

SUB AREA 5

SOUTH

BERMONDSEY

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HISTORY

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

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

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 By the end of the 20th century the depot had been replaced by today's Bermondsey Trading Estate.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

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



Top: Drawing of the Greenwich to London Railway
Below: Former Shuttleworth Chocolate Factory
Right: Ordnance survey map of area from 1896



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. South Bermondsey rail station provides regular services direct into central London and connects the area with neighbourhoods further afield throughout south east London. Ilderton Road and Rotherhithe New Road provide the main routes for the bus network and HGVs serving the industrial estates.

Between the railway viaducts is the busy Bermondsey Trading Estate. Providing space in warehouses and arches, there are a variety of businesses, including metal works, breweries, skilled trades, masonry, food production and distribution, a recording studio and rehearsal space and gig and rig equipment hire. Amongst the sheds and arches is a Network Rail project known as the Bermondsey Dive Under which will improve the efficiency of the train services and open up opportunities to provide new employment space for Southwark and Lewisham.

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, and most are occupied. To the south there many large arches in an exposed, poorer condition currently used as shelter for construction and building materials by Network Rail and its partners.

The housing is a varied mix, from maisonettes and tower blocks on the post-war Rennie Estate, to '80s and '90s low rise and low density suburban style housing. Some are built on the former Bricklayers Arms railway sidings. Cycle quietway 1 runs through the housing estates and follows the old railway viaduct across Rotherhithe New Road to South Bermondsey station along to Lewisham and beyond.

There is a small parade of shops at South Bermondsey station on Ilderton Road and some shops to the north on Rotherhithe New Road. However there are not many shops and services in the area for the residential and working population.



Top: Bermondsey Trading Estate
Bottom: Ariel view over South Bermondsey



INDUSTRIAL INTENSIFICATION

SOUTH BERMONDSEY

Plan:

South Bermondsey will continue to thrive as an employment destination for a range of industrial and light industrial uses. Within the strategic preferred industrial locations (SPIL) additional industrial and warehousing space will be provided. It will be important to ensure the right type, size and quality of spaces are provided for the types of businesses which are vital to serving and maintaining Central London's economy. The plan encourages the intensification of industrial business uses through:

- Development of mezzanines;
- Introduction of small units;
- Development of multi-storey schemes;
- Addition of basements;
- More efficient use of land through higher plot ratios having regard to operational requirements (including servicing) and mitigating impacts on the transport network where necessary.

Outside of the employment sites themselves, it is essential that the surrounding public realm and infrastructure is able to support these functions while still providing a pleasant, safe and convenient environment for people walking and cycling.

As these site allocations are designated as Strategic Protected Industrial Land (SPIL) through the New Southwark Plan, the types of employment uses that will be expected here will be those which are not necessarily compatible with residential or other sensitive uses. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding area.

Total SPIL in the opportunity area: 26 ha
There are currently around 95 businesses and 1,606 jobs in the SPIL.

Development potential: Intensification of industrial uses in the SPIL

Phasing:

The Bermondsey Dive Under project will allow for the release of land available for development of employment uses. The project was completed in 2017. The site should be available for development from 2019. There is also potential for intensification on the Admiral Hyson Estate and Bermondsey Trading Estate.



Above: Arches and yard in the Rotherhithe Business Estate



LAND USES, ACCESS AND SERVICING

SPIL provides land suitable for general and light industrial uses, logistics, waste management and environmental industries, utilities, wholesale markets, transport functions and sui generis uses that are inappropriate in residential areas. The intensification of SPIL can be used to accommodate new businesses as well as the relocation of existing businesses from other parts of the Old Kent Road.

LAND USES

Industrial Units

There is scope to provide industrial units in a range of sizes. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units and allow for the insertion of a mezzanine. Units should have square proportions and provide predominantly column free space with large clear floor spans. Units should be individually accessible, typically by double height roller shutters, with servicing taking place internally or from a forecourt. Landowners are encouraged to deliver intensification of business uses through redevelopment.

Railway Arches

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

SERVICING

Servicing to commercial spaces and yards should take place off street to ease pressure on the road network.

