

SUB AREA 1

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

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HISTORY

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

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

The railway had declined by the 1970s and the railway land was redeveloped. This removed some of the physical barriers between Bermondsey, Peckham and Walworth but Dunton Road remains one of the only links from Old Kent Road to the north. Cul-de-sac housing estates were built on former railway sidings to the east. The Mandela Way Industrial Estate opened in 1984 providing wide single storey sheds for modern industry. Post-war planning also saw the creation of council housing estates with green landscaping, the Bricklayers Arms junction and Burgess Park. In the 1990s functional out-of-town retail warehouse units with large areas of car parking were built for the Tesco supermarket at Dunton Road and other shops in the Southernwood Retail Park.



Top: Old Kent Road
Below: Pages Walk
Right: Peabody tenements



THE AREA TODAY

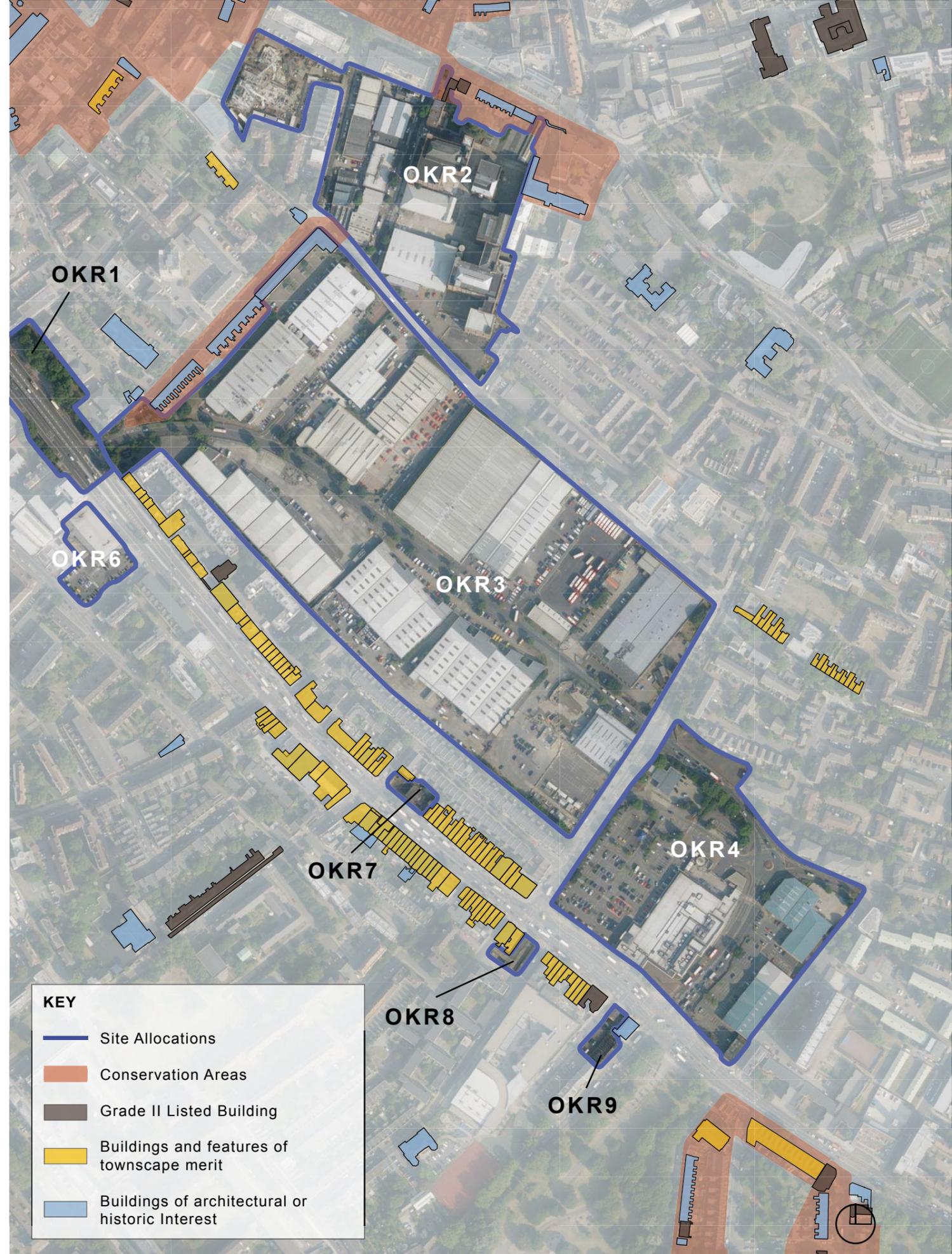
The north end of the Old Kent Road contains the area's oldest buildings and local shops, services and restaurants, serving a wide range of food. The Thomas a Beckett pub, famous for its boxing gym, overlooks the eastern entrance to Burgess Park, the largest open space and leisure destination in the north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

