

# OLD KENT ROAD





Mural by Adam Kossowski (1965). Grade II listed on 20 April 2017

**NOT  
ANY  
OLD  
ROAD**





*“The architects, planners – and businessmen – are seized with dreams of order... and they have become fascinated with scale models and bird’s-eye views.”*

**Jane Jacobs, 1958**

*“London is an accident. It is full of variety. No one person has forced his impress upon it. It is essentially democratic. It represents the English policy of patching and compromising... It is certain that the future of London cannot be an accident like the past. If it is to hold together, to remain a workable, manageable unit, it must now be planned, be designed, be organised”*

**Frank Pick, 1926**

## FOREWORD



**Councillor Mark Williams**

Cabinet Member for  
Regeneration and  
New Homes

We must be ambitious if we are to meet the need for more housing in London whilst increasing employment and at the same time designing new neighbourhoods that deliver open space, community facilities, improvements to air quality, and a massive shift to sustainable and active travel. This plan sets out a clear vision for how this will all be delivered along the Old Kent Road. By working in partnership with our local communities, businesses, landowners, Lewisham, Transport for London, and the Mayor of London we will deliver significant benefits for our residents and for London.

This Old Kent Road Area Action Plan sets out how we will deliver 10,000 new jobs in addition to the 10,000 jobs already there, new parks, new school places, a new college, improvements to Old Kent Road itself, and 20,000 new homes including 7,000 affordable homes all supported by the extension of the Bakerloo Line from Elephant and Castle to Lewisham. We are also seeking to bring a university to the area along with a cultural institution. We will effectively be building a new town on brownfield land in central London – this is part of central London, but will be better. Our ambition is to not only deliver these new homes and jobs but to improve the health, education and life chances of people who already live and work along Old Kent Road underpinned by decent housing for all and well designed neighbourhoods.

Following previous versions of this plan we have carefully considered the over 1,300 consultation responses we received and have made significant changes to the previous version of this plan. We are therefore undertaking further consultation on this revised preferred option before moving to a submission version next year.

Alongside this plan we are working with our partners to continue developing the funding package for the Bakerloo Line Extension which will cost c£3.5billion. We expect to raise £200-300million of Community Infrastructure Levy and have recently updated the CIL rate for the Old Kent Road area. We are exploring options to fund this key project with TfL, the GLA, and Treasury. As set out in this plan the extension of the Bakerloo Line will unlock an additional 12,000 homes – over and above the 8,000 new homes that can be delivered without the extension – and will deliver all of these homes much more quickly. Without the extension we can deliver 8,000 new homes by 2037, with the extension we can deliver those 8,000 homes ten years earlier and then an additional 12,000 new homes by 2037.

Old Kent Road is a unique opportunity in London to build desperately needed new homes and significantly increase employment. These jobs will be in manufacturing, industry, arts, warehousing and traditional employment activities along with offices, tech and other new types of businesses. This will be enabled by the design of the buildings and places which are specified in the five area masterplans. This is the only place where there is such a significant area of land to develop including large retail warehouses with large car parks. The Bakerloo Line Extension will unlock the potential of the area to meet the many challenges our borough and London face.

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INTRODUCTION PURPOSE OF THE PLAN

The purpose of the Old Kent Road Area Action Plan (AAP) is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the ‘plan period’). It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, while providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.

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

This has been recognised by the New London Plan, which identifies Old Kent Road in two major growth areas; Central London and the Bakerloo Line Extension Growth Corridor (Figure 1). The Bakerloo Line Extension (BLE) will be a game changer for the area. It will enable substantial growth, with the number of homes rising from 14,500 to 34,500 and the number of jobs rising from 9,500 to 20,000. This will, of course, have important positive impacts London’s economy, but it will also benefit new and existing Old Kent Road businesses.

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

In order to strengthen and evolve the strong cultural identity of the Old Kent Road, the AAP also sets out how growth will be supported by new town centre uses, schools, leisure facilities, parks, walking and cycling connections, a health hub, new cultural offers and further and higher education provision.

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

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

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

How to comment

We welcome your comments on the Old Kent Road AAP/OAPF and on the supporting documents. Consultation is open from 13 December 2017 to 21 March 2018 and we will be consulting in a number of ways including publicising our consultation on social media. Please contact us if you would like to know more about the documents or to find out more about our consultation.

Comments must be received by 21 March 2018. Representations can be made by:

- Visiting our consultation hub: consultations.southwark.gov.uk
- Sending an email to planningpolicy@southwark.gov.uk
- Alternatively you can send your response to:

Planning Policy  
Chief Executive’s Department  
FREEPOST SE1919/14  
London SE1P 5LX

Tel: 020 7525 5741

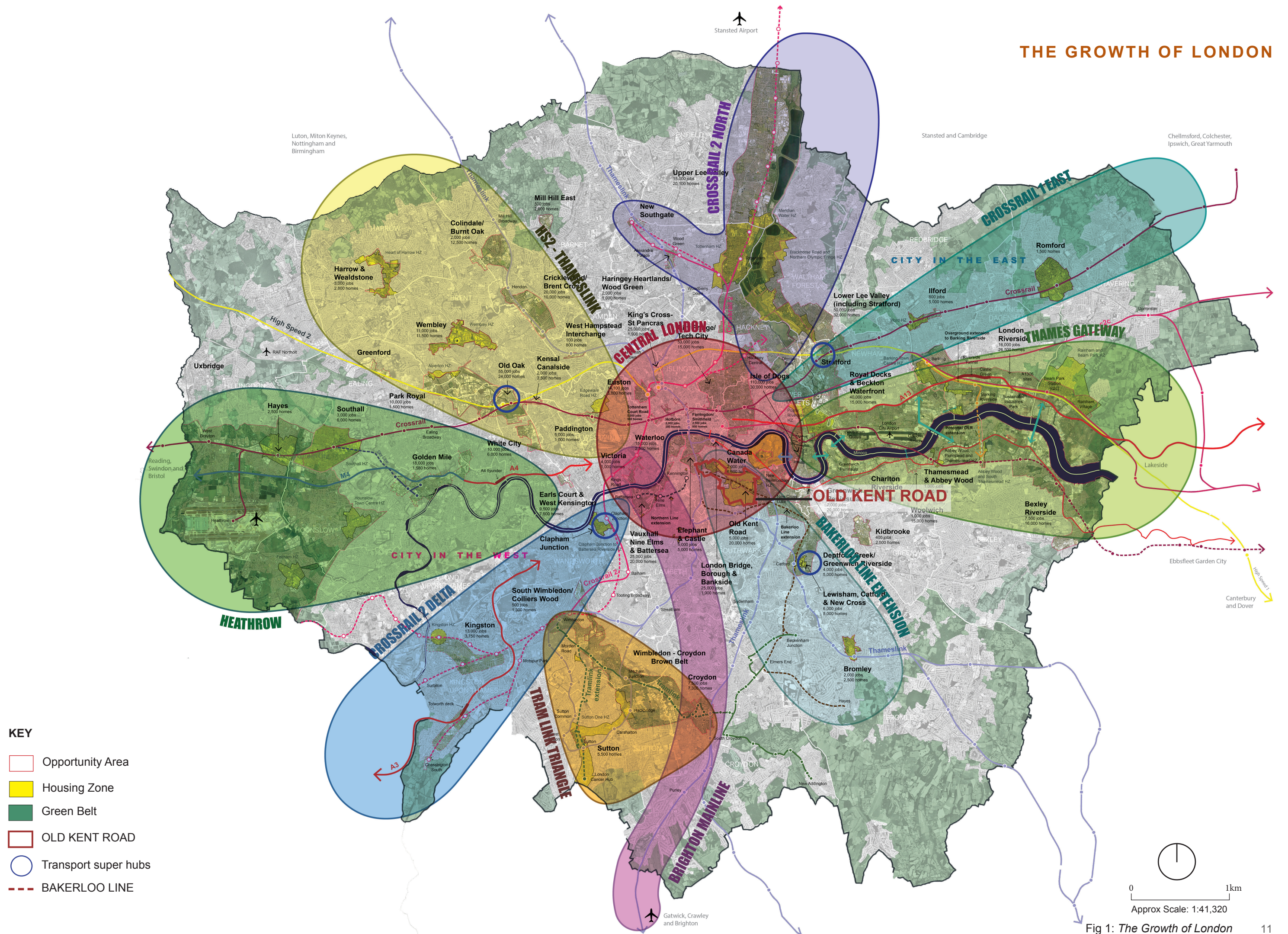
@lb\_southwark

facebook.com/southwarkcouncil





## THE GROWTH OF LONDON





Old Kent Road isn't any old road. For 2,000 years it has been a vital artery connecting the commerce and culture of one of the world's great cities to Europe. Its strength as a place to live, work and do business is its central London location and inner city character.

The construction of the Bakerloo Line Extension will drive the growth of central London southwards encompassing Old Kent Road. As this happens, the council want to make sure that new development helps to foster a civil and humane community in which old and young can flourish together. We are exploring ideas such as the co-location of nurseries with older persons' accommodation, something that has successfully reduced loneliness and social isolation in other cities, and connecting schools with other education institutions with diverse local employment opportunities.

Central London is a place of extremes of wealth and poverty and its regeneration is sometimes criticised as gentrification at best and social cleansing at worst. The redevelopment of Old Kent Road will be neither of these things. Its primary purpose will be the delivery of tangible direct benefits to the existing communities in Walworth, Bermondsey and Peckham including new and improved housing, schools, park spaces and leisure and health centres and the creation of a wide range of jobs. This plan sets out the physical framework that will enable the community to realise its potential. There should be no poverty of ambition or opportunity in Old Kent Road for any age group. It promotes multifunctional attractive neighbourhoods that promote physical activity and social interaction and shield from negatives such as pollution and feeling unsafe.

We want redevelopment to grow Old Kent Road's significant local economy, not just by accommodating a narrow professional office sector, but by supporting and encouraging a wide range of skills and job types including the wide variety of businesses that serve central London and new and growing sectors such as the arts and creative industries. To achieve this, our plan promotes the innovative mixing of residential and industrious uses in a way that has not been seen before in London. Done with care, we believe that this can deliver a special place that is desirable to live and work and ensures business continuity.

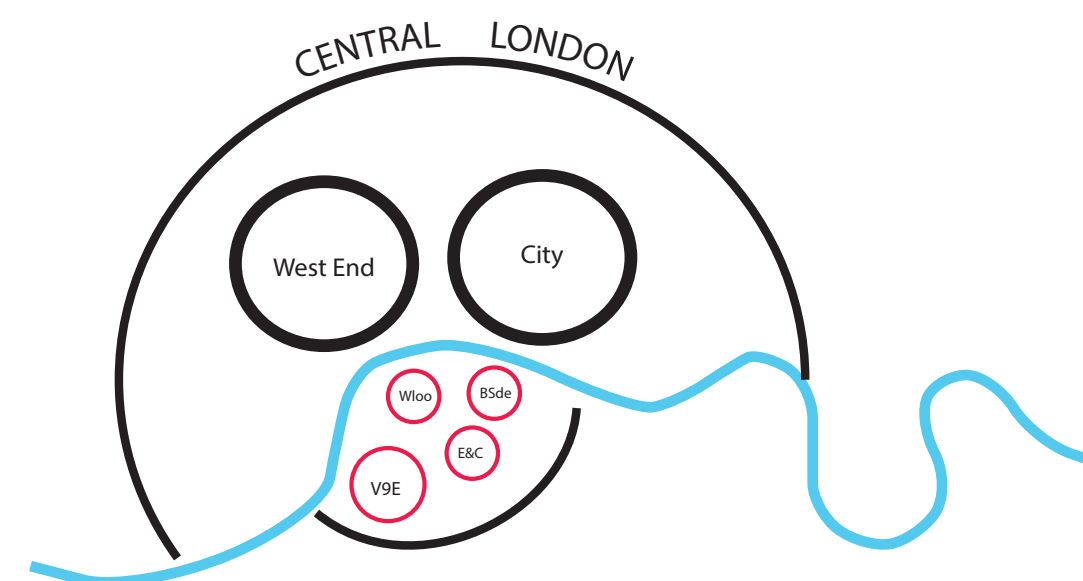
We want to build new homes, 35% of which will be affordable, and while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. Generous room sizes, high ceilings and large windows will make sure that people have enough “head room” and space to think and to rest.

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

Development in the area will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. This is vital for the health of everyone, especially children.

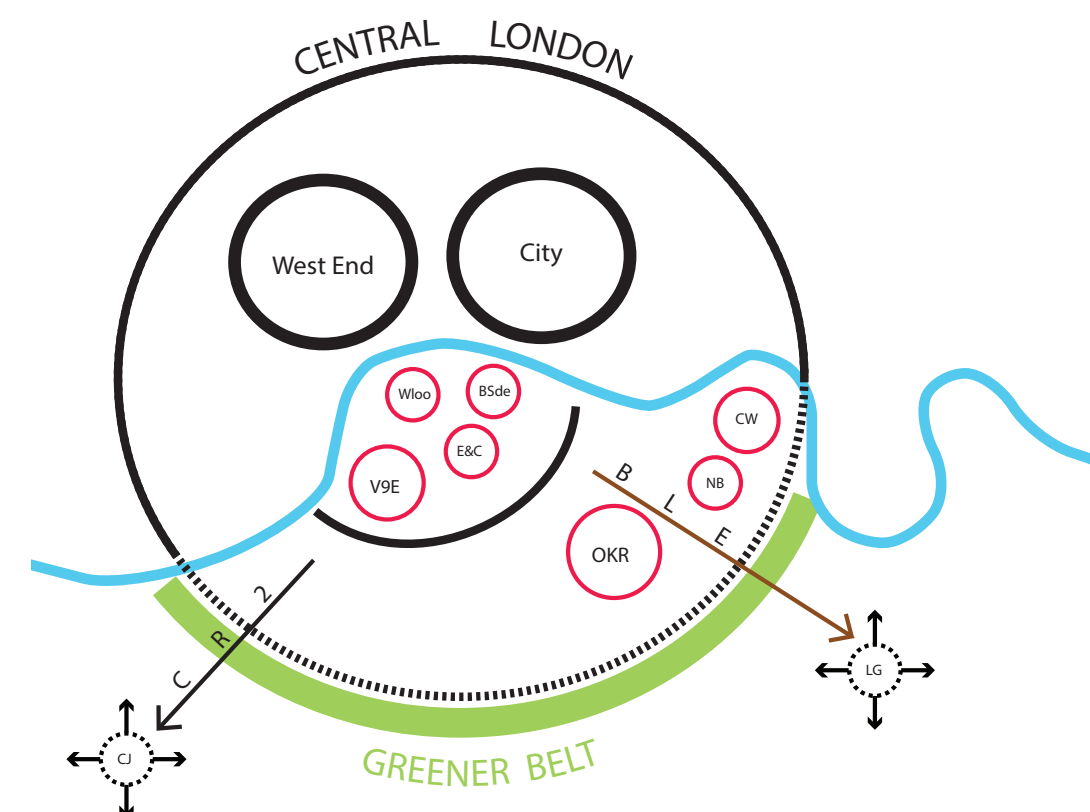
Living at the centre of one of the world's great cities, with its enviable economic and cultural capital should be an opportunity for all and not just a privileged few. We have a responsibility to make the most of that opportunity on behalf of the residents and businesses of Old Kent Road.

2017:



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

2037:



Central London will expand to the south with the introduction of new transport infrastructure including Crossrail 2 to Clapham Junction and the Bakerloo Line through Southwark to Lewisham Gateway. The expansion of Canada Water, New Bermondsey and Old Kent Road will deliver new strategic development to the south of the river. The Greener Belt will link existing strategic parks with green routes and new open spaces.

## KEY

 CENTRES OF EMPLOYMENT







20,000 NEW HOMES

7,000 AFFORDABLE HOMES

1 FE COLLEGE

3 NEW TUBE STATIONS ON THE BAKERLOO LINE EXTENSION

1 NEW HEALTH CENTRE

10,000 NEW JOBS

1 MAJOR CULTURAL ATTRACTION

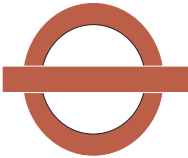
1 NEW SECONDARY SCHOOL

2 NEW PRIMARYSCHOOLS

9 PRIMARY SCHOOL EXPANSIONS

WHAT WILL IT COST?

BAKERLOO LINE EXTENSION  
**£3.1 Billion**



NEW SCHOOLS, LEISURE CENTRE,  
HEALTH CENTRE  
**£50 Million**



BUS AND CYCLE IMPROVEMENTS ON  
OLD KENT ROAD  
**£60 Million**



WHAT WILL PAY FOR IT?

DEPARTMENT FOR COMMUNITIES  
AND LOCAL GOVERNMENT: HOUSING  
INFRASTRUCTURE FUND  
**£10 Million**



HOUSING ZONE GRANT  
**£25 Million**



COMMUNITY INFRASTRUCTURE LEVY (CIL)  
**£200M - £300 Million**  
COUNCIL TAX  
**£200 Million**  
BUSINESS RATES  
**TBC**





NEW HOMES



- Build 20,000 new homes across the opportunity area.
- 7,000 of these new homes will be affordable.
- 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.

BAKERLOO LINE EXTENSION



- Extend the Bakerloo Line and deliver three new stations along the Old Kent Road, speeding up the delivery of homes and jobs.

EMPLOYMENT, JOBS AND BUSINESS



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

TOWN CENTRE, LEISURE AND ENTERTAINMENT



- Create a new major town centre, in a significantly more attractive and accessible environment. A variety of shops and facilities including local independent shops and large stores such as supermarkets, homeware and hardware available on the high street.
- Deliver exciting new activities in leisure, entertainment, recreation and play in the town centre for local people of all ages to get out and have fun in the day and night time.

PARKS AND OPEN SPACE



- Create three new parks: one at Mandela Way, one at the Old Gasworks and a linear park along the route of the Surrey Canal, which will connect existing and new neighbourhoods and help deliver the Greener Belt.
- Create new neighbourhood green links and spaces between these new parks, the stations and busy places linking to established residential neighbourhoods.

