

OLD KENT ROAD DRAFT 2024



**NOT
ANY
OLD
ROAD**

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



Jeanette Mason,
Ledbury Estate

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

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

”



Ibrahim Adewusi,
Old Kent Road Mosque and
Islamic Cultural Centre

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

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

”



Councillor Helen Dennis

Cabinet Member for New
Homes and Sustainable
Development

The Old Kent Road has been a key artery into the centre of London for centuries but our ambition for the area is one rooted in the local community that call it home, whether residents or businesses.

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

Listening to local communities there are common themes that emerge; the need to provide more and better housing, improve public transport, reduce air pollution, address climate change, provide for younger people and crucially build trust in the Council’s ability to deliver on its promises. We have shaped and changed the plan to be people centred and family friendly. We want to make sure that our decision making is transparent, is guided by the views of local people and that we can be measured against our promises. With that in mind we established a Community Review Panel to scrutinise both the Council’s strategies and developers plans, and we also produce a summary of housing delivery that sets out in detail what kind of housing is being built measured against our housing need.

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

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

Two newly designated town centres sit at the heart of our plan providing the ideal location for new services and for social interaction. We will revitalise the Old Kent Road as a high street, retaining its diversity and re-providing the range of shops and leisure uses, including the larger food shopping stores. A good example of which is the Aldi store site, with 100% affordable housing currently being built on top of the re-provided food store.

We are committed to the delivery of net zero carbon development in the Old Kent Road by 2030. New development will be car free, and the promotion of walking and cycling as well as electric buses, taxis, cargo bikes and commercial vehicles will help reduce air and noise pollution. We are currently delivering a District Heat Network linking new developments to the South East London Combined Heat and Power plant, which will deliver both significant savings in CO2 emissions and cheaper energy cost for residents. This is vital both for our health and our collective long term futures.

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

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

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

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

These policies and masterplans are intended to provide clarity whilst also striking the right balance between instruction and flexibility so that they can robustly manage change over the whole plan period. As such they are not intended to be absolutely prescriptive, but the key principles that they describe will be expected to be delivered.

“ 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
Chief Executive - London Transport

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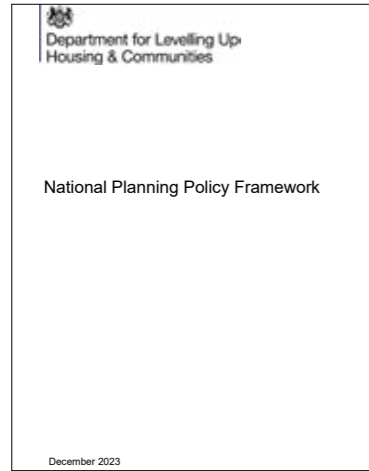
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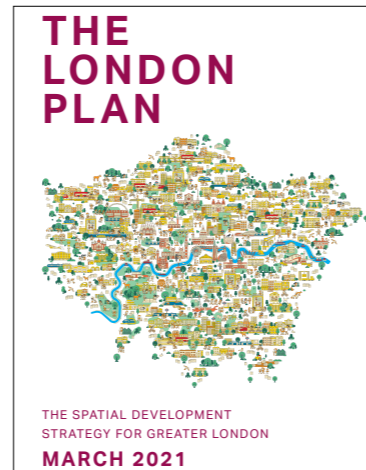
Sub Area Guidance

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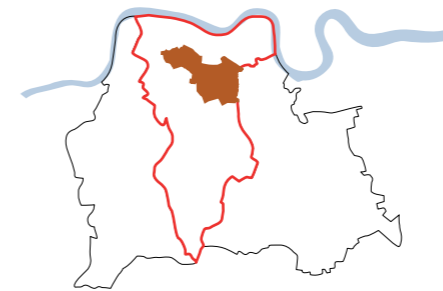
National Planning Policy Framework (NPPF)

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



London Plan (Published 2021)

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



Southwark Plan (Adopted 2022)

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



Old Kent Road Area Action Plan (Submission 2024)

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



June 2016 Draft Old Kent Road Area Action Plan

48 Consultation Events 1,203 Responses

May 2016 Place Making Study (Allies and Morrison)

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

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

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

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



December 2017 Draft Old Kent Road Area Action Plan

35 Consultation Events 752 Responses

December 2017 Draft Old Kent Road Area Action Plan

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

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

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



December 2020 Draft Old Kent Road Area Action Plan

33 Consultation Events 183 Responses

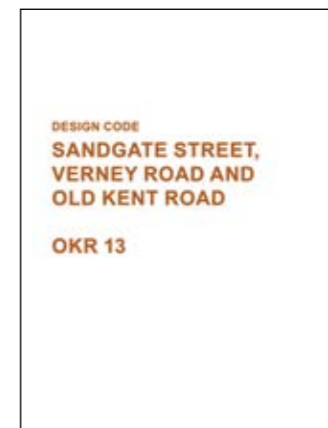
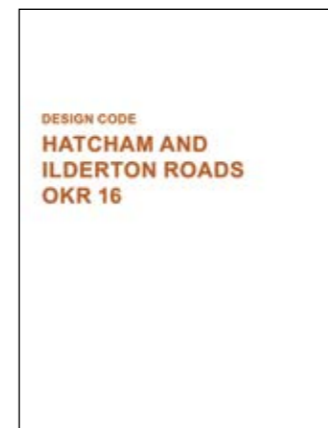
December 2020 Old Kent Road Area Action Plan

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

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

Hatcham and Ilderton Road Design Code (2022)

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



2022-2024 Sub Area Design Codes

7 Consultation Events 100 Responses

Sandgate Street Design Code (2023)

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

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

Mandela Way Design Code (December 2023)

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

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

Young people and children are increasingly taking an active role in shaping the transformation of the Old Kent Road. The Southwark Young Advisors are a local charity made up entirely of young people (aged 15 to 24) who help community leaders to engage other young people in community life; local decision-making and improving services. The younger generation, growing up in Old Kent Road today, will be amongst the main beneficiaries from the regeneration – so it's vital that their voices are heard loudly and clearly throughout the process.

Old Kent Road has a rich history as a diverse and dynamic area, connecting the heart of central London and beyond to the wider south-east. Although the area is often perceived as being outside central London, the distance between Buckingham Palace and St Paul's Cathedral is equal to the distance between the Old Kent Road Asda and St Paul's Cathedral. As part of central London, it will take on new roles and the look and feel of the area will change. Old Kent Road is ideally placed to provide much needed housing, a range of local shops and businesses with revitalised public spaces, new parks and green space, health hubs and wider social infrastructure.

We want to ensure that regeneration of Old Kent Road works for everyone. To show how we plan to achieve this goal, we have drawn up a **Social Regeneration Charter** for Old Kent Road. This Charter sets out detailed aims for reducing social, economic and health inequalities and explains how we will monitor our progress towards achieving a number of promises which the Council has made to the community.

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

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



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

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

PEOPLE

35,000 people

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

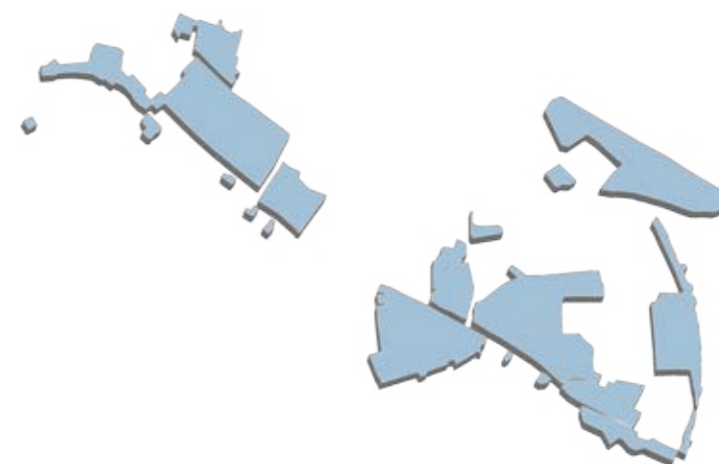
25.3% are under 18

8.5% are over 65

EMPLOYMENT, JOBS AND BUSINESSES

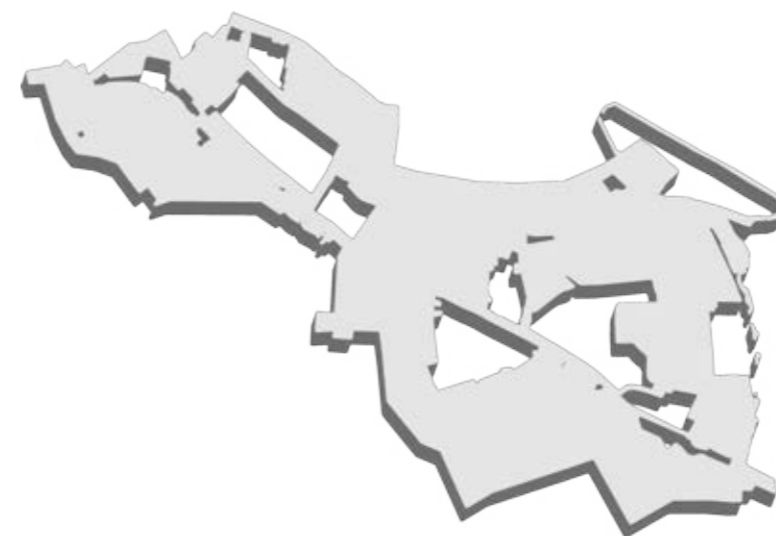
10,035 jobs

716 businesses



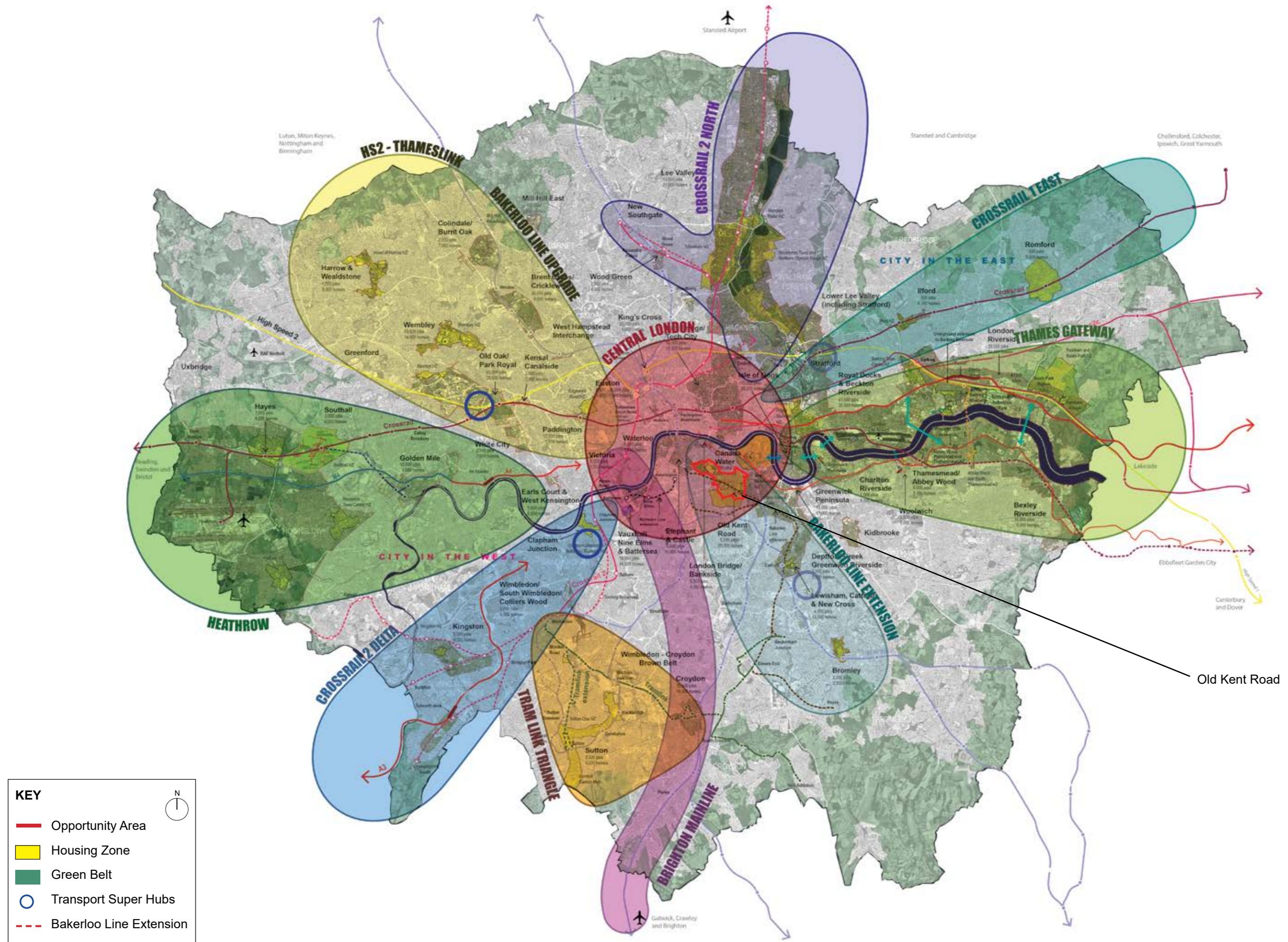
HOUSEHOLD

14,500 homes



THE AREA

282 hectares



Old Kent Road

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

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



Decent Homes For All

(people live in safe, well-maintained homes)

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



A Strong and Fair Economy

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

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



A Good Start In Life

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

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



Staying Well

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

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



A Safer Southwark

(crime is low and people feel safe)

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



A Healthy Environment

(our environment is clean, green and healthy)

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

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



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

“This is Old Kent Road not any old road”, was a response from a local resident in a community forum that reflects the pride in its history and a strong sense of belonging. The Old Kent Road area will be a place where communities and families can flourish; a safe place to grow up and to grow old in. It will continue its historic role as a vital artery connecting the commerce and culture of one of the world’s great cities to Europe but in a much changed form that places it at the heart of the community. Driven by the aspiration to build a fair, green and safe Old Kent Road area where everyone can live a good life as part of a strong community, the Vision embodies the three principles and six goals of the Southwark 2030 Vision.

The Old Kent Road area’s strength as a place to live, work and do business in is its Central London location and character. The Bakerloo Line Extension will drive London’s growth southwards providing better connections to London’s opportunity areas and key employment centres, as illustrated by the Central London Smiley (Fig 2). This will provide tangible, direct benefits to the people of Walworth, Bermondsey and Peckham including a new and improved family friendly environment with housing, youth facilities, schools, parks, leisure and health centres and the creation of a wide range of jobs. These changes will enable the communities to realise their potential. There should be no poverty of ambition or opportunity in the Old Kent Road area irrespective of race, gender or age.

To achieve this, our plan promotes the intensification of industrial uses, and the co-location of residential and industrial/workspace in order to deliver the homes and jobs targets set out in the plan. Done with care, we believe that this can deliver a special place that is desirable to both live and work in. We want to grow the already significant local economy, not just by accommodating a narrow professional office sector, but by supporting and encouraging a wide range of skills and job types, “from laptops to forklifts”. This will include businesses that serve both the local area as well as central London and beyond.