North of the Old Kent Road, traditional industry has largely been replaced by high value storage and distribution uses serving central London, including specialist art storage for the Tate. The Mandela Way estate sees 24 hour traffic of heavy goods vehicles and delivery vans. The former Czech army T-34 tank at the junction of Mandela Way and Pages Walk is a local landmark. In the older industrial sites at the Rich Estate and Crimscott Street creative businesses have been established in recent years, taking advantage of being on the edge of central London. The Mandela Way estate only has two road entrances and two further entrances into an alleyway across the site so does not make it easy for people to move across the area. Commercial sites are walled or fenced in presenting blank walls to surrounding streets. Quietway 1 is a major cycling route running along tree lined Willow Walk on the northern edge of the industrial estate.

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



Top: Distribution centre on Mandela Way
Middle: Burgess Park
Bottom: Shops on Old Kent Road



SA1.1 - Site Allocations and Conservation

SITES AND MASTERPLANS

CRIMSCOTT STREET AND PAGES WALK (OKR2)

Plan:

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. Examples of 19th and early 20th century industrial architecture and their associated courtyards will be retained and renovated.

Site area: 3.8 ha

At the time of our survey in 2015, there were around 44 businesses and 550 jobs in this site.

Indicative capacity: 760 homes,
1,400 jobs

Redevelopment must:

- Replace existing employment floorspace (B use class) and provide a range of employment spaces (including affordable workspace) which are consistent with the building and land use types shown in Figure SA1.3; and
- Provide housing; and
- Provide new courtyard spaces within the Rich Estate; and
- Provide a pedestrian route through the Rich Estate from Willow Walk to Grange Road; and
- Provide on-site servicing.

Phasing:

A mixed use scheme is under construction on the Rich Estate and a residential scheme is under construction on Marshall House, Willow Walk. Pre-application discussions for commercial and mixed use schemes are ongoing on other parts of this site.



Bottom: Rich Estate impression of redevelopment



SITES AND MASTERPLANS

MANDELA WAY (OKR3)

Plan

Mandela Way will combine distribution and residential land uses at a scale that has not been done elsewhere in London. This will transform Mandela Way into a key piece of central London with a mix of new employment space and new homes around a new park, Mandela Green, at the centre of the site and a new primary school.

Homes will be built on top and in front of new workplaces on the perimeter of new urban blocks. Small industrial units will be clustered near to new developments on the Rich Estate and Crimscott Street. Storage and distribution businesses serving central London will be located in the centre of the site. Offices and studios will be provided near to the potential new tube station. There is also scope for accommodating a university or further education college. We will also explore the potential for Tate, who have their storage facility and conservation workshops on the estate to provide a major new cultural offer.

Redevelopment will improve pedestrian and cycle links between Walworth, Old Kent Road and Bermondsey. The edges of the site will be sensitively designed to enhance the setting of Pages Walk, the Peabody tenement blocks and the Grade II Listed White House and to create attractive frontages on Willow Walk and Dunton Road.

Site area: 12 ha

There are currently around 13 businesses and 1,684 jobs in this site.

Indicative capacity: 2,200 homes,
2,120 jobs

Redevelopment must:

- Replace existing employment floorspace (B use class) and provide a range of employment spaces, which are consistent with the building and land use types shown in Figure SA1.3; and
- Provide housing; and
- Provide a new primary school; and
- Provide a new park shown in Figure SA1.2; and
- Provide a pedestrian and cycle link from East Street via Hendre Road to Willow Walk and on to Bermondsey Spa; and
- Provide on-site servicing and management of vehicle movements across the site.