COMMUNITY AND SCHOOLS



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

CULTURE AND HERITAGE



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

HEALTH AND WELLBEING



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





BOROUGH

BERMONDSEY

OLD KENT ROAD TODAY

ELEPHANT & CASTLE

CANADA WATER

WALWORTH

OLD KENT ROAD

LB LEWISHAM

PECKHAM

KEY

- Opportunity area boundary
- Core area
- Borough Boundary (Lewisham)
- Existing overground station
- Main roads
- IWMF (Integrated Waste Management Facility)

**EXISTING:**  
AREA: 282 hectares  
POPULATION: 35,000  
HOMES: 14,500  
JOBS: 9,500  
BUSINESSES: 800  
**PERMITTED/UNDER CONSTRUCTION:**  
32,000 sqm commercial space  
992 homes  
1 Primary school





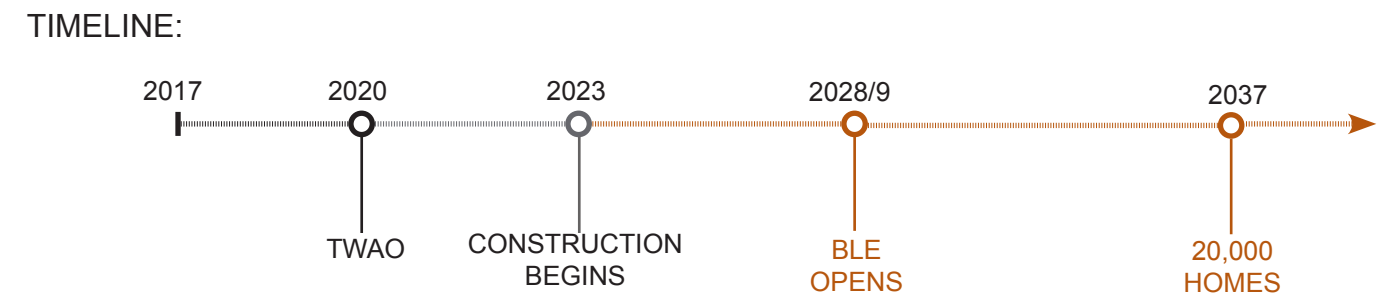
**KEY**

- Proposed New Bermondsey station
- Bakerloo Line Extension (BLE) station options (x4)



Fig 5: The Masterplan



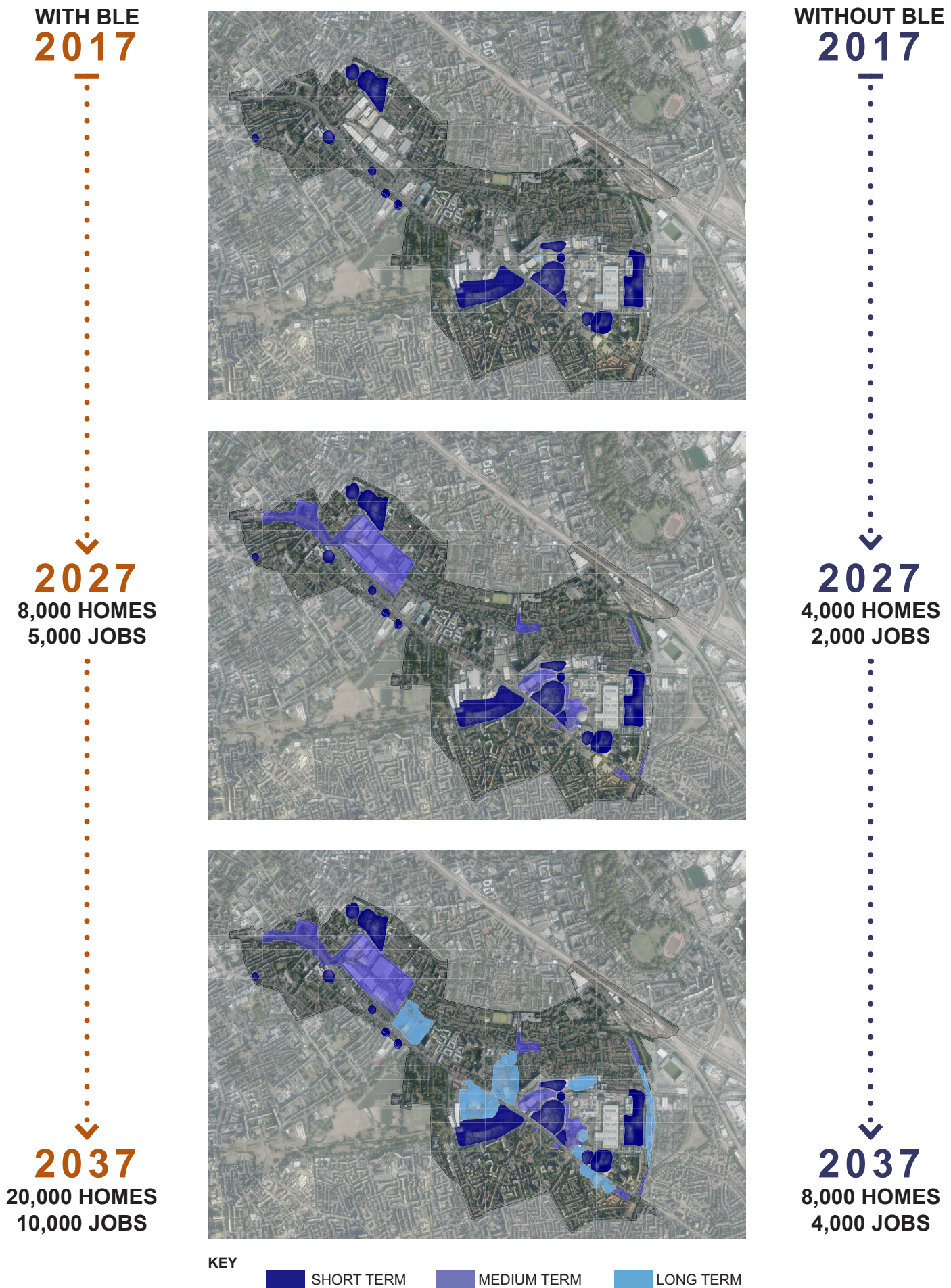


Delivery and Phasing

The delivery of the Bakerloo Line Extension is essential to the delivery of 20,000 new homes and 10,000 new jobs in Old Kent Road. Current developer interest and confidence in the future has largely been stimulated by the Mayoral commitment to deliver the BLE by 2028. It is absolutely essential that this confidence is not undermined. With a shortage of homes, and increasing demand for workspace it is important that this AAP/OAPF provides confidence to investors who will deliver the aspirations of the plan for the benefit of Southwark and the wider London context. The Transport and Works Act Order (TWAO) will be submitted in 2020 and the Mayor has committed to bring the completion date forward from 2030 to 2028/29.

To ensure that public transport capacity is sufficient to allow for the travel requirements generated by new development, the council along with the GLA and TFL will review the grant and implementation of planning permissions and progress towards the delivery of the BLE and other public transport enhancements each year to ensure that there is a match between transport and development capacity. We think that it will take at least 7 to 8 years to deliver 8,000 homes and by that time good progress will have been made on the delivery of the BLE. Should there be a mismatch between transport capacity and housing delivery until 2036, we will review options that may include the need to limit further delivery, potentially through phasing of development in the later stages of the plan. The potential of Old Kent Road to provide a large number of homes and jobs at a rapid rate of delivery provides the business case that should ensure funding and avoid the need to limit housing delivery. Figure 6 demonstrates the expected phasing of development over the next 20 years with and without the BLE.

Additionality





**AAP 1: The Masterplan**

Development proposals must be in general conformity with the masterplan.

**Reasons**

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

**AAP 2: Site allocations**

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

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

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

**Reasons**

There are 18 site allocations representing 66 hectares of land that can be redeveloped in the Old Kent Road area. A further 26 hectares of land will be retained as Strategic Protected Industrial Land (SPIL) that has the potential for industrial intensification. Some of the site allocations are areas where land ownership is very fragmented and some businesses have long leases on their premises. For each of the sites we have estimated the capacity for development which is based on the testing of the masterplan. The estimates of capacity are approximate and should not be interpreted as targets to be achieved.

**AAP 3: Infrastructure and delivery**

We will work with infrastructure, digital infrastructure and utility companies and neighbouring boroughs to support large scale development. We will also encourage developments to explore shared servicing options and to ensure adequate infrastructure (both social and physical) is in place to support the occupants of developments through their lifetimes.

Development must facilitate the extension of the Bakerloo Line including the provision of access to the stations and reinforce their role as transport interchanges. Underground stations will be located on Old Kent Road and should be designed to ensure that they can support development on the entire site and relate positively to the new neighbourhoods.

Development must provide water supply and wastewater infrastructure capacity to deliver supporting infrastructure at an early stage to ensure impacts are effectively mitigated.

**Reasons**

To support growth, significant intervention is needed to upgrade the existing infrastructure, such as buses and cycle paths, schools, health and leisure facilities, green links and parks. It is also essential that there is adequate water, waste, energy and transport infrastructure to facilitate and support the anticipated growth. A network of walking and cycling routes needs to take people to and from the stations and link the stations with the shops, leisure and other activities.

The most significant infrastructure required is the Bakerloo Line Extension which will increase the public transport accessibility level (PTAL) of the road to the highest levels of 5 or 6 which will make most places within 10 minutes walk of the tube. It will provide 65,000 extra journeys in the morning and evening peak. This will provide a more efficient journey for passengers and will help to relieve congestion on buses, national rail and roads. This will transform accessibility for existing and future residents and workers to central and outer London. There are a number of options for new stations along Old Kent Road and we are working with Transport for London to decide on the best locations.

The council is committed to a third station at Bricklayers Arms and we will carry out further masterplanning once the station locations are confirmed.

**AAP 4: Social regeneration to revitalise neighbourhoods**

We will continue to revitalise Old Kent Road to become a healthier place where existing and future residents and workers can all be proud to live and work. To achieve this exciting, ambitious regeneration programme we will:

- Ensure all our residents, and particularly existing residents, can access the benefits of our regeneration programmes and the opportunities created by those programmes for new homes, new jobs, new healthcare, new education facilities and new infrastructure; and
- Encourage residential development above shops to enliven town centres; and
- Ensure that our existing residents and neighbourhoods prosper from growth through giving people from every community the opportunity to get their voices heard from the earliest point and when decisions are made; and
- Enhance local distinctiveness and preserve and enhance heritage by requiring the highest possible standards of design, creating attractive, healthy and distinctive buildings and places. This will be supported by providing green infrastructure and opportunities for healthy activities and improving streets and public places between buildings; and
- Provide targeted support in regeneration areas for all communities and particularly the disadvantaged, involving all of our services, partners and community based activities.

**Reasons**

Old Kent Road has a proud heritage and a great future filled with potential that is being delivered as part of one of the most exciting and ambitious regeneration programmes in the country. The Old Kent Road AAP/OAPF promotes a more systematic approach to social regeneration, where wellbeing of existing and new residents and workers becomes the most important outcome of our regeneration efforts. Using our unique location in central London to benefit existing local residents, we will require innovative development of spaces to provide new council and other affordable homes for all ages, jobs, schools, shops and places to work. We need to ensure that there are infrastructure and services to make them function effectively. We need to protect the heritage and use this to provide character for places and activities. We need to make sure that existing local residents and businesses are considered and listened to.

AAP 5: Quality affordable homes

We will lead the way in London to build more homes of every kind in Old Kent Road and to use every tool at our disposal to increase the supply of all different kinds of homes. We will ensure that all new homes in Southwark are of such good quality that you will not know whether you are visiting homes in private, housing association or council ownership. To achieve this we will:

- Build 20,000 new homes by 2036; and
- Build at least 7,000 new affordable homes by 2036; and
- Build at least 4,000 family homes; and
- Build 10% of new homes as accessible and adaptable homes for wheelchairs users and homes for people with physical and mental health needs; and
- Build to high densities expected of central London; and
- Ensure as many homes can be built while providing space for all types of employment by sensitive development of areas that have both employment and residential uses to improve existing and create new places residents and workers find inspiring and enjoyable; and
- Maintain high housing quality standards; and
- Ensure vulnerable residents are helped to find the right housing to live as independently as possible; and
- Enable our residents to take pride in and feel responsible for their homes and local area.

Reasons

We are currently building around 1,500 new homes a year in Southwark with around 500 of these being affordable homes. This is consistently one of the highest levels of delivery of new homes within London and nationwide. It is widely recognised that rising rent and property prices in the private sector, the loss of council homes through the ‘Right to Buy’, and a lack of affordable housing means that younger generations may be forced to move away from their families and communities. Old Kent Road will provide a considerable number of our new homes in Southwark as we have enough sites to build at least 20,000 new homes with 7,000 of them as affordable. Table 1 sets out the affordable housing mix required for homes built to buy and homes built to rent. We require a minimum of 35% of all new homes to be affordable.

For new build for sale, we require 70% of the affordable housing to be delivered as social rented homes, and 30% intermediate homes. These could be shared ownership or privately rented at London Living Rent. We will ensure that we provide more council housing and that it should be of a high standard which is the most important issue for many of our existing residents. Intermediate homes may include Community Land Trusts. Table 2 sets out the required housing mix and Table 3 sets out the required space standards for accessible wheelchair housing. Innovative designs and creative masterplans will ensure that the improvements to, and creation of new places will mix new homes, workplaces and shops all linked to each other and the Old Kent Road. The creative and sensitive development of areas with landowners and developers working together will create new places which existing and new residents and workers find inspiring and enjoyable.

FACT BOX

Table 1  
AFFORDABLE HOMES

	Homes to buy		Homes to rent		
Market homes	Affordable homes		Affordable homes		
65%	A minimum 35%		A minimum 35%		
	Social rent homes	Intermediate homes	Social rent equivalent	Affordable rent capped at London Living Rent equivalent	Affordable rent for household incomes between £60,000 and £90,000 per year
	A minimum 25% of total homes	A minimum 10% of total homes	A minimum 12% of total homes	A minimum 18% of total homes	A minimum 5% of total homes

Table 2  
FAMILY HOUSING MIX

	Studios	Two bedrooms	Three+ bedrooms
Opportunity area core	5% maximum	40% minimum	20% minimum
Urban zone (remainder of the opportunity area)	5% maximum	35% minimum	25% minimum

Table 3  
REQUIRED ACCESSIBLE WHEELCHAIR USER HOUSING MINIMUM SPACE STANDARDS

Number of bedrooms	Minimum floorspace for apartments (sqm)	Minimum floorspace for houses (sqm)
1b2p	65	N/A
2b3p	75	80
2b4p	85	100
3b4p	100	110
3b5p	110	120
3b6p	115	125



**AAP 6: Businesses and workspace - The Bow Tie**

We will strengthen the vibrant business community of Old Kent Road and promote an innovative mix of uses that includes light industrial, offices, manufacturing, distribution and creative workspaces from laptops to forklifts. To achieve this we will:

- Double the number of jobs from 10,000 to 20,000 by 2036; and
- Increase the range of jobs by providing different types and sizes of workspaces including light industrial, maker spaces, warehousing and distribution and offices as well as jobs in retail, leisure, education and entertainment; and
- Increase employment space for existing small and independent businesses; and
- Increase industrious workspace in developments along with housing, offices and shops using innovative design solutions; and
- Work with local business and other partners to make sure our residents are trained and ready to access the many exciting job opportunities.

Development must:

- Retain or increase the amount of employment floorspace (GIA) on site (B class use or sui generis employment generating uses); and
- Accommodate existing businesses on site or in the Old Kent Road opportunity area or provide relocation options for businesses that will be displaced by development; and
- Generate employment where non-residential floorspace is required and result in an increase in the number of jobs provided; and
- Ensure that employment floorspace is suitable to meet current demand and intended occupiers; and
- Deliver workspace managed by a specialist provider for office and light industrial uses to support existing and new small businesses. The provider must be identified in the early stages of planning to ensure the space can be designed and tailored to specific needs; and
- Provide an element of affordable workspace on site that is either managed by a non-profit organisation or let to existing businesses from the Old Kent Road opportunity area. This should be secured for at least 30 years at rents appropriate to the viability of the business. If it is not possible to provide this quota on site a financial contribution will be required for off-site projects.

**Reasons**

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



*Aerial view of listed gasholder and Integrated Waste Management Facility (IWMF)*



**Mixed use development**

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

There are five sub areas of the Old Kent Road. Each of the sub areas contains bespoke requirements for creating mixed use building typologies which achieve a successful economic mix as well as delivering new homes. Figure 7 (The Bow Tie) demonstrates the approach to employment density strategically across the area. Near to the tube stations and along the Old Kent Road, high density new employment space will be delivered such as offices and co-working space for small businesses. There will also be opportunities for small manufacturing, artists' studios and creative enterprises. Further away from the Old Kent Road, new employment space will be lower density and accommodate depots, distribution sheds and industrious workspace that requires better access for HGVs, vans and lorries. As well as physical distribution, we would also look to encourage digital data distribution that takes advantage of power infrastructure. Workspaces will remain flexible so they can adapt to changing business needs over time and suit a variety of uses.

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

The plan also contains 26 hectares of land that will be kept in industrial use and identifies ways that these uses could be intensified to make more effective use of space. This will help increase the number of jobs in industrial use, make use of railway arches and continue to provide essential infrastructure such as waste facilities and electricity sub stations.

**Existing businesses and managed workspace**

At the present time over 65% of businesses in Old Kent Road employ less than 10 people. It is important to maintain business space that continues to be available for a wide range of users, including those displaced by regeneration elsewhere in the opportunity area or other local small businesses. Workspace for existing businesses or non-profit organisations will be required as part of a planning obligation and may be bespoke to specific scheme or business requirements.

Major development proposals will be encouraged to work with a registered workspace provider to manage specialist space for small businesses from start-up stages and supporting future growth. A workspace provider is a specialist public, private or non-profit organisation which provides and manages offices or flexible workspaces for entrepreneurs, small businesses, artists and sole traders. The space provided will often promote co-working, including shared facilities and offer low cost and flexible lease terms or pay-as-you-go hot desking. Workspace providers may also offer business support and flexible terms to suit a wide range of business needs. Workspace providers often require workspace between approximately 500 and 2,500sqm for office or light industrial uses.

The council has established a Workspace Provider List for Southwark which responds to the increased demand for small, flexible and well managed workspace in the borough following a detailed application and screening process. This list will be regularly updated and help developers plan for workspace provision early in the application process.

**Old Kent Road Business Network and business relocation**

In the Old Kent Road there are over 9,500 jobs in a wide range of businesses. The business community is strong and provides key services to the central London economy. The nature of the space businesses require in the future will change, and already there are some external factors such as rising land values and lack of appropriate vehicular access limiting the types of businesses that can continue to thrive in central London.

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

The council has established the Old Kent Road Business Network to understand the requirements and aspirations of existing businesses and inform the types of new business space that are built in the area. Specific actions, for example relating to the relocation of existing businesses, will be captured within planning conditions and/or a S106 legal agreement where appropriate.

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

The South East Bermondsey industrial cluster includes sites across Southwark and Lewisham where there will be opportunities to relocate businesses from other parts of Old Kent Road and will include joint working with Lewisham Council.

**Skills**

Many new jobs and training opportunities will be generated in the 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, supporting social regeneration in line with the approach established in the New Southwark Plan.



*Gadmon Industries, Glegall Road*





**KEY**

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





**AAP 7: Town centre, leisure and entertainment**

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

- A new major town centre, transforming the high street into a new destination which connects neighbourhoods on both sides of the road; and
- An attractive and bustling shopping street with entertainment and leisure facilities suitable for people of all ages to spend time in the day and night time; and
- A variety of shops and facilities including local independent shops meeting daily needs, as well as large stores such as supermarkets, homeware and hardware on the high street with quieter streets and community spaces behind the Old Kent Road; and
- A wide ranging and inclusive network of large and small, independent and institutional arts and cultural spaces and facilities which will provide a foundation for the local community, as individuals or groups, young and old, to provide continuous adult learning; and
- A brand new community health hub meeting the needs of the existing and new population and providing a focus for improving health and promoting healthy active lifestyles.

Development on Old Kent Road must:

- Retain or increase the amount of retail uses (A1 use class); and
- Provide a range of shop sizes including supermarkets; and
- Provide retail (A Class uses) such as shops, cafes and restaurants; and
- Provide community, leisure and cultural activities to complement the shops; and
- Provide residential development and offices above shops.

Within the town centre, development may:

- Provide retail (A Class uses) such as shops, cafes and restaurants; and
- Provide community, leisure and cultural activities; and
- Establish new shopping frontages with smaller retail units in streets connecting on to Old Kent Road within a network of streets and public spaces; and
- Provide opportunities for places to sit, neighbourhood events and children's play in a pleasant environment.

**Reasons**

Old Kent Road already contains 95,000sqm of retail floorspace, employing approximately 1,500 people. We want to transform Old Kent Road into a linear high street with shops, health, leisure and entertainment venues, restaurants and cafes to become an exciting and lively place for people to shop and spend their leisure time. New shops, leisure and entertainment facilities will ensure there is activity happening in the town centre both during the day and at night time, meeting the needs of a growing population. There is an established high street at the northern end with small shops and cafes which will continue to thrive. We are working with supermarkets and large shops to ensure they will be rebuilt along the high street alongside smaller shops to provide local shopping while making room for new homes, offices and enabling the creation of a new street network with walking and cycling routes.

The areas behind Old Kent Road will incorporate a network of streets and spaces lined with smaller local shops and community facilities in a quieter environment. Figure 8 shows the extent of the town centre and pattern of development for the high street. It is important that new shops and town centre facilities reinforce the role of Old Kent Road and do not divert trade away from it. 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.



Old Kent Road





KEY

- Town centre
- Existing high street
- Proposed high street
- Options for health hubs
- 4 court indoor sports hall



**AAP 8: Tall building strategy – The Stations and the Crossings**

We want tall buildings in the right places to make significant contributions to economic growth and the regeneration of Old Kent Road while delivering considerable public benefits. To achieve this we will:

- Implement the ‘Stations and Crossings’ strategy for the distribution of tall buildings which will reinforce the proposed hierarchy of buildings, places and streets and define a clear pattern of development that will ensure a coherent, legible and well articulated townscape and skyline.

Development must:

- Deliver the three tier ‘Stations and Crossings’ tall building strategy, according to the key principles set out below and the pattern of development outlined in Figure 9. Further guidance is provided in the sub areas.

The tallest, ‘Tier One’ tall buildings (over 30 storeys) will mark the locations of greatest, city wide importance. They will be located at:

- The new BLE stations, to mark their city wide significance and optimise the use of land in the most accessible locations; and
- The principle crossings in the city structure, where the main roads from Peckham to Canada Water and from Walworth to Bermondsey cross the Old Kent Road; and
- The point where the new Surrey Canal Park crosses Old Kent Road and adjacent to the largest new open spaces, like that proposed in the Ruby Triangle.

Mid height, ‘Tier Two’ tall buildings (between 16 and 25 storeys) will mark places of local importance to help define their character and assist navigation. They will be located at:

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

‘Tier Three’ tall buildings (up to 16 storeys) will act as markers within the street scene. At appropriate corners and junctions, or in relation to important land uses, they will emerge from the lower buildings that enclose the streets and open spaces. They will be located at:

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

In addition, the distribution of all three tiers of tall buildings will be considered together to ensure that the overall tall buildings composition makes a positive contribution to the London skyline. In general, tall buildings will be avoided around the edges of the masterplan, where new development will meet existing, lower height housing.

The design of tall buildings will be required to:

- Carefully consider their impact on the skyline and their relationships with the surrounding context, including their relationship to existing and proposed tall buildings on neighbouring sites and to conservation areas and listed buildings; and
- Be of exemplary design; and
- Make a positive contribution to the local and strategic skyline; and
- Optimise air quality and pedestrian comfort at ground level; and
- Pay due regard to protected borough views from One Tree Hill and Nunhead Cemetery, and the London View Management Framework (LVMF).

