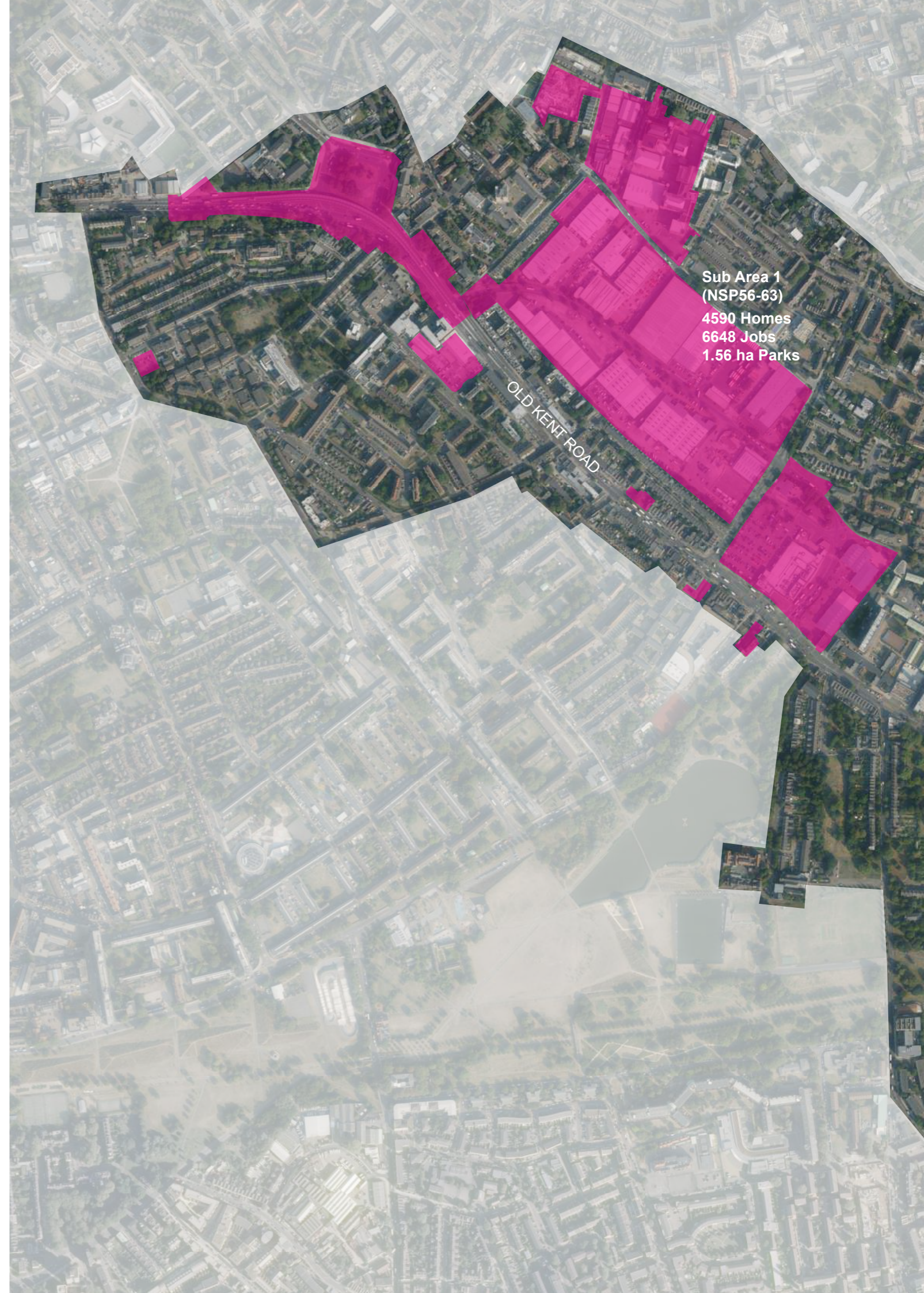


**SUB AREA 1**

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



Sub Area 1  
(NSP56-63)  
4590 Homes  
6648 Jobs  
1.56 ha Parks

OLD KENT ROAD

# PAST

Old Kent Road has a history stretching back some 2,000 years. Initially built as the Roman Watling Street, connecting London and the south-east. Part of the road was revealed during excavations to install a District Heat Network in 2024. Old Kent Road became renowned in medieval times as part of a major pilgrimage route to Canterbury. St Thomas-a-Watering, mentioned in Chaucer's Canterbury Tales, marked the point at which the Earl's Sluice crossed Old Kent Road at today's Shorncliffe Road and Tesco store. That spiritual link is maintained today with various churches and mosques located within the area. For a long time, the Earl's Sluice marked the boundary between Kent and Surrey, before being culverted and incorporated into London's sewer network in the early 19th century. Earl Road (1) which ran across the Tesco store site was home to a local street market.

In the 19th century, as London grew out along its radial routes, terraced houses, schools, churches, pubs, gardens and industry were built on farmland either side of the road. Shops were subsequently built on the front gardens of town houses to form the high street. In 1844 the Bricklayers Arms railway station was opened by the London and Croydon and South Eastern Railways as an alternative to the London and Greenwich Railway terminus at London Bridge. Its use as a passenger station was short lived ending in 1852 and subsequently the area was developed as a major goods depot and carriage sidings. Victorian and Edwardian industrial buildings can still be seen at the old Crose and Blackwell Pickle Factory (2) on Crimscott Street, as well as early social housing at the Peabody Dover (3) and Waleran Courts (4) on Old Kent Road.

The use of the railway goods depot had declined by the 1970s, was closed in 1982 and subsequently redeveloped as the Mandela Way Industrial Estate which opened in 1984. All of the original railway buildings were cleared with the exception of the goods yard boundary walls the railway cottages on Pages Walk and the Willow Walk Business Centre. This only partly removed the physical barriers between Bermondsey and Walworth, as the large industrial sheds (designed by Roger Zogolovich) that replaced them retained the essentially enclosed and inward-looking character of the railway yard. Consequently, Dunton Road remains one of the only east west links from Old Kent Road to Bermondsey and the north of the borough. During the 1980's the council developed low rise cul-de-sac housing estates on the remainder of the railway sidings to the east of Mandela Way. This was in part a reaction to the brutalist modernism of the Heygate and Aylesbury estates that had proceeded them in the 1960's and 70s.

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

The post war period saw the gradual construction of Burgess Park. The park was named after Southwark's first female Mayor Jessie Burgess and was originally shown in the 1943 County of London Plan as occupying both sides of Old Kent Road. Unlike most other London parks, it was created as a result of the demolition of houses, industries and transport infrastructure. At 44 hectares in size it's one of the truly remarkable feats of post war planning in London.