Phasing:

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



Mandela Way

SITES AND MASTERPLANS

DUNTON ROAD (TESCO STORE AND CAR PARK) AND SOUTHERNWOOD RETAIL PARK (OKR4)

Plan

We want to transform this car dominated retail area to make it a vibrant hub on Old Kent Road with shops, including a replacement supermarket, leisure facilities, offices and homes. Development and the potential delivery of a new Bakerloo Line station on the site will help reinforce the Old Kent Road as a high street with wide pavements and new shops. Burgess Park will have a much stronger presence on the Old Kent Road, with improved crossings connecting it with a generous sized square in the middle of the site. We will aim to remove the gyratory to reduce its car dominated character, to create a place which is much easier and more attractive for people walking and cycling.

Site area: 4.1 ha

There are currently around 5 businesses and 165 jobs in this site.

Indicative capacity: 1,240 homes,
680 jobs

Redevelopment must:

- Replace existing retail floorspace (A use class), including a new supermarket; and
- Provide leisure facilities (D use class); and
- Provide office space (B1a use class), consistent with the building and land use types shown in Figure SA1.3; and
- Provide housing; and
- Potentially provide a tube station; and
- Provide a new urban square visible from Old Kent Road; and
- Provide new pedestrian routes into the urban square at the centre of the site; and
- Remove the Dunton Road, Mandela Way, Humphrey Street gyratory to improve routes and provide a green and pleasant environment for people walking and cycling; and
- Improve pedestrian crossing of the Old Kent Road; and
- Provide on-site servicing.

Phasing:

The Tesco site and the Southernwood Retail Park are each in single ownership and can be delivered with a degree of independence while coordinating changes to the road network. The Tesco site may be required for construction of the Bakerloo Line Extension so will not be available until the late 2020s.



Tesco car park

SITES AND MASTERPLANS

Other sites: BRICKLAYERS ARMS ROUNDABOUT (OKR1); SALISBURY ESTATE GARAGES (OKR5); 96-120 OLD KENT ROAD (LIDL STORE) (OKR6); FORMER PETROL FILLING STATION, 233-247 OLD KENT ROAD (OKR7); KINGLAKE STREET GARAGES (OKR8); 4/12 ALBANY ROAD (OKR9)

Plan

All these sites will provide much needed new homes. The sites on the Old Kent Road will reinforce its role as a high street, providing shops on the ground floor with new homes, including council homes above.

At the Bricklayers Arms roundabout, the flyover will be removed, with a new piece of city townscape created which stitches the site back into surrounding neighbourhoods. As well as a tube station, the site can provide shops which front onto the Old Kent Road, new homes and a pocket park.

Redevelopment must:

- Provide retail frontages onto the Old Kent Road and replace existing retail floorspace (A use class).
- Provide housing.
- Provide a new tube station (Bricklayers Arms).
- Provide on-site servicing.

Site	Site Area	Indicative Capacity
Bricklayers Arms Roundabout (OKR1)	3.8	Dependent on BLE option
Salisbury Estate Garages (OKR5)	0.1	28 homes
96-120 Old Kent Road (Lidl Store) (OKR6)	0.3	140 homes, 75 jobs
Former Petrol Filling Station, 233-247 Old Kent Road (OKR7)	0.1	24 homes, 13 jobs
Kinglake Street Garages (OKR8)	0.1	22 homes, 13 jobs
4/12 Albany Road (OKR9)	0.1	24 homes, 38 jobs



4/12 Albany Road

Phasing:

Southwark Regeneration in Partnership is developing a mixed use scheme which provides new council homes on the former petrol filling station. The Kinglake Street site is proposed as part of Southwark's New Homes delivery programme and would provide new council homes. On both sites, homes could be completed by 2020 in the first phase of the AAP period. Development on the Bricklayers Arms roundabout may occur at the point the Bakerloo line works are complete.

Site area: 4.5 ha (combined)

There are currently around 3 businesses and 60 jobs in these sites.

