upgrade of the existing Bakerloo Line, comprising new trains and signalling and the lines subsequent extension from Elephant and Castle to Lewisham.

Our ambition is to not only deliver the homes and jobs, but the services that address health and education inequality and improve life chances. We will seek to maximise the social value benefits of development, and will invest developer contributions in new and existing open space, education, training and youth and cultural provision.

Two newly designated town centres sit at the heart of our plan providing the ideal location for new services and for social interaction. 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 larger food shopping stores. A good example of which is the Aldi store site, with 100% affordable housing currently being built on top of the re-provided food store.

We are committed to the delivery of net zero carbon development in the Old Kent Road by 2030. New development will be car free, and the promotion of walking and cycling as well as electric buses, taxis, cargo bikes and commercial vehicles will help reduce air and noise pollution. We are currently delivering 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 cost for residents. This is vital both for our health and our collective long term futures.

This plan is bold and radical and its realisation is already well underway. I am confident it will continue to set a framework that ensures our communities are at the heart of growth in the borough.

## The Structure of the Plan

---

Following its introductory sections the plan is structured in two parts:

The first “policies” section of the plan sets out the area wide strategies for housing, transport, open space, tall buildings, jobs and growth that will be supported by the extension of the Bakerloo Line.

The second “sub area guidance” section of the plan sets out in greater detail how this will be achieved at the masterplan level within the 5 Sub Areas. This includes guidance on mixed use typologies, open space, tall buildings and design as it applies to individual sites within the respective masterplans.

These policies and masterplans are intended to provide clarity whilst 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.

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### Place Design

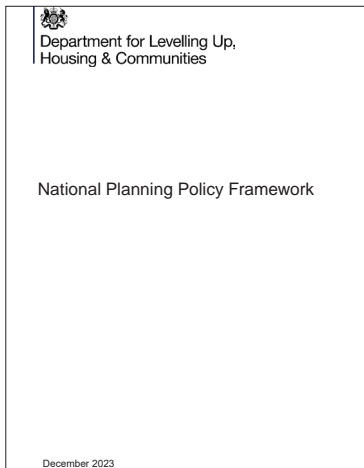
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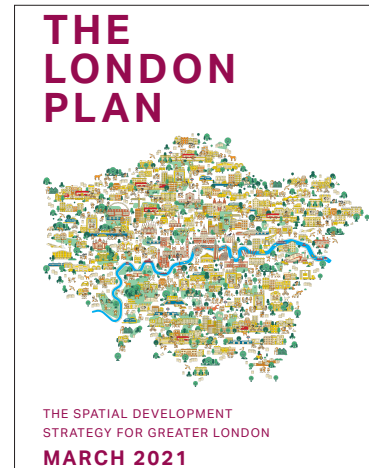
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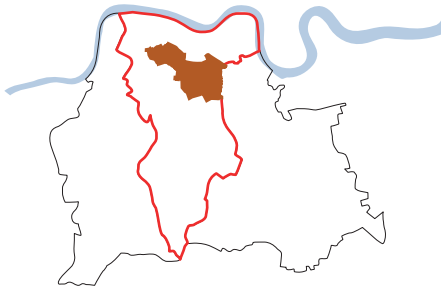
### National Planning Policy Framework (NPPF)

Provides national planning guidance for England. It states that the purpose of the planning system is to achieve sustainable development via three overarching objectives, Economic, Social and Environmental. These objectives are to be delivered through the preparation and implementation of plans. All plans need to take into account this guidance.



### London Plan (Published 2021)

Is the regional development plan for London. It promotes economic development and wealth creation, social development and the improvement of the environment in Greater London. It also sets out how the Mayor's manifesto commitments, alongside the Mayor's other Strategies, such as his Transport Strategy can be achieved spatially. The plan sets targets for the scale and broad locations of housing and jobs growth, including within the Bakerloo Line Extension growth corridor and the Old Kent Road Opportunity Area (Fig 1). The Southwark Plan needs to be in general conformity with the London Plan.



### Southwark Plan (Adopted 2022)

Is the local development plan for Southwark. It identifies at a greater level of detail the scale and location of development within its Area Visions and Site Allocations, including how the London Plan housing targets will be met. The Area Vision for Old Kent Road (AV 13) commits the council to delivering 20,000 new homes and 10,000 new jobs within the Opportunity Area, and to the production of an Area Action Plan. The Site Allocations NSP 56 to NSP 62 set out the development capacity and broad land use mix within each of the adopted site allocations. Whilst the borough housing targets are set by the London Plan, the Development Management policies of the Southwark Plan reflect local circumstances and needs.



### Old Kent Road Area Action Plan (Submission 2024)

An Area Action Plan (AAP) is a development plan that sits within the policy parameters of the adopted local development plan, and provides specific planning policy and design guidance for an area where significant regeneration and investment needs to be managed. The Old Kent Road AAP sets out in a greater level of detail how Area Vision 13 and Site Allocations NSP 56 to 62 of the Southwark Plan will be implemented.





June 2016 Draft Old Kent Road Area Action Plan

48 Consultation Events

1,203 Responses

### May 2016 Place Making Study (Allies and Morrison)

Following the designation of the Old Kent Road as an Opportunity Area in the London Plan the Council commissioned a Place Making Study by Allies and Morrison, the purpose of which was to inform the development of an Area Action Plan (AAP). A series of workshops were subsequently held with local communities and other stakeholders in 2015 and 2016 to help inform the Study.

The final report proposed a re-invigorated high street, new perimeter block housing typologies, stand-alone and mixed residential/employment uses, tall buildings and an open space strategy predicated on establishing a linear park along the alignment of the historic Grand Surrey Canal. A development capacity study was undertaken which illustrated the potential to accommodate an additional 20,000 homes on the basis of the delivery of the Bakerloo Line Extension (BLE).

### June 2016 Draft Old Kent Road Area Action Plan / Opportunity Area Planning Framework

The work of the Place Making Study including the 20,000 homes target was largely reflected in the June 2016 consultation draft of the Old Kent Road Area Action Plan. In total **48 consultation events** were undertaken in respect of the 2016 draft AAP and we received 1,203 responses to the plan. There was support for the extension of the Bakerloo Line Extension, the regeneration of the high street and provision of new affordable homes. The approach to land use and the designation of Strategic Protected Industrial Land (SPIL) was felt to have insufficient focus on and recognition of the existing business base and the wide range and number of jobs that it supports. The masterplan was identified as potentially undermining the local economy by having too great a focus on housing development.



December 2017 Draft Old Kent Road Area Action Plan

35 Consultation Events

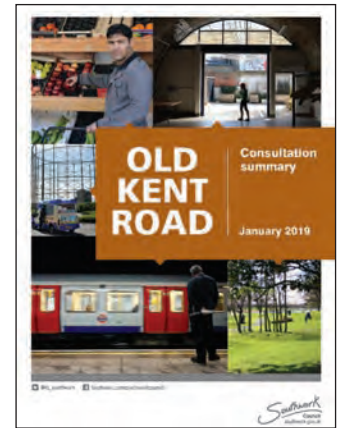
752 Responses

### December 2017 Draft Old Kent Road Area Action Plan

In response to the feedback from consultation undertaken in 2016, and the emerging London Plan's emphasis on the importance of industrial uses to the London economy a revised plan was produced and consulted on in December 2017. This draft placed a greater emphasis on not only retaining but growing industrial and light industrial uses through intensification on retained SPIL sites and the co-location of light industrial uses with residential uses. Five detailed masterplan studies were commissioned to show how this could be achieved and to establish the development capacity, land use mix, open space provision and building scale within the draft plans Sub Areas. These provided an area wide design framework at a greater level of detail than its 2016 predecessor something considered necessary given the relatively innovative approach being promoted.

### January 2019 Old Kent Road Consultation Summary – You Said We Did

There were 35 consultation events including a series of local business and community meetings and the 752 responses to the 2017 draft were captured in the January 2019 "Consultation Summary". Overall there was support for the majority of the plan strategies with the exception of the tall building strategy. The summary also contained a 'You Said We Did' section which set out how we were going to respond to the feedback we had received. This included retaining more SPIL and Locally Significant Industrial Space (LSIS) and increasing the provision of open space.





### December 2020 Draft Old Kent Road Area Action Plan

33 Consultation Events

183 Responses

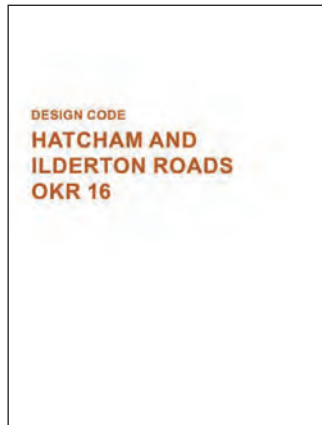
#### December 2020 Old Kent Road Area Action Plan

The 2020 draft plan incorporated the changes set out in the 'You Said We Did' Summary document. These included an increase in the amount of Strategic Protected Industrial Land (SPIL) and Locally Significant Industrial Space (LSIS) and open space to be provided in the plan area and the revision of the tall building strategy reducing the maximum height of the Tier 2 buildings from 25 storeys to 20 storeys. In total 33 consultation events were held and we received 183 responses to consultation. Issues raised were similar to those raised in earlier consultations in respect of the balance between residential and industrial uses, and the height and density of new development that was planned to come forward.

In order to provide additional design guidance in respect of the Sub Area masterplans three design codes were commissioned between 2022 and 2024. These were each subject to further public engagement with local residents, businesses and landowners. Key elements of the Design Codes have been incorporated into the Sub Area Design Guidance of the Submission Draft AAP.

#### Hatcham and Ilderton Road Design Code (2022)

This design code was produced as one of the DHLUC Pilot Studies in 2022. Three consultation events were held at the Penarth Centre, at which approximately 100 people attended and there was also engagement sessions with local schools. The design codes provide a greater level of detail as to how the AAP sub area masterplan will be implemented.



### 2022-2024 Sub Area Design Codes

7 Consultation Events

100 Responses

#### Sandgate Street Design Code (2023)

Meetings were held with the Bonamy Tenants Residents Association, Canal Grove Cottage residents and Bermondsey Works residents. The draft was also considered by the Community Review Panel and a public drop in was held at the Small Beer Company on Verney Road. The 1:500 scale masterplan model provided for the drop in aided conversations about the scale of development proposed for the area.

The design code provides more clarity on the alignment of Verney Road and the proposal to change part of it into a park including a phasing strategy, to support its delivery. The existing and proposed landscaping of the remaining area was also examined in more detail. Canal Grove park includes an urban orchard in response to feedback from residents.

#### Mandela Way Design Code (December 2023)

The design code introduced some changes to the 2020 sub area masterplan in response to feedback to consultation particularly in respect of industrial residential co-location. In order to ensure servicing access to commercial uses in the future, Mandela Way will be retained as a two way principle service route. The trees that line Mandela Way will be incorporated into a Healthy Street design, with segregated cycle lanes, additional planting and improved pavements. The design code sets out in greater detail how the uses that are located in the blocks podium spaces will address adjacent streets. During the drafting of the design code meetings were held with landowners, particularly to discuss the formation of Mandela Park, which had been raised as a concern in previous consultations and the proposed land use typologies and site development capacities. The Design Code was also presented to the Old Kent Road Community Review Panel and a public meeting was held that was attended by approximately 60 people.

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 (BAME) 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.

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.

In 2021 we established a **Community Review Panel** to help us better understand the needs of the local community. The panel was selected by interview to ensure that it represented a balance of age, gender and race and comprises both local residents and business owners. It meets regularly and provides independent advice on planning applications and the councils strategies and regeneration projects.

**Southwark Stands Together (SST)** is a borough-wide initiative established in response to the injustice and racism experienced by BAME communities, and to the inequalities exposed by COVID-19. The regeneration of the Old Kent Road as set out in this plan will help to address health inequalities and racial injustices, delivering the aspirations of the SST initiative.

“ 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.

”



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

## PEOPLE

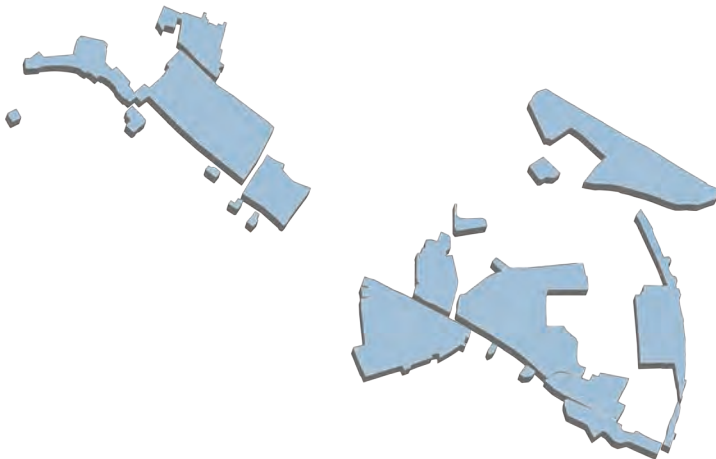
**35,000** people

**60.6%** of the population are from Black and Minority Ethnic communities

**25.3%** are under 18

**8.5%** are over 65

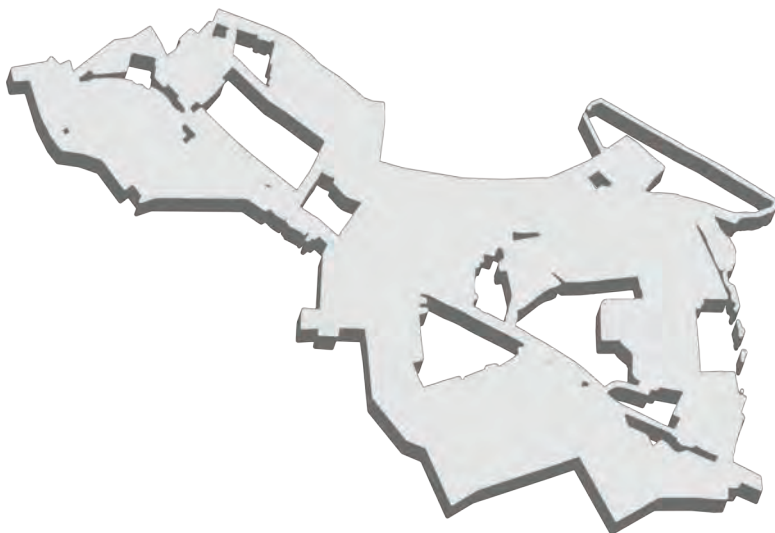
## EMPLOYMENT, JOBS AND BUSINESSES



**10,035** jobs

**716** businesses

## HOUSEHOLD

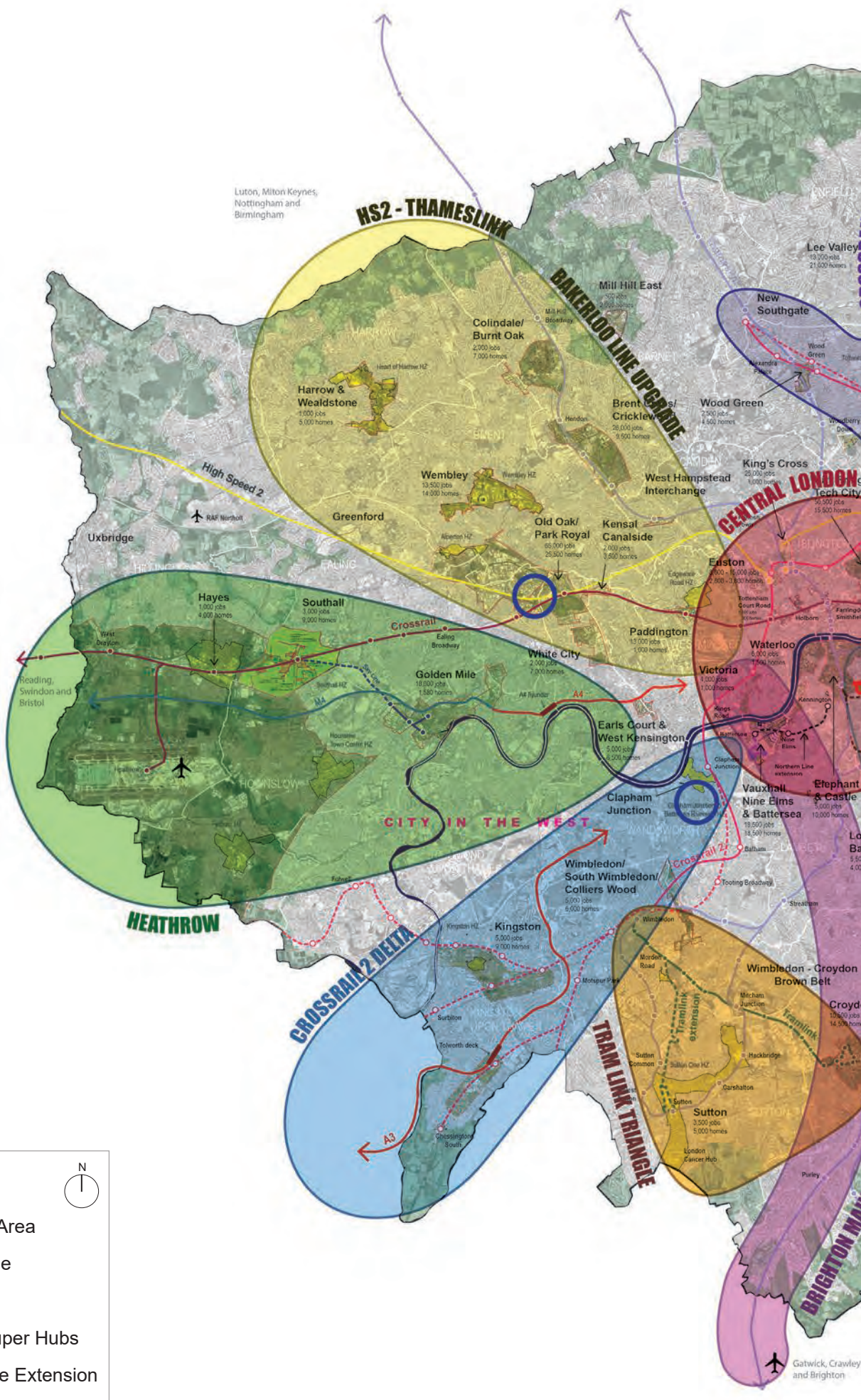


**14,500** homes

## THE AREA

**282** hectares





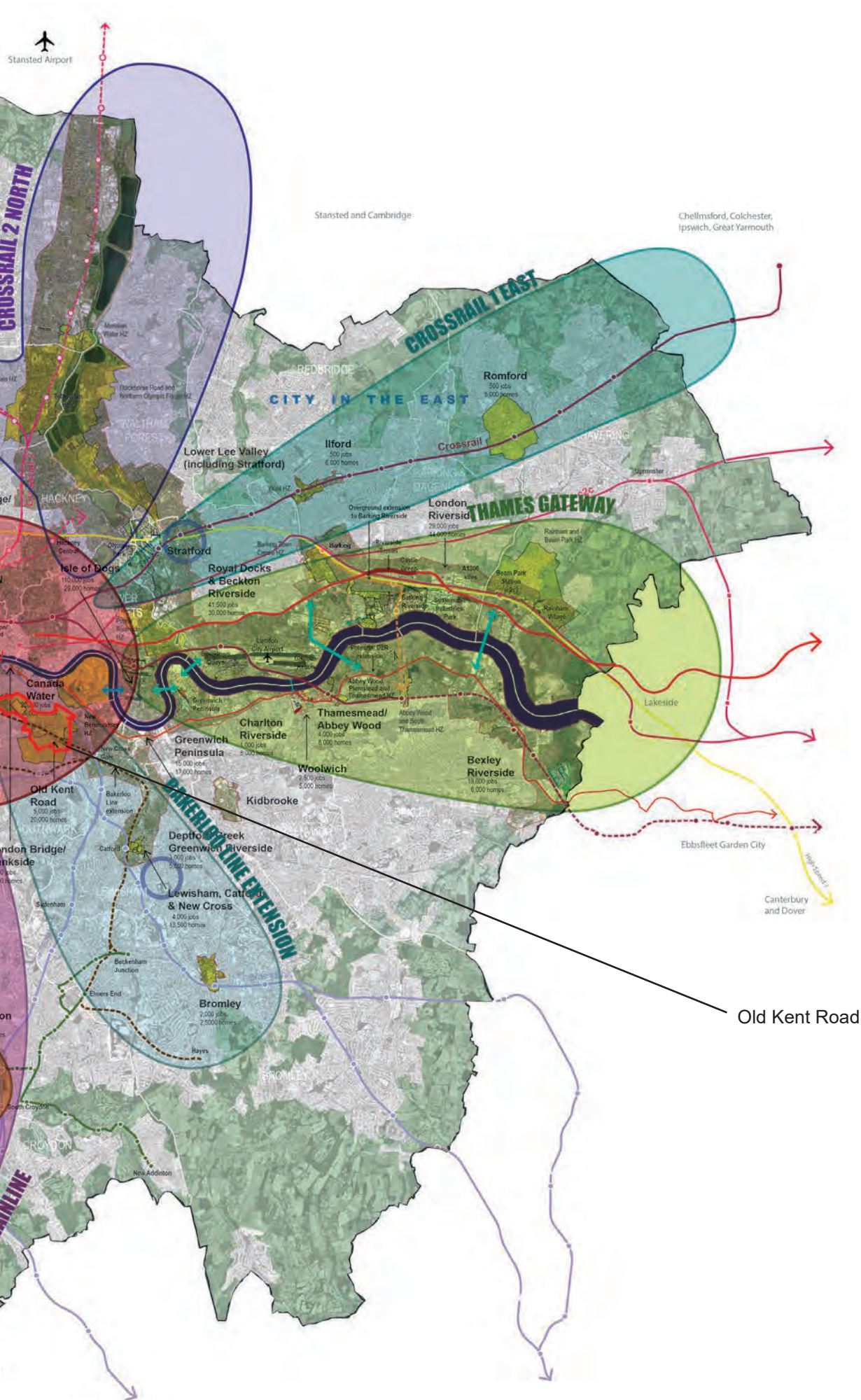
**KEY**

- Opportunity Area
- Housing Zone
- Green Belt
- Transport Super Hubs
- Bakerloo Line Extension

N



# The Growth of London (Figure 1)



Old Kent Road

## Borough Vision - Southwark 2030

The key elements of the draft OKR AAP 2024 are the Vision, the Strategy and the Policies, all of which have been guided by the series of goals set out in the Southwark 2030 Strategy agreed by Cabinet in July 2024.

Set out below are each of the 2030 goals along with some examples of how the AAP will play its role in delivering them.



### Decent Homes For All

*(people live in safe, well-maintained homes)*

The AAP seeks to: deliver a total of 20,000 new homes, in a mix of affordable and private tenures; increase the number of genuinely affordable homes in the Old Kent Road OA; and improve the supply of specialist and older people's housing.



### A Strong and Fair Economy

*(ensuring everyone can benefit from Southwark's economic strength and growth)*

The AAP seeks to: deliver 10,000 new jobs, including in higher-paid and emerging sectors; support the existing business ecosystem, including SMEs, in part through the delivery of affordable workspace; and support the town centre to flourish into a hub for recreation, shopping and entertainment.



### A Good Start In Life

*(children and young people have a great childhood that builds on a solid foundation for adult life)*

The AAP seeks to: improve the environment in and around schools; support the expansion of schools where there is demand for extra places; provide a network of outdoor space and youth facilities that will improve outcomes for children who face disadvantage and ensure all young people can participate in positive activities.



### Staying Well

*(ensuring that people across our whole community can have good health and wellbeing)*

The APP seeks to: create more opportunities for exercise and outdoor recreation through a network of open space and green links; enhance local health care provision through the delivery of a health hub.



### A Safer Southwark

*(crime is low and people feel safe)*

The AAP seeks to deliver buildings, streets, parks, other public spaces and a public transport network that through their design reduce opportunities for crime and engender greater confidence about spending time in and moving through the Old Kent Road Area during both the day- and night-time.



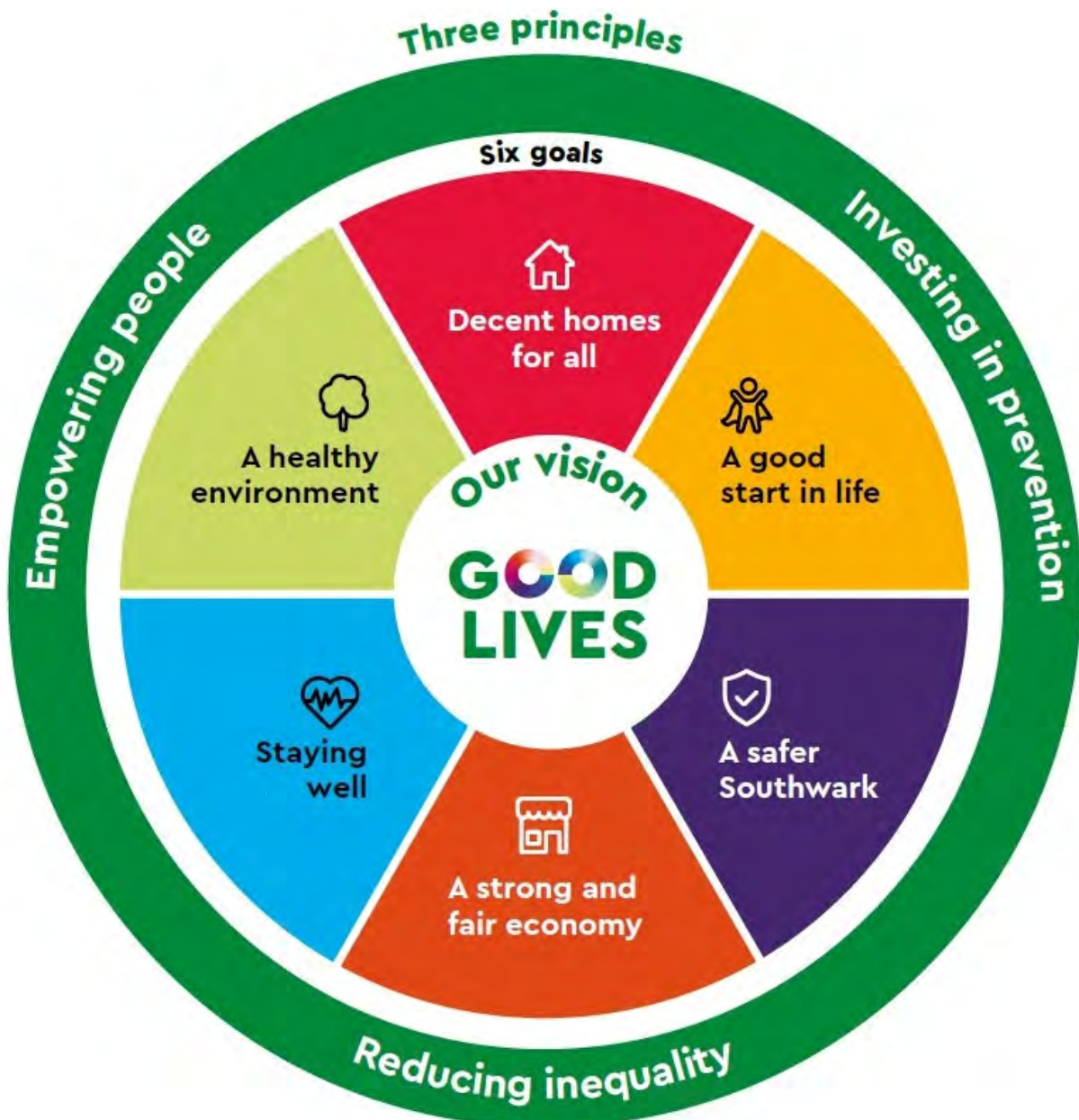
### A Healthy Environment

*(our environment is clean, green and healthy)*

The APP seeks to: create more green space and biodiversity for our community to enjoy; help people and businesses switch to healthy, clean and green transport; and reduce carbon emission associated with the construction and operation of new buildings and infrastructure, the District Heat Network playing a major role in this goal.



“ Together, we will build a fair, green and safe Southwark where everyone can live a good life as part of a strong community. ”





***Our vision is for a family friendly Old Kent Road area that retains and grows the rich diversity of its residential, business and faith communities, delivering the smile in the Central London Smiley***

“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. The Old Kent Road area 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 places it at the heart of the community. Driven by the aspiration to build a fair, green and safe Old Kent Road area where everyone can live a good life as part of a strong community, the Vision embodies the three principles and six goals of the Southwark 2030 Vision.

The Old Kent Road area’s strength as a place to live, work and do business in is its Central London location and character. The Bakerloo Line Extension will drive London’s growth southwards providing better connections to London’s opportunity areas and key employment centres, as illustrated by the Central London Smiley (Fig 2). 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, parks, leisure and health centers and the creation of a wide range of jobs. These changes will enable the communities to realise their potential. There should be no poverty of ambition or opportunity in the Old Kent Road area irrespective of race, gender or age.

To achieve this, our plan promotes the intensification of industrial uses, and the co-location of residential and industrial/workspace in order to deliver the homes and jobs targets set out in the plan. Done with care, we believe that this can deliver a special place that is desirable to both live and work in. We want to grow the already 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, “from laptops to forklifts”. This will include businesses that serve both the local area as well as central London and beyond.

London’s high streets are an important focus of activity for local communities providing services and opportunities for social interaction. Our plan is to promote the Old Kent Road as a place in which shops, cafés, pubs, cinemas and parks are all within a short 15 minute walk of people’s homes and jobs. We will re-vitalise the Old Kent Road as a high street, adding to the diversity of its shopping and leisure offer whilst retaining the large supermarkets which provide an important and accessible source of affordable groceries to local communities. Segregated cycle lanes, additional trees, wider footways and better crossings will change the character of the Old Kent Road area for the better making it feel safer and more attractive.

Underpinning our approach to housing, jobs and the high street the Greener Belt strategy provides the open space framework that will knit local communities together (Fig 2 and 3). Our plan proposes to link the area’s existing open spaces, including Burgess and Southwark Park with new park spaces in the Old Kent Road area, Canada Water and in our neighbouring boroughs. Green in every sense of the word, the Greener Belt will accommodate new cycling and walking routes, help reduce flooding, increase biodiversity and provide opportunities for play, sport, food growing, or simply sitting down to take a break. We want to work with local communities to create an environment that delights all the senses.

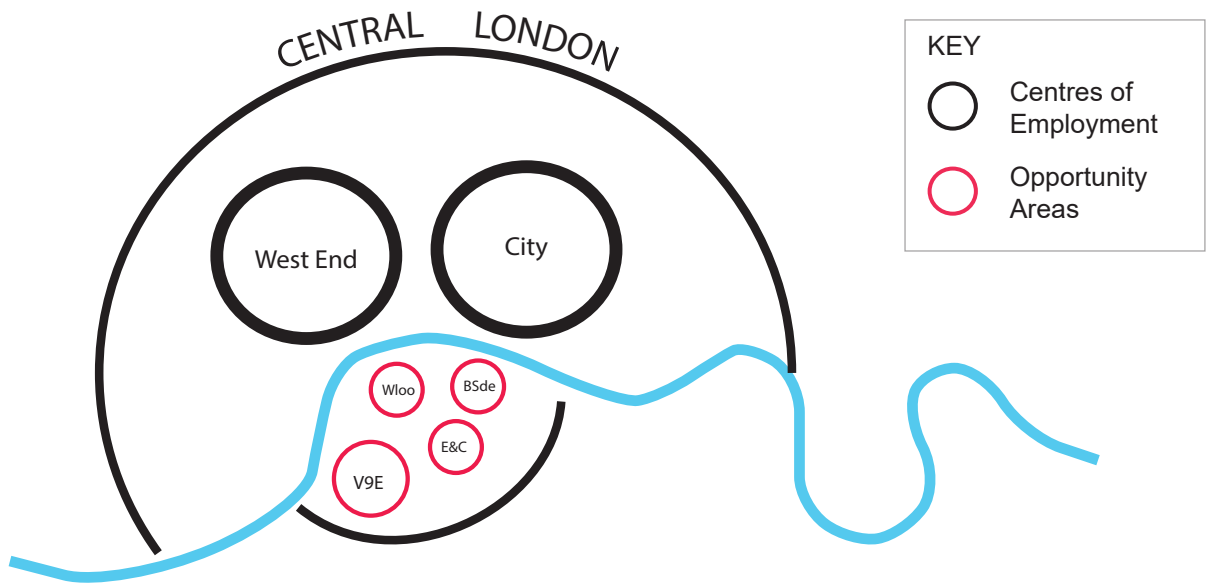
We want to build new homes, a minimum of 35% of which will be affordable with 25% being at council rents. And while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. The provision of larger sized flats, generous room sizes,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

The Old Kent Road area has the highest proportion of children and young people in the borough and is likely to experience the largest increase in its younger population to 2036. We have been talking to and working with young people to secure the provision of new youth facilities funded by developer contributions at 231 Old Kent Road and Leyton Square, and we will look to expand and develop that offer to meet the growing need.

A key part of our commitment to the Climate Emergency is the delivery of net zero carbon development in the Old Kent Road area. Development 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. The District Heat Network (DHN) linking new developments to the South East London Combined Heat and Power Plant (SELCHP), will deliver significant savings in CO2 emissions and cheaper energy costs for residents. This will benefit 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 the Old Kent Road area to make the most of that opportunity.

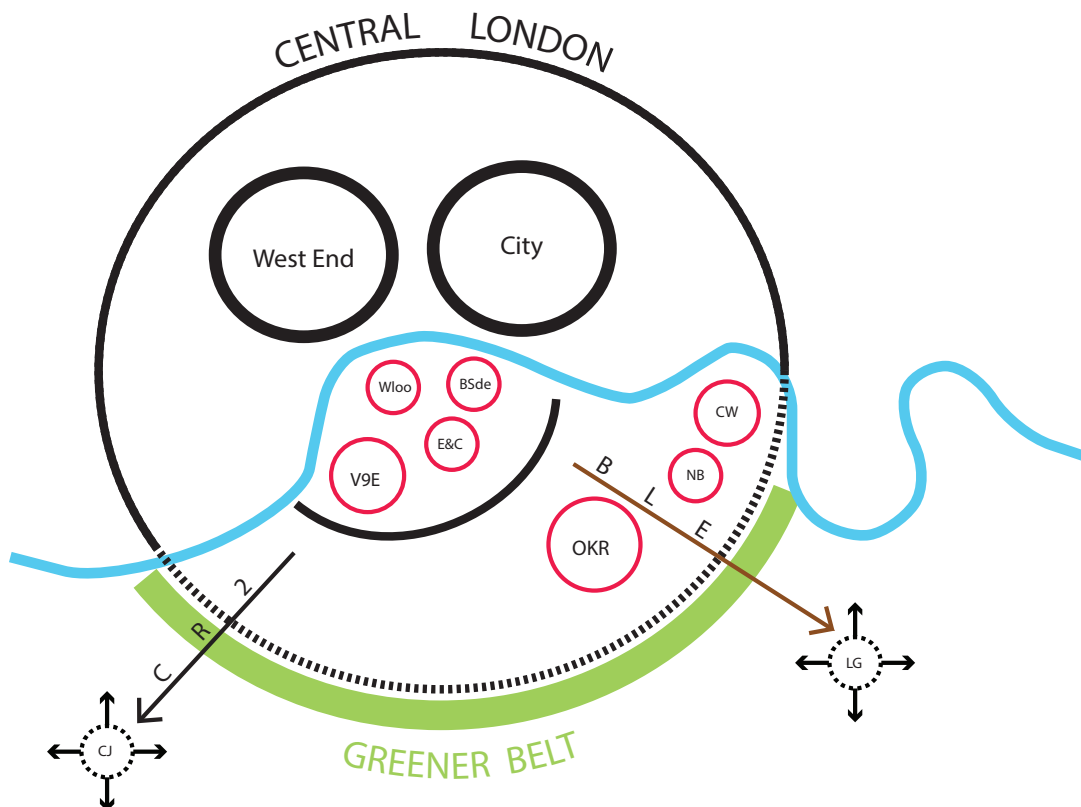
2017:



Central London Smiley 2017 (Figure 2a)

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:

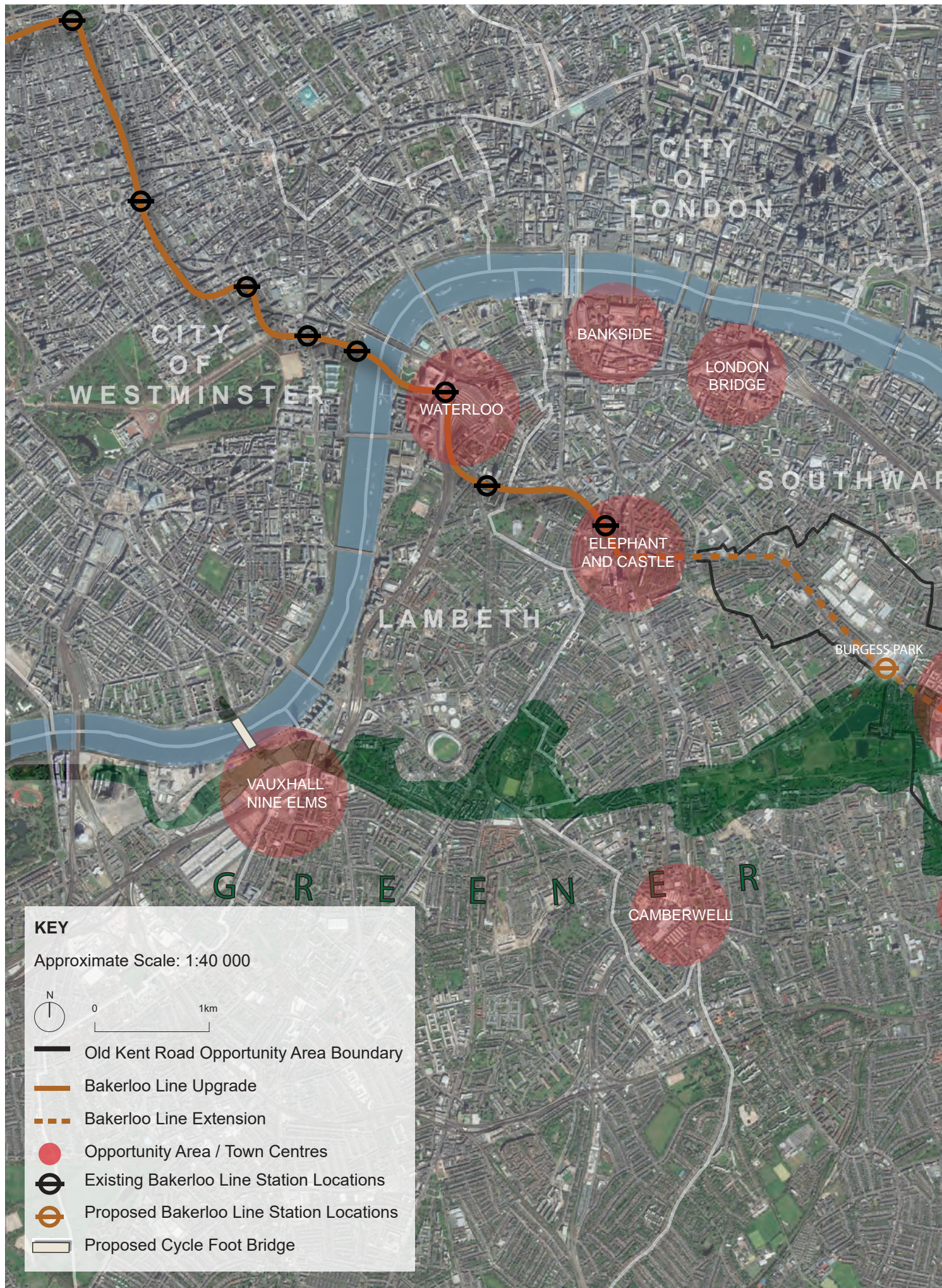


Central London Smiley 2037 (Figure 2b)

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.











## Delivery

---

**20,000**

New Homes

At least **7,000**

Affordable Homes

Of which  
at least **5,000**

Social Rent Homes

**2**

New Tube Stations on the  
Bakerloo Line Extension

**1**

New Health Centre

**10,000**

New Jobs

**3**

New Parks

**4**

Potential Primary School  
Expansions / FE College

Life Sciences Cluster

District Heating Network

## What will it cost?



Bakerloo Line Extension (BLE)  
£8 Billion



New Schools, Leisure Centre and  
Health Centre  
£50 Million



Bus and Cycle Improvements on  
Old Kent Road  
£60 Million

## What will it pay for?



Future High Street Fund  
£10 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)

## Plan Objectives



### Bakerloo Line Extension

- Extend the Bakerloo Line and deliver two new stations along Old Kent Road.
- Deliver the 'Bakerloo Bus' which will provide an enhanced service along the Old Kent Road to support growth in advance of the BLUE opening.



### New Homes

- Build 20,000 new homes co-located with new employment space.
- 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.



### Employment, Jobs and Business

- Double the number of jobs from approximately 10,000 to 20,000.
- Promote the Old Kent Road area as a location for Life Sciences employment space supporting the wider life sciences clusters at Guys and St Thomas's (London Bridge), Kings College / Maudsley (Camberwell) and at Canada Water.
- 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 business ecosystems which help to make Old Kent Road successful.
- Develop the Council's own affordable workspace provision.



### Town Centre, Leisure and Entertainment

- Create two new district town centres which promote a sense of community and prevent 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.



### 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.
- Deliver high street links to create increased connectivity between residential hinterlands and the high street, encouraging walking and cycling in the area.
- New residential development will have zero car parking, new commercial development will need to commit to the use of electric vehicles, and TfL will be encouraged to have a low emission bus fleet.

### Parks and Open Space



- Increase the public open space provision to 30ha and deliver more trees on streets and in the new open space.
- 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 a network of green links and spaces that connect established residential neighbourhoods with the parks, stations, high streets and community hubs.

### Energy and Climate Change



- Address the Climate Emergency by achieving the carbon neutrality target 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 and by reducing numbers of commercial trips through the provision of last mile logistics hubs.
- Provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon.

### Schools, Community and Youth



- Potential to expand existing primary schools to provide additional pupil numbers as needed, with an option to deliver a new secondary school.
- Promote the co-location of nurseries, primary schools and older people's accommodation for intergenerational wellbeing.
- Ensure every child has a safe and positive experience of growing up in Old Kent Road area.
- Create a new network of youth facilities including at 231 Old Kent Road, Frensham Street Park and the Tustin Estate. These will be delivered to ensure access to youth facilities and resources are spread equitably across the plan area.

### Culture and Heritage



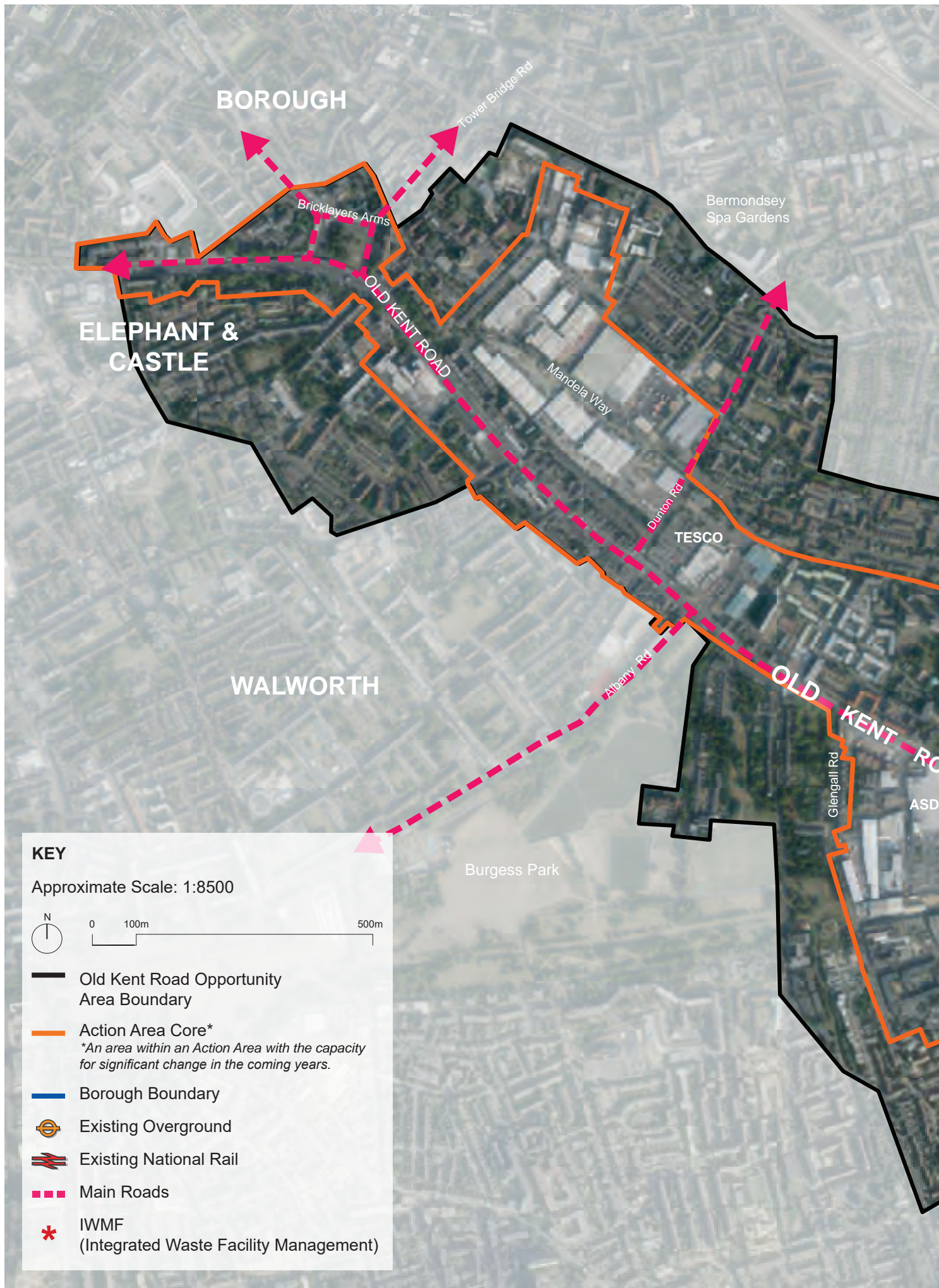
- Strengthen the identity of Old Kent Road as a cultural destination, attracting new creative enterprises, a university and a major cultural attraction.
- Integrate Old Kent Road's historic and valued character into new development, celebrating its industrial past and present.
- Protect and enhance listed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

### Health and Wellbeing

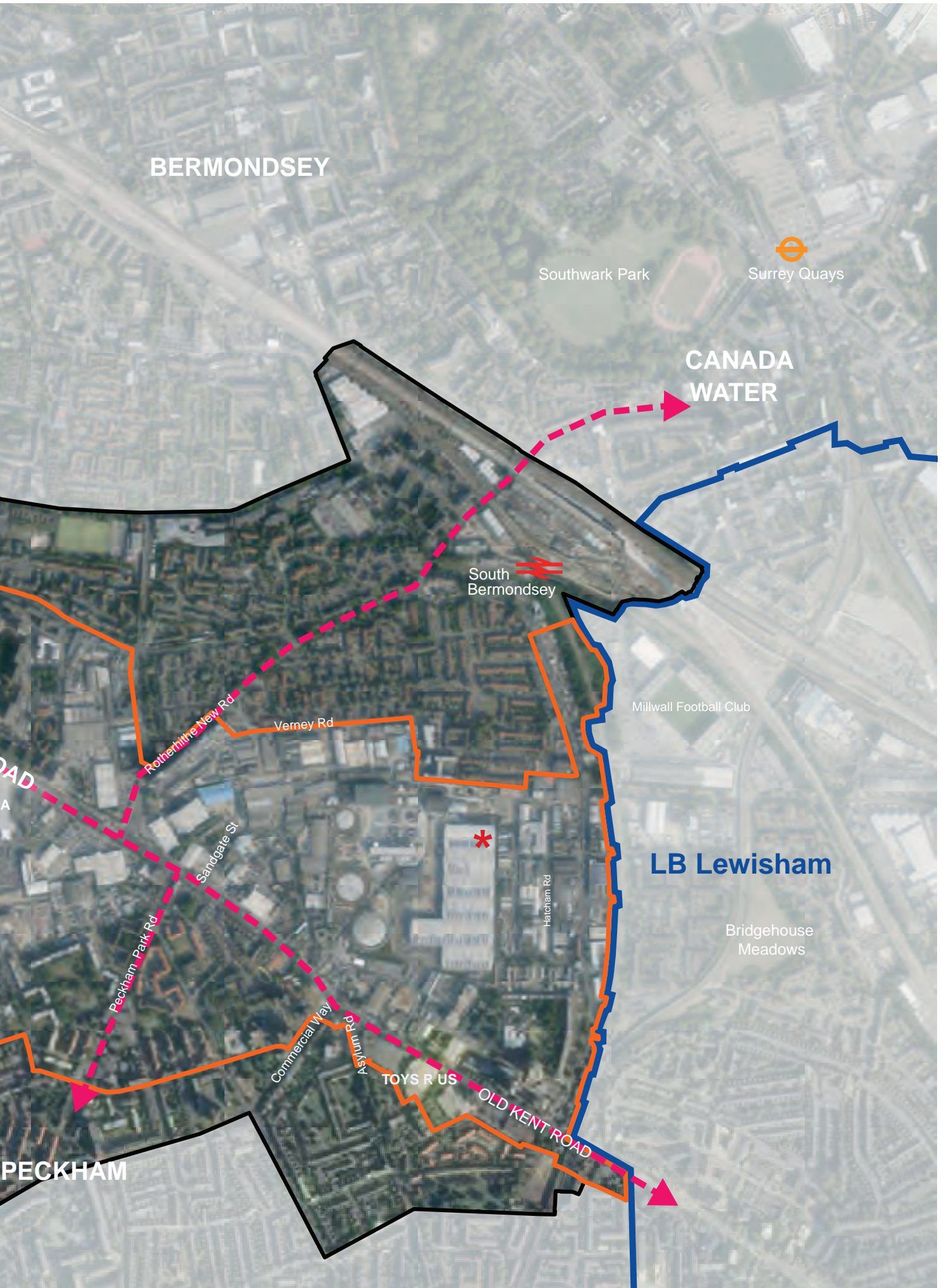


- Reduce air pollution to improve the health and wellbeing of our residents.
- Deliver NHS health services including a co-located health facility at Verney Way.
- Support school streets programmes, by reducing vehicular movement outside schools and ensuring servicing entrances for proposed developments are located away from key access points and playgrounds.