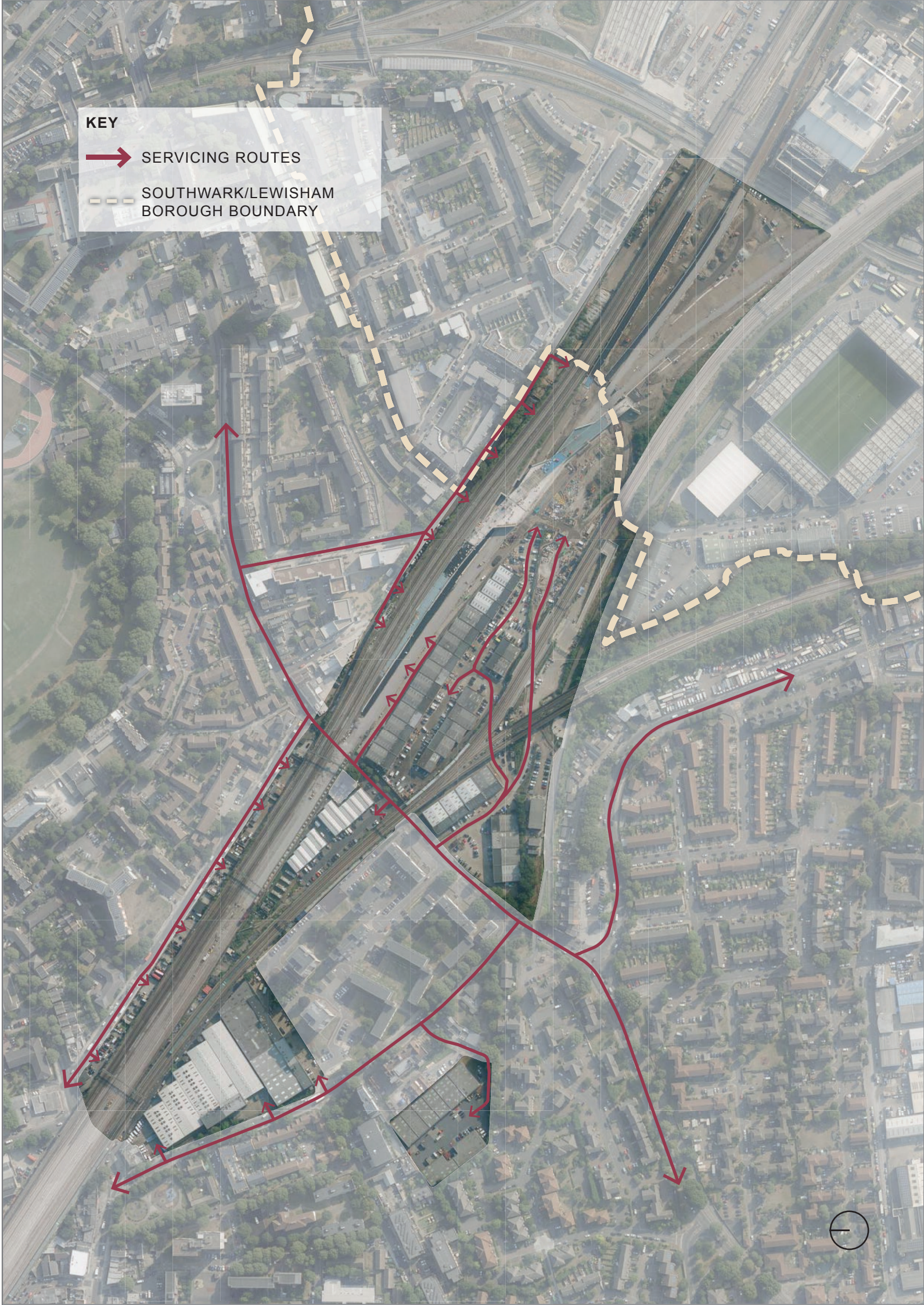
The Bermondsey Dive Under land has several access points including via the Bermondsey Trading Estate on to Rotherhithe New Road, Jarow Road, Silwood Street and Bolina Road. Proposals for this area should seek to maximise the potential to access the site through the Bermondsey Trading Estate. Silwood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

ROAD NETWORK

The council will carefully assess and monitor the potential impact of development which intensifies industrial uses on both the condition of the public realm and road network and the impacts on congestion, pollution and require development to contribute or offset these impacts, particularly around Rotherhithe New Road and Ilderton Road. Proposals for additional vehicle servicing routes on to the local network will not be acceptable except where they improve traffic impacts.



Top: Arch access, Bermondsey Trading Estate
Bottom: Arch access, Raymouth Road



STREETS, PARKS AND PUBLIC BUILDINGS

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

- 1

LINKS TO SOUTHWARK PARK

Southwark Park is a major asset to the north of the borough. Routes to Southwark Park from Rotherhithe New Road and Ilderton Road will be made greener and safer (Silwood Street provides an example of street greening).
- 2

LOCAL SHOPPING PARADE

The mature trees at the north end of Ilderton Road help soften the street environment and provide an attractive setting for the local shopping parade. The wide pavements on Ilderton Road and Rotherhithe New Road will be improved with new planting, potentially including sustainable urban drainage systems.
- 3

SOUTH BERMONDSEY STATION

We will explore the potential to create a new access to South Bermondsey Station from Ilderton Road, adjacent to the existing truck depot site.
- 4

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.
- 5

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.