Indicative capacity: 191 homes (excluding Bricklayers Arms), 140 jobs



96-120 Old Kent Road



Kinglake Street Garages

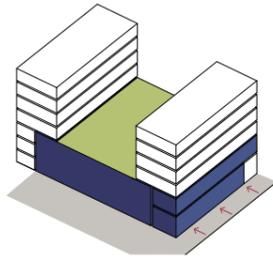
BUILDING TYPOLOGIES & LAND USES

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.

HORIZONTAL MIX: LARGE DISTRIBUTION AND STORAGE

Large units over 500m² on the ground floor for large distribution and storage uses. Units should have large spans which minimise the use of columns. Ceiling heights should be at least 6-8 metres, with potential for mezzanine levels. For larger spaces 10-13 metres would be more appropriate. Single aspect units should be 15-20 metres deep and those with dual aspect 40-80 metres deep. Ancillary or separate offices may be stacked and provided on the street frontage with separate staff and visitor access. Residential flats can be provided above with sound insulation and protection from noise, dust pollutants and odours. Servicing should take place within the blocks.

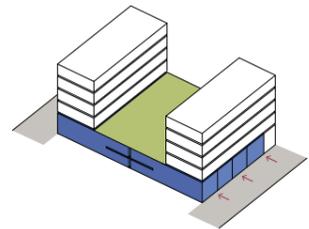
Suitable uses: Warehouses, distribution centres, large storage, depots (Class B1c, B8 and sui generis depots)



HORIZONTAL/VERTICAL MIX: SMALL INDUSTRIAL UNITS

Individual light industrial workspaces which are less than 500m² and typically 150-200m². Vehicular access should be provided in an internal forecourt. Units may be stacked above ground floor, with large servicing lifts to facilitate deliveries. Units should be 15-20 metres deep for single aspect, in square proportions and avoiding columns. There may be potential for subdivision and formulation of hybrid spaces to include an element of office space. Residential is stacked above or adjacent to industrial uses.

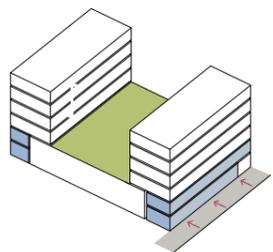
Suitable uses: Small scale manufacturing, storage and wholesale, food and drink manufacturing (Class B1c, B2 and B8 uses)



VERTICAL MIX: SMALL OFFICE / STUDIO

Offices and smaller studio spaces, typically comprising of units of between 10m² and 150m². Ceiling heights are generally lower, around 3.5 metres on average and up to 4.4 metres. Offices and studios should have dual aspect where possible to allow for maximum levels of daylight and natural ventilation. The building should allow for shared facilities and open plan floorspace allowing for different configurations to suit individual user needs. Units may be stacked above ground floor with residential on upper floors.