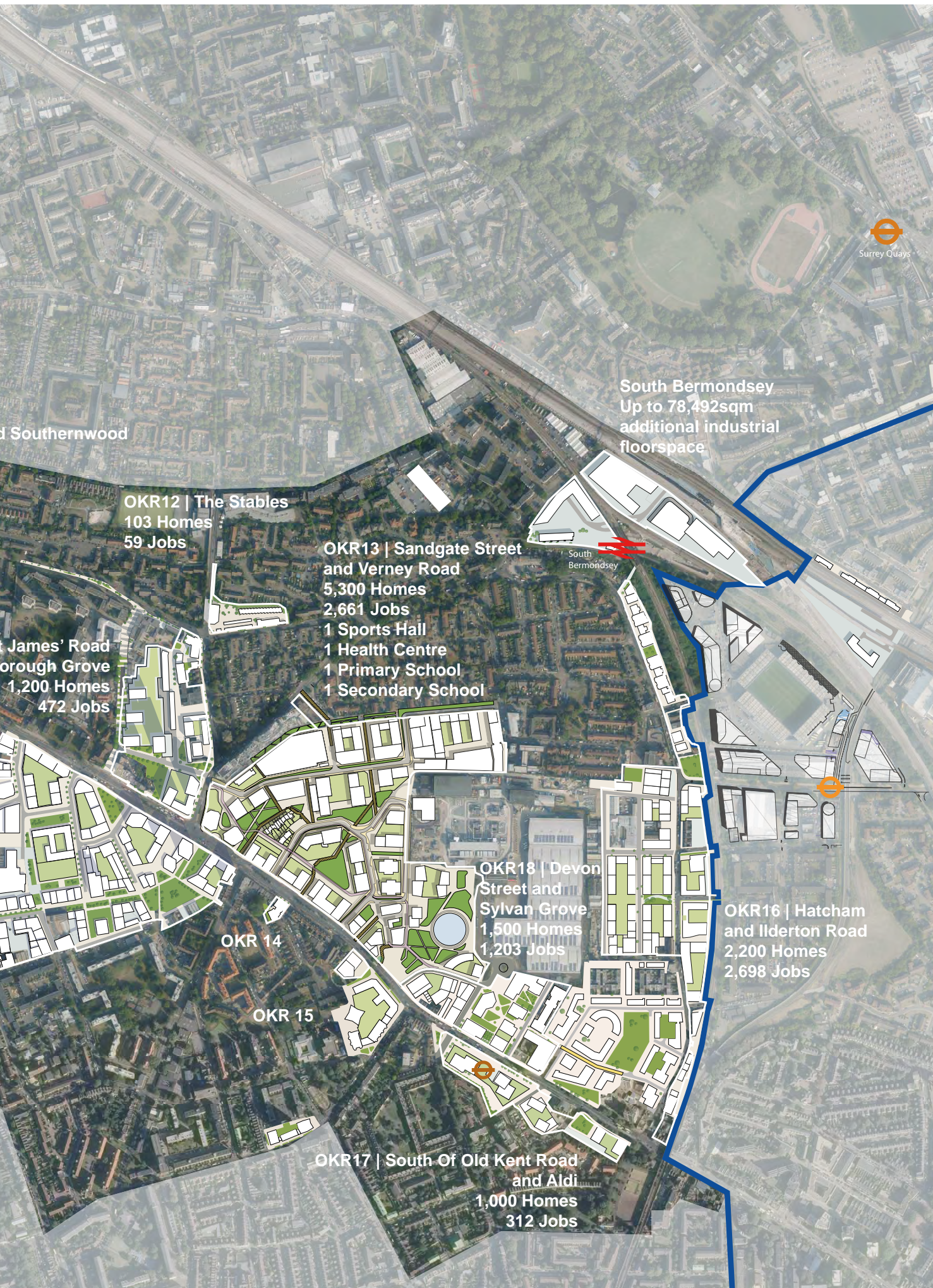














## AAP 1: The Masterplan

### Strategy

The masterplan in Figure 5 sets out the way we will sustainably achieve our strategic plan objectives of delivering 20,000 new homes, 10,000 new jobs and the Bakerloo Line Extension. The masterplan shows how development, including across land ownership boundaries, will be required to optimise the housing and employment development potential of each site and create inclusive and successful places that are socially integrated with existing communities.

### Planning Applications

Development must:

1. Be in general conformity with the masterplan and sub area guidance, including its land use, building typology, building height, open space, movement and servicing strategies; and
2. Demonstrate how the developer has worked collaboratively with adjoining sites to deliver the masterplan (this should include the provision of a 1:500 scale working model and digital model of the development); and
3. Demonstrate how the development proposal will benefit existing residents and neighbourhoods, including opportunities for the community to have their voices heard.

### Reasons

The Old Kent Road area with the Bakerloo Line Extension has the greatest capacity to deliver new jobs and homes in Southwark. With an acute shortage of affordable housing it is essential that the maximum public benefit to local communities is realised from the area's redevelopment.

To achieve this, the masterplan sets out how we will move away from the current land use configuration of separate residential and business uses towards a more sustainable and efficient co-location approach, with homes and jobs in close proximity to each other. This will in turn revitalise and sustain the high street, by providing the demand for the shops and services in the two designated local town centres.

The masterplan shows how the 'Greener Belt' strategy will be delivered, knitting the various development sites together to provide a network of generous open spaces and walking and cycling routes that reconnect the high street with its residential hinterland and promote health and wellbeing.

Further detail on the design and layout of streets, parks and buildings is provided in the sub area sections of the AAP.

Given the fragmented nature of land ownership in the Old Kent Road area, the implementation of the masterplan will depend on effective collaboration and engagement between developers, landowners, businesses, infrastructure and utility providers and the wider residential community. The Council has a 1:500 scale physical model and a digital model of the masterplan area to aid that collaborative process. Developers will consequently be expected to provide a physical and digital model of their proposals that we can place into ours to aid consultation, engagement and understanding of the relationship of the scheme with its neighbours and the delivery of the masterplan.

The masterplan enables the public sector, including Southwark Council, the Greater London Authority (GLA) and Transport for London (TfL) to play a proactive leadership role by setting out where we expect to see housing, employment, shops, schools, health and community activities on each site.

Individual planning applications will be expected to adhere to the requirements of the Council's Development Consultation Charter, to ensure that residents' views fully inform planning decisions and the implementation of the masterplan.

This should ensure everyone works together to achieve a comprehensive redevelopment that fully realises the benefits of the Bakerloo Line Extension for local communities.



Design workshop with Charter School pupils, 2018



## AAP 2: Bakerloo Line Upgrade and Extension

### Strategy

We will work with TfL, the GLA, Lewisham Council and other Bakerloo Line London Boroughs to secure the Bakerloo Line Upgrade (BLU) and Extension (BLE) - collectively BLUE. The BLU of the existing Bakerloo Line, comprising new rolling stock and signalling, is planned to be delivered in 2027 and the BLE, which is anticipated to be delivered from 2030, will deliver two new stations on the Old Kent Road (called Burgess Park and Old Kent Road). Housing delivery will be phased based on the commitment to and construction of the BLE. Development of 9,500 units in advance of the delivery of the BLE (Phase 1 development) will be supported by enhanced bus, cycle and pedestrian provision. Development of the subsequent 10,500 units will be supported by the delivery of the BLE (Phase 2 development).

The Old Kent Road area 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 by foot or by bike

### Planning Applications

Development must:

1. Facilitate the BLE including the provision of access to the new 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 workspace uses; and
2. Incorporate the stations, tunnelling and worksite requirements into site design where sites are identified to facilitate the delivery of the BLE; and
3. Be delivered in accordance with the phasing plan Figure 6 and
4. Make contributions to enhance bus, cycle and pedestrian provision in advance of the BLE.

### Reasons

The Mayor's London Plan seeks to deliver "good growth" and Policy GG2 of the plan "Making the Best Use of Land" states that to create successful sustainable mixed use places, those involved in planning and development must enable the development of brownfield land, particularly in Opportunity Areas and prioritise sites which are well connected by existing or planned public transport. In order to deliver good growth, the Mayor is proposing to extend the Bakerloo line from Elephant and Castle to Lewisham and beyond, serving Old Kent Road and New Cross Gate Opportunity Areas (London Plan paragraph 2.1.14).

The BLE will significantly improve the experience of our residents, who will be able to reach central and west London in less than 15 minutes and have direct access to 10 London Plan Opportunity Areas (Fig.7). The construction of the BLE will increase the public transport accessibility level (PTAL) of the Old Kent Road area to the highest levels of 5 or 6 with most places within 10 minutes' walk of the tube. It will provide 65,000 extra journeys in the morning and evening peak, supporting the delivery of 20,000 new homes and 10,000 additional jobs.

With a shortage of homes and increasing demand for workspace, it is important that this AAP provides guidance about how to make the best use of land within the Old Kent Road area in anticipation of the delivery of the BLE. In order to achieve that, the masterplan sets out how the new stations will be integrated into new development and the scale of development that can be sustainably supported in advance of the BLE and once its delivery has been confirmed.

Consequently we have agreed a two phase housing delivery plan with the Greater London Authority (GLA) and Transport for London (TfL).

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.

## DEFINITIONS

**The Bakerloo Line Upgrade and Extension (BLUE)** - Includes two distinct components: the 'Upgrade' and the 'Extension'. The extension of the line would follow the upgrade.

**Bakerloo Line Upgrade (BLU)** - TfL's proposal to upgrade the existing line, stock and improve the reliability and frequency of trains. The BLU would be the precursor to the BLE. The existing rolling stock and signalling on the Bakerloo Line dates from 1971, which makes it the oldest commercially operating railway in the UK. Spare parts are no longer available for the trains, impacting on reliability, whilst the dated signalling limits the operating frequency of trains. Prior to extending the line modernisation of the existing line is required, so that the existing and extended line are compatible. The first station on the BLUE is currently under construction at Elephant and Castle. Funded by TfL, Southwark Council and the developer of the new shopping centre, it will replace the existing Elephant and Castle Bakerloo Line / Northern Line station. TfL plans to purchase new rolling stock for the BLU in 2027.

**Bakerloo Line Extension (BLE)** - This would be delivered in two phases. The first phase comprises the extension of the line from Elephant and Castle to Lewisham, proposing two new stations along Old Kent Road, called Burgess Park and Old Kent Road, and two in Lewisham at New Cross Gate and Lewisham. Phase 2 would be the onward extension of the line from Lewisham to Hayes in Bromley (see Fig.7).

**Bakerloo Line Safeguarding Directions** - These were issued on 1 March 2021. Their purpose is to ensure that development along the planned alignment of the BLE in no way compromises the delivery of the BLE. Examples include completing a development on a proposed station site that would prevent the construction of a station, or constructing building foundations that would prevent the construction of the BLE running tunnels. All but the most minor of developments within the safeguarded area require the Local Planning Authority to consult with TfL and planning permissions cannot be issued without TfL's agreement.

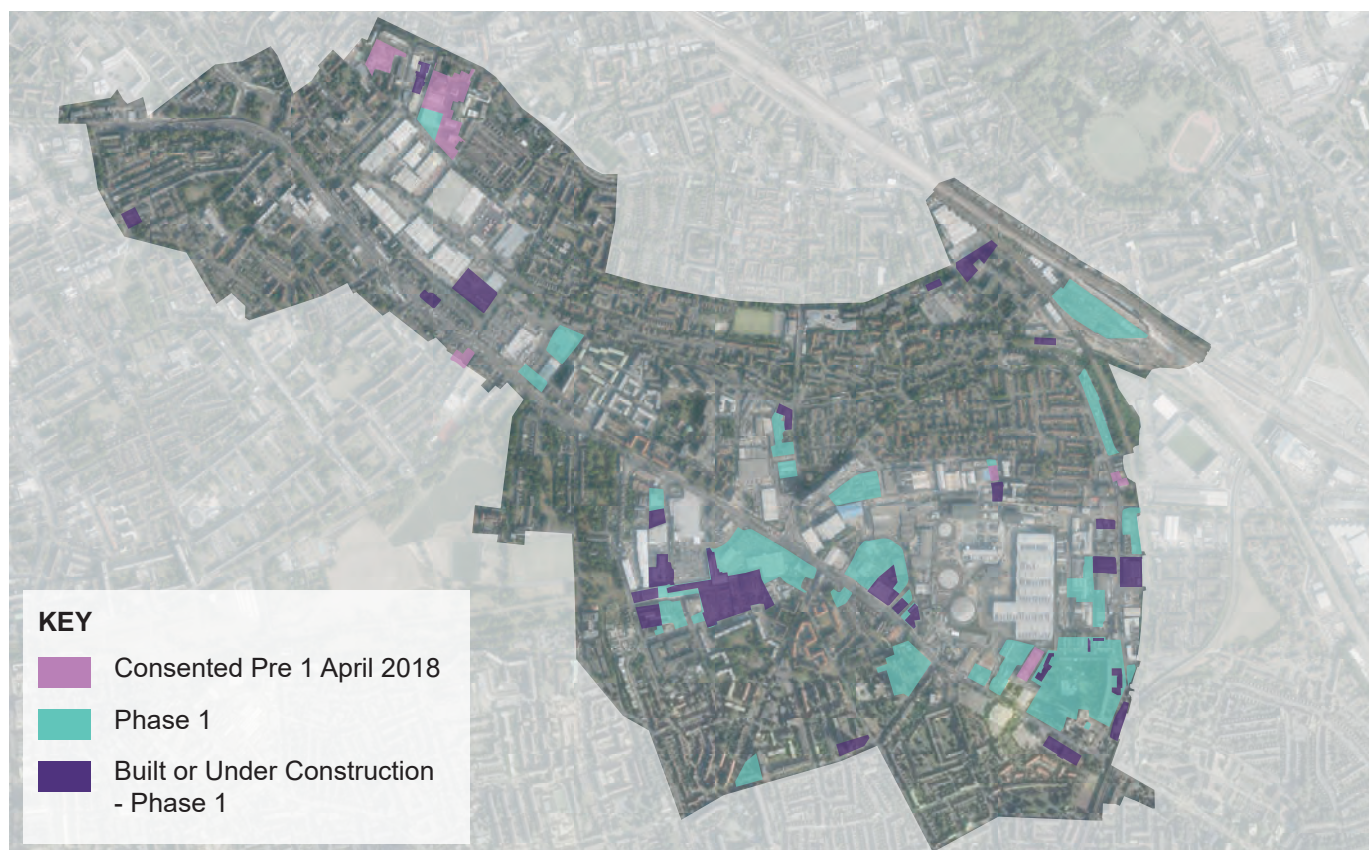
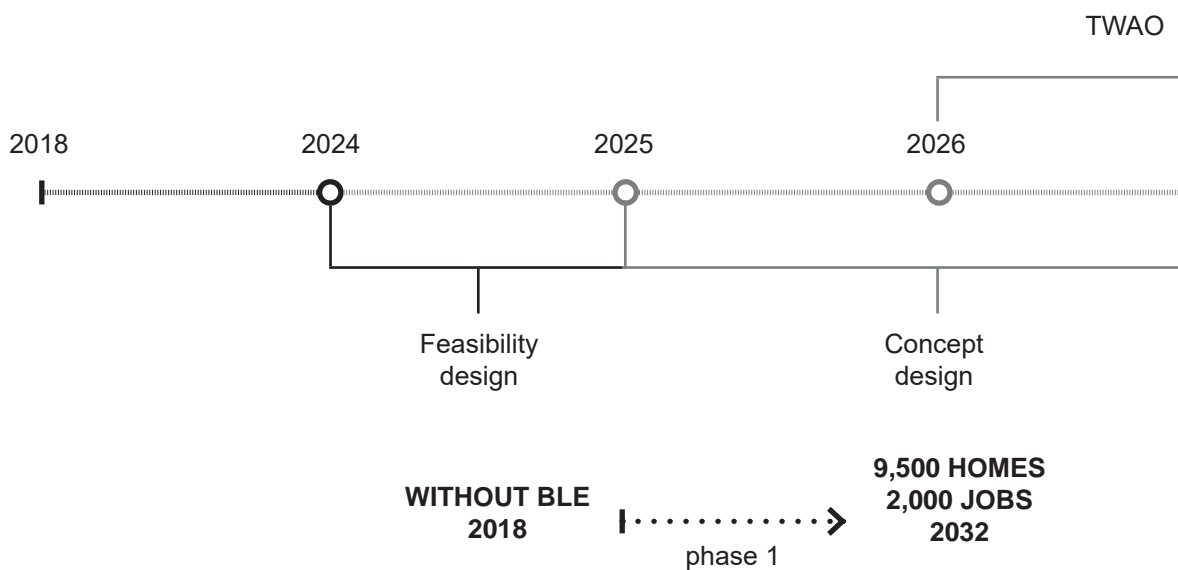
**Transport and Works Act Order (TWAO)** - An order made under the Transport and Works Act 1992 (TWA) is the usual way of authorising a new railway. In this case the orders would authorise the construction, maintenance and operation of the BLE. The applications for the TWAO would be made by TfL to the relevant Secretary of State (SoS). The procedure that must be followed allows any interested person to have their say before the SoS makes a decision. Schemes that are submitted for approval may give rise to objections from people whose property or business is affected or may give rise to local environmental impacts. The purpose of the TWA procedure is to allow the SoS to come to an informed view on whether it is in the public interest to make the TWA order.

**Feasibility Design** - Technical design of tunnels, stations, over station development, depots and proposed construction methodology, including disposition of work sites and tunnelling methodology, proposals for the delivery of signalling and rolling stock, and associated costings. This then informs the project cost benefit analysis which forms the basis for the project business case.

**Concept Design** - Further work on the above, and work on the technical supporting case for the TWAO, including consultation and engagement with those likely to be impacted by the scheme.



BLUE Timeline

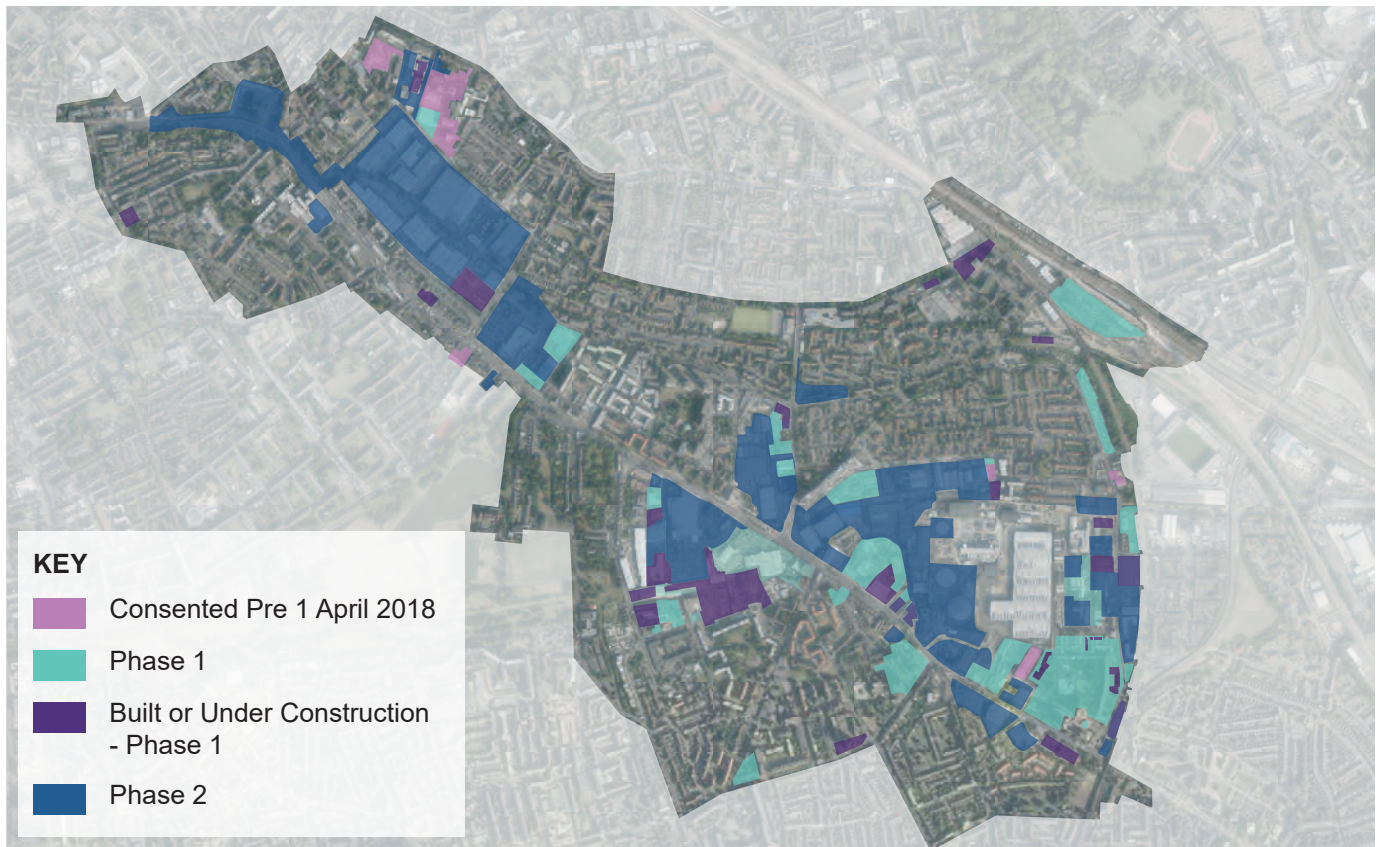
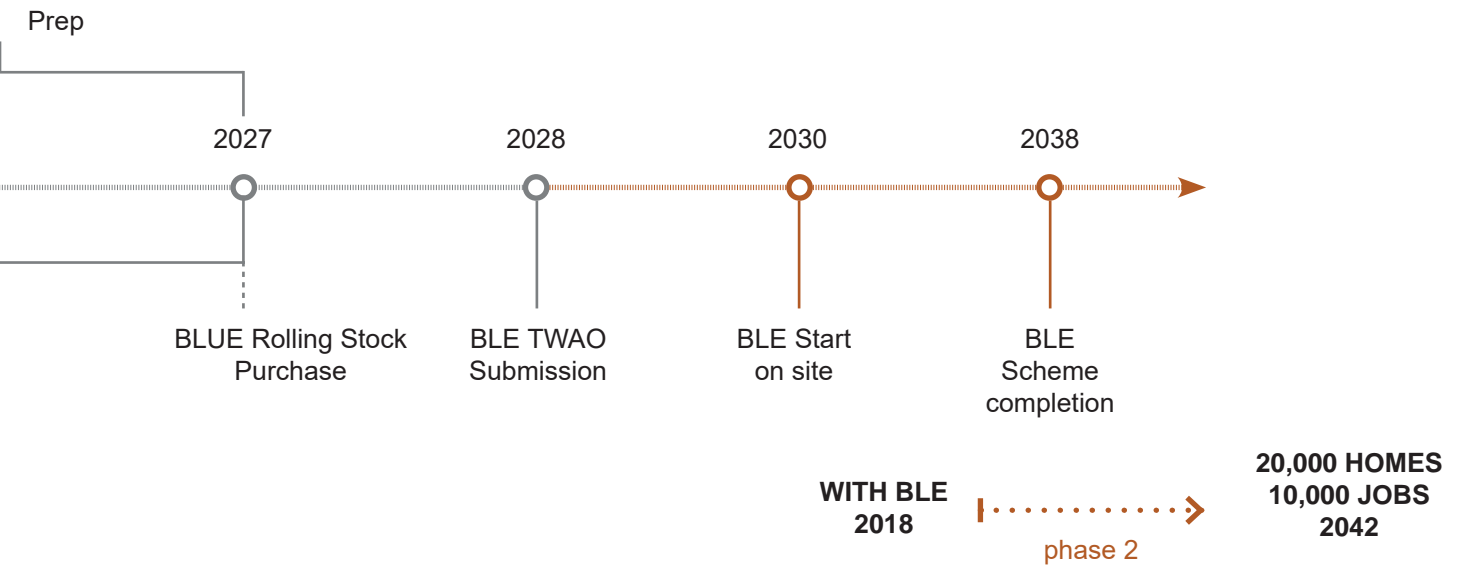


**DEFINITIONS**

Bakerloo Line Upgrade and Extension (BLUE) comprising;  
 Bakerloo Line Upgrade (BLU) – of the existing line;  
 Bakerloo Line Extension (BLE) – from Elephant and Castle to Hayes.

**Phase 1**

Phase 1 schemes can be supported by existing and enhanced bus, cycle and pedestrian transport in advance of a commitment to the delivery of the BLE and comprises the first 9,500 homes granted planning permission within the AAP area after 1st April 2018. Schemes consented before that date and subsequently implemented are excluded from the phasing plan. It is anticipated that this phase will be built out between 2020 and 2032.



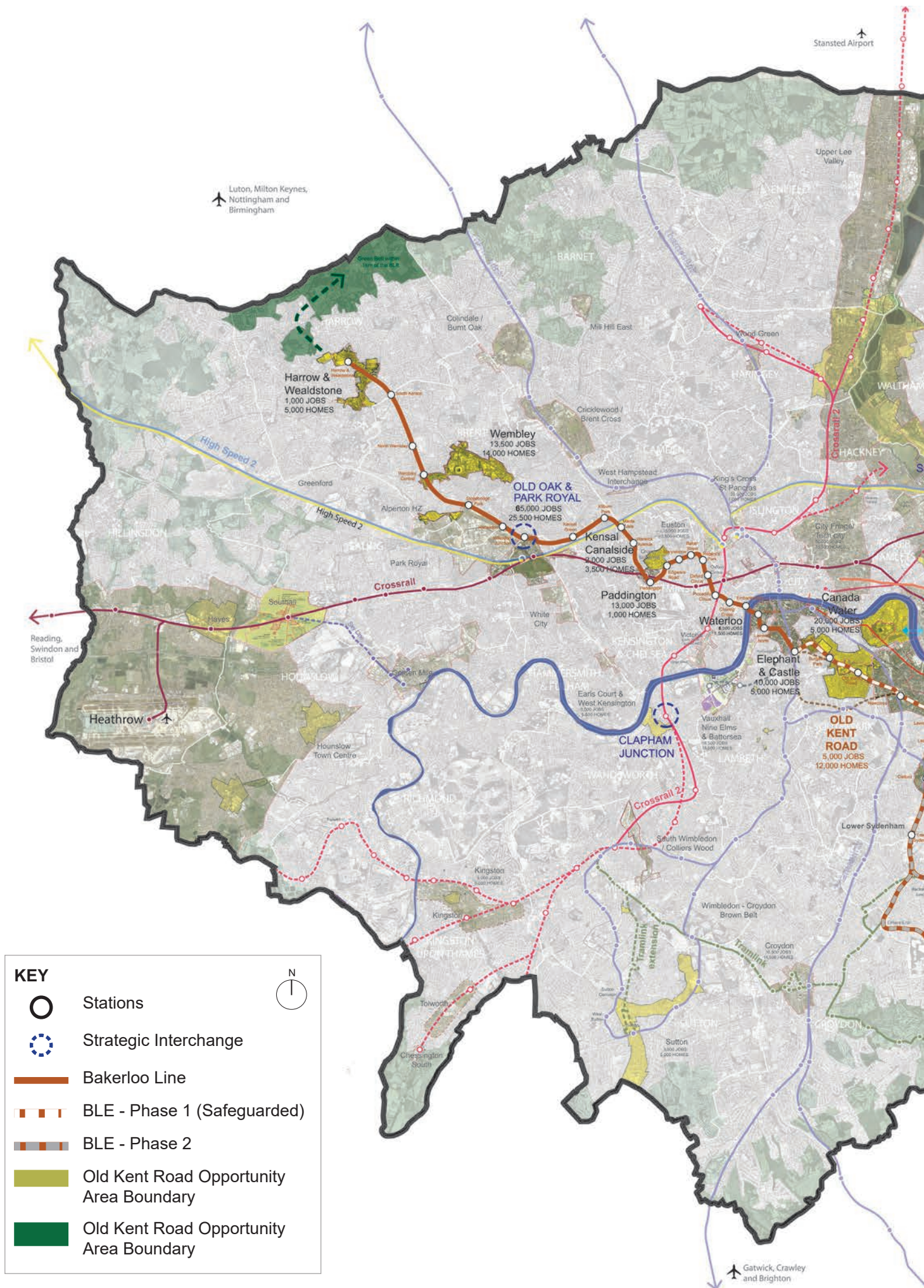
Delivery and Indicative Phasing (Figure 6)

**Phase 2**

Phase 2 comprises the 10,500 additional homes within the plan area that would be delivered following the signing of a contract for the BLE’s construction. With the completion and submission of the Transport and Works Act Order (TWAO) for the BLE expected in 2028 it is anticipated that the contract for the BLE would be signed in 2030. The homes in Phase 2 would then be completed between 2030 and 2042.

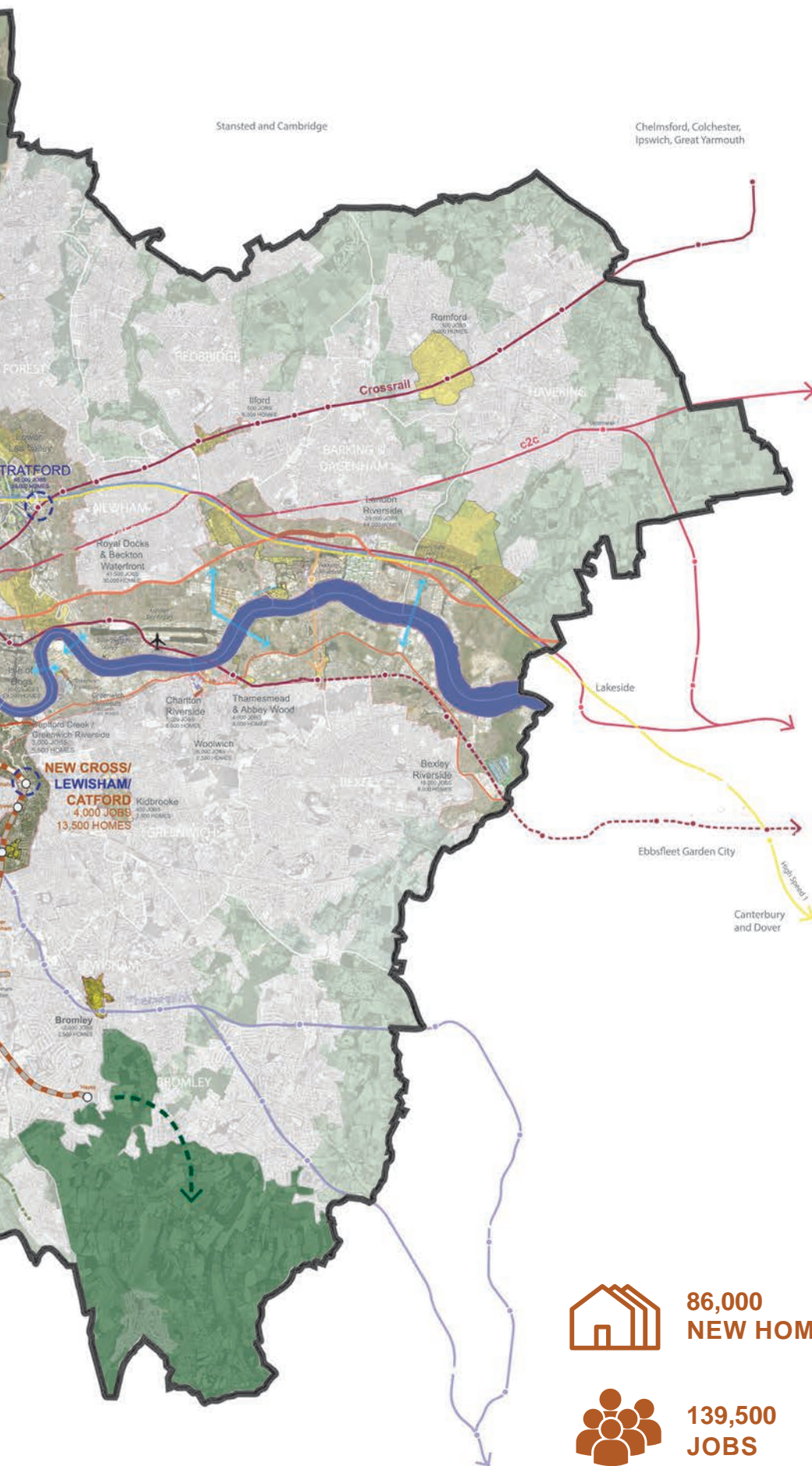
Planning permissions for Phase 2 schemes granted in advance of the signing of the BLE construction contract, will be subject to a Grampian type obligation. This would prevent the planning permissions from being implemented until the BLE contract is signed and would fall away once it was signed. Planning permissions for Phase 2 schemes with a Grampian type obligation would be granted for period up to 2030.







# Strategic Transport Infrastructure - Bakerloo Line Upgrade and Extension (Figure 7)



## Opportunity Areas

- Harrow & Wealdstone**  
 LB HARROW  
 5,000 HOMES  
 1,000 JOBS
- Wembley**  
 LB BRENT  
 14,000 HOMES  
 13,500 JOBS
- Old Oak/ Park Royal**  
 OPDC  
 25,500 HOMES  
 65,000 JOBS
- Kensal Canalside**  
 RB KENSINGTON & CHELSEA  
 3,500 HOMES  
 2,000 JOBS
- Paddington**  
 CITY OF WESTMINSTER  
 1,000 HOMES  
 13,000 JOBS
- Waterloo**  
 LB LAMBETH  
 1,500 HOMES  
 6,000 JOBS
- Elephant & Castle**  
 LB SOUTHWARK  
 5,000 HOMES  
 10,000 JOBS
- Canada Water**  
 LB SOUTHWARK  
 5,000 HOMES  
 20,000 JOBS
- Old Kent Road**  
 LB SOUTHWARK  
 12,000 HOMES  
 5,000 JOBS
- New Cross, Lewisham & Catford**  
 LB LEWISHAM  
 13,500 HOMES  
 4,000 JOBS



**86,000  
NEW HOMES**



**139,500  
JOBS**

### AAP 3: Homes For All

#### Strategy

We will build more homes of every kind in Old Kent Road at a density supported by the Bakerloo Line Extension, making the best use of land through the co-location of new homes with business and commercial space, optimising the development potential of sites which are currently in single uses.

All developments must comply with Southwark Plan Policy P1, providing at least 35% of all new homes as social rented and intermediate housing. This will enable us to increase the supply of homes, including social rented, intermediate (including Key Worker Housing) and family homes. The land use design typologies in the sub area sections of the AAP set out the detail of how mixed-use can be achieved whilst maintaining a high residential quality and efficient and practicable business spaces.

We will deliver two estate regeneration projects at the Tustin and Ledbury Estates in partnership with existing residents. These will include the re-provision of existing homes and new council housing including for the over 55's. This and the provision of accessible homes will ensure that both older and vulnerable residents are helped to find the right housing to live as independently as possible. We will ensure that all new homes in the Old Kent Road area are of such good quality that you will not know whether you are visiting homes in private, housing association or Council ownership. This will ensure our residents to take pride in and feel responsible for their homes and the local area.

We will encourage developments to provide some social rented homes as four bedroom / four bedroom plus homes to meet the need identified in the Strategic Housing Market Assessment and Affordable Housing Delivery Summary.

#### Targets

We will secure the delivery of the following by 2042:

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 wheelchair users and homes for people with physical and mental health needs.

#### Reasons

The Old Kent Road area has the greatest capacity to provide new homes in Southwark with enough sites to build 20,000 new homes at least 7,000 of which would provide social rented and intermediate housing. Rising rent and property prices in the private sector, the loss of Council homes through the 'Right to Buy', and the consequent lack of affordable housing means that younger generations may be forced to move away from their families and communities. Enabling families in overcrowded homes to be rehoused locally maintains social support networks including access to jobs and schools. Providing affordable family homes is vital to addressing the housing crisis and ensuring we meet the needs of our residents and their children and grandchildren. In order that the borough can continue to deliver critical public services, it is vital that we maintain a supply of affordable housing available to key workers and their families in locations they want to live.

Redeveloping our own housing estates enables us to re-provide residents with new high quality energy efficient homes, as well as providing additional homes by building at a higher density. Both the Ledbury and Tustin estate regeneration schemes were subject to a successful resident ballot following an extensive engagement and co-design process.

In the Old Kent Road area 9,494 homes have been approved since 1st April 2018. As set out in the Affordable Housing Delivery document as of May 2024, 708 homes have been completed, 1,825 homes are under construction and 800 homes are about to start on site in the Old Kent Road area. In total this comprises 3,333 homes of which 1,709 or 51.2% are affordable and 30% are social rented. When measured against need on our housing waiting list, we are making good progress in the provision of 1, 2 and 3 bed homes, but need to increase the supply of 4 bed and 4 bed plus homes.

### Southwark Plan Commitments

All developments must comply with Southwark Plan Policy P1 by providing at least 35% of all new homes in a policy compliant tenure mix (a minimum of 25% social rented and a minimum of 10% intermediate). This will ensure 5,000 social rent dwellings and 2,000 intermediate dwellings are delivered over the Plan period.

Southwark Plan Policy P2 requires developments to provide the following 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 (in schemes of 50 homes or more, at least 2% of the total number of homes should have four or more bedrooms); 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).

We will:

6. Encourage developers to follow the 40% social rented and intermediate homes fast track route with or without GLA funding where schemes are tenure compliant; and
7. Encourage developers following fast track to go above 40% with GLA affordable housing funding; and
8. 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.

To speed up the delivery of new homes, where the 40% fast track route is applied (with or without GLA grant funding), a financial viability appraisal will not be required to be submitted with the planning application, nor will a late stage viability review be required once permission has been granted. The rent levels of social rented homes will be capped at the Homes and Communities Agency Rent Standard.

Social rented homes and Discount Market Rent homes at social rented equivalent must be allocated to households on Southwark's social housing waiting list. All Discount Market Rent homes must be allocated to households on Southwark's intermediate rent housing list.

Intermediate homes could be Shared Ownership, 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 Housing Monitoring Delivery Schedule required to be completed by developers when submitting a planning application.

We will also continue to produce a 6 monthly Affordable Housing Delivery Summary document which will be published on our Old Kent Road web site. This records the number of homes, completed, under construction and about to start on site, by tenure and flat size. It also measures delivery against the number of people on our housing waiting list in the Old Kent Road area.

### DEFINITIONS

**Key Worker Housing (KWH)** - A form of rented housing based on short-term tenancies of three to five years (renewable subject to eligibility) and only available for people who are employed in recognised key worker occupations. The maximum gross (combined) household income level threshold for KWH is up to £60,000, and the rent levels are capped at equivalent to London Living Rent levels (inclusive of service charge). These homes must remain available as KWH in perpetuity. The full definition of key workers is provided in the Council's CIL and S106 SPD 2024.

**Urban Zone** - Areas which are predominantly residential areas characterised by relatively dense development and tend to have higher levels of public transport accessibility.



## AAP 4: Student Homes

### Strategy

Whilst prioritising the need for housing and affordable housing, the Old Kent Road Opportunity Area will contribute to the need for more student accommodation in Southwark. We will do this by introducing high quality student accommodation that successfully integrates with existing and future residential and business communities, fostering mixed and inclusive neighbourhoods.

### Planning Applications

Development Must:

1. Meet the requirements of the Southwark Plan; and
2. Demonstrate that they would integrate with the existing and future residential and business communities creating successful mixed and inclusive neighbourhoods, taking account of:
  - 2.1. The proposal's delivery of the co-location of new residential accommodation with business and commercial space as set out in the sub area sections of the AAP; and
  - 2.2. The proposal's proximity to other student housing developments, higher education institutions and local services / infrastructure; and
  - 2.3. The availability of other sites for other types of homes, including affordable and family homes; and
  - 2.4. The proposal's delivery of other plan priorities, including affordable housing, affordable workspace and public open space that contributes to the delivery of the greener belt and movement strategies; and
3. Provide individual student rooms and flats that achieve high standards of residential amenity in terms of spatial arrangement, storage, environmental comfort, aspect, outlook, privacy and daylight/sunlight; and
4. Provide the student occupiers with access to internal communal facilities and, wherever possible, external communal space; and
5. Contribute towards Public Open Space in the Old Kent Road area (at a rate of 5 square metres for every 2.5 student bedspaces).

### Reasons

Higher education providers make a significant contribution to the borough's economy and labour market. It is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation. The student housing policies of the London Plan and Southwark Plan deal in detail with strategic matters such as viability and demand, and the London Plan also makes reference to locational suitability by requiring developments to contribute to the creation of mixed and inclusive neighbourhoods.

An important consideration in respect of the creation of a mixed and inclusive neighbourhood in the Old Kent Road area is balancing the need for student accommodation against the availability of sufficient sites for other types of homes, including affordable and family homes, and the delivery of other plan aspirations that benefit local communities including the provision of employment space, social infrastructure and open space.

In the interests of creating healthy and safe homes and a sense of wellbeing for all sections of society, it is important that students living in the Old Kent Road area benefit from high quality accommodation options.

Due to its inherently transient nature, the student demographic can prove more challenging to integrate into their local community. It is therefore important that the resident communities within the Old Kent Road area benefit from, and are not imbalanced by, increases in the student population.

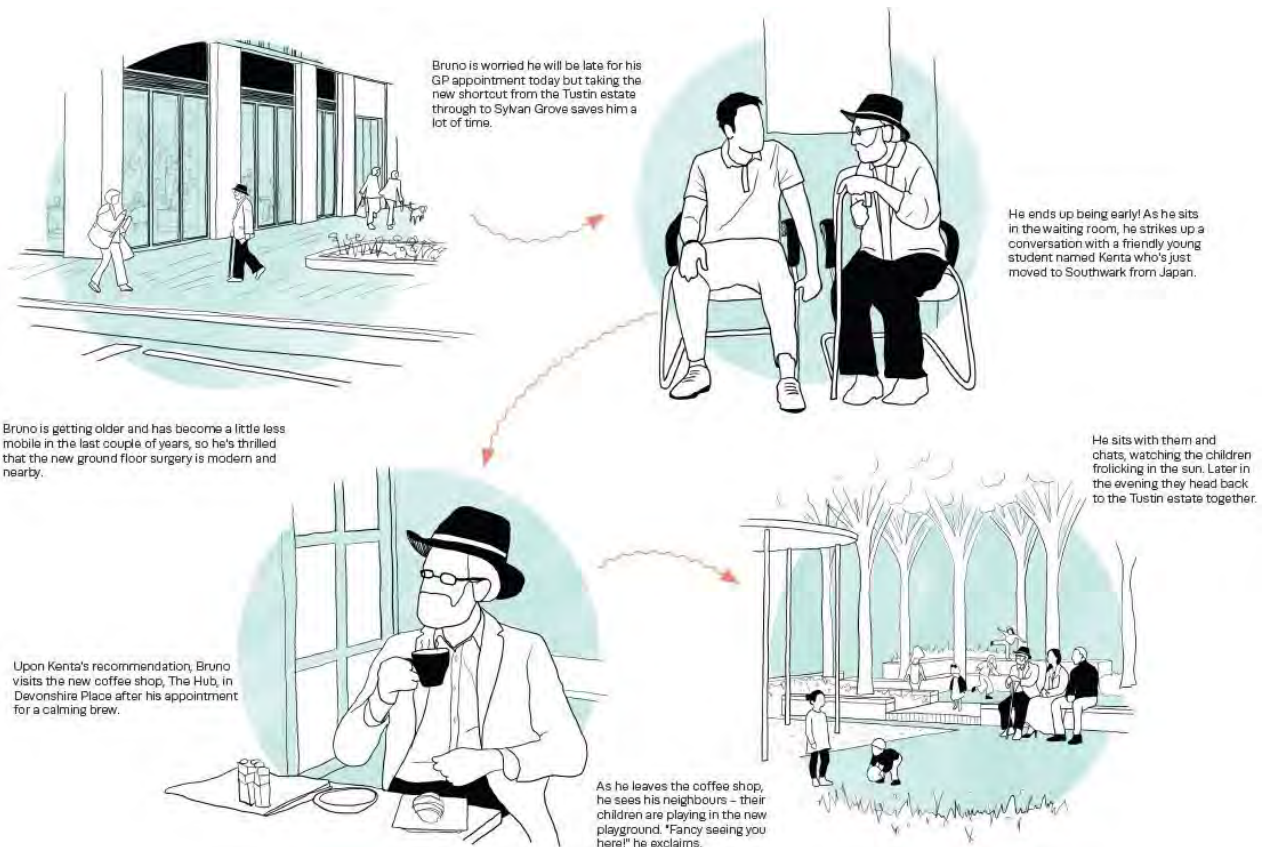
### Southwark Plan Commitments

Where a development proposal cannot fully provide on-site the Public Open Space yield, a payment-in-lieu shall be secured in accordance with the provisions set out in AAP9.

### Case Study

Granted approval in 2024, Devonshire Place is a mixed-use development comprising conventional residential housing, student homes and commercial uses. Some of the ways it sought to create a successful mixed and inclusive neighbourhood include:

1. Incorporating a café within the development to bring different groups together;
2. Including a community room available for use by all social and community groups;
3. Proposing a 'hang out' space where older local teenagers and the student residents can mix; and
4. Proposing a bandstand where student recreation can take place alongside wider community events, children playing and/or adult residents of the conventional housing socialising.



Devonshire Place Storyboard by JTP (Figure 8)

## AAP 5: Businesses and Workspace - The Bow Tie

### Strategy

We will strengthen the vibrant business community of the Old Kent Road area whilst also delivering new homes by promoting an innovative mix of uses that generate jobs and accommodates business uses “from laptops to forklifts”. We will achieve this within the Action Area Core and Locally Significant Industrial Sites (LSIS) by co-locating light industrial workspace and logistics uses with new homes, offices and shops. In the Strategic Protected Industrial Land (SPIL) we will continue to promote industrial only uses, including those not compatible with residential.

In accordance with ‘The Bow Tie’ employment strategy detailed in Figure 10, office and “laptop” uses will be focused in the town centres around the Bakerloo line extension stations. “Forklift uses”, including multi-storey industrial, logistics, warehousing and creative makerspaces will be prioritised in the Action Area Core, LSIS and SPIL.

Mixed-use development outside the SPIL and the intensification of industrial uses throughout the entire area will strengthen the special character of the Old Kent Road area as a creative and productive part of London by growing the business community, creating employment opportunities and delivering much needed housing.

The key features of successful mixed-use development are the design and the management of space on the plots, including the provision of vehicle servicing. Developments will be carefully designed to ensure businesses can function effectively and residents can live peacefully. The masterplan and the sub area design guidance shows how this will be achieved.

Businesses will continue to be clustered, as set out in the sub area masterplans, to strengthen commercial identity and maintain a vibrant business eco system. This will enable resources to be shared and deliveries and servicing planned to minimise the impact on the co-located residential development without compromising the function of the employment uses.

We will work with local business and other partners to make sure our residents are trained and ready to access the job opportunities created.

### Targets

1. Double the number of jobs from 10,000 to 20,000 by 2036 and increase the range of jobs in the industrial, logistics, office, 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 on site or provide an in lieu off site payment to help fund and establish the Council’s own provision; and
4. Retain 28ha of SPIL and 20ha of LSIS.

### Planning Applications

Development must:

5. Retain or increase the amount of employment floorspace (GIA) on site (Class E (g), Class B2, Class B8 or Sui Generis employment generating uses) in accordance with ‘The Bow Tie’ employment strategy and sub area building typologies and land uses; and
6. Intensify industrial workspace in SPIL, LSIS and the Action Area Core as set out in the sub area guidance; and
7. Co-locate industrial workspace with new homes and other uses in LSIS and the Action Area Core as set out in the sub area guidance; and
8. Provide 10% of the new workspace as affordable on-site or provide an in lieu off-site payment to help fund and establish the Council’s own provision; and
9. Ensure that the employment typology, design and servicing of employment space is delivered as set out in the sub area guidance; and



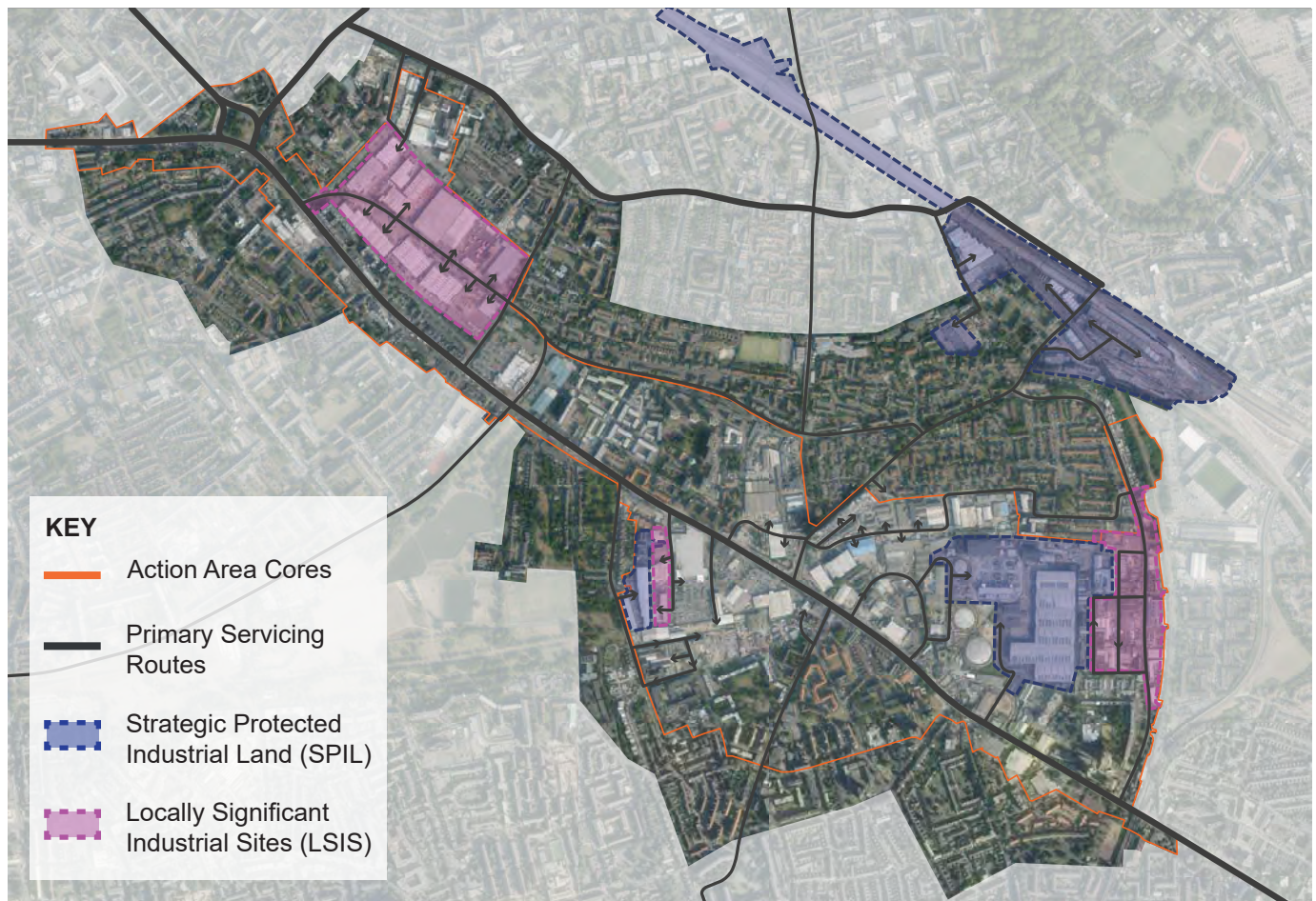
10. Secure Class E (g)(iii) light industrial uses by condition; and
11. Ensure all workspace units (Class E (g) use) are equipped with mechanical and electrical fit-out, heating and cooling provision and kitchen and WC facilities. All co-located commercial units (Class E, Class B2, Class B8 and Sui Generis employment generating uses) must provide water sprinkler fire suppression systems.

### Southwark Plan Commitments

Southwark Plan Policy P30 requires a marketing strategy to be submitted with planning applications, to show that the use and occupation of the proposed employment space would meet current demand.

All developments providing over 500sqm of employment floorspace must comply with Southwark Plan Policy P31 by providing 10% of workspace as affordable space at discount market rents secured for at least 30 years, or make an in lieu payment to help deliver the Council's own affordable workspace.

In addition, in accordance with Southwark Plan Policy P33, where existing small or independent businesses or small shops may be displaced by development a business relocation strategy, written in consultation with affected businesses, must be provided.



Industrial Land (Figure 9)

### Reasons

In the Old Kent Road area there are over 10,000 people employed in 716 businesses that provide key services to the central London economy. Some 56% of employees live 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 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 provide skills training for our residents. Outside the SPIL, co-locating these business premises with residential uses will also ensure we can meet our housing need.

This diverse economy is maintained through the provision of a range of industrial premises including manufacturing, servicing, storage and distribution which have relatively 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, logistics and distribution uses, studios and co-working office space. There is also the potential to develop life science uses. 'The Bow Tie' Strategy set out how we will achieve the planned growth in jobs and employment floorspace across all of these sectors as sites come forward for redevelopment.

### **Mixed Use Development and Industrial / Residential Co-Location**

Figure 10 ('The Bow Tie') demonstrates the broad strategic approach to employment typologies and likely job density across the area. Near to the tube stations and along the Old Kent Road high street, higher density new employment space will comprise offices and co-working space for small businesses, which we describe as "lap top" uses. There will also be opportunities for small manufacturing, artists' studios and creative enterprises. Further away from the Old Kent Road high street, new employment space will accommodate depots, distribution and logistics uses and industrious workspace, which we describe as "fork lift" uses that requires better access for HGVs, vans and lorries and is likely to have a lower employment density. 'The Bow Tie' describes the over-arching strategy and is not intended to be entirely prescriptive. There will be variations within that overall approach as set out in the sub area guidance.