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

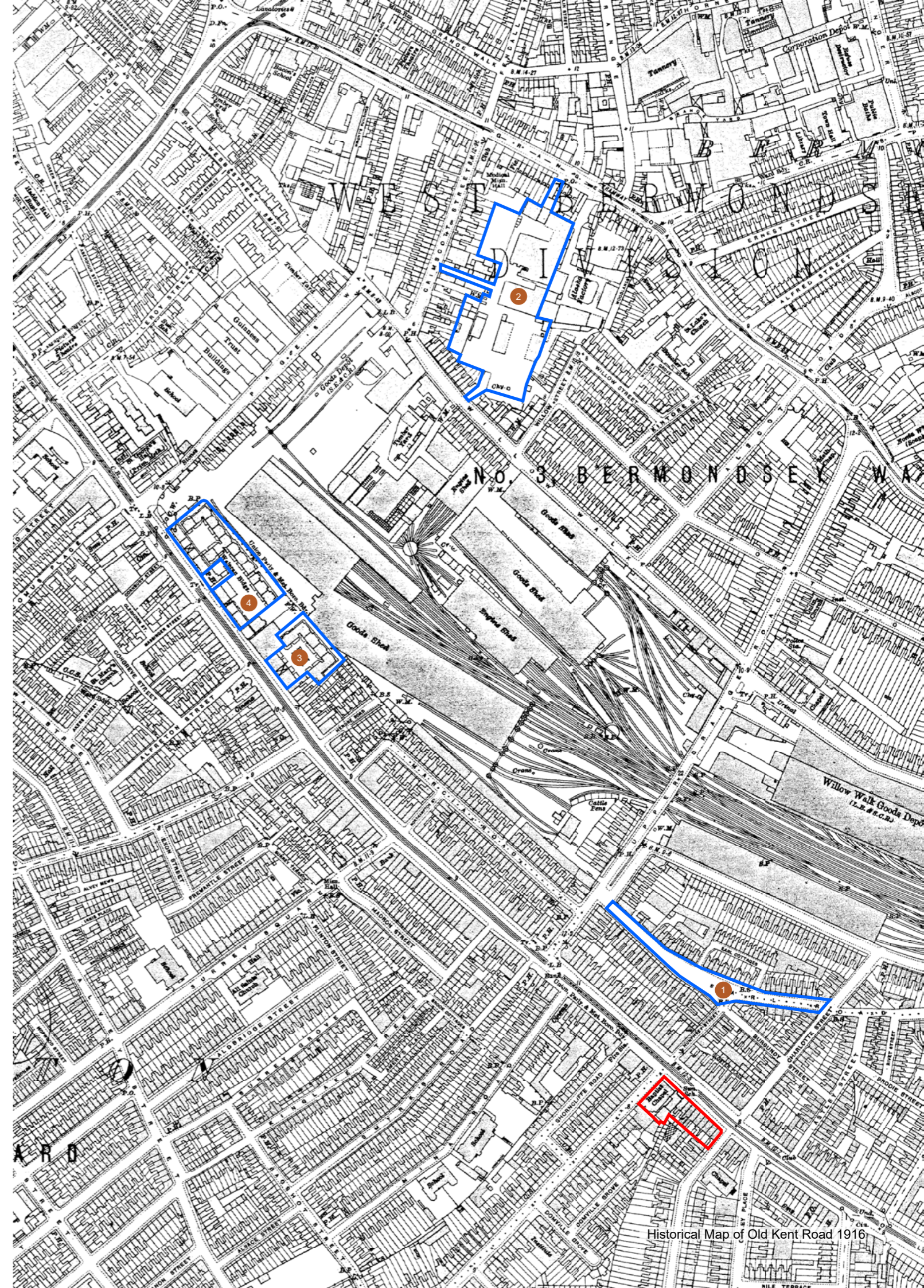


OLD KENT ROAD.

Old Kent Road

— The red line on the map shows the location of the buildings in the historic photograph on the left.

— The blue line on the map shows the location of the sites referenced in the text above.



Historical Map of Old Kent Road 1916

# PRESENT

The north end of the Old Kent Road is the longest surviving historic section of the high street and contains smaller shop units that support a rich variety of small business uses which serve the areas diverse ethnic mix. The council has opened a community hub at 231 Old Kent Road (1), whilst the East Street Library and the Walworth Living Room (2) on Surrey Square provide space for local communities. The council has also completed the construction of its own housing schemes at 233 Old Kent Road (3) and the Kingslake Street Garage site in 2024. The latter have reinforced the high street character of this part of the Old Kent Road by repairing gaps in the retail frontages. The Thomas A' Becket and High Street Conservation Area was designated in 2021, to preserve and where possible enhance the surviving historic character in this part of the high street.

The Thomas 'A' Becket pub (4), famous for its boxing gym, overlooks the eastern entrance to Burgess Park, the largest open space and leisure destination in the north of the borough. Opposite the park, the Tesco supermarket and the Southernwood retail park (5) draw shoppers from Old Kent Road and the surrounding areas. Presently the retail stores, car parking and the road gyratory on Dunton Road, Humphrey Street and Mandela Way create an unattractive noisy and polluted environment, particularly for walking and cycling.

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

The original western entrance to the Bricklayers Arms railway depot is still visible at the end of Hendre Street (6). It currently forms the entrance to a narrow footpath that crosses the Mandela Way Industrial Estate, from East Street to Willow Walk. The route currently is poorly overlooked and not particularly secure. The entire Mandela Way Industrial Estate, which is still contained in part within its historic goods yard walls, has an enclosed and inward-looking character set apart from surrounding communities and the high street. To the northern edge of the industrial estate is Cycleway 1 (C1), a major cycling route which runs along the tree lined Willow Walk.

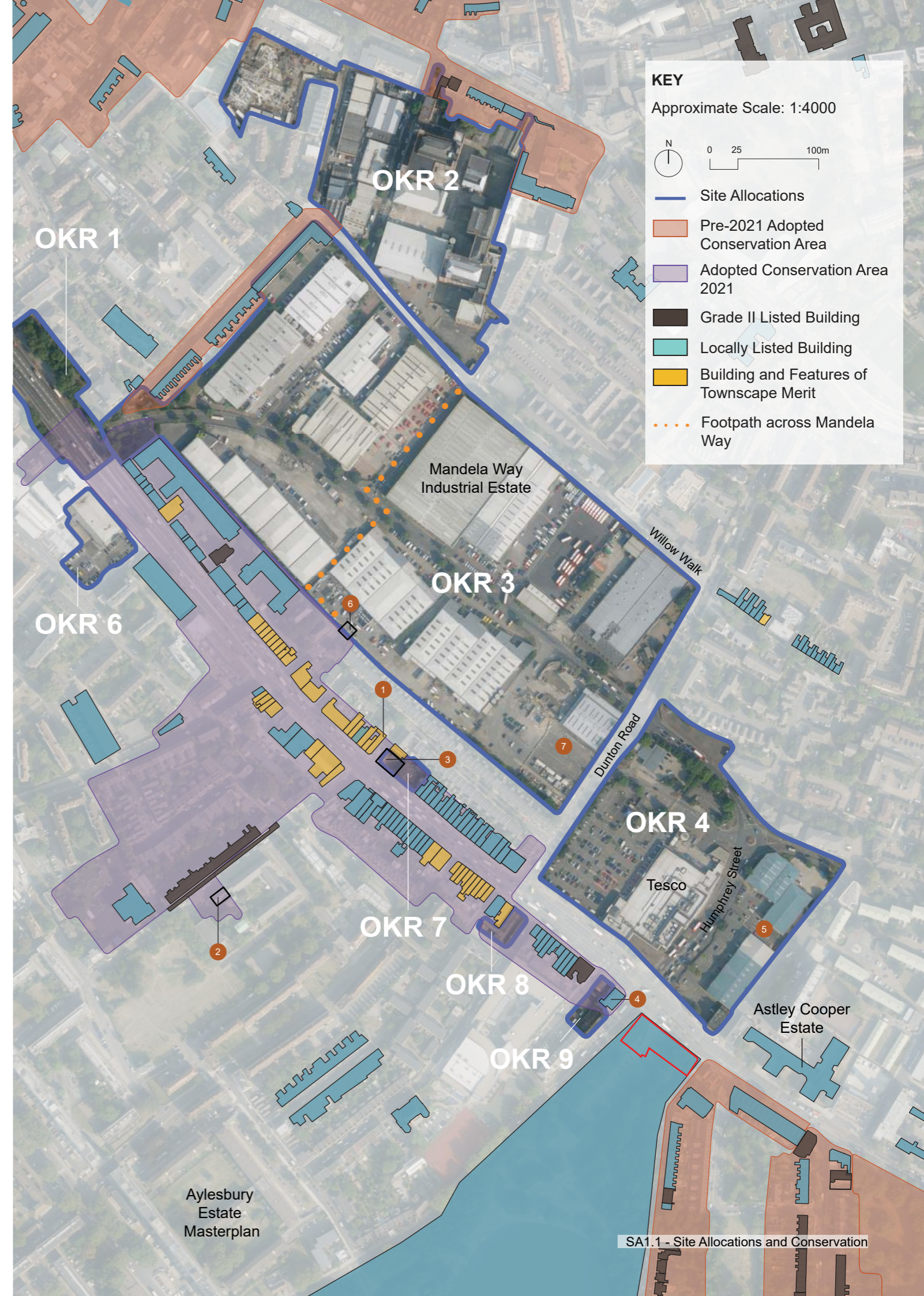
Surrounding residential neighbourhoods are of a mixed character with late 20th century council housing on the Harold, Setchell, Astley and Longfield estates as well as new council homes on Willow Walk. There are older Victorian terraces to the west of Old Kent Road and on Pages Walk, where historic railway buildings are also found. East Street connects Old Kent Road to Walworth whilst the new neighbourhood being created as part of the Aylesbury Estate redevelopment will provide much improved pedestrian connections to the Old Kent Road high street.

Several sites in the area have already been completed or are under construction, including a stacked logistics hub at 25 Mandela Way (7).