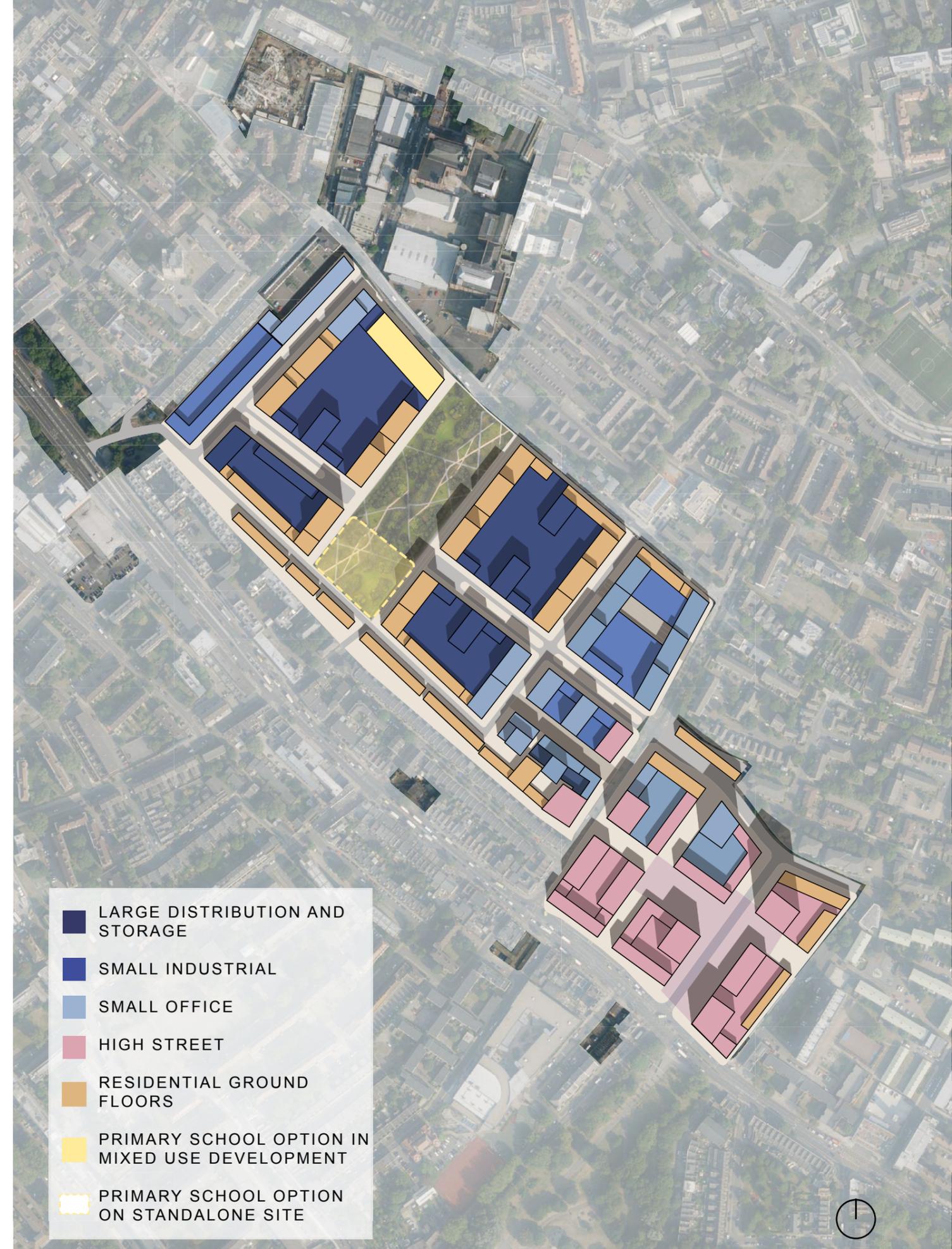
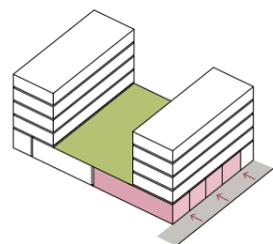
Suitable uses: Professional and business services, artist's studios, creative businesses, small scale makers (Class B1a and/or B1c uses)



VERTICAL MIX: HIGH STREET

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

Suitable uses: A range of shops, town centre services and leisure facilities (Class A1, A2, A3, A4, D1)



ACCESS, SERVICING AND FRONTAGES

Servicing:

Servicing(see Figure SA1.5) to commercial spaces and internal yards should take place off-street and accommodate direct ground floor access for all industrial uses. Servicing to shops should take place off Old Kent Road.

For storage and distribution uses, an internal servicing yard or street should be provided with bays at least 15 metres deep for deliveries, in addition to a 12 metre turning space for HGVs. Dock loading may also be required for HGVs.

For smaller industrial units, a shared yard space of at least 16 metres deep should be provided for deliveries in addition to a loading area. Service bays may be shared with similar uses. Space should be provided for 7.5 ton vehicle access and occasional HGV access.

Offices and studios should have provision for car and van delivery access, with occasional 7.5 ton vehicle access. Units should have safe and convenient walking and cycling links with staff and visitor cycle storage.

Frontages:

Frontages should help generate activity and vibrancy at ground floor by:

- Containing doors and windows which overlook streets and avoiding blank facades;
- Locating back-of-house functions, such as refuse stores, discretely to minimise their visual impact;
- Ensuring that any parking which is located within basements or structures where it can be wrapped with other uses;
- Wrapping active uses around the large shed spaces (e.g. offices, smaller retail or 'show room' spaces, or even residential maisonettes in quieter areas)
- Providing shopping and commercial frontages onto Old Kent Road itself.