The plan area contains 28ha of SPIL that will be kept in solely industrial use. The AAP sub area guidance for South Bermondsey identifies ways that these uses could be intensified through multi-storey redevelopment to make more effective use of space. This will help increase the number of jobs in industrial use and also make use of railway arches in the extensive viaducts that serve London Bridge station. The SPIL uses at the Admiral Hyson Industrial Estate and Glengall Road Industrial Estate could also be intensified through the use of multi-storey industrial provision. The remaining SPIL in the plan area will continue to provide essential infrastructure including Southwark's waste transfer facilities and National Grid Electricity's New Cross sub-station.

A further 20ha of land is allocated as LSIS and both within this and the Action Area Core a diverse range of workspaces will be provided in line with 'the Bow Tie' Strategy co-located with new homes, community facilities and shops.

Overall, there will be an increase in employment floorspace within the SPIL, LSIS and the Action Area Core as set out in the sub area guidance. New mixed-use development will deliver appropriate on-site servicing including servicing within podiums or yard spaces as indicated in the sub area masterplans.

Notwithstanding the provisions of the Use Classes Order, we will use planning conditions to limit the ability to change Class E (g)(iii) light industrial uses to other Class E uses. This will ensure the delivery of a wide range of employment floor space in line with 'the Bow Tie' Strategy.

In co-located Class E workspace / residential developments we will expect a fit out of the workspace provided to be completed before the occupation of the homes. This will be secured in a s106 obligation and will ensure the space is marketable and fit for purpose whilst avoiding the fit out costs being passed on to potential business users.

We will also expect a fire suppression sprinkler system to be installed in all co-located workspace (Class E), factories (Class B2), distribution and logistics (Class B8) and Sui Generis uses to ensure that the safety of the occupiers of the residential uses is maintained.

### **Old Kent Road Businesses and Affordable Workspace**

As sites come forward for redevelopment it will become necessary to relocate business users during the construction period. Businesses can join the Old Kent Road Business Network to be kept informed about opportunities for relocation in newly completed developments.

In cases where relocation would be required, new premises for relocated businesses should be in the right locations to suit specific requirements and enable the successful continuation of the business. In accordance with the Southwark Plan, relocation strategies will be agreed with the Council and where possible Council land assets will be used to help manage business relocation opportunities.



The Workspace Provider List for Southwark responds to the increased demand for small, flexible and well managed workspace in the borough. Managed workspaces provides shared facilities, flexible lease terms and lower cost workspace which provides support to new or micro enterprises. The Council will be developing its own affordable workspace provision on land it owns in the Old Kent Road area using in lieu s106 affordable workspace payments and this should help meet some of this demand.

## Skills

Many new jobs and training opportunities will be generated in the Old Kent Road Opportunity Area, both during the construction phases and in completed developments. It is important that new jobs and training opportunities are targeted towards local people, creating supporting social regeneration and opportunities for all.



25 Mandela Way



Livesey Exchange



227 Ilberton Road

The Drawing Room / Tannery Arts,  
Tannery Way, Bermondsey







'The Bow Tie' Employment Strategy - From Laptops To Forklifts (Figure 10)





## AAP 6: Life Sciences

### Strategy

We want the Old Kent Road Opportunity Area to play a key role in establishing Southwark as a world-recognised district for life sciences expertise and innovation. The implementation of Policy AAP5 will provide a range of modern flexible and affordable workspaces from laptops to forklifts, 10% of which will be affordable, including facilities suitable for life sciences occupiers. These new sector-specific facilities will complement and support the established medical and life sciences clusters across Southwark and in adjacent boroughs. We will work with these new and established life sciences providers to deliver educational, training and employment opportunities that Southwark residents can benefit from.

### Planning Applications

Life Sciences development must:

1. Set out a strategy to foster links and promote an ongoing relationship with other related facilities, including further and higher educational institutions and hospitals, and local FE colleges and schools; and
2. Be designed, where appropriate, to co-locate with residential uses; and
3. Be promoted, where appropriate, as a meanwhile use of development sites in advance of the delivery of the Bakerloo Line Extension (BLE); and
4. Be designed and laid out so that inherently inactive uses such as storage, archives and environmentally-isolated lab space are wrapped by associated facilities that can provide a positive public interface such as offices, meeting rooms, break-out and recreational spaces; and
5. Consider how educational displays and programmes, interactive public art and/or greening could improve unavoidable inactive frontages; and
6. Minimise the on-street presence and impact of mechanical and electrical equipment, ventilation, back-of-house facilities and other inherently inactive spaces in order to optimise positive frontages.



The Paper Yard - British Land



Snowfields Quarter

### Reasons

The UK is fast becoming one of the leading hubs for life sciences on the global stage, with the industry generating over £80 billion in turnover.

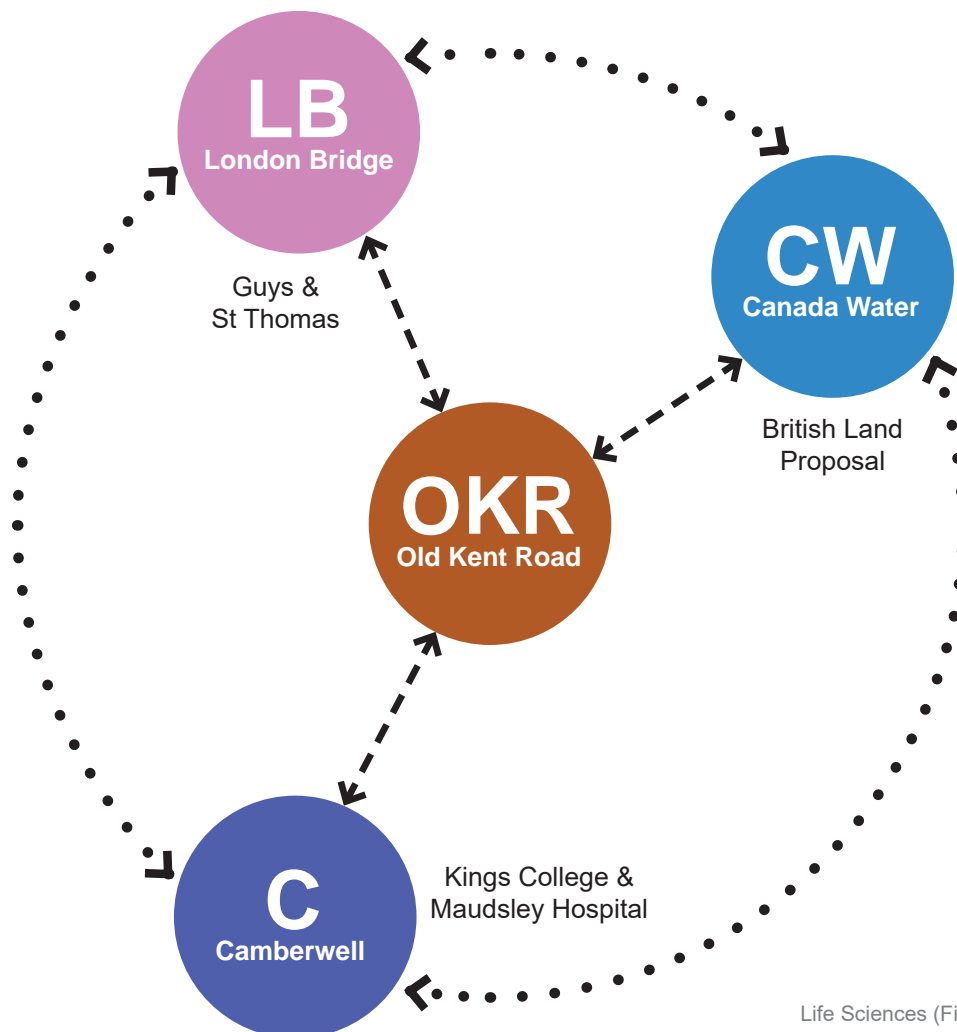
The Old Kent Road area benefits from being located in close proximity to the established medical and life sciences clusters at Guys and St Thomas's at London Bridge, the King's College and Maudsley hospitals in Camberwell / Herne Hill, and the emerging cluster in Canada Water. In addition, the Council plans to build its own affordable workspace hub in the Old Kent Road area that could benefit life science start ups. The Old Kent Road area therefore holds significant potential to expand this sector by providing new labs, research hubs, manufacturing, back of office, storage and other associated facilities. In building this network of new facilities, we want to harness opportunities to strengthen relationships and promote knowledge sharing between the sector and the borough's higher education institutions.

Supporting the life sciences sector will help create new employment opportunities and diversify the local jobs market. It will also provide educational and training opportunities for residents in a higher skilled and paid sector.



There is an acute shortage of lab space in the “golden triangle” – Oxford, Cambridge and London. Promoting meanwhile life sciences development will help meet this urgent demand.

For operational reasons, some life sciences facilities need to be windowless and/or highly ventilated. In order to ensure such facilities do not result in building frontages that negatively contribute to the public realm, careful consideration must be given to the layout of life sciences buildings, in particular the ground floor level. In situations where placement of inactive facilities is essential, creative solutions such as art installations and greening are space-efficient ways to positively conceal this inactivity.



Life Sciences (Figure 11)

## DEFINITIONS

**Life Sciences** - Companies operating in R&D and manufacturing of pharmaceuticals, biotechnology-based food and medicines, medical devices and biomedical technologies. Companies operating in this sector typically need premises that offer wet labs, dry labs, specialist storage facilities (microbiological cabinets, freezers, tissue culture rooms etc.), research and review spaces, and manufacturing facilities, alongside conventional office and standard ancillary facilities (staff rooms, storage, plant rooms etc).

**Class E(g)** - As defined by the Use Classes Order, this classification describes a business / commercial land use can be carried out in a residential area without detriment to that area's amenity (by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit etc). Class E (g) comprises three sub-classifications, as follows:

1. E(g)(i): Offices to carry out any operational or administrative functions;
2. E(g)(ii): Research and development of products or processes;
3. E(g)(iii): Industrial process(es).

## AAP 7: Town Centres, Leisure and Entertainment

### Strategy

We will create a successful mixed-use high street along the whole length of the 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.

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

1. Two new district town centres, transforming the Old Kent Road into an attractive and bustling shopping street with entertainment and leisure facilities suitable for people of all ages to spend time in day and night; and
2. New town centre links which will provide increased connectivity from existing and proposed residential and business communities to the high street to support the town centre economy; 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 shops; and
4. A new major attraction or destination space such as a cinema, museum or lido; and
5. Improved access to arts and cultural spaces by involving community and institutional organisations in securing its provision.

### Planning Applications

Development must:

6. Retain or increase the amount of retail uses (Class E(a-c)) unless the proposed format is being changed from a retail park type to a high street type to deliver the change in town centre character set out in this policy. In those instances, the high street format retail space provided should be maximised within the ground floor layout of the redeveloped site as indicated in the sub area masterplans; and
7. Deliver the town centre links between the existing residential and commercial hinterland and the high street as indicated in the Movement Strategy (AAP8) and in the sub area masterplans; and
8. Contribute towards delivering a mix of shops (in a range of sizes, including supermarket formats), cafes/restaurants, and spaces for community/cultural and/or leisure activities; and
9. Provide residential development and offices above shops; and
10. Provide a pedestrian friendly and healthy environment on the high street with new planting, Sustainable Urban Drainage (SuDS) and places to sit; and
11. Provide frontages which help generate activity and vibrancy at ground floor by avoiding blank façades, locating back-of-house functions discreetly, and creating visual connections to open spaces and community uses.



### 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.

One of the reasons the high street has failed previously is as a result of the pedestrian connections to the residential and business communities in the high street's hinterland being obstructed by the industrial estates which were developed post war. This limits direct access to the shops, cafés and pubs along the Old Kent Road. For example, access to the Old Kent Road from the Bonamy Estate to the north can only be achieved along Rotherhithe New Road rather than directly via Sandgate Street. Similarly, access to the Old Kent Road Asda from the Unwin and Friary Estates to the south, cannot be achieved directly along Ossory Road. The masterplan and the Greener Belt and Movement Strategies will help re-establish these connections.

The Old Kent Road area already contains 75,000sqm of retail floorspace, employing over 700 people. We want to transform the Old Kent Road into a linear high street across two district town centres with shops, health, leisure and entertainment venues, restaurants and cafés 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 of the Old Kent Road area with small shops and cafés which will continue to thrive. There are 7 major supermarkets on the Old Kent Road: Tesco, Asda, two Lidl's, Iceland, B & M 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, with some customer car parking for the shops re-provided, while making room for new homes to be built above them, and enabling the creation of walking and cycling routes.

As an example, the Aldi redevelopment at 840 Old Kent Road, which will complete in 2025, re-provides the Aldi supermarket and some customer car parking at ground floor, along with a new retail kiosk adjacent to Brimington Park. This is in addition to s106 contributions to improvements to the park as well as the delivery of 171 new affordable homes above the store.

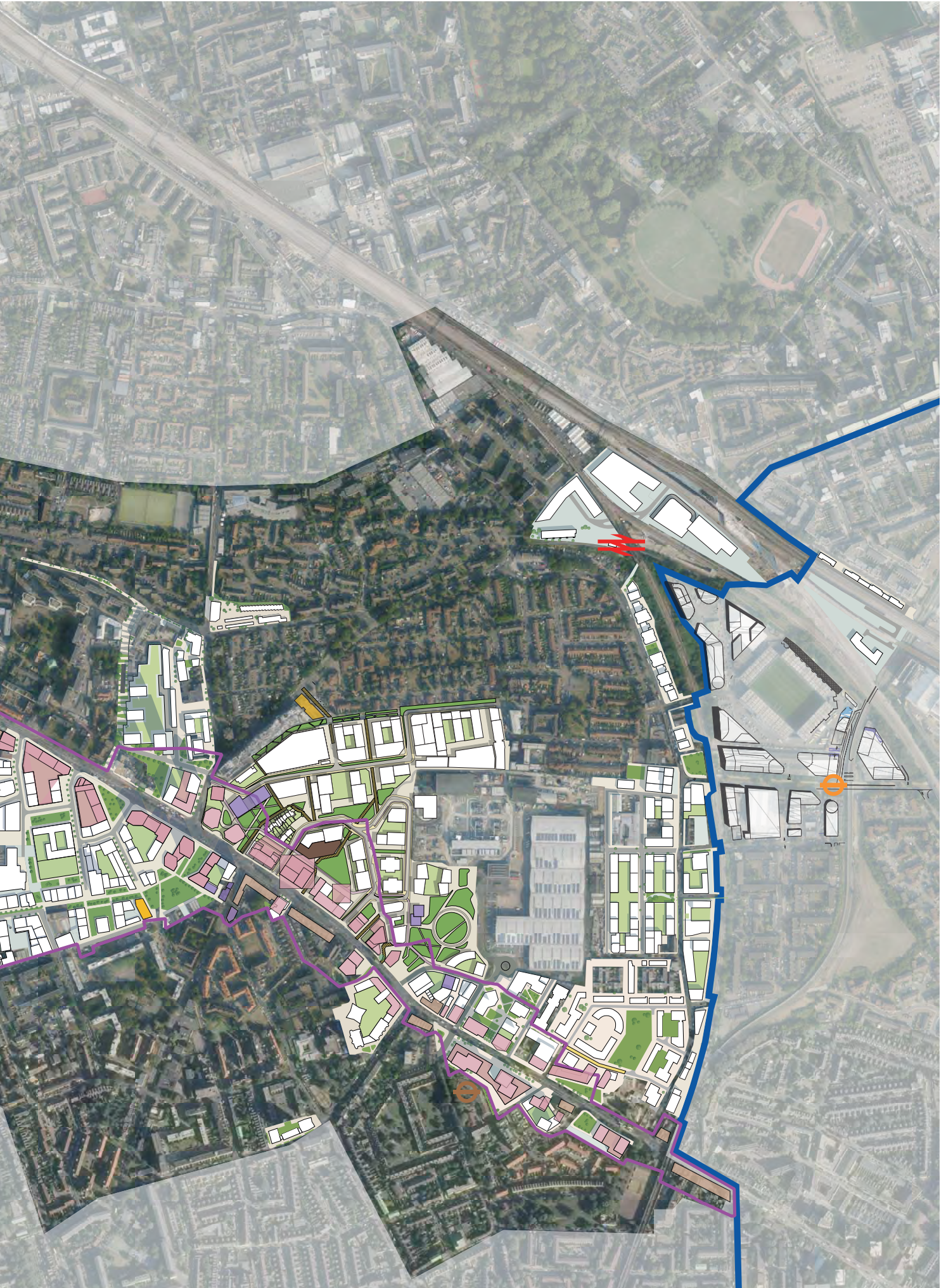
The areas behind the Old Kent Road high street will incorporate a network of streets and spaces which will contain some smaller local convenience stores in a quieter environment. Figure 12 shows the extent of the town centre and pattern of development for the high street. It is important that new shops and town centre facilities reinforce the role of Old Kent Road as a high street and do not divert trade away from it. Shops and businesses will be enabled and encouraged to adapt and diversify to the re-established 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.

The transformation of the Old Kent Road is already starting to take place, with the new Aldi supermarket under construction and developments such as the Livesey Exchange on the corner of Old Kent Road and Rotherhithe New Road providing a new community and cultural space that has been delivered by a local community group. The latter project received grant funding through the Future High Streets Fund, which has supported other projects including the restoration of the listed Kentish Drivers mural at 720 Old Kent Road, and a new cycle route and crossing at the junction of Ilderton Road and the Old Kent Road.















# High Street Strategy - St James' Road to Ilderton Road (Figure 13)



## AAP 8: Movement - People, Place, Experience

### Strategy

We will ensure walking, cycling, wheeling and public transport will be the first choice for movement in the Old Kent Road Opportunity Area. Residents, workers and visitors will benefit from improved public realm, dedicated cycle lanes, an additional bus service called the “Bakerloop Bus”, improvements to South Bermondsey Station, two new Bakerloo Line underground stations on the Old Kent Road and a new overground station at New Bermondsey in Lewisham.

In order to deliver growth in both jobs and housing through industrial intensification and the co-location of workspace with residential use we will ensure the efficient and sustainable servicing of new commercial development, minimising the environmental impacts of residential and commercial uses on each other.

This will include ensuring that the identified primary commercial service routes to Strategic Protected Industrial Land (SPIL), Locally Significant Industrial Sites (LSIS) and the Action Area Core shown in Fig 9 are fit for purpose enabling the delivery of the ‘Bow Tie’ workspace strategy in Policy AAP5. The introduction of CPZs (Controlled Parking Zones) and off-street servicing will help minimise congestion on these routes. We will also promote the use of electric vehicles and cargo bikes / quadricycles, through the provision of Electric Vehicle Charging Points (EVCPs) for commercial vehicles and parking spaces for cargo bikes / quadricycles within new workspace developments.

In order to support the delivery of the first 9,500 homes in Phase 1 of the plan we will provide an enhanced bus service in the Old Kent Road called the “Bakerloop Bus”, which will be funded by s106 contributions from developers.

We will ensure Old Kent Road becomes a thriving high street with tree lined footways, designated cycle and bus lanes, and safe pedestrian crossing points by securing the delivery of Transport for London’s Healthy High Street project. We will transform the existing connectivity across the Old Kent Road area by delivering “town centre links” between the high street and the existing and proposed residential and business communities, increasing access to the high street from its hinterland to help deliver the high street strategy in AAP7.

We will promote car free development (except for Blue Badge) in commercial and residential development, the use of electric commercial vehicles and cargo bikes in workspace development, and the closure of roads outside schools. This will improve air quality for local residents and workers, and help deliver the cleaner and greener aspirations set out in AAP14.

### Targets

We will:

1. Deliver a network of “town centre links” that provide improved east/west connectivity across the Opportunity Area, better integrating adjacent neighbourhoods with the Old Kent Road high street; and
2. Increase footway widths along classified roads, such as Old Kent Road and Ilderton Road, to accommodate increased footfall and tree planting; and
3. Deliver effective servicing for all stand-alone industrial and co-located workspace/residential uses within development site boundaries minimising the conflict between residential and commercial uses as set out in the sub area guidance; and
4. Encourage the use of electric commercial vehicles, including cargo and quad bikes, to accommodate business and jobs growth whilst minimising air and noise pollution; and
5. Deliver the “Bakerloop Bus”, an enhanced service along the Old Kent Road high street funded from s106 contributions to support housing growth and introduce core bus stops that match with the locations of the two new underground stations, to run in advance of the Bakerloo Line Extension (BLE) opening; and
6. Deliver improvements to South Bermondsey Station in partnership with Network Rail; and
7. Introduce a CPZ across the whole Opportunity Area, with delivery and servicing loading bays to be bookable by residents and businesses through online management tools; and



8. 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
9. Close Verney Road and Marlborough Grove outside the John Keats and Phoenix Primary Schools respectively and convert them into parks; and
10. Encourage developers on adjacent sites to work with the Council and each other to minimise impacts of demolition and construction on residents.
11. Deliver the Old Kent Road Healthy High Street project in partnership with the Greater London Authority (GLA) and Transport for London (TfL), including segregated cycle and bus lanes where possible and subject to the final design, to provide safe and quick transport connections, complemented by new trees and greening; and

### Planning Applications

Development must:

12. Allow for the delivery of TfL's Healthy High Street project on the Old Kent Road by ensuring a sufficient set back of new development from the back of pavement line to accommodate wider pavements, proposed cycle and bus lanes, pedestrian crossings, amended road junctions and planting; and
13. Provide new town centre links that enable pedestrian and cycle connections to the high street from existing and proposed residential and business communities; and
14. Maximise footway widths to provide an unobstructed minimum of 2.4 metres on the local road network, at least 4.0 metres on the Old Kent Road, and at least 3.0 metres on other classified roads; and
15. Provide service access for stand-alone industrial and co-located workspace from the primary service routes identified in Fig 9 and the sub area guidance; and
16. Prioritise off-street servicing and only when that cannot be achieved rationalise on street servicing as shown in the sub area servicing plans. In some instances this will be shared between adjacent sites. 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
17. Provide Electric Vehicle Charging Points for commercial premises and space for cargo and quad bikes; and
18. Be car-free if residential except for Blue Badge parking, and manage a reduction in parking on Council estate redevelopments; and
19. Provide evidence of marketing materials for the development that demonstrate it is to be promoted as car free and will encourage residents to make journeys by sustainable modes of transport; and
20. Provide s106 financial contributions for:
  - 20.1. Bus and other public transport service improvements (calculated per residential unit (or equivalent) currently at a rate of £2,700.00 per unit)
  - 20.2. Monitoring of construction management; and
  - 20.3. Monitoring of Delivery and Servicing Plan compliance (comprising a non-refundable deposit and a bond, currently calculated per residential unit and per 500sqm of non-residential floorspace); and
  - 20.4. Car club membership (one membership for each residential unit upon first occupation for a period of three years); and
  - 20.5. Cycle hire docking station improvements (calculated per residential unit).

### Reasons

We want to enable ease of movement around the Old Kent Road Opportunity Area in a way that achieves positive mental and physical wellbeing for our residents. Our mental wellbeing is informed by our sensory experience of, and emotional response to, streets and spaces. By creating clean and tidy streets, good wayfinding, calm and quiet places to travel through, and green spaces to play and rest in, we will help to create positive experiences. We want to promote the health benefits of walking and cycling and improve confidence on the roads and cycleways.

We will do this by making the Opportunity Area easy and safe to move around, ensuring cycle parking and cycle hire options are readily available. Our strategy for a network of town centre links will help connect the area's neighbourhoods to the Old Kent Road spine, in turn helping to re-establish the high street economy. Southwark's Transport Strategy 2023-2030, emphasises traffic reduction, modal change, a holistic approach to street design and addressing the climate emergency. The Equity Framework that underpins 'Streets for People' ensures that investment is prioritised to areas of need.

Public transport improvements are essential to maximise the growth of homes and jobs and the BLE is fundamental to achieving this. The first phase of delivery across the Old Kent Road Opportunity Area would be supported by enhanced public transport provision including the 'Bakerloop Bus', improvements to the environment of South Bermondsey Station and new cycle and walking infrastructure. The delivery of the New Bermondsey overground station in Lewisham close to the borough border would also benefit Southwark residents. In order to build out the next 10,500 homes of Phase 2, the delivery of the BLE would be essential.

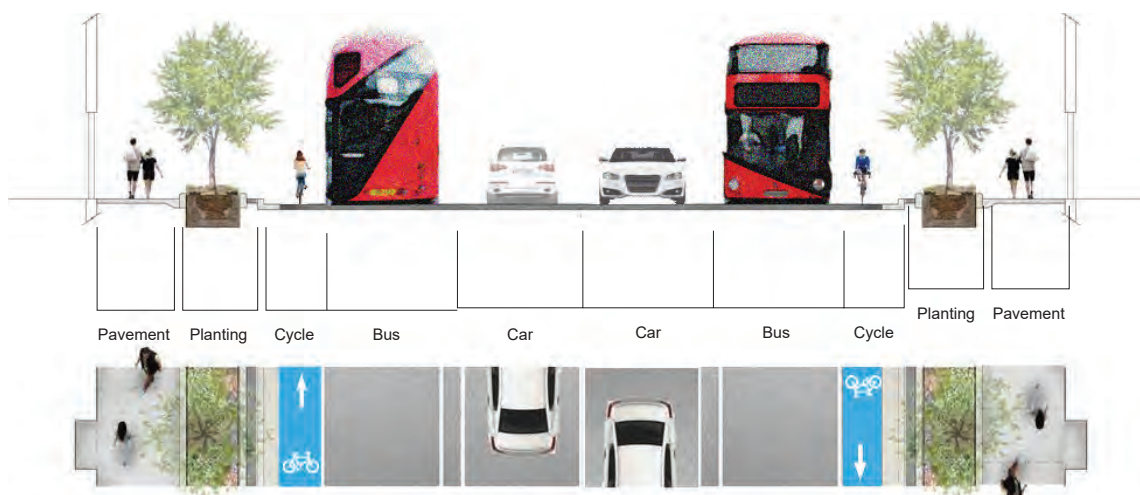
The masterplan promotes industrial intensification in SPIL and the co-location of residential and workspace uses outside the SPIL. It is vital that servicing is considered carefully to enable commercial and residential uses to function without conflicting with each other. Consolidating servicing and accommodating each site's needs within its boundary will enable more efficient movement of vehicles and reduce the pressure on the road network, whilst also improving air quality. Neighbouring developments are encouraged to co-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 an obligation in a s106 legal agreement. The introduction of a CPZ and off-street servicing across the entire plan area should reduce congestion on the primary service routes. The distribution of goods by cargo and quad bikes is likely to grow through the provision of logistics hubs, as evidenced by the British Land scheme currently under construction at 25 Mandela Way.

The transport character of the Old Kent Road Opportunity Area is one of car dominance and we are seeking to change this. Air pollution is high and we need to create new links through neighbourhoods to encourage better permeability, walking and cycling.

Southwark's Transport Strategy 2023-30 aspires to reduce journeys by car from 21% to 13% by 2030 and to have 87% of journeys made by walking, cycling or public transport by 2030. We will seek to meet these commitments in the following three ways in the Old Kent Road area: (a) improving public transport including the delivery of the BLE and additional bus routes; (b) providing wider pavements, crossings, new cycle and town centre links; and (c) providing quieter, safer streets that are more pleasant to be in and move through.

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. This will 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 emergency.

Contractors on adjacent sites will be expected to work together with each other, the Council and Transport for London on demolition and construction management and utilities delivery to ensure that disruption to residents and business uses is minimised. This should include organising and hosting regular resident liaison meetings.



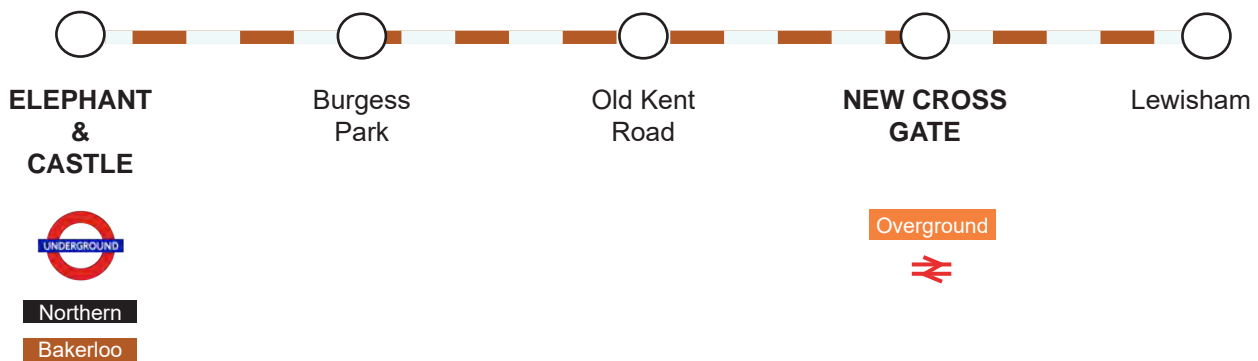
Indicative enhanced cycle provision (one-way cycle lanes with bus provision) (Figure 14)



## The 'Bakerloop Bus'



The 'Bakerloop Bus' (Figure 15)

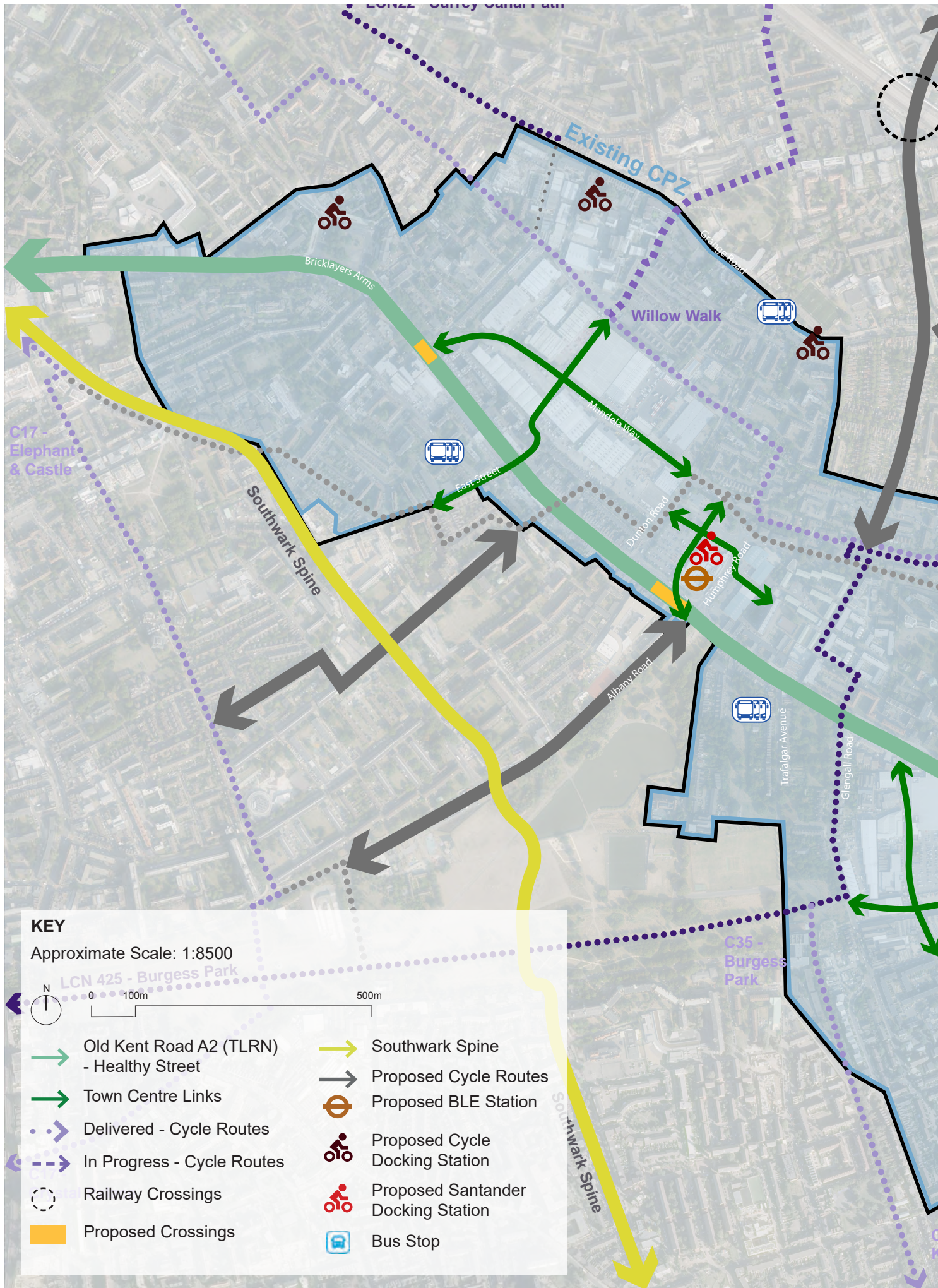


### DEFINITION

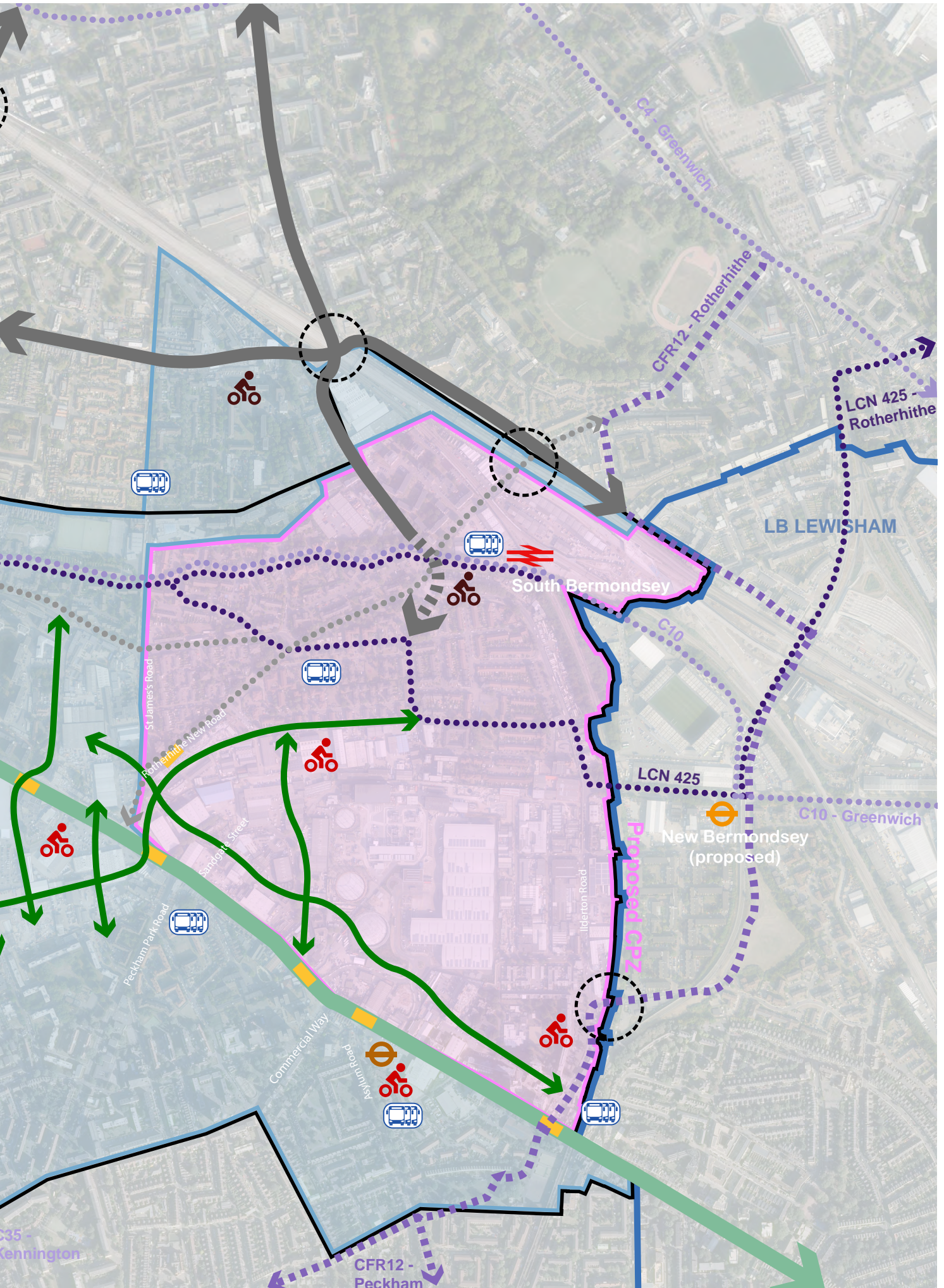
**The 'Bakerloop Bus'** - As part of the wider public transport improvements in the AAP, an additional bus service will be introduced in advance of the BLE opening. This is intended to improve connectivity for the residential and business communities in the area. The 'Bakerloop Bus' will provide an enhanced service along the Old Kent Road high street funded by s106 contributions to support housing growth within Phase 1 of the delivery plan. The additional service will introduce core bus stops that match with the locations of the two new underground stations. The service will run from Elephant and Castle to Lewisham, stopping at Burgess Park, Old Kent Road and New Cross Gate. The new electrified fleet of buses will be branded in the recognisable Bakerloo-style colour themes, to support the delivery of the BLE.

**The Movement Map** - Figure 16 collates strategic TfL and local Borough cycle routes across the Old Kent Road Opportunity Area, to identify opportunities for proposed connections to the wider network. The identified routes provide cycling opportunities for people with diverse needs – some routes, such as Cycle Future Routes (CFRs), London Cycle Networks (LCNs) or the Southwark Spine, provide fast and direct access to town centres and key destinations. Others, such as Cycleways (formally 'Quietways') or unsigned local routes, provide calmer, non-direct access along quieter residential streets.











## AAP 9: The Greener Belt Strategy - Parks and Healthy Streets

### Strategy

The 'Greener Belt' is a cross borough strategy designed to link Southwark's major parks and those in Lewisham, Lambeth and Wandsworth through the creation of new parks and routes based on the historic alignment of the Grand Surrey Canal. The Greener Belt spans the bend in the River Thames between Vauxhall Nine Elms and Canada Water Opportunity Areas, providing a connection between them and the Opportunity Areas in between including the Old Kent Road. At its heart is the 44 hectare Burgess Park. Created after the Second World War having been initially proposed in the 1943 County of London Plan, it is one of the borough's most popular park spaces.

The 'Greener Belt' provides the opportunity to create a network of open spaces that are green in every sense of the word. It will deliver radial east to west cycle and walking routes, encouraging sustainable travel to homes, jobs and schools. It will help address flooding and air quality issues by delivering sustainable urban drainage and planting that can absorb air pollution. It will provide a respite from noise pollution and encourage a significant increase in biodiversity by creating a wildlife corridor up to 10km in length. It will provide for wellbeing and respite, connecting communities and providing opportunities for existing "Friends Of" parks groups and community gardeners to contribute to and benefit from its creation.

The proposed new Surrey Canal Park, which follows the alignment of the historic Grand Surrey Canal, forms the spine running through the centre of the Old Kent Road masterplan and provides the structure for the layout of urban blocks and the setting for the location of tall buildings. Mandela Way Park would introduce a major new green space which supports the intensification of land uses in the north of the Opportunity Area. Whilst Livesey Park would re-provide the recreation space that once existed in the South Metropolitan Gas Works, re-purposing the Grade II listed Gasholder 13 as a lido.

These new 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. Some of the existing park and open spaces in the area are in a poor condition and there are large areas of oversized footway that contribute little to biodiversity or sustainable drainage. We will use s106 public open space contributions from developments to fund improvements to existing parks, open spaces on council estates, street and pavement spaces and will engage local communities in their co-design.

Given that the delivery of the Old Kent Road AAP will be over a period of nearly 20 years across multiple sites, it will be important to secure temporary connections to new open spaces in some instances in advance of adjacent sites coming forward for development. An example of this is the proposed link between Ossory Road and Bianca Road in the Malt Street redevelopment.

The co-location of industrial and commercial uses and intensification of industrial uses in the Strategic Protected Industrial Locations (SPIL) offers the opportunity to reimagine the setting of those uses. We will ensure that their primary service routes are healthy streets comprising pedestrian friendly spaces with room for planting and cycling, including cargo bikes and quadricycles. Both workers and employers will benefit from the new network of open spaces by having more attractive environments to work in, which should help with the recruitment, retention and the wellbeing of employees. We have also identified opportunities to partially close roads outside local primary schools and transform them into park spaces, with re-diverted service access to be provided to any surrounding existing commercial uses.

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

### 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 new trees on-street and within the new public open space; and



3. Transform the Old Kent Road high street 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.

How we will do this:

8. We have prepared detailed masterplans showing how this public open space will be central to the character, layout and design of new neighbourhoods; and
9. Some landowners will be expected to contribute public open space as part of the delivery of their development, other landowners will be expected to make a financial contribution in lieu of physical delivery (these contributions to delivery are set out in the sub-area masterplans); and
10. Where a new development cannot meet the private/communal amenity, public open space or play space needs of its residents, a financial contribution will be required, which will go towards providing new or improving existing public open space or play provision in the Opportunity Area.

### Planning Applications

Development must:

11. Provide new public open spaces as shown on the masterplan and in the sub area guidance; and
12. Provide private amenity space, communal amenity space, public open space and child play space in accordance with the criteria in Section 3 of the Council's Residential Design Standards, Policy P15 of the Southwark Plan, and the sections of this policy entitled 'Public Open Space Equalisation Mechanism' and 'Principles of Playspace Delivery'; and
13. Provide temporary routes through sites in phased developments; and
14. Retain existing mature and semi mature trees on development sites as identified in the sub area guidance; and
15. Integrate retained heritage assets identified on the masterplan and sub area guidance into new park landscaping; and
16. Improve the landscaping of immediately adjacent Council estates in consultation with residents in line with the 'Greener Belt' strategy.

### Reasons

The Old Kent Road area currently suffers from open space deficiency. We have calculated that 5sqm of public open space per dwelling is essential to address this deficiency and provide a healthy place to live for existing and future residents. The population within the Old Kent Road area is expected to double by 2042. Public open space will therefore becoming increasingly important as residential densities increase.

Ensuring existing spaces remain high quality and attractive is important, and this will be achieved through ongoing investment via financial contributions.

Green spaces have a positive effect on the health of the population by helping to reduce stress and providing opportunities for physical activity, sport, play and relaxation. Providing new parks, building new play areas, greening roads, planting more trees and improving existing parks will contribute towards the health and wellbeing of our residents.

Children of all ages growing up in the Old Kent Road area should benefit from access to a range of play facilities, provided in convenient locations close to the family home.

The network of new parks and streets will strengthen physical connections throughout the area, encouraging people to travel more (and more confidently) by sustainable modes of transport. Town Centre 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, workspaces, homes and leisure activities.

Incorporating existing mature and semi mature trees and built heritage helps give our parks and open spaces a rootedness and more established sense of place.

Even when development sites are in construction stage, which in some cases can carry on for many years, it is important that they continue to play their part in keeping the area accessible and well connected.

### Principles of External Space and Playspace Provision

	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	
Flatted Development	For 3 or more bedrooms: 10sqm minimum  For 2 bedrooms or fewer: 10sqm 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.	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 0-4 5-11 12+  As per GLA Child Yield Calculator

### Public Open Space Equalisation Mechanism

All new development must deliver 5sqm of public open space per dwelling. As prescribed by the site allocations, each site in the masterplan will be expected to provide new public open space via one of these three scenarios:

- a) all on site; or
- b) some on site, some off-site; or
- c) all off-site.

In scenarios a) and b), the total quantum of on-site public open space proposed by the planning application can be deducted from the 5sqm per dwelling financial contribution requirement.

Where a site is required to make a public open space financial contribution, this should be calculated applying the £/sq.m rate specified in the Council's S106 and CIL SPD.



### Principles of Playspace Delivery

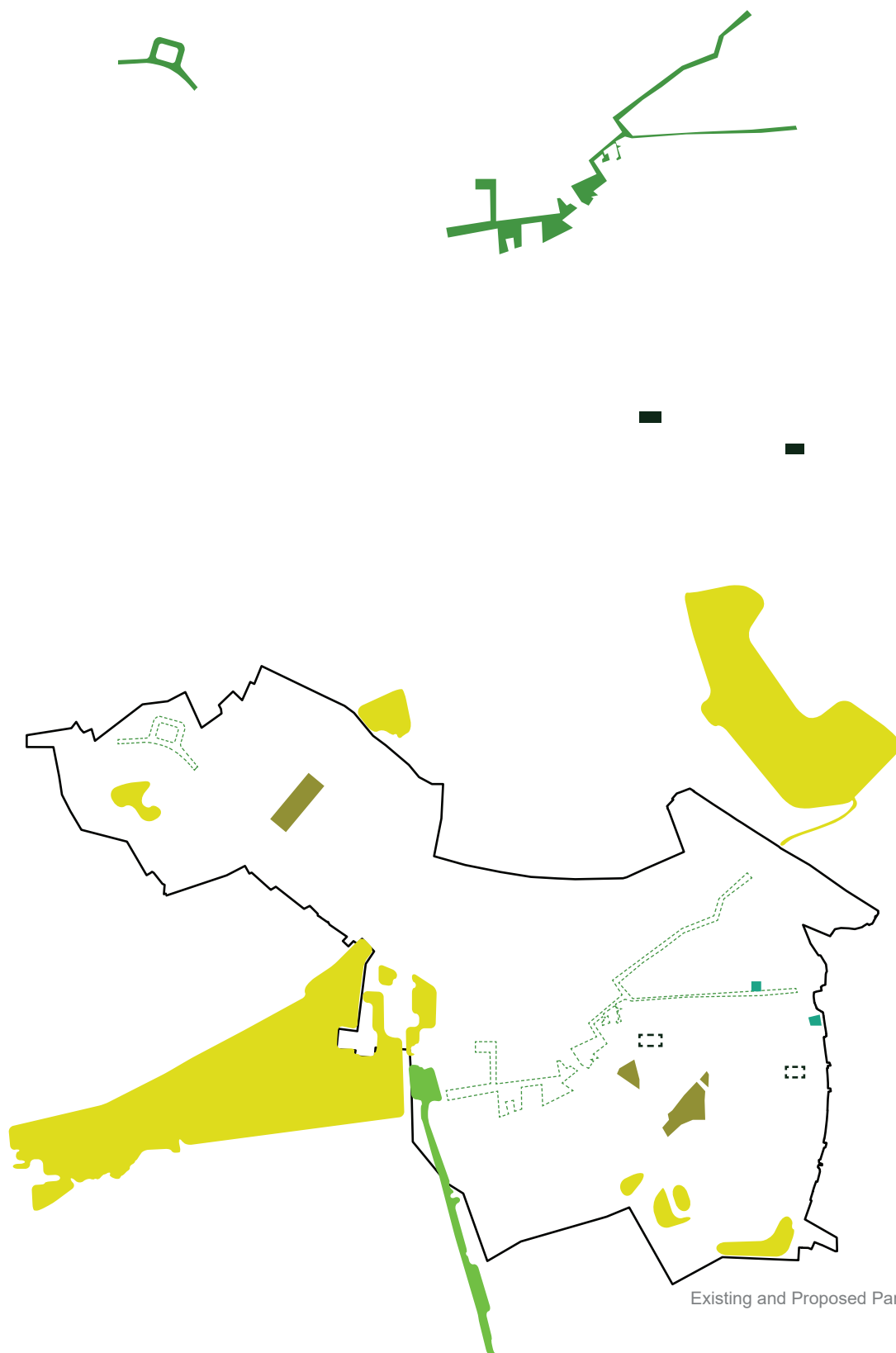
1. **Location** - At ground level or podium.
2. **Designed for emergency** - Should have multiple egress points.
3. **Resident accessibility** - Should be accessible by all residents of the block irrespective of the tenure of their home.
4. **Public accessibility** - Any playspace provided at ground level should also be publicly accessible.
5. **Format** - Must be clearly and directly related to a play function (for example, areas of planting can count towards playspace if they clearly form part of the play experience).



6. **Quantum** - The area of playspace provided should meet the minimum yield for each age group arising from the development, as determined by the GLA child yield calculator.
7. **Qualities** - Play space 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 made for older children, this should include provision for active uses such as table tennis as well as covered seating areas/spaces in which to hang out.
8. **Rules for calculating play provision in communal areas** - Play facilities and communal open space can be designed to be intertwined, but must be counted as discrete elements (i.e. playspace and communal amenity space cannot be double counted), and must be delineated as such on a 'landscape designations plan'.
9. **Rules for calculating play provision in public open space** - Play facilities within public open space can be counted towards the playspace provision and towards the public open space, provided that the public open space is playable open space.

## 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.



Existing and Proposed Parks (Figure 17)



## Old Kent Road Parks and Spaces

The Old Kent Road area is situated between two of Southwark's largest parks, Burgess Park and Southwark Park. Cycleway 10, passes through Bridgehouse Meadows in the neighbouring borough of Lewisham. 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.

### Existing

### Proposed

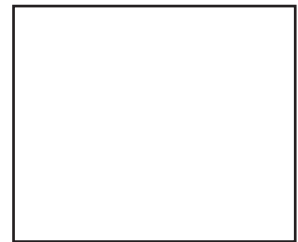
#### Linear Parks



**Surrey Canal Park**  
(XX ha)

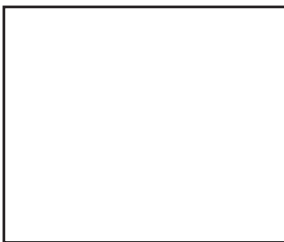


**Bricklayers Arms**  
(XX ha)

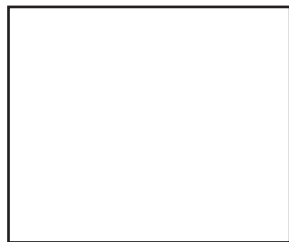


**Surrey Canal Road**  
(XX ha)

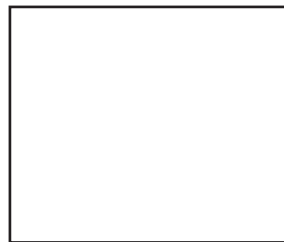
#### Pocket Parks



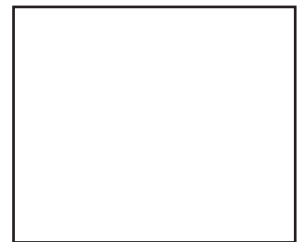
**Bramcote Park**  
(0.18 ha)



**Pat Hickson Gardens**  
(XX ha)

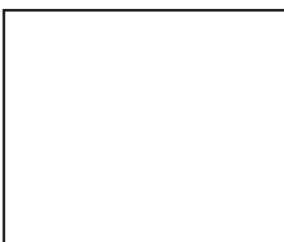


**Hatcham Road**  
(0.09 ha)



**Sandgate Street**  
(0.09 ha)

#### Parks



**Burgess Park**  
(47.47 ha)

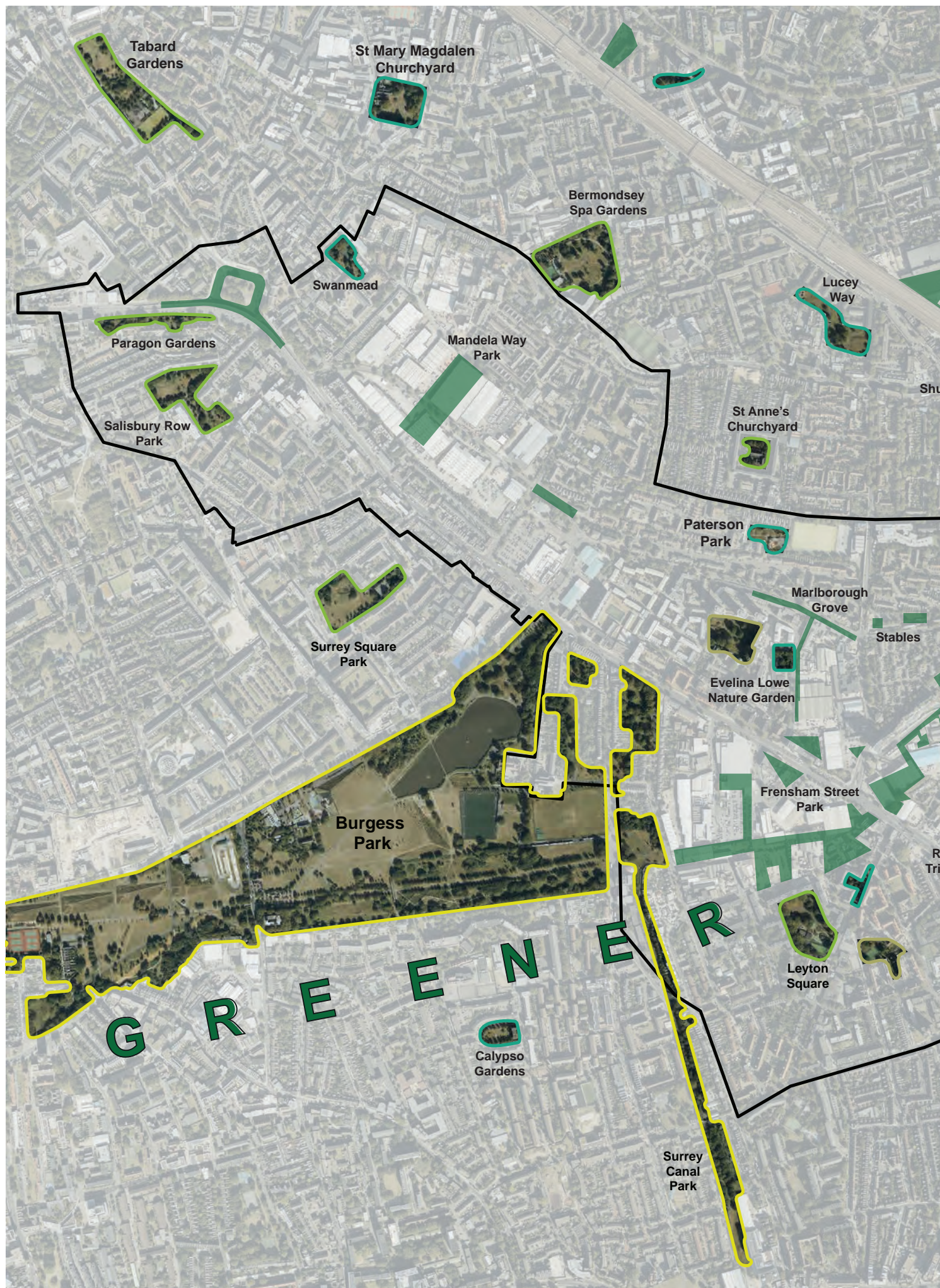


**Mandela Way**  
(1.45 ha)



**Livesey Park**  
(1.37 ha)











## AAP 10: 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 the Old Kent Road area while delivering considerable benefits to our residents such as new affordable and market homes, jobs and community facilities.