Old Kent Road

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



SA1.1 - Site Allocations and Conservation

# FUTURE

## OKR 1 | BRICKLAYERS ARMS ROUNDABOUT



0.4 ha  
site area

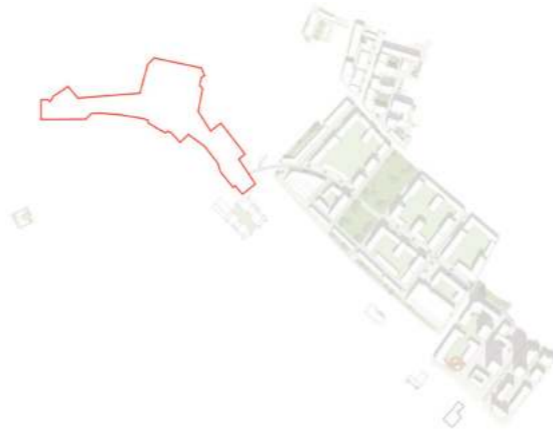


100  
homes

### Development Capacity

#### Site Allocation Masterplan

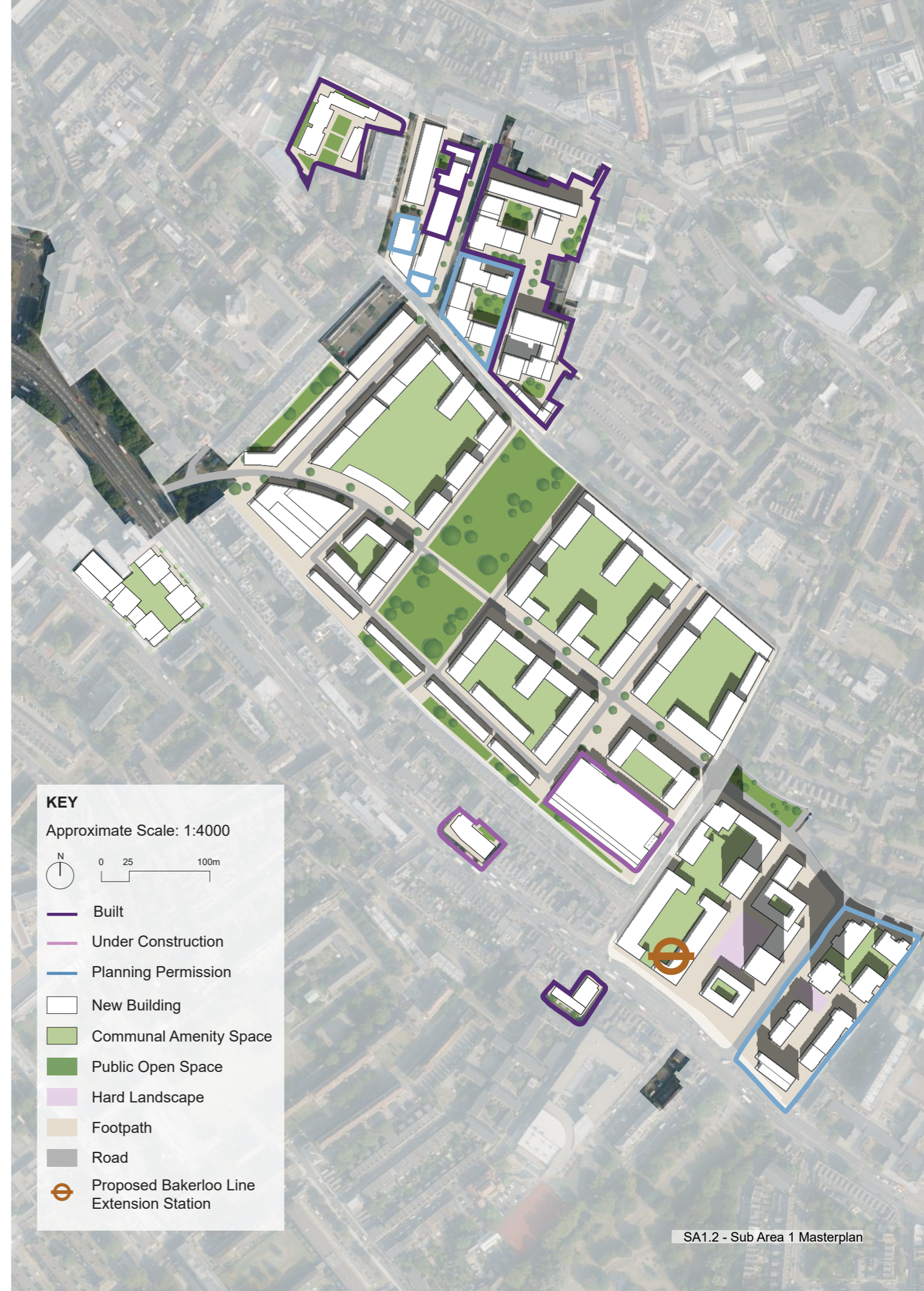
Options are being explored to improve pedestrian permeability at this junction, which will include the reconfiguration of the highways network for increased priority for pedestrian and cyclist movement. The site will provide new homes, jobs and increased landscaping. It is likely that once the roads have been reconfigured the flyover will be retained converted to an elevated park the "Flyover Park", keeping the embodied carbon of the structure locked in and planting trees and greenery to sequester more carbon. The new greenery would link with neighbouring Paragon Gardens as well as St Saviour's and St Olave's School. The elevated park/ woodland would provide excellent views over Old Kent Road and the city beyond. The introduction of new street frontages in the remaining area will improve the quality of the space and increase permeability for people walking and cycling, reducing the severance created by the existing junction layout and the flyover. The site should maximise the opportunity to retain existing high-quality trees.



#### Site Requirements (also see NSP56)

- Redevelopment must:**
- Provide new homes (C3); and
  - Reconfigure this busy junction, potentially removing the flyover, to enable the introduction of new street frontages and reduce severance caused by the current road layout; and
  - Take opportunities to integrate any reconfigured layout into the existing grain and network of routes around the junction whilst avoiding any adverse impact on the surrounding local highway network; and
  - Avoid adverse impacts on bus services such as increased journey times, reduced reliability or broken links; and
- Redevelopment should:**
- Provide retail uses; and
  - Provide employment (E(g), B class); and
  - Provide leisure, arts, culture or community uses.

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



# SITES | OKR 2

## CRIMSCOTT STREET AND PAGES WALK



**Site Allocation Masterplan**  
 We want the emerging office and creative sector in this area to grow and flourish. New homes and jobs will bring more activity to the streets and help rejuvenate this part of the opportunity area. The design of this area will weave old and new buildings together, creating a working character and aesthetic. The retention of the existing shared car park and service area on Pages Walk will help support both the existing and new business uses on the site.



### Site Requirements (also see NSP57)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of employment floorspace (E(g), B class) currently on the site which are consistent with the building typologies and land use shown in Figure SA1.3 ; and
  - Provide leisure, arts, culture or community uses including gallery space/artist's studios.
- Redevelopment may:**
- Provide retail uses
- Heritage** Examples of 19th and early 20th century industrial architecture in the former Crosse and Blackwell factory (Rich Industrial Estate) and their associated courtyards have been retained and renovated preserving the best of the industrial heritage while introducing exciting new architecture, courtyards and a walking route through the site.
- Phasing** 593 homes and 27,748 sqm of workspace have been built, are under construction, or consented within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.

# SITES | OKR 3

## MANDELA WAY



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



### Site Requirements (also see NSP58)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of employment floorspace (E(g),B class), which are consistent with the building typologies and land uses shown in Figure SA1.3; and
  - Provide light industrial (E(g)(iii) or B8 use class), which are consistent with the building typologies and land uses shown in Figure SA1.3; and
  - Provide leisure, arts, culture or community uses including gallery space / artists studios; and
  - Provide strategic public open space – 14,530m<sup>2</sup> as shown in Figure SA1.2; and
  - Create a new pedestrian and cycle link from East Street via Hendre Road to Cycleway 1 (C1) along Willow Walk and on to Bermondsey Spa .
- Redevelopment of may:**
- Provide retail uses.
- Heritage:** New development to the edge of the masterplan will step down in height, to sensitively transition to the existing context and adjacent heritage assets. This includes providing a terrace of four storey residential housing backing on to the Victorian terraced housing on Pages Walk. This step down in scale, combined with careful design should preserve the setting of the Pages Walk Conservation Area. The southern edges of the site will also have four storey housing backing on to the Grade II Listed White House and the terraced houses of Marcia Road. The remaining sections of the historic railway sidings walls must be incorporated in new development where possible.
- Phasing:** The site is divided between 7 landowners, with very large distinct plots either side of Mandela Way. The plots can be developed with a degree of independence while achieving a comprehensive redevelopment overall, to ensure the delivery of the masterplan and its constituent parts, including Mandela Way Park. Interest has been expressed in the future redevelopment of the larger sites on Mandela Way, but these are also subject to long commercial leases up to 2032 or freehold owner occupation with existing uses likely to continue for the medium term. Redevelopment of the site is therefore likely to be delivered post 2030 in BLE Phase 2.