**Reasons**

Tall buildings will enable the retention of business workspace while delivering new affordable and market homes, jobs, school places and health facilities. This will free up space at the ground level for streets and parks and a revitalised high street. They will unlock development potential near to new stations and parks, helping to deliver them, and setting the pace for future change.

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

It will also ensure that LVMF view and the newly protected borough views from One Tree Hill and Nunhead Cemetery are not harmed. As shown in Figure 9, the views cross several development sites, most notably along Mandela Way.



*Avondale Estate*





Fig 9: The Stations and The crossings



**AAP 9: Character and Heritage**

We will transform the existing areas of large warehouses, car parks and industrial buildings into new residential and employment neighbourhoods that are safe and easy to move around because they are well connected. These new neighbourhoods will integrate new development to retain positive aspects of the area's historic commercial and industrial character.

The use of urban features such as the alignment of the Surrey Canal as a new linear park and the retention of locally important historic buildings will protect and enhance heritage by retaining features that positively contribute to the area and integrate them with the new development.

To achieve this we will:

- Protect and improve the Old Kent Road's historic fabric by requiring the retention and reuse of buildings and features that add character to Old Kent Road area; and
- Require new buildings and spaces to respond positively to the Old Kent Road's heritage, layout and character. This will include reinstating buildings along the high street; and
- Ensure new neighbourhoods connect with existing communities, and provide safe and enjoyable walking and cycling routes for people to move around easily as they live, work and enjoy the area.

Development must:

- Preserve or enhance listed buildings, conservation areas and their settings; and
- Preserve or enhance locally important historic buildings set out in the sub area guidance; and
- Conserve and enhance the significance of sites of archaeological interest; and
- Ensure that the layout of new buildings and blocks enable people to easily walk and cycle through the new neighbourhoods and local area; and
- Use high quality, durable and robust building materials that contribute to a sense of quality and place, which is unique to Old Kent Road, as set out in sub area guidance.

**Reasons**

Our aim is to ensure positive local character and heritage is retained and easily identifiable within the area, with new development positively responding to its context, as set out in the sub area masterplans. Much of the opportunity area is currently characterised by large buildings and sites that are impenetrable to pedestrians and cyclists and are in many cases hard to navigate. The new neighbourhoods present an opportunity to improve the area with new resilient block structures that provide streets which make it easy to move around.

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

Archaeology is a finite and irreplaceable resource. The archaeology of the Old Kent Road area is covered by three borough designated Archaeological Priority Zones (APZs): 'Bermondsey Lake', 'Old Kent Road' and 'London to Lewes Road'. The 'Bermondsey Lake' APZ is designed to protect the palaeoecological environment and prehistoric archaeology recovered from the shoreline and relict fills of the large Late Glacial Bermondsey Lake and the associated riverine geology and topology. The 'Old Kent Road' APZ has the potential to contain features associated with the former route of 'Watling Street', the major Roman road between London and Canterbury. The 'London to Lewes Road' follows the route of a second minor Roman road running south towards Lewes.

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

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



*Royal London Buildings*



AAP 10: Parks, streets and open spaces – The Greener Belt

We will continue to prioritise the wellbeing of existing and future residents. Parks and open spaces are part of what makes a good neighbourhood. We will provide new and improved parks, streets, open spaces and green routes that form the urban structure at the heart of the design of new neighbourhoods. To achieve this we will:

- Deliver the Greener Belt strategy by completing the links between Southwark’s major parks and those in Lewisham and Lambeth through the creation of new parks as set out in Table 4; and
- Work with the Mayor to ensure that Old Kent Road becomes a Healthier Street, by prioritising pedestrians and cyclists, retaining existing and planting new trees, improving crossings and reducing noise pollution through using acoustic road surfaces; and
- Repurpose existing streets into new park spaces as set out in Table 4; and
- Re-landscape wide pavements to provide raingardens (sustainable urban drainage), greater biodiversity and a healthier street environment.

Development must:

- Provide the new parks and green links shown on the masterplan and the sub areas; and
- Provide 5sqm of public open space per dwelling. If it is not feasible to deliver the open space on site, a financial contribution will be required; and
- Provide temporary routes through sites in phased developments.

Reasons

The development of large sites in Old Kent Road presents the opportunity to create a new network of parks and streets improving movement of people throughout the area and creating places for people to dwell and relax and to play and exercise. This is an area of open space deficiency and we have calculated that 5sqm of public open space per dwelling along with the new children’s play space and new green routes are essential to provide a healthy place to live. We have prepared detailed masterplans showing how this open space will be central to the character, layout and design of new neighbourhoods. Parks should have good levels of sunlight.

Figure 10 shows the location of existing parks and our proposals for new parks and green spaces. Table 4 describes the function of each park and our expectations for the creation of new parks. Existing spaces, including larger parks are also essential to provide leisure activities and habitats for wildlife. Green links will offer an attractive cleaner air option to walk, cycle or run. They will improve accessibility for residents in existing and new neighbourhoods with schools, workplaces, homes and leisure activities. Promoting healthier streets will deliver the aspirations of the Mayor’s Transport Strategy and we will use CIL contributions from developers to secure improvements to existing park spaces.



Burgess Park

TABLE 4:

OLD KENT ROAD PARKS AND SPACES

**Southwark Park**  
North of the area Southwark Park is a traditional Victorian city park with gardens, greens, a bandstand, boating lake and a range of sports facilities.

**Burgess Park**  
The largest park and destination for outdoor sports and cultural events in the north of the borough opens on to the Old Kent Road. The park is also a haven for nature. The council is delivering a masterplan to enhance the park, making it more attractive and accessible and improving facilities for sports and leisure.

**Leyton Square**  
This park is being refurbished as part of the council’s promise to have a top quality playground in every neighbourhood.

**Brimmington Park**  
The western half of the park is a green and tranquil space for local residents. The eastern half has outdoor sports courts that the council is exploring how to turn into a football hub.

**Bird in Bush Park, Swan Mead, Paterson Park and Bramcote Park**  
Neighbourhood parks with green space, play facilities for residents and nature areas.

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

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

NEW PARKS AND SPACES

**Surrey Canal Park East and West**  
The historic route will be reimagined as a green corridor crossing the Old Kent Road. It will link new neighbourhoods to Burgess Park in the west and eastward towards Canada Water and Deptford. On either side of the corridor will be outdoor green rooms, each with their own character designed for people to play, exercise, work, relax, enjoy culture, grow food or take part in nature conservation.

**Mandela Way Park and parks at Malt Street and Ruby Triangle**  
These green parks for workers, residents and pupils of new schools will provide quiet and natural spaces and neighbourhood play areas.

**Gasholder Park**  
The listed gasholder will be the centrepiece to a new leisure destination.

**Devonshire Road Pocket Park**  
A new small park space with the potential to bring a new market to the Old Kent Road.

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

**Ruby Street and Murdock Street**  
Close these off to traffic and form part of a pocket park with the rear of the KFC site and a pedestrian route to Gasholder Park.

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

**Rotherhithe New Road, Verney Road and Rolls Road**  
Raingardens and greening on wider pavements will help improve sustainable urban drainage.

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





## KEY

- Cycle quietways
- - - Proposed cycle routes
- Existing green space
- Proposed green space
- Proposed energy centres



**AAP 11: Cleaner, greener, safer**

We will lead the way in creating a cleaner, greener, safer borough by protecting our heritage and environment, requiring the highest environmental and safety standards, and creating fantastic new places with sports and leisure facilities and environments that are fun, safe, easy to get to and enjoyable. One of the most effective ways is to make walking, cycling and public transport the most convenient, safe and attractive way to get around. We will also protect and improve our network of open spaces, trees and green corridors along with the use of urban greening to reduce flood risk and improve air quality.

Development must:

- Deliver an energy centre or link to one of Old Kent Road decentralised heat networks that are shown on Figure 10; and
- Not create pollutant hot spots on site or for adjacent sites. This must be demonstrated by 3D dynamic modelling. Where it is not feasible to avoid pollutant hot spots, we will require mitigation using zero and low carbon measures; and
- Provide electric vehicle fleets for commercial development; and
- Provide 100% greenfield run off rates; and
- Provide a minimum of 70% greenfield run off rates on site using Sustainable Urban Drainage Systems (SUDS); and
- Provide any shortfall of greenfield run off rates off site. Where it can be demonstrated that it is not feasible to provide 100% greenfield run off rates, a payment to the council will be required to offset the shortfall.

**Reasons**

The increase in development could be a risk to the environment so we have an ambitious environmental strategy to create opportunities for using environmental technology and design to create a place with environmental excellence. All of the new developments need to link in with affordable energy networks with low and zero carbon heat and power generation, distribution and supply networks.

The council has published a decentralised energy strategy which shows that several local, interconnected energy centres installed across the opportunity area, initially equipped with CHP technology will be the most efficient and deliverable system for the plan timescale. There may be the potential to connect new development and existing homes to SELCHP.

New development will also have SUDS to alleviate surface water run off and flooding problems. These SUDS measures can do more than just alleviate sewer network capacity and reduce the risk of surface water flooding. Green infrastructure delivered as part of SUDS, such as green roofs, green walls and pavement raingardens, can improve biodiversity and capture and improve water quality by removing pollutants. This cleansed water could then be re-used within the development rather than discharged into the sewer network, further reducing flood risk. Air quality measures need to be put in place so that developments do not cause hotspots which are very damaging to people's health.

**AAP 12: Healthy active lives**

We will maintain and improve the health and wellbeing of our residents, encouraging healthy lives by tackling the causes of ill health and inequalities. To achieve this we will implement the Action Plan for a Healthy Old Kent Road to ensure:

- Current residents in and near Old Kent Road consider that they have benefited from the regeneration and that the quality of their lives has improved; and
- Current residents in and near Old Kent Road benefit from the new affordable housing and improved conditions in existing properties provided by the regeneration; and
- Residents of all ages and abilities feel that walking and cycling are safe, convenient and pleasurable activities for commuting, leisure and daily travel needs and active design principles are applied to all new developments; and
- The design and management of new buildings in Old Kent Road minimise residents' exposure to harmful air pollutants indoors and outdoors; and
- Residents feel that there is sufficient access to healthy affordable food in the area and that the healthier choice is the easier choice; and
- Residents of all ages feel that there are affordable places to meet throughout the seasons; and
- New health facilities are integrated with other community services such as the new four court indoor sports hall; and
- Residents' mental health and wellbeing are improved by access to more and better green spaces.

Development must contribute to:

- Community and health facilities in a community health hub in the town centre; and
- Improvements to parks including Burgess Park, Leyton Square Recreational Ground and Brimington Park; and
- Providing completely new parks in each part of the opportunity area: at Mandela Way, the old Gasworks, Ruby Triangle, Hatcham Road and a new linear park following the former Surrey Canal, with a series of unique open spaces to explore, each with a different character and purpose.

**Reasons**

We will promote healthy streets and neighbourhoods with cleaner air, pleasant town centres to shop, eat healthy food, socialise and get access to health services, all within walking distance and very convenient for cycling. This will enable people to move around the area without using the car, address physical and mental health issues and improve the every day experiences of residents, workers and shoppers. Affordable housing will allow people of all incomes to stay in the area and benefit from these improvements. The Plan for a Healthy Old Kent Road will coordinate health interventions and measure success.

A new community health hub will be delivered in the early 2020s providing integrated care, making health services more accessible and improving health and wellbeing. Located in the town centre, it will be convenient and can be integrated with healthy leisure uses. The health hub will provide the space for the GPs and other primary healthcare needed for a growing population as well as benefitting existing residents.



**AAP 13: Best start in life**

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

Development must contribute to:

- The provision of new childcare places including nurseries; and
- The expansion of existing primary schools to provide the equivalent of 9 new forms of entry; and
- Where appropriate the co location of school provision with older peoples accommodation; and
- The provision of 2 new primary schools to provide up to a total of 6 forms of entry; and
- The expansion of secondary schools including one new 6-8 form of entry secondary school and one sixth form; and
- New and improved higher and further education facilities; and
- Improvement of child and youth play space at Brimington Park, Burgess Park and Leyton Square.

Development of new and existing schools must:

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

**Reasons**

We will encourage excellent local universities, further and higher education alongside secondary school sixth forms and creating links between schools and businesses. These will create ambition in local children as these are part of their environment as they grow up. They can find local courses and secure apprenticeships and training. To achieve this we need to expand university, further and higher education provision, pre-school care, existing schools, and provide new schools. These will also be required to help those with special educational needs.

School expansion is needed so that we can meet our statutory duty to provide enough school places to respond to the numbers of children moving in to Old Kent Road. New nurseries and other childcare are required to enable parents to work as there are an estimated additional 300 spaces required. Local sports

and play space is important for children of all ages to enable them to develop, stay fit and have fun. Figure 11 shows the locations of our current schools in the local area and proposals for the location of new schools.

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

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 new library planned for Thurlow Street provide good coverage in meeting current needs.



*Play space in New York*



# SCHOOLS AND HEALTHCARE

Globe Academy

Grange Primary School

St James CofE (1st)

St Saviour's  
& St Olaves's

Boucher CofE

Harris Academy

Southwark  
Park School

Townsend Primary  
School

Cherry Garden  
Primary School

Spa School

English  
Martyrs RC

City of London Academy

Galleywall  
Primary  
School

Surrey Square

Walworth Academy

Phoenix Primary  
School

Ilderton  
Primary  
School

Michael Faraday  
School

Cobourg  
Primary  
School

John Keats Primary  
School

Tuke School

Angel Oak  
Academy

St Francis RC School

Camelot Primary  
School

Pilgrims' Way Primary School

St George CofE

## KEY

- Proposed primary school
- Proposed secondary school
- Options for health hubs

LB LEWISHAM

0 0.5

Scale: 1:8 500

Fig 10: Schools and Health care 55



OLD KENT ROAD - A PART OF CENTRAL LONDON



Fig 12: Old Kent Road – A part of central London

Indicative building heights and locations provided for illustration only





OLD KENT ROAD - A BETTER CENTRAL LONDON

Bricklayers Arms

Bermondsey  
Spa

Southwark Park

Burgess Park

Brimmington Park





**SUB AREA 1**

**MANDELA**

**WAY,**

**CRIMSCOTT**

**STREET AND**

**OLD KENT**

**ROAD**

**(NORTH)**



# HISTORY

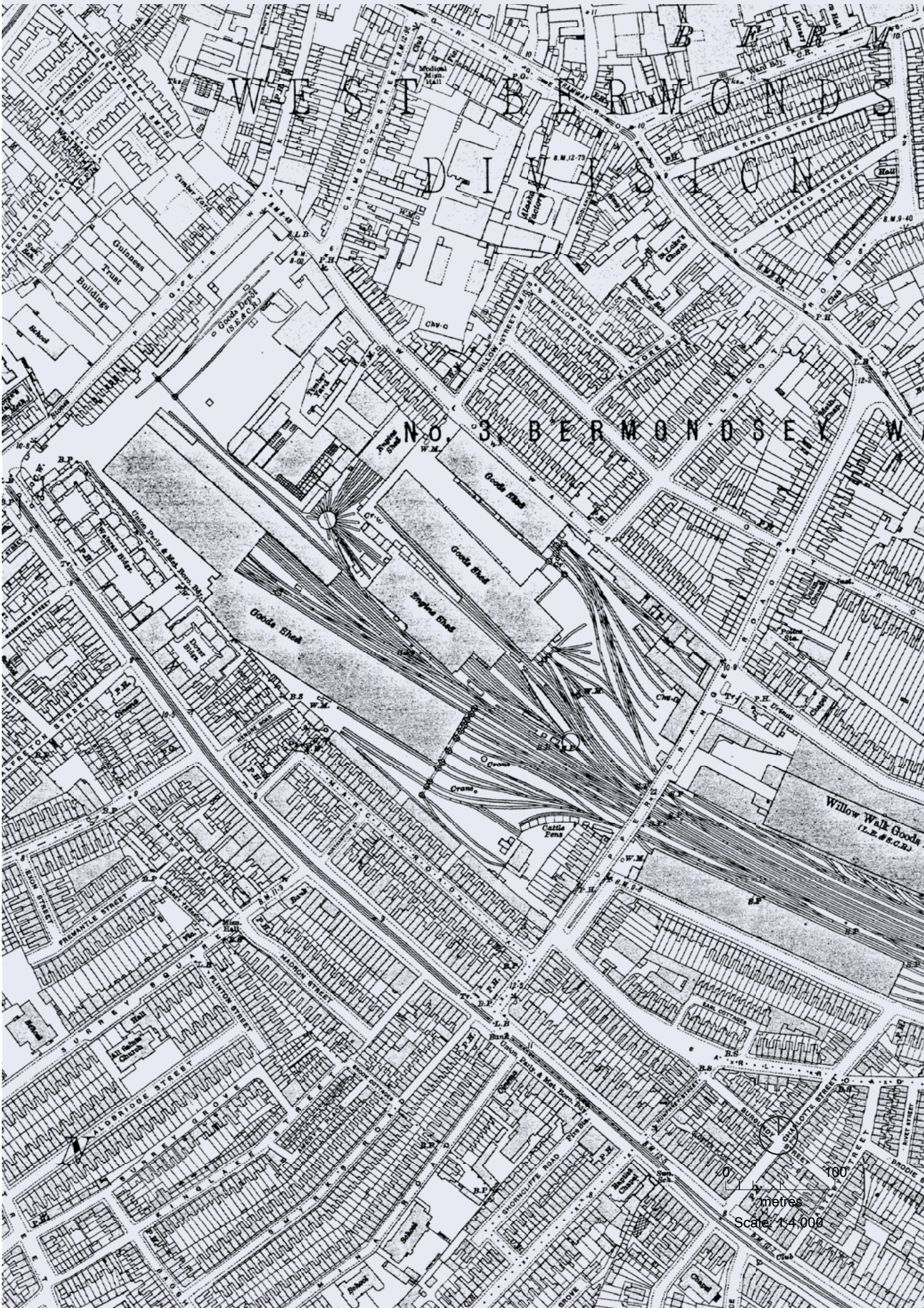
Old Kent Road has a history stretching back some 2,000 years. Initially a Roman road, Watling Street, connecting London and the south-east, it became renowned in medieval times as part of a major pilgrimage route to Canterbury. St Thomas-a-Watering, mentioned in Chaucer’s Canterbury Tales, marked the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

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

The railway had declined by the 1970s 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 flyover 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  
Centre: Pages Walk  
Below: Peabody tenements





# THE AREA TODAY

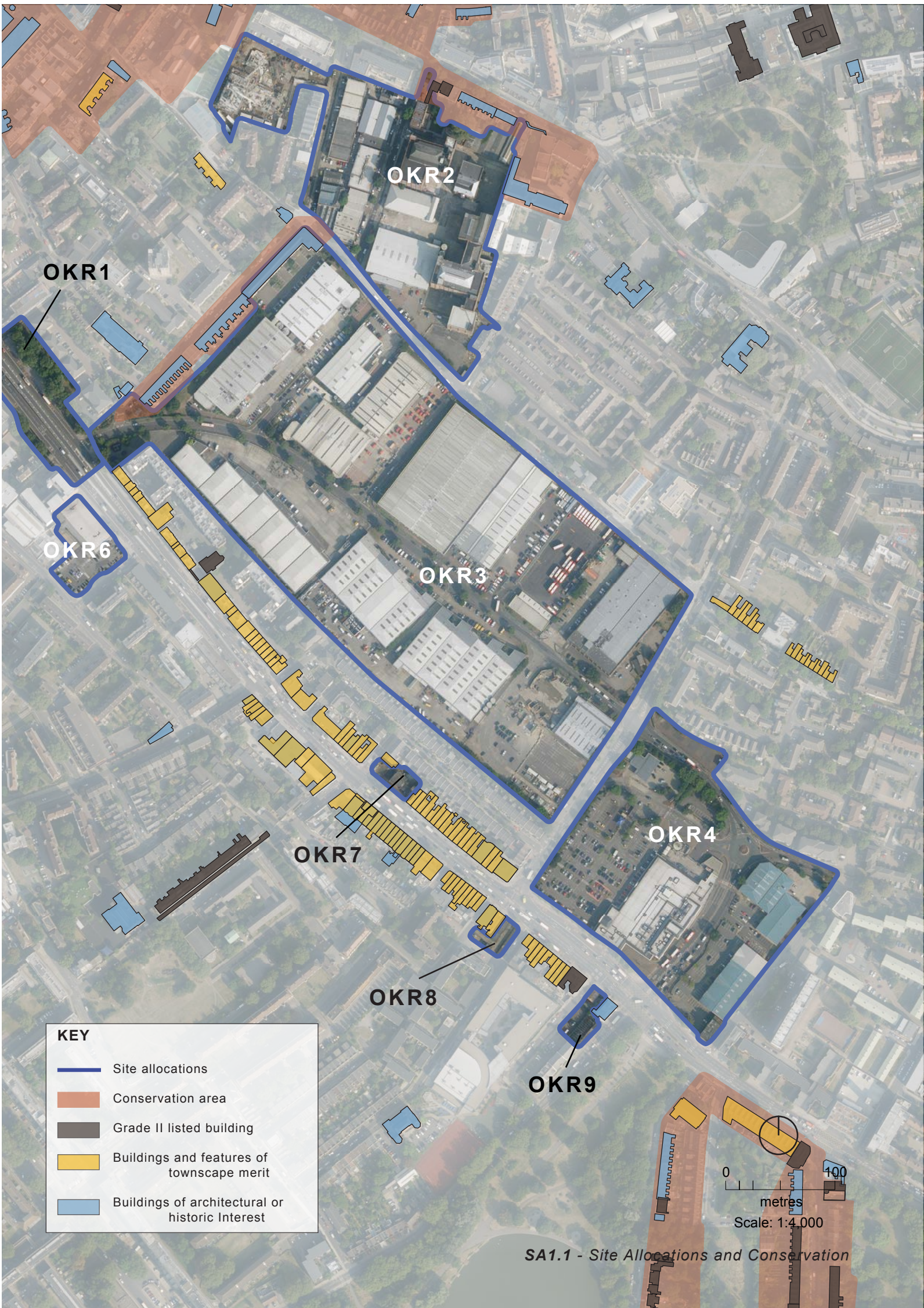
The north end of the Old Kent Road contains the area's oldest buildings and local shops, services and restaurants, serving a wide range of food. The Thomas a Beckett pub, famous for its boxing gym, overlooks the eastern entrance to Burgess Park, the largest open space and leisure destination in the north of the borough. Opposite the park, the Tesco supermarket and retail park draw shoppers from 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 Old Kent Road to Walworth and the new neighbourhood being created at the Aylesbury Estate but Old Kent Road is not presently easy to cross at that point.