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

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

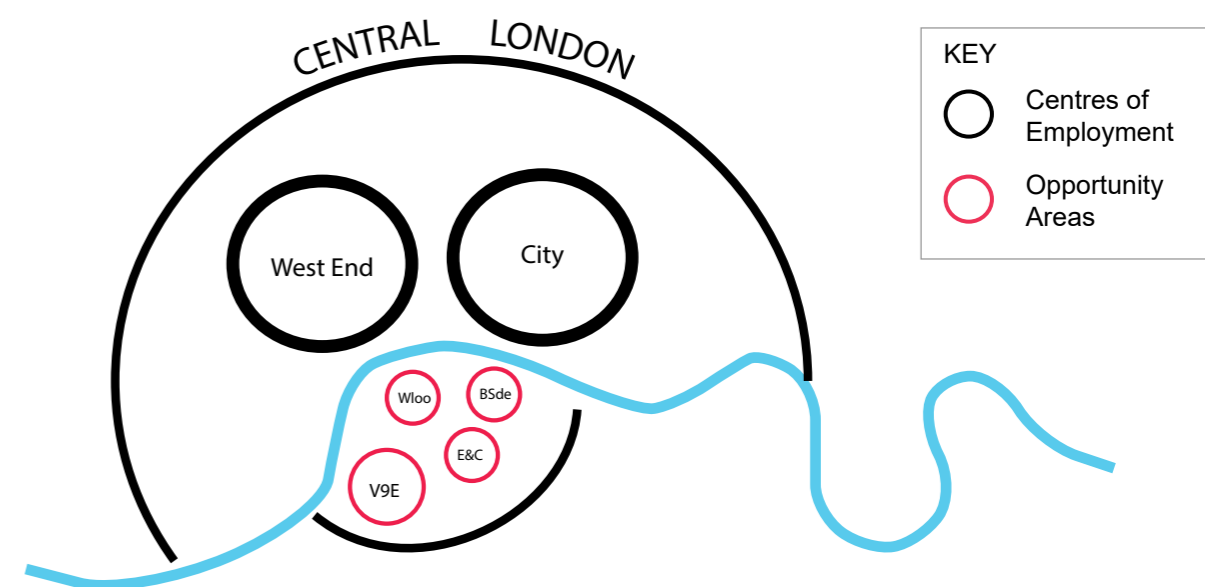
We want to build new homes, a minimum of 35% of which will be affordable with 25% being at council rents. And while they should come in a range of types, from terraced houses to apartment buildings, they should all be designed to a high standard. The provision of larger sized flats, generous room sizes,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

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

A key part of our commitment to the Climate Emergency is the delivery of net zero carbon development in the Old Kent Road area. Development will be car free and the promotion of walking and cycling as well as electric buses, taxis and commercial vehicles will help to tackle air and noise pollution. The District Heat Network (DHN) linking new developments to the South East London Combined Heat and Power Plant (SELCHP), will deliver significant savings in CO2 emissions and cheaper energy costs for residents. This will benefit our collective long term futures.

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

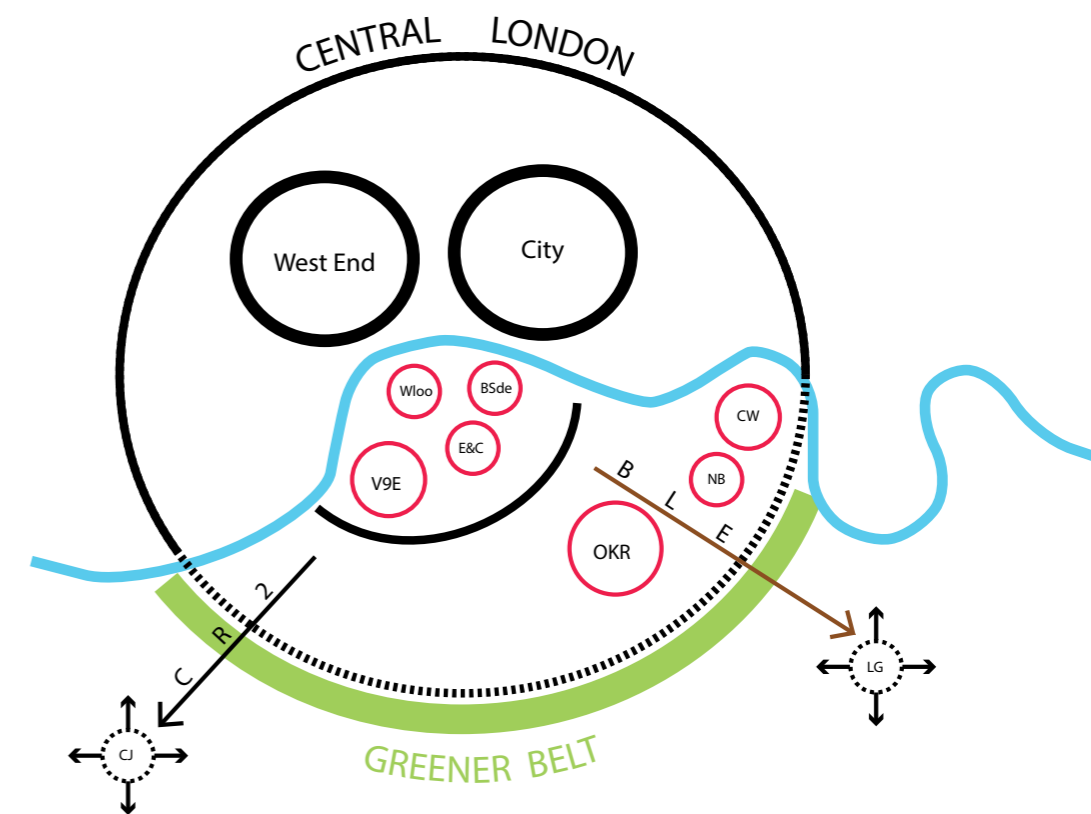
2017:



Central London Smiley 2017 (Figure 2a)

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

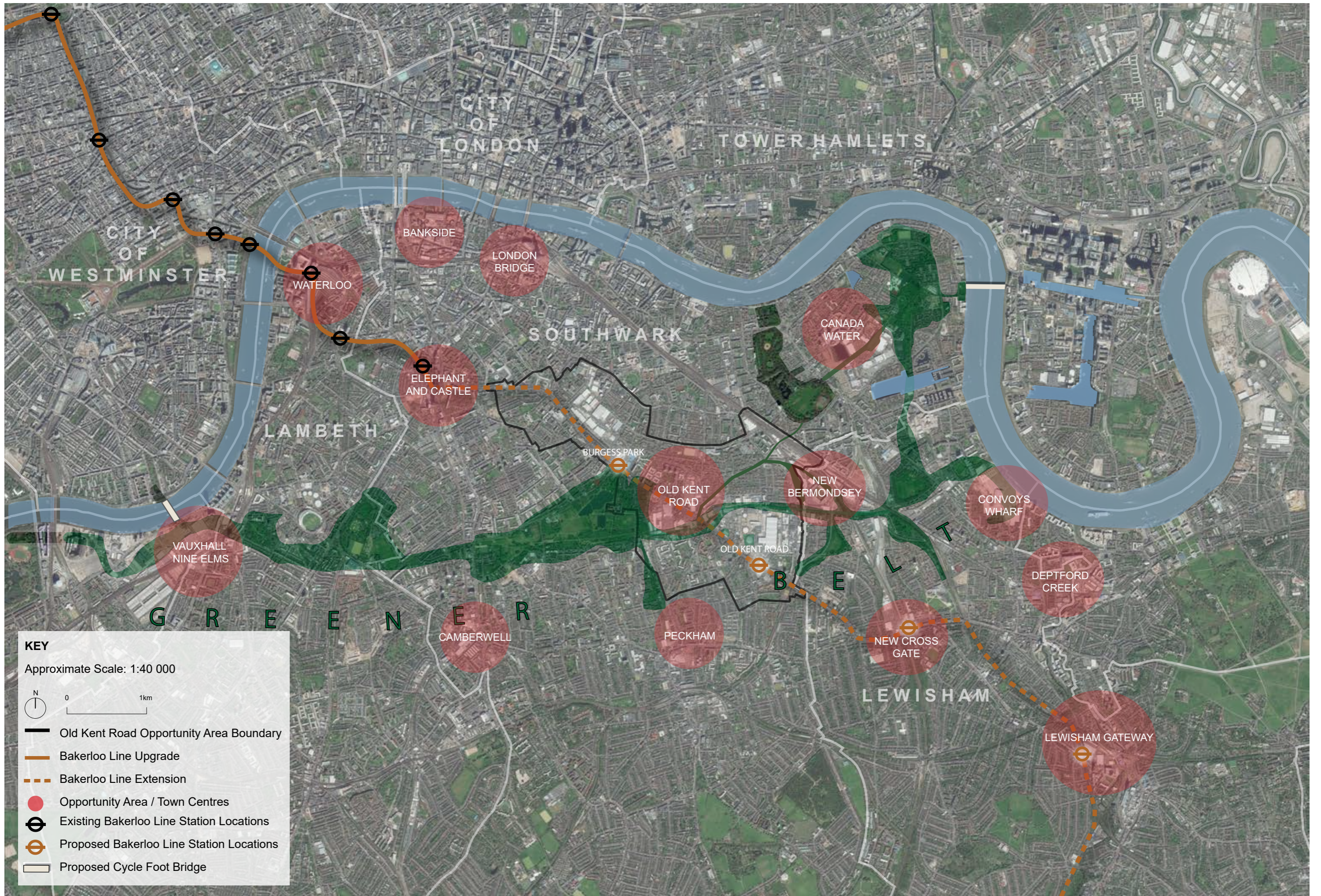
2037:



Central London Smiley 2037 (Figure 2b)

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

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



20,000

New Homes

At least

7,000

Affordable Homes

Of which at least

5,000

Social Rent Homes

2

New Tube Stations on the Bakerloo Line Extension

1

New Health Centre

10,000

New Jobs

3

New Parks

4

Potential Primary School Expansions / FE College

Life Sciences Cluster

District Heating Network



What will it cost?

Bakerloo Line Extension (BLE)
£8 Billion



New Schools, Leisure Centre and Health Centre
£50 Million



Bus and Cycle Improvements on Old Kent Road
£60 Million



What will it pay for?

Future High Street Fund
£10 Million



Community Infrastructure Levy (CIL)
£350 Million



Council Tax
£48 Million along BLE*



Incremental Business Rates
£68 Million*

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



Bakerloo Line Extension

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

New Homes



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

Employment, Jobs and Business



- Double the number of jobs from approximately 10,000 to 20,000.
- Promote the Old Kent Road area as a location for Life Sciences employment space supporting the wider life sciences clusters at Guys and St Thomas's (London Bridge), Kings College / Maudsley (Camberwell) and at Canada Water.
- Increase the range of jobs by providing different types and sizes of employment space from laptops to forklifts including light industrial, maker spaces, warehousing and distribution, offices, workspaces, retail, leisure and entertainment facilities.
- Provide local jobs and skills training for young people.
- Sustain business ecosystems which help to make Old Kent Road successful.
- Develop the Council's own affordable workspace provision.

Town Centre, Leisure and Entertainment



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

Movement



- Make the whole of Old Kent Road an exemplary Healthy Street, where people can choose to safely walk, cycle and use public transport by providing sufficient footway widths and segregating bus and cycle lanes.
- Implement a Controlled Parking Zone across the whole of the Opportunity Area and create low traffic neighbourhoods around local roads.
- Deliver high street links to create increased connectivity between residential hinterlands and the high street, encouraging walking and cycling in the area.
- New residential development will have zero car parking, new commercial development will need to commit to the use of electric vehicles, and TfL will be encouraged to have a low emission bus fleet.

Parks and Open Space



- Increase the public open space provision to 30ha and deliver more trees on streets and in the new open space.
- Create four new major parks: Mandela Way Park, Livesey Park (at the old gasworks), Surrey Canal Park and Frensham Street Park, which will connect existing and new neighbourhoods and help deliver the Greener Belt.
- Create a network of green links and spaces that connect established residential neighbourhoods with the parks, stations, high streets and community hubs.

Energy and Climate Change



- Address the Climate Emergency by achieving the carbon neutrality target by 2030.
- Create low carbon jobs and businesses, and support existing individuals and business owners to move towards zero carbon.
- Reduce carbon emissions from vehicles by requiring car free development and by reducing numbers of commercial trips through the provision of last mile logistics hubs.
- Provide infrastructure and work with infrastructure providers of transport, energy and other utilities to enable reduction in carbon.

Schools, Community and Youth



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

Culture and Heritage

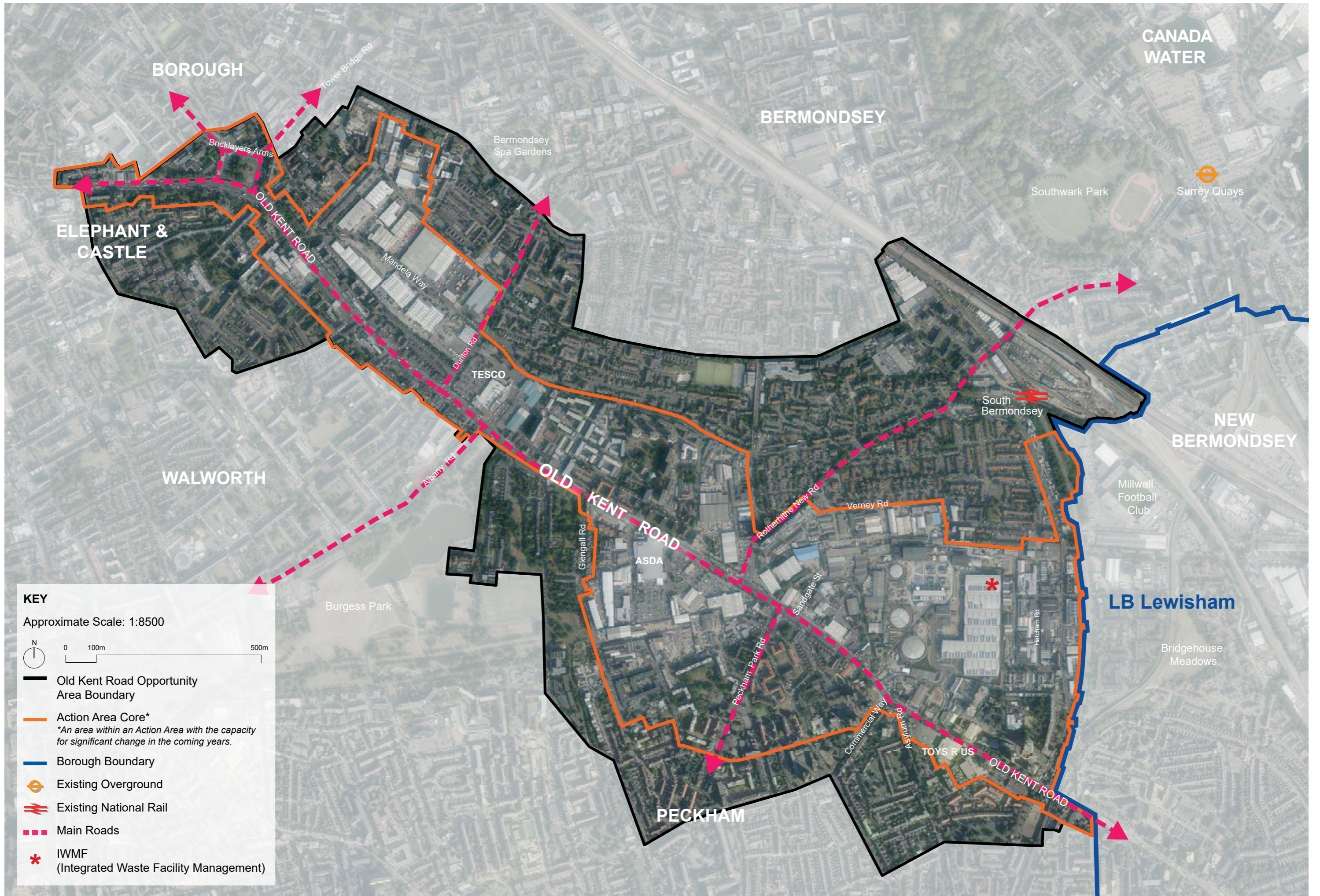


- Strengthen the identity of Old Kent Road as a cultural destination, attracting new creative enterprises, a university and a major cultural attraction.
- Integrate Old Kent Road's historic and valued character into new development, celebrating its industrial past and present.
- Protect and enhance listed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

Health and Wellbeing



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





AAP 1: The Masterplan

Strategy

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

Planning Applications

Development must:

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

Reasons

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

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

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

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

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

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

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

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



Design workshop with Charter School pupils, 2018

AAP 2: Bakerloo Line Upgrade and Extension

Strategy

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

The Old Kent Road area will become part of a smart city and new digital infrastructure, along with the new underground stations and cycle hire, will ensure residents can benefit from the '15 minute city'. This will enable existing and new residents to access work, shops, leisure and community facilities within 15 minutes travel time from their homes by foot or by bike

Planning Applications

Development must:

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

Reasons

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

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

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

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

There will be an annual review of both the grant of planning permissions and the implementation of schemes. If schemes from Phase 1 had not been implemented and their consents lapsed there would be an opportunity to review the order in which development comes forward and Phase 2 schemes may at that point be moved to Phase 1. This would give the phasing some flexibility and robustness and would only be done with GLA and TfL agreement.