# SITES | OKR 4

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



### Site Allocation Masterplan

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

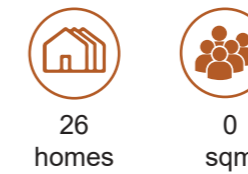


### Site Requirements (also see NSP59)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of retail floorspace currently on site including a supermarket; and
  - Provide leisure, arts, culture or community uses; and
  - Provide public open space to support a connection to Burgess Park which includes the creation of a space outside the station entrance and within the centre of the Tesco site totalling – 4,035m<sup>2</sup>; and
  - Incorporate the design of the Bakerloo Line Extension station, tunnelling and worksite requirements into the site design and phasing.
- Redevelopment should:**
- Provide employment uses (E(g), B class), consistent with the building typologies and land use types shown in Figure SA1.3; and
- Redevelopment may:**
- Provide new visitor accommodation (C1)
- Heritage:**
- The site is in close proximity to the Coburg Road Conservation Area and the Thomas ‘A’ Becket and High Street Conservation Area as well as a Grade II listed former Fire Station and number of locally listed buildings and buildings of townscape merit including the Thomas ‘A’ Becket pub as shown in SA1.1. Consequently the heights of the podium buildings facing the high street on the Tesco site are set at 8 storeys as set out in the tall building strategy. The design guidance for the sub area seeks to re-establish a high street frontage with residential over ground/first floor retail which will enhance the setting of the adjacent Thomas ‘A’ Becket and High Street Conservation Area.
- Phasing**
- The Tesco site and the Southernwood Retail Park are each in single ownership and can be delivered with a degree of independence. An application for a mixed-use development has been approved on the Southernwood Retail Park site which will provide 724 new homes and 12,338sqm of commercial floorspace. This scheme will be delivered across two phases. The first phase of development will deliver 541 homes, retail and a hotel by 2032 (BLE Phase 1). The remaining 183 homes, retail and a cinema will be delivered in Phase 2 (2032-2042). The entirety of the Tesco site would be required as a work and drive site for the construction of the BLE. Consequently, redevelopment of the Tesco site would likely take place in the late 2030’s.

# SITES | OKR 5, 6 & 7

## OKR 5 | SALISBURY ESTATE GARAGES (also see NSP60)



Completed 2025

### Site Delivery

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



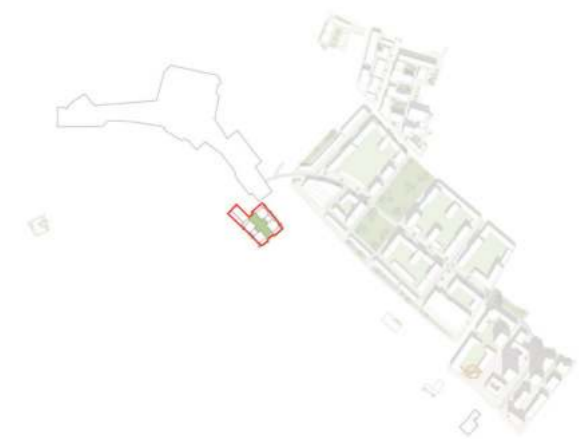
## OKR 6 | 96-120 OLD KENT ROAD (LIDL STORE)



Development Capacity

### Site Allocation Masterplan

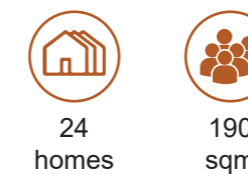
Redevelopment will reinforce the high street within the town centre, including the construction of a Tier 3 tall building. The site contains a building of architectural and historic merit which will be retained and incorporated into the redevelopment. It is currently in use as a church.



### Site Requirements (also see NSP61)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of retail floorspace currently on the site.
- Redevelopment may:**
- Provide community uses, leisure, arts culture or community uses; and
  - Provide employment uses (E(g),B class).
- Phasing :**
- The site is expected to come forward for a mixed-use development from 2030 (BLE Phase 2).

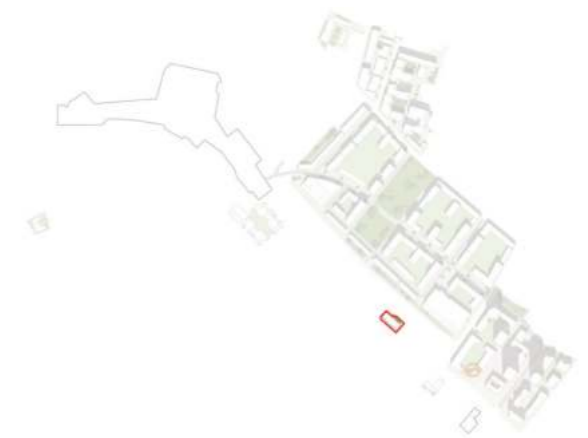
## OKR 7 | FORMER PETROL FILLING STATION, 233-247 OLD KENT ROAD (also see NSP62)



Completed 2025

### Site Delivered

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



# SITES | OKR 8 & 9

## OKR 8 | KINGLAKE STREET GARAGES (also see NSP63)



0.54 ha  
site area



21  
homes

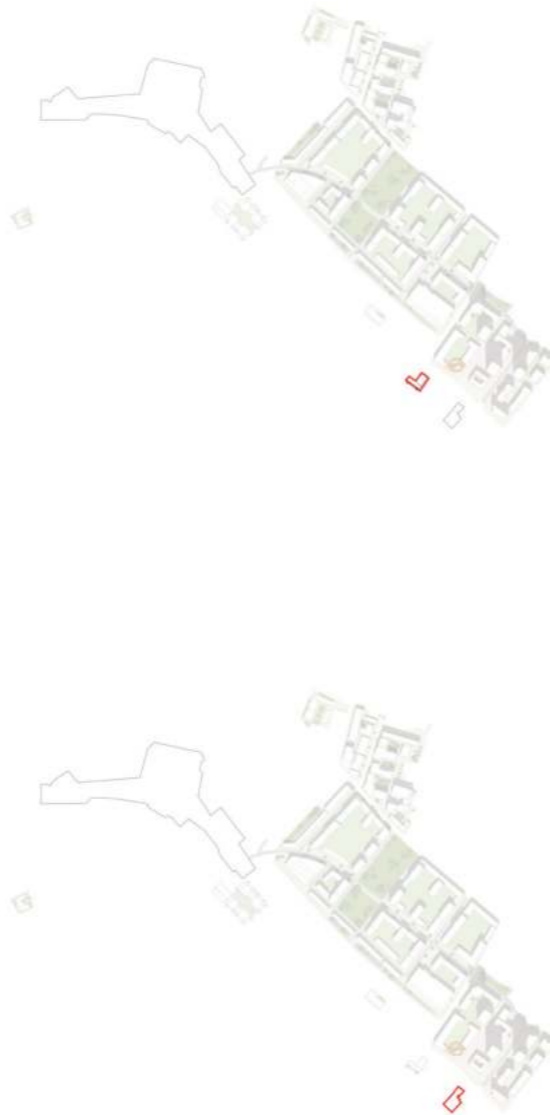


173  
jobs

Completed 2025

### Site Delivered

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



## OKR 9 | 4/12 ALBANY ROAD



0.1 ha  
site area



3  
businesses



25  
jobs

Development Capacity

### Site Allocation Masterplan

Redevelopment should reinforce the high street within the town centre.

## Site Requirements (also see NSP64)

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

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

**Heritage** The site partially lies within the Thomas 'A' Becket and High Street Conservation Area. It is adjacent to the locally listed Thomas 'A' Becket pub and is in close proximity of the Grade II listed former fire station on Shorncliffe Road. Consequently, it would be expected to be no greater in height than the pub (four storeys). The site provides the opportunity to develop a modern design that reflects the vertical proportions, high floor to ceiling heights and rich layering of the adjacent historic buildings.

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

# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



| Development                             | Homes        |                  |               | Employment (sqm GIA)  |                      |
|---|--------------|------------------|---------------|-----------------------|----------------------|
|   | Total Homes  | Affordable Homes | Student Homes | Total non-residential | Affordable workspace |
| <b>Schemes Completed</b>                |              |                  |               |                       |                      |
| 1 Rich Industrial Estate Phase 1 & 2    | 276          | 84               |               | 13,146                | 2,653                |
| 2 18 - 19 Crimscott Street              | 43           | 13               |               | 1,835                 | 0*                   |
| 3 Ivy Church Lane Garages               | 21           | 21               |               | 173                   | 0                    |
| <b>Schemes Under Construction</b>       |              |                  |               |                       |                      |
| 4 20 Crimscott Street                   | 9            | 0                |               | 0                     | 0                    |
| 5 25 Mandela Way                        | 0            | N/A              |               | 15,261                | 1,256                |
| 6 233-247 Old Kent Road                 | 24           | 13               |               | 190                   | 0                    |
| 7 Salisbury Estate Car Park             | 26           | 26               |               | 0                     | N/A                  |
| <b>Schemes with Planning Permission</b> |              |                  |               |                       |                      |
| 8 Rich Industrial Estate Phase 3        | 130          | 51               |               | 6,322                 | 0                    |
| 9 29 - 31 Pages Walk                    | 0            | N/A              |               | 3,769                 | 386                  |
| 10 2 Crimscott Street                   | 5            | 0                |               | 150                   | 0                    |
| 11 24 Crimscott Street                  | 0            | N/A              |               | 2,525                 | 165 and PIL          |
| 12 Southernwood Retail Park             | 724          | 219              |               | 11,788                | 0                    |
| 13 82 - 96 Old Kent Road                | 0            | N/A              |               | 718                   | 0                    |
| <b>TOTAL:</b>                           | <b>1,258</b> | <b>427*</b>      |               | <b>55,877</b>         | <b>4,460</b>         |