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





# 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

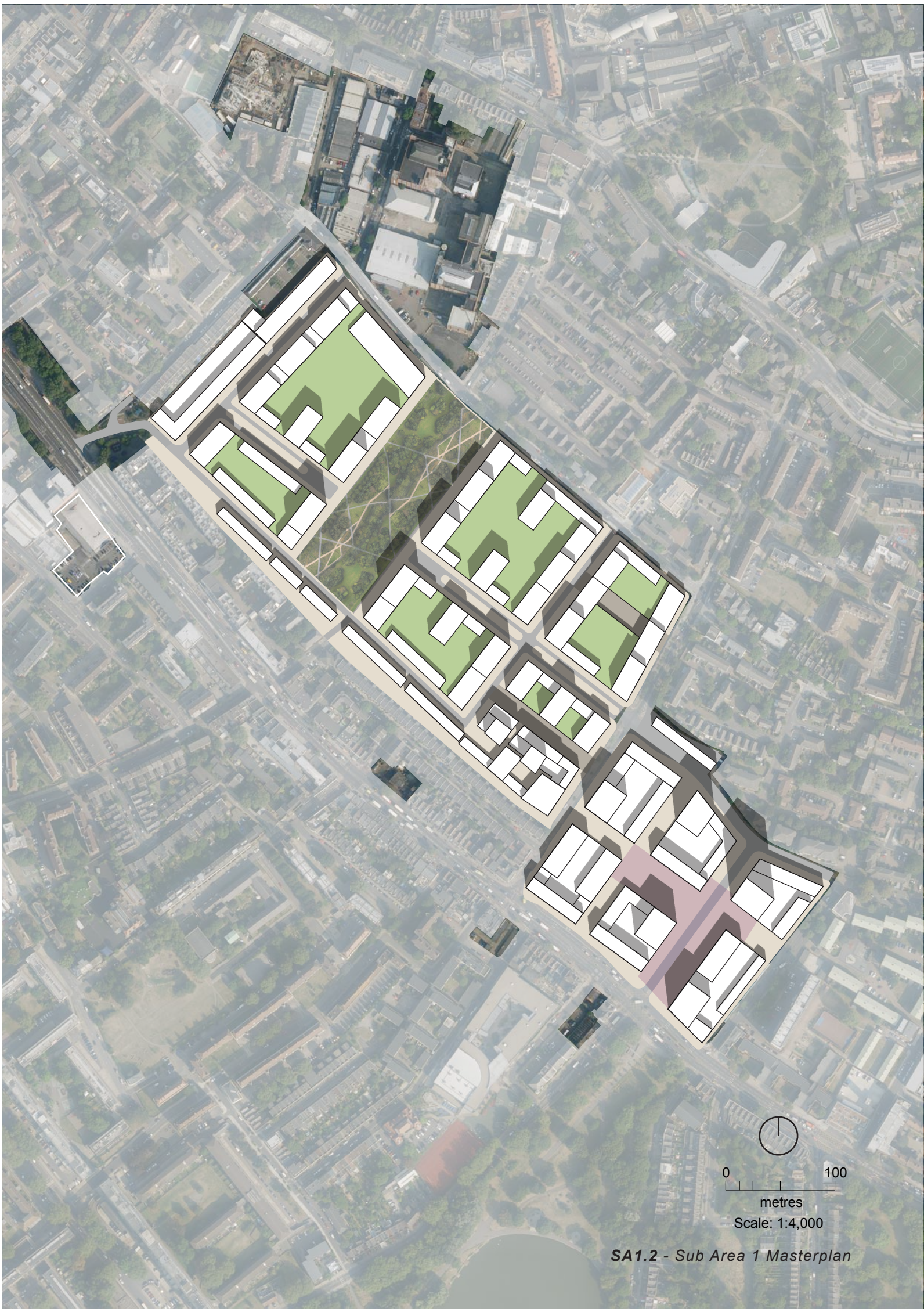
- Redevelopment must:**
- Replace existing employment floorspace (B use class) and provide a range of employment spaces (including affordable workspace) which are consistent with the building and land use types shown in Figure SA1.3; and
  - Provide housing; and
  - Provide new courtyard spaces within 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.



Top: An image of the approved Rich Estate scheme

KEY MAP  
— OKR 2





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 Way Park, 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.

KEY MAP  
— OKR 3



Mandela Way

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 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.

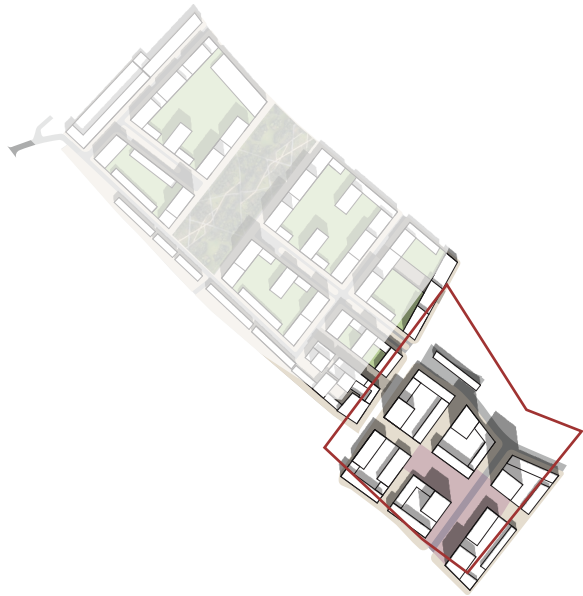
**Site area:** 4.1 ha  
There are currently around 5 businesses and 165 jobs in this site.

**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.

KEY MAP  
— OKR 4



Tesco car park



**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 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.

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

**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

- Redevelopment must:**
- Provide retail frontages on to Old Kent Road and replace existing retail floorspace (A use class); and
  - Provide housing; and
  - Provide a new tube station (Bricklayers Arms); and
  - Provide on-site servicing.



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.



Kinglake Street Garages



Aerial view of Walworth Academy



# BUILDING TYPOLOGIES AND LAND USES

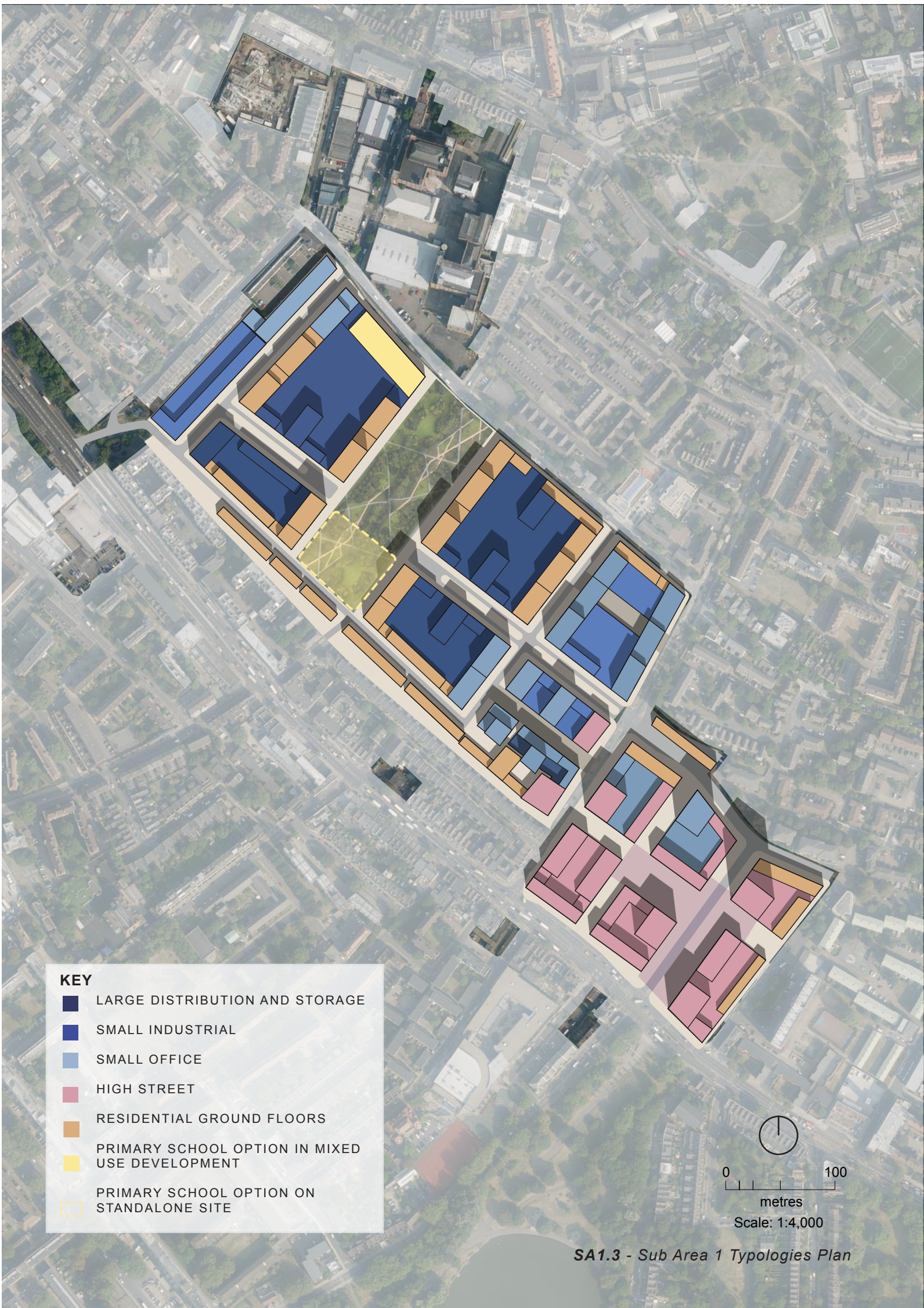
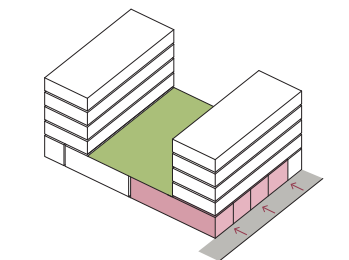
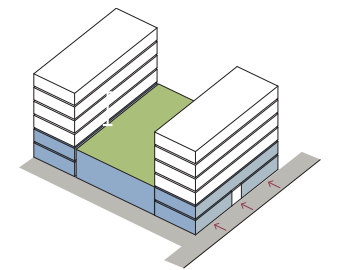
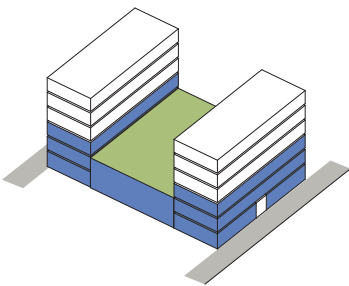
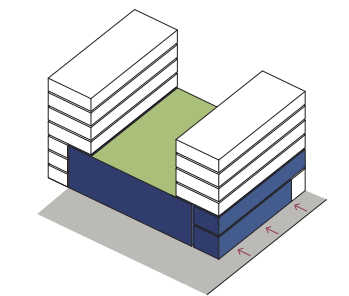
It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.

**HORIZONTAL MIX: Large distribution and storage**  
 Large units over 500m<sup>2</sup> on the ground floor for large distribution and storage uses. Units should have large spans which minimise the use of columns. Ceiling heights should be at least 6-8m, with potential for mezzanine levels. For larger spaces 10-13m would be more appropriate. Single aspect units should be 15-20 metres deep and those with dual aspect 40-80m deep. Ancillary or separate offices may be stacked and provided on the street frontage with separate staff and visitor access. Residential flats can be provided above with sound insulation and protection from noise, dust pollutants and odours. Servicing should take place within the blocks.  
**Suitable uses:** *Warehouses, distribution centres, large storage, depots (Class B1c, B8 and sui generis depots)*

**HORIZONTAL/VERTICAL MIX: Small industrial units**  
 Individual light industrial workspaces which are less than 500m<sup>2</sup> and typically 150-200m<sup>2</sup>. Vehicular access should be provided internally. Units may be stacked above ground floor, with large servicing lifts to facilitate deliveries. Units should be 15-20m deep for single aspect, in square proportions and avoiding columns. There may be potential for subdivision and formulation of hybrid spaces to include an element of office space. Residential is stacked above or adjacent to industrial uses.  
**Suitable uses:** *Small scale manufacturing, storage and wholesale, food and drink manufacturing (Class B1c, B2 and B8 uses)*

**VERTICAL MIX: Small Office / Studio**  
 Offices and smaller studio spaces, typically comprising of units of between 10m<sup>2</sup> and 150m<sup>2</sup>. Ceiling heights are generally lower, around 3.5 metres on average and up to 4.4 metres. Offices and studios should have dual aspect where possible to allow for maximum levels of daylight and natural ventilation. The building should allow for shared facilities and open plan floorspace allowing for different configurations to suit individual user needs. Units may be stacked above ground floor with residential on upper floors.  
**Suitable uses:** *Professional and business services, artist's studios, creative businesses, small scale makers (Class B1a and/or B1c uses)*

**VERTICAL MIX: High street**  
 New retail uses are provided on ground and possibly first New retail and town centre uses should be provided below residential on Old Kent Road frontage and within the Southernwood Retail Park. There is potential to accommodate larger units such as supermarkets or leisure facilities which should have double height ceilings and internal access and servicing.  
**Suitable uses:** *A range of shops, town centre services and leisure facilities (Class A1, A2, A3, A4, D1)*





# ACCESS, SERVICING AND FRONTAGES

## Servicing

Servicing 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:

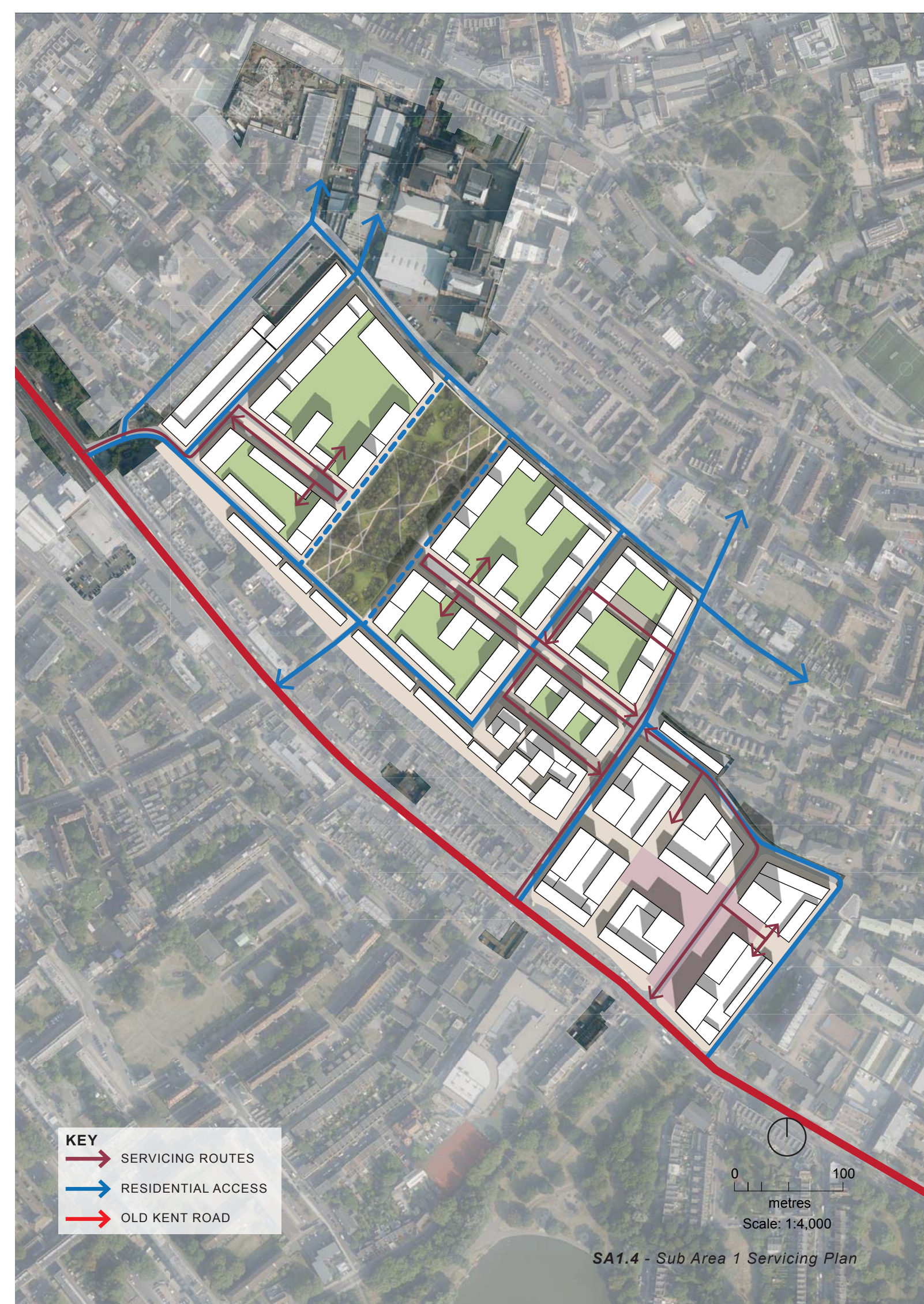
- Containing doors and windows which overlook streets and avoiding blank facades;
- Locating back-of-house functions, such as refuse stores, discretely to minimise their visual impact;
- Ensuring that any parking which is located within basements or structures where it can be wrapped with other uses;
- Wrapping active uses around the large shed spaces (e.g. offices, smaller retail or 'show room' spaces, or even residential maisonettes in quieter areas); and
- 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 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 school 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;
- 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 Old Kent Road should be between 5 and 8 storeys in height in order to frame the high street, with some potential for 'Tier Three' tall buildings in significant locations;
- 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 on to 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 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.

## 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 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







**SUB AREA 2**

**CANTIUM  
RETAIL  
PARK AND  
MARLBOROUGH  
GROVE**



# HISTORY

Early 19th London prior to the arrival of the railways in the 1840s expanded rapidly along its heavily used arterial roads, including Old Kent Road (or Kent Road as it was called at that time). The early development along this section was rather grand suburban development aimed at the “carriage owning” classes who could afford to commute into London. The aspirations of the landowners in the area, including John Rolls (1735-81, his great-great grandson would be one of the founding partners of Rolls Royce) were high. This can be seen in the semi-detached villas in Glengall Road and the surviving terrace of housing opposite the McDonalds restaurant (541 to 553 Old Kent Road). However the building of the Grand Surrey Canal which reached Old Kent Road by 1807 ensured that the area would never be just a residential suburb.

The canal did not spark the boom in housing that had initially been predicted, and until the late 1820s the canal relied mostly on market gardening for business. As late as 1871 Cottage Farm and its associated fields occupied the site of what is now the Asda car park. Industries slowly began to take advantage of the links back to the Surrey docks. The timber yards and lime kilns, that supported the growth in housing and later industries including breweries, tanneries, whiting and mineral water works had a significant impact on the environment. The breadth of industries increased, the first manufacture of recorded music being at the Edison Bell factory on Glengall Road. The high aspirations of the estates were revised and houses became more tightly packed and smaller, and more densely occupied. A contemporary observer wrote of houses, “packed in those close rows which almost seem to keep out the free air of heaven from their inhabitants”.