DEFINITIONS

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

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

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

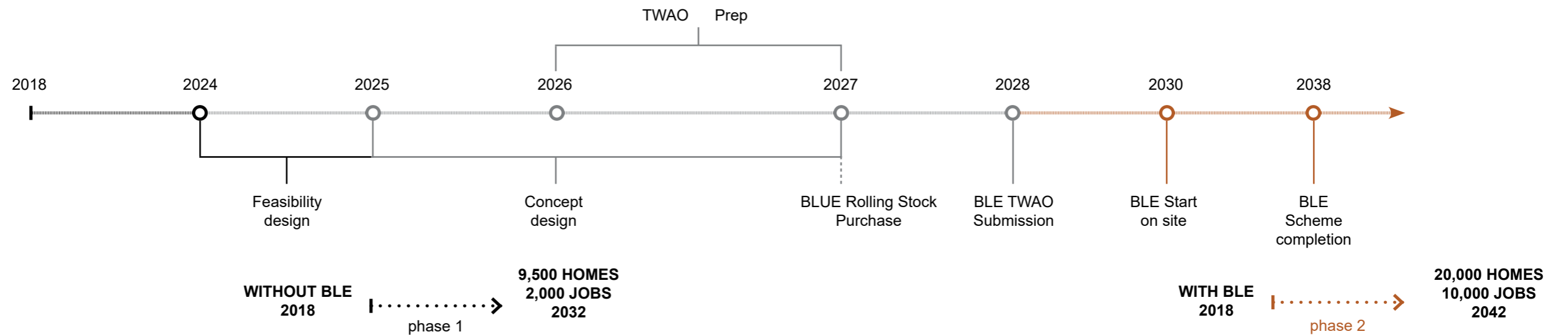
Bakerloo Line Safeguarding Directions - These were issued on 1 March 2021. Their purpose is to ensure that development along the planned alignment of the BLE in no way compromises the delivery of the BLE. Examples include completing a development on a proposed station site that would prevent the construction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

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

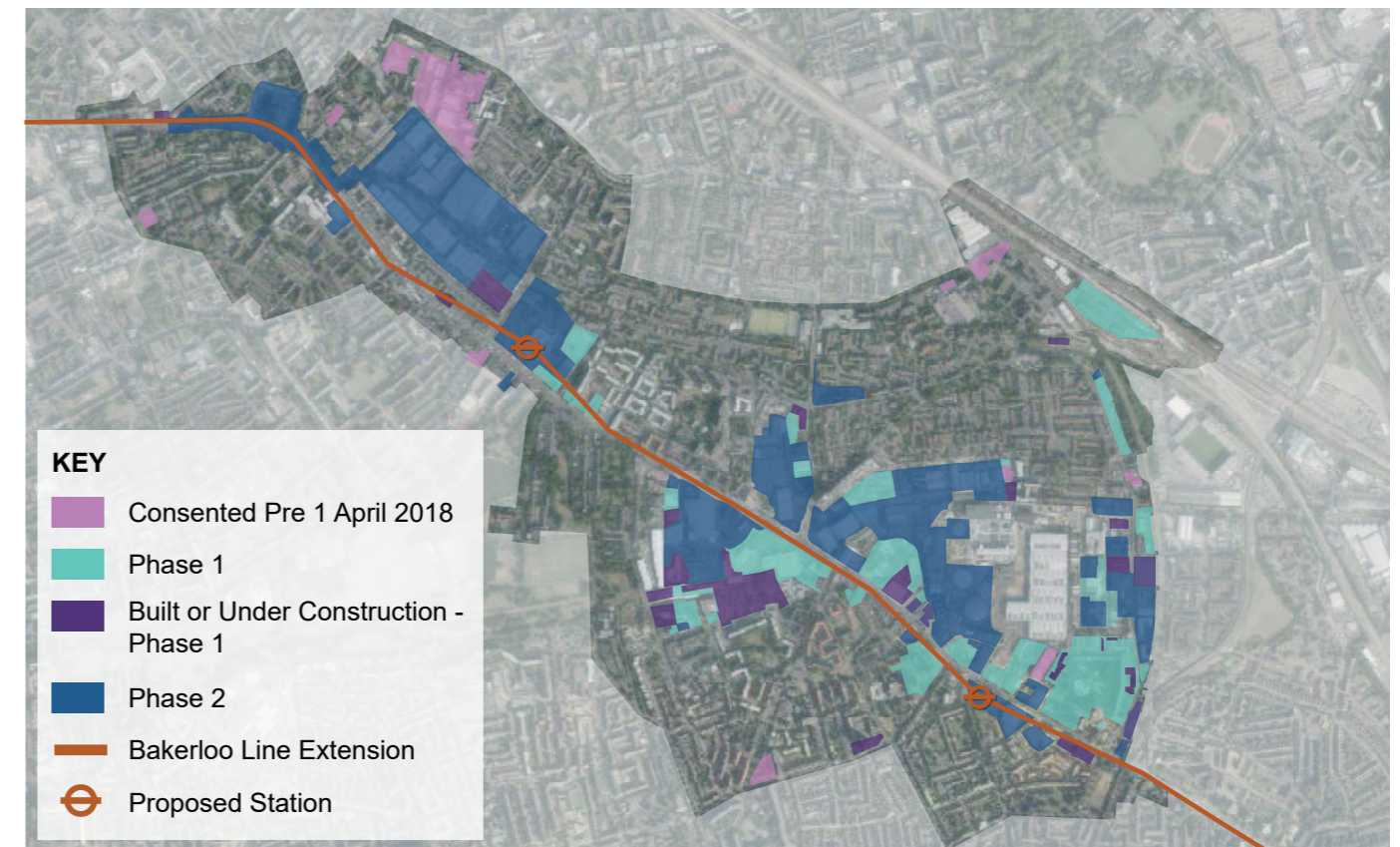
Feasibility Design - Technical design of tunnels, stations, over station development, depots and proposed construction methodology, including disposition of work sites and tunnelling methodology, proposals for the delivery of signalling and rolling stock, and associated costings. This then informs the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

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

BLUE Timeline



Phase 1 - Delivery and Indicative Phasing (Figure 6a)



Phase 2 - Delivery and Indicative Phasing (Figure 6b)

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

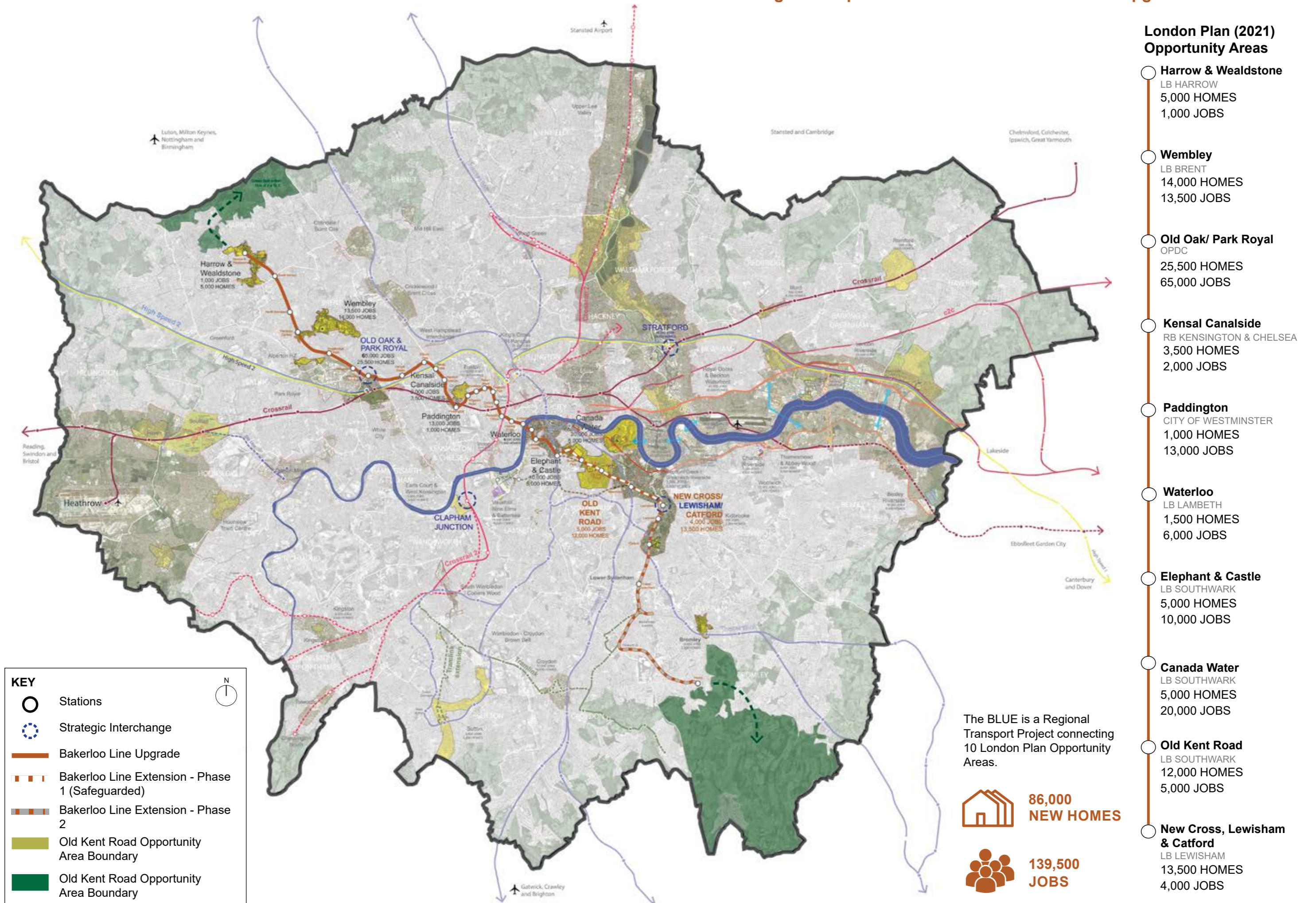
Phase 1

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

Phase 2

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

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



AAP 3: Homes For All

Strategy

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

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

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

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

Targets

We will secure the delivery of the following by 2042:

1. 20,000 new homes; and
2. At least 7,000 new social rented and intermediate homes; and
3. The mix of family homes set out in Southwark Plan Policy P2; and
4. 10% of new homes as accessible and adaptable homes for wheelchair users and homes for people with physical and mental health needs.

Reasons

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

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

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

Southwark Plan Commitments

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

Southwark Plan Policy P2 requires developments to provide the following mix of family homes:

1. A minimum of 60% of homes with two or more bedrooms; and
2. A minimum of 20% of family homes with three or more bedrooms in the Action Area Core (in schemes of 50 homes or more, at least 2% of the total number of homes should have four or more bedrooms); or
3. A minimum of 25% of homes with three or more bedrooms in the Urban Zone; and
4. A maximum of 5% studios, which can only be for private housing; and
5. The maximum number of bed spaces for the number of bedrooms where they are social rented homes (single occupancy bedrooms will not be accepted).

We will:

6. Encourage developers to follow the 40% social rented and intermediate homes fast track route with or without GLA funding where schemes are tenure compliant; and
7. Encourage developers following fast track to go above 40% with GLA affordable housing funding; and
8. Where they are not following the fast track route, encourage developers and housing associations to engage with the Council and the GLA at the earliest opportunity to explore the potential of receiving GLA affordable housing funding.

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

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

Intermediate homes could be Shared Ownership, London Living Rent, or Discount Market Rent at rent levels equivalent to London Living Rent. Intermediate homes may also include Community Land Trusts.

We will monitor the delivery of social rented and intermediate homes through the Housing Monitoring Delivery Schedule required to be completed by developers when submitting a planning application.

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

DEFINITIONS

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

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

AAP 4: Student Homes

Strategy

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

Planning Applications

Development Must:

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

Reasons

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

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

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

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

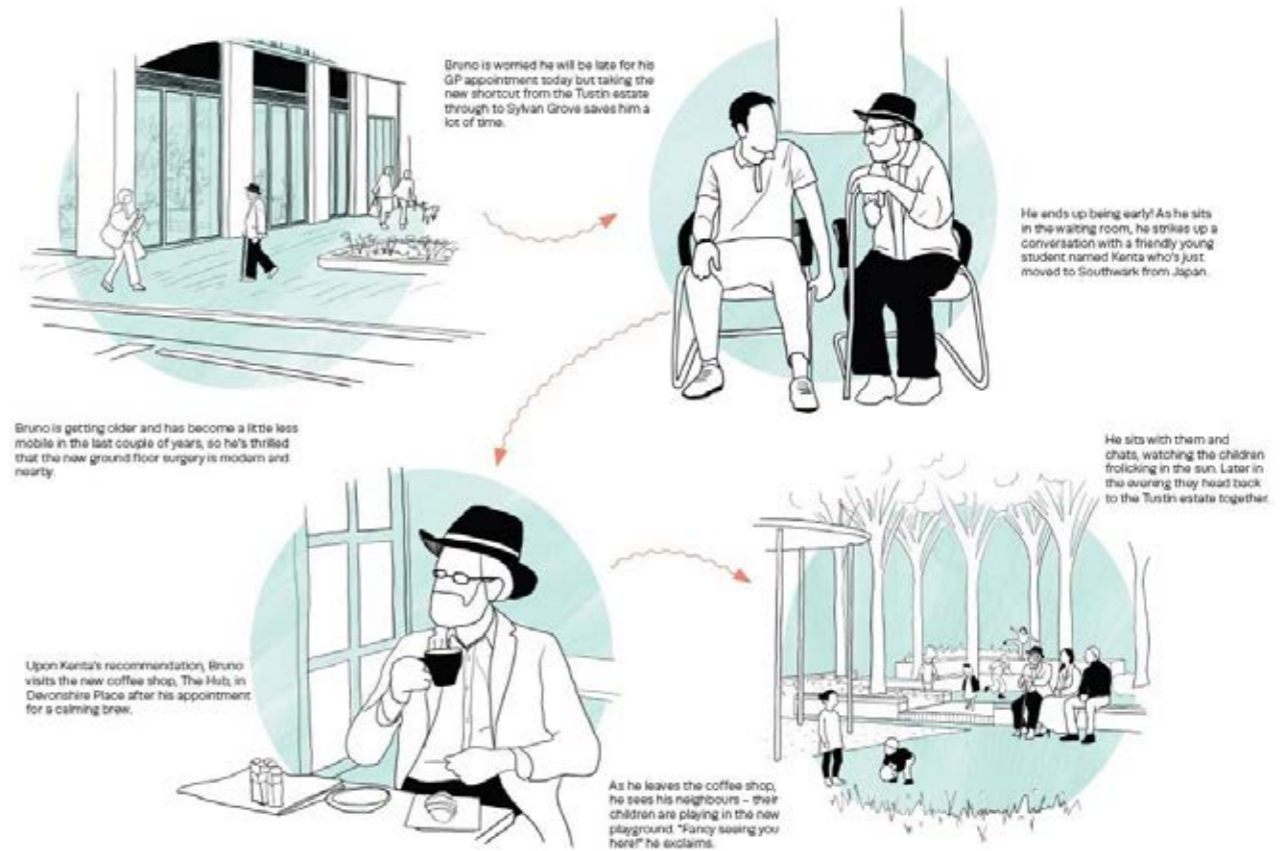
Southwark Plan Commitments

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

Case Study

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

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



Devonshire Place Storyboard by JTP (Figure 8)

AAP 5: Businesses and Workspace - The Bow Tie

Strategy

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

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

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

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

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

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

Target

1. Double the number of jobs from 10,000 to 20,000 by 2036 and increase the range of jobs in the industrial, logistics, office, creative, retail, leisure, education and entertainment sectors.