Table 1

\* affordable % by habitable room

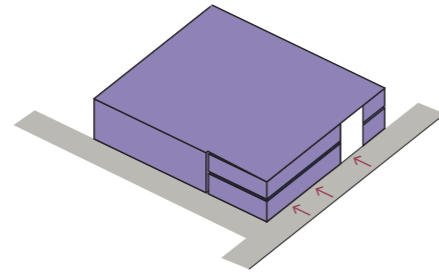
# BUILDING TYPOLOGIES AND LAND USES

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

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

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 4-6m at upper levels and ideally 8m-10m at ground. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

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



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

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require sufficient floor to ceiling heights to accommodate internalised HGV servicing, ideally between 6-8m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

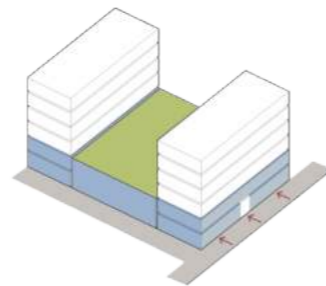
**Suitable uses:** Storage, wholesale, distribution, light industrial depots within the central spaces



## VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 4-6m can be accommodated within the centre of blocks. Units would typically be 150-200m<sup>2</sup>. Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

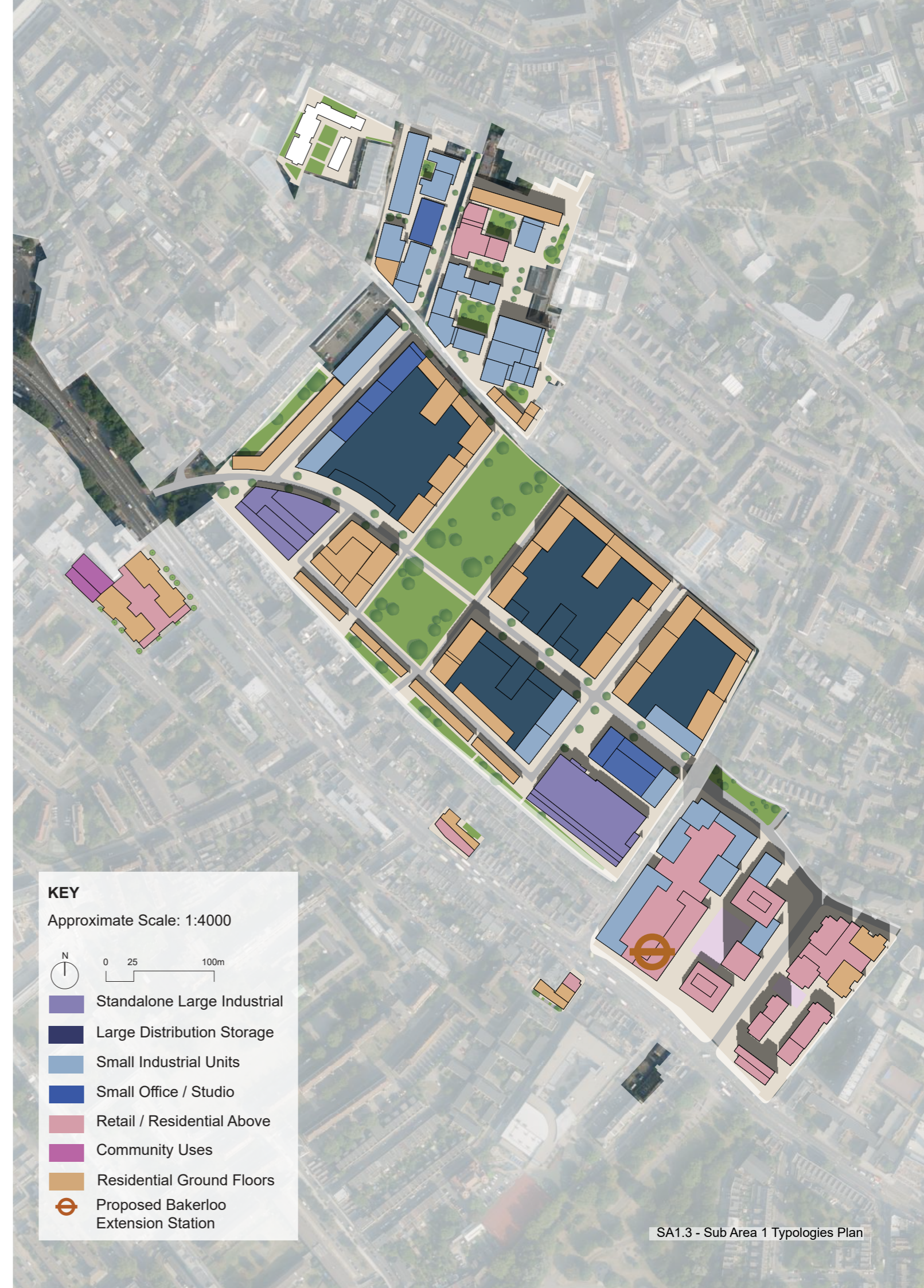
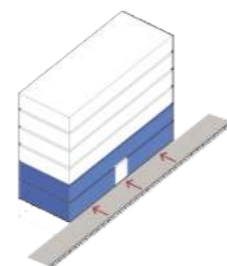
**Suitable uses:** Light industrial uses and maker spaces within the central space



## VERTICAL MIX: Small Office / Studio

Industrial co-location by stacking residential on top of office / studio units. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 3-4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

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



### KEY

Approximate Scale: 1:4000



0 25 100m

- Standalone Large Industrial
- Large Distribution Storage
- Small Industrial Units
- Small Office / Studio
- Retail / Residential Above
- Community Uses
- Residential Ground Floors
- Proposed Bakerloo Extension Station



# SERVICING AND ROAD NETWORK

## Servicing

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

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

## Road Network

### Primary Servicing Routes

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

### Mandela Way

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

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

### Residential Streets

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

### Town Centre Links

Provide North / South connections to the high street, enabling increased permeability from the residential hinterlands to the high street. A new pedestrian and cycle route will be created from East Street via Hendre Road across Mandela Way to Willow Walk and Bermondsey Spa. There will be new openings created through the remaining railway depot wall running along Willow Walk to provide improved pedestrian access.

### Dunton Road and Humphrey Street

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

### Rowcross Street and Rolls Road

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



# PARKS AND RECREATION

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

## Mandela Way Park

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

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

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

## Tesco and Southernwood

As part of the new town centre, Tesco and the Southernwood Retail Park will be transformed to create a central public square and new shopping street. Ground floors of new developments such as the new hotel permitted on the Old Kent Road frontage will be opened up to enable public routes through to outdoor seating, shops, restaurants, cafés and leisure facilities. These spaces will in turn lead into Mandela Way and on to Mandela Way Park. A new pocket park will be created on the car park to the north of the Tesco petrol station behind the terraced houses on Milton Close called Dunton Way Pocket Park.

## Tube Station – Burgess Park

New pedestrian and cycle links will be created to promote ease of access to the new Bakerloo Line tube station. Pedestrians will be able to cross the road safely from Burgess Park and the future changes to the gyratory at Dunton Road will result in a safer and quieter access, free from busy traffic. Old Kent Road and surrounding streets will benefit from additional tree planting helping to deliver the Healthy Streets programme.

## Burgess Park

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

## Willow Walk/ Cycleway 1 (C1)

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

## Bricklayers Arms Flyover

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



# BUILDING HEIGHTS GUIDANCE

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

## Mandela Way (OKR3)

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

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

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

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

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

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

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

## Old Kent Road High Street

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

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

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

## Rich Estate and Crimscott Street (OKR2)

The key elements of the building heights strategy in the OKR2 area are:

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



| KEY                                   |  |
|---------------------------------------|--|
| <span style="color: purple;">■</span> | Tier 1 (Above 20 storeys)                              |
| <span style="color: pink;">■</span>   | Tier 2 (Between 16 and 20 storeys)                     |
| <span style="color: red;">■</span>    | Tier 3 (Up to 15 storeys)                              |
| <span style="color: red;">■</span> 1  | Borough View - One Tree Hill to St Paul's Cathedral    |
| <span style="color: red;">■</span> 2  | Borough View - Nunhead Cemetery to St Paul's Cathedral |
| <span style="color: blue;">■</span> 3 | LVMF View from 23A.1 - Serpentine Bridge               |
| <span style="color: yellow;">⊕</span> | Proposed Bakerloo Line Extension Stations              |

Indicative building heights and location provided for illustration purposes only

# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

### OKR 3 (Mandela Way)

#### Built Form

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

#### Uses

- Given the sub-area is located in phase 2 of the development plan. The site also lends itself to the refurbishment of existing industrial buildings or providing meanwhile facilities in vacant or under-development sites. To bring animation and activity to the area and make use of existing sites in the early stages of the plan.
- Residential frontages will activate secondary residential streets and the proposed Mandela Way Park, providing a more communal / residential character. Ground floor maisonnettes will front residential streets.
- Any areas of inactive frontages should be minimised and animated with planting, architectural detailing, frosted glazing, public art or interactive play aspects when adjacent to residential areas or open spaces.