The 'Stations and Crossings' strategy identifies where tall buildings will be located and what height they will be to ensure a coherent, legible and well-articulated townscape and skyline that conserves or enhances the setting of heritage assets and preserves designated London View Management Framework (LVMF) Views and Borough Views. Three tiers of tall buildings are proposed. Tier One are the tallest at over 20 storeys, Tier Two are 16 to 20 storeys, and Tier Three are up to and including 15 storeys. Their respective locations are shown in Figure 19 and in the sub area guidance.

Sites that are not identified as locations for tall buildings will generally comprise podium and perimeter blocks, defining streets and mediating the transition in scale to the edge of the masterplan with shoulder heights of 4 to 11 storeys, as set out in the sub area guidance.

Tier One buildings (21 or more storeys) will landmark the locations of the two new Bakerloo lines stations and locations of borough wide townscape importance comprising the two principal Old Kent Road "crossings", where the main roads from Peckham to Canada Water and from Walworth to Bermondsey cross the Old Kent Road. Tier One buildings will similarly be located on the Ilderton Road at the "crossings" of the borough boundary with Lewisham, where they will mediate the increase in scale to the New Bermondsey scheme.

Tier Two tall buildings (between 16 and 20 storeys) will landmark places of local importance to help define their character and assist wayfinding between neighbourhoods. This will include secondary "crossings" along the Old Kent Road and adjacent to new park spaces including the north side of Surrey Canal Park, and Livesey Park (as identified in the 'Greener Belt' Strategy, AAP9).

Tier Three tall buildings (up to and including 15 storeys) will act as landmarks within neighbourhoods. They will be located at appropriate corners and junctions, or will landmark uses of civic importance. Tier Three tall buildings are shown as predominantly being set within a tower and podium building typology with the lower podium blocks enclosing streets and open spaces. Adjacent to Mandela Way Park, they will provide commensurate enclosure to this open space without breaching protected LVMF and Borough Views. To the south side of the Surrey Canal Park they offer definition to the open space without causing harmful overshadowing.

The exact height and detailed design of the tall buildings delivered within the parameters of the Three Tier tall building strategy will need to be considered in the context of their compositional relationship with adjacent consented and built tall buildings to ensure their cumulative impact on townscape, the skyline and heritage assets is a positive one.

### Targets

We will:

1. Deliver the Stations and Crossings tall building strategy as set out in Figure 19.

### Planning applications

Development must:

2. Deliver the Three Tier 'Stations and Crossings' tall building strategy, in accordance with the pattern of development outlined in Figure 19 and in the sub area tall building guidance; and
3. Carefully consider the impact of tall buildings in long, mid-range and immediate views including their compositional relationship to existing and consented tall buildings on neighbouring sites, and on protected LVMF and Borough Views to make sure they make a positive contribution to the townscape and skyline and conserve or enhance heritage assets and their settings; and
4. Provide digital models and 1:500 scale physical models of all tall building schemes at pre application and



application stages in order to inform the above assessment; and

5. Deliver the aspirations of the masterplan and sub area guidance in respect of the interface between the ground floor layout and uses of tall buildings and the network streets and open spaces in which they are planned to be located; and
6. Be of exemplary residential quality where new homes are provided, including having well designed flat layouts and making provision for private and communal amenity space and play space; and
7. Demonstrate that they make significant contribution to the regeneration of the area including the delivery our vision for a family friendly Old Kent Road; and
8. Carefully consider environmental impacts, including cumulative wind, microclimate, and overshadowing effects.

### Reasons

Tall buildings will enable the retention and growth of workspace and retail uses while delivering new affordable and market homes, and community facilities. Tall buildings also free up space at ground level for parks and open spaces and will help to deliver a revitalised high street. They will unlock development potential near to and above the new Bakerloo Line Extension (BLE) stations, helping to secure the BLE's delivery and setting the pace for future change.

The greatest capacity for delivering new homes identified within the Southwark Plan is in the Old Kent Road Opportunity Area. A significant part of this capacity is derived from the tall buildings identified in this strategy because they enable the development potential of highly accessible sites to be optimised, as identified in the Southwark Plan site allocations. Tall buildings also enable the delivery of the AAP's strategy for the co-location of residential and workspace uses through the retention and expansion of business workspace on the lower floors of tall building developments, helping to deliver the AAP's homes and jobs targets.

Because tall buildings accommodate more people on less land, it is important to ensure that they provide the highest quality of living environments, including well designed flat layouts, private and communal open space, play space 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 delivered in locations and at heights that respond to their wider townscape setting and planned future transport accessibility. The protected Borough Views from One Tree Hill and Nunhead Cemetery to St Paul's Cathedral pass across the AAP area, as does the background assessment area of the view from the Serpentine Bridge to the Palace of Westminster. Tall buildings have been located so that they preserve these views. The strategy will deliver an appropriate transition in height from the lower scaled surrounding neighbourhoods to the tallest Tier 1 buildings located at the "stations and crossings". The podium and perimeter blocks at the base of the tall buildings will provide a human scaled shoulder height to frame streets and public spaces.

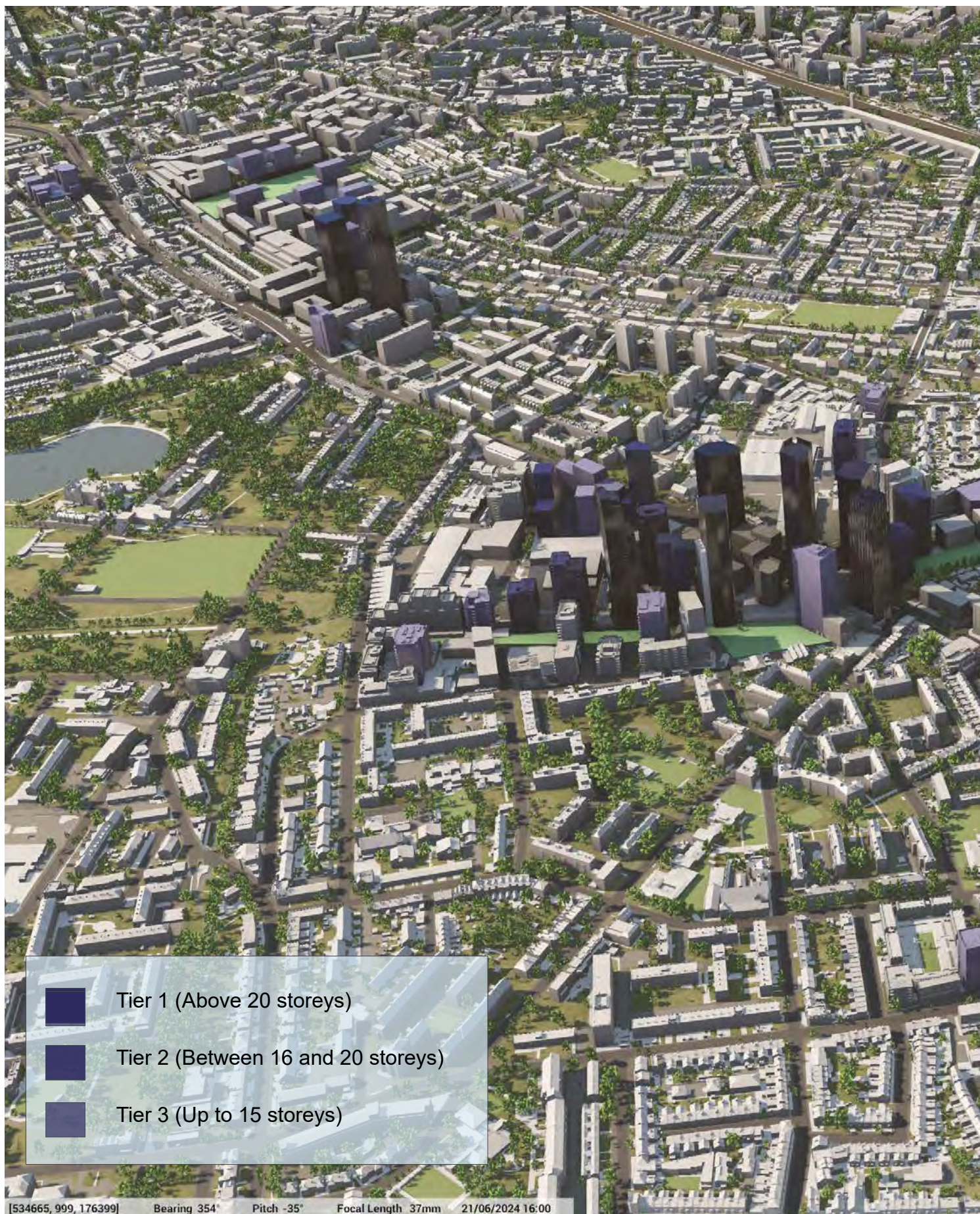
This will ensure that tall buildings:

- Make a positive contribution to the townscape and skyline; and
- Preserve protected LVMF Views and Borough Views, as set out in Southwark Plan Policy P22; and
- Conserve or enhance the setting of conservation areas and listed buildings; and
- Conserve and enhance the significance of the designated and non-designated heritage assets listed in Southwark Plan Policy P21 and their settings.

We will require the submission of 3D digital models and 1:500 physical models with pre-application enquiries and planning applications to better understand and assess the impact of proposals and to help facilitate public engagement.

In preparing planning applications for tall buildings, developers will be expected to follow the Council's Development Consultation Charter (DCC). The Early Engagement Strategy (EES) and Engagement Summary (ES) offer the opportunity to make the case for the regeneration benefits that tall buildings will deliver, including their contribution to creating a family friendly Old Kent Road through for instance the provision of family housing, of open space and play space, and of community provision including sports and cultural uses.











## AAP 11: Character and Heritage

### Strategy

The Old Kent Road area is characterised by large warehouses, commercial floorspace, car parks and industrial buildings. The Old Kent Road area is already undergoing significant change as we create new neighbourhoods, streets, parks and squares. Development will be designed to carefully integrate into existing neighbourhoods and ensure that the area's local heritage assets are conserved.

Change will be influenced by old and new, reusing some of the existing industrial buildings and reinstating building frontages back on the high street. Developments will incorporate historic features to ensure that places are rich in culture whilst celebrating the area's local character and distinctiveness.

### Targets

We will:

1. Retain locally listed heritage assets, and buildings and features of townscape merit which are identified in the sub area plans and guidance; and
2. Incorporate retained heritage assets and the historical character of the area into the design of new developments, to positively contribute to the townscape and sense of place; and
3. Preserve and repurpose the Grade II listed gasholder No.13 into a feature within a new park and explore its use as an outdoor lido; and
4. Bring the Grade II listed statue of Sir George Livesey back into public view in the newly created Livesey Park; and
5. Use the development management process to enhance the character of conservation areas, for example by securing the reinstatement of features such as timber sash windows, chimneys, parapets and historic shop fronts; and
6. Seek to conserve or enhance the five new conservation areas in the Opportunity Area; and
7. Preserve the Borough Views from One Tree Hill and Nunhead Cemetery; and
8. Take opportunities to interpret or display archaeological remains, particularly those relevant to the course of Roman Watling Street or significant prehistoric sites.

### Planning Applications

Development must:

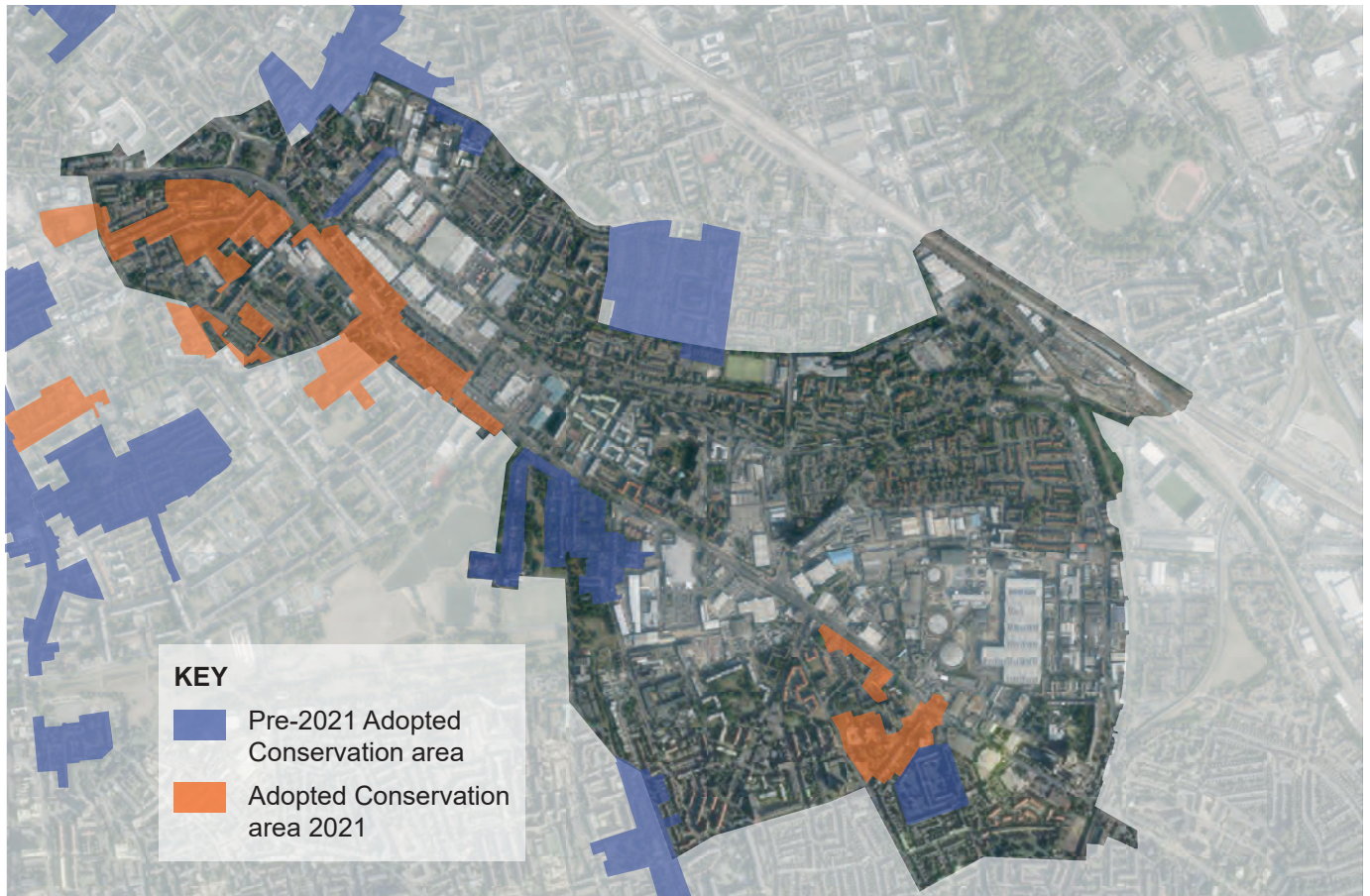
9. Conserve or enhance conservation areas and listed buildings and their settings, by requiring the retention and reuse of buildings and features that add character as set out in the sub area guidance; and
10. Conserve and enhance the significance of the designated and non-designated heritage assets listed in Southwark Plan Policy P21 and their settings, which includes the unlisted buildings of townscape merit identified in the sub-area guidance; and
11. Preserve and where possible enhance the Borough Views, ensuring that the ability of the viewer to 'recognise and appreciate' the Strategic Landmarks in these views is maintained and avoiding 'canyoning'; and
12. Conserve the significance of sites of archaeological interest and make the results of such archaeological work publicly accessible.

### DEFINITIONS

**Local List** - Buildings and structures that positively contribute to local character and amenity.

**Buildings and Features of Townscape Merit** - Buildings and features which have not been adopted under the local list, which are considered to be of architectural, townscape or historic merit.





Conservation area Map (Figure 20)

### Reasons

The Old Kent Road follows the course of Roman Watling Street. This road, its connections to the Kent ports and north to the crossing of the River Thames defines the historic and modern layout of Southwark which is a consequence of Roman imperial ambitions for Britain. The route of Watling Street remained part of a pattern of movement across southern England in the early medieval period and was used in the re-establishment of a network of urban sites founded from the 10th century. During the medieval period the road became famous as a pilgrimage route from Southwark to the shrine of St Thomas Becket in Canterbury. At the junction of the Old Kent Road with the now buried river, the Earl's Sluice the Lord Mayor of London would meet the King to escort the court through Southwark and London. This was also a site of executions into the post-medieval period with both judicial executions and those of religious martyrs.

Until the early 19th century the character of the road was rural, with open farmland to either side over much of the length of the road in Southwark. Housing development and later large scale industry followed with the construction of canals and railways possible due to the open land at this time. This framework of development has provided the character we now see of large footprint buildings with pockets of domestic housing and larger areas of estates and early phases of housing surviving in discrete locations.

The Old Kent Road area'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 the Old Kent Road area 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 the Old Kent Road area is preserved as it undergoes significant change.

Much of the Opportunity Area is currently characterised by large buildings and sites that are impenetrable to pedestrians and cyclists, and which in many cases are 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.

An industrial heritage audit has been completed, providing a historic assessment into the industrial and residential history of Old Kent Road and its surrounding neighbourhoods. This contributed to the adoption of five new conservation areas, in addition to the extension of three existing conservation areas.

The area's rich social and industrial heritage is evidenced by the chimneys at Glengall Road (which have been incorporated into new development) and Frensham Street (which will be incorporated into the Surrey Canal Park), as well as the Grade II listed Gasholder 13 which we are proposing to repurpose as a lido and incorporate into the new Livesey Park. 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 have been retained and refurbished.

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

Borough Views are significant views and panoramas that make a positive contribution to experiencing Southwark's environment within London, informing how we are located in an historic and important world city. It is therefore important that all development preserves, and where possible enhances, these views and panoramas across the borough and central London as a whole.

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 secondary Roman road running south towards Lewes.

Significant archaeological remains predominately of prehistoric and Roman date have been discovered along the Old Kent Road from a number of sites. Prehistoric sites south of the Old Kent Road take the form of settlement and tool making sites, those north of the Old Kent Road, within the lake formerly occupying this area take the form of timber causeways or platforms to travel across wetlands or exploit lake resources. Roman remains are the surviving fabric of Watling Street, where it diverts south of the course of the modern alignment in the area of the Cantium Retail Park. Other remains consist of roadside shrine, or mausolea, and associated roman burials. In the area of Asylum Road possibly associated with the London to Lewes Road is evidence for Roman settlement. North of the Old Kent Road deposits containing environmental evidence of the changing, developing landscape since the end of the last Ice Age are preserved in geological deposits and remains that relate to the lost rivers which previously crisscrossed the area.



Glengall Road Chimney



Prince of Wales Pub



Catlin Street Water Trough and  
Cobbles





Catlin Street Lamp Column

## AAP 12: Design

### Strategy

We will insist on high quality design to ensure new buildings and places make a positive and sustainable contribution to the Old Kent Road area. This will enable the creation of vibrant, attractive, healthy, safe and distinguished places where people want to live, work and visit. 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 the Old Kent Road area will be conserved and enhanced. New development will respond to the existing and emerging character and context in accordance with the masterplan, and be constructed in high quality durable materials that will withstand the test of time.

### Targets

We will:

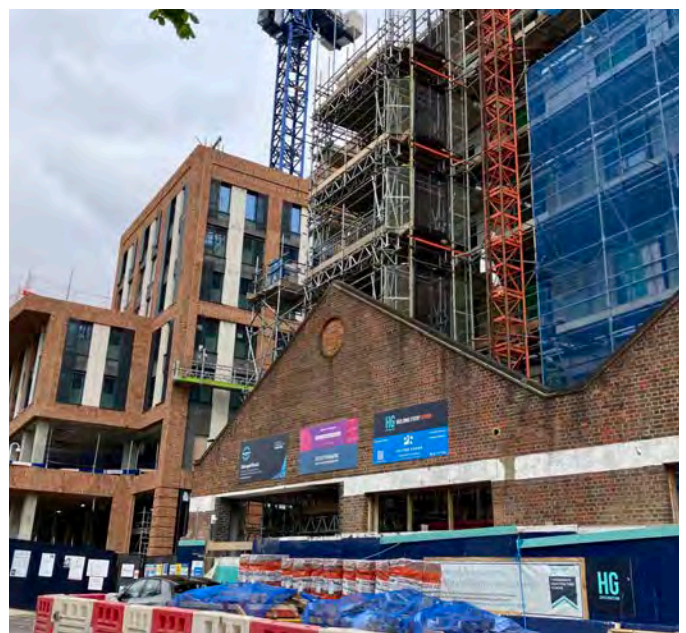
1. Deliver high quality mixed-use schemes that adhere to the masterplan, ensuring that efficient employment floorspace and exemplary homes will be created.
2. Provide mixed-use urban blocks which incorporate features such as working courtyards, podium spaces, civic squares and pocket parks.
3. Enable improved permeability and enhanced frontages in the streetscape through the siting and design of buildings.
4. Ensure design of new development is reflective of the existing and emerging character of the Old Kent Road area, taking inspiration from the surrounding context.
5. Carefully monitor 'approval of detail' applications to ensure high quality finishes and apply the lessons learnt, through the delivery of the plan to date, to establish good practice principles for achieving successful industrial/residential co-location.

### Planning Applications

Development must:

#### 6. Materials

- 6.1. Use high quality, durable building materials that contribute to a sense of quality and place. 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. Developments should consider the existing context for inspiration, including types of bricks and floor surfaces, and explore the potential to re-use existing materials within new buildings and landscaping. The use of materials associated with industrial use such as natural coloured metals and concrete which can be used as framing devices to window and door openings, or as an expression of the structure of the building. Facades should be designed with a depth of detailing that provides visual interest. Typical window and door opening bay details should generally have reveals of a full brick depth (215mm).
- 6.2. Mechanical servicing and ventilation should





be considered at an early stage to avoid any later utilitarian additions to the façade that will detract from design quality. This is particularly the case for student housing where the need for ventilation outlets in external facades are more frequent.

## 7. Building Typologies

- 7.1. Meet the design requirements of the building typologies set out in the sub area guidance including service access/provision and floor to ceiling heights for commercial uses. Some key principles to be considered that have evolved through lessons learnt on consented / under construction schemes include:

### Industrial Mixed Use - Vertical Co-Location

- 7.2. Provide adequate separation between industrial and residential uses so that both uses can successfully function next to each other.
- 7.3. Design podium spaces, residential entrances and domestic windows away from servicing areas to manage noise, dust and traffic.
- 7.4. Create welcoming residential entrances which are identifiable in the streetscape.
- 7.5. 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.
- 7.6. The goods lift should be easily accessible from the associated servicing area.
- 7.7. Larger multi-storey industrial uses may require more than one lift (the associated impact of this extra requirement on the service charge should be considered).
- 7.8. 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.
- 7.9. Rationalise upper level residential layouts, for example by vertically stacking kitchens and bathrooms, to minimise the number of risers and fallers which are being routed through the ceilings of commercial uses at lower floor levels.
- 7.10. The design and materiality of the development should be reflective of its use, with a sense of coherence in the overall proportionality, bay detailing and rhythm of the structure of the building.

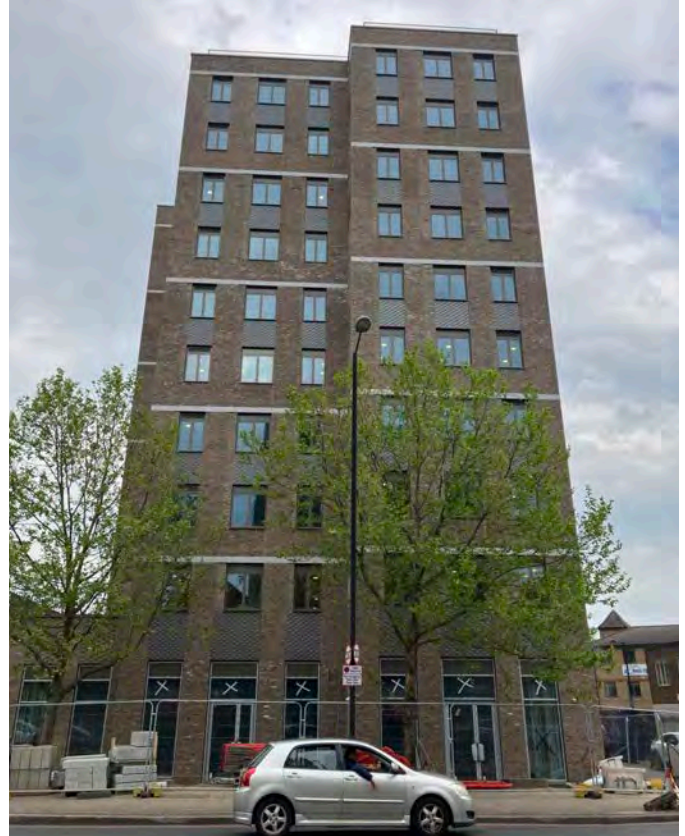


### Standalone Stacked Industrial

- 7.11. The design of the standalone industrial units should take inspiration from existing built forms and characters which are often quite utilitarian and their massing, materiality and articulation should respond to that context.
- 7.12. Avoid reliance on applied detailing to sufficiently modulate building massing. Rather this should be done through expressing structural elements, lift, stair and circulation cores or the different types of uses in the building (i.e. office floorspace). The introduction of glazing or frosted glazing gives the perception of activity and can give a sense of verticality or horizontality as appropriate when responding to context. Look to the existing industrial context for inspiration.
- 7.13. Provide windows into work opportunities, avoiding blank facades.
- 7.14. Ensure the functionality and adaptability of floorplans, providing flexibility over time.
- 7.15. Consider a materiality which is appropriate for the existing and emerging context. Brick elevations should be provided on key frontages or used on the ground floor. The use of high quality cladding panels could be deemed acceptable on other elevations. This will be subject to the detailing of the panel fixings and junctions between the panels and other façade materials, all of which will be expected to be agreed in advance of the granting of planning permission.

### High Street

- 7.16. Respond to the high street character of the Old Kent Road in terms of rhythm and proportion and scale of traditional shop front openings.
- 7.17. There should be an overall vertical architectural expression to the buildings fronting the high street expressed by the proportions of shop and upper floor window openings and in the articulation of the bay structure of the elevations. This should comprise features that extend from the ground floor to the top of the building unifying rather than visually separating upper and lower floors.
- 7.18. Buildings may be more varied in materiality at ground floor with framed openings to new retail, residential and entertainment uses that could include intricate detailing to establish a new town centre character and identity.





## 8. Connecting Communities

- 8.1. Foster a positive relationship of the overall scheme design with the existing residential and business 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.



### Reasons

The Old Kent Road area'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. Layered over this, is the area's industrial infrastructure such as the canals and railway. 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 the high street from existing residential and business communities.

New developments will reinforce street frontages, removing large areas of parking and instead having 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, creating a positive pedestrian experience that connects communities.

Materials for new buildings and places will respond to the existing local materials, character and heritage, so that the Old Kent Road area retains and evolves its own strong sense of place, character and identity. Many of the as found materials in the Old Kent Road area are utilitarian, and we want to encourage the use of those materials in new developments which should avoid them appearing generic and placeless. The reuse of materials from redevelopment sites, including road and footway finishes is also encouraged.

A key element of the plan comprises the co-location of residential uses with industrial workspace uses at a relatively high density. In promoting mixed-use development it is important that both the residential and commercial/industrial uses can function efficiently and effectively. Our aim is to ensure that all new homes in co-located schemes 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. We also want to ensure that all commercial units in co-located schemes have adequate vehicle servicing and goods lift provision, with all parts of the commercial floor space having easy access to the servicing areas. This should ensure that the routes from service bays to the goods lifts are direct and can accommodate the transfer of standard pallet sized loads.

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.

## AAP 13: Climate Emergency

### Strategy

We are committed to tackling the Climate Emergency. To do this, we are taking action on how we approach development and movement. All development will minimise carbon emissions and major developments will achieve net zero emissions.

### Major development

In line with Southwark Plan Policy P70 'Energy', all major development must be net zero. All major development will reduce carbon emissions in line with the energy hierarchy. We will reduce carbon emissions to net zero by ensuring new development achieves the highest on site performance. We require high environmental building standards and generation of heat and hot water from low or zero carbon sources. Gas boilers, which are on the bottom rung of the energy hierarchy in Policy P70, will only be used in exceptional circumstances as an interim solution before a low carbon district heating solution is implemented in the Old Kent Road area. Energy consumption will be reduced so new residents and businesses will have lower energy bills.

### District Heating Network (DHN)

All major developments will be required to connect to or enable future connection to a DHN, where feasible. In partnership with Veolia, the Council is proposing to deliver a low-carbon district heating network in the Old Kent Road area. The DHN will use energy from non-recyclable waste incinerated at the South East London Combined Heat and Power (SELCHP) energy recovery facility to provide heat and hot water to approximately 3,000 existing homes and to new developments in the Old Kent Road Opportunity Area.

In order to streamline the planning process, the Council has introduced a Local Development Order (LDO) which grants planning permission for the construction of underground pipes and infrastructure needed for the operation of the DHN.

### 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 support this by using funding from the carbon offset fund (our Green Building Fund).

### Movement

As set out in AAP 8 "Movement" we will ensure that walking, cycling, wheeling and public transport will be the first choice for movement in the Old Kent Road Opportunity Area. 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 reduce air pollution and carbon emissions.

Traffic movements must be reduced to meet our ambition to achieve carbon neutrality. 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. We are actively supporting this transition by encouraging new typologies such as the stacked logistics hub at Mandela Way; this facility, which principally acts as a last mile logistics hub, will promote the electrification of vehicle fleets and transportation by cargo and quadricycle.



### Infrastructure

We will continue to work with infrastructure providers to ensure the required infrastructure is delivered to support the transition to net zero carbon, including the delivery of the DHN and the provision of Electric Vehicle Charging Points (EVCPs). The Old Kent Road area has significant gas infrastructure and reliance on it as a source of heating should be reduced as we transition to net zero carbon development.

### Business support to low and zero carbon

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

1. Reduce operational carbon emissions and utilise low or zero carbon electricity and processes within their workflows, for example in the use of rooftop photovoltaics and direct current micro grids; and
2. Work together to consolidate freight and deliveries, and transition to low or zero carbon vehicles through the development of multi-storey logistics hubs, associated EVCPs for commercial vehicles and cargo and quadricycles.

### **Targets**

We will:

3. Ensure that new development achieves net zero carbon emissions in line with the Southwark Plan; and
4. Deliver the SELCHP District Heat Network for the Old Kent Road area to supply heat and hot water to existing and new homes as well as non-residential uses; and
5. Connect as many housing estates and existing buildings in the Old Kent Road Opportunity Area to a DHN as possible.

### **Planning Applications**

Development must:

6. Major development should prioritise connection to the DHN in line with Southwark Plan Policy P70 'Energy'; and
7. Facilitate the construction and expansion of a District Heating Network through:
  - 7.1. Incorporating a communal low temperature heating system; and
  - 7.2. Designing heating services and DHN connections in accordance with the London Heat Network Manual and CIBSE CP1 (2020) (or their successors); and
  - 7.3. Providing for a point of connection from the highway to a plant room with space to accommodate DHN connection equipment; and
  - 7.4. Connecting to the DHN where feasible; and
  - 7.5. Where connection is not currently available, future proofing the design of the development so that it is capable of connecting to DHN; and
  - 7.6. Generating heat and hot water through an alternative low or zero carbon solution in line with the Decentralised Energy Hierarchy if the DHN is not available at the point when heat and hot water are required. Temporary gas boilers will be allowed where there is certainty that a DHN will be constructed; and
  - 7.7. Enabling easements to allow pipework for DHN to cross land in private ownership; and
8. 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 DHN.

## Reasons

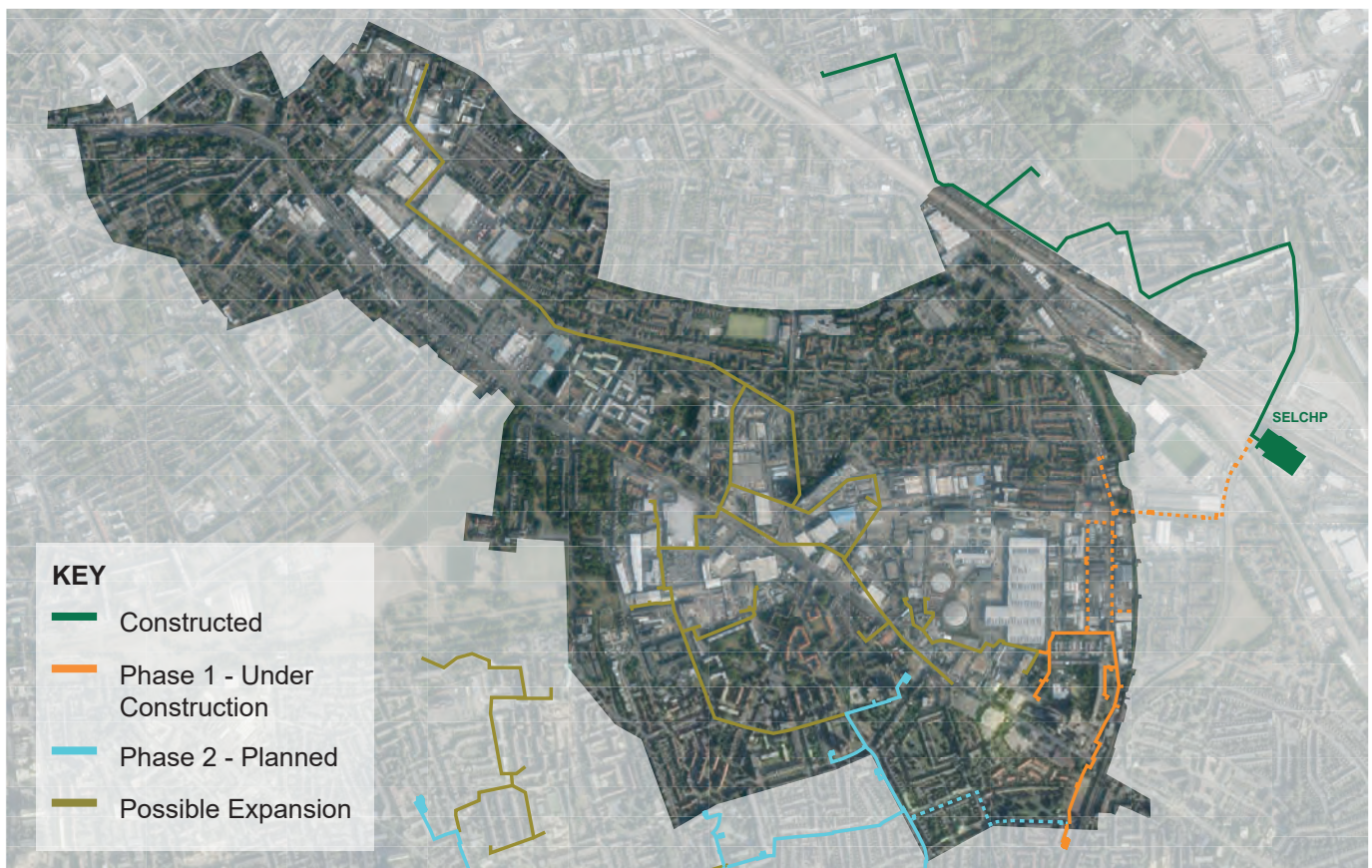
We need new development to help us tackle the Climate Emergency. Taking action now means we are responsibly safeguarding the future for future generations. In the short term the benefits to our residents are cheaper energy bills and safe, dry and warm homes. New development needs to mitigate and adapt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

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 environment design to ensure an effective system of heating and cooling to respond to these changes without generating operational carbon.

In 2013, the Council connected around 2,700 homes to the SELCHP heat from waste plant in Lewisham. SELCHP is an energy recovery facility which processes over 430,000 tonnes of municipal waste per year. This mixed municipal waste is used as the main source of fuel and the energy is exported as both electricity to the grid and heat to homes and businesses within Southwark. Because the energy from SELCHP has a very low carbon content, the DHN has saved approximately 7,700t of CO<sub>2</sub> per year since its construction.

We are proposing to extend the network to around 2,000 existing homes in the Opportunity Area as well as new developments. We have estimated that this will save around 90% of the carbon emissions generated through provision of heating and hot water. The more developments that connect to DHN, the more efficient and cost effective it will be to provide heat and hot water and reduce emissions. We expect construction of the DHN to commence in summer 2024, with phase 1 between SELCHP and the Brimington Estate boiler house completed by autumn 2025.

Although 79% of emissions are generated by buildings, a significant proportion is generated by transportation. Through the AAP as well as the Council Plan we are using a range of measures to reduce emissions generated by transport. These include delivering car free development and proposals such as the Old Kent Road Healthy Streets plan, the Rotherhithe-Peckham Cycle Route and school streets to make walking, cycling and public transport the most convenient, safe and attractive way to get around.



District Heat Network (Figure 21)





District Heat Network pipes

## AAP 14: Water Management, Air and Noise Quality

### Strategy

We will ensure development strengthens climate resilience, increases biodiversity, improves access to green spaces and promotes health and wellbeing.

We have a comprehensive 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 Southwark Plan drainage hierarchy.

We will require that new development is built to high standards, providing good quality spaces for living and working, enabling different uses including residential and industry to co-locate, and ensuring that existing businesses can continue to operate next to new neighbours.

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.

### Planning Applications

Development must:

#### Flood Risk

1. 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); and
2. Investigate and deliver communal SuDS across multiple sites in accordance with the Integrated Water Management Strategy.

#### Noise Pollution

3. Address the impact of noise through the lifespan of development, particularly developments fronting the Old Kent Road and/or located close to other significant noise sources; and
4. Be designed in line with the Agent of Change principle to ensure that established noise, odour and other nuisance-generating uses on neighbouring sites 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. When completing noise surveys, ensure the correct British Standard is applied for industrial areas (BS 4142/2014) rather than residential areas; and

#### Air Quality

7. Utilise urban greening to improve biodiversity and air quality, choosing appropriate types and design of planting (including trees and shrubs) to provide shade and green public spaces; and
8. Respond positively to the air quality improvements required in existing and planned School Superzones and Low Emission Neighbourhoods.



## Reasons

Recognising that the increase in development could be a risk to the environment, we have an ambitious strategy using environmental technology and design to make the Old Kent Road area a place of 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 – for example, development should provide shade and places of rest for residents to make spaces more accessible for all. It is also important to utilise planting of trees and shrubs, such as Yew hedging, to adapt to the effects of poor air quality. Biodiversity contributes to improved environmental quality and helps spaces to adapt to global warming by creating habitats for local wildlife.

New land uses should be compatible with neighbouring sites and avoid impacting on neighbouring businesses. 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, odour and other nuisance-generating activities or uses on the proposed new noise-sensitive development. It is therefore important that the British Standard noise assessment methodology for industrial sites (BS 4142/2014) is employed when assessing the introduction of co-located development into previously single use industrial areas.

The IWMS identifies sewer capacity constraints in the Old Kent Road Opportunity Area. The area is served by water providers located in areas classified as seriously water stressed. In response to this, measures have been taken in the Old Kent Road area to reduce water stress by using water more sensitively and efficiently, including the reuse of grey water and rainwater. SuDS, which alleviate pressures on the sewer network that may otherwise contribute to flooding problems, are the preferred measure to minimise surface water run off rates and volume.

Run-off should be reduced to Greenfield rates in accordance with the hierarchy set out in Southwark Plan Policy P68. There are secondary benefits of SuDs surrounding biodiversity, habitat protection and conservation. Green and blue infrastructure and SuDS such as green roofs, green walls, tree planting and pavement rain gardens can help improve biodiversity and 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. This also contributes to improved air quality.

## DEFINITIONS

**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 peak rate of runoff for a specific return period due to rainfall falling on a given area of vegetated land. This is the base rate that needs to be maintained after the sites redevelopment. Depending on rainfall and the ground properties, the rate will vary from site to site but is typically 2-7 litres per second per hectare (l/s/ha).

**Sustainable urban Drainage Systems (SuDS)** - An environmentally friendly way of dealing with surface water run off to avoid problems associated with conventional drainage practice. These problems include exacerbating flooding.

**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, whilst also ensuring flexibility and adaptability to support the varied phasing and delivery programmes. The IWMS sets out a clear framework for developers and stakeholders to mitigate the risks of increased pressure on water usage and sewage usage.

## AAP 15: Great Start in Life

### Strategy

The Old Kent Road area has the most ethnically diverse population in Southwark with 65% of the population being from Black, Asian or Minority Ethnic (BAME) groups and has a higher proportion of young people than the rest of the borough with nearly a quarter of the population being under the age of 20. The Old Kent Road area also has one of the highest indices of Multiple Deprivation in the Borough. With this in mind we want to 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 area, making them more accessible and visible to young people.

Where universities are developing and managing their own student accommodation in the Old Kent Road area, we will encourage them to have outreach provision to local schools and colleges and shared educational facilities on site (Such as at the London School of Economics development in Glengall Road). We will continue to provide good and outstanding schools which have sports, art and leisure facilities which are accessible to the local community.

Pupil numbers at both primary and secondary schools are currently falling in and around the Old Kent Road area. Two primary schools in the Opportunity Area, Camelot and Cobourg, will be amalgamated and the latter used for an alternative educational or meanwhile use. Over time, pupil numbers will increase as more development comes forward, and the existing school estate has the capacity to accommodate an additional 4 forms of entry. To provide additional flexibility, the Council has acquired land around Sandgate Street which could be used for new schools, secondary or primary, should the need arise.

### Planning Applications

Development must contribute to:

1. The co-location of nursery schools with older people's accommodation; and
2. Improving school grounds and outdoor areas for children including habitat and growing areas to encourage children to learn more about nature; and
3. The part closure of Verney Way and Marlborough Grove, located outside John Keats and Phoenix primary schools, as well as their conversion to park spaces. As identified in the Movement (AAP8) and 'Greener Belt' (AAP 9) Strategies.

Development of schools, including the expansion of existing schools, must:

4. Be in line with DfE Building Bulletin 103 standards and other published ESFA and Southwark guidance for good school design; and
5. Have a siting, orientation and design that as far as is practicable maximises the distance from main roads and road junctions and minimises the exposure of children and young people to air pollution; and
6. Have a siting and orientation that allows the school to have an architectural presence and make a positive contribution to the local townscape; and
7. Have good sized pupil entrances that provide a welcoming environment, are located away from residential entrances and major traffic junctions; and
8. Consider safeguarding and privacy of residential homes and school facilities; and
9. Provide for flexible, well connected spaces with good natural light, air and a feeling of occasional height in internal teaching spaces; and
10. Provide high-quality external space specific to the learning and development needs of pupils attending the school, from EYFS right through to KS4; and
11. 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 we 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 the Old Kent Road area 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 the Old Kent Road area to become the place of choice for parents and carers to raise their children.

We will encourage excellent local universities, higher and further education provision, secondary schools and sixth forms and will seek to create links between them and with local businesses. The aim is to offer local children more varied educational routes, which will include apprenticeships, work experience, access to universities and to employment in the diverse local economy.

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

To enable the delivery of 10,000 new jobs in the Old Kent Road area, new nurseries and other childcare facilities will be required to support working parents. We estimate that in total an additional 300 child care spaces would be needed. Figure 22 shows the location of our current schools in the area and the potential location of new schools on land in our ownership.

Designing schools effectively is important to providing productive learning and playing environments. Sports and play space is important for children of all ages to help them develop, stay fit and have fun. Making sports facilities in schools accessible to local residents and workers can help build a sense of local community and generate income for schools. 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.

In order to contribute to our strategy for improving air quality in and around new and expanded schools it is important that their design mitigates as far as possible pollution from traffic through siting and design. The part closure of existing roads outside John Keats and Phoenix primary schools will also reduce exposure to air pollution.

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.

The libraries in and around the Opportunity Area at Peckham, Canada Water, The Blue, New Cross and the Una Marson Library on Thurlow Street provide good coverage in meeting current needs.











## AAP 16: Child and Youth Provision

### Strategy

We will ensure that young people's needs are a key priority throughout the regeneration of the Old Kent Road area. 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 the Old Kent Road area 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. Work with developers to provide a new four court indoor sports hall at Ruby Triangle; and
2. Develop a youth space and space for local residents and community organisations at Leyton Square; and
3. Provide space for young people to hold events and activities at 231 Old Kent Road community hub; and
4. Provide new and improved 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:

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

### Reasons

The Old Kent Road area has the highest proportion of children and young people in the borough, with just over 25% of the population under 20. It will be crucial that regeneration 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 the Old Kent Road area, we want to ensure they experience the best facilities for play, socialising and learning in a safe environment.

Development in the Old Kent Road area 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 is providing the premises and developers are contributing to the revenue cost of running the service and the capital cost of fitting out the property. At Leyton Square the Council plans to deliver a new indoor space for young people. This will be partially funded by the Community Infrastructure Levy (CIL). At Ruby Triangle the developer is funding the delivery of the indoor sports hall through a s106 legal agreement. To ensure social regeneration benefits all ages, all development will be expected to contribute to youth facilities or programmes.

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.