Planning Applications

Development must:

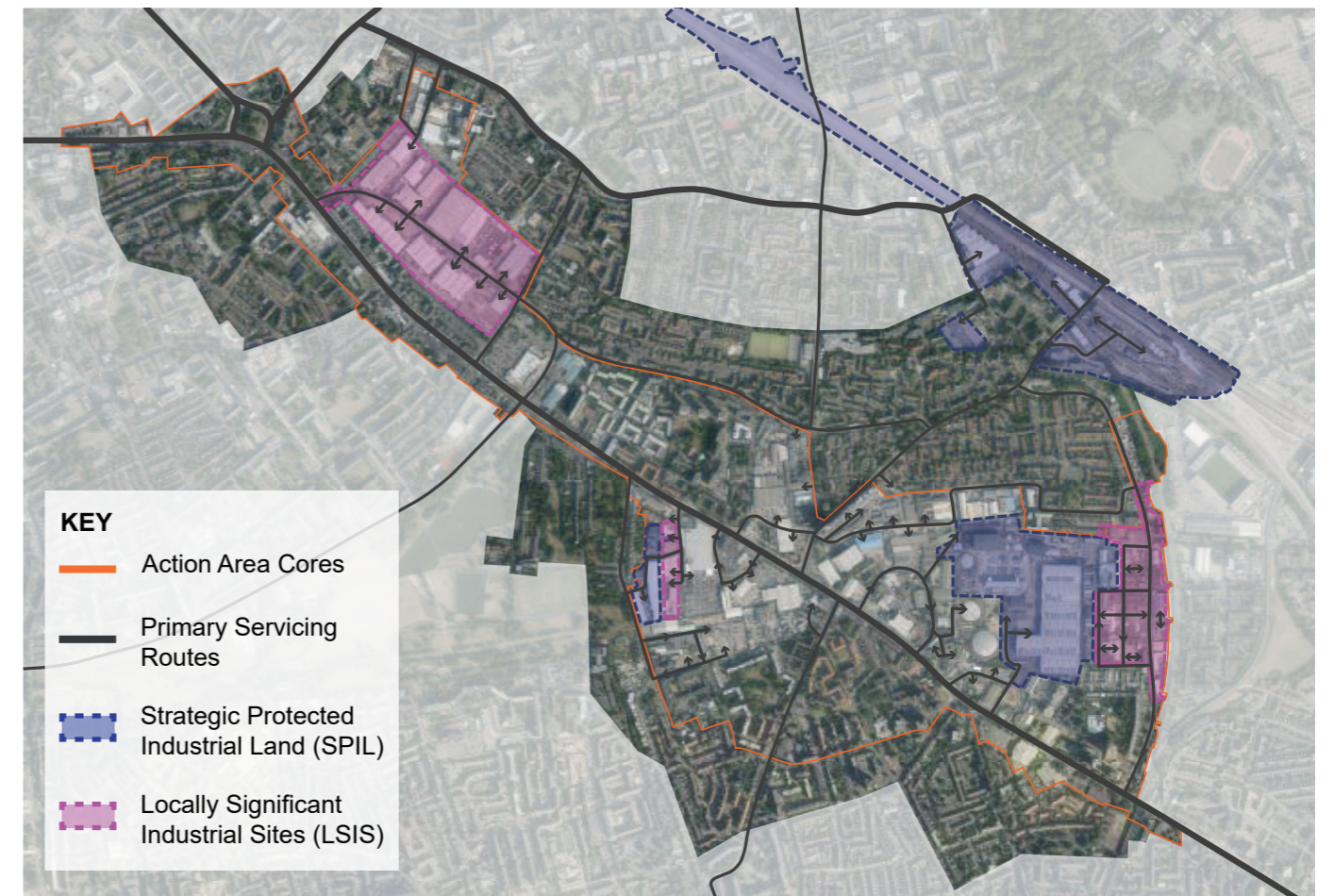
2. Retain or increase the amount of employment floorspace (GIA) on site (Class E (g), Class B2, Class B8 or (Sui Generis employment generating uses), securing Class E(g)(iii) light industrial by condition. In accordance with ‘The Bow Tie’ employment strategy and sub area building typologies and land uses; and
3. Intensify industrial workspace in SPIL, LSIS and the Action Area Core, as set out in the sub area guidance; and
4. Co-locate industrial workspace with new homes and other uses in LSIS and the Action Area Core ensuring that the employment typology, design and servicing of employment space is delivered as set out in the sub area guidance; and
5. Provide 10% of the new workspace as affordable on-site or provide an in lieu off-site payment to help fund and establish the Council’s own provision; and
6. Ensure all workspace units (Class E (g) use) are equipped with mechanical and electrical fit-out, heating and cooling provision and kitchen and WC facilities. All co-located commercial units (Class E, Class B8 and Sui Generis employment generating uses) must provide water sprinkler fire suppression systems.

Southwark Plan Commitments

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

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

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



Industrial Land (Figure 9)

Reasons

In the Old Kent Road area there are over 10,000 people employed in 716 businesses that provide key services to the central London economy. Some 56% of employees live locally (Southwark, Lewisham or Lambeth residents). Sectors with the highest local workforce (80%+) include construction, vehicle sale and repair, manufacture of food and drink as well as the retail trade and restaurants. Planning for a diverse range of business premises will ensure local businesses can continue to trade and grow and new businesses can flourish. This will help create new jobs for local people and provide skills training for our residents. Outside the SPIL, co-locating these business premises with residential uses will also ensure we can meet our housing need.

This diverse economy is maintained through the provision of a range of industrial premises including manufacturing, servicing, storage and distribution which have relatively low vacancy rates. Some areas are already responding to changing demands for new workspace accommodating creative industries, artists’ studios, galleries and co-working premises. There is increased demand for purpose-designed light industrial premises, logistics and distribution uses,

studios and co-working office space. There is also the potential to develop life science uses. 'The Bow Tie' Strategy set out how we will achieve the planned growth in jobs and employment floorspace across all of these sectors as sites come forward for redevelopment.

Mixed Use Development and Industrial / Residential Co-Location

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

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

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

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

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

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

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

Old Kent Road Businesses and Affordable Workspace

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

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

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

Skills

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



25 Mandela Way



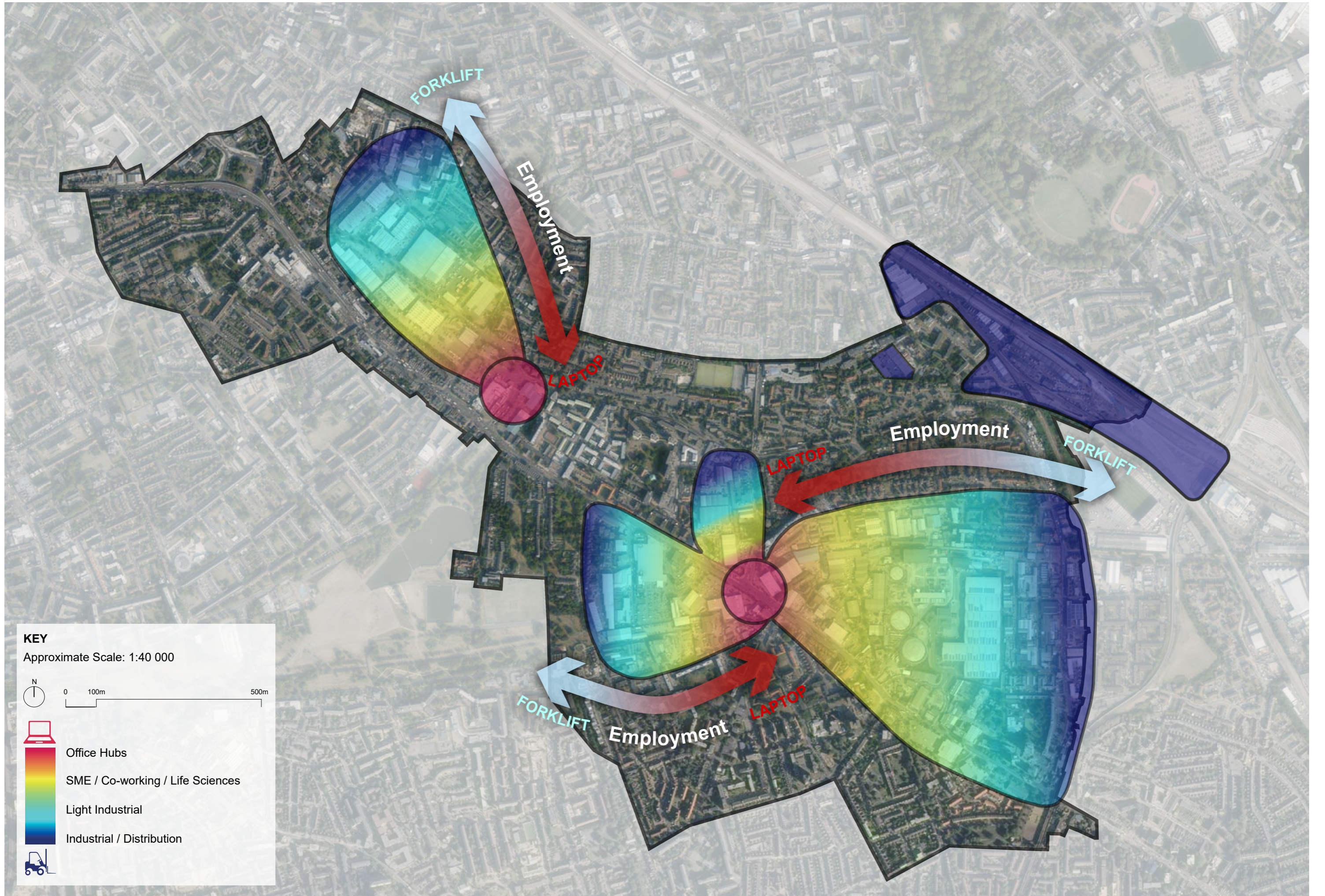
Livesey Exchange



227-255 Ilderton Road



The Drawing Room / Tannery Arts, Tannery Way, Bermondsey



AAP 6: Life Sciences

Strategy

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

Planning Applications

Life Sciences development must:

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



The Paper Yard - British Land



Snowfields Quarter

Reasons

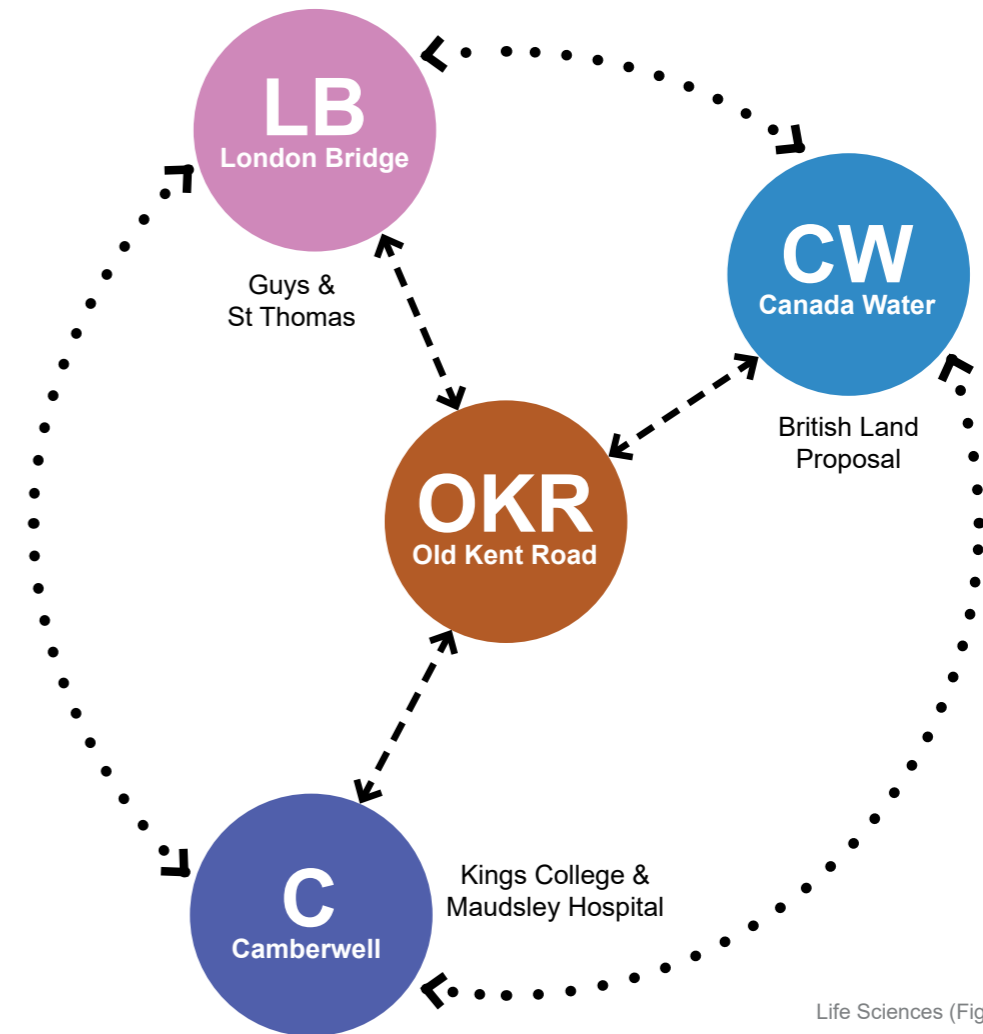
The UK is fast becoming one of the leading hubs for life sciences on the global stage, with the industry generating over £80 billion in turnover.

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

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

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

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



Life Sciences (Figure 11)

DEFINITIONS

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

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

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

AAP 7: Town Centres, Leisure and Entertainment

Strategy

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

The Old Kent Road will be transformed into two lively district town centres (Fig 12) providing new shops, restaurants, cafés and local services for people to gather, shop, socialise and spend their leisure time. To achieve this we will deliver new town centre links which will provide increased connectivity from existing and proposed residential and business communities to the high street to support the town centre economy and a variety of shops and facilities including local independent shops meeting daily needs, as well as large stores such as supermarkets, homeware and hardware shops. We will also deliver new major attraction or destination spaces such as a cinema, museum or lido (Fig 13) and improved access to arts and cultural spaces by involving community and institutional organisations in securing its provision.

Planning Applications

Development must:

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

Reasons

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

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

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

There is an established high street at the northern end of the Old Kent Road area with small shops and cafés which will continue to thrive. There are 7 major supermarkets on the Old Kent Road: Tesco, Asda, two Lidl’s, Iceland, B & M and Aldi. They are an important source of affordable groceries for the wider area. We are working with supermarkets and large shops to ensure they will be rebuilt along the high street, with some customer car parking for the shops re-provided, while making room for new homes to be built above them, and enabling the creation of walking and cycling routes.

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

The areas behind the Old Kent Road high street will incorporate a network of streets and spaces which will contain some smaller local convenience stores in a quieter environment. Figure 12 shows the extent of the two town centres and the pattern of development for the high street. The ambition is to deliver new shops and town centre facilities which will reinforce the role of the Old Kent Road as a high street and not divert trade away from it. Figure 13 is an indicative illustration of how this can be done in the southern part of the high street only. Throughout the two district town centres shops and businesses will be enabled and encouraged to adapt and diversify to the re-established high street environment. Depot uses like builders merchants that have retail spaces may also be accommodated on the high street with the service function behind, particularly on larger sites.

The transformation of the Old Kent Road is already starting to take place, with the new Aldi supermarket under construction and developments such as the Livesey Exchange on the corner of Old Kent Road and Rotherhithe New Road providing a new community and cultural space that has been delivered by a local community group (Fig 13). The latter project received grant funding through the Future High Streets Fund, which has supported other projects including the restoration of the listed Kentish Drovers mural at 720 Old Kent Road, and a new cycle route and crossing at the junction of Ilderton Road and the Old Kent Road.