This part of London lacked park space. Early maps show the area covered almost entirely in development. Leyton Square, one of the earlier aspirational developments, was purchased by Camberwell Borough in 1898 for use as a public park, and was subsequently protected by the London Squares Preservation Acts of 1908 and 1932. The original buildings that fronted the Square were demolished in the early 1950s for estate redevelopment. The Square remains a public park with an adventure playground.

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 character of the latter having become increasingly associated with distribution and storage rather than mass manufacture. The canal was filled in during the 1970s including the Nye’s Wharf and Park Road Basins. The traces of the canal can still be seen in the retaining wall to the tow path at the rear of the Asda car park and the rise of the bridges at Glengall Road and at Old Kent Road and in the timber/builders yards that still occupy the area and continue to serve central London.

Historic floor surfaces comprising granite sets have survived in Livesey Place and around the Victorian bottling/mineral water factory on Ossory Road and the aspiration is to retain these in redevelopment.





# THE AREA TODAY

The south of Old Kent Road is dominated by the Cantium Retail Park and Asda superstore. This part of Old Kent Road is very fragmented. The width of the road junction as Peckham Park Road crosses over Old Kent Road to Rotherhithe New Road, with its extensive lanes and slip roads, gives the area a very edge of city character. Sat behind the retail park are a mix of car dealerships, builders merchants, self storage business, small manufacturers, Southwark Council depots and artists' studios such as Space Studios on Latona Road. A new industrial estate has been built at Glengall Road on the site of an old patent safe manufactory and this is in part occupied by the arts industry which has a significant presence in terms of both production and storage and distribution. In all the area is estimated to employ 1,197 people.

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

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

This city block, like its neighbour to the south is impenetrable. The servicing of the Six Bridges Estate along Marlborough Grove is shared with the Phoenix Primary School, not an ideal arrangement.

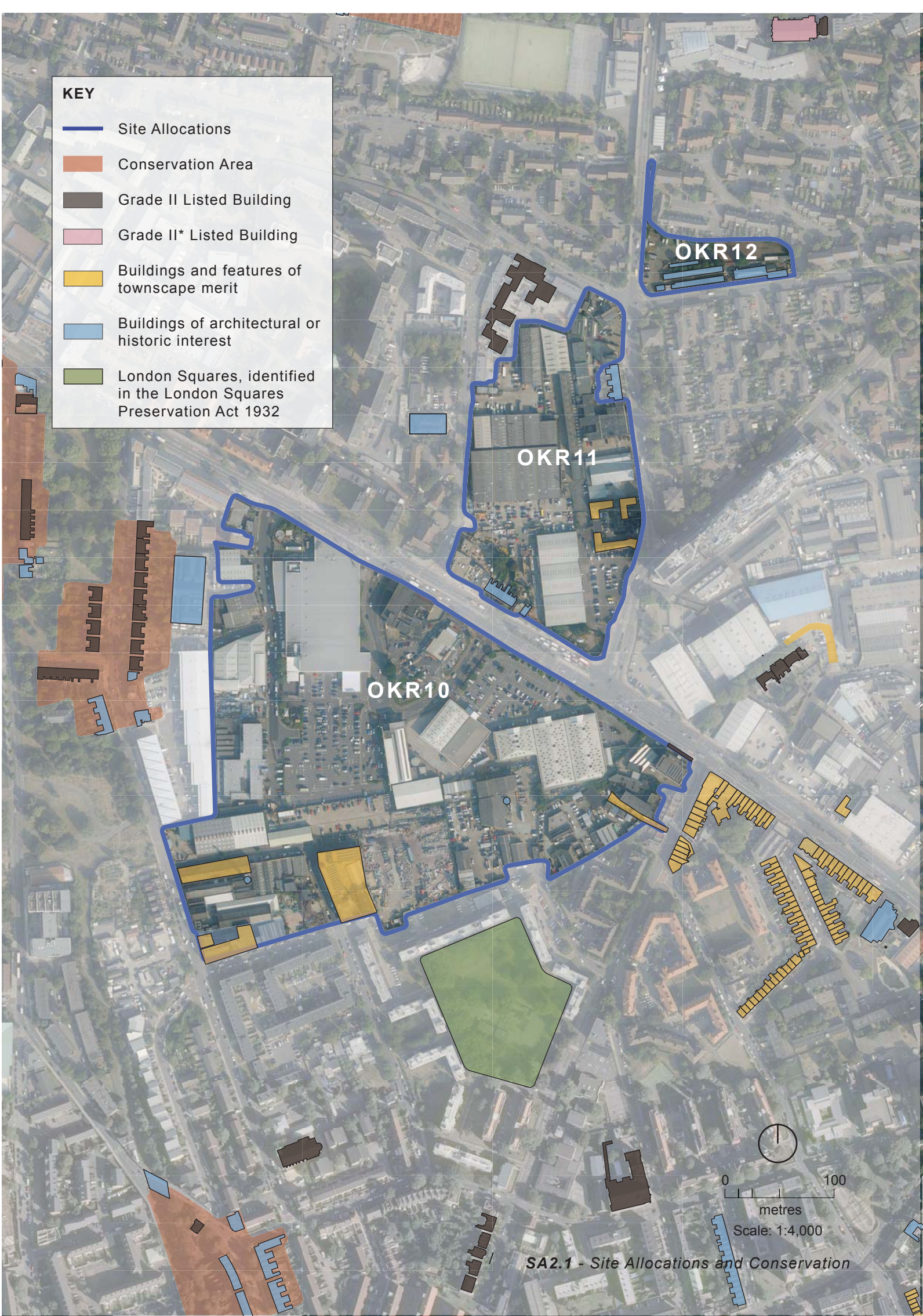
The walls that enclosed the railway sidings are visible along the northern edge of Rolls Road and the bridge on James Road originally carried it over the railway. The horse stable, horse hospital and its forge have also survived intact and are currently used by a metal fabricators business and as stabling for horses.



Old Kent Road



Avondale Square Estate





# SITES AND MASTERPLANS

## LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD (OKR10)

### Plan:

The retail park is very much of its time pre dating the rapid and continuing growth of online business. Nonetheless, it provides a valuable service not just locally but to the wider south London area as well as being a significant local employer. The retail uses on the site such as Pets at Home, B&Q and Halfords should be retained in new high street formats. Similarly the Asda store will be retained and the use of the site intensified. There are limited food outlets in the area, (McDonalds and Subway) with considerable scope to expand this offer. The plan promotes office and residential development in line with the intensification of the newly designated town centre.

This area will continue to provide jobs within a range of business spaces, including standalone commercial buildings, such as at the Glengall Road Industrial Estate, Space Studios and in small industrial spaces and offices integrated into mixed use residential development. A new linear park along the Surrey canal route with a series of "basin" spaces of different characters that open off it will provide more direct connections between the residential and business communities and to Burgess Park. The Surrey Canal Park will have a more industrial character along Bianca Road reflecting the uses that flank it. Elements of the areas industrial heritage such as the bottling factory on Ossory Road, chimneys on Bianca Road and on the Travis Perkins site, and the buildings adjacent to Space Studios will be retained.

The scale of development will be greatest at the crossing of the junction of Peckham Park Road and Old Kent Road reducing towards Burgess Park and the residential estates to the south.

### Site area: 11.1 ha

There are currently around 41 businesses and 805 jobs in this site.

**Indicative capacity:** 4,200 homes,  
3,100 jobs

### Redevelopment must:

- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and

- Replace existing retail space (A class use) and activate frontages on Old Kent Road through provision of retail (A use class), business (B use class) or community uses (D use class); and
- Provide land for a new primary school on the Asda site; and
- Provide a new park on the alignment of the former Surrey Canal; and
- Provide new pocket parks on the Asda site; and
- Potentially provide a new tube station; and
- Provide on-site servicing.

### Phasing:

The council has received one large application and is in pre-applications on several other sites around the new Surrey Canal Park. The park and developments around it could be completed within the next 5 years. Development is expected happen on the Asda supermarket site and McDonalds, in the mid 2020s or 2030s, when the Bakerloo Line Extension is built.

### KEY MAP

— OKR 10





MARLBOROUGH GROVE AND ST JAMES’S ROAD (OKR11)

**Plan:**  
The plan is primarily driven by the need to accommodate housing growth whilst retaining a wide range of commercial uses that help support the central London economy and provide a wide range of jobs to local people. The Six Bridges estate will be rebuilt with housing over and servicing out onto St James’s Road. In doing so the plan sets out to enhance open space provision for the Phoenix primary school and remove conflicts between vehicles and school use whilst providing a re-purposed and re-landscaped Marlborough Grove that could provide additional play space for the school, connecting both sides of the school campus. A new park will be built linking Marlborough Grove to St James’s Road.

The scale of development will be highest at the “crossing” of the junction of Rotherhithe New Road with Old Kent Road and in the centre of the site reducing in scale towards the school and the residential fringes of the site. As well as larger distribution uses, smaller spaces will be provided at ground and first floors. Rather than being entirely demolished the older industrial buildings at 328-334 St James’s Road should be selectively redeveloped, retaining the southern range of buildings and some of the northern range.

**Site area:** 4 ha  
There are currently around 21 businesses and 252 jobs in this site.

**Indicative capacity:** 1,012 homes, 900 jobs

- Redevelopment must:**
- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and
  - Provide retail space (A class use) and activate frontages on Old Kent Road through provision of retail (A use class), business (B use class) or community uses (D use class); and
  - Provide housing; and
  - Provide land for closing the central part of Marlborough Grove and re-landscaping it as a green space, for use of the Phoenix Primary School and surrounding neighbourhoods; and

- Provide a new park between the Selco and Six Bridges estate sites; and
- Provide on-site servicing.

**Phasing:**  
Development will happen incrementally but will in part be determined by the need to find temporary accommodation for the larger business uses in the Six Bridges Estate and by leasehold reversions. Developments on the old petrol station site on St James’s Road and on the former Lobo factory on St James’s Road (Family Mosaic) are expected to start in the next five years. Development on the sites in the middle of the area, including Six Bridges, the adjacent warehouses and the Selco depot could take place in the early 2020s.



FORMER SOUTHERN RAILWAY STABLES (OKR12)

**Plan:**  
The existing buildings, which include a forge, stables and former horse hospital, retained within a tight knit and characterful new development. The mix of uses should include new office, 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 and a new green link alongside the railway bridge to Quietway 1.

**Site area:** 0.6 ha  
There are currently around 2 businesses and 8 jobs in this site.

**Indicative capacity:** 119 homes 70 jobs

- Redevelopment must:**
- Retain the existing floorspace and reuse for employment (B Class) purposes; and
  - Provide housing; and
  - Provide open space; and
  - Provide on-site servicing.

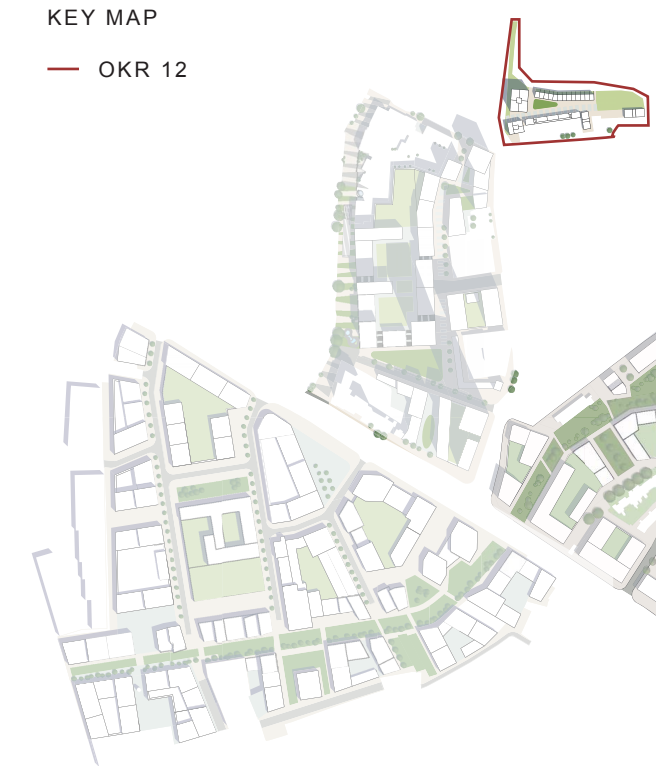
**Phasing:**  
The existing business and forge are considering relocating and the site is expected to be available within the next 5 years.



Former Southern Railway stables



Forge





# 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.

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

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

**Suitable uses:** *Storage, wholesale, distribution, depots (Class B1c, B8 and sui generis depot uses) within the central spaces.*

## HORIZONTAL/VERTICAL MIX: Small industrial units

Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Blocks can be wrapped within two storeys of workspace that can be used for offices, showrooms and studios. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

**Suitable uses:** *Light industrial uses (Class B1c use) and maker spaces within the central space.*

## VERTICAL MIX: Small office and studio

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

**Suitable uses:** *Artists' studios and office space (Class B1a and/ or B1c use).*

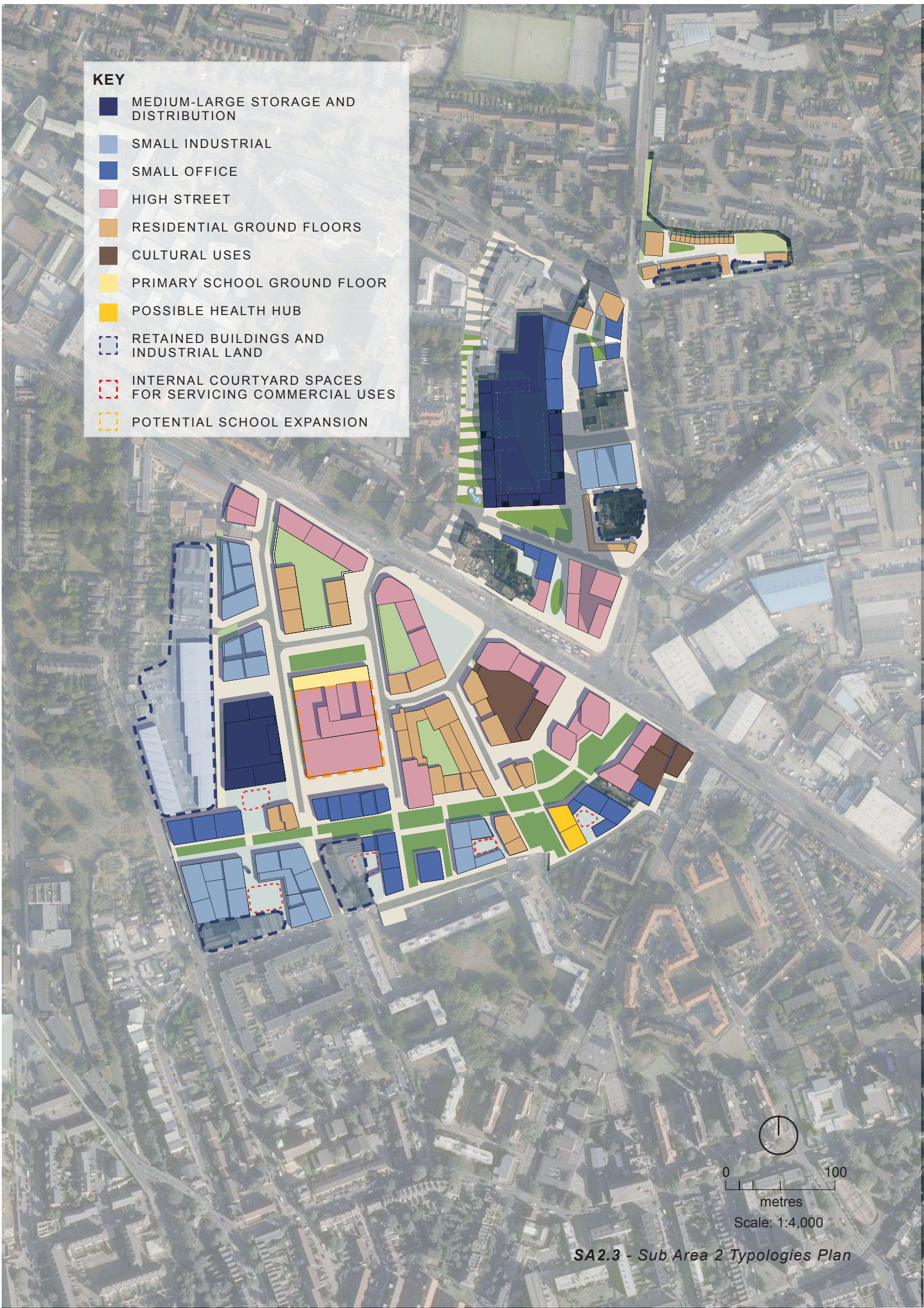
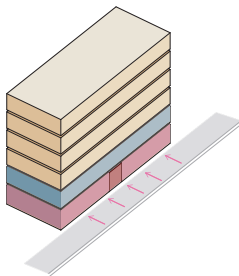
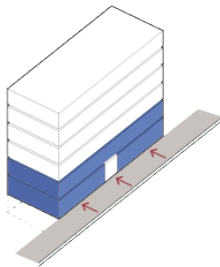
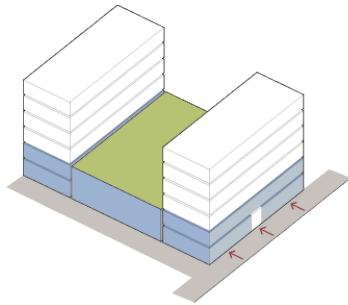
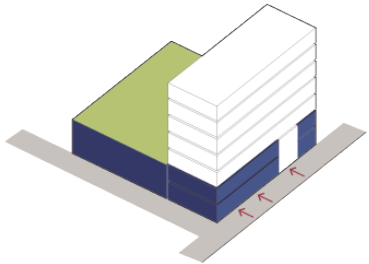
## VERTICAL MIX: High street

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.*

## SHARED COURTYARD SPACES

For residential and and commercial uses with shared access.





# ACCESS, SERVICING AND FRONTAGES

## Servicing

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

- Servicing should be rationalised to serve multiple commercial units to reduce the number of trips;
- To the north and south of the Surrey Canal Park the proposed perimeter blocks should have servicing consolidated within them;
- Servicing access across the Surrey Canal Park should be minimised;
- Servicing routes for the Six Bridges Estate should be relocated from Marlborough Grove to St James's Road;
- Industrial units should have individual ground floor direct access for pedestrians and vehicle loading/unloading;
- Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles; and
- Consideration should be given pedestrian and cycle movement in considering the design and location of loading bays and servicing access points.

## 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 is located within basements or structures where it can be wrapped with other uses;
- Making ground floor working spaces visible from the street with openings thought of as a "window into working". While solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor openings should be used; and
- Providing shopping and commercial frontages onto Old Kent Road itself.

## Road network

The opening of a new road connecting Bianca Street to Frensham Street should reduce traffic running through the Friary Estate and enable efficient servicing of the blocks south of the Surrey Canal Park. Creating a new service access from Livesey Place into the "Civic" block should enable the current servicing of the Topps Tiles site to be removed from Old Kent Road frontage.

Reducing the traffic in Marlborough Grove should enable that street to be repurposed and reduce traffic at the junction with Old Kent Road.





# STREETS, PARKS AND PUBLIC BUILDINGS

Development will transform the large mono use industrial and retail areas into a mixed use development 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.

## 1 OLD KENT ROAD

Existing trees will be retained and enhanced with new planting. Introduce new high street frontages on the north and south side of the Old Kent Road. Create new spaces off Old Kent Road which form a series of “rooms” along its length which complement the better aspects of its current character and provide a setting for the retail and institutional uses as well as mitigating air pollution.

## 2 SURREY CANAL PARK

Create a linear park along the route of the Surrey Canal. This will have a series of “basin” spaces that open off it as the original canal had, which will have differing characters according to the uses that front the park space.

- To the west at Bianca Road this will be part granite sets and part planted to allow access to the creative workspaces in the retained factory building on the corner of Glengall Road and Bianca Road. Similar treatment adjacent the Space Studios building will allow the process of making art to spill into the park space and be seen.
- At Malt Street the space will be “transactional” used by both the commercial businesses and residents that surround it.
- At Frensham Street a new community garden space will be created adjacent to the gardens of the Friary estate. The chimney stack on the Travis Perkins site will be retained.
- At Old Kent Road park entrance, spaces will be created as a break out for a new institutional cultural use.
- The landscaping will be designed to encourage cycling and jogging along its length. In the shorter term temporary links should be provided across the old canal alignment.

## 3 GLENGALL ROAD BUSINESS PARK

Retain existing route through the estate.