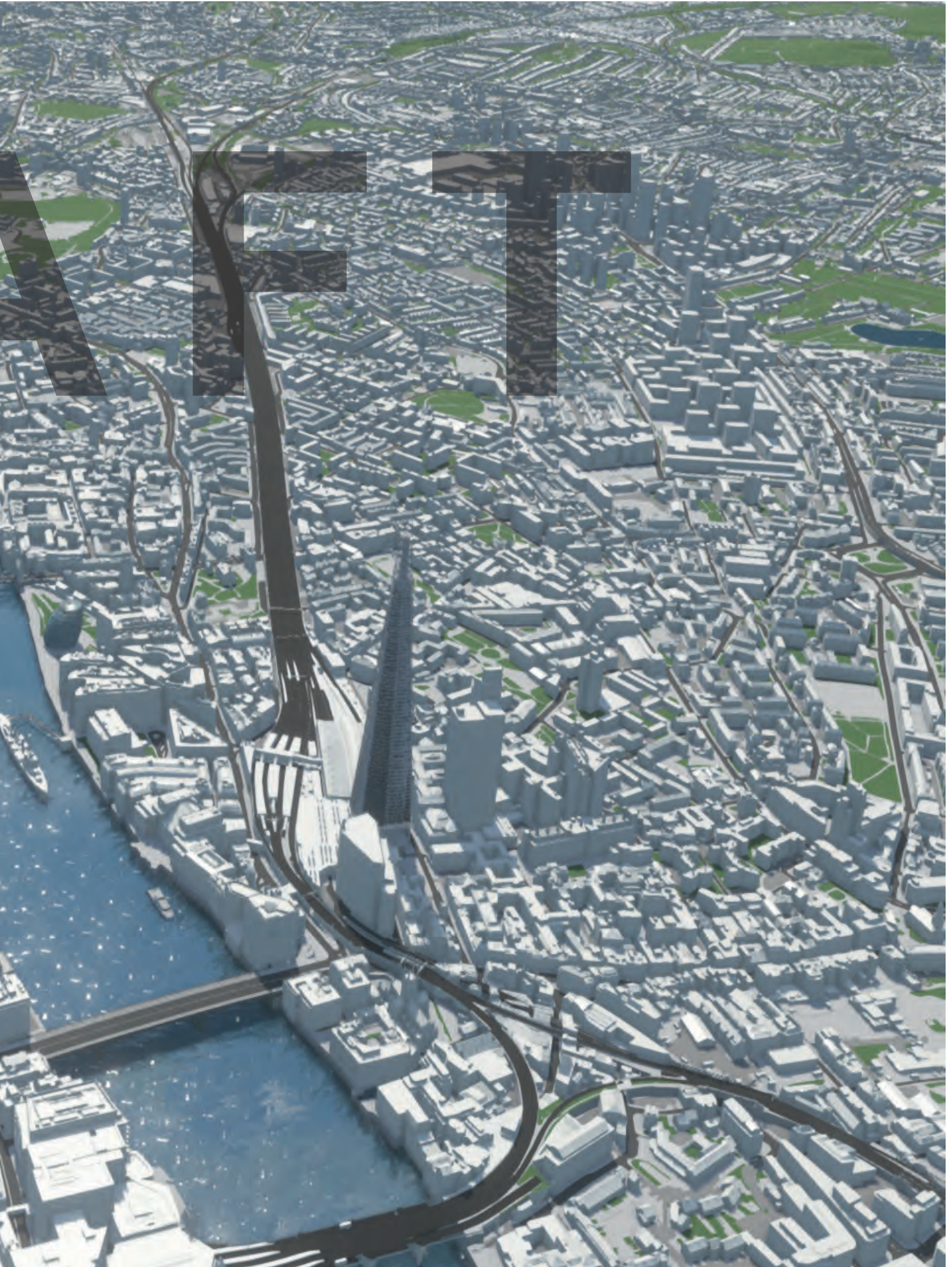


Northfield House Community Garden





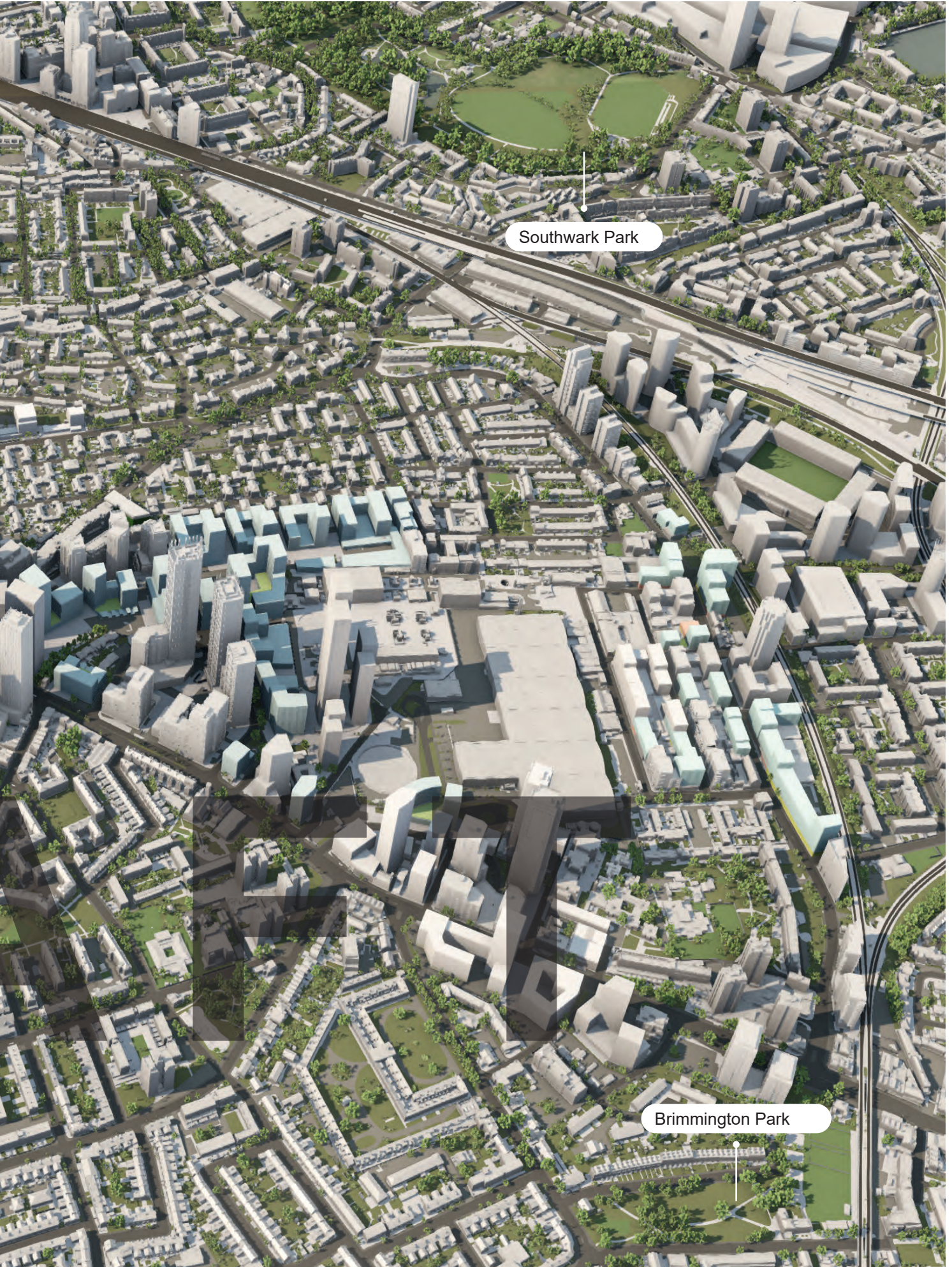








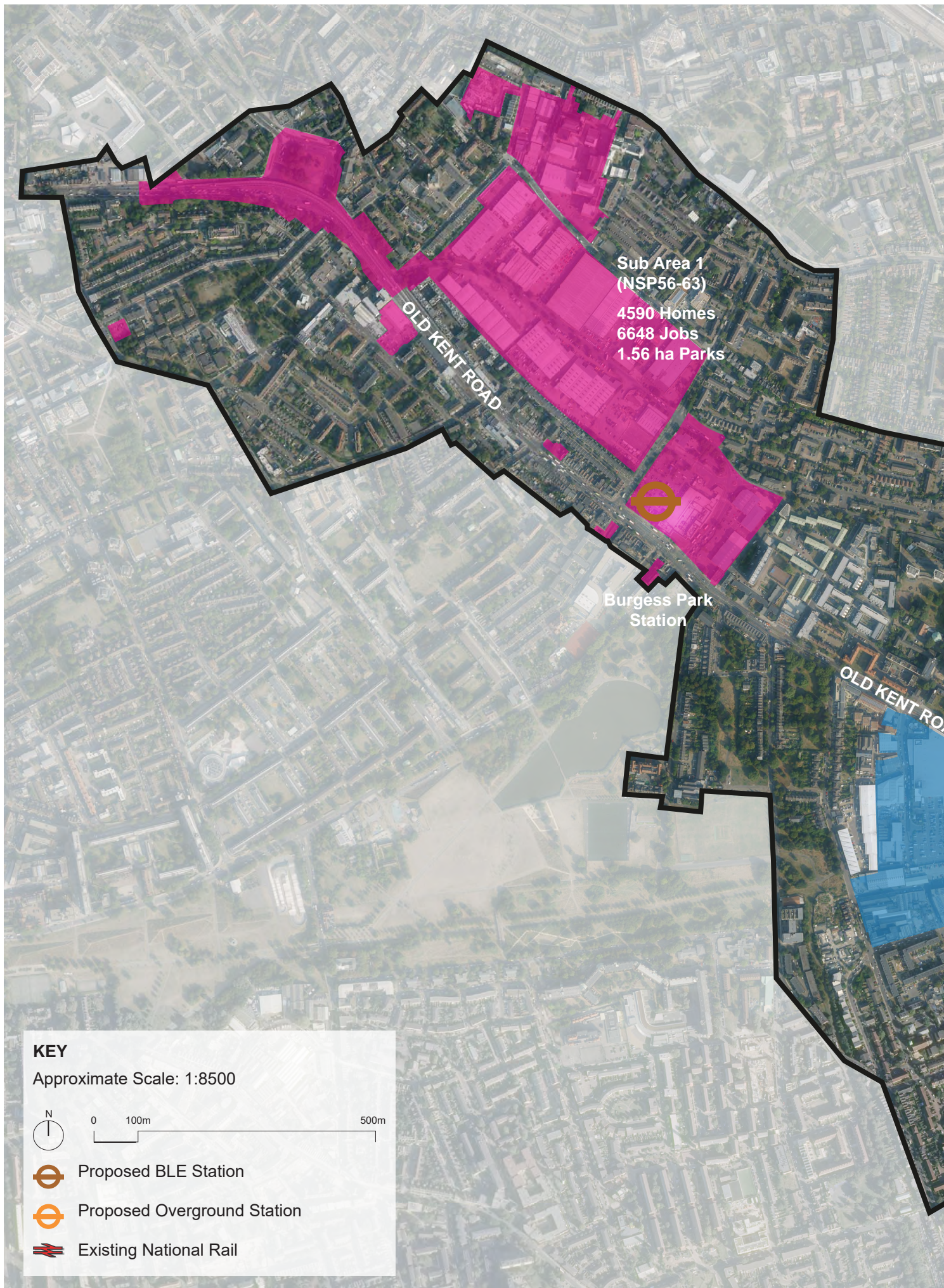




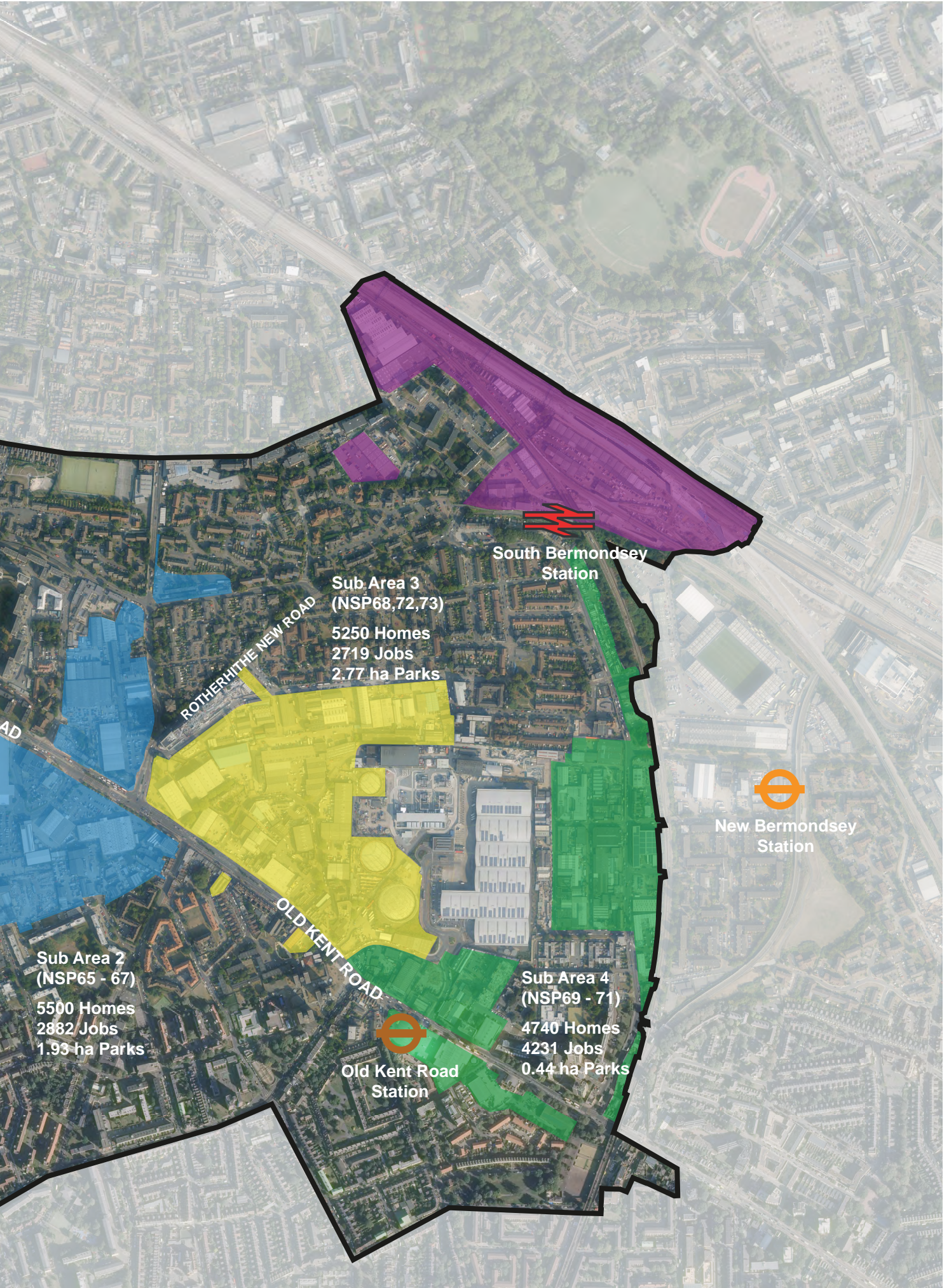
Southwark Park

Brimington Park







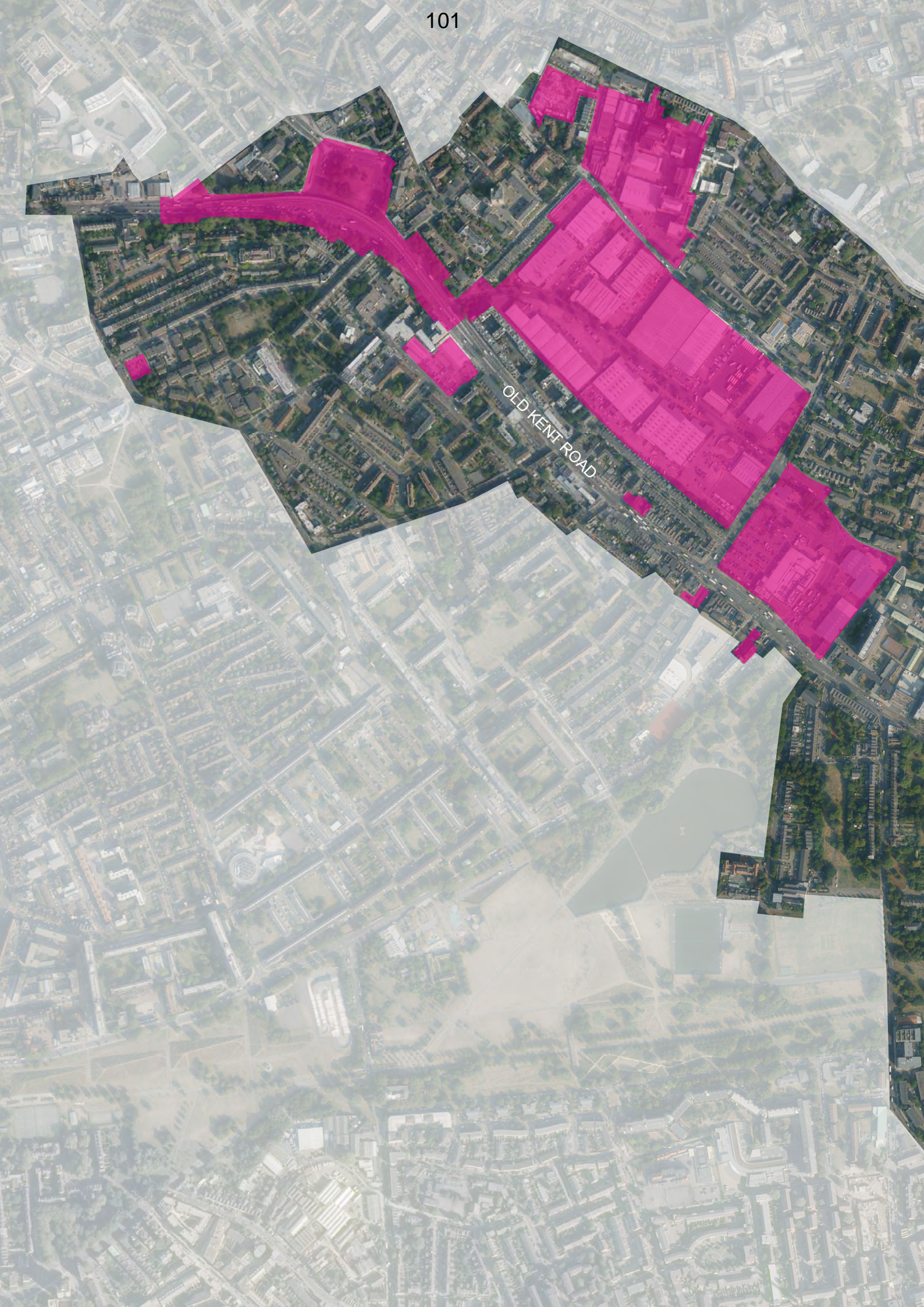




**SUB AREA 1**

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







# HISTORY

Old Kent Road has a history stretching back some 2,000 years. Initially built as the Roman Watling Street, connecting London and the south-east. Part of the road was revealed during excavations to install a District Heat Network in 2024. Old Kent Road 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. That spiritual link is maintained today with various churches and mosques located within the area. 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. In 1844 the Bricklayers Arms railway station was opened by the London and Croydon and South Eastern Railways as an alternative to the London and Greenwich Railway terminus at London Bridge. Its use as a passenger station was short lived ending in 1852 and subsequently the area was developed as a major goods depot and carriage sidings. Victorian and Edwardian industrial buildings can still be seen at the old Crosse and Blackwell Pickle Factory on Crimscott Street, as well as early social housing at the Peabody Dover and Waleran Courts on Old Kent Road.

The use of the railway goods depot had declined by the 1970s, was closed in 1982 and subsequently 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 the railway cottages on Pages Walk and the Willow Walk Business Centre. This only partly removed 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 east west links from Old Kent Road to Bermondsey and the north of the borough. During the 1980's the council developed low rise cul-de-sac housing estates on the remainder of the railway sidings to the east of Mandela Way. 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.

The decline of the railways was mirrored in the rise of investment in roads and the volume of road traffic on them, with the construction of the Bricklayers Arms junction and flyover and associated road widening schemes in the 1960's changing the Old Kent Roads character. These ultimately served vehicle based businesses including those in Mandela Way. Post-war planning also saw the creation of council housing estates and those fronting onto the Old Kent Road were set back to allow for the roads widening.

The post war period saw the gradual construction of 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. At 44 hectares in size it's one of the truly remarkable feats of post war planning in London.

In the 1990s, functional out-of-town supermarket and retail warehouse units with large areas of car parking were built at Tesco on Dunton Road and the Southernwood Retail Park on Humphrey Street. Having its genesis as a road, car and vehicle based retailing and business have come to dominate the character of much of the Old Kent Road up to the present day.



Old Kent Road

— The red line on the Historical Map on the opposite page outlines the location of the image of the Old Kent Road.





103

WEST STREET BERMONDSEY

NO. 3 BERMONDSEY W

Historical Map of Old Kent Road 1916



# THE AREA TODAY

The north end of the Old Kent Road is the longest surviving historic section of the high street and contains smaller shop units that support a rich variety of small business uses which serve the areas diverse ethnic mix. The council has opened a community hub at 231 Old Kent Road, whilst the East Street Library and the Walworth Living Room on Surrey Square provide space for local communities. The council has also completed the construction of its own housing schemes at 233 Old Kent Road and the Kingslake Street Garage site in 2024. The latter have reinforced the high street character of this part of the Old Kent Road by repairing gaps in the retail frontages. The Thomas A' Becket and High Street Conservation Area was designated in 2021, to preserve and where possible enhance the surviving historic character in this part of the high street.

The Thomas 'A' Becket 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 the Southernwood retail park draw shoppers from Old Kent Road and the surrounding areas. Presently the retail stores, car parking and the road gyratory on Dunton Road, Humphrey Street and Mandela Way create an unattractive noisy and polluted environment, particularly for walking and cycling.

North of the Old Kent Road, traditional industry has largely been replaced by high value storage and last mile logistics and distribution uses serving central London, including specialist art storage. The Mandela Way Estate is accessed 24-hours a day by heavy goods vehicles and delivery vans albeit the busier periods are in the morning and evenings with the day times subject to relatively low levels of traffic. In the older industrial sites at the Rich Estate on Crimscott Street creative businesses have been established in recent years, taking advantage of their proximity to central London.

The original western entrance to the Bricklayers Arms railway depot is still visible at the end of Hendre Street. It currently forms the entrance to a narrow footpath that crosses the Mandela Way Industrial Estate, from East Street to Willow Walk. The route currently is poorly overlooked and not particularly secure. The entire Mandela Way Industrial Estate, which is still contained in part within its historic goods yard walls, has an enclosed and inward-looking character set apart from surrounding communities and the high street. To the northern edge of the industrial estate is Cycleway 1 (C1), a major cycling route which runs along the tree lined Willow Walk.

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 whilst the new neighbourhood being created as part of the Aylesbury Estate redevelopment will provide much improved pedestrian connections to the Old Kent Road high street.

Several sites in the area have already been completed or are under construction, including a stacked logistics hub at 25 Mandela Way.



Old Kent Road

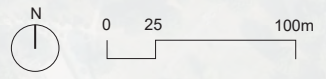
— The red line on SA1.1 on the opposite page outlines the location identified on 1916 Historical Map, which in present day the Camberwell Road entrance of Burgess Park.





**KEY**

Approximate Scale: 1:4000



- Site Allocations
- Pre-2021 Adopted Conservation Area
- Adopted Conservation Area 2021
- Grade II Listed Building
- Locally Listed Building
- Building and Features of Townscape Merit

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OKR 2

OKR 1

OKR 3

OKR 6

OKR 4

OKR 7

OKR 8

OKR 9



# SITES ALLOCATION MASTERPLANS

## OKR 1 | BRICKLAYERS ARMS ROUNDABOUT



0.4 ha  
site area



100  
homes

### Development Capacity

#### Site Allocation Masterplan

Options are being explored to improve pedestrian permeability at this junction, which will include the reconfiguration of the highways network for increased priority for pedestrian and cyclist movement. The site will provide new homes, jobs and increased landscaping. It is likely that once the roads have been reconfigured the flyover will be retained converted to an elevated park the “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 in the remaining area will improve the quality of the space and increase permeability for people walking and cycling, reducing the severance created by the existing junction layout and the flyover. The site should maximise the opportunity to retain existing high-quality trees.



#### Site Requirements (also see NSP56)

**Redevelopment** • Provide new homes (C3); and

- must:**
- Reconfigure this busy junction, potentially removing the flyover, to enable the introduction of new street frontages and reduce severance caused by the current road layout; and
  - Take opportunities to integrate any reconfigured layout into the existing grain and network of routes around the junction whilst avoiding any adverse impact on the surrounding local highway network; and
  - Avoid adverse impacts on bus services such as increased journey times, reduced reliability or broken links; and

**Redevelopment should:**

- Provide retail uses; and
- Provide employment (E(g), B class); and
- Provide leisure, arts, culture or community uses.

**Phasing:** A masterplan study is currently being undertaken for the site, funded by One Public Estate (OPE). Initial public engagement will occur in September and October 2024 with the draft study due to complete in December 2024. The flyover and roundabout are part of the TfL strategic road network and at the moment there is no funding available to deliver any changes to them. Residential development on part of the site may be able to fund the reconfiguration of the roads to help deliver the plans Healthy Street ambitions. The masterplan is expected to come forward for development after 2030 in BLE Phase 2, subject to wider road network updates and funding.





**KEY**  
Approximate Scale: 1:4000

100m

0 25

N

- Built
- Under Construction
- Planning Permission



# SITES | OKR 2

## CRIMSCOTT STREET AND PAGES WALK



3.8 ha  
site area



16  
businesses



170  
jobs

Existing



760  
homes



2,179  
jobs

Development Capacity



homes



TBC  
jobs

Completed 2025

### Site Allocation Masterplan

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. The design of this area will weave old and new buildings together, creating a working character and aesthetic. The retention of the existing shared car park and service area on Pages Walk will help support both the existing and new business uses on the site.



### Site Requirements (also see NSP57)

#### Redevelopment must:

- Provide new homes (C3); and
- Provide at least the amount of employment floorspace (E(g), B class) currently on the site which are consistent with the building typologies and land use shown in Figure SA1.3 ; and
- Provide leisure, arts, culture or community uses including gallery space/artist's studios.

#### Redevelopment may:

- Provide retail uses

#### Heritage

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

#### Phasing

593 homes and 27,748 sqm of workspace have been built, are under construction, or consented within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.



# SITES | OKR 3

## MANDELA WAY



12 ha  
site area



16  
businesses



1,710  
jobs



1,955  
homes



3,089  
jobs



1  
Park



homes



TBC  
jobs

Existing

Development Capacity

Completed 2025

### Site Allocation Masterplan

Mandela Way will be transformed with co-located employment and residential uses in new urban blocks centred around a new park, called Mandela Way Park. Small industrial units will be clustered near to new co-located office developments on the former Rich Estate and Crimscott Street (OKR2 - NSP 57). Storage and distribution businesses serving central London will be located fronting the primary servicing route on Mandela Way, providing a working character at ground and first floor with residential over. Offices and studios will also be provided near to the new tube station.



### Site Requirements (also see NSP58)

#### Redevelopment must:

- Provide new homes (C3); and
- Provide at least the amount of employment floorspace (E(g),B class), which are consistent with the building typologies and land uses shown in Figure SA1.3; and
- Provide light industrial (E(g)(iii) or B8 use class), which are consistent with the building typologies and land uses shown in Figure SA1.3; and
- Provide leisure, arts, culture or community uses including gallery space / artists studios; and
- Provide strategic public open space – 14,530m<sup>2</sup> as shown in Figure SA1.2; and
- Create a new pedestrian and cycle link from East Street via Hendre Road to Cycleway 1 (C1) along Willow Walk and on to Bermondsey Spa .

#### Redevelopment of may:

- Provide retail uses.

#### Heritage:

New development to the edge of the masterplan will step down in height, to sensitively transition to the existing context and adjacent heritage assets. This includes providing a terrace of four storey residential housing backing on to the Victorian terraced housing on Pages Walk. This step down in scale, combined with careful design should preserve the setting of the Pages Walk Conservation Area. The southern edges of the site will also have four storey housing backing on to the Grade II Listed White House and the terraced houses of Marcia Road. The remaining sections of the historic railway sidings walls must 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, to ensure the delivery of the masterplan and its constituent parts, including Mandela Way Park. Interest has been expressed in the future redevelopment of the larger sites on Mandela Way, but these are also subject to long commercial leases up to 2032 or freehold owner occupation with existing uses likely to continue for the medium term. Redevelopment of the site is therefore likely to be delivered post 2030 in BLE Phase 2.

# SITES | OKR 4

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



4.1 ha  
site area



6  
businesses



179  
jobs



1,600  
homes



1,277  
jobs



1  
Square

Existing

Development Capacity

### Site Allocation Masterplan

This car dominated “out of town” retail area will be transformed into a vibrant, urban high street with a new Bakerloo Line underground station, shops, including a replacement supermarket, hotel, leisure facilities and offices all with homes above. Extensive areas of retail car parking will be relocated within the interior podium spaces of the new development enabling the creation of car free public spaces. Burgess Park will have a much improved accessibility to this site and OKR3, with improved crossings connecting it to a generous sized square in the middle of the site and then onwards to Mandela Way. The gyratory will be modified to reduce its car dominated character, creating a place which is much easier and more attractive to walk and cycle in.



### Site Requirements (also see NSP59)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of retail floorspace currently on site including a supermarket; and
  - Provide leisure, arts, culture or community uses; and
  - Provide public open space to support a connection to Burgess Park which includes the creation of a space outside the station entrance and within the centre of the Tesco site totalling – 4,035m<sup>2</sup>; and
  - Incorporate the design of the Bakerloo Line Extension station, tunnelling and worksite requirements into the site design and phasing.

- Redevelopment should:**
- Provide employment uses (E(g), B class), consistent with the building typologies and land use types shown in Figure SA1.3; and

- Redevelopment may:**
- Provide new visitor accommodation (C1)

**Heritage:** The site is in close proximity to the Coburg Road Conservation Area and the Thomas ‘A’ Becket and High Street Conservation Area as well as a Grade II listed former Fire Station and number of locally listed buildings and buildings of townscape merit including the Thomas ‘A’ Becket pub as shown in SA1.1. Consequently the heights of the podium buildings facing the high street on the Tesco site are set at 8 storeys as set out in the tall building strategy. The design guidance for the sub area seeks to re-establish a high street frontage with residential over ground/first floor retail which will enhance the setting of the adjacent Thomas ‘A’ Becket and High Street Conservation Area.

**Phasing** The Tesco site and the Southernwood Retail Park are each in single ownership and can be delivered with a degree of independence. 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 2032 (BLE Phase 1). The remaining 183 homes, retail and a cinema will be delivered in Phase 2 (2032-2042). The entirety of the Tesco site would be required as a work and drive site for the construction of the BLE. Consequently, redevelopment of the Tesco site would likely take place in the late 2030’s.



# SITES | OKR 5, 6 & 7

## OKR 5 | SALISBURY ESTATE GARAGES



26  
homes



TBC  
jobs

Completed 2025

### Site Delivery

This site is currently under construction and will provide new council homes in a residential area, the development is expected to be completed by 2025 (BLE Phase 1).



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



0.54 ha  
site area



180  
homes



64  
jobs

Development Capacity

### Site Allocation Masterplan

Redevelopment will reinforce the high street within the town centre, including the construction of a Tier 3 tall building. The site contains a building of architectural and historic merit which will be retained and incorporated into the redevelopment. It is currently in use as a church.



### Site Requirements (also see NSP61)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of retail floorspace currently on the site.

- Redevelopment may:**
- Provide community uses, leisure, arts culture or community uses; and
  - Provide employment uses (E(g), B class).

- Phasing :**
- The site is expected to come forward for a mixed-use development from 2030 (BLE Phase 2).

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



24  
homes



TBC  
jobs

Completed 2025

### Site Delivered

The site has been redeveloped by the council to provide council housing and has also reinforced the high street frontage within the Thomas 'A' Becket and High Street Conservation Area. It comprises retail at ground floor with 3 storeys of residential above.



# SITES | OKR 8 & 9

## OKR 8 | KINGLAKE STREET GARAGES



0.54 ha  
site area



21  
homes



TBC  
jobs

Completed 2025

### Site Delivered

The site has been redeveloped by the council to provide council housing and has also reinforced the high street frontage within the Thomas 'A' Becket and High Street Conservation Area. It comprises retail at ground floor with 4 storeys of residential above.



## OKR 9 | 4/12 ALBANY ROAD



0.1 ha  
site area



3  
businesses



25  
jobs

Development Capacity

### Site Allocation Masterplan

Redevelopment should reinforce the high street within the town centre.



## Site Requirements (also see NSP64)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of floorspace (E(g), B class) currently on the site in line with the typologies plan SA1.3; and
  - Provide retail uses on the Old Kent Road frontage.

- Redevelopment may:**
- Provide leisure, arts, culture or community uses.

**Heritage** The site partially lies within the Thomas 'A' Becket and High Street Conservation Area. It is adjacent to the locally listed Thomas 'A' Becket pub and is in close proximity of the Grade II listed former fire station on Shorncliffe Road. Consequently, it 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 adjacent historic buildings.

**Phasing** No planning applications have been received for this site as yet, so it is likely to come forward for development post 2030 in BLE Phase 2.



# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



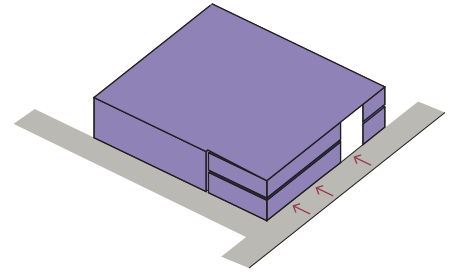
	Development		Homes		Workspace (sqm GIA)		Date
			Total Homes	no and % of which Affordable	Total Workspace	no and % of which Affordable	
	<b>Schemes Completed</b>						
1	Rich Industrial Estate	Phase 1 & 2	276	135 (35%)	19,468	2,654	
4	18 - 19 Crimscott Street		43	16	1,835	0	Mar 2023
R8	Ivy Church Lane Garages		21	21 (100%)	173		
	<b>Schemes Under Construction</b>						
5	20 Crimscott Street		9	0			
R3	Mandela Way		0	N/A	15,261	(10%)	
R7	Former Petrol Station		24	13	190		
	<b>Schemes with Planning Permission or with resolution to grant</b>						
2	Rich Industrial Estate	Phase 2	130				
3		Phase 3	53				
6	29 - 31 Pages Walk		0	N/A	3,769	386	
7	2 Crimscott Street		5	0	151		
8	24 Crimscott Street		0	N/A	2,525	165	
R4	Southernwood Retail Park		724	219	12,338		
R6	82 - 96 Old Kent Road		0		2,022		
	<b>TOTAL:</b>						

# 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 internalised servicing and storage.

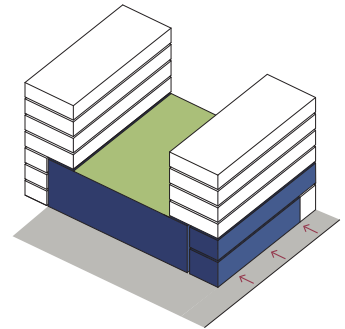
**Suitable uses:** *Storage, wholesale, distribution, depots.*



## HORIZONTAL MIX: Large Distribution and Storage

Co-located large units over 500m<sup>2</sup> on the ground floor are suitable 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 must be internalised within the blocks.

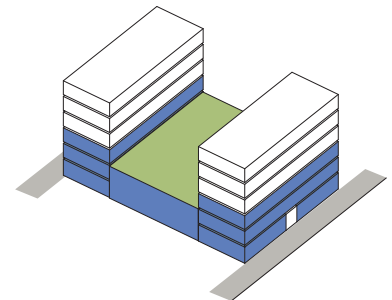
**Suitable uses:** *warehouses, distribution centres, large storage, depots*



## 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.

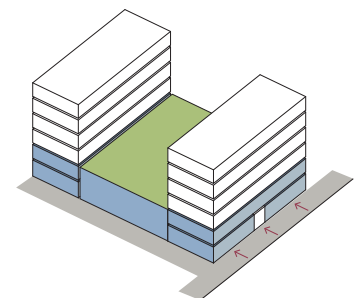
**Suitable uses:** *warehouses, distribution centres, large storage, depots*



## 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.

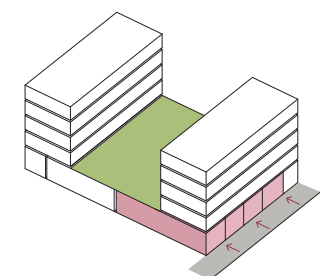
**Suitable uses:** *Professional and business services, artist's studios, creative businesses, small scale markers*



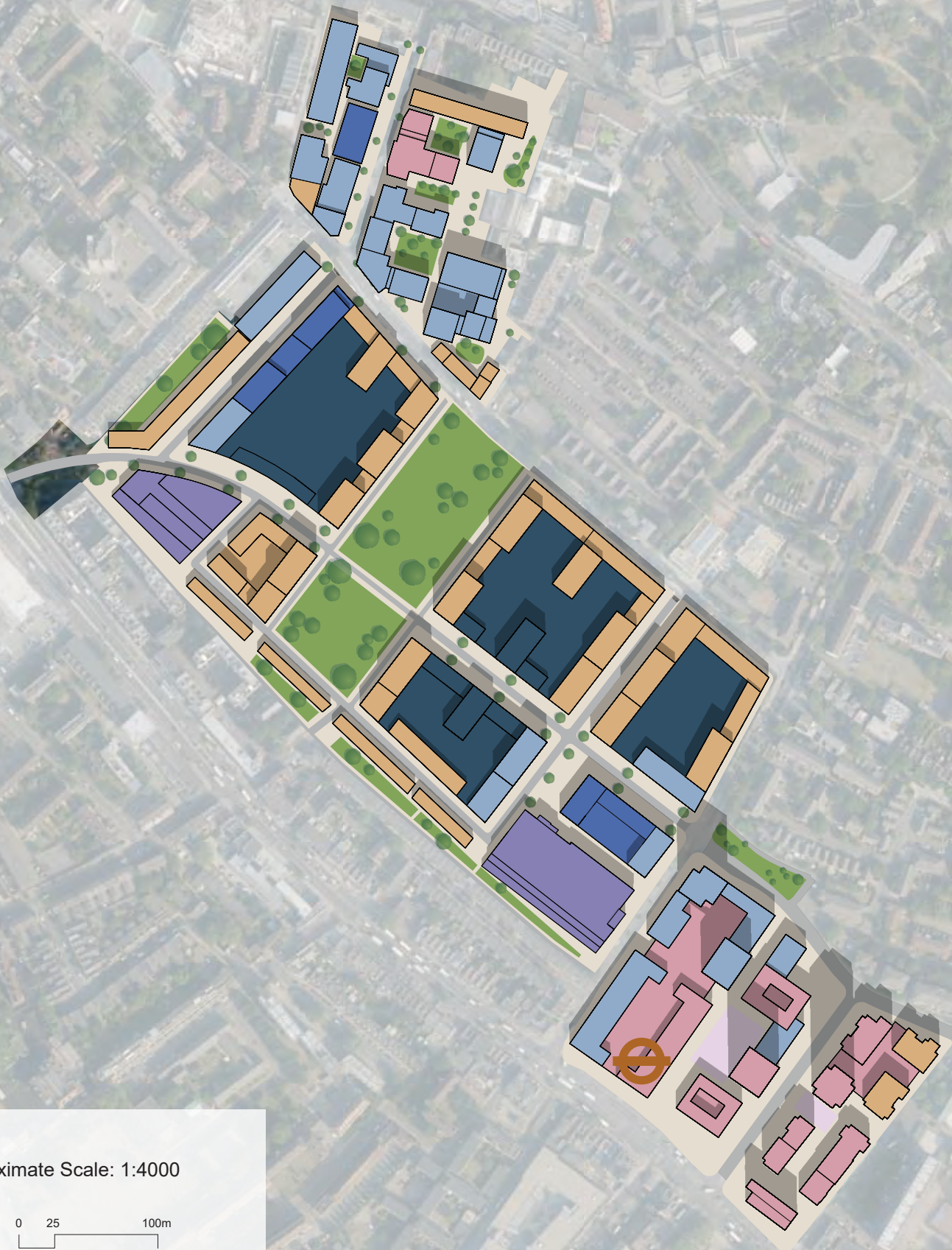
## VERTICAL MIX: High Street

New retail uses are provided on ground and possibly first floor level. New retail and town centre uses should be provided below residential along Old Kent Road and around the public square to enhance the high street. The 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*







**KEY**

Approximate Scale: 1:4000



0 25 100m

-  Standalone Large Industrial
-  Large Distribution Storage
-  Small Industrial Units
-  Small Office / Studio
-  High Street
-  Proposed Bakerloo Extension Station

# SERVICING AND ROAD NETWORK

## Servicing

Industrial developments must provide off-street servicing with turning facilities for the maximum sized vehicles required for the servicing and delivery requirements of the new/or returned businesses. Developers should ensure a management system is in place to minimise the impact of the primary service route through the new Mandela Way Park and to help prevent service vehicles using residential streets.

The large distribution and storage buildings and standalone industrial typologies identified on either side of Mandela Way Park should have adequate internal servicing yards with either vehicular through routes or 20m+ turning circles within the yard which allow for the turning of appropriately sized HGVs. HGVs or large vans must not reverse out onto Mandela Way. For the smaller workspace units on the new street created to the east of Pages Walk servicing would be on street. Space should be provided for access by vans and vehicles up to 7.5 ton in size.

## Road Network

### Primary Servicing Routes

Primary servicing routes focus on the delivery and servicing needs for local businesses and large distribution and last mile uses. They are designed to balance servicing needs with the creation of healthy street environments through the provision of tree lined streets, and improved pedestrian and cycle movement. Primary servicing routes should have good connectivity to wider arterial routes.

#### Mandela Way

Will be maintained as a primary servicing route. The existing 7.3m carriageway along Mandela Way will be retained and the overall street profile enhanced to accommodate segregated cycle lanes, a SUDs corridor, new street trees and larger footpaths, creating a 24m street profile in total. It will have a working street character, servicing large storage and distribution units to the north and south of Mandela Way.

Mandela Way will maintain a dual lane access through Mandela Way Park, the park itself is likely to be delivered in phases as its currently split between four land holdings. Traffic management measures will be put in place to reduce the speed of movement and prioritise pedestrian movement across the road and between the north and south sides of the new park. This may include reducing the central section to a single carriageway. Road access to the northwestern and southeastern edges of Mandela Way Park should be kept to the minimum necessary for fire truck servicing, to ensure the extent of new park space that is created is maximised.

### Residential Streets

New residential streets should be designed as slow streets with traffic control measures to reduce vehicle speeds including tree planting, build-outs and raised entry treatments. Streets are scaled to provide ground level maisonettes with a usable defensible zone. Residential streets should be green, calm and support interaction creating attractive, pedestrian friendly environments. Maisonettes will front onto residential streets, creating a communal feeling.

### Town Centre Links

Provide North / South connections to the high street, enabling increased permeability from the residential hinterlands to the high 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. There will be new openings created through the remaining railway depot wall running along Willow Walk to provide improved pedestrian access.

#### Dunton Road and Humphrey Street

The Dunton Road and Humphrey Street gyratory is the subject of options testing as part of Transport for London's Healthy High Street project. These include making Humphrey Street two way working and limiting access into Dunton Road from its junction with Old Kent Road. The options will deliver better pedestrian and cycle connectivity to the new Bakerloo Line station, to Burgess Park and along the Old Kent Road including improved crossings and increased pavement space. A preferred option for consultation is anticipated to be completed by TfL in 2025.

#### Rowcross Street and Rolls Road

The junction of Rowcross Street and Rolls Road will be subject to traffic management changes when the gyratory option is confirmed. Making Rowcross Street one way northbound offers the opportunity to increase paving and planting adjacent the Astley Cooper Estate. The existing segregated cycle lane on Rolls Road will be widened to facilitate cargo bike movement.





**KEY**

Approximate Scale: 1:4000



0 25 100m

- Site Allocations
- Primary Servicing Streets
- Residential Streets
- Town Centre Links



# PARKS AND RECREATION

Development must improve the environment for people walking and cycling in the area, strengthening the network of parks and improving the links between open spaces, residential communities and the town centre. It should deliver the cross borough 'Greener Belt Strategy' by providing Healthy streets and new open spaces and links.

## Mandela Way Park

Mandela Way Park, will be a major new park in the Old Kent Road area, situated to the north of Old Kent Road, the park provides the opportunity to realise the 1943 County of London Plan aspiration to extend Burgess Park to the north. The park will connect the Mandela Way area, establishing new links for residents from Old Kent Road, East Street and Bermondsey Spa. It will provide a major open space for local communities and businesses, providing a range of facilities for play and recreation to appeal to all. It will be the equivalent size of Bermondsey Spa Gardens and should be co-designed by local communities to create a multi-functional environment with water features, mature trees and other biodiverse greenery to provide tranquil places to sit and socialise or rest.

It's location has been carefully considered to be delivered across four landholdings, ensuring each makes a proportionate contribution to the open space and public realm created.

The Mandela Way primary service road will become a healthy street, retaining and widening the existing tree lined footpaths, to create a pedestrian friendly space which can facilitate additional planting, sustainable urban drainage and cycling infrastructure, fit for cargo bike movement.

## 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, cafés 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 terraced houses on Milton Close.

## Tube Station – Burgess Park

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 the future changes to the gyratory at Dunton Road will result in a safer and quieter access, free from busy traffic. Old Kent Road and surrounding streets will benefit from additional tree planting helping to deliver the Healthy Streets programme.

## Burgess Park

The setting of the park's entrance on Old Kent Road will be enhanced by improved pedestrian crossings and a new public square at the junction of Humphrey Street and Old Kent Road to create better connections to the surrounding neighbourhoods.

## Willow Walk/ Cycleway 1 (C1)

This important cycling route from Bermondsey and Deptford to central London will be improved by the introduction of attractive new building frontages onto its southern side and by managing kerbside parking. The original historic wall to the goodsyard will be largely retained, with openings introduced at the end of the new residential streets providing opportunities for pedestrian and cyclist permeability from Mandela Way onto Willow Walk. Servicing access along the road will be limited to reduce pedestrian/cycle conflicts.

## Bricklayers Arms Flyover

Options are being explored to improve pedestrian permeability at this junction. With the potential to close and retain the flyover structure to convert it into an elevated park. Beneath the structure the highway network will be reconfigured with increased landscaping and public realm improvements.



KEY

→ Green Link

■ Civic Centre

⊕ Proposed Bakerloo Line Extension Station



Bricklayers Arms

Swan Mead

Bermondsey Spa Gardens

Mandela Way Park

Mandela Way

Dunton Way Pocket Park

OLD KENT ROAD

Surrey Square

Burgess Park



# BUILDING HEIGHTS GUIDANCE

The masterplan axonometric opposite shows the proposed and consented building heights within the sub area. Development in this sub area has been set out in the masterplan so that Tier One and Tier Two buildings sit outside the view cones of the protected local views from Nunhead Cemetery and One Tree Hill. The masterplan also ensures that Tier One and Two buildings do not impinge on the London View Management Framework view of the Palace of Westminster from the Serpentine. The Tier Three buildings shown on the Mandela Way sites all sit below the height of the protected viewing planes of the borough views and won't be visible in the LVMF views.

## Mandela Way (OKR3)

The other key elements of the building heights strategy in the OKR3 area are:

- There should be four storey housing backing on to Pages Walk, the existing terraces along Marcia Road and the Peabody blocks that front onto the Old Kent Road, to provide a transition in scale to the edge of the masterplan.
- The new buildings fronting onto Willow Walk should be between four to six storeys in height.
- Elsewhere in this area, heights should range from five to eight storeys with the 'Tier Three' tall buildings on important corners or marking uses of civic importance, such as Mandela Way Park.
- Building heights should respond to the character and width of streets and spaces that they front onto with taller elements located at the corners of blocks along wider street profiles, open spaces, or setback at upper levels.

## Dunton Road Tesco Site and Southernwood Retail Park (OKR4)

Tier One and Two tall buildings are planned to be located here, situated outside the protected viewing corridors, in a location of strategic townscape importance. Tier One and Tier Two buildings will mark the location of new transport infrastructure, in line with the 'Stations and Crossings' Tall building strategy.

The key elements of the building heights strategy in OKR4 area are:

- In the vicinity of the station entrance a new civic square must be created, which should be marked by two 'Tier One' and two 'Tier Two' tall buildings of a scale commensurate with the importance of the location and the size of the open space as shown on the masterplan;
- Buildings fronting onto Old Kent Road should be between five and eight storeys in height in order to frame the high street, with a 'Tier Three' tall building to mark the entrance to Burgess Park

Elsewhere in the area, will generally comprise podium and perimeter blocks to define the streets and mediate the transition in scale to the surrounding neighbourhood.

## Old Kent Road High Street

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

The key elements of the building heights strategy in this area are:

- The buildings in sites OKR7, OKR8 and OKR9 fronting on to Old Kent Road should be predominantly four to five storeys in height; and
- On OKR6 there will be a 'Tier Three' tall building fronting Old Kent Road to enable residential development redevelopment over the retained Lidl store. The buildings to the rear of the site should reduce in scale, stepping down to the five storey residential blocks on Congreve Street, responding to the retained heritage assets on the site and in the adjacent Conservation Area.

## Rich Estate and Crimscott Street (OKR2)

The key elements of the building heights strategy in the OKR2 area 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 side of Pages Walk.





Indicative building heights and location provided for illustration purposes only



# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

### OKR 2 (Crimscott Street)

#### Built Form

- Residential streets should be more domestic and intimate in character- building forms could be set back at upper levels to avoid overshadowing. Façades should have regular entrances to ground floor homes and welcoming lobby spaces for residential units at ground level.
- Crimscott Street - building form and massing should respond to the predominant datum of 6-8 storeys and consider stepping back at upper levels responding to the narrower streets. Additional height proposed at the rich industrial estate must be centralised within the plot, where the ground floor doubles up as open space.
- A more playful character of constructing façades or protruding elements could be explored to match the existing and emerging context in this area.

#### Character / Detailed Design

- The use of high quality materials is necessary to support the urban context.
- Different internal functions could be expressed visually, however provide a holistic approach to the overall architectural design of the building. Design approaches can vary to aid legibility, but should reflect the existing and emerging character, through the use of robust and durable materials.

### OKR 3 (Mandela Way)

#### Built Form

- Mandela will be transformed into a vibrant mixed-use employment and residential neighbourhood with ground floor industrial uses fronting onto Mandela Way.
- The base, podium and upper levels of buildings can be expressed with different architectural treatments but should be read as a cohesive block.
- Vertical building elements should be continued through to the ground which could include piers, columns or punctuated walls.

#### Character / Detailed Design

- Fronting the Primary servicing street will be windows into work opportunities,
- A more working industrial character with windows into work opportunities

### OKR4

#### Built form

- Built forms should be carefully designed at ground to enhance and maintain desire lines- to encourage connectivity to the Town centre.
- Provide active and engaging frontages onto Old Kent Road high street



Mandela Way



Residential Street



Town Centre



- Station square to create a welcoming environment for visitors providing a sense of arrival at Old Kent Road high street. – with clear navigation to nearby amenities.



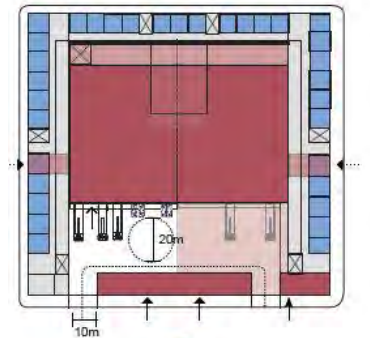
Former stable buildings with robust, grid window patterns



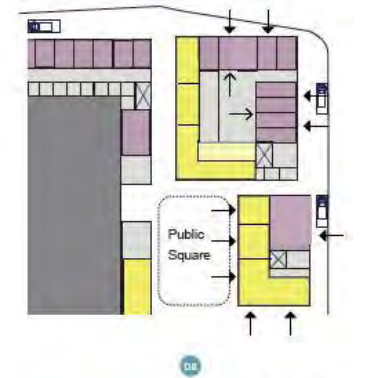
Rhythm and proportions of industrial uses



Existing palette of industrial materials within Mandela Way.



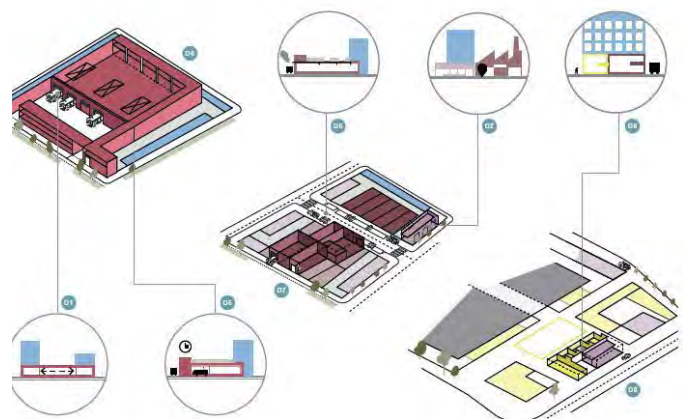
Illustrative Storage and distribution layout



Illustrative studio & offices and / or retail & leisure

### Workspace Detailed Design

- The existing large-format industrial uses are essential to the functioning of Soutwark and wider London. Larger distribution, storage and Life science facilities will be focused around the Mandela Way area.
- Whilst there will be a working character to Mandela Way, streets will be sufficiently activated by window into work opportunities and provide healthier streets, with widened footways, segregated cycle lanes. Creating a tree-lined street for improved pedestrian and cyclist movement through the area.
- Industrial podium levels should be large format with 8-10m heights to accommodate industrial uses such as those currently operating in the area.
- Where typologies have a deep ground floor, ancillary uses should be consolidated in order to maximise unobstructed efficient space with large spans.
- Industrial plots should prioritise wrap-around mezzanines accommodating front of house and higher density working along the elevation – creating positive street frontage and a higher quality, daylight working environment.
- Flexibility and adaptability of all workspace should be prioritised through unit configuration including servicing approach.



Illustrative Typical Street View

# DESIGN GUIDANCE

## GROUND FLOOR STRATEGY

### OKR 2 (Crimscott Street)

#### Uses

- Lends itself to office and studio spaces co-located with residential - this could include retention of existing warehouses with rooftop residential extensions, similar to 20 Crimscott Street, as long as the design and form is a sensitive addition to the existing building and must be reflective of the character and identity of the area. Designed in response to the existing and emerging character.
- Uses to support the existing and emerging creative hub are encouraged.
- 6m floor to ceiling heights (min 3.7m high)

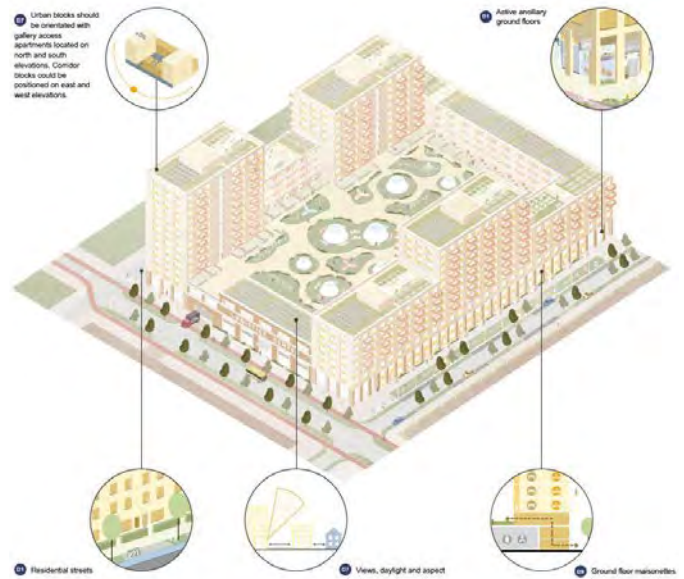
#### Servicing

- Internalised servicing where possible, with rationalised on-street servicing where unavoidable.