#### Servicing

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



Mandela Way

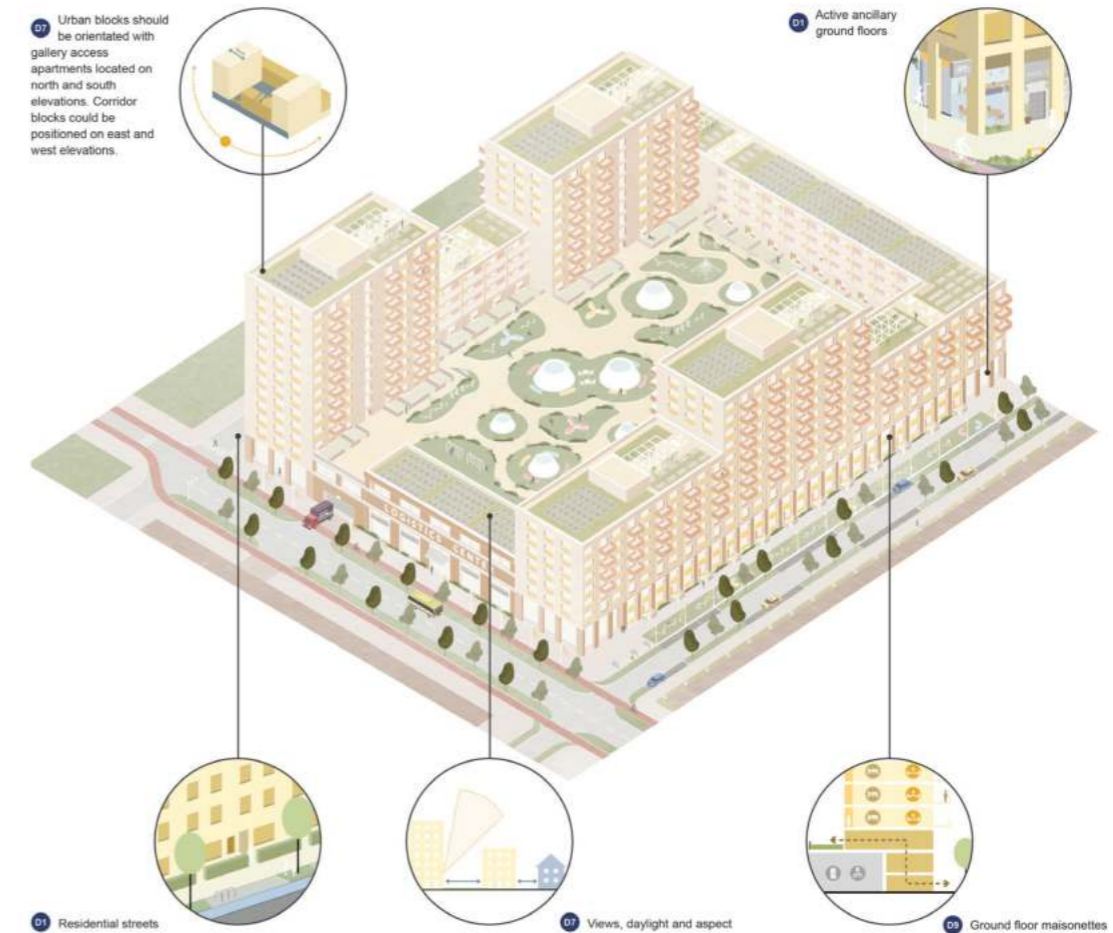


Residential Streets off Mandela Way



Town Centre

### Typical Built Form

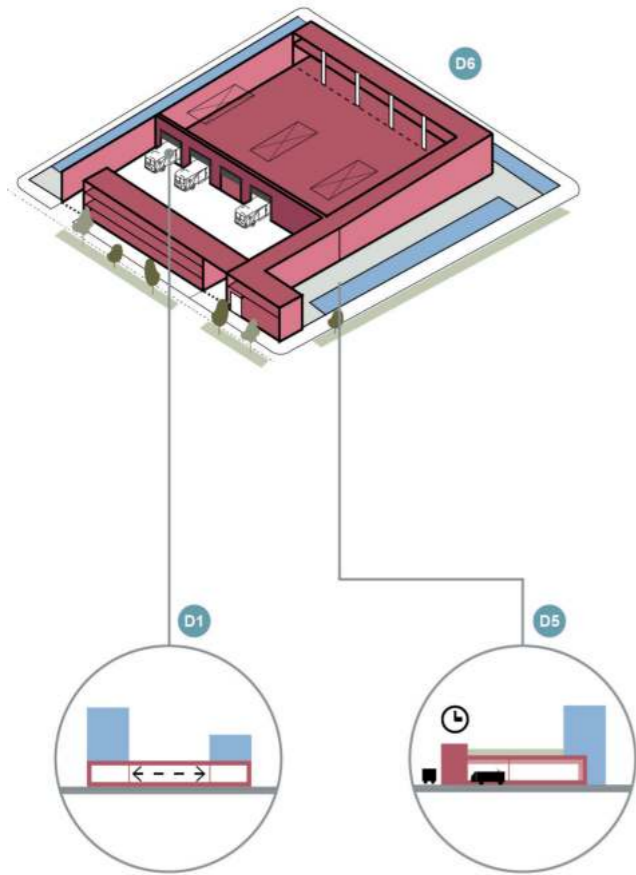


**Street Character view along Mandela Way** with retained street trees, urban greening, segregated cycle path and widened paving.

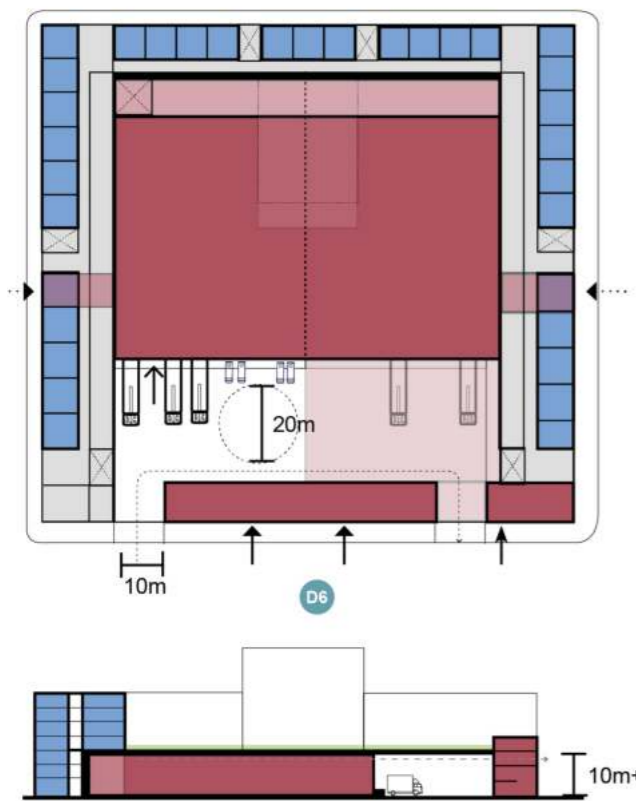


# DESIGN GUIDANCE

## GROUND FLOOR STRATEGY



Illustrative storage and distribution layout



Illustrative storage and distribution layout

### Workspace Detailed Design

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



25 Mandela Way - Stacked logistics hub



Illustrative cross section with co-located residential

### OKR4 (Dunton Road)

#### Built form

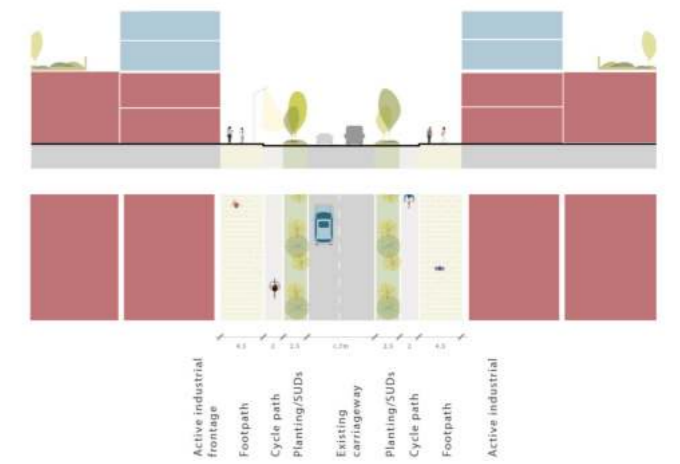
- Built forms should be carefully designed at ground to enhance and maintain desire lines- to encourage connectivity to the Town centre and the new tube station.
- Provide active and engaging frontages onto the Old Kent Road high street
- Station square to create a welcoming environment for visitors providing a sense of arrival at Old Kent Road station and high street. – with clear navigation to nearby amenities.