Devonshire Place Development- JTP

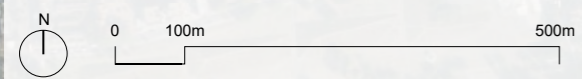


Livesey Exchange

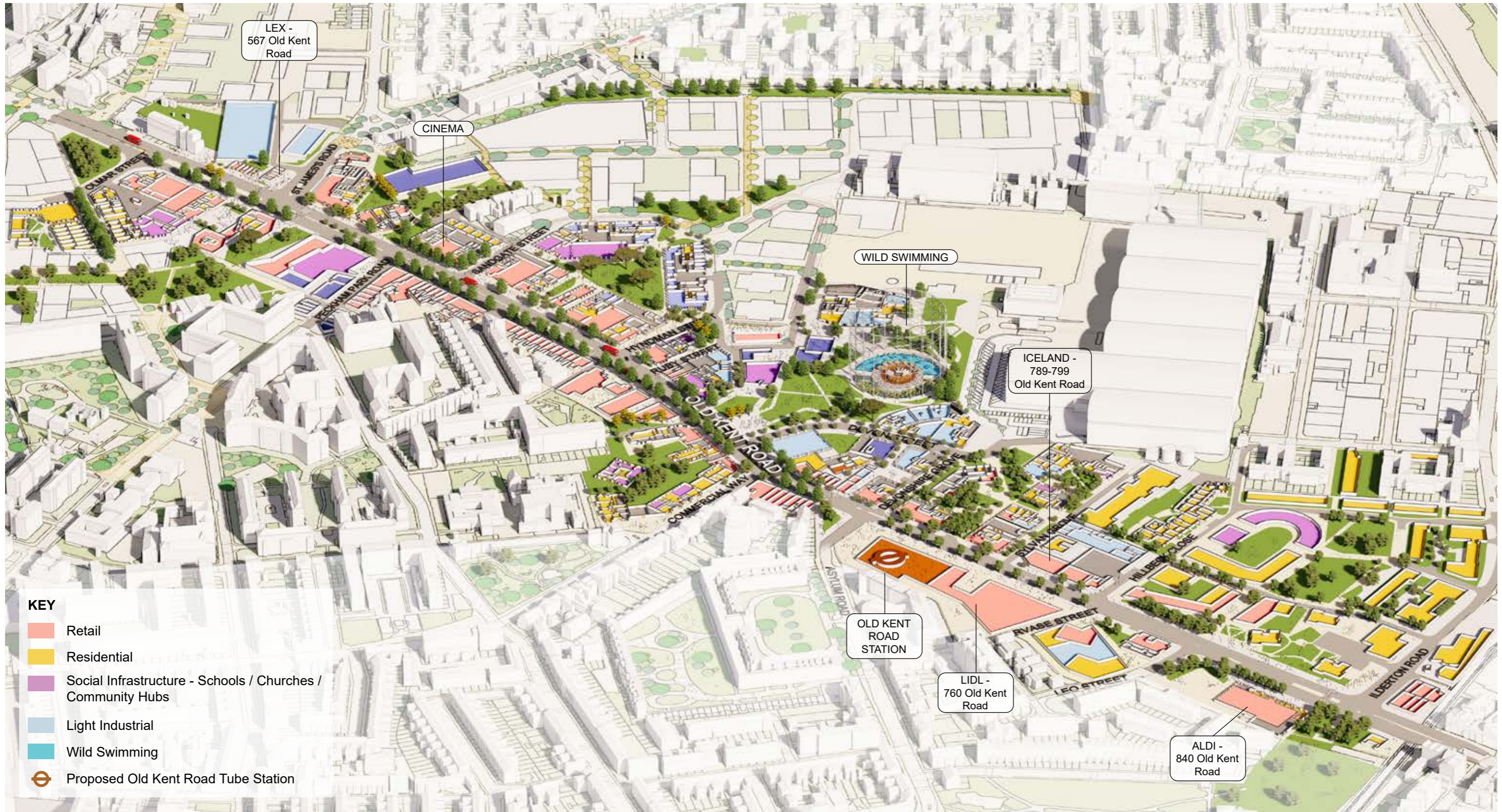


KEY

Approximate Scale: 1:8500



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



AAP 8: Movement - People, Place, Experience

Strategy

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

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

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

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

We will ensure the Old Kent Road becomes a thriving high street with increased footway widths along classified roads including Ilderton Road, tree planting, designated cycle and bus lanes where possible, and safe pedestrian crossing points by securing the delivery of Transport for London's Healthy High Street project. We will transform the existing connectivity across the Old Kent Road area by delivering "town centre links" between the high street and the existing and proposed residential and business communities, increasing access to the high street from its hinterland to help deliver the high street strategy in AAP7.

We will promote car free development (except for Blue Badge) in commercial and residential development, the use of electric commercial vehicles and cargo bikes in workspace development, and the closure of Verney Road and Marlborough Grove outside John Keats and Phoenix Primary Schools. This will improve air quality for local residents and workers, and help deliver the cleaner and greener aspirations set out in AAP14. We have introduced a CPZ across the whole Opportunity Area and we want to make delivery and servicing loading bays bookable by residents and businesses through online management tools. These interventions should reduce traffic, improve road safety and encourage active travel including road closures and one way systems shown in the sub area guidance. We will encourage developers on adjacent sites to work with the Council and each other to minimise impacts of demolition and construction on residents.

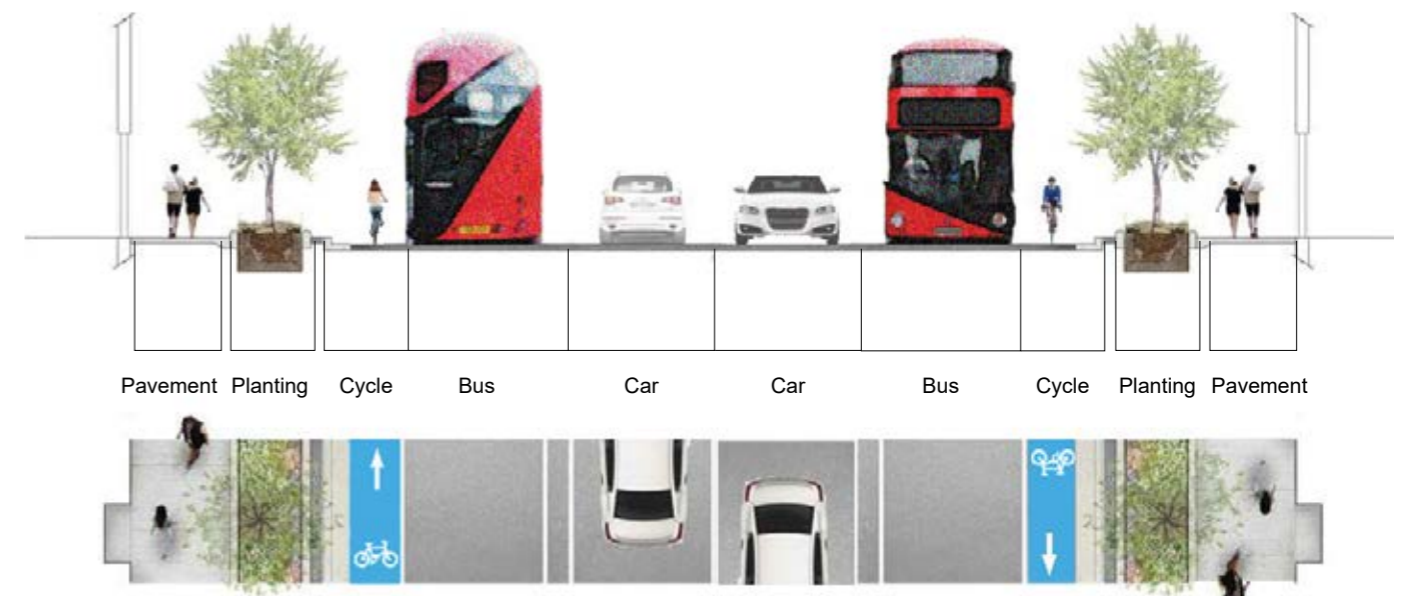
Planning Applications

Development must:

1. Allow for the delivery of TfL's Healthy High Street project on the Old Kent Road by ensuring a sufficient set back of new development from the back of pavement line to accommodate wider pavements, proposed cycle and bus lanes, pedestrian crossings, amended road junctions and planting; and
2. Provide new town centre links that enable pedestrian and cycle connections to the high street from existing and proposed residential and business communities; and
3. Maximise footway widths to provide an unobstructed minimum of 2.4 metres on the local road network, at least 4.0 metres on the Old Kent Road, and at least 3.0 metres on other classified roads; and
4. Provide service access for stand-alone industrial and co-located workspace from the primary service routes identified in Fig 9 and the sub area guidance; and
5. Prioritise off-street servicing and only when that cannot be achieved rationalise on street servicing as

shown in the sub area servicing plans. In some instances this will be shared between adjacent sites. Off-street servicing should be designed to enable all vehicles to exit in forward gear onto the public highway and provide sufficient space for the loading and unloading of vehicles to enable safe pedestrian movement around the entrance to the servicing yard. The provision of swept path analysis should demonstrate this; and

6. Provide Electric Vehicle Charging Points for commercial premises and space for cargo and quad bikes; and
7. Be car-free if residential except for Blue Badge parking, and manage a reduction in parking on Council estate redevelopments; and
8. Provide evidence of marketing materials for the development that demonstrate it is to be promoted as car free and will encourage residents to make journeys by sustainable modes of transport; and
9. Provide s106 financial contributions for:
 - 9.1. Bus and other public transport service improvements (calculated per residential unit (or equivalent) currently at a rate of £2,700.00 per unit)
 - 9.2. Monitoring of construction management; and
 - 9.3. Monitoring of Delivery and Servicing Plan compliance (comprising a non-refundable deposit and a bond, currently calculated per residential unit and per 500sqm of non-residential floorspace); and
 - 9.4. Car club membership (one membership for each residential unit upon first occupation for a period of three years); and
 - 9.5. Cycle hire docking station improvements (calculated per residential unit).



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

Reasons

We want to enable ease of movement around the Old Kent Road Opportunity Area in a way that achieves positive mental and physical wellbeing for our residents. Our mental wellbeing is informed by our sensory experience of, and emotional response to, streets and spaces. By creating clean and tidy streets, good wayfinding, calm and quiet places to travel through, and green spaces to play and rest in, we will help to create positive experiences. We want to promote the health benefits of walking and cycling and improve confidence on the roads and cycleways. We will do this by making the Opportunity Area easy and safe to move around, ensuring cycle parking and cycle hire options are readily available. Our strategy for a network of town centre links will help connect the area's neighbourhoods to the Old Kent Road spine, in turn helping to re-establish the high street economy. Southwark's Transport Strategy 2023-2030, emphasises traffic reduction, modal change, a holistic approach to street design and addressing the climate emergency. The Equity Framework that underpins 'Streets for People' ensures that investment is prioritised to areas of need.

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

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

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

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

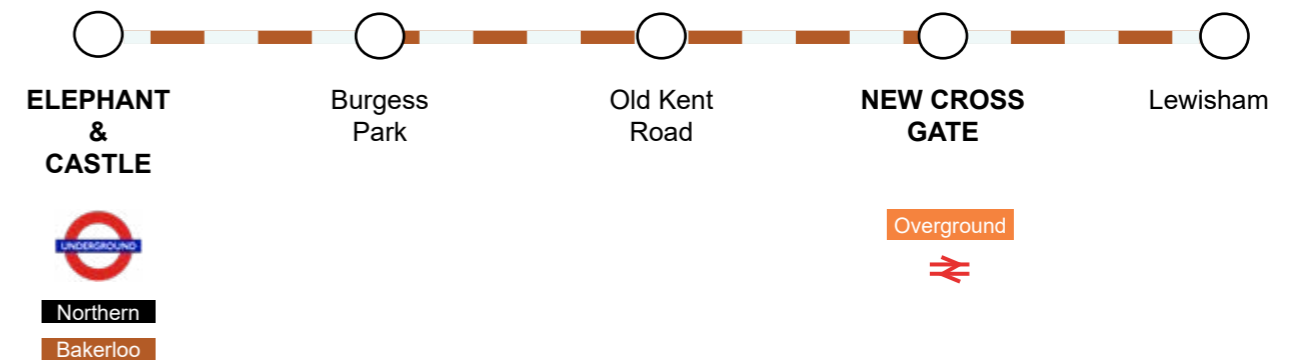
Where estate regeneration is being planned, car parking provision for existing residents will be managed in accordance with a phased plan / programme for reducing parking provision over the short, medium and long term. This will include opportunities to enhance sustainable and active transport to discourage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

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

The 'Bakerloop Bus'



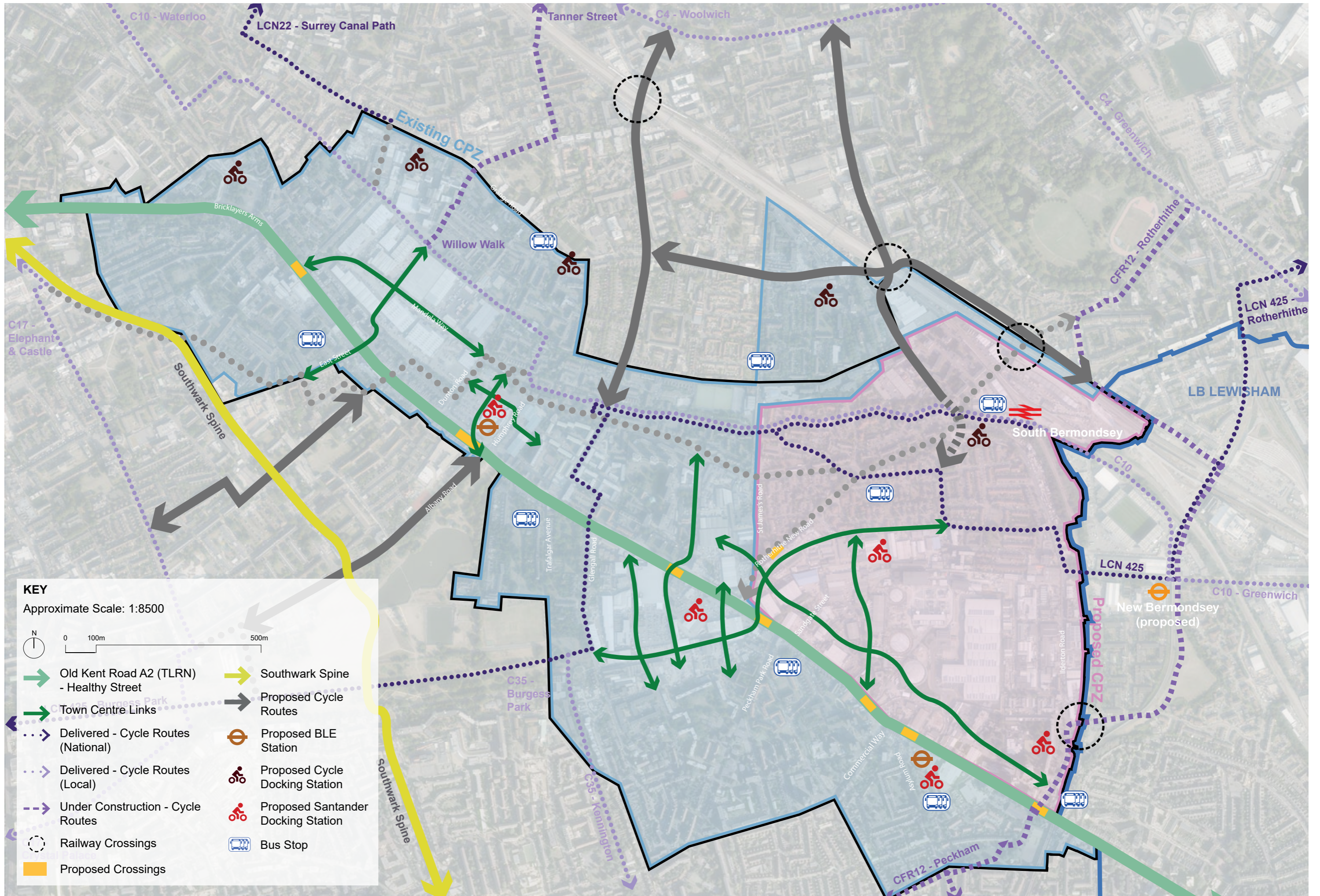
The 'Bakerloop Bus' (Figure 15)



DEFINITION

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

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



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

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

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

The proposed new Surrey Canal and Frensham Street Park, which follows the alignment of the historic Grand Surrey Canal, forms the spine running through the centre of the Old Kent Road masterplan and provides the structure for the layout of urban blocks and the setting for the location of tall buildings. Mandela Way Park would introduce a major new green space which supports the intensification of land uses in the north of the Opportunity Area. Whilst Livesey Park would re-provide the recreation space that once existed in the South Metropolitan Gas Works, re-purposing the Grade II listed Gasholder 13 as a freshwater lido and a major leisure destination for the borough. These new spaces will be well designed, safe and accessible and help foster inclusive communities. We will seek to ensure that every home is within 280m of a publicly accessible park. Play facilities will also be provided for children of all ages to enjoy. Some of the existing park and open spaces in the area are in a poor condition and there are large areas of oversized footway that contribute little to biodiversity or sustainable drainage at Rotherhithe New Road and Rolls Road. We will use s106 public open space contributions from developments to fund improvements to existing parks (to meet Green Flag standards), open spaces on council estates, street and pavement spaces and will engage local communities in their co-design.

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

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

One of the main purposes of the strategy is to show where public open space, which will be central to the character, layout and design of new neighbourhoods will be provided and consequently who will be expected to provide it. Where open space will be provided is set out in the sub area masterplans. Some landowners will be expected to contribute public open space as part of the delivery of their development as set out in the masterplans, other landowners will be expected to make a financial contribution in lieu of physical delivery. In this way the contribution to public open space provision should be equalised across the diverse land ownerships within the plan area.