### OKR 3 (Mandela way)

#### Uses

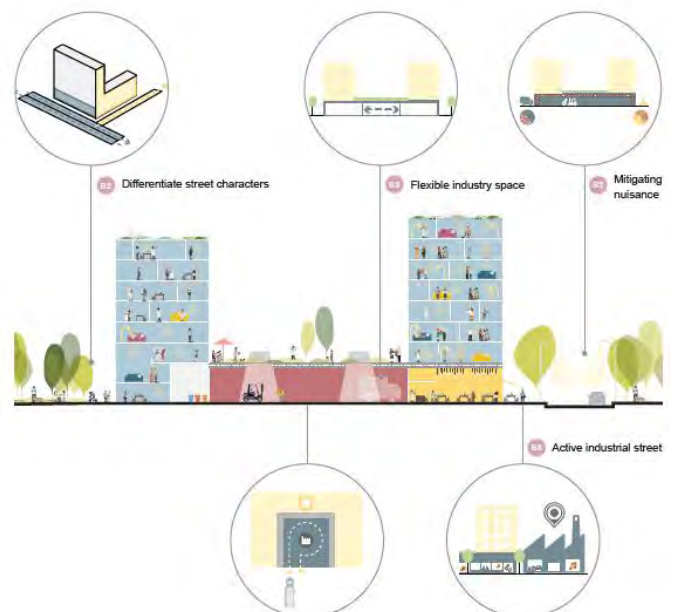
- Larger ownerships lend themselves to support storage and distribution uses. Larger logistics spaces should be wrapped with smaller ancillary uses such as, office space, showrooms and workshops.
- Due to the area's central proximity to London Bridge and Kings with large research hospitals. This area of the Old Kent Road OA could help realise SC1 Life Sciences Innovation district through the provision of facilities to support research, including labs, warehousing and offices. (I.e, a research storage facility could be wrapped with offices.) (as reflected in the policy, consideration to be given to how supporting more active uses could wrap those inherently inactive frontages.)
- Given the sub-area is located in phase 2 of the development plan. The site also lends itself to providing meanwhile facilities in vacant or under-development sites. To bring animation and activity to the area and make use of existing sites in the early stages of the plan.
- Residential frontages will activate secondary residential streets and the proposed Mandela Way Park, providing a more communal / residential character. Ground floor maisonnettes will front residential streets.
- The use and type of activity at ground floor intend to support the character and profile of proposed streets or public space. (with residential, office space providing different types of activity.) Industrial and commercial uses along Mandela Way, Dunton Rd and Willow walk should maximise passive surveillance, activity and interest in the public realm by locating active uses facing the street.
- Any areas of inactive frontages should be minimised and animated with planting, architectural detailing,



Mixed use urban block - street character



25 Mandela Way - Stacked logistics hub



Typical Urban Block Section



frosted glazing, public art or interactive play aspects when adjacent to residential areas or open spaces.

- Standalone residential proposals can be provided where sites capacity can achieve stand-alone industrial units, to provide positive frontages along the park.

**Servicing**

- Entrance to units must be located along Mandela Way, establishing a primary servicing character to the road. The will include large gated vehicular access points (ins & outs) of 8-10m. These should enter into adequate internal service yards with private van parking and either (a) vehicular through routes, exiting onto Mandela Way or (b) 20m+ turning circles within the yard.
- Primary servicing streets in the area are re-imagined, providing healthy streets. Which allow for improved pedestrian and cyclist movement.
- Consolidated servicing yards, help facilitate continued hours of operation and reduce noise impacts which are often associated with these types of uses.
- Entrances to commercial uses / office frontages should be positioned to activate areas near servicing bays to avoid a utilitarian character.

**Street character**

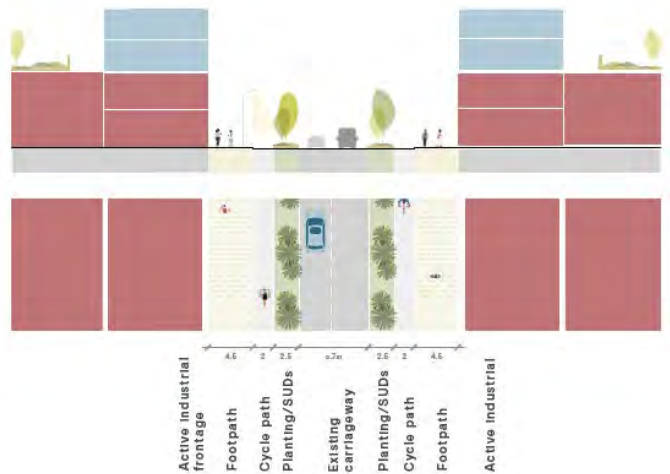
- The types of frontages are instrumental in defining the character of streets and areas. – The use and type of activity at Ground floor must support the character and profile of streets or public space. Frontages should correspond with those illustrated in the diagram opposite.
- Industrial and commercial uses along Mandela Way, Dunton Road and Willow Walk should maximise passive surveillance, activity and interest in the public realm by locating active uses facing the street. This includes showrooms, offices, main entrances and workshops.
- Where appropriate ground floor windows could reveal industrial aspects of the internal use (windows into work) to give the perception of activity and an insight into internal activities.
- Whilst the industrial character and palette can be celebrated along the servicing street, it should be in keeping and provide a sense of consistency with the residential upper levels.

**OKR4 (Dunton Road)**

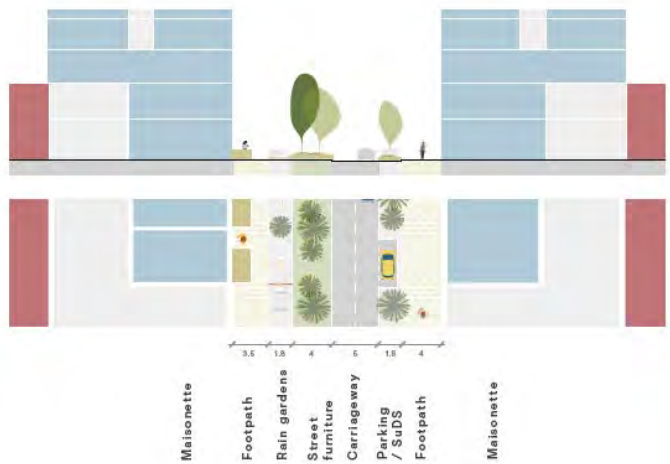
**Uses**

- Enhance and re-establish the high street frontage along Old Kent Road, with the creation of a new urban square around the station which should create a welcoming sense of arrival in Old Kent Road. Primarily commercial, retail, leisure and community uses clustered around the proposed station and along Old Kent Road will bring activity to the area.

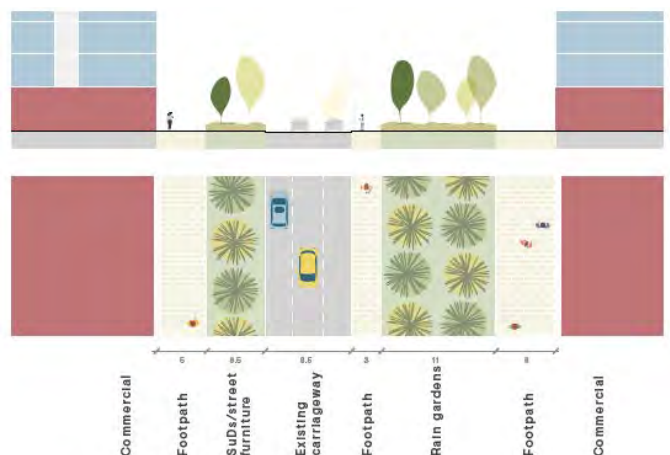
- A mixture of day and evening uses should be clustered around the proposed station entrance to animate these spaces form morning until night.
- A spill-out zone of up to 3m could be included to provide space for seating or small outdoor retail displays.
- Improved connections from the residential hinterland and commercial uses will permeability will re-instate connections between the residential hinterland and commercial uses.



Mixed use urban block - street character



Mixed use urban block - street character



# DESIGN GUIDANCE

## PUBLIC REALM AND OPEN SPACE

### OKR 3 (Mandela Way)

#### Public Realm

- Mandela Way street profile, will be wide enough to facilitate a double carriageway, urban greening buffer zone, a cycle path and widened footway to provide a sufficient area of public realm outside units.

#### Open Space

- Key open spaces must be designed to support varied activities that reflect their locations, surrounding uses, and their role in the wider open space network. Providing spaces for resting, socialising, active movement, formal and informal play as well as water play. Planting and lighting should be carefully considered / designed to provide a safe space for all.
- Mandela Way park – a similar scale to Bermondsey Spa gardens – will support neighbourhood life and well-being. – with a range of physical and social activities, including places for children to play, exercise, opportunities for food growing, and more formal spaces for local community events and gathering? The park should be designed to welcome the variety of activities proposed.
- Larger residential podium spaces could be a suitable location to include community growing spaces.
- Opportunity to explore a 'heritage walking trail' or a 'trim trail' with wayfinding and informative points that provide links between the spaces.
- Planting along streets and public spaces should support creating a network of green infrastructure that links to existing and proposed spaces.
- Residential streets should support interaction and SUDs.
- Surface water run-off should be managed as close to where it falls through the use of 'Sponge-City principles', a layered system that manages water by integrating roof, façade, street and public realm.
- There are a lot of mature trees on site - these should be maintained to give a sense of mature vegetation. Creating well established green links and pocket parks - enhancing the existing green infrastructure.

#### Street Experience

- The movement network will be improved to increase pedestrian permeability in particular from Marcia Road to Willow Walk providing connections to Bermondsey Spa Gardens.
- The movement network and street profile design must encourage people to walk and cycle with clear, continuous and accessible cycle and footpaths that connect to the surrounding cycling network. In particular a segregated cycle route along Mandela Way for ease of access for cargo bikes.
- Table junctions could be considered along Mandela



Mandela Way through the park



0. Current ownership



1. Potential initial delivery scenario



2. All four quarters of the park built



3. Mandela Way stopped-up at both sides of the park



Include different types of spaces for play and socialising



Traffic calming measure along Mandela Way could include raised crossings and planted chicanes through the park



Way and through the park to provide continuity at crossings for pedestrians and cyclists and to in turn reduce vehicular movement through the delivery of the park.

- In the short term before wider traffic improvements are completed and the park can be fully delivered, the width of the Mandela Way carriageway should be reduced through the park to a one-way vehicular route of max 3m width. Traffic control measures including table crossings or chicanes with urban greening, should be introduced through the park.
- The design of streets must reflect the street hierarchy diagram, character of the area and land uses. Providing a re-imagined primary servicing street and more local residential street.
- Increased connectivity to the high street from the residential hinterland.

#### OKR 4 (Dunton Road)

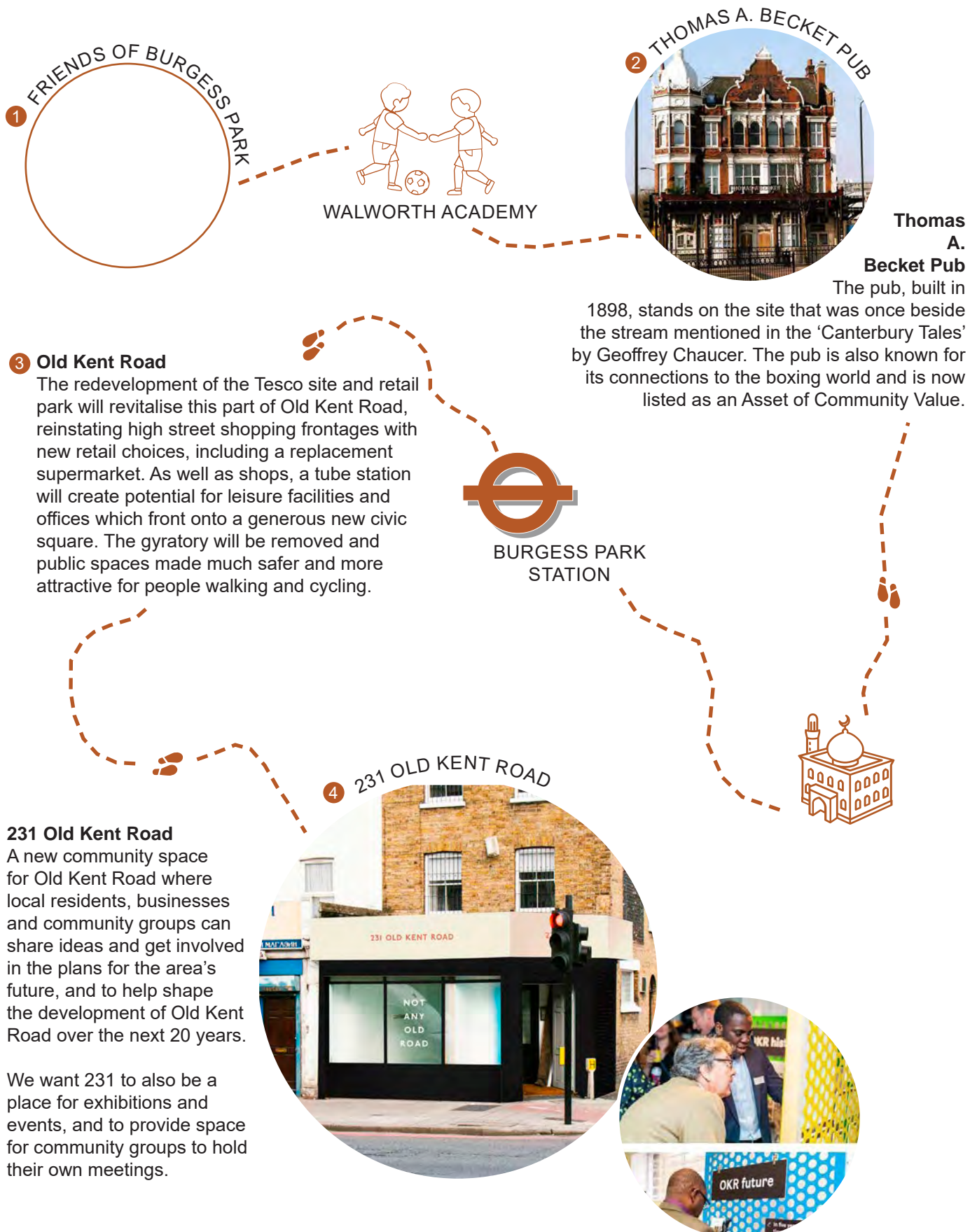
- Public realm  
A more formal urban square that supports activity within the town centre.
- By providing a flexible space for spill-out retail facilities, and places to sit and dwell.
- Central tube zone- will give people a sense of arrival and welcoming.



New Urban Square

# 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.







14

St Mary Magdalen Bermondsey

13

Bermondsey Central Hall Methodist Church

12

Grange Primary School

11

Swan Mead

Haddon Hall Baptist Church

9

Bermondsey Spa Gardens

10

16

7

Boutcher C of E Primary School

6

5

Harris Academy Bermondsey

17

East Street Surgery

4

Surrey Square Primary School

19

Tesco

18

Surrey Square Park

3

Burgess Park Station

Old Kent Road Mosque & Islamic Cultural Centre

2

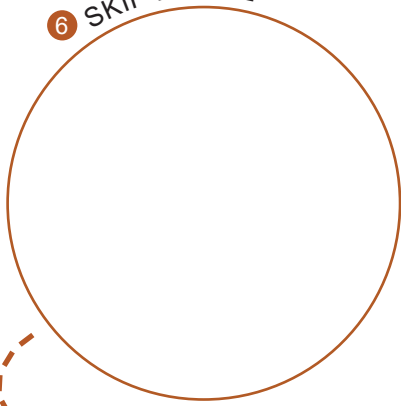
Walworth Academy

Burgess Park

1



6 SKIP HOUSE



7 THE WILLOWS



9 BERMONDSEY SPA GARDENS



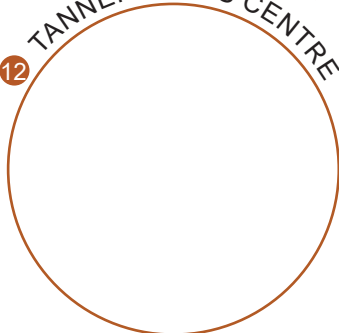
BOUTCHER C OF E  
PRIMARY SCHOOL



10 SET SPACE



12 TANNERY ARTS CENTRE



**Tannery Arts Centre**

Is the first, purpose-built, permanent home of a new studio and gallery space for two arts organisations that have been part of the borough's cultural scene for decades. Tannery Arts Centre has a strong community focus and is committed to engaging with local people every bit as much as the art world.

**Mandela Way Park** 5

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.

8 COMMUNITY ARTS STUDY CONSULTATION EVENT

11 KAGYU SAMYE LONDON TIBETAN BUDDHIST MEDITATION CENTRE





18 SURREY SQUARE PARK



SURREY SQUARE  
PRIMARY SCHOOL

17 PEMBROKE HOUSE



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

19 WALWORTH LIVING ROOM



East Street  
Surgery

16 TOWER BRIDGE CARE HOME



BRICKLAYERS ARMS



15 EAST WALWROTH GREEN LINKS

East Walworth  
Green Links  
TEXT

14 WHITE CUBE ART GALLERY



BERMONDSEY  
CENTRAL HALL  
METHODIST CHURCH

HADDON HALL  
BAPTIST CHURCH



13 BERMONDSEY ANTIQUE MARKET



ST MARY  
MAGDALEN  
BERMONDSEY

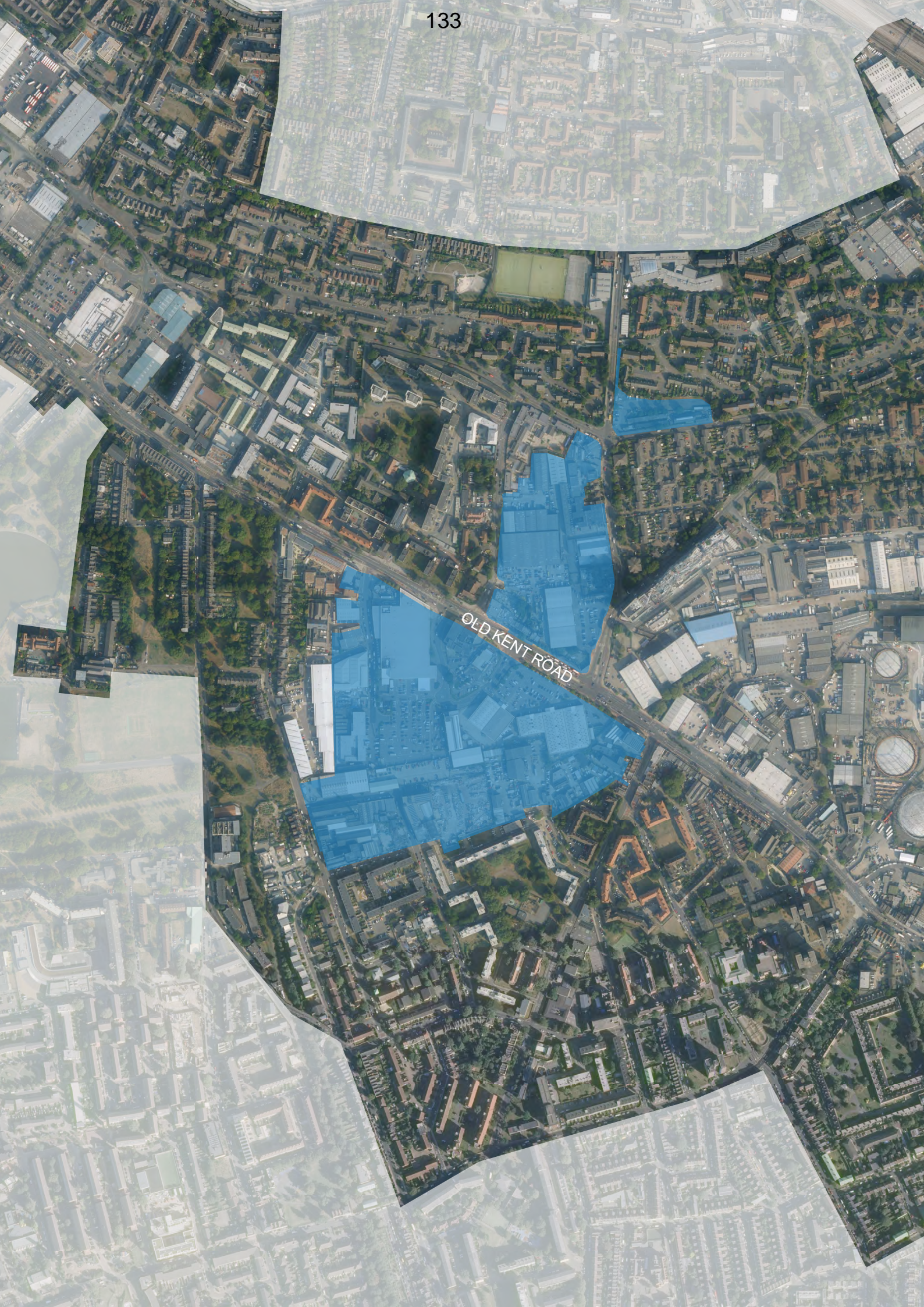


GRANGE PRIMARY  
SCHOOL

**SUB AREA 2**

**CANTIUM RETAIL PARK  
AND  
MARLBOROUGH  
GROVE**







# HISTORY

Prior to the arrival of the railways in the 1830s London expanded along its arterial roads including the Old Kent Road, which prior to the construction of New Kent Road in 1751 was known as Kent Road. The building of the Grand Surrey Canal reached the Old Kent Road in 1807. The canal did not spark the boom in industrial and housing development 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 took advantage of the supply of water provided by the canal and links back to the Surrey docks including the gas works and timber yards.

The area is located above London's chalk aquifer, a source of clean water that drew drinking related industries to the Old Kent Road. 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. The building which has been recently restored is in use today as a gin distillery. Together with the R White & Sons factory at Glengall Road which bottled lemonade as well as ginger beer, and of which the chimney and factory frontage onto Glengall Road/Bianca Road remain, tell the story of bottling factories that is locally significant. Historic floor surfaces comprising granite sets have survived in Livesey Place and the bottling 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 population increased, houses became more tightly packed, smaller, and more densely occupied. The North Camberwell Baths (see photo below) was built to provide the local population with somewhere to wash themselves and their clothes. The baths were bombed and destroyed in WW2. Prior to the outbreak of war in 1939, a number of local slums had been cleared and improved 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 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.

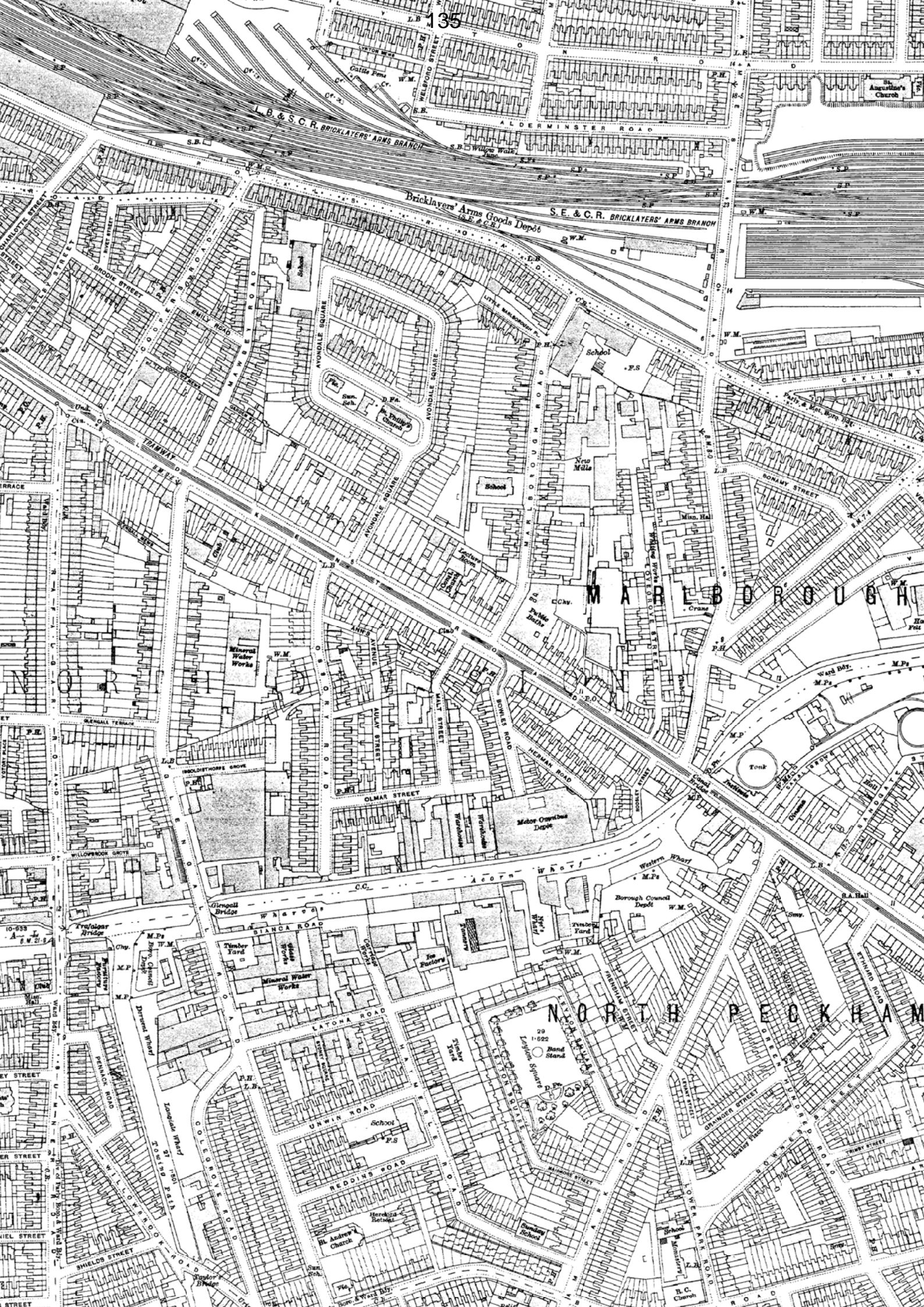
The canal was filled in during the early 1980s. The traces of the canal can still be seen in the retaining wall located at the rear of the Asda car park and in the rise of Glengall Road at its junction with Bianca Road and Old Kent Road at its junction with Bermondsey New Road where they once bridged the canal. Original canal wharf buildings are still in use at the Travis Perkins builders yard.

This part of London lacked park space and to address this Leyton Square was purchased by Camberwell Borough in 1898 for use as a public park. The park was subsequently protected by the London Squares Preservation Acts of 1908 and 1932. The original buildings that fronted Leyton Square were demolished in the early 1950s and replaced by the Friary and Unwin Estate. The square remains a public park.



North Camberwell Baths, 59 Old Kent Road





Bricklayers' Arms Goods Depot  
(L.B. & S.C.R.)

S.E. & C.R. BRICKLAYERS' ARMS BRANCH

MARLBOROUGH

NORTH PECKHAM

St. Andrew's Church

St. Augustine's Church

Borough Council Depot

Major Curteis Depot

Mineral Water Works

Luton School

Luton School

St. Andrew's Church

R.C. Church

# THE AREA TODAY

The OKR10 area of the Old Kent Road is dominated by the Cantium Retail Park and Asda superstore. Behind the retail park is a mix of builders merchants, a self storage business, small manufacturers, Southwark Council depots and artists' studios including 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 the area in terms of production, storage and distribution. It is estimated that 1,197 people are employed within OKR10.

Whilst the Surrey Canal has been infilled, the arrangement of property boundaries along its alignment limits direct access to the Old Kent Road from the residential and business communities to the south on the Friary and Unwin Estate and on Latona and Bianca Road. The masterplan for the area seeks to address this by creating new town centre links through to OKR10 to better enable local businesses to connect with each other and the wider residential communities.

On the north side of the Old Kent Road OKR11 comprises a city block bound by the Old Kent Road, St James's Road, Rolls Road and Marlborough Grove. The Grade 2 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). The industrial estates are fully occupied by a mix of builder's merchants, trade counters and arts distribution/storage businesses which employ over 200 people.

The area has always had a mix of industrial and residential uses. The early Victorian housing along the Old Kent Road (see photo below) and on St. James's Road survive. The historic Camberwell Baths have been replaced by a new residential development called The Bath House. There isn't any public access across the OKR11 site at present, something the masterplan seeks to deliver to provide better connectivity to the high street.

The servicing of the Six Bridges Estate along Marlborough Grove is shared with the Phoenix Primary School, and the masterplan aspiration is to change this arrangement to the benefit of the school and future industrial uses by separating the servicing. The walls that enclosed the railway sidings are visible along the northern edge of Rolls Road and north of its junction with Rolls Road, St James's Road rises onto the bridge that originally carried it over the Bricklayers Arms railway sidings.

On the southern end of St James's Road there is an old varnish and "Japan" factory, now sub divided into small business units which sits opposite the Bermondsey Works residential and school development. Heading north along St James's Road this is followed by a series of mid 20th century factory buildings, one of which has been converted to flats and a surviving Victorian residential terrace. The eastern side of St James's Road comprises the sub urban low rise Southwark Council estate development of the 1980s.

At OKR12 the horse stable, horse hospital and forge that served the Bricklayers Arms railway sidings have survived intact and are subject to an article 4 Direction. The masterplan seeks to retain these buildings and reuse them as workspaces.

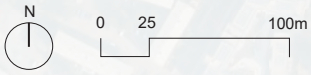


Location of North Camberwell Baths, 59 Old Kent Road

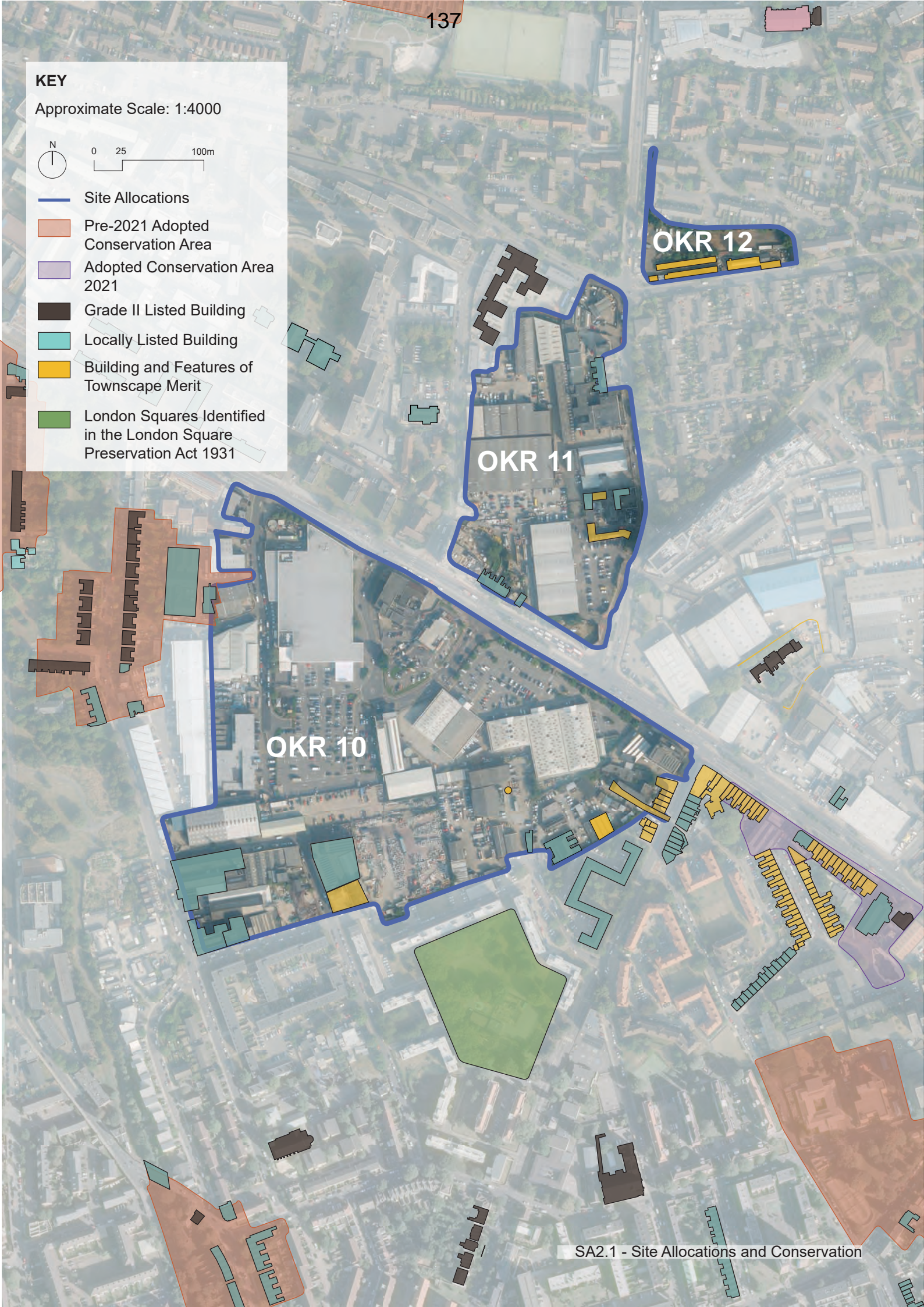


**KEY**

Approximate Scale: 1:4000



- Site Allocations
- Pre-2021 Adopted Conservation Area
- Adopted Conservation Area 2021
- Grade II Listed Building
- Locally Listed Building
- Building and Features of Townscape Merit
- London Squares Identified in the London Square Preservation Act 1931





# SITES ALLOCATION MASTERPLANS

OKR 10 | LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD



11.1ha  
site area



41  
businesses



913  
jobs



4,800  
homes



2,350  
jobs



3  
parks



homes



TBC  
jobs

Existing

Development Capacity

Completed 2025

## Site Allocation Masterplan

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, café, 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 a new high street format. 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 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 (also see NSP66)

### Redevelopment must:

- Provide new homes (C3); and
- Provide retail uses on the Old Kent Road frontage to activate the high street; and
- Provide leisure, arts, community uses or cultural uses; and
- Provide at least the amount of floorspace (E(g), B class) currently on the site which is consistent with the building and land use shown in Figure SA2.3 ; 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 must:

#### which is designated as a Locally Significant Industrial Site (west of Ossory Road)

- Provide new homes (C3); and
- Provide industrial uses including (light industrial (E(g)(iii)) and warehouse/distribution (B8))

### Heritage:

The site includes the Grade II listed mural depicting the history of Old Kent Road and is in proximity of Grade II listed buildings on Glengall Road. The site contains buildings and features of townscape merit and two chimneys of historic interest. Development should enhance the setting of the adjacent Glengall Road Conservation Area. The western part of the site lies within the Borough View of St Paul's Cathedral from One Tree Hill, and Tier Three tall buildings in this location are respective of the viewing cones.

### Phasing:








**KEY**

Approximate Scale: 1:4000



0 25 100m

-  Built 2024
-  Under Construction 2024
-  Planning Permission

# SITES | OKR 11

## MARLBOROUGH GROVE AND ST JAMES'S ROAD



4 ha  
site area



21  
businesses



238  
jobs



1,200  
homes



472  
jobs



2  
parks



homes



TBC  
jobs

Existing

Development Capacity

Completed 2025

### Site Allocation Masterplan

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 (also see NSP56)

- Redevelopment must:**
- Provide new homes (C3); 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 uses on the Old Kent Road frontage; 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 6,455m<sup>2</sup> the Selco and Six Bridges estate sites .

**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





Sub Area 2 - Andrew Holt Photography

**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



0.6  
site area



2  
businesses



8  
jobs



60  
homes



59  
jobs



1  
park

Existing

Development Capacity

### Site Allocation Masterplan

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 (also see NSP56)

- Redevelopment must:**
- Provide at least the amount of floorspace (E(g), B class) currently on the site and
  - Provide improved and publically accessible open space totalling - 795m<sup>2</sup>.
  - Retain and integrate the existing heritage assets, including the old forge and stables.

- Redevelopment should:**
- Provide new homes (C3)

- Redevelopment may:**
- Provide leisure, arts, culture or community uses

**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).

There will be a two-part phasing to the site, with the potential to occupy the old forge and stables with commercial floorspace ahead of the redevelopment of the remaining site.



# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



Development	Homes		Workspace		Date
	Total Homes	no and % of which Affordable	Total Workspace	no and % of which Affordable	
<b>Schemes Completed</b>					
262 - 272 St James's Road	49		95		
<b>Schemes Under Construction</b>					
Malt Street Regeneration Site	1,300	0	7,000		
49 - 53 Glengall Road	170	0	3,716		
Nye's Wharf, Frensham Street	153		1,193		
Land at Cantium Retail Park, 520 Old Kent Road	1,113		10,819		
43 - 47 Glengall Road*	225		2,375		
14 - 22 Ossory Road	71		1,040		
<b>Schemes with Planning Permission</b>					
57 Glengall Road	9	N/A	750		
3 - 5 Latona Road	10		0		
596 - 608 Old Kent Road	372		4,322		
8 - 10 Ossory Road	117		421		
54 - 80 Ossory Road	0		3,500		
16 Peckham Park Road	5		113		
96 Haymerle Road	37		623		
294 St James's Road	15	N/A		386	
310 - 330 St James's Road	153	0	2,128		
<b>TOTAL:</b>					

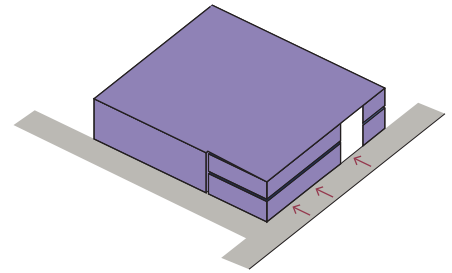
# BUILDING TYPOLOGIES AND LAND USES

Below are a variety of typologies and land uses, which could be utilised to deliver the intensification of housing and employment across the area. Further details are set out in the Design policy in part 1 of the AAP.

## STACKED INDUSTRIAL: Standalone Large Industrial Storage and Distribution Units

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. 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 to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

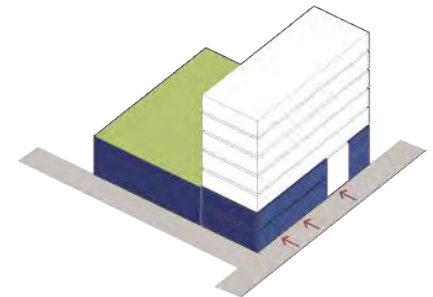
**Suitable uses:** *Storage, wholesale, distribution, depots*



## VERTICAL MIX: Medium-Large Storage and Distribution Units

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require larger floor to ceiling heights to accommodate internalised HGV servicing, ideally between 9-12m. 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.

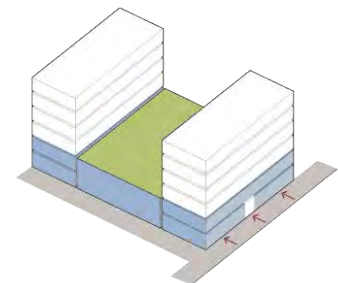
**Suitable uses:** *Storage, wholesale, distribution, light industrial depots within the central spaces*



## VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m<sup>2</sup>. Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

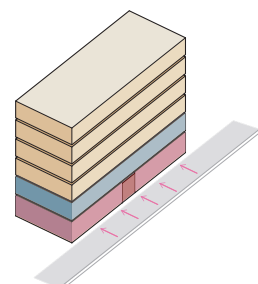
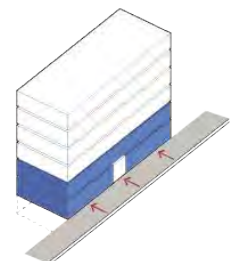
**Suitable uses:** *Light industrial uses and maker spaces within the central space*



## VERTICAL MIX: Small Office / Studio / High Street

Industrial co-location by stacking residential on top of office / studio units or retail floor space. 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. Where there are large retail units provided at ground floor, these will be double height and served by generous footways.

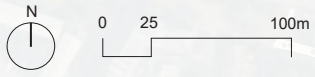
**Suitable uses:** *Artists' studio and office space*





**KEY**

Approximate Scale: 1:4000



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



# SERVING AND ROAD NETWORK

## Servicing

Within OKR10 to the north and south of the Surrey Canal Park the proposed mixed use perimeter blocks should have servicing consolidated off street within the blocks. Servicing access across the Surrey Canal Park should be minimised. Latona, Haymerle and Bianca Roads will provide a primary service route for their associated commercial uses. To the north of the park Ossory Road will provide a principal service route for the businesses located along it. Within OKR11 the primary servicing routes for the Six Bridges Estate will run between the south end of Marlborough Grove to St James Road, and then back to the Old Kent Road avoiding the Phoenix primary school.

## Road network

### Primary Servicing Street

#### Malt Street

There will be a one way loop entering Olmar Street from the Old Kent Road and exiting from Malt Street back onto the Old Kent Road providing service access to the Cantium Retail Park and Malt Street re-developments.

### Ossory Road, Glengall Road and Bianca Road

Ossory Road will remain a two-way street with new walking and cycling connections to Bianca Road to the south. The private access road in the Glengall Industrial Estate connecting Glengall Road to Ossory Road has no public right of way and will be retained for access only.

Bianca and Haymerle Roads will become one way east bound from Glengall 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 to and from the Surrey Canal Park and onto Cycle Route 35 to Walworth and Peckham.

Space Studios on Haymerle Road is currently serviced partly on street and partly from 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 Berkeley Homes 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.

## Residential Streets

### Latona Road and Frensham Street

There will be a new section of road connecting Frensham Street to Latona Road to enable efficient servicing of the residential blocks south of the Surrey Canal Park but this will be for access only, rather than a through route. 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. These new access roads should be built to adoptable standards.

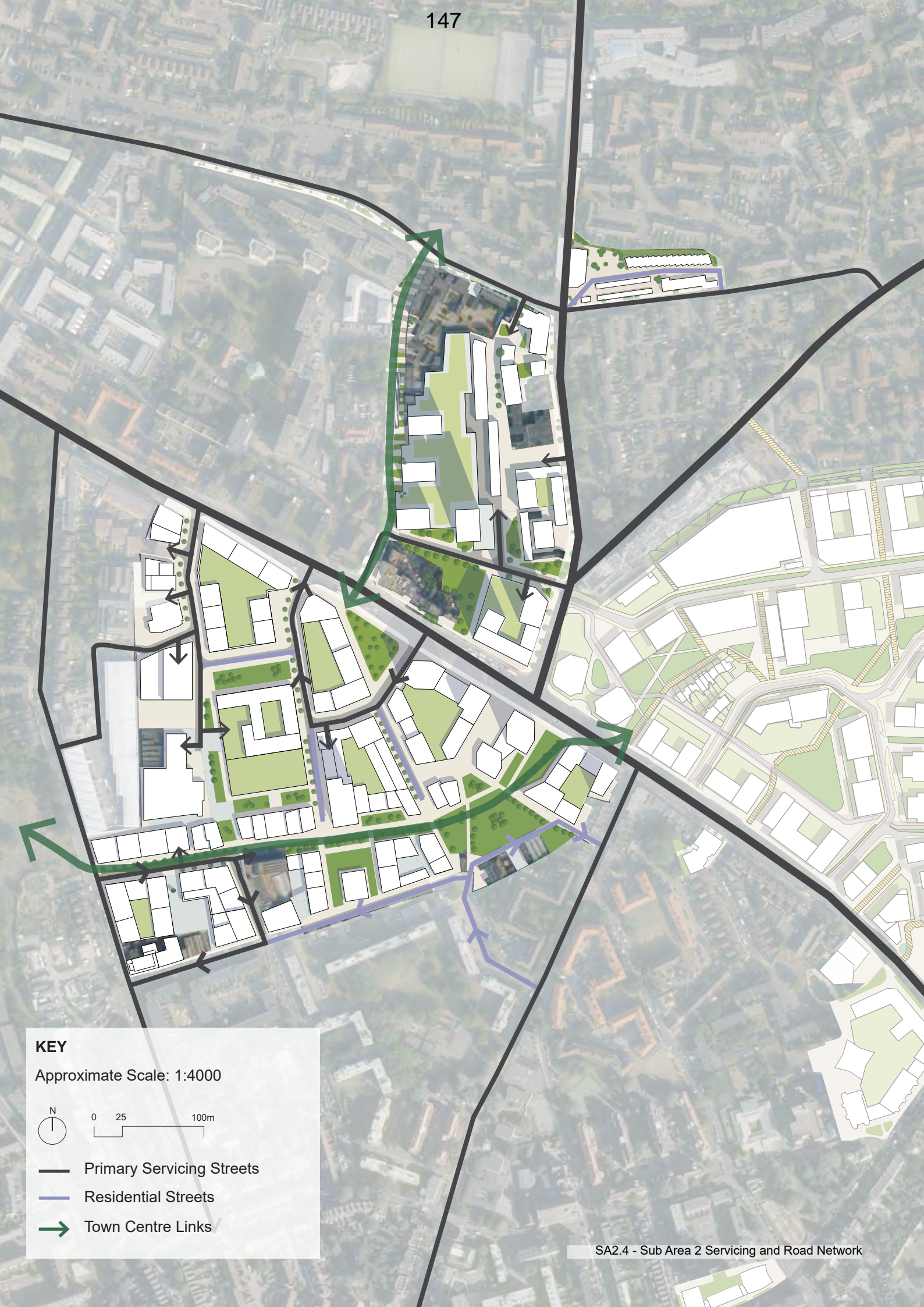
### Marlborough Grove

Marlborough Grove will be partially closed to vehicular traffic in its mid section to create space for a park outside the Phoenix primary school and to enable the removal of heavy goods vehicles from the road. A section of two-way working from the junction with the Old Kent Road will provide service access to the Six Bridges Estate and Avondale Housing Estate. This principle servicing route will continue through to St James Road.

## Town Centre Links

Will be provided to the south along the new linear park directly connecting proposed residential and business communities to the high street. A North / South route is proposed within OKR11 through the six bridges industrial estate to connect the existing residents to the north with Old Kent Road and emerging development in OKR10.





**KEY**

Approximate Scale: 1:4000



0 25 100m

- Primary Servicing Streets
- Residential Streets
- Town Centre Links

# PARKS AND RECREATION

This part of the masterplan delivers the spine of the Greener Belt Strategy, comprising the Surrey Canal Park that runs along the alignment of the old canal linking Burgess Park to the Old Kent Road. This will provide safe walking and leisure routes for children and families and will connect existing local park spaces to each other including those at Leyton Square and Glengall Wharf Gardens.

## Surrey Canal Park (OKR10)

The character of the park will vary along its length reflecting the uses that open onto it and the spaces that open off its central spine. Broadly these are characterised under the themes of 'work, rest and play'.

- **Work:** The west of the park at Bianca Road adjacent to Space Studios will allow the process of making art to spill into the park space and be seen. Consequently there will be provision within the landscape design for temporary art display space.
- **Rest:** The landscaping throughout the park will be designed to encourage rest, reflection and respite from the city.
- **Play:** To the east of the park the council owned Frensham Street depot will be transformed providing spaces to play games and for community growing. Three historic depot buildings will be retained and repurposed to provide public toilets, storage for park maintenance and gardening tools and a café/community use. To encourage biodiversity and educational opportunities for local schools a dipping pond will be provided, which will form part of the parks sustainable urban drainage system. A fitness trail will be designed into this part of the park encouraging health and wellbeing.
- As the park will be delivered in sections as associated development sites are built out, and the order in which they are delivered cannot be controlled temporary links should be provided where possible between the completed sections where they aren't contiguous.

To the north and south of the Surrey Canal Park, internal courtyard spaces within the perimeter blocks of new buildings will create attractive workplace environments and enable off street servicing. Along the Old Kent Road frontage 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, including on the Asda site which will complement the existing character of Old Kent Road.

## Marlborough Grove (OKR 11)

The road will be partially closed in its mid section and repurposed as a play/sports/nature space for the Phoenix Primary School and wider community. This will continue to allow service access to the primary school and Avondale Estate. We will replace the wide asphalt pavement on the Rolls Road boundary with the Avondale Estate with rain gardens to encourage biodiversity and deliver sustainable urban drainage.




A new north-south connection and park called "Six Bridges Park" will be created on the historic alignment Lovegrove Street adjacent to the completed Livesey Exchange (LEX).

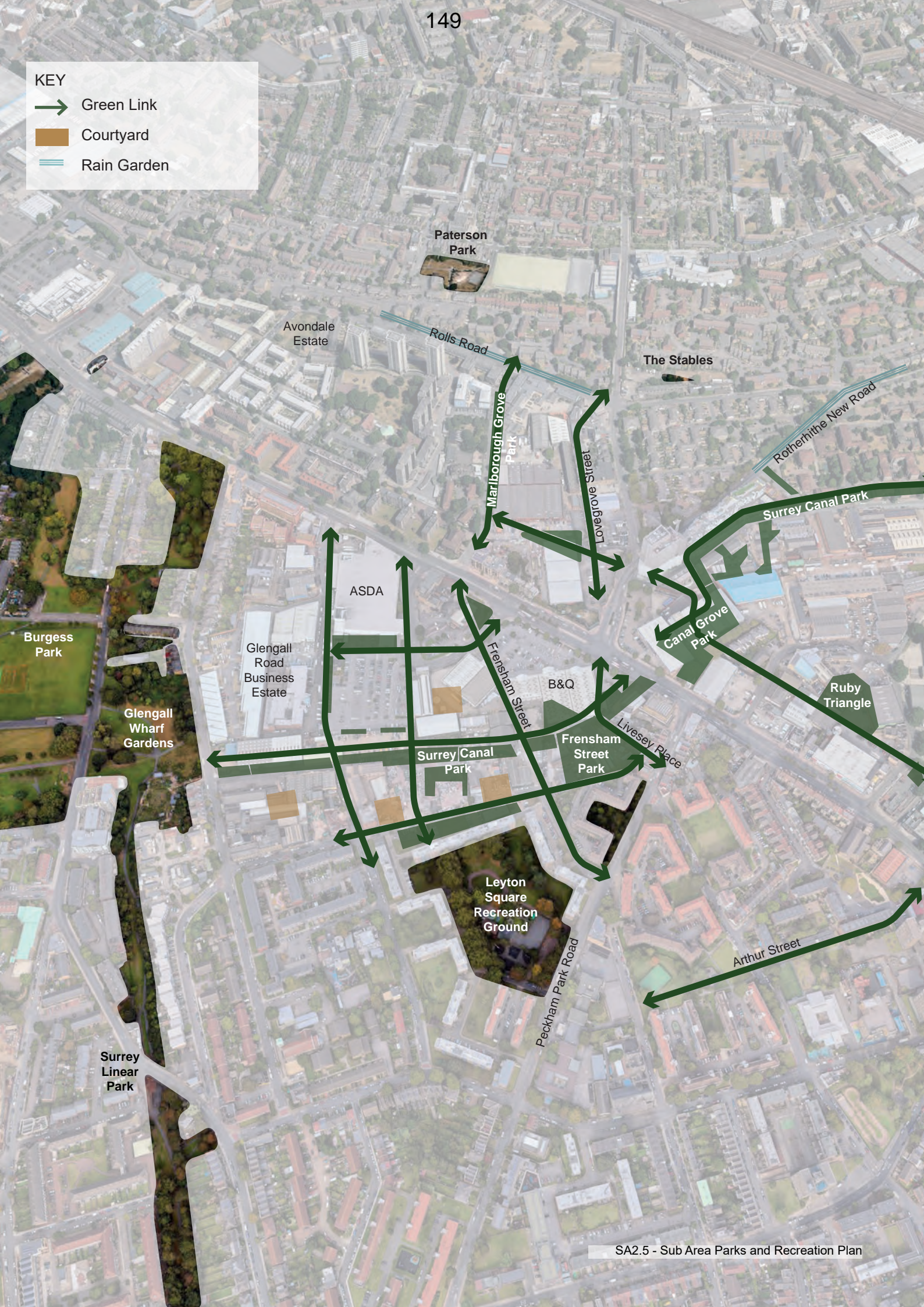
## The Stables (OKR12)

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 Cycleway 1 will be created adjacent to the old Bricklayers Arms railway bridge. In addition to the retention of the stables buildings features from the sites historic use including a weigh bridge, horse trough, lamp columns and the granite sets should be integrated into the sites redevelopment.



**KEY**

-  Green Link
-  Courtyard
-  Rain Garden





# BUILDING HEIGHTS GUIDANCE

The masterplan axonometric opposite shows the proposed and consented building heights within the sub area. Development in this sub area has been set out in the masterplan so that Tier One, Two and Three buildings sit outside the view cone of the protected local view from Nunhead Cemetery, which passes over the western portion of OKR10.