## 4 LIVESEY PLACE

Establish as a retail/café lined street between the shopping parade on Peckham Park Road and the Surrey Canal Park/Cantium development. The existing granite sets on the public highway and yard beyond will be retained.

## 5 FRENSHAM STREET

Extend northwards connecting to the new public space created adjacent to Old Kent Road to Marlborough Grove via a pedestrian crossing. Its southern end would be primarily residential. It would considerably enhance connectivity across the area.

## 6 INTERNAL COURTYARD SPACES

To the north and south of the canal internal courtyard spaces within the perimeter blocks will both enable servicing of industrious uses and also create attractive environments in which to work.

## 7 NEW PRIMARY SCHOOL

Explore the potential to build a new primary school on the Asda site.

## 8 MARLBOROUGH GROVE

In the longer term take servicing out of Marlborough Grove on the redevelopment of the six Bridges Estate and repurpose it as a play/sports/nature space for the Phoenix Primary School and wider community. Investigate the potential for partial closures of the street in the shorter term.

## 9 SIX BRIDGES PARK AND LOVEGROVE STREET

Create a new park space to the centre of OKR 15 to provide amenity and sports space including two tennis courts. Historic Lovegrove Street will be opened up to provide north south permeability and allow back of plot sites to come forward for development.

## 10 THE STABLES

Create a new food growing space to the rear of the stables and new pedestrian and cycle link onto Quietway 1 adjacent to the old railway bridge.

## 11 ROLLS ROAD

Replace the extensive asphalt pavement on the boundary with the Avondale Estate with rain gardens as part of a sustainable urban drainage scheme.



SA2.5 - Sub Area 2 Public Realm Plan



# BUILDING HEIGHTS

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

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

- The tallest ‘Tier One’ buildings should be located close to the Old Kent Road, around the point where the Surrey Canal Park crosses the road. There may also be scope for another ‘Tier One’ tall building to the north of the Surrey Canal Park, where commensurate open space can be provided;
- To the south of the park, buildings should be lower, between eight and 16 storeys, in order to ensure that the park is not harmfully overshadowed and a sensitive relationship with the Friary Estate is established.

The design of taller buildings will be expected to:

- Create an open, permeable and highly articulated skyline which avoids the coalescence of buildings, particularly when viewed from the park; and
- Incorporate low rise commercial plinths at lower levels to create an animated frontage to the park whilst allowing enough light to get through to the north;
- 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.



*The Friary Estate*

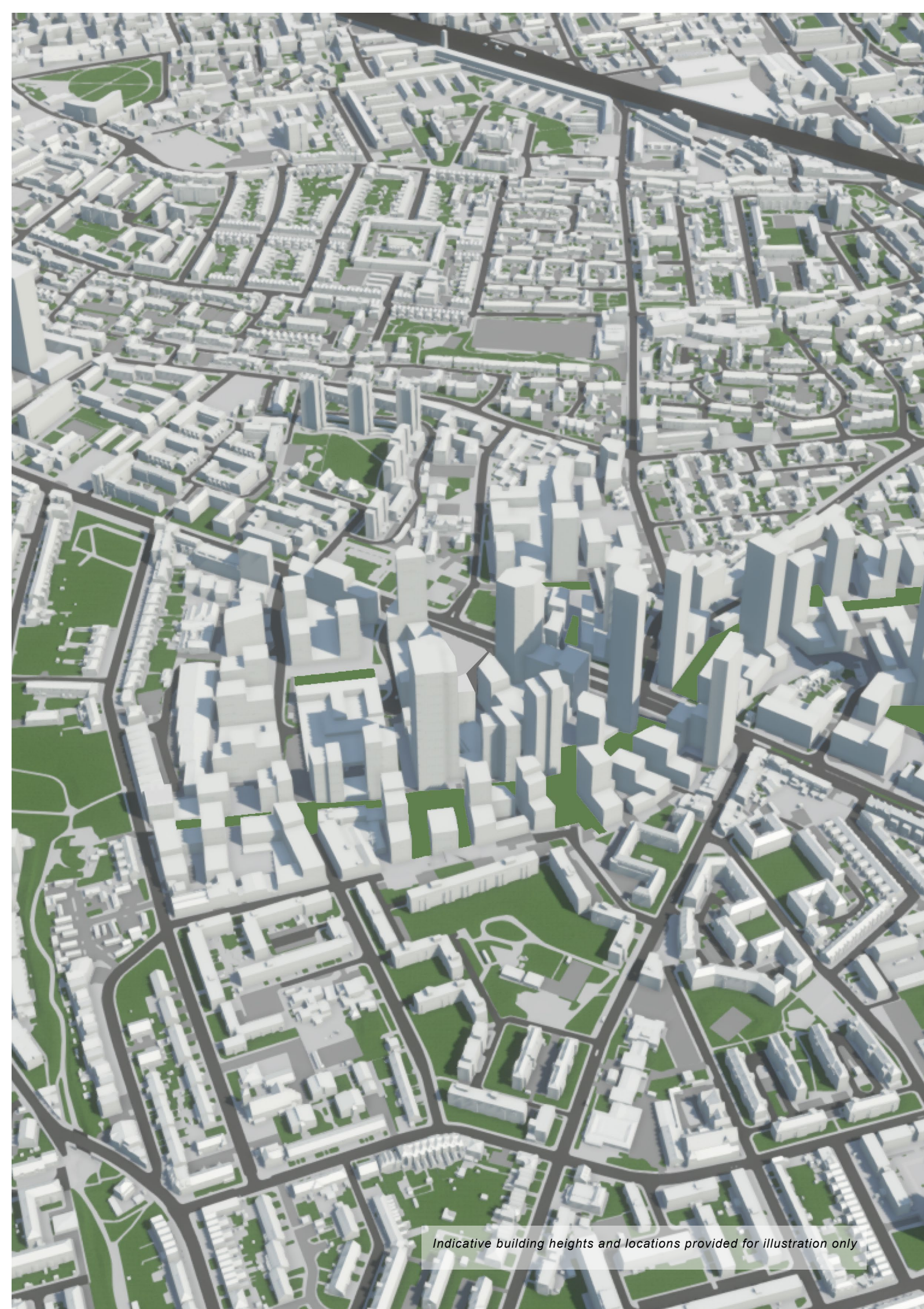


*Listed buildings on Glengall Road*

## 2. MALBOROUGH GROVE

The scale of development here should also be highest at the “crossing” of the junction of Rotherhithe New Road with Old Kent Road, and then reduce in scale towards the Phoenix Primary School and the residential fringes of the site. The key elements of the building heights strategy here are:

- There is scope for a ‘Tier One’ tall building near the crossing of Rotherhithe New Road and Old Kent Road. This could be set back from Old Kent Road itself to avoid the junction becoming overcrowded;
- The heights of other buildings fronting onto St James’s Road should range between 5 and 8 storeys, with some potential for ‘Tier Three’ tall buildings in appropriate locations closer to Old Kent Road but tier 2 and 3 tall buildings would be located on the Six Bridges Estate towards Old Kent Road and the new park space;
- The corner of St James’s Road and Rolls Road should be marked by a distinctive building of around 8 storeys in height; and
- Building on top of the Six Bridges Estate immediately adjacent to the school should be avoided to keep the scale appropriately low in this location.



*Indicative building heights and locations provided for illustration only*



# DESIGN GUIDANCE

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

The buildings that front on to the Surrey Canal Park in this area should change in character from east to west. Whilst the predominant building materials throughout will be brick and stone, the buildings to the east (closer to the crossing on Old Kent Road) will have a more civic character. They may be reminiscent of the attractive and well detailed new brick buildings at Kings Cross or Blackfriars Road. This should be expressed by:

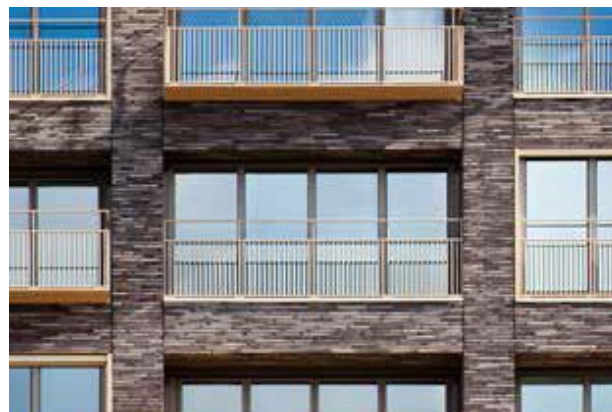
- Lighter and more varied architecture, with framed rather than punched openings;
- More delicate or intricate detailing highlighted in natural coloured metals;
- Sufficient depth and layering in façade designs; and
- More sculptural building forms.



*High Quality Brickwork balanced alongside delicate metalwork (Uitzicht Housing, HVDN Architecten)*

To the west, in response to the retained structures around Latona Road (including the bottling factory on Ossory Road, the chimneys and the Space Studios building and its neighbour), the architecture will have a more industrial character, with:

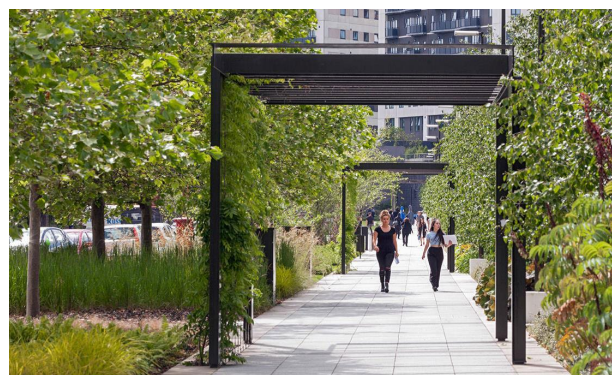
- A solid and robust appearance;
- Punched windows and deep reveals;
- Muted details in industrial materials like metal or concrete (for example expressed structural elements like concrete lintels); and
- No lightweight materials like glass balustrades or timber cladding.



*Combining glazed and regular Brickwork to manipulate light and texture(Saxon Court Housing, Maccleanor Lavington Architects)*

The character of the Surrey Canal Park itself will also change in response to these different influences. This should be realised by:

- Introducing a more industrial landscape to the west (around Bianca Road) with cobbled surfaces integrated with SuDS landscape design, in response to the retained industrial buildings;
- Complimenting generous squares and gardens along its length, with more traditional and intimate yard spaces formed in the centre of the perimeter blocks that flank the park. These will help rationalise the servicing of the associated ground and first floor business spaces within those blocks; and
- Retaining historic street surfaces, like the granite setts in Livesey Place and around the bottling factory on Ossory Road, and incorporating them into wider landscape and streetscape designs.



*Example of generous green areas*

To the north of the Surrey Canal Park, on the site of the Cantium Retail Park, the buildings fronting onto Old Kent Road will reinstate a 'High Street' character 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
- Sit comfortably within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors.

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

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

## 2. MALBOROUGH GROVE AND THE STABLES

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. The large scale building will:

- 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;
- Be designed to integrate the residential nature of the floors above with the industrial uses on ground floor; and
- Avoid the use of lightweight materials like timber cladding.

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", the old varnish and "Japan" factory and the Victorian terrace

next to 1930s office buildings on St James's Road. Similarly the stables and forge buildings on Caitlin Street to the north should be retained and integrated into new residential development. The design of new buildings should respond to the best of these retained fragment as such, they should be:

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

To the south, the buildings that front onto Old Kent Road will reinstate a 'High Street' character 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
- Sit comfortably within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors.

Marlborough Grove itself should be 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.







**SUB AREA 3**

**SANDGATE**

**STREET,**

**VERNEY ROAD**

**AND OLD**

**KENT ROAD**

**(SOUTH)**



# HISTORY

The Surrey Canal was one of the earliest developments in the area, being completed in the early 1800s, before the railways and residential development. 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 gasholder is listed. Built by George Livesey between 1879 and 1881 it was briefly the world's largest gasholder and was constructed using a pioneering geodesic structure. It also sits above a tank which was the deepest then constructed and one of the deepest ever built. There are other fragments of this industrial past still visible such as the cobbled road surface to the north of Canal Grove.

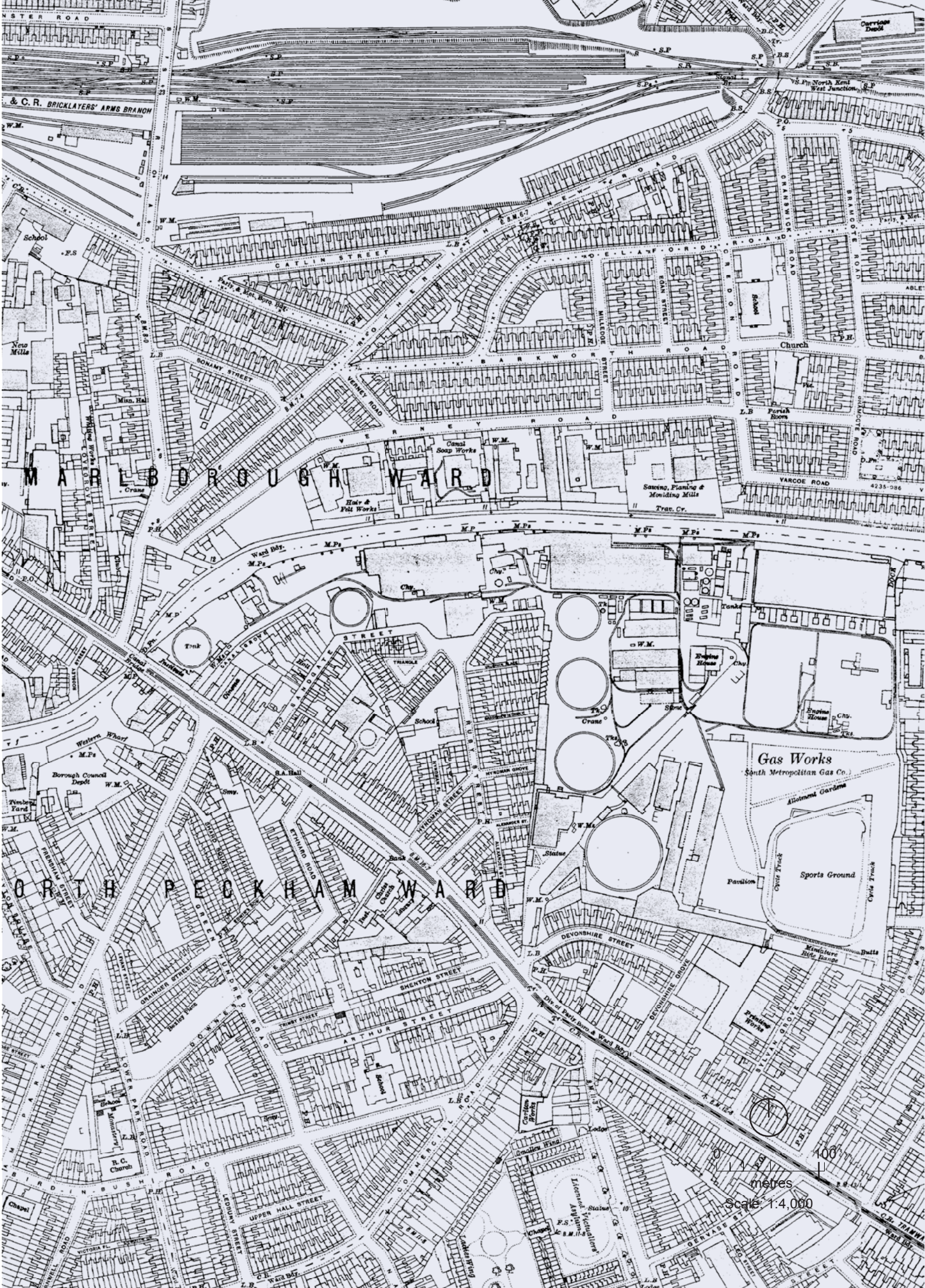
Sandgate Street and Ruby Street were residential streets of Victorian terraced housing, with shops and pubs on Old Kent Road and a school on Ruby Street. The terraced houses were tightly packed and typical of the late Victorian residential development in the area. The area was bombed very heavily, and 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



Gasholder No.13





# THE AREA TODAY

The remaining gasholders no longer store 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. Between Verney Road and Old Kent Road there is a mix of medium and large sized industrial units between which accommodate around 57 businesses and 1,600 jobs. The Canal Grove Cottages provide a reminder of the area's heritage and the mature trees around the cottages provide them with a lovely setting and 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 by 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.

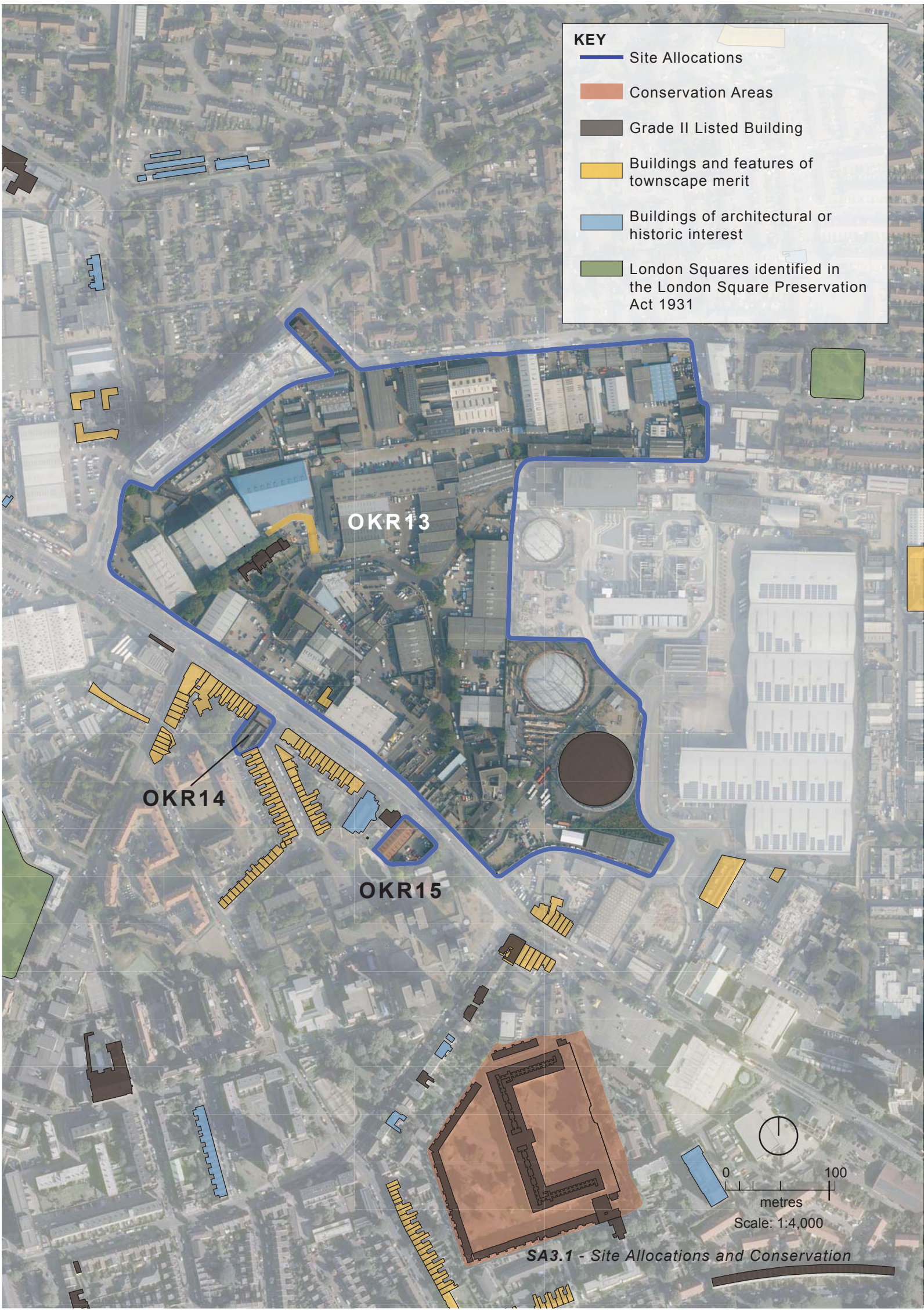
The south side of Old Kent Road has a much more established frontage which features some handsome buildings including Christ Church, the former Livesey Museum and the Royal London buildings.



Old Kent Road



Verney Road





# SITES AND MASTERPLANS

## SANDGATE STREET AND VERNEY ROAD (OKR 13)

### Plan

This area will be transformed into a mixed new neighbourhood with a diverse range of uses. While its character will change, it will continue to provide lots of jobs within a range of business spaces, including standalone industrial buildings, large warehouses that are integrated into mixed use buildings, small and medium sized industrial spaces and offices. New parks, a secondary school, indoor sports hall, a possible health hub, access to shops and other facilities on Old Kent Road and a short walk to a tube station will make the area a great place to live and work.

The scale of development will have a central London character. Like much of London, there will be contrasts between big and small, old and new which can help create a rich and varied character. The buildings and landscape that will stay, such as the Canal Grove cottages, their surrounding trees and cobbled road, the Royal London Buildings and the gasometer will help shape the area's changing identity.