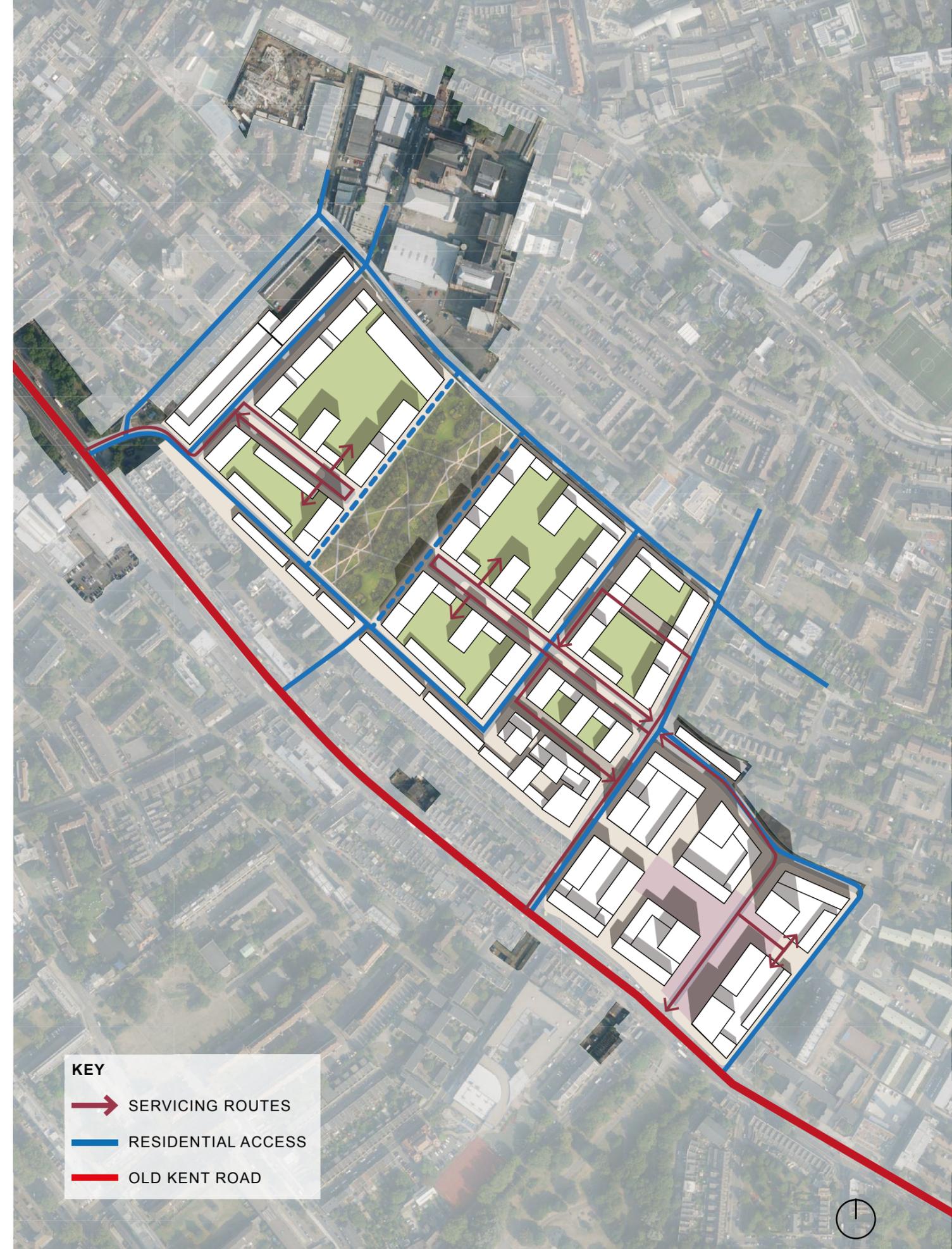
Road network:

A new pedestrian and cycle route will be created from East Street via Hendre Road across the Mandela Way site to Willow Walk and Bermondsey Spa. Junctions will be improved at Old Kent Road / Hendre Road / East Street and Old Kent Road / Mandela Way with better pedestrian crossing and room for cyclists. At the northern end of Old

Kent Road in the long term a new pedestrian crossing should replace the underpass after the Bricklayers Arms flyover is removed.