Where a new development makes a financial contribution to meet the public open space, needs generated by the development this will go towards providing new or improving existing public open space (including associated play provision) in the Opportunity Area. The detail of how the Public Space Equalisation Mechanism

operates is set out in the "reasons" section.

The Public Space Equalisation Mechanism will enable the delivery of the Greener Belt Strategy ensuring the Old Kent Road area becomes greener with more parks, tree lined streets, green routes and multi-functional public spaces for residents, workers and visitors. These will provide more opportunities for walking, cycling, meeting and sitting, as well as creating more recreational, educational and sporting activities.

Targets

We will:

1. Increase the amount of public open space from 15 hectares to at least 25 hectares, rising to 30 hectares by 2045; and
2. Given that the delivery of the Old Kent Road AAP will be over a period of nearly 20 years across multiple sites.

Planning Applications

Development must:

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

Reasons

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

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

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

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

The network of new parks and streets will strengthen physical connections throughout the area, encouraging people to travel more (and more confidently) by sustainable modes of transport. Town Centre links will offer an attractive cleaner air option to walk, cycle or run. They will improve accessibility for residents in existing and new neighbourhoods with schools, workspaces, homes and leisure activities.

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

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

Principles of External Space and Playspace Provision

	Private Amenity Space	Communal Amenity Space	Public Open Space	Children's Play Facilities 10 units+ only
Houses	50sqm 10m in length and should extend across the entire width of the dwelling	N/A	5sqm per dwelling Where identified as doing so in the masterplan, the development should provide new public open space.	
Flatted Development	For 3 or more bedrooms: 10sqm minimum For 2 bedrooms or fewer: 10sqm if possible To count towards private amenity space, balconies must be a minimum of 3sqm	50sqm per block Additional communal amenity space is required where minimum private amenity space requirements are not met.	Where a scheme is not identified as providing public open space or where the masterplan area falls short of 5sqm per dwelling, a financial contribution will be required.	10sqm per child broken down by age group 0-4 5-11 12+ As per GLA Child Yield Calculator

Public Open Space Equalisation Mechanism

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

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

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

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

Principles of Playspace Delivery

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

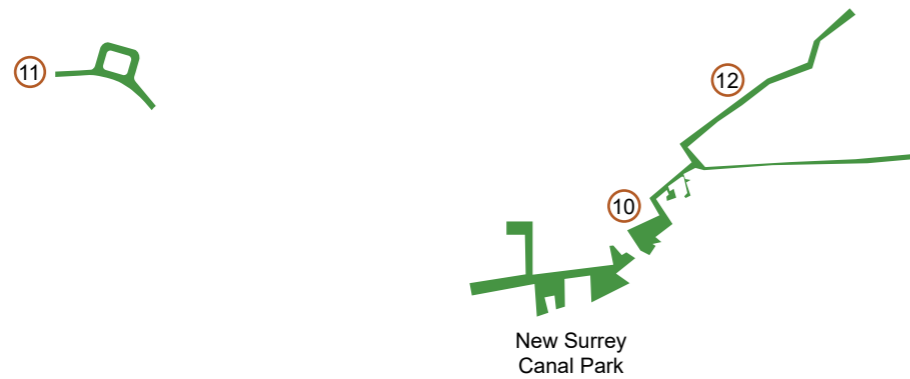


6. **Quantum** - The area of playspace provided should meet the minimum yield for each age group arising from the development, as determined by the GLA child yield calculator.
7. **Qualities** - Play space should be integrated with landscaping design. As a minimum, the play space should contain provision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

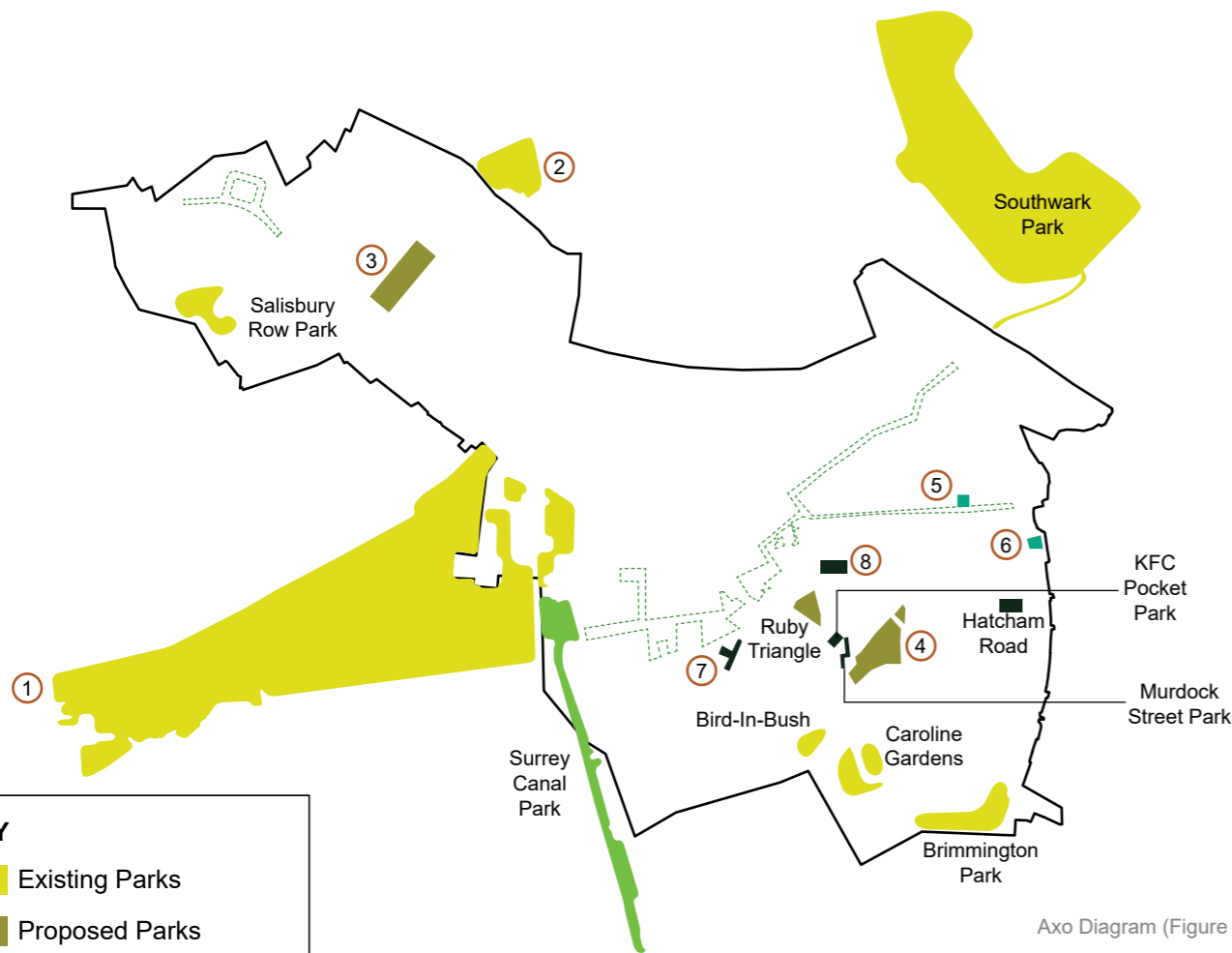
Parks and Recreation Strategy

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

Linear Parks



Parks and Pocket Parks

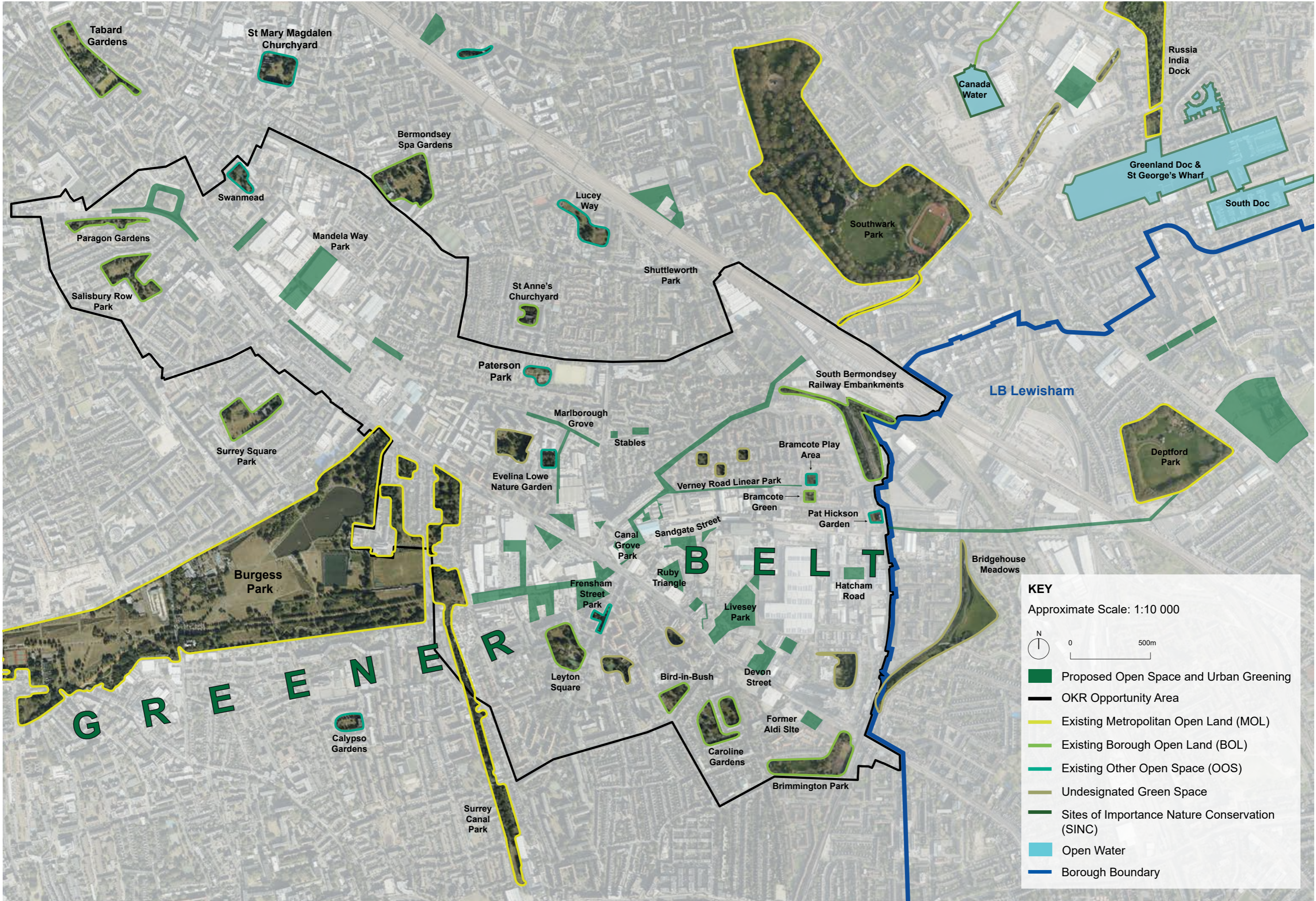


Axo Diagram (Figure 17)

Old Kent Road Parks and Spaces

The Old Kent Road area is situated between two of Southwark’s largest parks, Burgess Park and Southwark Park. Cycleway 10, passes through Bridgehouse Meadows in the neighbouring borough of Lewisham. Within the Opportunity Area there are a number of smaller neighbourhood parks which provide space for relaxing, play and nature. These provide 15ha of open space. Recent open space designations for Pat Hickson Gardens, Northfield House Wildflower Meadow and extensions to Salisbury Row Park and Caroline Gardens result in an additional 1ha.

		Existing		Proposed	
Linear Parks					
9 Surrey Canal Park (4.05 ha)	10 Verney Road	11 Bricklayers Arms (XX ha)	12 Verney Road (XX ha)		
Pocket Parks					
5 Bramcote Park* (0.18 ha)	6 Pat Hickson Gardens (0.09 ha)	7 Northfield House (XX ha)	8 Sandgate Street (0.09 ha)		
* Bramcote Park will be redesigned					
Parks					
1 Burgess Park (47.47 ha)	2 Bermondsey Spa Gardens (1.96 ha)	3 Mandela Way (1.45 ha)	4 Livesey Park (1.37 ha)		



AAP 10: Tall Buildings Strategy - The Stations and The Crossings**Strategy**

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

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

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

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

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

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

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

Planning applications

Development must:

1. Deliver the Three Tier 'Stations and Crossings' tall building strategy, in accordance with the pattern of development outlined in Figure 19 and in the sub area tall building guidance; and
2. Carefully consider the impact of tall buildings in long, mid-range and immediate views including their compositional relationship to existing and consented tall buildings on neighbouring sites, and on protected LVMF and Borough Views to make sure they make a positive contribution to the townscape and skyline and conserve or enhance heritage assets and their settings; and
3. Provide digital models and 1:500 scale physical models of all tall building schemes at pre-application and application stages in order to inform the above assessment; and
4. Deliver the aspirations of the masterplan and sub area guidance in respect of the interface between the ground floor layout and uses of tall buildings and the network streets and open spaces in which they are planned to be located; and

5. Be of exemplary residential quality where new homes are provided, including having well designed flat layouts and making provision for private and communal amenity space and play space; and
6. Demonstrate that they make significant contribution to the regeneration of the area including the delivery of our vision for a family friendly Old Kent Road; and
7. Carefully consider environmental impacts, including cumulative wind, microclimate, and overshadowing effects.

Reasons

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

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

Because tall buildings accommodate more people on less land, it is important to ensure that they provide the highest quality of living environments, including well designed flat layouts, private and communal open space, play space and convenient access to parks, schools, workplaces, public transport services and other facilities.

The Three Tier 'Stations and Crossings' tall buildings strategy will ensure that tall buildings are delivered in locations and at heights that respond to their wider townscape setting and planned future transport accessibility. The protected Borough Views from One Tree Hill and Nunhead Cemetery to St Paul's Cathedral pass across the AAP area, as does the background assessment area of the view from the Serpentine Bridge to the Palace of Westminster. Tall buildings have been located so that they preserve these views. The strategy will deliver an appropriate transition in height from the lower scaled surrounding neighbourhoods to the tallest Tier 1 buildings located at the "stations and crossings". The podium and perimeter blocks at the base of the tall buildings will provide a human scaled shoulder height to frame streets and public spaces.

This will ensure that tall buildings:

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

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

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



AAP 11: Character and Heritage

Strategy

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

Change will be influenced by old and new, reusing some of the existing industrial buildings and reinstating building frontages back on the high street. Developments will incorporate historic features that celebrate the area’s local character and distinctiveness. We will retain locally listed heritage assets, and buildings and features of townscape merit which are identified in the sub area plans and guidance, incorporating them into the design of new developments. We will preserve and repurpose the Grade II listed gasholder No.13 into a feature within a new park and explore its use as an outdoor lido and bring the Grade II listed statue of Sir George Livesey back into public view in the newly created Livesey Park. We will use the development management process to enhance the character of conservation areas, for example by securing the reinstatement of features such as timber sash windows, chimneys, parapets and historic shop fronts.

Planning Applications

Development must:

1. Conserve or enhance conservation areas and listed buildings and their settings, by requiring the retention and reuse of buildings and features that add character as set out in the sub area guidance; and
2. Conserve and enhance the significance of the designated and non-designated heritage assets listed in Southwark Plan Policy P21 and their settings, which includes the unlisted buildings of townscape merit identified in the sub-area guidance; and
3. Preserve and where possible enhance the Borough Views from One Tree Hill and Nunhead Cemetery, ensuring that the ability of the viewer to ‘recognise and appreciate’ the Strategic Landmarks in these views is maintained and avoiding ‘canyoning’; and
4. Conserve the significance of sites of archaeological interest and make the results of such archaeological work publicly accessible. Particularly those relevant to the course of Roman Watling Street or significant prehistoric sites.

Reasons

The Old Kent Road follows the course of Roman Watling Street. This road, its connections to the Kent ports and north to the crossing of the River Thames defines the historic and modern layout of Southwark which is a consequence of Roman imperial ambitions for Britain. The route of Watling Street remained part of a pattern of movement across southern England in the early medieval period and was used in the re-establishment of a network of urban sites founded from the 10th century. During the medieval period the road became famous as a pilgrimage route from Southwark to the shrine of St Thomas Becket in Canterbury. Until the early 19th century the character of the road was rural, with open farmland to either side over much of the length of the road in Southwark. Housing development and later large scale industry followed with the construction of canals and railways, possible due to the open land at this time. This framework of development has provided the character we now see, of large footprint buildings with pockets of domestic housing and larger areas of estates and early phases of housing surviving in discrete locations.