**Site area:** 14.6 ha

There are currently 57 businesses and 1,600 jobs in this site.

**Indicative capacity:** around 3,680 homes, 2,820 jobs

### Development must:

- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA3.3; and
- Replace existing retail space (A class use) and activate frontages on Old Kent Road through provision of retail (A use class), business (B use class) or community uses (D use class); and
- Provide housing; and
- Provide land for a new secondary school and 6th form. The precise area required will be confirmed at AAP submission stage. An enlarged site would be subject to a relocation strategy for existing tenants and businesses
- Provide a new sports hall; and
- Explore the potential for a new health hub on Verney Way; and
- Provide a new park on the alignment of the former Surrey Canal; and

- Provide new pocket parks at the Ruby Triangle and on the KFC site; and
- Provide on-site servicing.

### Phasing

Development in the site will happen incrementally over time. Developments on the Ruby Triangle, Varcoe Road, Murdoch Street and at 6-12 Verney Road are expected to start in the next five years. Development on the sites in the middle of the area, including Curry's PC World, the adjacent warehouses and the Sandgate Street depot could take place in the early 2020s which is also when the council will need a new secondary school.

### KEY MAP

— OKR 13



SA3.2 - Sub Area 3 Masterplan



OTHER SITE ALLOCATIONS: 634-636 OLD KENT ROAD (OKR14); 684-698 OLD KENT ROAD (Kwik Fit Garage) (OKR15)

**Plan**  
We want these sites to provide new shopping frontages, strengthen the Old Kent Road's role as a high street and provide much needed housing.

Site	Site Area	Indicative Capacity
634-636 Old Kent Road (OKR14)	0.1ha	42 homes and 18 jobs
684-698 Old Kent Road (Kwik Fit Garage) (OKR15)	0.2ha	65 homes and 14 jobs

There are currently 3 businesses and 8 jobs in these sites.

- Redevelopment must:**
- Provide retail space on Old Kent Road frontage (A use class), replacing existing commercial space; and
  - Provide housing; and
  - Provide on-site servicing.

**Phasing**  
Southwark has granted planning for a residential-led development on OKR14 to deliver 42 homes and flexible commercial space (17/AP/1646). No application has been received for OKR15 but it is expected to be redeveloped at some point in the plan period.



Buildings on Old Kent Road





# 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.

**HORIZONTAL MIX: Standalone large industrial storage and distribution units**

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

**Suitable uses:** Storage, wholesale, distribution, depots (Class B1c, B8 and sui generis depot uses).

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

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

**Suitable uses:** Storage, wholesale, distribution, depots (Class B1c, B2, B8 and sui generis depot uses) within the central spaces.

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

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

**Suitable uses:** Light industrial uses (Class B1c and B8 use) and maker spaces within the central space.

**VERTICAL MIX: Small office and studio**

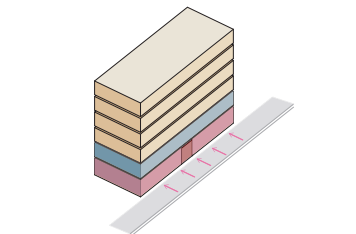
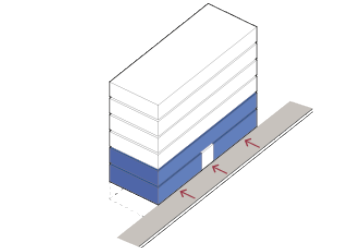
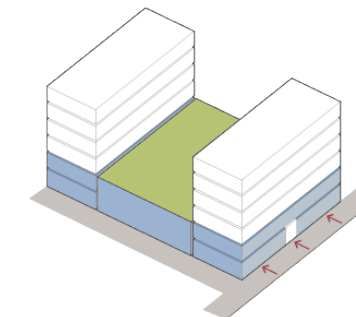
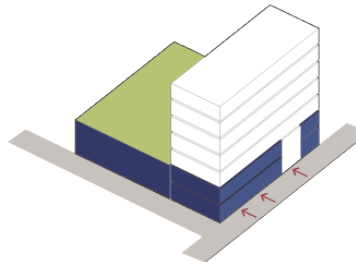
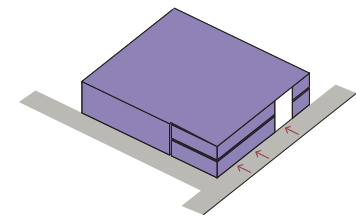
Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m.

**Suitable uses:** Artists' studios and office space (Class B1a and/or B1c use).

**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.





# ACCESS, SERVICING AND FRONTAGES

## Servicing

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

- Servicing should be rationalised to serve multiple commercial units to reduce the number of trips and to remove the need for vehicles to cross the Surrey Canal Park;
- Standalone industrial units should have approximately 15m deep bay for deliveries, plus 12m clear turning space for HGVs, Roller shutter doors should be at least 4m high, and 2.4m wide;
- Industrial units should have individual ground floor direct access for pedestrians and vehicle loading/unloading;
- Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles; and
- Consideration should be given pedestrian and cycle movement in considering the design and location of loading bays and servicing access points.

## 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;
- Making ground floor working spaces visible from the street with openings thought of as a “window into working”. Whilst solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor openings should be used;
- Provide active uses, including retail, business and school use in the frontages around the Surrey Canal Park; and
- Providing shopping and commercial frontages onto Old Kent Road itself.

## Road network

The council will explore the potential to implement one-way movement on Sandgate Street to enable wider pavements, greening and additional loading bays.

Reduce the number of junctions on to the Old Kent Road, by closing the south end of Ruby Street and Murdock Street and transform these streets into public spaces in which people walking and cycling have priority.





# STREETS, PARKS AND PUBLIC BUILDINGS

Development can transform this large industrial area 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.

## 1 OLD KENT ROAD

Existing trees retained and enhanced with new planting. Introduce new high street frontages on the north side of Old Kent Road which complement the handsome Royal London Buildings, Livesey Building and Christ Church on the south side of the road. Improving the pedestrian crossings, particularly on the alignment of the Surrey Canal Park, and look to deliver segregated cycle lane

## 2 SURREY CANAL PARK

New linear park on the alignment of the former Surrey Canal which connects to Old Kent Road and Burgess Park. As well as providing valuable green space, the Surrey Canal Park will open into a series of “rooms off the park” which each have a different character and different role. The character of these rooms should be shaped by the land uses around and can include:

- The Canal Grove cottage park (see below);
- A space with a more commercial character which is fronted by small business units between Wewco Wharf and 6-12 Verney Road;
- A space which complements the potential new secondary school.

## 3 CANAL GROVE COTTAGES AND POCKET PARK

Improve the setting of the Canal Grove cottages by retaining and enhancing the existing mature trees, incorporating the cobbled access road into new landscaping, establishing a new pocket park and reducing building heights immediately around them.

## 4 SANDGATE STREET

Explore potential for a new secondary school in close proximity and connected to the new health hub and indoor sports hall. The new school can front on to the Surrey Canal Park, providing a meeting area outside the school and an attractive and safe route to the sports facilities in Burgess Park.

## 5 DOCTOR'S SURGERY

One of several sites which could provide a new health hub.

## 6 RUBY TRIANGLE

Open up routes through the Ruby Triangle site, create new pocket park, a square at the entrance to the potential new secondary school and a 4 court sports hall for use by the school during school hours and the wider community at other times.

## 7 GASHOLDER

Listed gasholder to be retained within a park. Retain and improve views towards the gasholder from Asylum Road, Commercial Way and Murdock Street. Find a new and secure location for the statue of George Livesey which is currently located in the rear garden of the Livesey Building, to bring it back into public view.

## 8 ST JAMES'S ROAD TO DEVON STREET

Connect new and existing streets to create a route for people walking and cycling between Devon Street and St James's Road.

## 9 VERNEY ROAD TO OLD KENT ROAD

Work with National Grid and landowners to open route for pedestrians and cyclists between Verney Road and the Old Kent Road.

## 10 RUBY STREET AND MURDOCK STREET

Reduce the number of junctions on to Old Kent Road and transform these streets into public spaces in which people walking and cycling have priority. Enhance the mature trees at the rear of the Kentucky Fried Chicken restaurant and set within a small pocket park. Explore the potential for one-way traffic movement on Sandgate Street to enable wider pavements and additional loading bays.

## 11 VERNEY ROAD / ROTHERHITHE NEW ROAD

Make use of wide pavements and redevelopments to make the route towards Bramcote Park and Ilderton Road greener and safer.

## 12 DEVON STREET

New pocket park.





# BUILDING HEIGHTS

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 the Old Kent Road, and should reduce towards the interface between new development and surrounding residential neighbourhoods. The key elements of the building heights strategy here are:

- The tallest 'Tier One' buildings should be located close to the Old Kent Road, around the point where the Surrey Canal Park crosses the road and in conjunction with the open space proposed towards the centre of the site;
- With the exception of the tallest buildings at the 'crossing', building heights on Old Kent Road frontage should generally be between 8 and 10 storeys. There is also some potential for 'Tier Two' and 'Tier Three' buildings at key junctions along this frontage;

- The setting of the listed gasholder should be enhanced by opening up views of it from Murdock Street and retaining views from Commercial Way and Asylum Road;
- Building heights immediately around the gasholder should remain lower than the listed structure itself, in order to retain its prominence in the townscape;
- Building heights should also reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale; and
- The stand alone industrial buildings on the edge of the SPIL should be of an appropriate scale, driven by the nature of their potential uses.

The design of tall buildings should carefully consider their impact on the skyline and their relationships with the surrounding context, particularly sensitive features like conservation areas and listed buildings.



*Grade II listed Gasholder No.13 (Right gasholder in picture)*



*Indicative building heights and locations provided for illustration only*



# DESIGN GUIDANCE

The design of buildings, streets and open spaces in this Sub Area will vary in response to retained features and the proposed character, building typologies and land uses.

To the north, fronting on to Verney Road, and to the east near to the gasworks and retained Strategic Protected Industrial Land, the design of buildings should be informed by the area's working, industrious heritage and character, with architecture which:

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

This industrious character should be reflected in the design of the eastern end of the Surrey Canal Park, with:

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



Deep window reveals and concrete lintels (Amnesty International Building - Witherford Watson Mann Architects)

The design of the Gasholder Park should also reflect this industrious character, woven together with a significant quantum of green space.

The buildings within the town centre should have more variety in their architectural design, with a more 21st Century appearance. They may have a similar aesthetic to the new high quality brick buildings at Kings Cross, or Blackfriars Road. The architecture should:

- Be predominantly finished in brick, although perhaps with a higher proportion of glazing than around Mandela Way;
- Be lighter in appearance, with more intricate detailing or sculptural forms;
- Maintain an appropriate depth and layering of facades.

The buildings that front on to Old Kent Road should reintroduce its high street character with new shop fronts that:

- Are expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along the Old Kent Road;
- Sit comfortably within the overall building framework, with vertical features continuing all the way down to the street, rather than visually separating upper and lower floors; and
- Retain successful fragments of past development, such as 639-641 Old Kent Road, and, where vacant, re-use them in an appropriate manner.



Contemporary developments illustrating the character of the architecture

To complement the architectural character of this part of the sub area, the western end of the Surrey Canal Park should consist of well mannered, but generous green squares and garden spaces, designed to enhance the setting of the listed Canal Grove cottages and retained mature trees. The 'hidden' and unassuming character of the cottages should be retained. Historic surfaces that remain around the listed cottages, such as the cobbled access road on the Wevco Wharf should be retained and incorporated into new landscape proposals.

The open space at the centre of the Ruby Triangle should combine the character of a London Square with a 21st Century aesthetic, created in part by a well designed relationship with a new indoor sports hall. The buildings around it should blend a traditional industrious aesthetic, with the lighter more sculptural expression of the buildings fronting on to the Old Kent Road.



Contemporary developments illustrating the character of the architecture







**SUB AREA 4**

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



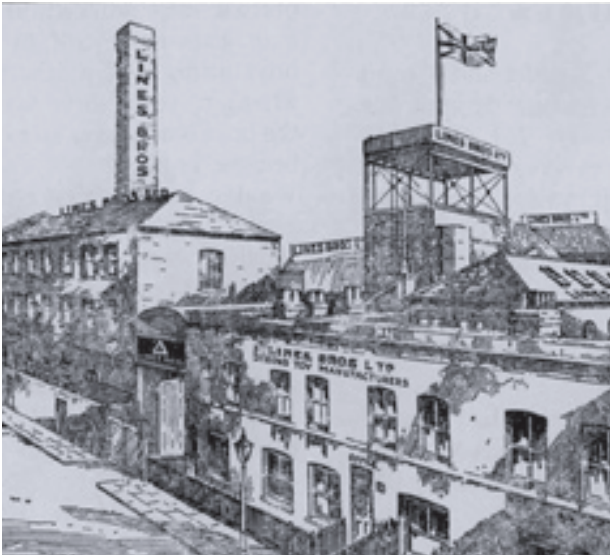
HISTORY

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

The area was heavily bombed during World War II, leaving large parts of it in ruin. After the war, town planners set out to separate housing from industrial and residential uses. 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.

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.



**PARKER & LESTER,**  
ESTABLISHED 1830  
MANUFACTURERS  
AND CONTRACTORS, ORMSIDE STREET, LONDON, S.E.  
THE ONLY MAKERS OF  
**PATENT ANTIMONY PAINT & PARKER'S IMPERIAL BLACK VARNISH.**  
OXIDE PAINTS, OILS, AND GENERAL STORES, FOR GAS AND WATER WORKS.  
**SAFETY GAS-MAIN STOPPER,**  
FOR SHUTTING OFF GAS IN MAINS  
TEMPORARILY DURING ALTERATIONS AND REPAIRS.  
  
7730000  
7730000

**GAS-LEAK INDICATOR.**  
  
PRICES AND PARTICULARS  
ON APPLICATION.

Top: Drawing of the Lines Bros factory on Ormside Street  
Below: Lines Brothers advertisement  
Right: Ordnance survey map of area from 1916





THE AREA TODAY

The frontages on Old Kent Road today are fragmented and interrupted by car parks, a petrol station and the podium around the Tustin estate. It is easy to miss the entrance to Brimmington Park and the south side of the road is dominated by the supermarket and Toys'r'us store 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 uses and depots, such as the Jewsons store which take advantage of Ilderton Road's links to the wider highway network. However, Ilderton Road also feels rather neglected and has the character of a servicing corridor.

The area around Hatcham Road is a densely populated industrial estate. However, the type of businesses on the estate is changing and as the manufacturing businesses have moved out, a mix of some faith premises and increasingly start-up businesses, artists and small scale makers have moved in. The small scale industrial units in buildings such as the Penarth centre, 180 Ilderton Road and Hatcham Studios are home to a mix of artists and creative industries.



Top: Hatcham Studios  
Middle: 14-38 Hatcham Road  
Bottom: Reconstruct Art Studios





# SITES AND MASTERPLANS

## HATCHAM ROAD AND ILDERTON ROAD (OKR 16)

**Plan**  
We want to build on the identity the Hatcham Road and Ilderton Road area as a place with thriving business community. 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 addition of new homes will help create a vibrant new neighbourhood in which people can live and work. This mix of uses is something that has not been done on this scale in London before.

The east side of Ilderton Road is suitable for depot and industrial uses, also within mixed use development that provides new homes. New pocket parks and greener and safer streets will improve the environment for people walking and cycling.

**Site area:** 7.9 ha  
There are currently around 70 businesses and 720 jobs in this site.  
**Indicative capacity:** around 1,460 homes  
1,170 jobs

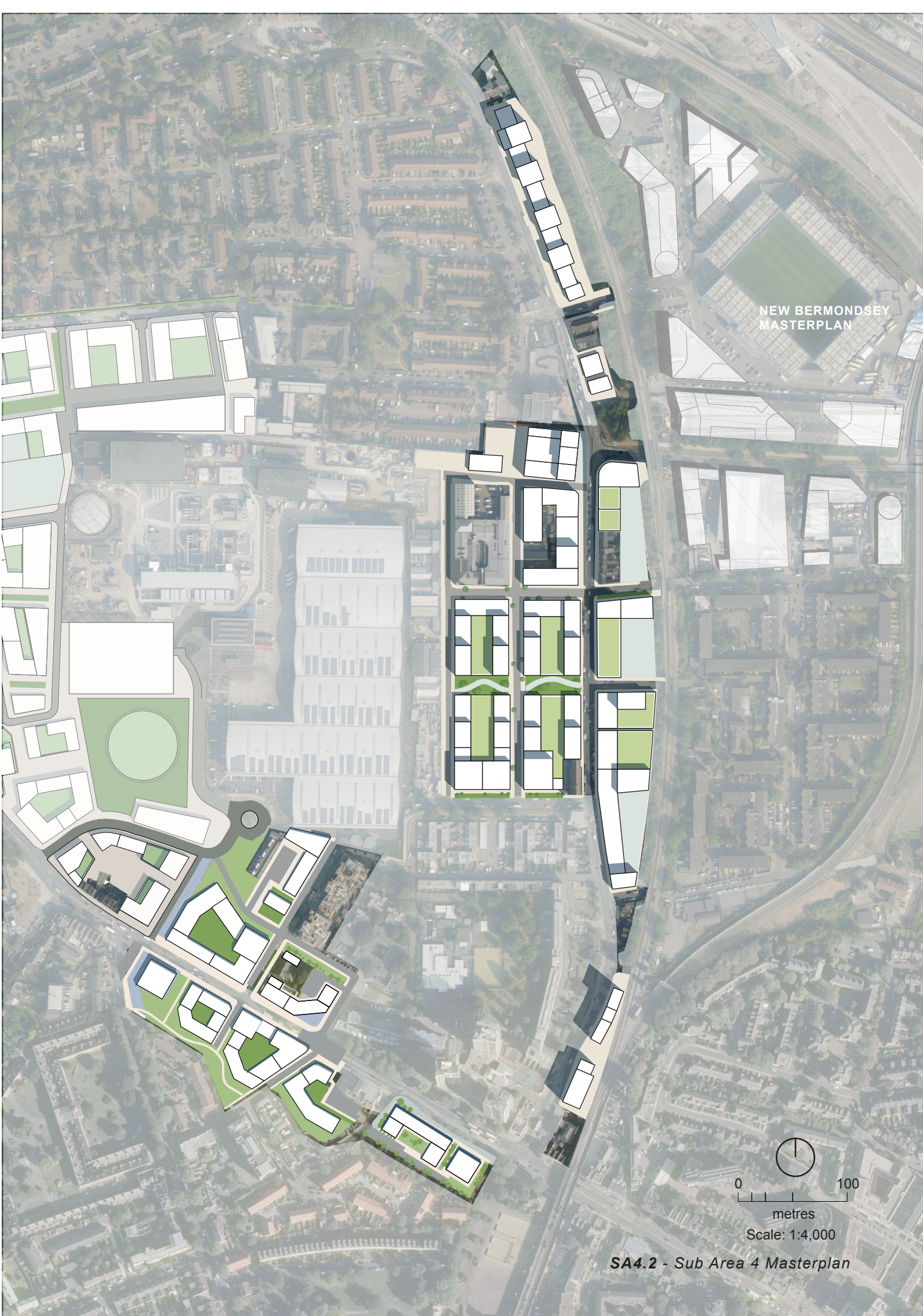
- Redevelopment must:**
- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA4.3; and
  - Retain the land on the west side of Ormside Street and the Penarth Centre as Strategic Protected Industrial Land, suitable for B class uses and other sui generis transport related uses, such as car repairs. In addition, arts and cultural uses in D class will be permitted in the Penarth Centre. Residential and other sensitive uses will not be permitted in SPIL; and
  - Provide land for an expansion of Ilderton Primary School; and
  - Provide a new park with a commercial focus and to create a new east-west walking and cycling link between Ilderton Road and Ormside Street; and
  - Enable the provision future walking and cycling links through the Integrated Waste Management facility; and
  - Provide on-site servicing.

**Phasing**  
The council has received planning applications and pre-application enquiries for a number of sites in the area. Land ownership is fragmented and

development is expected to occur incrementally over time, providing scope for a managed re-location strategy for businesses.



Victoria Wharf Artist Space



SA4.2 - Sub Area 4 Masterplan



# **SOUTH OF OLD KENT ROAD (760, 812 and 840 OLD KENT ROAD, TOYS'R'US AND ALDI STORES) (OKR 17)**

**Plan**  
Development will provide new frontages on to the Old Kent Road. There will be shops, a supermarket, cafes and restaurants at ground floor with flats and other uses above. Parking will be underground or wrapped with other uses and new green links will be made to Brimington Park. The Toys'r'us site will be a new underground station. Station entrances will open into a generous public square that will give views to Caroline Gardens and will be accessible from surrounding residential neighbourhoods.