#### Uses

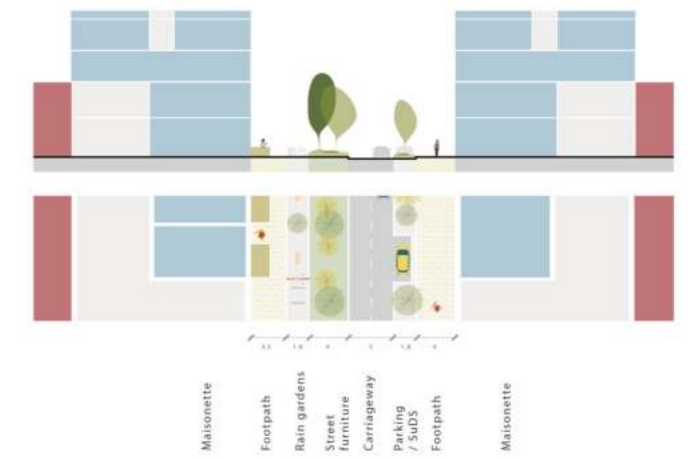
- Enhance and re-establish the high street frontage along Old Kent Road, with the creation of a new urban square around the station which should create a welcoming sense of arrival in Old Kent Road. Commercial, retail, leisure and community uses clustered around the proposed station and along Old Kent Road will bring activity to the area.
- A mixture of day and evening uses should be clustered around the proposed station entrance to animate these spaces from morning until night.
- A spill-out zone of up to 3m could be included to provide space for seating or small outdoor retail displays.
- Improved connections from the residential and commercial hinterland will improve permeability and will re-instate connections to the high street. This is illustrated in the landscape plan on page 123.

#### Street character

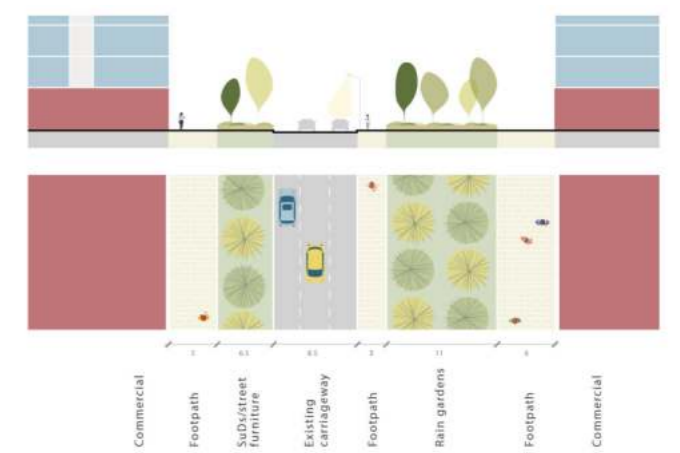
- The types of frontages are instrumental in defining the character of streets and areas. – The use and type of activity at Ground floor must support the character and profile of streets or public space. Frontages should correspond with those illustrated in the diagram opposite.
- Industrial and commercial uses along Mandela Way, Dunton Road and Willow Walk should maximise passive surveillance, activity and interest in the public realm by locating active uses facing the street. This includes showrooms, offices, main entrances and workshops.
- Mandela Way street profile, will be wide enough to facilitate a double carriageway, urban greening buffer zone, a cycle path and widened footway to provide a sufficient area of public realm outside units.
- Whilst the industrial character can be celebrated along the servicing street, it should be in keeping and provide a sense of consistency with the residential upper levels.



Typical Street Section - Mandela Way



Typical Street Section - New Residential Street



Typical Street Section - Humphrey Street

# DESIGN GUIDANCE

## PUBLIC REALM AND OPEN SPACE

### OKR 3 (Mandela Way)

#### Public Realm

- The existing two way carriageway on Mandela Way will be retained, as will the trees on the footway. Wider paving, greening and segregated cycle lanes will be created by setting back building lines shown on page 118.

#### Open Space

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

#### Movement

- The movement network will be improved to increase pedestrian permeability in particular from Marcia Road to Willow Walk providing connections to Bermondsey Spa Gardens.
- The movement network and street profile design must encourage people to walk and cycle with clear, continuous and accessible cycle and footpaths that connect to the surrounding cycling network. In

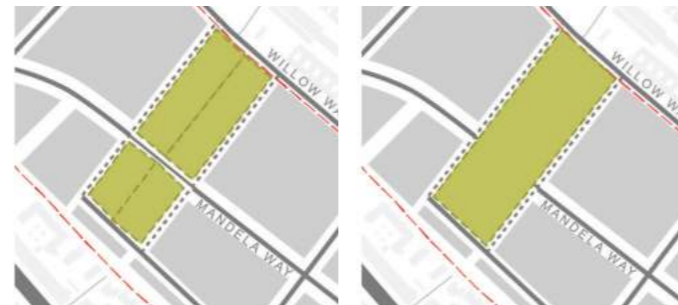


Mandela Way through the park



0. Current ownership

1. Potential initial delivery scenario



2. All four quarters of the park built

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



Include different types of spaces for play and socialising



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

particular a segregated cycle route along Mandela Way for ease of access for cargo bikes.

- As shown in the park / street section opposite. Table junctions could be considered along Mandela Way and through Mandela Way Park to provide continuity at crossings for pedestrians and cyclists and to in turn reduce vehicular movement through the delivery of the park.
- In the short term before wider traffic improvements are completed and the park can be fully delivered, the width of the Mandela Way carriageway should be reduced through the park to a one-way vehicular route of max 3m width. Traffic control measures including table crossings or chicanes with urban greening, should be introduced through the park.
- The design of streets must reflect the street hierarchy diagram, character of the area and land uses. Providing a re-imagined primary servicing street and more local residential street.

### OKR 4 (Dunton Road)

- A more formal urban square is proposed on the Tesco Car Park site that supports activity within the town centre.
- By providing a flexible space for spill-out retail facilities, and places to sit and dwell. It will contribute to revitalising and greening the town centre as illustrated above.
- Station Square will give people a sense of arrival and welcoming. LBS are currently working with TfL on the design of this space.



New Urban Square in OKR4 (Dunton Road)

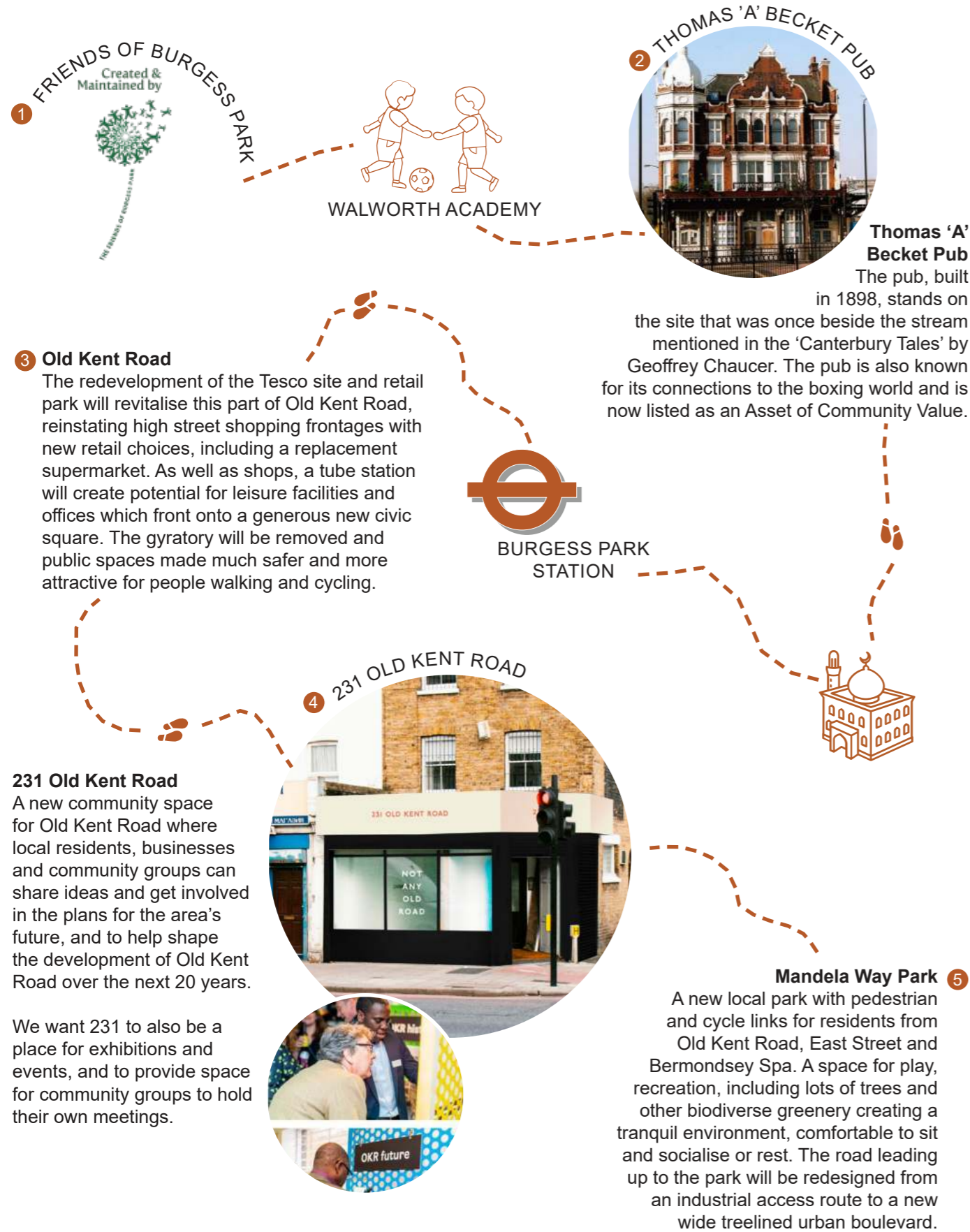


**Landscape Plan -** Detailing proposed open spaces / squares and existing mature trees.

- Site area
- Mandela Way Park
- New urban square
- Private landscaped podium
- TPO Tree
- Existing tree (indicative location)
- Proposed new planting locations