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

Much of the Opportunity Area is currently characterised by large buildings and sites that are impenetrable to pedestrians and cyclists, and which in many cases are hard to navigate. The new neighbourhoods present an opportunity to improve the area with new resilient block structures that provide streets which make it easy to move around. The retention and reuse of buildings of architectural or historic interest and buildings and features

of townscape merit protect and enhance heritage by retaining features that positively contribute to the area and integrate them with the new development.

An industrial heritage audit has been completed, providing a historic assessment into the industrial and residential history of Old Kent Road and its surrounding neighbourhoods. This contributed to the adoption of five new conservation areas, in addition to the extension of three existing conservation areas. The area’s rich social and industrial heritage is evidenced by the chimneys at Glengall Road (which have been incorporated into new development) and Frensham Street (which will be incorporated into the Surrey Canal Park), as well as the Grade II listed Gasholder 13 which we are proposing to repurpose as a lido and incorporate into the new Livesey Park. Some older industrial buildings like the Bottling Factory on Ossory Road or the Space Studios building on Bianca Road lend themselves to reuse as flexible workspace and these have been retained and refurbished.

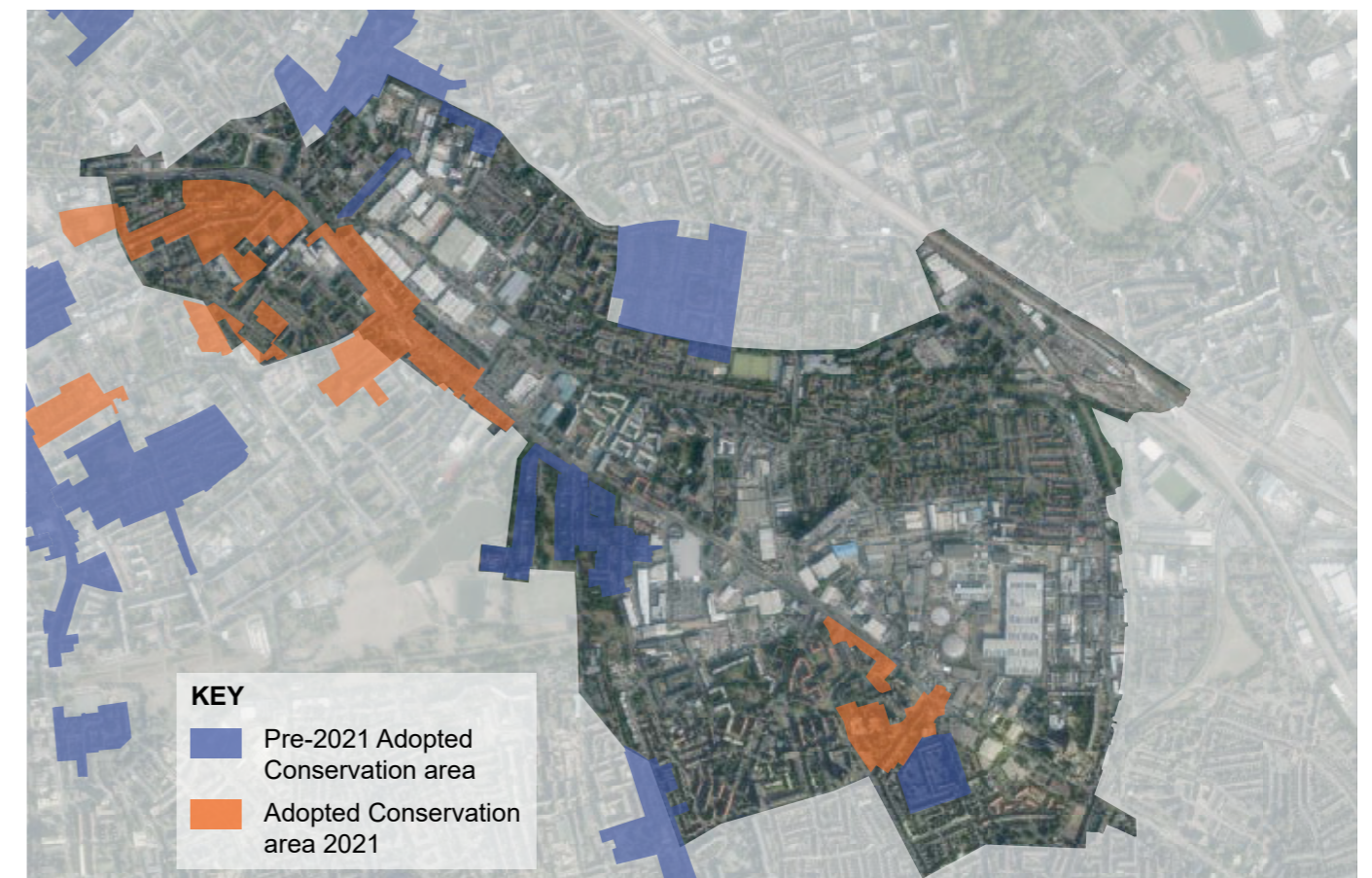
Borough Views are significant views and panoramas that make a positive contribution to experiencing Southwark’s environment within London, informing how we are located in an historic and important world city. It is therefore important that all development preserves, and where possible enhances, these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

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

DEFINITIONS

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

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



Conservation Area Map (Figure 20)

AAP 12: Design

Strategy

We will insist on high quality design to ensure new buildings and places make a positive and sustainable contribution to the Old Kent Road area. This will enable the creation of vibrant, attractive, healthy, safe and distinguished places where people want to live, work and visit. New development will follow the masterplan and detailed design guidance in the sub areas which considers how the existing character, grain and context, the local distinctiveness and industrial heritage of the Old Kent Road area will be conserved and enhanced. New development will respond to the existing and emerging character and context in accordance with the masterplan, and be constructed in high quality durable materials. We will provide mixed-use urban blocks which incorporate features such as working courtyards, podium spaces, civic squares and pocket parks that enable improved permeability and enhanced frontages in the streetscape. This should ensure the design of new development is reflective of the existing and emerging character of the Old Kent Road area. We will carefully monitor 'approval of detail' applications to ensure high quality finishes and apply the lessons learnt, through the delivery of the plan to date, to establish good practice principles for achieving successful industrial/residential co-location.

Planning Applications

Development must:

1. Materials

1.1. Use high quality, durable building materials that contribute to a sense of quality and place. The predominant use of brick or similar materials is strongly encouraged as this is the dominant material used in existing and consented schemes within the opportunity area. The use of brick creates a robust local character that embeds new development within the area's industrial heritage. Developments should consider the existing context for inspiration, including types of bricks and floor surfaces, and explore the potential to re-use existing materials within new buildings and landscaping. The use of materials associated with industrial use such as natural coloured metals and concrete which can be used as framing devices to window and door openings, or as an expression of the structure of the building. Façades should be designed with a depth of detailing that provides visual interest. Typical window and door opening bay details should generally have reveals of a full brick depth (215mm).

Mechanical Servicing and Ventilation

1.2. Mechanical servicing and ventilation should be considered at an early stage to avoid any later utilitarian additions to the façade that will detract from design quality. This is particularly the case for student housing where the need for ventilation outlets in external façades are more frequent. But it also needs to be considered as part of the requirement to provide heating and cooling fit-outs to co-located Industrial uses.



Glengall Road Chimney



43 Glengall Road
Ground and First Floor Co-Located Workspace

2. Building Typologies

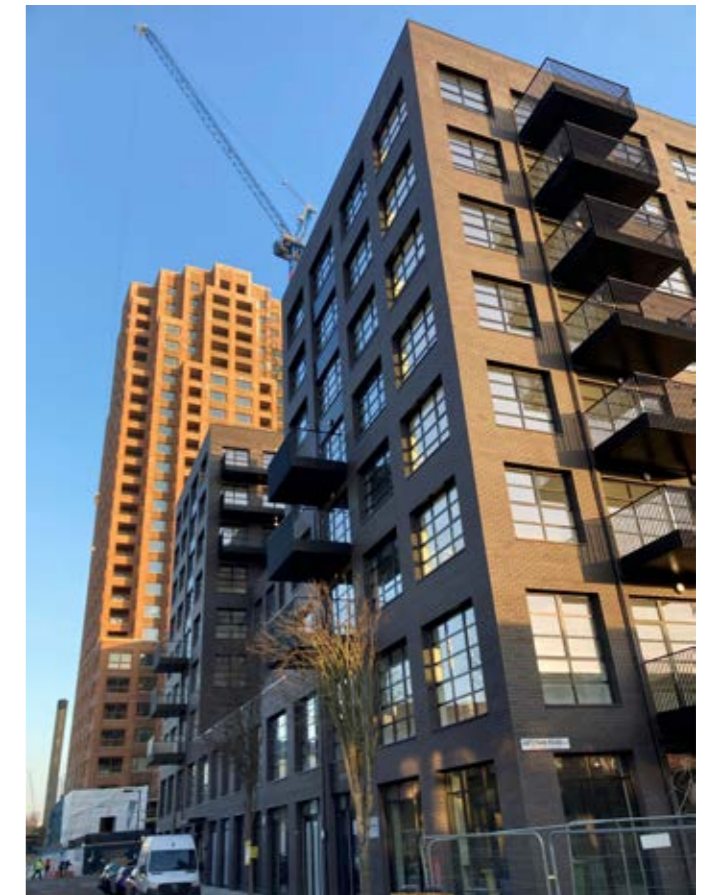
2.1. Meet the design requirements of the building typologies set out in the sub area guidance including service access/provision and floor to ceiling heights for commercial uses. Some key principles to be considered include:

Industrial Mixed Use - Vertical Co-Location

- 2.2. Provide adequate separation between industrial and residential uses by designing podium spaces, residential entrances and domestic windows away from servicing areas.
- 2.3. Create welcoming residential entrances which are identifiable in the streetscape.
- 2.4. The industrial element of the scheme should be designed with appropriate floor loadings, and where multi-storey provision is proposed a goods lift should be provided of sufficient dimension and lifting capacity to support the proposed use.
- 2.5. The goods lift should be easily accessible from the associated servicing area.
- 2.6. Larger multi-storey industrial uses may require more than one lift (the associated impact of this extra requirement on the service charge should be considered).
- 2.7. The siting of lift and access cores within the industrial elements of the scheme should maximise the potential for the industrial use to be subdivided into smaller units. This will maximise the flexibility of the units and ensure their long term commercial viability.
- 2.8. Rationalise upper level residential layouts, for example by vertically stacking kitchens and bathrooms, to minimise the number of risers and fallers which are being routed through the ceilings of commercial uses at lower floor levels.

Standalone Stacked Industrial

- 2.9. The design of the standalone industrial units should take inspiration from existing built forms and characters which are often industrial utilitarian in their massing, materiality and articulation.
- 2.10. Avoid reliance on applied detailing to sufficiently modulate building massing. Rather this should be done through expressing structural elements, lift, stair and circulation cores or the different types of uses in the building (i.e. office floorspace). The introduction of glazing or frosted glazing gives the perception of activity and can give a sense of verticality or horizontality as appropriate when responding to context.



180 Ilderton Road
Ground Floor Co-Located Workspace



25 Mandela Way

- 2.11. Provide windows into work opportunities, avoiding blank façades.
- 2.12. Ensure the functionality and adaptability of floorplans, providing flexibility over time.
- 2.13. Consider materiality which is appropriate for the existing and emerging context. Brick elevations should be provided on key frontages or used on the ground floor. The use of high quality cladding panels could be deemed acceptable on other elevations. This will be subject to the detailing of the panel fixings and junctions between the panels and other façade materials, all of which will be expected to be agreed in advance of the granting of planning permission.

3. High Street

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

4. Connecting Communities

- 4.1. The design of schemes, particularly at ground, should foster a positive relationship with existing residential and business communities, providing benefits for existing local residents. Which could include improving routes and infrastructure, as well as the provision of additional communal spaces that directly relate to open spaces.



Tribe Student Housing



Sylvan Grove
First Floor Co-Located Workspace

Reasons

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

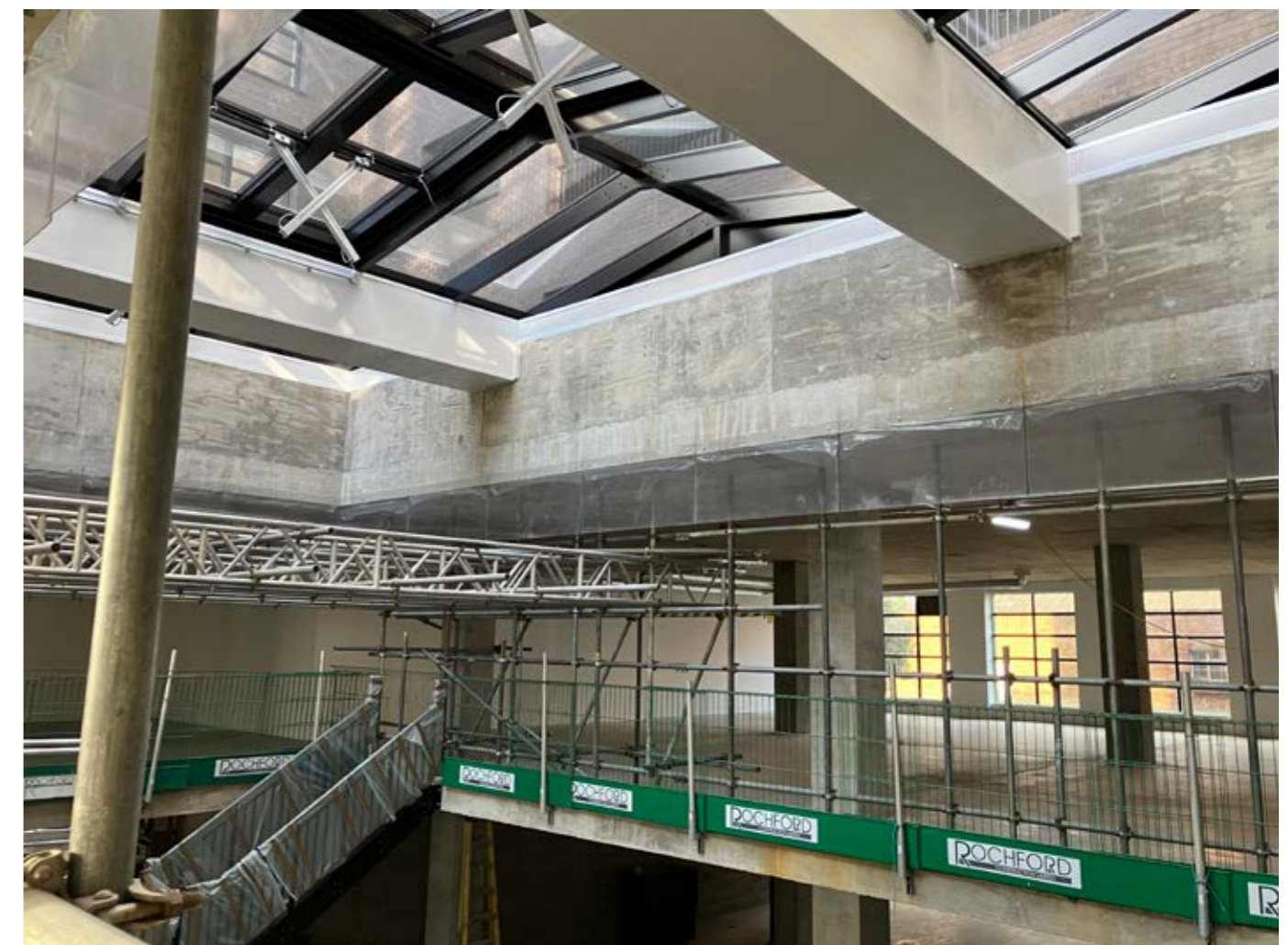
The area represents a patchwork of varying urban grains and starkly different characters. Older parts of the area tend to exhibit a finer and tighter urban grain. At the other end of the scale, the area also has large swathes of much coarser and bulkier development. The more modern industrial buildings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

New developments will reinforce street frontages, removing large areas of parking and instead having a positive relationship with the public realm. As set out in the sub area guidance, by designing lower floors to directly relate to the street, creating a positive pedestrian experience that connects communities.