**Site area:** 2.0 ha  
There are currently around 10 businesses and 75 jobs in this site.

**Indicative capacity:** 1,700 homes  
316 jobs

- Redevelopment must:**
- Replace existing employment space, including retail floorspace (A use class); and
  - Potentially provide a new tube station; and
  - Provide residential flats or offices above employment space; and
  - Provide new a new green park between Asylum Road and Brimington Park; and
  - Provide a new station square; and
  - Provide on-site servicing.

**Phasing**  
The Toys'r'us store and adjacent garage are proposed as an underground station and works site. These sites would be available for development following completion of the station, currently programmed for 2028/29. The Aldi site is available for redevelopment, subject to Aldi finding a solution that enables the store to continue trading.



Parade of shops on Old Kent Road

# **DEVON STREET AND SYLVAN GROVE (OKR 18)**

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

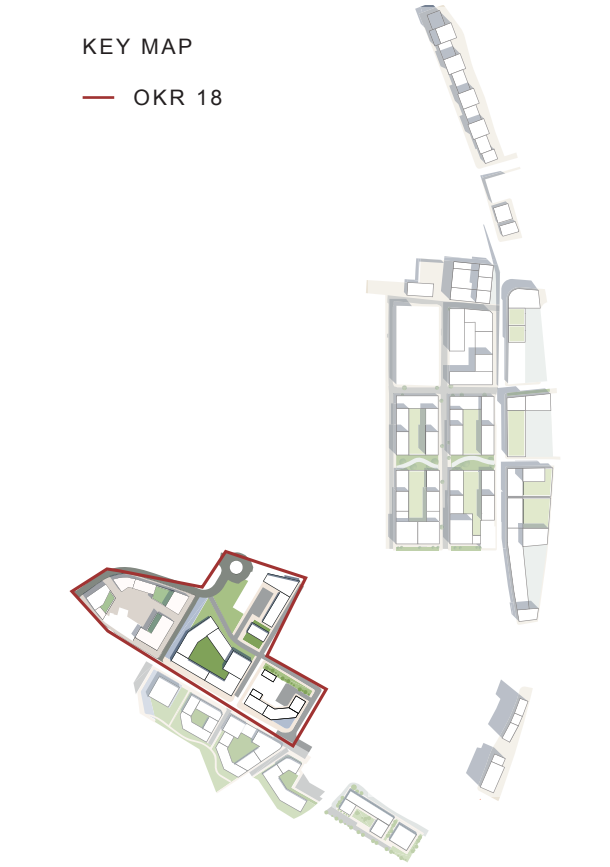
Existing trees on Old Kent Road will be retained and enhanced. There will be a new pocket park at the end of Devon Street which sits within a network of new and improved streets which provide strong links back to Ilderton Road, Old Kent Road and routes east towards Sylvan Grove and the Tustin estate and west towards the gasworks.

**Site area:** 3.0 ha  
There are currently around 30 businesses and 130 jobs in this site.

**Indicative capacity:** 740 homes  
710 jobs

- Redevelopment must:**
- Replace existing employment space, including retail floorspace (A use class); and
  - Provide residential or other town centre uses above employment space; and
  - Provide new a new public square off Devonshire Grove; and
  - Provide a new access road into the IWMF; and
  - Provide on-site servicing.

**Phasing**  
The council has received pre-application enquiries for a number of sites including the Daisy Business Park and the HSS Hire Shop. Development is expected to take place over the next 10 years.



Daisy Business Park



# 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.

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

Units at the rear, which are adjacent to the railway embankment should have large floorplans, 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 (Class B1c, B8 and sui generis depot uses).*

## VERTICAL MIX: Small office and studio

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

**Suitable uses:** *Artists' studios, galleries, maker spaces and office space (Class B1a and/or B1c use).*

## HORIZONTAL/VERTICAL MIX: Small industrial units

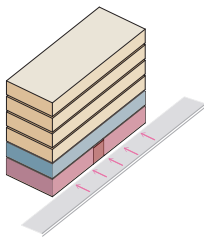
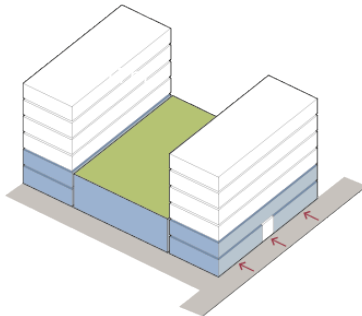
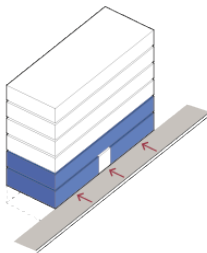
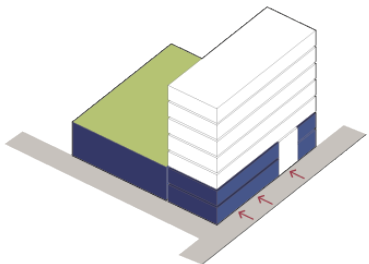
The street frontages on ground and first floor should provide space for offices, showrooms, staff facilities, studios etc. Ceiling heights should be a minimum of 4m at ground floor. The central space should be a minimum of 7m high. The number of columns on plan should be reduced to an absolute minimum.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

**Suitable uses:** *Light industrial uses (Class B1c use) 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.*





# ACCESS, SERVICING AND FRONTAGES

## Servicing

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

- Servicing should be rationalised to serve multiple commercial units to reduce the number of trips;
- Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles; and
- Consideration should be given to pedestrian and cycle movement in considering the design and location of loading bays and servicing access points.

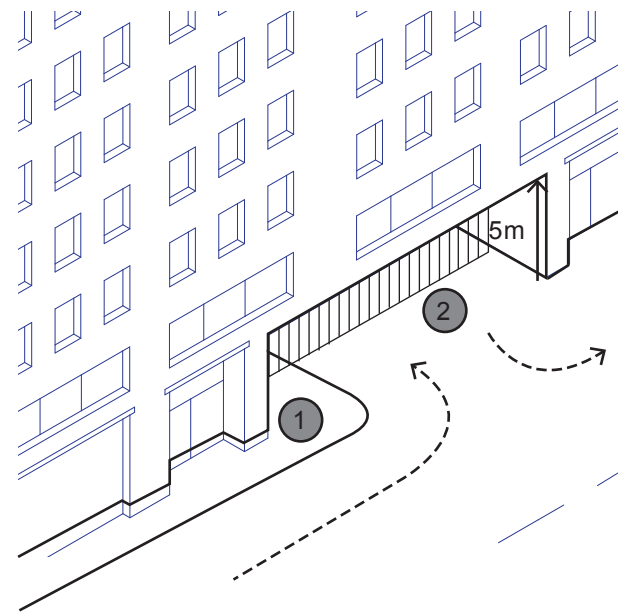
## Frontages

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;
- Making ground floor working spaces located around Hatcham and Ilderton Road visible from the street with openings thought of as a “window into working”. Whilst solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor openings should be used;
- Providing shopping and commercial frontages onto Old Kent Road itself.

## Road network

- The council will explore the potential to implement one-way movement on the Hatcham Road estate to enable wider pavements, greening and additional loading bays;
- Development should provide a new vehicle access route into the Integrated Waste Management Facility on the alignment of Devonshire Grove. This should enable two-way vehicular movement into and out of the IWMF and will enable the closure of the existing egress route. We will explore the potential to signalise the new junction with TfL; and



- Proposals for additional vehicle servicing routes onto Old Kent Road will not be acceptable.

The diagram above illustrates a typical undercroft entrance, showing:

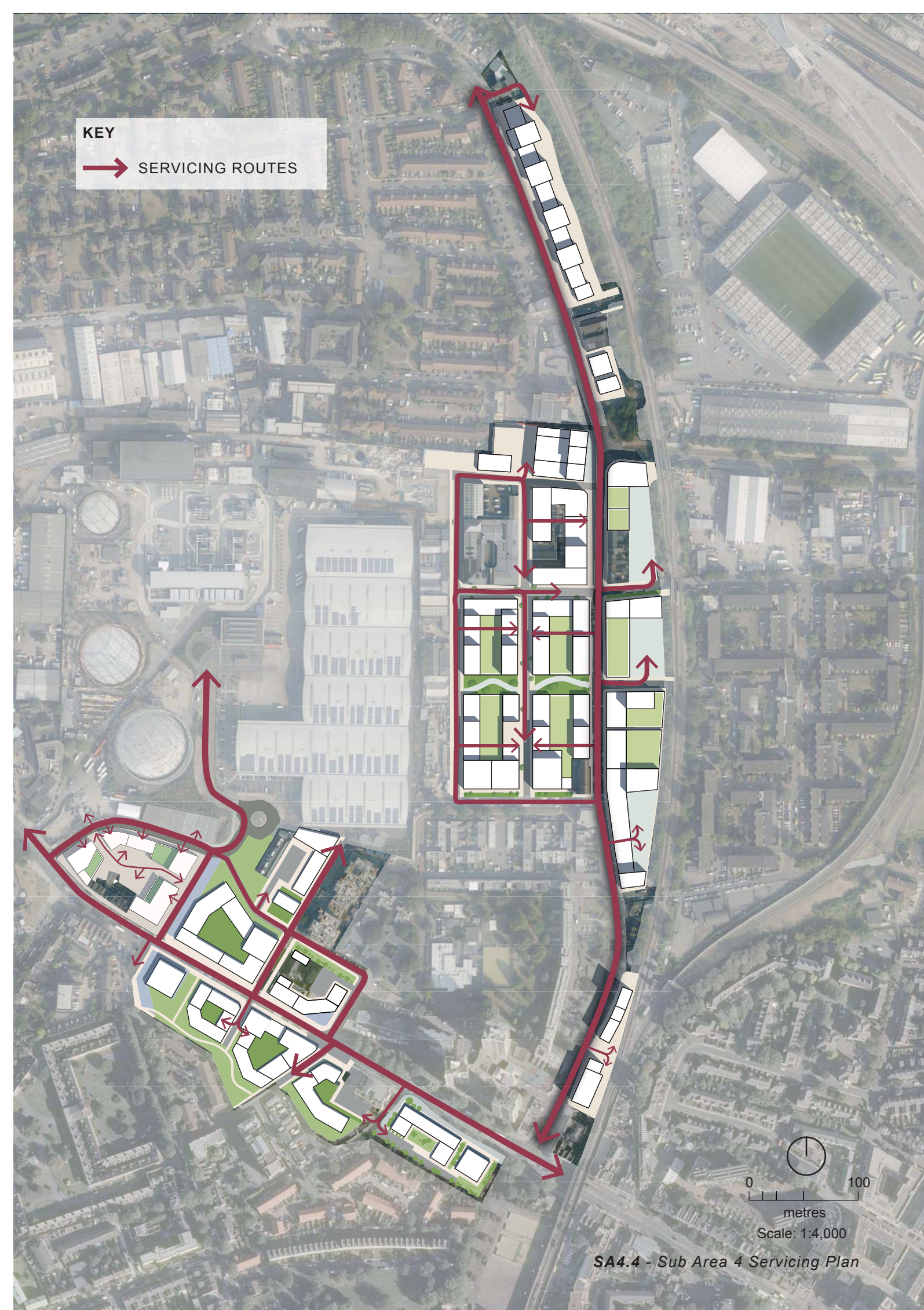
1. The approach will have tactile paving and sufficient visibility around corners
2. Gates will slow down lorries and provide security to commercial units

Active frontages overlook the public realm and generate activity and vibrancy at ground floor. New buildings fronting on to Old Kent Road will create active frontages made up of retail or other town centre uses. In the Hatcham and Ilderton area, where working spaces will be created at lower levels, users should be visible from the public realm.

Whilst external roller shutters will be avoided, innovative solutions to create flexible and adaptable ground floor openings will be used. This could include folding windows, or horizontal metal blades like those at Alex Monroe's workshop on Tower Bridge Road. Residential entrances will be clearly identifiable.

Utilitarian spaces like refuse stores will be discretely located to minimise their visual impact on the public realm, without compromising functionality.

Above: Typical undercroft entrance





# 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 schools, churches and shops on the Old Kent Road.

- 1 OLD KENT ROAD**  
Existing trees retained and enhanced with new planting. There will be shops and retail uses on either side of the road and a good crossing point to Brimington Park. A new tube station will dramatically improve the accessibility of this part of the Old Kent Road.
- 2 STATION SQUARE**  
Generous square at entrance to the underground station.
- 3 BRIMMINGTON PARK**  
There is an opportunity to give the park a much stronger presence on Old Kent Road with a much improved entrance. There is also potential to improve the sports pitches in the park and make better use of the railway arches. New green links should be created between the park and Asylum and Old Kent Road at the rear of retail stores and along the northern edge of 812 Old Kent Road.
- 4 DEVONSHIRE GROVE**  
New access road into the Integrated Waste Management Facility, enabling the closure of the existing egress road and direct access between the IWMF and the Old Kent Road.
- 5 DEVON STREET TO TUSTIN ESTATE**  
Development should help link Devon Street to the Tustin estate. This is a series of connecting streets which provide a quieter route for people walking and cycling.
- 6 LOCAL VIEWS**  
Open up and retain view towards Caroline Gardens from Devonshire Grove and the listed gasholder from Asylum Road and Commercial Way.
- 7 ILBERTON ROAD**  
New developments should create better frontages onto Ilberton Road and there is an opportunity to improve the junctions and crossing points to provide much stronger connections to Bridgehouse Meadows.
- 8 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.
- 9 BRIDGEHOUSE MEADOWS LINKS**  
Links to Bridgehouse Meadows should be made greener and safer. These can also make use of good quality existing buildings such as the Penarth Centre and the Georgian buildings on Ilberton Road to help create a pleasant walking environment.
- 10 MANOR GROVE**  
The streetscape and mature trees on Manor Grove should be retained and enhanced.
- 11 HATCHAM ROAD PARK**  
A new pocket green park space will be created within Hatcham Road which will be fronted by business units, encouraging places to sit, eat lunch and socialise within working hours. The park will also benefit existing and new residents and facilitate social interaction.
- 12 ILBERTON PRIMARY SCHOOL**  
We will explore the potential to expand Ilberton Primary School. As well as new school space this could provide a new entrance to the school from Record Street.





# BUILDING HEIGHTS

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

## 1. HATCHAM AND ILDERTON

The key elements of the building heights strategy here are:

- The majority of buildings around Hatcham Road should be between 5 and 8 storeys, with some additional height on the corners of the perimeter blocks on Manor Grove, Penarth Street and Record Street; and
- There is scope for taller buildings on the east side of Ilderton Road, particularly at the northern and southern ends which have better public transport accessibility, and around the important junction with Surrey Canal Road;
- The tallest buildings will be of a similar height to the existing towers on the Tustin estate.

## 2. SOUTH OF OLD KENT ROAD

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

- Immediately adjacent to the station entrance and station square, there should be a 'Tier One' tower of up to 40 storeys in height; and
- Other buildings in the area will vary in height between 8 and 16 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.

## 3. 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 8 storeys to frame the high street;
- Buildings set back from Old Kent Road should rise to between 8 and 12 storeys; and
- There is scope for 'Tier Two' and 'Tier Three' tall buildings within the northern parts of the site, adjacent to a commensurately sized open space at the centre of the area.



Indicative building heights and locations provided for illustration only



# DESIGN GUIDANCE

## 1. HATCHAM AND ILDETON

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

- Using brick, stone and concrete as the main building materials, with details highlighted in metal;
- Expressing structural elements like concrete lintels to add visual interest;
- Punching window openings into the building fabric, resulting in deep reveals; and
- Avoiding the use of lightweight materials like glass balustrades and timber cladding.



*Reconstruct Art Studios, Record Street*

## 2. SOUTH OF OLD KENT ROAD

The design of buildings in this part of the area should represent a greater transformation from its current character. This should be expressed by:

- Lighter and more varied architecture, that retains some commonality with the buildings around Hatcham and Ilderton Road;
- More sculptural building forms, with framed rather than punched openings and more delicate or intricate detailing;
- Appropriate depth and layering of facades; and
- Using brick or stone as the main building materials, with details highlighted in metal.

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

- Expressed according to a rhythm and proportion informed by traditional shop fronts elsewhere along 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.

## 3. DEVON STREET AND SYLVAN GROVE

The design of this area will combine the industrious character of Hatcham and Ilderton Roads with the high street character of Old Kent Road by:

- Retaining the Victorian warehouse building at the Daisy Business Park, including the south facing gable;
- Retaining the Victorian warehouse building at the northern edge of Sylvan Grove; and
- Using the retained building to inform the position and design of both open space and other buildings within the area.

Building design will be robust and functional in its appearance, with:

- Brick, stone and concrete as the main building materials;
- Expressed structural elements;
- Deep window reveals; and
- The opportunity for some more intricate detailing.

## ELEVATION EXAMPLE



*Aerial view of Old Kent Road*







**SUB AREA 5**

**SOUTH**

**BERMONDSEY**



# 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.



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 Protected Industrial Land (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; and
- 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 (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.



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 floorspans. 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 on to 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

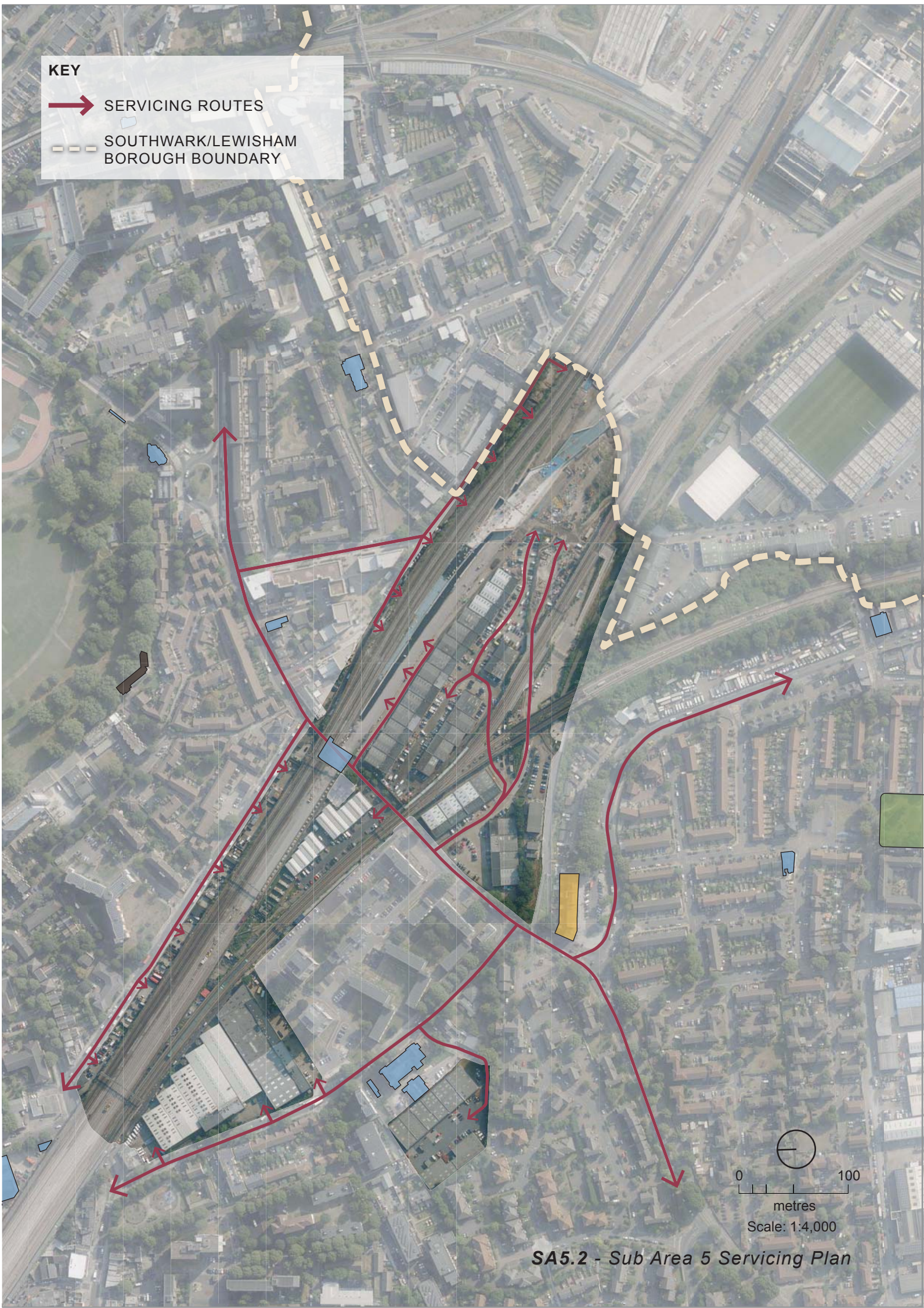
The council will carefully assess and monitor the potential impact of development which intensifies industrial uses on both the condition of the public realm and road network and the impacts on congestion, pollution and require development to contribute or offset these impacts, particularly around Rotherhithe 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.



Arch access, Bermondsey Trading Estate



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 Gardens to the north, 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.



South Bermondsey





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