The gyratory on Dunton Road, Mandela Way and Humphrey Street will be removed, with improved pedestrian crossings on Dunton Road and Humphrey Street. The possibility of narrowing the carriageway should be explored and allowing vehicles to turn into Mandela Way.

The highway should be kept open on Mandela Way to serve existing industrial units until existing access arrangements have been reorganised. After which the road can be stopped up to complete the park. Turning facilities for articulated lorries must be provided on new plots for distribution uses, with a shared servicing loop and a management system to prevent such vehicles reaching a dead end at the new park or using new residential streets south of the park. North and westbound servicing traffic must be prevented from using Pages Walk and Crimscott Street as these are narrow and limited on Willow Walk to protect Quietway 1.



STREETS, PARKS AND PUBLIC BUILDINGS

Development must 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 the Walworth Academy, primary schools and shops on the Old Kent Road.

- 1 OLD KENT ROAD**
The redevelopment of the Tesco site and retail park will revitalise this part of the Old Kent Road, reinstating high street shopping frontages with new retail choices, including a replacement supermarket. As well as shops, a tube station will create potential for leisure facilities and offices which front onto a generous new civic square. The gyratory will be removed and public spaces made much safer and more attractive for people walking and cycling.
- 2 BURGESS PARK**
The park will continue to grow as a major destination for outdoor sport, cultural events and nature conservation and offer space to relax. The park will be much more visible from the Old Kent Road and improved crossings and new public space around Humphrey Street will create better connections to surrounding neighbourhoods.
- 3 MANDELA WAY PARK**
A new local park with pedestrian and cycle links for residents from Old Kent Road, East Street and Bermondsey Spa. There will be a range of facilities for play and recreation, including lots of trees and other biodiverse greenery creating a tranquil environment and comfortable places to sit and socialise or rest.
- 4 MANDELA WAY**
The road will be redesigned from an industrial access route to a new wide tree-lined urban boulevard. After development is complete the road will be stopped up to complete the park. As well as homes, the primary will front the park and there is potential for Tate to use the park as part of a wider cultural offer.
- 5 WILLOW WALK BUSINESS CENTRE**
Completion of the courtyard surrounded by small business space and enhancing the setting of the surviving railway buildings.
- 6 NEW PRIMARY SCHOOL**
A new 2-3 form entry primary school with an outstanding teaching environment where pupils move freely between airy and spacious classrooms and exciting external areas. This could potentially be accommodated within a mixed use block with the school fronting onto the park and outside areas accommodated at first or second floor level on the roof of the workspaces below. An alternative would be to provide the school in a stand-alone building in the park. This would reduce the size of the park, although the school's outside space and play areas would maintain the feeling of openness.
- 7 PEABODY TENEMENTS AND THE WHITE HOUSE**
The setting of these historic buildings will be enhanced with an improved environment on Old Kent Road and new terraced residential streets to the rear.
- 8 RICH INDUSTRIAL ESTATE**
Redevelopment of the industrial estate will preserve the best of the industrial heritage while introducing exciting new architecture, courtyards and a walking route through the site.
- 9 QUIETWAY 1**
This important cycling route from Bermondsey and Deptford to central London will be improved by the removal of fencing on the southern edge of Willow Walk, introducing attractive new buildings and managing the kerbside. The original wall to the sidings will be retained where practical.
- 10 BRICKLAYERS ARMS FLYOVER**
Construction of a third station at Bricklayers Arms with excellent links into surrounding neighbourhoods. Removal of the flyover and creation of a new high quality built environment better connecting the high street with Tower Bridge Road and New Kent Road and improving pedestrian crossings and cycling routes.



BUILDING HEIGHTS

Building heights in this area should vary in relation to the character and importance of the surrounding context as well as wider considerations including protected view corridors.

1. MANDELA WAY

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

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

2. DUNTON ROAD AND SOUTHERNWOOD RETAIL PARK

There is scope for some significantly taller buildings here, outside the protected viewing corridors, reflecting the 'Stations and Crossings' strategy. The key elements of the building heights strategy here are:

- In the vicinity of the station entrance a new civic square should be created, which could be marked by two 'Tier One' tall buildings of a scale commensurate with the importance of the location and the size of the open space;
- Buildings fronting onto the Old Kent Road should be between five and eight storeys in height in order to frame the high street, with some potential for 'Tier Three' tall buildings in significant locations; and
- Elsewhere in the area, building heights will vary between 8 and 16 storeys, depending on their immediate context.