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

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

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



180 Ilderton Road Sky Light

AAP 13: Climate Emergency**Strategy**

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

Major development

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

District Heating Network (DHN)

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

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

Retrofitting

We will support the retrofitting of existing homes and buildings to reduce carbon emissions. This will help to reduce carbon emissions and energy bills for existing residents and businesses. We will support this by using funding from the carbon offset fund (our Green Building Fund).

Movement

As set out in AAP 8 "Movement" we will ensure that walking, cycling, wheeling and public transport will be the first choice for movement in the Old Kent Road Opportunity Area. This approach allows us to tackle the challenges we face, in particular the impact of carbon emissions from vehicles.

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

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

We will support the transition to less polluting and low carbon vehicles, such as electric vehicles, especially those vehicles that are using our streets the most, such as commercial vehicles. We know that businesses need to have a reliable source of fuel (or electricity) for the convenience and security of operation. We are actively supporting this transition by encouraging new typologies such as the stacked logistics hub at Mandela Way; this facility, which principally acts as a last mile logistics hub, which will promote the consolidation of freight and deliveries, the electrification of vehicle fleets and transportation by cargo and quadricycle.

Infrastructure

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

Planning Applications

Development must:

1. Major development should prioritise connection to the DHN in line with Southwark Plan Policy P70 'Energy'; and
2. Facilitate the construction and expansion of a District Heating Network through:
 - 2.1. Incorporating a communal low temperature heating system; and
 - 2.2. Designing heating services and DHN connections in accordance with the London Heat Network Manual and CIBSE CP1 (2020) (or their successors); and
 - 2.3. Providing for a point of connection from the highway to a plant room with space to accommodate DHN connection equipment; and
 - 2.4. Connecting to the DHN where feasible; and
 - 2.5. Where connection is not currently available, future proofing the design of the development so that it is capable of connecting to DHN; and
 - 2.6. Generating heat and hot water through an alternative low or zero carbon solution in line with the Decentralised Energy Hierarchy if the DHN is not available at the point when heat and hot water are required. Temporary gas boilers will be allowed where there is certainty that a DHN will be constructed; and
 - 2.7. Enabling easements to allow pipework for DHN to cross land in private ownership; and
3. Be designed using sustainable design principles from the outset so that carbon emissions are reduced to achieve a net zero carbon target, and be pleasant and healthy to live in or use. This must include the use of high performing building fabric that reduces energy demand and uses low or net zero carbon heat and electricity sources, such as the SELCHP DHN.

Reasons

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

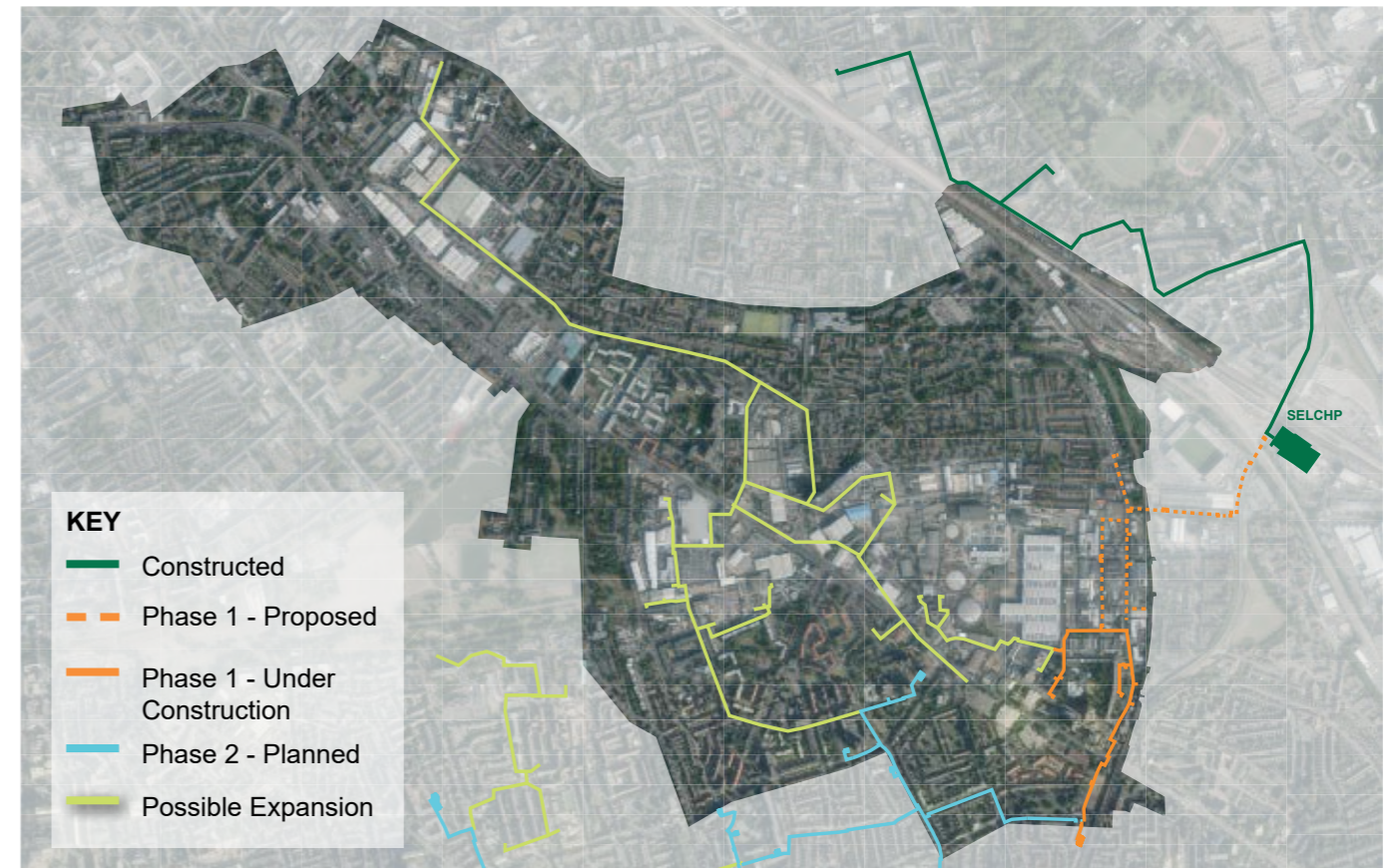
We also need development to mitigate against the impacts of the Climate Emergency, including rising temperatures and extreme weather events. Hence, we require high standards of environment design to ensure an effective system of heating and cooling to respond to these changes without generating operational carbon.

In 2013, the Council connected around 2,700 homes to the SELCHP heat from waste plant in Lewisham. SELCHP is an energy recovery facility which processes over 430,000 tonnes of municipal waste per year. This mixed municipal waste is used as the main source of fuel and the energy is exported as both electricity to the grid and heat to homes and businesses within Southwark. Because the energy from SELCHP has a very low carbon content, the DHN has saved approximately 7,700t of CO2 per year since its construction.

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

Southwark is participating in the Government Funded Advanced Zoning Programme (AZP) which is looking for strategic opportunities for heat networks across the borough. This is likely to explore the expansion of the DHN south of the Old Kent Road towards the hospital complex at Kings and Maudsley.

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



District Heat Network (Figure 21)



District Heat Network pipes on site at Brimmington Park prior to installation

AAP 14: Water Management, Air and Noise Quality

Strategy

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

We have a comprehensive strategy for managing water across the whole Opportunity Area. The Integrated Water Management Strategy (IWMS) identifies how integrated measures can help reduce sewer constraints and manage increased demand for water. We will use sustainable drainage to reduce water and sewer system stress. We will promote the use of innovative techniques to reduce surface water run off and reuse water sustainably. This will be achieved by utilising Sustainable urban Drainage Systems (SuDS) in accordance with the Southwark Plan drainage hierarchy.

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

We will also protect and improve our network of open spaces, trees and green corridors along with the use of urban greening to reduce flood risk and improve air quality.

Planning Applications

Development must:

Flood Risk

1. Ensure that surface water discharges are limited to greenfield run off rates, with 100% of attenuation provided on site (there should be a preference for green over grey features, in line with the drainage hierarchy); and
2. Investigate and deliver communal SuDS across multiple sites in accordance with the Integrated Water Management Strategy.

Noise Pollution

3. Address the impact of noise through the lifespan of development, particularly developments fronting the Old Kent Road and/or located close to other significant noise sources; and
4. Be designed in line with the Agent of Change principle to ensure that established noise, odour and other nuisance-generating uses on neighbouring sites may continue to successfully operate; and
5. Ensure buildings and sites are designed to ensure the successful operation of different land uses within the same building or site, in terms of noise, vibration, dust, light and other impacts; and
6. When completing noise surveys, ensure the correct British Standard is applied for industrial areas (BS 4142/2014) rather than residential areas; and

Air Quality

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

Reasons

Recognising that the increase in development could be a risk to the environment, we have an ambitious strategy using environmental technology and design to make the Old Kent Road area a place of environmental excellence. Development needs to respond to global warming and the impacts this will have on residents, especially those who are more vulnerable. These measures are fundamental for helping to tackle the Climate Emergency.

Design of the public realm is also crucial in adapting to global warming – for example, development should provide shade and places of rest for residents to make spaces more accessible for all. It is also important to utilise planting of trees and shrubs, such as Yew hedging, to adapt to the effects of poor air quality. Biodiversity contributes to improved environmental quality and helps spaces to adapt to global warming by creating habitats for local wildlife.

New land uses should be compatible with neighbouring sites and avoid impacting on neighbouring businesses. Due regard should therefore be given to established noise and other nuisance-generating uses. The Agent of Change principle places the responsibility for mitigating impacts from existing noise, odour and other nuisance-generating activities or uses on the proposed new noise-sensitive development. It is therefore important that the British Standard noise assessment methodology for industrial sites (BS 4142/2014) is employed when assessing the introduction of co-located development into previously single use industrial areas.

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

Run-off should be reduced to Greenfield rates in accordance with the hierarchy set out in Southwark Plan Policy P68. There are secondary benefits of SuDs surrounding biodiversity, habitat protection and conservation. Green and blue infrastructure and SuDS such as green roofs, green walls, tree planting and pavement rain gardens can help improve biodiversity and water quality by removing pollutants. This cleansed water could then be re-used within the development rather than discharged into the sewer network, further reducing flood risk. This also contributes to improved air quality.

DEFINITIONS

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

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

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

Old Kent Road Integrated Water Management Strategy (IWMS) - A comprehensive Opportunity Area-wide study that creates an integrated, sustainable vision for how water should be managed, whilst also ensuring flexibility and adaptability to support the varied phasing and delivery programmes. The IWMS sets out a clear framework for developers and stakeholders to mitigate the risks of increased pressure on water usage and sewage usage.

AAP 15: Great Start in Life - Child and Youth Provision

Strategy

The Old Kent Road area has the most ethnically diverse population in Southwark with 65% of the population being from Black, Asian or Minority Ethnic (BAME) groups and has a higher proportion of young people than the rest of the borough with nearly a quarter of the population being under the age of 20. The Old Kent Road area also has one of the highest indices of Multiple Deprivation in the Borough. With this in mind we want to give all our young people the best start in life in a safe, stable and healthy environment where they have the opportunity to develop, make choices and feel in control of their lives and future.

We commit to providing opportunities for children and young people to get involved with planning and regeneration to have a say in the future of their area. We will continue to work with existing schools, Construction Youth Trust, Southwark Works, Southwark Construction Skills Centre and Southwark Young Advisors, whilst seeking further opportunities for youth engagement.

We will provide new and improved existing indoor and outdoor, sports and play facilities. This will include working with developers to provide a new four court indoor sports hall at Ruby Triangle, developing a youth space and space for local residents and community organisations at Leyton Square and providing a space for young people to hold events and activities at 231 Old Kent Road community hub. The design of public spaces and routes in the Old Kent Road area will enable young people to move through the area independently and safely.

To enable the delivery of 10,000 new jobs in the Old Kent Road area, new nurseries and other childcare facilities will be required to support working parents. We estimate that in total an additional 300 child care spaces would be needed over the plan period.

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

We will seek contributions from developers to improve existing school grounds and outdoor areas for children including habitat and growing areas to encourage children to learn more about nature. As identified in the Movement (AAP8) and Greener Belt (AAP9) Strategies and the sub area masterplans we will secure the part closure of Verney Way and Malborough Grove, located outside John Keats and Phoenix primary schools, as well as their conversion to park spaces. We will continue to provide schools which have sports, art and leisure facilities which are accessible to the local community.

We will bring a new university, an other higher and further education facilities to the Old Kent Road area, making them more accessible and visible to young people. Where universities are developing and managing their own student accommodation in the Old Kent Road area, we will encourage them to have outreach provision to local schools and colleges and shared educational facilities on site (such as at the London School of Economics development in Glengall Road).

Planning Applications

Development must:

1. Contribute to new or improved youth facilities through the provision of buildings, physical space, land or mentorship programmes; and
2. Enable the freedom of children and young people to occupy and move around the public realm independently; and
3. Contribute to the provision of new childcare places including nurseries; and Contribute to improving school grounds and outdoor areas for children including habitat and growing areas.

Development of pre-schools and schools, including the expansion of existing schools, will be permitted where:

1. They are in line with DfE Building Bulletin 103 standards and other published ESFA and Southwark guidance for good school design; and
2. Have a siting, orientation and design that as far as is practicable maximises the distance from main roads and road junctions and minimises the exposure of children and young people to air pollution; and
3. They ensure that indoor and outdoor facilities are available for community use.

Reasons

Every child has the right to live in a safe environment and we want to ensure every child has the best services that facilitate their wellbeing throughout their lives. It will be crucial that regeneration is supported by the delivery of a broad range of youth facilities, including the creation of a child and youth friendly city which supports independent mobility, safety and active and healthy lifestyles. As children grow up in the Old Kent Road area, we want to ensure they experience the best facilities for play, socialising and learning in a safe environment.

At 231 Old Kent Road the Council is providing the premises and developers are contributing to the revenue cost of running the service and the capital cost of fitting out the property. At Leyton Square the Council plans to deliver a new indoor space for young people. This will be partially funded by the Community Infrastructure Levy (CIL). At Ruby Triangle the developer is funding the delivery of the indoor sports hall through a S106 agreement. To ensure social regeneration benefits all ages, all development will be expected to contribute to youth facilities or programmes.

We expect development to provide on-site youth facilities where this is feasible in key large development sites, in consultation with the Council and the local community. Other major development sites will need to contribute by providing specific programmes for mentorship, training or jobs for young people. Where financial contributions are appropriate instead, these will be used for improving existing youth facilities or existing mentorship programmes.

We are also investing in our local schools and we want to improve school grounds which will enable the best physical environments for children to grow and learn. We want to ensure a child's lived experience in the Old Kent Road area is a positive one. This includes their journeys from home to school, to the playground, to the park and to the town centres. With excellent school design and outdoor play we want the Old Kent Road area to become the place of choice for parents and carers to raise their children. Figure 22 shows the location of our current schools in the area and the potential location of new schools on land in our ownership.

Designing schools effectively is important to providing productive learning and playing environments. Sports and play space is important for children of all ages to help them develop, stay fit and have fun. Making sports facilities in schools accessible to local residents and workers can help build a sense of local community and generate income for schools. There is scope to develop intergenerational benefits from the co-location of older people's housing with pre-schools and primary schools and this is something we will explore with developers and on our own landholdings. In order to contribute to our strategy for improving air quality in and around new and expanded schools it is important that their design mitigates as far as possible pollution from traffic through siting and design. The part closure of existing roads outside John Keats and Phoenix primary schools will also reduce exposure to air pollution.

The ability of pupils, especially in primary schools, to move freely between internal teaching areas and the outdoors should be maximised in design so there is a feeling of light and air. Research has shown that freedom of movement in schools aids teaching and learning. It is essential for children and young people of all ages to spend time outside. The Government's Building Bulletin BB103 sets out the guidance for minimum area standards. It is important to meet these area standards as they are used by the Government to decide whether or not to support a free school or academy projects and give funding to a sponsor.

We will encourage the location of universities and higher and further education providers within the area, and will seek to create links between them and secondary schools and sixth forms and local businesses. The aim is to offer local children more varied educational routes, which will include apprenticeships, work experience, access to universities and to employment in a diverse local economy. This will include a requirement to support those with special educational needs. The libraries in and around the opportunity area at Peckham, Canada Water, The Blue, New Cross and the Una Marson Library on Thurlow Street provide good coverage in meeting current needs.