## **Glengall Road, Latona Raod and the Old Kent Road (OKR10)**

In line with the stations and crossings strategy, the scale of development here is greatest at the “crossing” where Peckham Park Road and Rotherhithe New Road meets the Old Kent Road. Building heights then reduce towards the west of OKR10 and the masterplan boundary with the Glengall Road conservation area and Burgess Park. The key elements of the building heights strategy in OKR10 are:

- Tier One buildings should be located towards the Old Kent Road along the north side of the Surrey Canal Park;
- To the south of the park, buildings should be of a lower scale of between eight and 15 storeys, in order to ensure that the park is not harmfully overshadowed and that the scale of development steps down towards the Friary Estate to the south of the masterplan to avoid harming the amenity of the estates residents;
- In Ossory Road buildings should be no more than 10-11 storeys to the north of the service road to the Glengall Business Centre, dropping to 8-9 storeys to the south of the service road, to avoid harming the setting of the Glengall Road conservation area and the amenity of the residents at Glengall Road and the Old Kent Road.

## **Marlborough Grove and St James’s Road (OKR11)**

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

- A ‘Tier One’ tall building is proposed near the crossing of Rotherhithe New Road and the Old Kent Road. This should be set back from the Old Kent Road to provide space between it and the Tier 1 tall buildings planned on the south side of the Old Kent Road in OKR10. Three tall buildings are planned on a podium on the Six Bridges Estate which will reduce in height south to north from Tier 2 to Tier 3. The northern edge of the site will not have development on the podium to avoid overshadowing and overlooking of the Phoenix primary school;
- The heights of buildings fronting onto St James’s Road will reduce heading north from the junction with Rotherhithe New Road from 10 storeys to 6 storeys. Buildings behind the street frontage towards the centre of the site can range from 12 to 8 storeys in height.

## **Former Southern Railway Stables (OKR12)**

- The tallest building proposed will be six storeys and located to the corner of the site where Catlin Street, Rolls Road and St James Road intersect.
- A terrace of 3 storey houses is proposed to the rear of the the retained stables buildings.







# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

### OKR 10 (Land Bounded by Glengall Rd, Latona Rd and Old Kent Rd)

#### Built Form

- The built form will provide podium development typologies which should be aligned to create a new linear park. Ground floor uses will directly relate to the new open space.
- Buildings that front on to Surrey Canal park in should provide activation and natural surveillance.
- Development at LSE and Glengall Road has started to delineate the location of the linear park, and this will become more evident as the Malt street construction progresses.

#### Character / Detailed Design

- Change in character from east to west along Surrey Canal Park to aid navigation.
- Whilst the predominant building materials throughout will be brick and stone, the buildings along the high street should provide a positive addition to the southern edge of Old Kent Road.
- To the west, architecture should respond to the retained structures around Latona Road (including the bottling factory on Ossory Road, the chimneys and the space studios building). They should have a more industrious character with a solid and robust appearance, that reflects the characteristics of the retained features and buildings.
- Buildings fronting onto Old Kent road will reinstate the 'High Street' character with new double height (4m) shop fronts.
- The bottling factory has been retained and renovated, preserving the existing characteristics of the building and now provides a variety of commercial floorspace.



349 Glengall Road



Glengall Road Chimney

### OKR 11 (Marlborough Grove and St James's Road)

#### Built Form

- 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.

### Character / Detailed Design

- The architectural design of development in the area should assist in breaking up the composition of the massing to sensitively transition to the lower scaled surroundings.
- There are a number of existing buildings on the site that should be retained and selectively redeveloped.
- New development in particular along the St James's road frontage and adjacent to the school 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.



Glengall Road Chimney

## OKR 12 (Former southern railway stables)

### Built Form

- New buildings on the site should provide a sensitive addition to the site, reflecting the finer grain of the locally listed Old forge and stables which should be retained within the development of the site.
- Buildings should be located at the corner and to the rear of the site, to preserve the character and setting of the heritage assets.
- Heights should provide a sensitive transition to the lower scaled surrounding and existing buildings on the site. Minimising overlooking, daylight / sunlight impacts to the residents of Stevenson Crescent.

### Character / Detailed Design

- Preserve the character and historic significance of the existing buildings on the site. including (cobble, stables)
- The site lends itself to favour small floorplates
- The architectural design should be reflective of the retained characteristics on the site, with a robust industrious character. Features could be detailed in stone or metal.



Catlin Street light column

# DESIGN GUIDANCE

## GROUND FLOOR STRATEGY

### OKR 10 (Land Bounded by Glengall Rd, Latona Rd and Old Kent Rd)

#### Uses

- 

#### Servicing

- Off-street servicing of mixed-use units will be provided.

### OKR 11 (Marlborough Grove and St James's Road)

#### Uses

- Development should reinforce the high street to provide a new part of the town centre.
- Phase 1 of the civic and Livesey community building currently provides a positive addition to the high street, facilitating creative uses.
- 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.

#### Servicing

- Will be re-routed along St James Road, avoiding Marlborough Grove.

### OKR 12 (Former southern railway stables)

#### Uses

- Level changes across the site would need to be addressed, provided sufficient activation from the commercial uses at lower levels

#### Servicing

- A consolidated servicing strategy should be provided across the landownerships to make effective use of the sites capacity. Providing off-street servicing.



LSE



## **PUBLIC REALM AND OPEN SPACE**

### **OKR 10 (Land Bounded by Glengall Rd, Latona Rd and Old Kent Rd)**

#### **Public Realm**

- Central open space, which runs through the allocation to create a linear park connection from the south of Old Kent road to the north.
- Opens up to a larger public space by ...
- Creating greening opportunities along the high street, utilising previous car packed hard landscaping.

#### **Open Space**

- Continue the linear open space from Surrey Canal Park / Burgess Park to create the links proposed in the 'Greener Belt Strategy'

### **OKR 11 (Marlborough Grove and St James's Road)**

#### **Public Realm**

- A new route should be provided through the site, to enhance pedestrian and leisurely cyclists links to the town centre along Old Kent road.

#### **Open Space**

- A new open space is to be provided just behind Old kent road.

### **OKR 12 (Former southern railway stables)**

#### **Public Realm**

- Aspects of the historic wall should be retained and integrated into the design of frontages.

#### **Open Space**

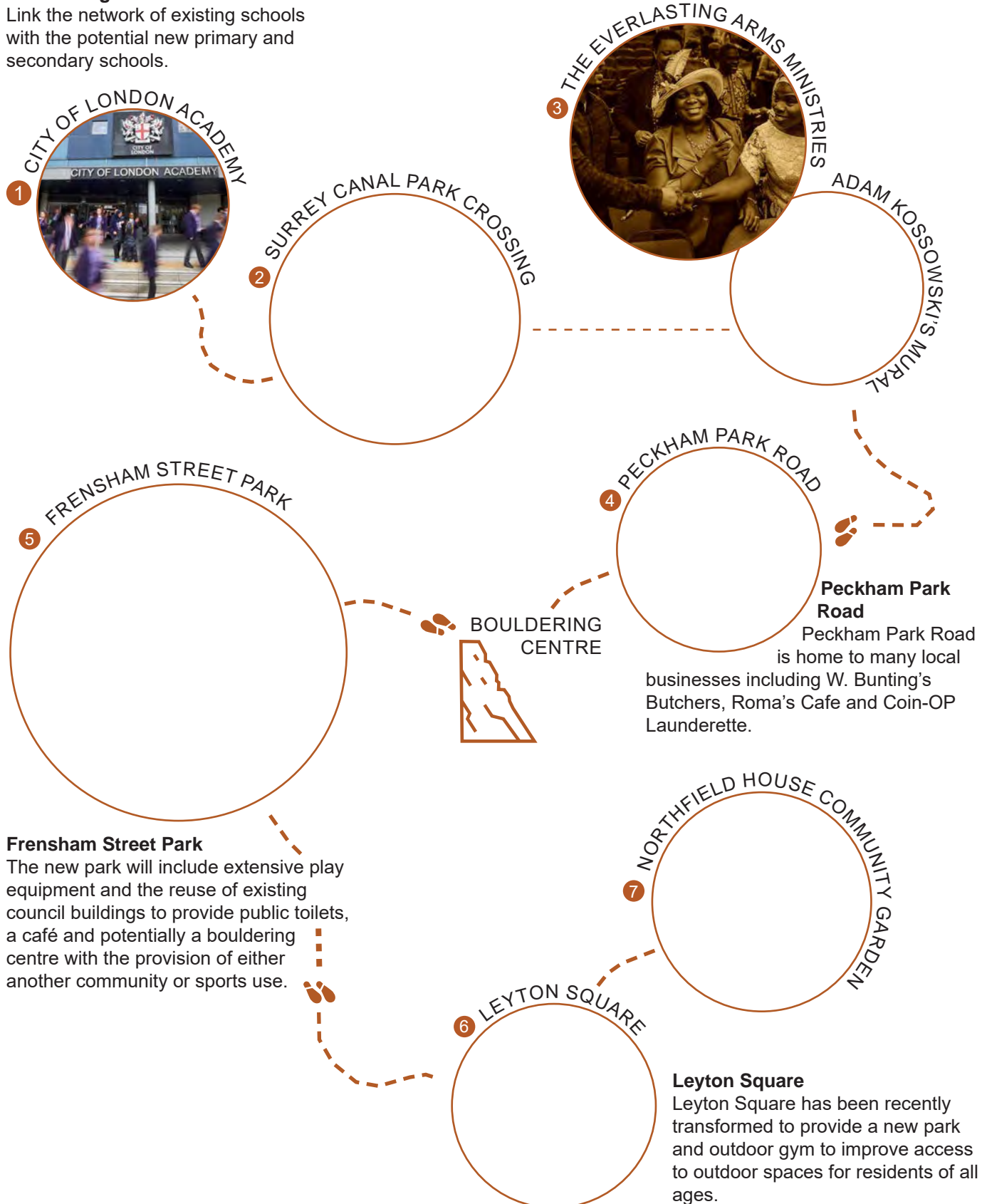
- A new public open space should be provided at the centre of the site with the introduction of back gardens to the mews development backing onto the existing residents.

# 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.

## Connecting Schools

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



## Frensham Street Park

The new park will include extensive play equipment and the reuse of existing council buildings to provide public toilets, a café and potentially a bouldering centre with the provision of either another community or sports use.





Harris Academy

Cherry Garden Primary School

Spa School

Tesco

Old Kent Road Mosque & Islamic Cultural Centre

Avondale Estate

Phoenix Primary School

John Keats Primary School

City of London Academy

Surrey Canal Park

Burgess Park

Surrey Canal Park

Asda

New Covenant Church

B&Q

Canal Grove Park

The Reality of Grace Ministries Intl

The Everlasting Arms Ministries

Frensham Street Park

Surrey Canal Park

Leyton Square Recreation Ground

Christ Church Peckham

St Francis Catholic Primary School

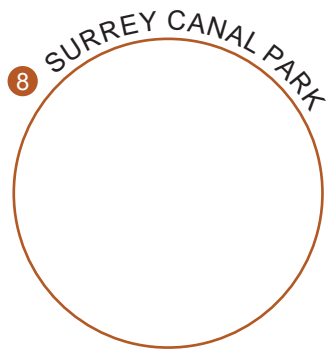
Camelot Primary School

Life for the World Christian Center

Haymerle School

Christ Castle Bible Institute



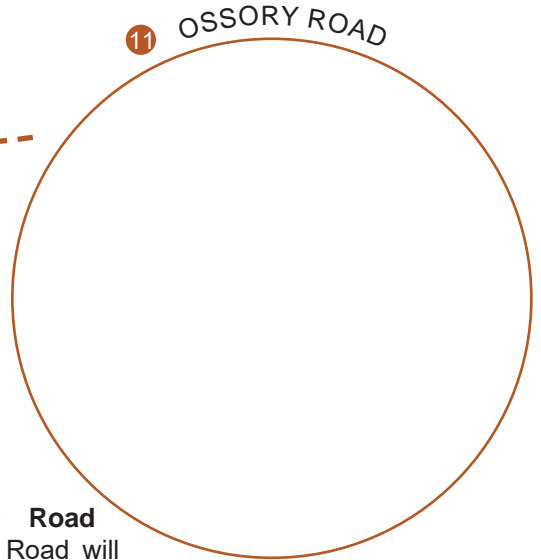


**Surrey Canal Park**  
 Surrey Canal Park will connect Frensham Street Park and Burgess Park to create a safe link for residents and connect both sides of Old Kent Road.

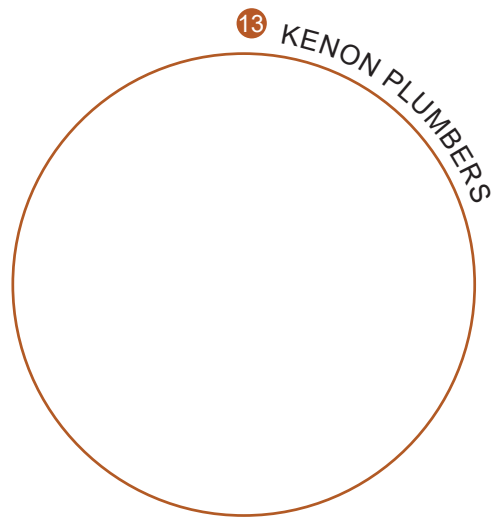
**Internal Courtyard Spaces**



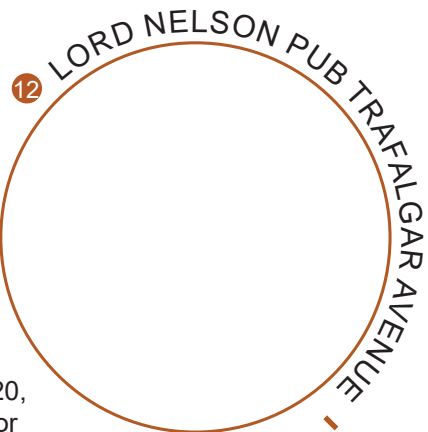
**Kaymet London Limited**  
 Kaymet have been making trays, trolleys and tables on Old Kent Road for 100 years. They have the Royal Warrant, and export their products all over the world.



**Ossory Road**  
 Ossory Road will continue its important function as the as the main service road for the businesses located along it, but will be greened to provide enhanced cycling and pedestrian links to the linear park.



**Kenon Plumbers**  
 "[The Old Kent Road] It's a good place to work and if you're a businessman you can earn a living here. One of the advantages of being on the bus route is that, every time one passes, you get 60 people looking over at your shopfront. I've never had to advertise."



**Lord Nelson Pub**  
 The Lord Nelson is a Grade II listed building, and one of the only two working pubs left on Old Kent Road - the other being the Windsor, to the south. Having been built in 1820, it has a Georgian exterior with original interior Victorian bar fittings.



**19 Rolls Road**  
 We will replace the extensive asphalt pavement on the boundary with the Avondale Estate with rain gardens as part of a sustainable urban drainage scheme.



**Avondale Estate**  
 Site of the historic Avondale Square the central space provides one of the largest and greenest spaces in Old Kent Road, with magnificent mature Plane Trees, it is much used by local residents and their children.



**Old Kent Road Mosque**  
 The mosque has consent to be redeveloped to provide a purpose built facility for the faith community. Like other faith centres it undertakes extensive outreach work, and when open the new mosque will make space available to the wider community, irrespective of faith.



Burgess Park Station



**Marlborough Grove**  
 We will close most of the road except to provide access and repurpose it as a play/sports/nature space for the Phoenix Primary School and wider community.

**18 The Stables**



**16 Six bridges Park & Lovegrove Street**



**14 NEW COVENANT CHURCH BERMONDSEY**

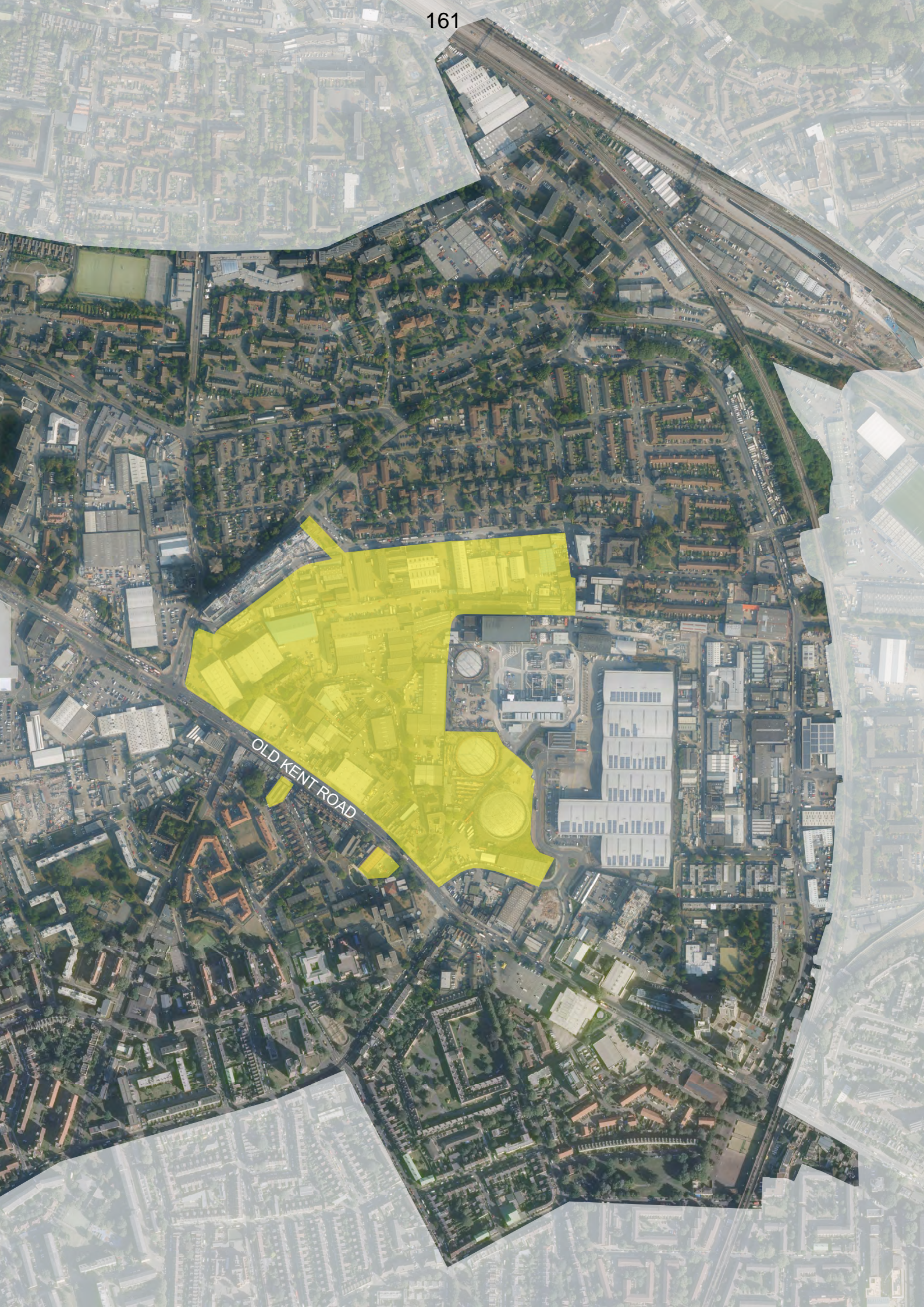
**15 LIVESEY EXCHANGE**

**Livesey Exchange**  
 Livesey Exchange is a proposed new community led affordable workspace project. It will create workshops and spaces for training and cultural programmes.

**SUB AREA 3**

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





OLD KENT ROAD



# HISTORY

The Surrey Canal, completed in the early 1800s, was one of the earliest industrial infrastructure 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 a Grade II listed designated heritage asset. 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 one of the deepest ever built. There are other fragments of this industrial past still visible in the area, 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 retained Grade II Listed 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 must be restored and incorporated into 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.

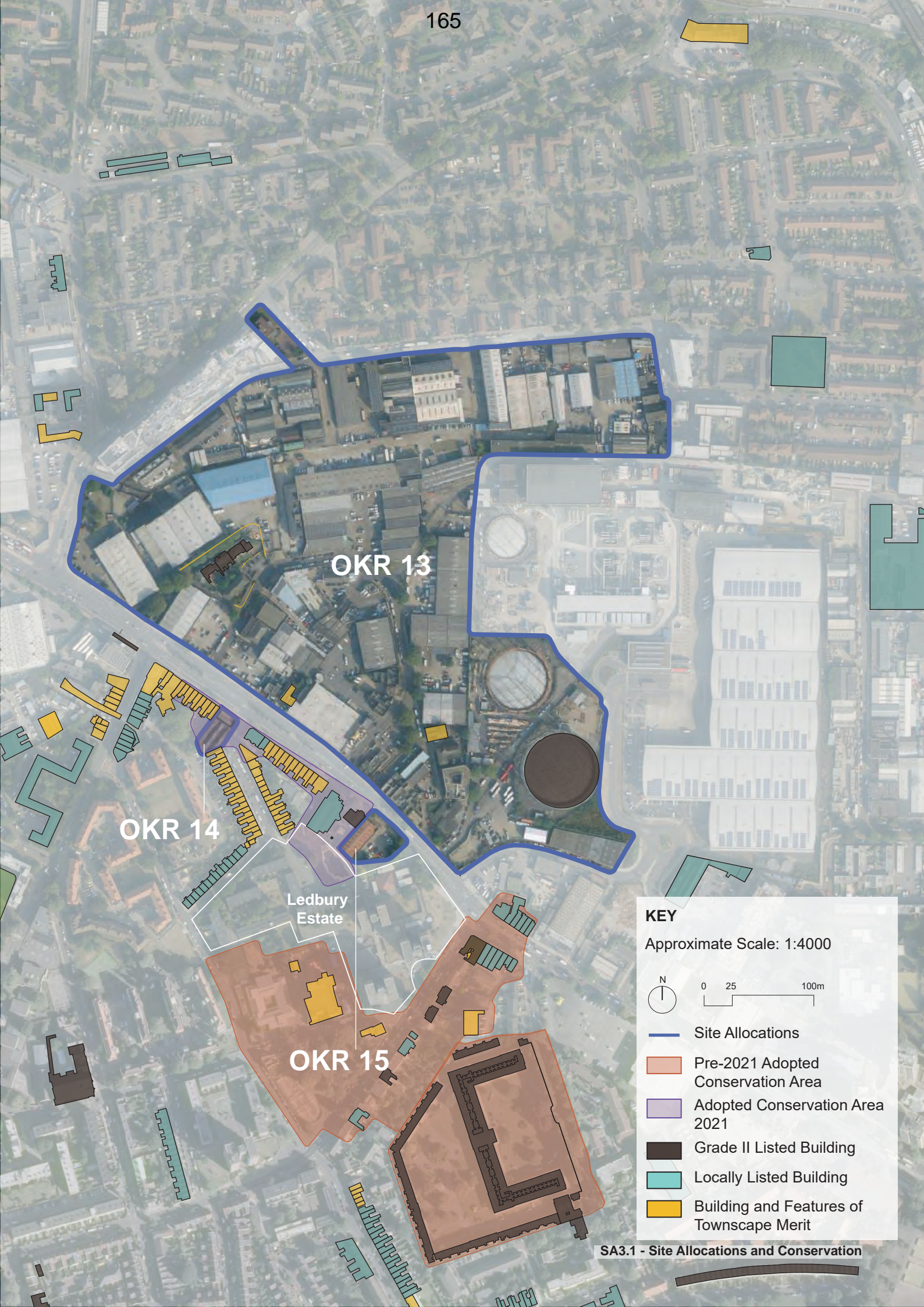
To the north of Canal Grove cottages are a series of very large plane trees which are subject to Tree Preservation Orders and are a striking part of the areas landscape structure. Other TPO trees include those to the rear of KFC. There are mature trees outside the Gas Works offices which, along with 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. Development at the KFC site is nearing completion, mature trees have been retained along the high street frontage and to the rear of the site, to create a well-established and mature pocket park to enrich the area.

Phase 1 of the Ledbury Estate regeneration is currently under construction. The development seeks to improve existing homes and build new homes and has been developed in consultation with the residents of the estate.



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





OKR 13

OKR 14

Ledbury Estate

OKR 15

**KEY**

Approximate Scale: 1:4000



0 25 100m

- Site Allocations
- Pre-2021 Adopted Conservation Area
- Adopted Conservation Area 2021
- Grade II Listed Building
- Locally Listed Building
- Building and Features of Townscape Merit



# SITES ALLOCATION MASTERPLAN

## OKR 13 | SANDGATE STREET AND VERNEY ROAD



14.6 ha  
site  
area



59  
businesses



1,449  
jobs



5,300  
homes



2,661  
jobs



3  
parks



1  
sports  
hall



option for 1  
primary  
school



homes



TBC  
jobs

Existing

Development Capacity

Completed 2025

### Site Allocation Masterplan

This area will be transformed into a new mixed-use neighbourhood. While its character will change, it will continue to provide lots of jobs within a range of typologies, including standalone industrial buildings, large warehouses and light industrial spaces that are co-located with residential homes. Verney Road will be partially closed and servicing routes redirected into the site which will make way for the new Surrey Canal park. There will be a new park around the listed Canal Grove cottages retaining the row of mature trees, cobbled flooring and lamp column. Gasholder no.13 will become a feature of a large new park, where it is proposed to be used as an outdoor swimming pool, utilising the existing historic structure.



### Site Requirements (also see NSP59)

**Redevelopment** • Provide new homes (C3); and

- must:**
- Provide the same amount of retail floorspace currently on the site and activate the Old Kent Road high street frontage; and
  - Provide leisure, arts, culture and community uses; and
  - Provide a new sports hall and an option for a new school; and
  - Explore the potential for a new health hub on Verney Way; and
  - Provide at least the amount of employment floorspace currently on the site (E(g),B class) which is consistent with the building and land use shown in Figure SA3.3; and
  - Provide public open space including the Surrey Canal Linear Park along the Verney Road alignment, Livesey park and new pocket parks at the Ruby Triangle, Sandgate Street and the KFC site; and
  - Maximise the area of the Livesey Park space which will become the area's major public open space by requiring adjacent sites to contribute land to the creation of the park.
  - Re-furbish and retain the listed Gasholder, whilst utilising the structure to support the creation of the lido.

**Redevelopment should:**

- Enable town centre links through sites to improve pedestrian and cyclist permeability.

**Heritage:**

- The site includes Grade II listed buildings Canal Grove Cottages and the Grade II listed Gasholder no.13 from the former gasworks. The site contains buildings and features of townscape merit which are shown in Figure SA3.1.

**Phasing:**

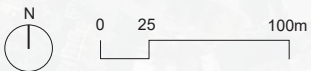
- Several planning applications have been approved for mixed-use schemes on the site and are expected to be delivered by 2030s (BLE Phase 1), see table for more detail. There is a potential option for a new Secondary school to be provided at Sandgate Street and will be delivered in (BLE Phase 2) if extra pupil capacity is required.








**KEY**

Approximate Scale: 1:4000



-  Built
-  Under Construction
-  Planning Permission

# SITES | OKR 14 & 15

## OKR 14 | 634-636 OLD KENT ROAD (ALSO SEE NSP73)



0.1 ha  
site area



1  
businesses



4  
jobs



42  
homes



21  
jobs

Existing

Development Capacity

### Site Delivery

The site is currently being redeveloped to provide new shopping frontages, strengthening the Old Kent Road's role as a high street and providing much needed housing.



## OKR 15 | 684-698 OLD KENT ROAD (KWIK FIT GARAGE)



0.1 ha  
site area



1  
businesses



4  
jobs



65  
homes



37  
jobs

Existing

Development Capacity

### Site Allocation Masterplan

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 (also see NSP72)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide retail or employment uses (E(g), B use class) which is consistent with the building typologies and land use types shown in Figure SA3.3.
- Redevelopment could:**
- Provide leisure, arts, culture or community uses.
- Heritage:** The open space to the rear of the site and adjacent listed building are situated in the Livesey conservation area, which was designated in 2021. Redevelopment of the site should be of a lower scale to respond to the character of the adjacent heritage assets.
- Phasing:** The site is expected to come forward for development in the mid to late 2030s (BLE Phase 2).



# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



Development	Homes		Workspace		Date
	Total Homes	no and % of which Affordable	Total Workspace	no and % of which Affordable	
<b>Schemes Completed</b>					
1 Varcoe Road	57		228		
671 - 679 Old Kent Road	89		257		
<b>Schemes Under Construction</b>					
Ruby Triangle Site	1,152		9,896		
685 - 695 Old Kent Road	111		3,411		
2 Varcoe Road	74		288		
651 - 657 Old Kent Road	262		2,096		
634 - 636 Old Kent Road	42		272		
<b>Schemes with Planning Permission</b>					
6 - 12 Verney Road			20,864		
Creden House, Verney Road	22		82		
<b>TOTAL:</b>					

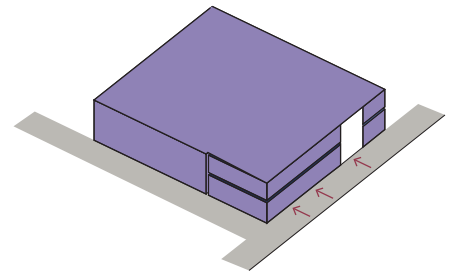
# BUILDING TYPOLOGIES AND LAND USES

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.

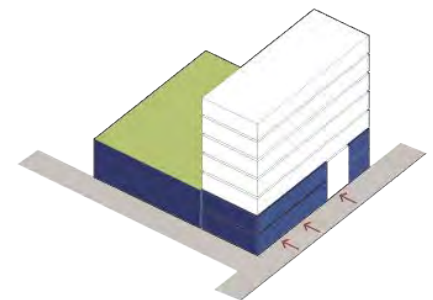
**Suitable uses:** *storage, wholesale, distribution, depots*



## HORIZONTAL MIX: Medium-Large Storage and Distribution Units 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.

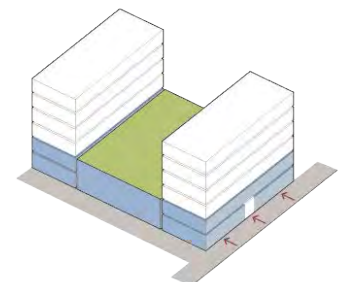
**Suitable uses:** *storage, wholesale, distribution, depots*



## 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 150-200m<sup>2</sup>. Blocks can be wrapped within two storeys of workspace that can be used for offices, showrooms and studios.

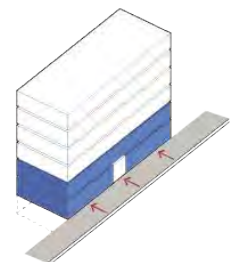
**Suitable uses:** *light industrial uses and maker spaces within the central space*



## 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.

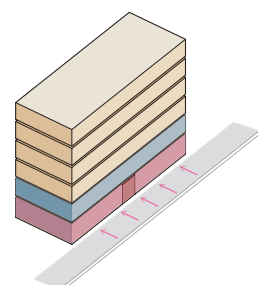
**Suitable uses:** *artists' studio and office space*



## 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*













**KEY**

Approximate Scale: 1:4000



0 25 100m

-  Standalone Industrial
-  Medium - Large Storage and Distribution
-  Small Industrial
-  Small Office
-  High Street
-  Sports Hall
-  Proposed Bakerloo Line Extension Station

# SERVICING AND ROAD NETWORK

The OKR13 area's road network will be improved and rationalised, providing primary servicing routes and residential streets that will serve future development. The Masterplan intends to maintain existing street alignments where possible. Updates to the road network will include the partial closure of Verney Road to provide a new Linear Park. Primary servicing streets, whilst having a working character, will enable increased pavement widths, planting and cycle pathways. All developments must have off-street internalised servicing facilities.

The stand-alone commercial units should have approximately 15m deep bays for deliveries, plus 12m clear turning space for HGVs. Gated entrances 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.

## Primary Servicing Route

A new primary servicing route will be created to the south of Verney road along the alignment of the historic Canal. The existing Verney road will be partially closed and re-aligned to provide sufficient access for existing and new residents and businesses. It will deter rat running and improve the environment of the Bonamy Estate. The existing Verney road will be landscaped to create a new Linear Park to the north of Old Kent Road. The realignment will be phased, ensuring the new road is completed before the park is opened, to ensure there is no disruption to existing residents or business users.

Development to the east of the OKR13 area will be serviced by a new street, 'Livesey Street' which will be a one-way route, accessed from the north of Ruby Street travelling south along the western edge of Livesey Park. This will allow mixed-use development in the east of the area to be serviced.

Sandgate Street will be made one-way running clockwise from Old Kent Road to Ruby Street and Hyndman Street, allowing wider footways, urban greening and the introduction of loading bays and a bus stand. A contraflow cycle lane will be introduced to improve E/W movement.

## Residential Streets

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.

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 provide a welcoming entrance to the new Livesey Park, providing an entirely pedestrianised area. Murdock Street will be partially closed, maintaining access to the north to service adjacent developments. The remaining section of Murdock Street will be repurposed as a pocket park, integrating the surviving aspects of the carriageway into the landscaping design, including the granite kerb settings.

## Controlled Parking Zone

A Controlled Parking Zone will be introduced.

## Town Centre Links

To the north of Sandgate Street new N/S routes will be introduced to provide increased permeability from surrounding residential neighbourhoods to the high street along Old Kent Road.

Verney Way will provide pedestrian and cyclists access, facilitating N/S cargo bike movement, in support of the sustainable active travel plan.








**KEY**

Approximate Scale: 1:4000



0 25 100m

-  Primary Servicing Streets, re-imagined as Healthy Streets
-  Local Residential Streets
-  Town Centre Links

# 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. Which are reflective 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. To the north side of the road, remain some fragments of the historic high street, which are in disrepair. The frontage 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.

## Proposed

Whilst one of the retail sheds operators has gone into administration the others are performing well. The plan is to redevelop the existing sheds with high street frontages, replacing the need for car parking, and developing sites more intensively with commercial and retail units at ground and residential at upper levels. This will complement 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 to create a healthy street, 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.





High Street Strategy - St James Road to Asylum Road

# PARKS AND RECREATION

The OKR13 area will accommodate a number of new open spaces including the introduction of a linear park to the north of Old Kent Road, a new major park at Livesey and pocket parks at Ruby Triangle, the old KFC site and Sandgate Street. The open space strategy in this area, will enable walking and cycling links from Burgess Park to South Bermondsey station, as part of the wider 'Greener Belt Strategy'. A leisure route will enable East / West 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. Leisure routes will provide increased permeability between neighbourhoods. The OKR13 area lends itself to facilitating a 'trim trail' through landscaping interventions which will provide an exercise / heritage education loop across the different open spaces and links.

## Livesey Park

The Grade II Listed gasholder No.13 will be retained and restored to become a feature within the new park. It's historical bell structure lends itself to be re-purposed as a lido, which could include an integrated bio-remediation system to provide a sustainable filtration. Developments either side of the park's entrance will frame the view of the gasholder from Old Kent Road. The statue of George Livesey will be relocated into the park. Landscaping should be inspired by the industrial heritage of the site, utilising remaining features from the previous gas holders as sculptures or street furniture.

## Surrey Canal Park/Verney Road

The partial closure of Verney Road will allow for the creation of a Linear Park to the north of Old Kent road. Continuing the linear route from Burgess Park towards South Bermondsey Station, will enhance the green links across the area. . 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 provide a meandering landscaping design to facilitate a range of movement pathways, including leisurely cycle movements to appeal to a range of visitors including local residents and business users. Existing mature trees along the road alignment should be integrated into the design of the park. The Green link will improve the environment outside the John Keats School and for residents on the Bonamy Estate.

## 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 warehouses beyond to include the provision of a new pocket park. This must incorporate the cobbled road that was part of the gasworks into new landscaping.

## Ruby Triangle

The Ruby Triangle development will provide a new pocket park at the centre of the site, in conjunction with a 4 court sports hall for the community.

## 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 the 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 as part of the Healthy street's programme.

## 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 existing wide pavements to introduce raingardens making the route towards Ilderton Road greener and safer.

Mature trees along OKR and in the area should be retained to enrich the landscaping in the area. The TPO trees to the rear of the development at 671-679 Old Kent Road have been successfully integrated into the landscaping of the new pocket park.





**KEY**

- Green Link
- Rain Garden



# BUILDING HEIGHT GUIDANCE

The masterplan axonometric opposite shows the proposed and consented building heights within the sub area. Tier 1, 2 and 3 buildings in this area have been set out in the masterplan so that views to the Listed Gasholder from Murdock Street, Old Kent Road and the Ledbury Estate are preserved. 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 in the OKR13 area are:

- The tallest 'Tier One' buildings should be located close to the junction where Rotherhithe New Road crosses Old Kent Road, marking strategic routes and the point where Surrey Canal Park extends to the north. 'Tier One' buildings should also mark key open spaces towards the centre of the OKR13 area and to the north of the gas holder to mark the new Livesey Park.
- With the exception of the tallest buildings at the Rotherhithe - Old Kent Road 'crossing', building heights along Old Kent Road high street should generally be between eight and 10 storeys. There is scope for 'Tier Two' and 'Tier Three' buildings at key junctions along this frontage, including at the Ledbury Estate marking Commercial way. Taller elements should be well spaced out with 8 to 10 storey sections of development providing a mediating shoulder height.
- The setting of the Grade II listed gasholder should be enhanced by opening up views of the gasholder from Murdock Street, 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 reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale; and
- Stand-alone industrial buildings should give particular attention to how they can reduce the perceived massing in respect of local scale of surrounding neighbourhoods. This can be achieved through architectural design and modulation of the form.



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





Indicative building heights and locations provided for illustration only



# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

### OKR 13 (Sandgate Street and Verney Road)

#### Built Form

- Development should establish a mix of building typologies on the site to cater for the variety of existing businesses and their needs for growth.
- The masterplan enables a variety of typologies, including an extent of separation between residential and employment uses following feedback from landowners to support ease of management. This occurs along New Verney Road, where residential uses and frontages can be focused along the new linear park, and segregated employment frontages can be provided along New Verney Road supporting the working street character.
- Including the re-provision of industrial and warehouse uses, residential a range of commercial uses and supporting infrastructure. (USES)
- Blocks facing the Bonamy and Bramcote Estate low-rise buildings should address their scale and typology with setbacks above podium and max of 3-4 storeys directly facing the Surry Canal Park to reduce over shading of public realm on Verney Road. Residential blocks could set-up in height towards the back fronting New Verney Road.
- Built form and height responds to the stations and crossings strategy whilst providing a reduction in scale towards the existing lower scaled context.
- All buildings should be designed in such a way that it can serve as a boundary to a site, thus eliminating the need for fences.
- Entrances to employment buildings including supporting office space, should be concentrated on New Verney Road and Livesey Street where possible.

#### Character / Detailed Design

- Local inspiration from existing historic assets as well as the composition of existing industrial buildings which provide a variety of facades, including gridded elevation and rhythm on the façade, projecting windows/ doors, protruded elements and structures, breaking the plain elevations, pitched roofs and dynamic roofscape.
- Predominant use of brick and metal in the area, should be referenced in the emerging materiality of development.
- Employment and stacked industrial buildings must avoid long monotonous facades, providing vertical breaks and/or architectural detailing to articulate the built form.
- Careful consideration should be given to the use of transparent, translucent, or opaque fenestrations



New Verney Road - Tomorrow



Sandgate Street - Tomorrow



Action House



where possible to enable ground floor activity. Providing windows into work opportunities. Natural surveillance onto public streets.

- Plots / blocks facing the Bonamy and Bramcote low-rise estate, should provide a sensitive transition in scale through integrating setbacks above the podium providing a maximum of 3-4 storeys directly facing the Surrey Canal Park. Residential blocks could step up towards the south? Fronting New Verney Road.
- Commercial ground floor units along Old Kent Road should incorporate elements inspired by the existing high street characteristics and address the smaller scale traditional frontages on the southside.
- New proposals should improve the setting and quality of existing heritage buildings and elements on site. I.e. Proposals around the Canal Grove Cottages to provide sensitive massing, landscaping, material selecting and testing of the views.

Illustrative Storage and distribution layout

## OKR 14/15 (Old Kent Road)

### Built Form

•

### Character / Detailed Design

- OKR14-15 to provide increased employment and residential opps, whilst responding to the high street character – and providing a positive frontage which picks up on this surviving character.

Illustrative studio & offices and / or retail & leisure



Grade II listed Canal Grove cottages with lamp column and retained wall

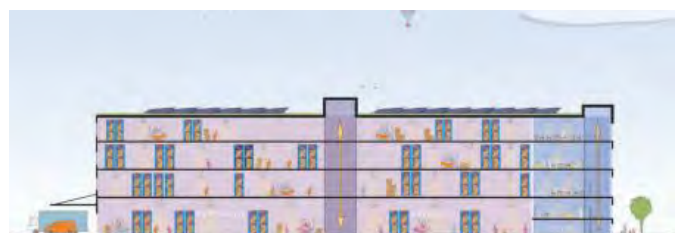
# DESIGN GUIDANCE

## GROUND FLOOR STRATEGY

### OKR 13 (Sandgate Street and Verney Road)

#### Uses

- The area will continue to be mixed use and the site transformation will intensify the diverse range of uses. A range of business spaces are provided including standalone industrial buildings, large warehouses integrated into mixed use buildings, small and medium sized industrial spaces and offices. – repeated in typologies plan?
- Standalone industrial units located in key areas with multiple primary frontages should ensure that the proposed massing is well modulated and provides activation onto the streetscape.
- Frontages along Old Kent Road will reinstate the high street frontage providing commercial uses at ground, that will activate and enhance the high street experience. Remaining uses will be a mix of light industrial and medium to large storage and distribution uses.
- A range of typologies will provide a mix of facilities to appeal to different users.
- Land assembly is encouraged to maximise the potential of the sites, creating efficient and effective buildings, and providing better solutions for the surrounding infrastructure and public realm.
- Agent of Change mitigating measures should be proposed to ensure residents of new buildings, shops, offices, cafes etc are protected from noise, light, security, traffic and in general all potential operational issues. (reword)
- Podium levels should include logistics, commercial and light industrial uses such as those uses already existing on the site today: storage and logistics, fabrication, metal working, dark kitchens, art and design studios, printing, churches, retailing, catering, garages, breweries etc.
- Ground floor units must have a minimum 4 meters clear height to underside of the ceiling.
- Where double height floor levels are not required, architectural design should respond to the common 2 storey ground datum by providing a strong brick base.
- The quality of design, materials and shared communal spaces must be consistent across all tenures.
- Residential upper levels should be carefully designed to enable positive layouts, which direct soil pipes to the edge of commercial units, for easy maintenance.

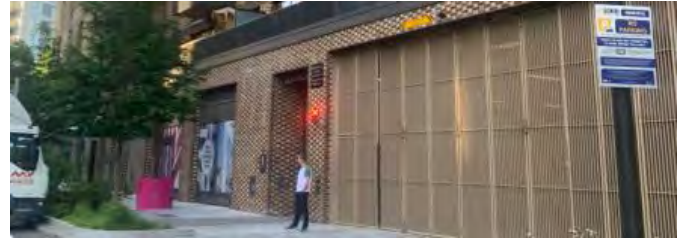


Vertically stacked Industrial unit

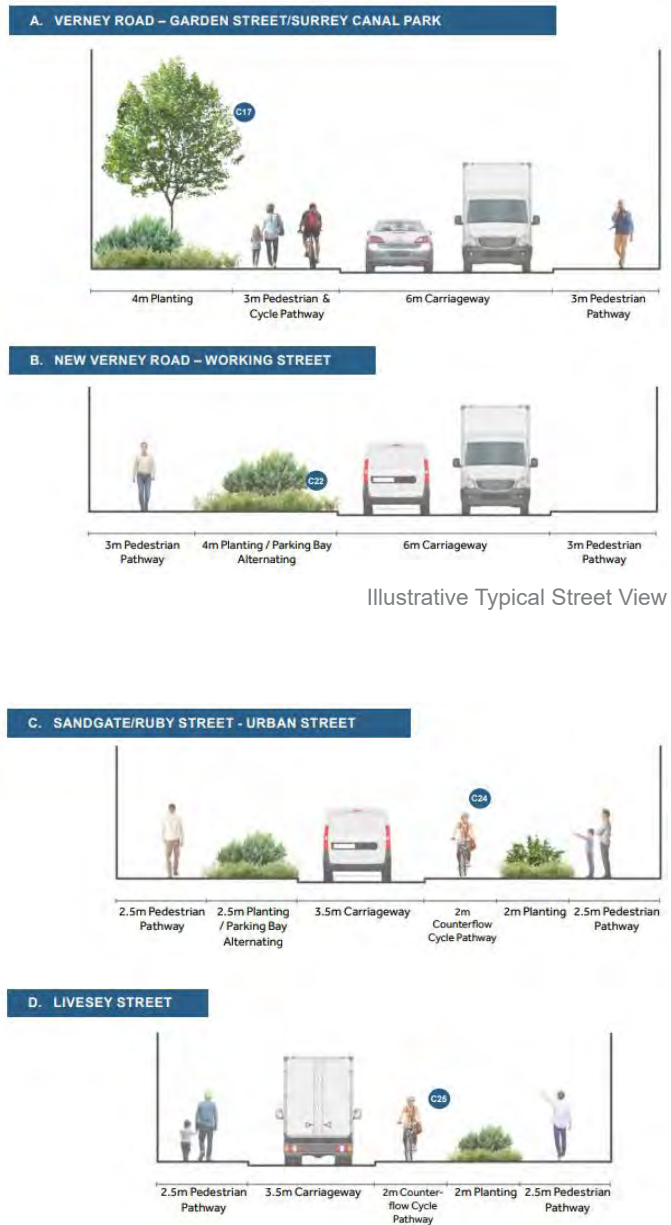


## Servicing

- The area is expected to change with improvements and closures to existing streets and delivery of new streets to serve future development. The AAP masterplan aims to maintain existing street alignments where possible.
- The mix of industrial, commercial and residential uses will require streets to accommodate large vehicles and increased traffic.
- Each plot coming forward must respond to the current and planned street layout and function as seen in sections A to D, to enable the delivery of new streets such as New Verney Road and Livesey Street.
- Technical details should be agreed by the Council, to ensure that each development plot coming forward safeguards the proposed street profiles.
- 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.
- All developments should have off-street servicing facilities.
- Roads onto Old Kent rd in the area must be reduced to minimise cross overs, and enhance the high street.
- Road closures will be greened and pedestrianised to improve pedestrian and cyclists permeability.
- Servicing and yard space must be off-street, under-croft servicing yards to be provided within each development site. These yards must comply with:
  - A clear height of 4.5m to allow all servicing vehicles access.
  - Vehicle swept paths to allow for large trucks and refuse removal vehicles.
  - Facilitate shared access between neighbouring plots
  - Vehicles should access and leave in forward gear and provide sufficient capacity to avoid any on-street back up.
- Some on-street servicing will need to be retained for essential servicing needs.
- Where contraflow cycling infrastructure is provided, this should be at pavement level to discourage vehicles overrunning it, while providing a chamfered kerb to allow emergency access at low speed if necessary.
- Development should support the construction of segregated cycle lanes – to provide increased permeability for Cargo bike movement – assisting the sustainable last mile logistics movement.



Gated service entrances, along side principal entrances



Illustrative Typical Street View

Illustrative Typical Street View

# DESIGN GUIDANCE

## PUBLIC REALM AND OPEN SPACE

### OKR 13 (Sandgate Street and Verney Road)

#### Public Realm

- Leisure routes- traffic calming measures such as planters, a change in materials and uneven texture of concrete block pavers, should be included to reduce cargo bike speeds to prioritise pedestrian movement. (Design measures to manage interactions between cyclists (particularly cargo bike movement) and pedestrians by providing meandering routes and organic shaped landscaping to reduce movement speeds. Design of the public realm could consider change of surface materials, planters and/or bollards.)
- Verney road will become a new linear park- whilst the eastern edge will remain open to vehicular movement, existing wide pavements lend themselves to be greened to continue the green corridor. – whilst maintaining the existing carriageway width.
- Street art and patterns integrated along footways or the surrey canal park could highlight the local history and industry of the area. Design measures to manage interactions between cyclists and pedestrians by providing meandering routes and organic landscape design (surrey canal park) design should consider a change of materials when movement crossovers may occur, particularly to slow cargo bike movement.
- Rain gardens / swales should be integrated adjacent vehicular areas to slow and filter surface water run-off.
- The materiality of all pavement areas should be strong and durable to allow for the industrial operation particularly at access points where there is likely to be a concentration of employment vehicles crossing for servicing access points.
- A leisure route runs E/W across the site connecting Livesey Park to Ruby Triangle and Canal grove cottages, the leisure route should provide controlled movement- with a width that can accommodate cyclists.
- All pedestrian priority routes should be welcoming, clearly defined, and physically navigable, marking new high street links.

#### Open Space

- Provision of green spaces must be maximised to form a network of green spaces across the neighbourhood. Characterised by mature tree lined streets, verdant pedestrian & cycle routes, green and brown roofs.
- Re-use of existing materials is encouraged within the landscaping to reflect the industrial character of the area, and make use of retaining existing



Public space characterisation plan



Trim Trails



Surrey Canal Park



materials.

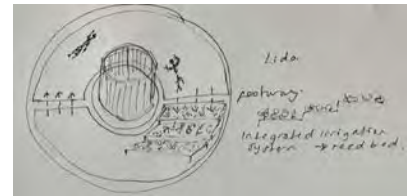
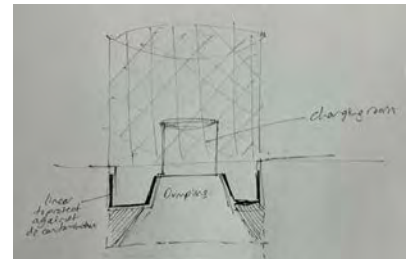
- Significant improvements to the public realm, in an area which is currently very sparse. Capitalising on the retention of existing trees to provide mature landscaping in the area – as seen on the newly completed KFC pocket park.
- Potential new opening of the Bonamy and Bramcote Estate wall should be provided in consultation with residents for a more direct access to OKR. Design solutions to ensure movement calming measures at the gate must be considered.
- Traffic calming measures should be installed at the junction with Verney Way to ensure priority is given to pedestrian movement along new surrey canal park.
- The northern pavement to be a meandering route through the Surrey Canal Park, for passing pedestrian movement, with the south accommodating more residential and industrial pedestrian movements?
- The first part of surrey canal park to be delivered as park of the British land development outside the school up to Verney Way? With increased greening to encourage safer arrival to schools.
- Trim trails should be installed as part of landscaping to utilise the green links across the site to encourage exercise and recreation. The landscape design of developments should contribute towards the health and wellbeing strategy in the area, considering trim trail proposals and leisure path opportunities.
- The design of open space should adhere to the needs of residents, visitors and employees. Providing breakout resting spaces.

**Grade II Listed Gas Holder Lido**

- The Grade II listed gas holder is proposed to be retained and restored within the center of Livesey Park. It is intended to be converted into a lido, with it's own irrigation system.
- The images beside provide a diagrammatic representation of how the lido would make good use of the existing historical structure of the gasholder.



The Former Gas Works Old Kent Road



# 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.

**4 BRAMCOTE / BONAMY TR**

**3 THE SMALL BEER COMPANY**



**5 JOHN KEATS PRIMARY SCHOOL**



**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.





Harris Academy

Cherry Garden Primary School

Galleywall Trading Estate

Spa School

Galleywall Primary School

Paterson Park

SOUTH BERMONDSEY

Phoenix Primary

John Keats Primary School

City of London Academy

Canal Grove Park

Penarth Centre

B&Q

The Reality of Grace Ministries Int'l

Frensham Street Park

IWMF

Christ Apostolic Church Revival Centre

Livesey Park

Christ Church Peckham

CLIWOM Sanctuary of Praise

Leyton Square Recreation Ground

St Francis Catholic Primary School

Camelot Primary School

Christ Paradise Church

Bird in Bush Park

Station Square

Life for the World Christian Center

Caroline Gardens





CHRIST APOSTOLIC CHURCH REVIVAL CENTRE



**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.



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.



15 CHRIST CHURCH PECKHAM

**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.



14 TREASURE HOUSE

**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.

13 VIEW FROM OUTSIDE THE LEDBURY ESTATE



12 CAROLINE GARDENS

**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.



OLD KENT ROAD TUBE STATION

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

**SUB AREA 4**

**HATCHAM,  
ILDERTON  
AND**

**OLD KENT ROAD  
(SOUTH)**





OLD KENT ROAD

Ilberton Road



# 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 a large number of jobs. This created huge demand for new homes 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 previous 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 builder's merchants 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 utilitarian 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.