The design of taller buildings should:

- 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.

3. OLD KENT ROAD

Building heights in the other Old Kent Road sites in this sub area should relate to the scale and massing of neighbouring buildings. The key elements of the building heights strategy here are:

- The buildings fronting onto the Old Kent Road should be predominantly 4 to 5 storeys in height; and
- On larger sites, there is scope for the predominant height to rise to 8 storeys, with potential for 'Tier Three' tall buildings in the most significant locations.

4. RICH ESTATE AND CRIMSCOTT STREET

The key elements of the building heights strategy here are:

- Buildings fronting onto Crimscott Street should be between 6 and 9 storeys; and
- Careful consideration should be made of the impact of proposals on surrounding conservation areas and the settings of listed buildings, particularly the sensitive roof profile along the south either side of Pages Walk.

Indicative building heights and locations provided for illustration only



DESIGN GUIDANCE

The different parts of this sub area should feel different in many ways, but should also have a sense of unity and familiarity.

1. MANDELA WAY

The design of this area will be informed by its working, industrious character, with the buildings thought of as modern interpretations of traditional warehouses. The architecture will:

- Be solid and robust in appearance, with rational proportions and articulation;
- Be predominantly finished in brick, stone and concrete, with details highlighted in metal;
- Have expressed structural elements such as concrete lintels;
- Have punched window openings with relatively deep reveals, that reflect the nature of the uses within; and
- Avoid using lightweight materials like glass balustrades and timber cladding.

Mandela Way Park, the new open space at the heart of this area will take on the proportions and character of a traditional London square. It will;

- Be framed and enclosed by new buildings of an appropriate scale, with regular and well ordered facades;
- Be served by new pedestrian routes running through and/or around it, linking well to existing communities;
- Have a well designed relationship with the new primary school; and
- Provide opportunities for a significant new cultural offer at the Tate Collections site, perhaps accommodating a new sculpture park.



Deep window reveals with concrete lintels (Amnesty International Building, Witherford Watson Mann Architects)

2. DUNTON ROAD AND SOUTHERNWOOD RETAIL PARK

The design of buildings in this area should be reflective of a more significant change in its character. They may be reminiscent of the attractive and well detailed new brick buildings at Kings Cross or Blackfriars Road. This should be expressed by:

- Lighter and more varied architecture, with a 21st Century character, but also some commonality with the more industrious buildings around Mandela Way;
- More sculptural building forms, with framed rather than punched openings and more delicate or intricate details;
- Appropriate depth and layering of facades; and
- Using brick or stone as the main building materials, with details highlighted in metal.



High quality materials and more intricate detailing (Saxon Court, Kings Cross – Maccreanor Lavington Architects)

In this area the high street character of the Old Kent Road should also be reintroduced and reinforced with new shop fronts that are:

- Expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along the Old Kent Road; and
- Comfortable within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors.

The new open space within this part of the sub area will be more civic in its character, designed to mark the potential station entrance. It should be thought of as a 21st century town square, with high quality hard landscaping and planting proposals and opportunities for spill out spaces from surrounding businesses and vibrant active frontages.

DESIGN GUIDANCE

3. OLD KENT ROAD

The design of buildings in each of these sites should contribute to the high street character of Old Kent Road by:

- Reinstating well proportioned and articulated shop fronts according to the rhythm and proportion of traditional shop fronts elsewhere along the Old Kent Road;
- Ensuring that shop fronts sit comfortably within the overall building framework; and
- Choosing materials that are responsive to their context, most likely predominately brick with timber or metal framed shop fronts.

4. RICH ESTATE AND CRIMSCOTT STREET

The design of this area will be informed by the consented development on the Rich estate, particularly:

- The way in which it weaves old and new buildings together;
- The retention of a working character and aesthetic;
- The innovative use of brick and metal to generate a sense of place; and
- The quality of landscaping proposals.



An image of the approved Rich Estate scheme