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.

Proposals were developed in consultation with residents of the Tustin estate to improve existing homes and/or build new homes and a new school on the estate. The scheme will provide .... Homes .. affordable homes, with Phase 1 currently under construction.

The Aldi supermarket to the south of Old Kent Road has been redeveloped, providing a less car dominated environment and re-instating a frontage along Old Kent Road.

A number of other mixed-use developments are underway in the area, providing a variety of light industrial (B2) and distribution and storage floorspace (B8) in the area.

Along Ilderton Road, the area is starting to be transformed with a number of developments under construction including a 38 storey tower, above a B8 industrial logistics facility with affordable homes and an internalised servicing route for artic lorries.

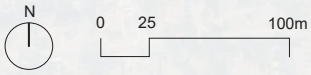


Old Kent Road, view of OKR 18 and OKR 17



**KEY**

Approximate Scale: 1:4000



- Site Allocations
- Borough Boundary
- Pre-2021 Adopted Conservation Area
- Adopted Conservation Area 2021
- Grade II Listed Building
- Locally Listed Building
- Building and Features of Townscape Merit



Ilderton Primary School

Millwall FC

LB Lewisham

OKR 16

OKR 18

Tustin Estate

OKR 17



# SITES AND MASTERPLANS

## OKR 16 | HATCHAM ROAD AND ILBERTON ROAD



7.9 ha  
site area



84  
businesses



859  
jobs



2,200  
homes



2,698  
jobs



2  
parks



homes



TBC  
jobs

Existing

Development Capacity

Completed 2025

### Site Allocation Masterplan

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 schemes which are already under construction in the area are forming part of the in practice examples, shaping co-location development across the city. 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 (also see NSP70)

- Redevelopment must:**
- Provide new homes (C3); and
  - Replace at least the amount of employment floorspace currently on the site (E(g), B8 class) which are consistent with the building typologies and land use shown in Figure SA4.3; 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 the potential expansion of Ilderton Primary School; and
  - Provide public open space totalling - (1,990m<sup>2</sup>) with a commercial focus on Hatcham Road; and
  - Enable new east / west walking and cycling links to the proposed Livesey Park, as well as a new cut through pedestrian link at the northern end of Ilderton Road through the arch at South Bermondsey Station.
- Redevelopment may:**
- Provide retail uses; and
  - Provide leisure, arts, culture or community and education uses; and
- Heritage** There are a number of buildings of townscape merit within this site allocation (as identified in Fig SA4.1) including the Penarth Centre which 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** See the table below for more detail on built, under construction, or consented schemes within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.



**KEY**

Approximate Scale: 1:4000



0 25 100m

- Site Allocations
- Built
- Under Construction
- Planning Permission



# SITES | OKR 17

## SOUTH OF OLD KENT ROAD (760 (LIDL STORE), 812 AND 840 (ALDI STORE) OLD KENT ROAD



2.0 ha  
site area



4  
businesses



55  
jobs



1,000  
homes



312  
jobs



1  
tube  
station



homes



TBC  
jobs

Existing

Development Capacity

Completed 2025

### Site Allocation Masterplan

Development will provide new frontages on to the Old Kent Road. There will be shops, supermarkets, cafes and restaurants at ground floor with homes 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 Lidl site will become a new underground tube station as part of the Bakerloo Line Extension. 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 (also see NSP71)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of retail and employment floorspace currently on site, including the re-provision of Aldi Supermarket which are consistent with the Building typologies and land use shown in figure SA4.3; and
  - Provide a new tube station as part of the Bakerloo Line Extension. 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 leisure, arts, culture or community uses
  - Provide employment uses E(g), B class).
  - Development should reinforce the high street and provide a new part of the town centre.
- 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 760 Old Kent Road (Lidl site / formerly the Toys 'r' Us store).
- Phasing** 760 Old Kent Road (Lidi store, formerly the Toys 'r' Us store) is proposed as a new underground station. Together with the adjacent 812 Old Kent Road, both sites are identified as the proposed location of Old Kent Road Station worksite. These sites would be available for development following completion of the new station, currently scheduled for 2038. The consented mixed use scheme (planning ref: 19/AP/1322) for 840 Old Kent Road (Aldi site) is under construction and will provide 170 new homes and 1,830 sqm of retail floorspace.



# SITES | OKR 18

## DEVON STREET AND SYLVAN GROVE



3.0 ha  
site area



42  
businesses



217  
jobs



1,500  
homes



1,203  
jobs



homes



TBC  
jobs

Existing

Development Capacity

Completed 2025

### Site Allocation Masterplan

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. The design of this area will combine its existing industrious character with the high street character of Old Kent Road. The architectural design of development should be reflective of the retained buildings with a robust character, development closest to Old Kent Road can be slightly more distinguishable whilst reflecting the industrious character of the area, to assist with wayfinding to the new tube station opposite. Existing trees on Old Kent Road will be retained and enhanced. Devonshire Grove will be closed and re-routed to provide a central park at Devonshire Place with a pocket park to the north fronting the Daisy Business Park development. Community spaces will be provided at ground level on both schemes with spill out opportunities into the open space. A unified landscape design and management regime should be split between the schemes, to ensure a cohesive landscaping approach. New town centre links will provide enhanced permeability to Old Kent Road, Ilderton road and Livesey Park. Enabling improved connectivity between surrounding communities.



### Site Requirements (also see NSP69)

- Redevelopment must:**
- Provide new homes (C3); and
  - Replace at least the amount of employment floorspace currently on the site (E(g), B class) consistent with the building typologies and land use shown in figure SA5.3; and
  - Provide retail on the Old Kent Road frontage to reinstate the high street; and
  - Provide leisure, arts, culture or community uses; and
  - Provide new a new public square of at least 3,573 sqm at Devonshire Grove and Sylvan Grove; and
  - Provide a new access road into the Integrated Waste Management Facility IVMF.
- Heritage** The former warehouse buildings in Daisy Business Park along with the terraced buildings at 719-727 Old Kent Road and 731-733 Old Kent Road are locally listed and should be retained and incorporated into the redevelopment of the site to preserve the character of the area, with its traditional frontage along Old Kent Road. The site is in close proximity to the Grade II Listed gasholder.
- Phasing** 1,331 homes and 18,481 sqm of workspace have been built, are under construction or consented within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.

# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



Ilderton Road, view of 313 Student Housing scheme



Ilderton Road, view of Barratts and 180



	Development	Homes		Workspace (sqm GIA)		Date
		Total Homes	no and % of which Affordable	Total Workspace	no and % of which Affordable	
	<b>Schemes Completed</b>					
1	171 - 177 Ilderton Road	8		338		
	171 - 177 Ilderton Road	9		166		
	62 Hatcham Road	86		1,185		
	180 Ilderton Road	84		2,351		
	313 - 349 Ilderton Road	141*		1,526		
R17	840 Old Kent Road	170		1,830		
	<b>Schemes Under Construction</b>					
3	227 - 255 Ilderton Road	254	0	2,538		
	<b>Schemes with Planning Permission</b>					
7	79 - 161 Ilderton Road	312		2,267		
	301 - 303 Ilderton Road	59		449		
	12 - 38 Hatcham Road	49		1,500		
	132 - 136 Ormside Street			270		
	Unit 27, The Penarth Centre, 16 - 28 Penarth Street			174		
	Ilderton Wharf	163		988		
	118 - 120 Ormside Street and 16 - 28 Penarth Street	141		4,176		
	79 - 161 Ilderton Road	321		1,023		
	257 - 283 Ilderton Road	197*		6,862		
	79 - 84 Ormside Street	49		1,242		
R17	812 Old Kent Road	154		1,950		
R18	747 - 759 Old Kent Road	565		4,771		
R18	19 - 35 Sylvan Grove	252*		1,968		
R18	747 - 759 & 765 - 775 Old Kent Road & Land at Devonshire Grove	514*		908		
R18	0	0		10,834		
	<b>TOTAL</b>					

\* are representative of student home schemes - unit numbers have already been converted.

# 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: Medium-Large Storage and Distribution Units in mixed-use developments

Units at the rear, which are adjacent to the railway embankment should have large floorsplans, 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' studio, galleries, maker spaces and office space*

## VERTICAL MIX: Small Industrial Units

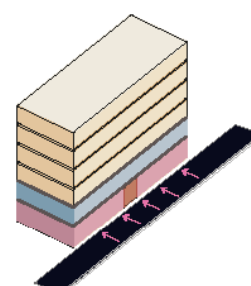
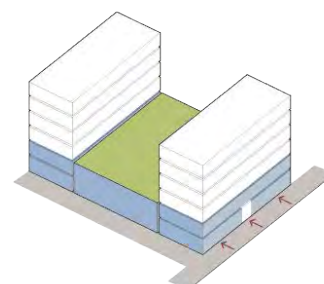
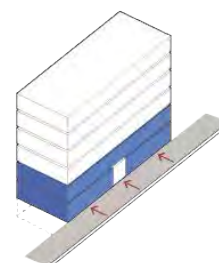
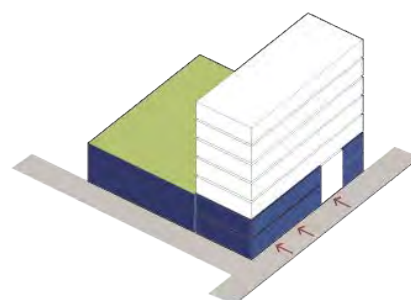
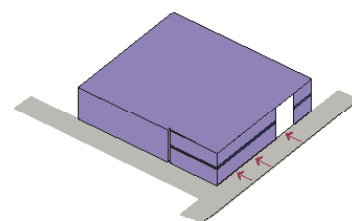
The street frontages on ground and first floor should provide space for offices, showrooms, staff facilities, studios etc. Ceiling heights should be a minimum of 4m at ground floor. The central space should be a minimum of 7m high. The number of columns on plan should be reduced to an absolute minimum. 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

**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**

Approximate Scale: 1:4000

0 25 100m  
A horizontal scale bar with vertical end caps. It is divided into three segments: the first is labeled '0', the second is labeled '25', and the third is labeled '100m'.

-  Standalone Large Industrial
-  Large Distribution Storage
-  Small Office / Studio
-  Small Industrial Units
-  High Street
-  Proposed Bakerloo Extension Station

# 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.

## Primary Servicing Route

### Servicing 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 78-94 Ormside Street. 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 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.

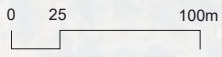




205

South Bermondsey

**KEY**

Approximate Scale: 1:4000



-  Borough Boundary
-  Primary Servicing Streets, re-imagined as Healthy Streets
-  No HGV Access - Width Restrictors
-  Local Residential Streets
-  Town Centre Links



# 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 restored. The road is narrower in this location, there is the potential for street paving, signage and furniture to be improved to create healthy streets. To the south of the area the street lacks any sense of place or enclosure and is dominated by the petrol station, car parks at Lidl, Aldi, the Food Warehouse and their associated retail sheds. There are some fine mature trees at Aldi and the Tustin Estate which will be retained as part of the development, to enhance the maturity of greening to the southern end of Old Kent Road. Despite this, the entrance to Brimington Park is understated. The crossing between the Tustin Estate and Brimington Park does little to connect the communities.

## 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 welcoming arrival space, where people can dwell whilst waiting to meet friends. The architecture of the Devonshire Place scheme has been designed to complement the Victorian terraces and the overall impression will be of a new area firmly founded in its rich heritage. We have secured Future High Street funding to enable the restoration of the Victorian terrace buildings at 729-733 Old Kent Road we have bought. We are working with development partners to retain the terrace buildings and activate the frontage with uses such as affordable workspace hub We are also investing developer contributions (Section 106) money in restoring the mural on the Drovers Arms Pub. 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. In the consented outline permission for Tustin Estate masterplan, the triangular open space will be enhanced with new commercial uses overlooking it. We will improve the crossing to Brimington Park from the estate and 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 passive surveillance and add to the parks offer as a place to visit and spend time in.

A public realm project has been commissioned on the railway bridge which sits at the boundary between Old Kent Road and Lewisham. The artwork is reflective of the areas diverse cultures and was designed in collaboration with local community hubs. The bright addition to the bridge infrastructure will provide a welcoming entrance to the southern high street.





High Street Strategy - Devonshire Grove to Ilderton Road

# PARKS AND RECREATION

New pocket parks, public squares and green links will improve the environment for people walking and cycling. As part of the Future High Street funding, a new crossing on Old Kent Road will be installed which 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 an improved entrance to provide a greater sense of presence on the high street. A section of land from the adjacent ALDI site has been secured with S106 money to support the delivery of the enhanced entrance. There is also the potential to improve the sports pitches in the park and make better use of the railway arches.

## **Pat Hickson Garden**

This park has been landscaped and opened in memory of Pat Hickson MBE, a longstanding chair of the Bonamy and Bramcote Tenants' and Residents' Association. There are opportunities for the installation of an urban orchard and improved landscaping on Surrey Canal Road.

## **Hatcham Road Park**

A new pocket park will be created within Hatcham Road which will be fronted by business units, providing 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 – Old Kent Road Tube station**

A generous square at the entrance to the new underground station will be created adjacent to the realigned junction of Asylum Road and Old Kent Road. It will provide an opening arrival space for visitors and local residents, opening onto the high street along Old Kent road, fronting the Devonshire place open space.

## **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. We have been working with the local community to develop a landscaping improvement scheme and a planning application has been submitted.

## **Bridgehouse Meadows**

Walking and cycling links to Bridgehouse Meadows from the new Surrey Canal Linear Park will be made greener and safer. The new Cycle Future Route 12 will link Bridgehouse Meadows with Rotherhithe (to the north) and Peckham (to the south). By making use of good quality existing buildings such as the Penarth Centre and the Victorian buildings on Ilderton Road would also 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. The east-west 'leisure route' has been secured in the consented outline masterplan for the Tustin Estate, and to the rear of 'Big yellow' proposal to link to Sylvan Grove.

## **Ilderton Road**

New developments will create better frontages on to Ilderton Road with wider footways and enhanced soft landscaping. There is the opportunity to improve the junctions and crossing points across the borough boundary to provide stronger connections to Bridgehouse Meadows. As part of the Future High Street funding, Cycle Future Route 12 will be built linking Brimington Park to the south and Bridgehouse Meadows and to the east via Ilderton Road.

## **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**

There is a potential option to expand Ilderton Primary School. Providing additional facilities, which could in turn provide a new entrance to the school from Record Street.



**KEY**

-  Green Link
-  Potential Green Link
-  Proposed Bakerloo Line Extension Station



South Bermondsey Rail Station

Bramcote Park

Millwall FC

Pat Hickson Gardens

Penarth Centre

Listed Gasholder no.13

Gasholder Park

Daisy Business Park

Hatcham Road Park

Bridgehouse Meadows

Caroline Gardens

Station Square

Brimmington Park



# BUILDING HEIGHTS GUIDANCE

Building heights in this area will vary in relation to the character and importance of surrounding spaces. Tier 1 buildings will be located at key borough boundary 'crossings', providing a mediating scale to the proposal at New Bermondsey. They will also mark the new tube station. The masterplan axonometric opposite shows the proposed and consented building heights within the sub area.

## Hatcham and Ilderton Road

The key elements of the building heights strategy in this area 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
- Taller buildings will be located on the eastern side of Ilderton Road, particularly at the northern and southern ends which have better public transport accessibility, and around important junctions such as with Surrey Canal Road, which provides links to Lewisham and Bridgehouse Meadows. These taller buildings should be spaced out along the length of Ilderton Road and should be set back from Ilderton Road adjacent to the viaduct. A 10 storey shoulder block should be provided fronting Ilderton road, to mediate the transition in scale; and
- The tallest buildings will be of a similar height to the existing towers on the Tustin estate
- An additional tower will be provided within the Tustin Estate, the composition and architectural design of the tower should reference the existing towers.

## 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 in this area 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







# DESIGN GUIDANCE

## GROUND FLOOR STRATEGY

### OKR 16

#### Uses

- Hatcham Road and Ormside Street lend themselves to support the provision of light industrial floor space co-located with residential accommodation. Commercial spaces on ground and first floor of the podium need to be designed in open rectangular footprints that are practical for occupiers to use.
- The eastern edge of Ilderton Road lends itself to larger plot sizes which are appropriate for larger scale storage and distribution uses (B8).
- Two storeys of commercial space should front the street, providing windows into work opportunities. Mezzanine levels can be installed to provide ancillary uses such as office space. Active uses, workspace entrances and residential lobbies wrap around primary frontages such as those on Ilderton Road and east-west elevations along Hatcham Road and Ormside Street. Entrances should have a clear and legible position in the streetscape.

#### Servicing

- We will introduce one way vehicular movement on Hatcham Road and Ormside Street, reducing the carriageway in width by a lane. Shared east-west internal servicing yards allow efficient use of small plot sizes. This undercroft servicing will remove servicing needs off street and provide direct access to commercial units. A clear height of 4.5m will be provided at ground, to allow vehicular access, primarily by van and small rigid wheelbase vehicles.
- Sites on the east side of Ilderton Road units should be serviced away from Ilderton Road from streets such as Rollin's Street where possible. This will reduce the number of vehicle crossovers along Ilderton Road, improving pedestrian permeability. Ground floor heights are greater in this location to suit the types of uses, providing access for large vehicles. Servicing undercrofts are located to the eastern edge of the development along the railway viaduct, which lends itself to back-of-house uses.
- All servicing entrances should be gated, with a materiality that is in line with the architectural detailing used in the host development. On street loading bays may be provided where appropriate to create additional capacity for refuse collection and other servicing needs.

### OKR17-OKR18

#### Uses

- Re-instate the high street frontage, providing small commercial and retail uses, with the provision of community facilities.

#### Servicing

- Proposed development should be serviced from side streets rather than from Old Kent Road. The widening of Devonshire Grove and introduction of two way access will provide access to plots on either side and in the longer term once the junction with the Old Kent Road has been improved, enable the closure of the west end of Devon Street. There is scope for on-street loading bays on Devon Street and Devonshire Grove.



Typical Ground Floor Plan



Typical Section



Devonshire Place High Street Frontage



## PUBLIC REALM AND OPEN SPACE

### OKR16

#### Public Realm

- Building lines along Hatcham Road and Ormside Street will introduce a small set back and allow for widened footways of at least 2.4m . The introduction of one-way movement along the historic layout of Hatcham Road and Ormside Street, will enable a reduction in carriageway widths. This will also provide increased footway for urban greening, rationalised on street loading and visitor parking.
- East-West streets should be designed to reduce vehicular traffic and prioritise pedestrians and cyclists, through narrow road widths with pavement build outs and trees and parklets. N/S streets with widened footways will become a multi-functional space accommodating new tree planting, rain gardens, and open hard surface areas for rationalised on-street servicing and visitor parking.
- Along Ilderton Road, development is advised to have a sufficient set back to provide widened footways (of at least 3m and wider where space allows) which will facilitate higher volumes of pedestrian movement and increased landscaping opportunities. A new cycle future route will be constructed at the south end of Ilderton Road, provide a safe route for sustainable travel. Pavement widths of secondary streets should also be widened, particularly where they provide entrances to commercial uses.
- Where vehicle crossovers are proposed these should be clearly legible through landscaping and alterations in surface materials to minimise conflicts in movement and ensure pedestrian safety. Traffic management measures could be installed to reduce the speed of vehicular movement.
- (Robust materials should be integrated to withstand vehicle crossings.)

#### Open Space

- Hatcham Road and Ormside Street - Pavements and open space must be designed as multifunctional zones to allow for residential amenity and active light-industrial uses over various times of day and week. A new pocket park should be provided linking Harcham Road with Ilderton Road to provide a multi-functional space for workers, residents and incidental play opportunities.
- The robust industrial character of the area must be retained and referenced within the design of new public spaces, which could include the re-use of existing materials.
- Open space provision on Ilderton Road has been improved by the recently opened Pat Hickson Garden. A further pocket park should be provided on the site of 79-161 Ilderton Road. There is scope for further greening on Ilderton Road, at the north end in front of the traveller site and shopping parade and

elsewhere through additional tree planting and rain gardens where space allows. Existing trees should be retained and protected.

### OKR17 / 18

- Frontages are set back along the Old Kent Road to provide improved public realm.
- A new public square outside the tube station should provide a destination space for people to dwell.
- Widened entrance to Brimington Park will increase legibility of the park from along Old Kent Road.
- New public art commission will redefine the Old Kent Road bridge, creating a vibrant and welcoming entrance at the borough boundary. Art work is reflective of local community hubs within Old Kent Road.



Hatcham Park



Ilderton Road



Hatcham Road

# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

### OKR 16

#### Built Form

- Proposed development along Hatcham Road and Ormside Street, is defined by the historic road layout and existing ownerships. There should be a continuation of a strong horizontal structure with appropriate window / door detailing which could reference the 1950s industrial heritage in the area. The unstructured nature of the area is part of its character and charm. This should be maintained, avoiding an overly ordered architectural manner.
- The existing form of buildings and yard spaces should inform the design of development and its landscaping.
- Along the eastern edge of Ilderton Road, larger scale industrial and logistics units are being constructed. The distribution of the mix of commercial and residential uses should be planned that the residential doesn't undermine the commercial and vice versa. This can be achieved by a simple separation in residential and commercial servicing.
- While tall buildings are often designed with a podium, the tall building form and articulation should run the full height of the building. This principle is evident on the development at 227-255, which is currently being constructed.
- A 9-10 storey shoulder height is being established along Ilderton road, with taller buildings located to the rear of sites adjacent to the railway viaduct. The shoulder block provides a positive transition with the streetscape.
- Located at the borough boundary, design of developments along Ilderton road that face Lewisham and the railway should provide a positive interface.

#### Character / Detailed Design

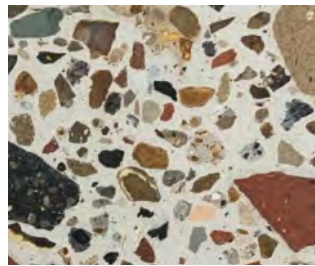
- The detailed design and character should be reflective of the mixed-use area expressing the difference uses and their amenity spaces. However, there should be a coherence in the totality of the design in terms of the proposed proportionality, bay details and rhythm of the structure of the building.
- Bay detailing and glazing should be reflective of the industrial use. We would expect a sense of depth to the mullions and transoms to be provided within the bay infills at ground and first floor level.
- Development should be inspired by the existing context and designers to consider the more gritty and utilitarian nature of the area. The area along Hatcham and Ormside Street is more typical of brick and metal 1950's industrial buildings.

### OKR17 / 18

- Opportunity for more variation with architectural forms, to aid legibility and wayfinding to the proposed new tube station.
- Retail and community uses should provide active frontages to OKR, avoiding the application of film to windows which may disrupt passive surveillance.
- Materials should still be solid and robust, but colour variations may be more flexible.



Typical Schematic Elevation



Material Examples - Local Context Images



Illustrative Typical Street view



# RE-IMAGINING SUB AREA 4

Before



After



# 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.

## Brimmington Park

Brimmington is a popular five a side football facility adjacent to the railway line which the council will be investing in, using money from the development of the adjacent Aldi scheme. The Friends of Peckham East (fope.org.uk) have inputted into the wider park design. FOPE hold an annual park festival, something the council would like support through Community Infrastructure Levy funding.



## AMP STUDIOS

**AMP Studios**  
AMP Studios is an events space and a hub location for arts and creatives.

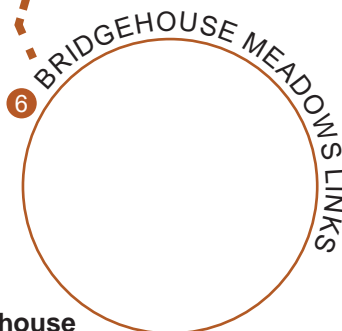
## 3 Old Kent Road

The residents of the Ledbury Estate would like improved crossings on Old Kent Road to give them better access to Brimmington Park. Adjacent to the park is the Aldi supermarket, one of the five major retailers on Old Kent Road that provides good value affordable groceries for the local community, as well as being major local employers.

## 5 Ilderton Road

New frontages will improve Ilderton Road while crossing points will better connect Bridgehouse Meadows to the wider area.

## 4 SO FRESH CAFE



## Bridgehouse Meadows and Millwall Football Club

Bridgehouse Meadows is a large open space in Lewisham and we would like to improve cycle links towards it and the new London Overground station at New Bermondsey. Millwall Football club is a great local institution, and like most clubs provides outreach to local schools with coaching, training and mentoring sessions.

## 7



## Devon Street to Tustin Estate

We are currently consulting the residents of the estate about its future. The residents have produced a manifesto of what they would like to see on the estate. Improved links parallel to Old Kent Road would provide quieter and safer routes for walking and cycling particularly for children of the Pilgrims Way school.



217

20 19 18

### SOUTH BERMONDSEY

17 16

Ilderton  
Primary  
School

15



Millwall FC

14

13

Assalatur  
Rahman Islamic  
Association  
United Kingdom

11

Listed  
Gasholder  
n° 13

Diespeker  
& Co

10

Hatcham  
Road  
Park

12

Christ  
the King  
Chapel

Livesey  
Park

9

Pilgrims Way  
Primary school

5

Toys'r'us

8

7

Tustin  
Towers

4

3

2

Listed  
Terrace

1





9 WASTE MANAGEMENT

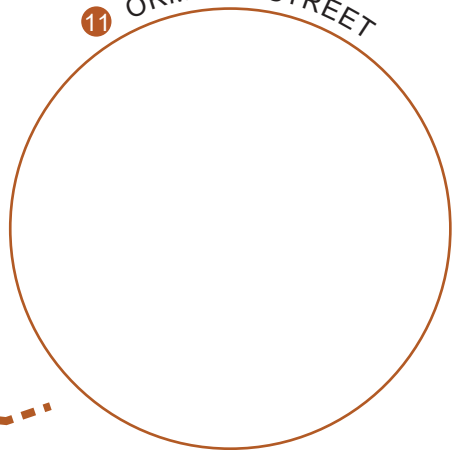
8 805 RESTAURANT

10 ORMSIDE STREET - DISPEKER & CO



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

11 ORMSIDE STREET



CHRIST THE KING CHAPEL



12 HATCHAM ROAD PARK



CHRIST APOSTOLIC CHURCH SURREY DOCKS DISTRICT

GOD'S GRACE DAY CARE



13 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.





**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.



**SOUTHWARK ATHLETICS CENTRE**



**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.



**Rotherhithe children & family centre**

Provides support and advice for families and pre school provision.

**Ilderton Primary School**

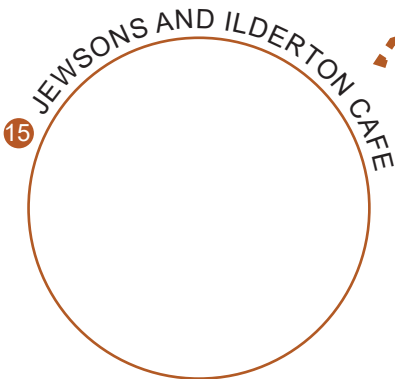
A new school fence, with planting to shield children from noise and pollution from Ilderton Road was installed last year, partly funded by developers contributions.



**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.



**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.

**SUB AREA 5**

**SOUTH BERMONDSEY**







# HISTORY

The character of South Bermondsey has been shaped by the extensive railway viaducts the first of which was completed in 1836 by the Greenwich and London Railway to serve central London's oldest railway terminus at London Bridge station. The viaduct originally accommodated two tracks but was subsequently enlarged throughout the 19th and the early 20th century as London and the railway system that served it grew in size. Part of London's first railway system, they are amongst the oldest railway viaducts in the world.

Following a dispute between the South Eastern and Croydon and London Railways and the Greenwich and London Railway about charges levied by the latter for the use of London Bridge Station for passenger traffic, a new branch line running to the west, was built in 1844 which terminated at the Bricklayers Arms. This had a short life as a passenger station for the South Eastern and Croydon and London Railways but following the resolution of their dispute with the Greenwich and London Railway they began sharing London Bridge Station again and the branch became a goods only line in 1851. The rail bridge that provided access to the Bricklayers Arms across Rotherhithe New Road was removed in the early 1980's. The bridge abutments remained and have been re-used for the new cycle and pedestrian bridge that was installed in 2019 as part of Cycleway 10 (Waterloo to Greenwich).

In 1846 The Croydon and London Railway merged with the Brighton Railway to form the London Brighton and South Coast Railway (LB&SCR) referenced on the Ordnance Survey (OS) map of 1896 opposite.

By the 1880s London's continuously expanding urban area was starting to encroach on the railway lands. Despite the Victorian city having already expanded further to the southeast, 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 in the area since the mid-19th century. 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 the present day South Bermondsey Station were host to the 'Rotherhithe Road' train carriage depot. South Bermondsey Station which was originally located on Rotherhithe New Road was moved south to its current location in 1928. 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.

During WW2 the areas rail and industrial infrastructure were heavily bombed and there was consequently extensive damage to the surrounding housing. Post war planning sought to rationalise land uses by separating industrial and residential uses as much as possible. Pre-war housing and industrial uses were more closely intertwined as shown in the historic OS map. Bomb damaged terraced housing was replaced by flatted blocks and towers at similar densities but with more extensive open space than had existed before such as the Rennie Housing Estate.

By the 1980's 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 between the viaducts and embankments were redeveloped into the Rotherhithe and Bermondsey Trading Estates.

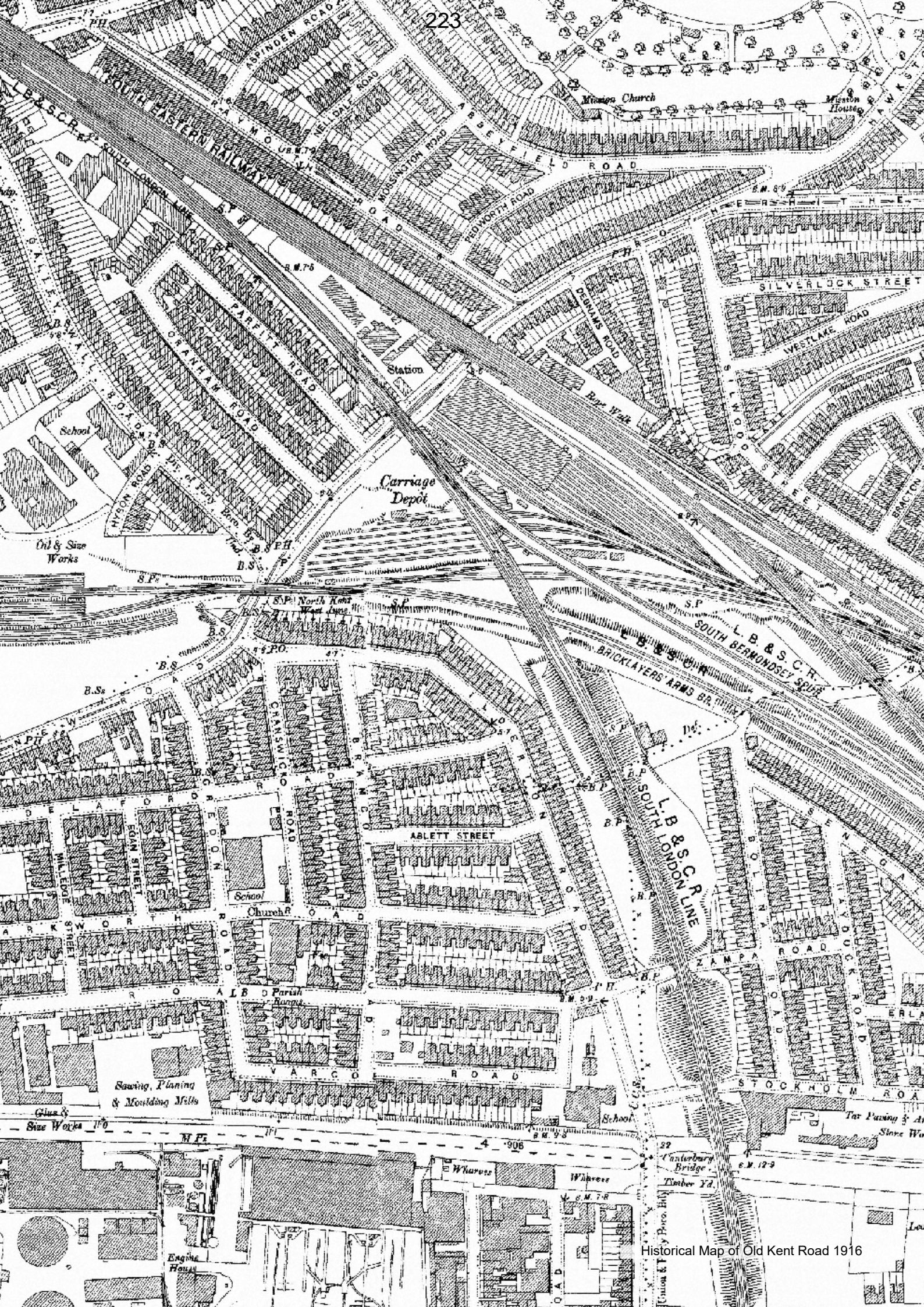


Drawing of the Greenwich to London Railway



Former Shuttleworth Chocolate Factory





Historical Map of Old Kent Road 1916



# 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 untangling of the tracks enabled Southeastern trains from Kent to 'dive under' the Southern and Thameslink trains from Sussex with each train service having 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 southeast 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 Silwood Street and Raymouth Road. Some of these are recently refurbished while others are older. The Silwood Street arches are mostly vacant following the Dive-Under works. To the south there are many large arches in an exposed, poorer condition currently used as shelter for construction and building materials by Network Rail and its partners. As London's population and economy have grown so has the demand for industrial space in the area.

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 built on the former Bricklayers Arms railway sidings. Cycleway 10 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, overall there are relatively limited shops and services in the area for the residential and working population.

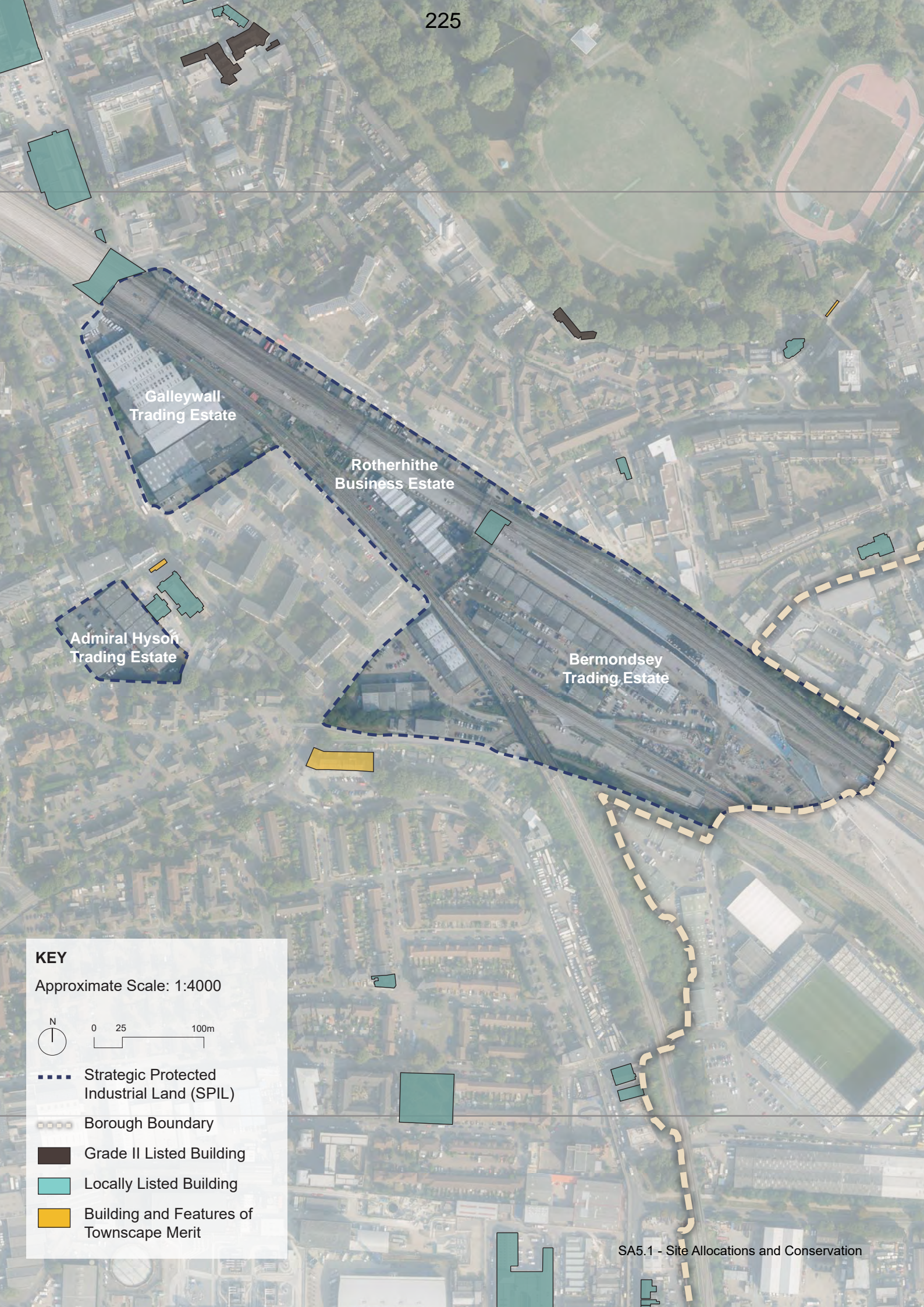


Bermondsey Trading Estate



Aerial view over South Bermondsey





Galleywall Trading Estate

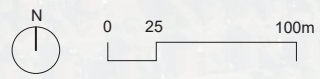
Rotherhithe Business Estate



Admiral Hyson Trading Estate

Bermondsey Trading Estate

**KEY**

Approximate Scale: 1:4000



-  Strategic Protected Industrial Land (SPIL)
-  Borough Boundary
-  Grade II Listed Building
-  Locally Listed Building
-  Building and Features of Townscape Merit



# SITES ALLOCATION MASTERPLAN

## INDUSTRIAL INTENSIFICATION

### BERMONDSEY AND ROTHERHITHE TRADING ESTATES AND BERMONDSEY DIVE UNDER



3.33 ha  
site area



18  
businesses



330  
jobs



78,492 sqm  
industrial  
floorspace



3,232  
jobs

Existing

Development Capacity - sites 1- 4

### GALLEYWALL TRADING ESTATES



1.54 ha  
site area



7  
businesses



297  
jobs

Existing



### HYSON TRADING ESTATES



0.62 ha  
site area



6  
businesses



47  
jobs

Existing

### LEWISHAM


There are several developments sites located in Lewisham, close to the boundary with Southwark. We are working with Lewisham to explore opportunities for business relocation and growth across both boroughs. Recent development on Silwood Street has provided 61 homes and 1616sqm commercial floorspace. There is also a masterplan for the development of land around Millwall Football Stadium to provide 2,900 new homes, 62,000 sqm of commercial floorspace and a new overground station (called New Bermondsey). This will bring significant additional economic opportunities for business uses located in South Bermondsey.

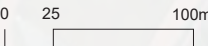






**KEY**


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
 N

 0 25 100m

 Proposed Overground Extension Station

 Under Construction

 Planning Permission

 Borough Boundary





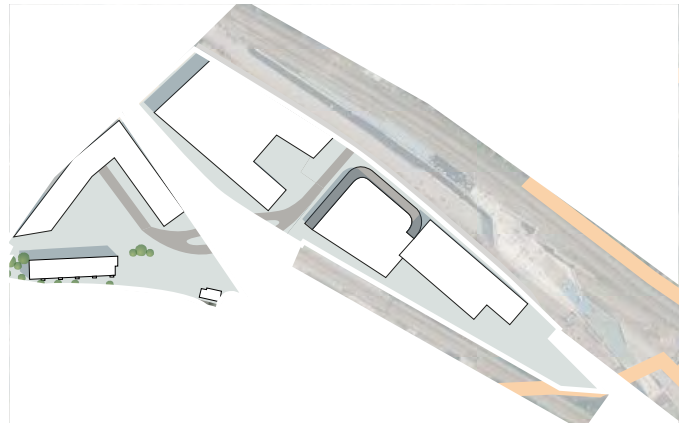
# SITES | SUB AREA 5

## SOUTH BERMONDSEY SUB AREA

### Site Allocation Masterplan

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 sites have been identified for increasing industrial capacity; The Bermondsey, Rotherhithe, Galleywall and Admiral Hyson Industrial Estates. As well as bringing vacant arches into use, development should optimise sites by stacking industrial uses in multi-storey buildings of 2 to 5 storeys serviced by either goods lifts or vehicular ramps where space allows as set out in the building typology section. 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. This approach will ensure the delivery of the plans employment target.

Outside of the industrial estates, the walking and cycling routes around the arches and South Bermondsey station and the station approach will become a pleasant and safe environment with well-lit routes and lots more activity, as promoted in AAP8 "Movement". The industrial estates are all designated SPIL consequently the type 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 residential neighbourhoods outside the designated SPIL.



### Site Requirements

Re-development should:

- Follow the design guidance in AAP12 "Design" 7.1 and 10.1 to 10.5
- Provide an increased presence in the streetscape, particularly when fronting Cycleway 10 (C10) Waterloo to Greenwich and Cycle Future Route 12 (CFR12) Peckham to Rotherhithe, to improve the existing environment for pedestrians and cyclists in the area. This should include ensuring that buildings that front onto the pedestrian approach to South Bermondsey Station provide passive overlooking at ground floor level and have direct "front door" access from the station's pedestrian approach. This will provide an increase the sense of safety and security for users of the station. This should also enable the removal of the security fencing that currently lines the north of the station approach footway.
- Provide amenity space for employees of businesses in the area.
- Provide increased landscaping and mature trees

including on the South Bermondsey Station approach.

### Heritage Considerations

There is a small row of houses which lie adjacent to Galleywall Industrial Estate which are the only non-industrial uses in the area. The London Bridge viaducts, and the Bricklayers Arms branch bridge abutments at Rotherhithe New Road are structures 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 "London Board School" building of architectural merit the setting of which would need to be carefully considered in the context of the industrial intensification proposed on the Admiral Hyson Trading Estate.

### Building Heights

The stacked industrial warehouses will range from 2 to 5 storeys in height, although the storey heights will be greater than typical residential uses and so would be the equivalent of between 4 to 8 residential storeys.



**MULTI-STOREY STACKED INDUSTRIAL TYPOLOGY PRECEDENTS**

# BUILDING TYPOLOGIES AND LAND USES

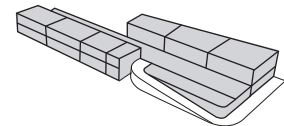
Development at the Bermondsey, Rotherhithe, Galleywall and Admiral Hyson Trading Estates and 'Bermondsey Dive Under' site will intensify industrial and light industrial uses in Old Kent Road and South Bermondsey. The redevelopment of the sites will support growing sectors like E-commerce, last mile logistics, R&D, Life Sciences 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 either through provision of an external vehicular ramp or goods lifts. 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, life sciences, publishing, storage, studios, last mile logistics, creative studios.*

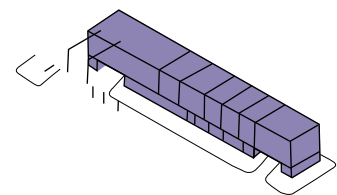
## **MULTI-STOREY STACKED INDUSTRIAL WITH VEHICLE RAMP ACCESS TO UPPER FLOORS**

These buildings accommodate multiple unit sizes including large units of 1,000sqm+. Small and medium sized units can be located on the upper floors, serviced from an upper level courtyard accessible from the vehicular ramp. All units should have regular orthogonal plan forms and either clear span interior spaces or a 10m internal column grid. Ceiling heights of large ground floor units are 8-12m with floor loads for all units of 1,000kg per sqm. Upper level units would have 4-6m floor to ceiling heights. Essential commercial vehicle parking can be provided on the roof. Space should be provided at ground floor for cargo and quadricycles.



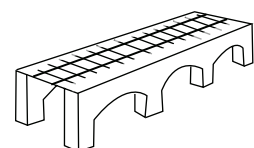
## **MULTI-STOREY STACKED INDUSTRIAL WITH LIFT ACCESS TO UPPER FLOORS**

These buildings accommodate multiple unit sizes including large units of 1,000sqm+. Each storey is accessed by servicing lifts of ideally 6m x 3m and up to 11,000kg capacity for forklift trucks. Units should have regular orthogonal plan forms and a 10m internal column grid. Ceiling heights are ideally 6-8m on the ground floor and 4m on the upper levels with floor loads of 1,000kg per sqm. Ground floor units will have direct servicing access for HGVs from roller shutter doors and servicing for the upper storeys should have direct access to the goods lifts from either an external or internal service yard. 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 their surroundings, providing overlooking by having more active uses facing the street which would benefit safety and security whilst mitigating impacts on the amenities of nearby residents.





**KEY**

Approximate Scale: 1:4000

N

0 25 100m

- Multi-storey Industrial with ramp
- Multi-Storey Industrial with Lift
- Borough Boundary



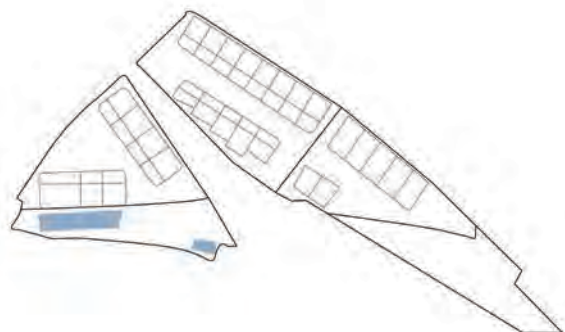


# PHASING

The sites create the opportunity to provide a very significant amount of new industrial space. Because of this, it is unlikely that the intensification of all the industrial estates would be delivered in a single development, moreover, they are all currently functioning well as industrial locations. It will be important to ensure redevelopment enables the managed relocation of businesses to other parts of the South Bermondsey area in a phased approach. To explore this further the Bermondsey Trading Estate which is currently home to 18 businesses has been subject to a phase-able masterplan study which illustrates 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.

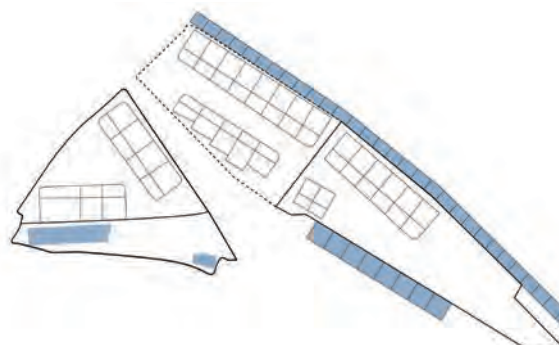
## Phase 1

Permission has been granted for a new maintenance and delivery unit for Network Rail which is due to complete in 2025. This will provide 2,560 sqm of storage space, mess facilities and ancillary office space used for the maintenance of the rail network. It will also bring improvements to Cycleway 10 (C10) and the station approach and forecourt at South Bermondsey station.



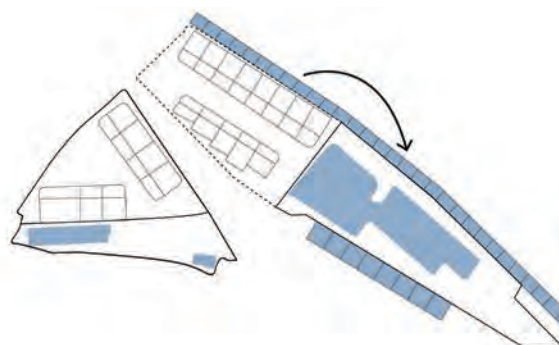
## Phase 2

Phase 2 is likely to be the refurbishments of 30 vacant rail arches on Corbetts Lane, delivering 6,400sqm of space and including 640sqm of affordable work space. A planning application has been submitted to the Council.



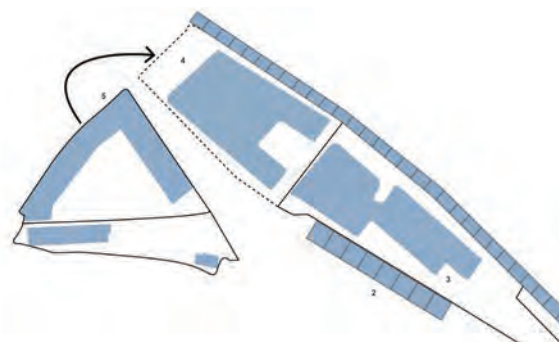
## Phase 3

Phase 3 may comprise a redevelopment of the vacant land at the rear of the arches. There is the potential to build multi-storey space on this site either within the existing landownership or in conjunction with the Bermondsey Trading Estate to optimise development potential and possibly provide space in which to relocate businesses from elsewhere on the Bermondsey Trading estate, facilitating a redevelopment of the site or intensification within it. This could deliver up to 34,200 sqm of new work and logistics space.



## Phases 4 and 5

In the longer term, there are a number of options for the development of the Bermondsey Trading Estate, which could involve the land on one side of the viaduct or land on both sides. This would depend on market demand, lease arrangements and the phased relocation of businesses. The masterplan could deliver up to 34,800 sqm within these phases. However, as is noted above, the proposals are scalable and phase-able, capable of delivering development incrementally over time.







# SERVICING AND ROAD NETWORK

The principal service routes for the industrial estates are Rotherhithe New Road, Galleywall Road and Ilderton Road. Whilst they will maintain that function we are already making progress in delivering healthier streets by widening pavements and delivering tree planting on Ilderton Road and are looking to do the same on Rotherhithe New Road.

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.

The current businesses and the proposed developments are reliant on servicing from a range of vehicles from small vans to articulated lorries. Service access to new development proposals should be designed to avoid queuing on the public highway as this would cause road safety issues 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 the use of cargo and quad bikes for local delivery.

There will be improved footways around the area to ensure all the future workers and visitors can move around safely. Pedestrians will be able to access the industrial estates from South Bermondsey Station and from Rotherhithe New Road and its associated bus stops. Once the planned Surrey Canal Road station has been built, there will be good pedestrian and cycle links from this station via Bolina Road. Development of the industrial estates should enable safe access for cycles into and around the estates, including from South Bermondsey Station and Bolina Road.

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 parents and children.



**KEY**

Approximate Scale: 1:4000



0 25 100m

- Site Allocations
- Primary Servicing Streets, re-imagined as Healthy Streets
- Local Residential Streets
- Town Centre Links





# PARKS AND COMMUNITIES

Industrial intensification in the SPIL sites in South Bermondsey will need to be carefully designed to ensure they can be serviced effectively whilst providing safe, convenient and attractive routes for people walking and cycling.

## Links to Southwark Park

Southwark Park is a major element of the Greener Belt Strategy and routes to it from Rotherhithe New Road and Ilderton Road will be made greener, safer and more biodiverse to help secure the strategies delivery.

## Ilderton Road 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, Sustainable Urban Drainage systems (SUDs) and increased biodiversity.

## South Bermondsey Station

We will work with Network Rail and private landowners to improve the footway approach and forecourt to South Bermondsey station and to provide a new access to the station from Bolina Road via the reopening of rail arch which is located beneath the station. We will also provide additional access to the station from Ilderton Road, through the redevelopment of 71-77 Ilderton Road. Routes to and around South Bermondsey station, including Cycleway 10 will become safer and easier to navigate as the area develops. The development of Site 1 on the Bermondsey Dive-Under would provide an active frontage and “front door” entrance to the new route to the station from Bolina 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 Garden



Illustrative view of Bolina Road Underpass (Renewal/SEW)





Southwark Park

Ilderton Road Shops

Bramcote Park

Pat Hickson Gardens

SOUTH BERMONDSEY

Mill Wall FC

KEY  
→ Green Link



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*consultations.southwark.gov.uk*

**Sending an email to:**

*planningpolicy@southwark.gov.uk*

**Alternatively you can send your response to:**

*Planning Policy  
Southwark Council  
FREEPOST SE1919/14  
London SE1P 5LX*

**Comments due by midnight on:**

[www.backthebakerloo.org.uk](http://www.backthebakerloo.org.uk)

[www.oldkentroad.org.uk](http://www.oldkentroad.org.uk)

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