# CONNECTING COMMUNITIES

The area around the north of Old Kent Road, from the entrance of Burgess Park to Bricklayers Arms through to Bermondsey Street is rich in community activity. The following journey takes us through some of the history of Old Kent Road as well as current high streets shops, faith buildings and schools. The new Burgess Park tube station will transform the lives of our residents, enabling quicker connections to central and west London and in turn bring economic benefits to Old Kent Road's businesses.





7 BERMONDSEY SPA GARDENS



6 THE WILLOWS



16 SURREY SQUARE PARK



SURREY SQUARE PRIMARY SCHOOL



15 PEMBROKE HOUSE

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



8 SET SPACE



9 KAGYU SAMYE LONDON TIBETAN BUDDHIST MEDITATION CENTRE



17 WALWORTH LIVING ROOM

East Street Surgery



14 TOWER BRIDGE CARE HOME



BRICKLAYERS ARMS ROUNDABOUT



10 TANNERY ARTS CENTRE



BOUTCHER C OF E PRIMARY SCHOOL

**East Walworth Green Links**  
Swan Mead Park, is one of the small parks on the scenic journey from Elephant & Castle to Burgess Park, that pedestrians and riders can take.



13 EAST WALWORTH GREEN LINKS

HADDON HALL BAPTIST CHURCH



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



11 BERMONDSEY ANTIQUE MARKET



ST MARY MAGDALEN BERMONDSEY



12 WHITE CUBE ART GALLERY

BERMONDSEY CENTRAL HALL METHODIST CHURCH



GRANGE PRIMARY SCHOOL



SUB AREA 2

# CANTIUM RETAIL PARK AND MARLBOROUGH GROVE



Sub Area 2  
(NSP65 - 67)  
5500 Homes  
2882 Jobs  
1.93 ha Parks

# PAST

Prior to the arrival of the railways in the 1830s London expanded along its arterial roads including the Old Kent Road, which prior to the construction of New Kent Road in 1751 was known as Kent Road. The building of the Grand Surrey Canal reached the Old Kent Road in 1807 (1). The canal did not spark the boom in industrial and housing development that had initially been predicted, and until the late 1820s the canal relied mostly on market gardening for business. As late as 1871, Cottage Farm and its associated fields occupied the site of what is now the Asda car park (2). Industries took advantage of the supply of water provided by the canal and links back to the Surrey docks including the gas works and timber yards.

The area is located above London's chalk aquifer, a source of clean water that drew drinking related industries to the Old Kent Road. A Mineral Water and Ginger Beer Manufactory was built at 12 Ossory Road in 1888 by John Mills & Sons Ltd (3). The same firm remained on the site for almost 100 years until 1966. The building which has been recently restored is in use today as a gin distillery. Together with the R White & Sons factory at Glengall Road which bottled lemonade as well as ginger beer, and of which the chimney and factory frontage onto Glengall Road/ Bianca Road remain, tell the story of bottling factories that is locally significant (4). Historic floor surfaces comprising granite sets have survived in Livesey Place and the bottling factory on Ossory Road and the aspiration is to retain these in redevelopment (5). The area also had an early association with the creative industries, with the first sound recording studio in the UK established by Edison Bell on Glengall Road (6).

As the population increased, houses became more tightly packed, smaller, and more densely occupied. The North Camberwell Baths (see photo below) was built to provide the local population with somewhere to wash themselves and their clothes (7). The baths were bombed and destroyed in WW2. Prior to the outbreak of war in 1939, a number of local slums had been cleared and improved housing had been built, such as Northfield House (7). Each new home was required to have a domestic water supply with an internal bathroom. New housing meant that overcrowding was reduced and health improved as a result. In anticipation of war breaking out the Government, built under secrecy, a series of chemical warfare decontamination centres around London including on the councils Frensham Street Depot site, the building is locally listed and some of the original internal features remain. The building will be re-used within Frensham park as a cafe or community leisure use. The presence of so much industry and railway infrastructure resulted in the area being heavily targeted during the Second World War. Much of the war damaged housing was replaced either with new housing estates or industrial development.

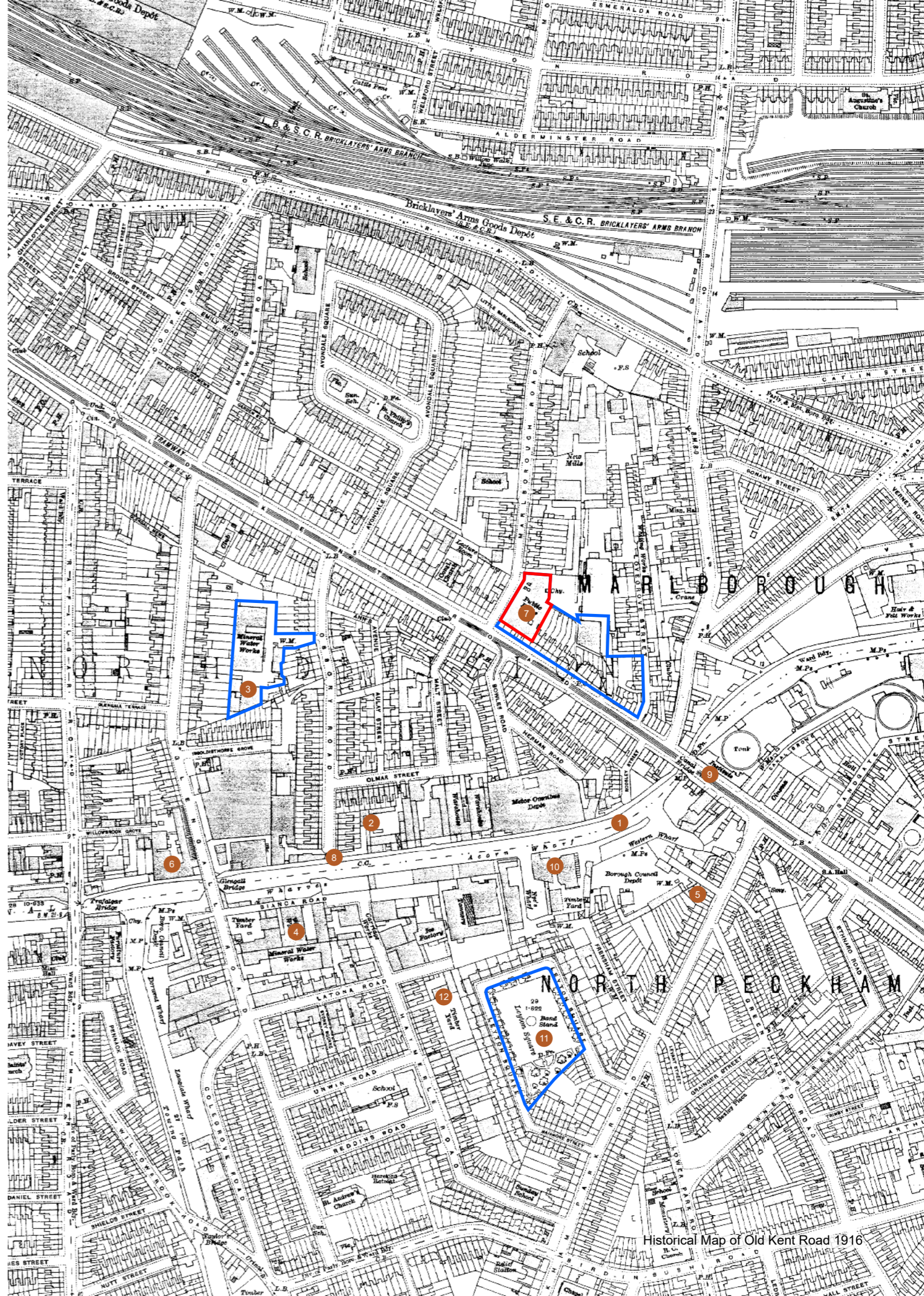
The canal was filled in during the early 1980s. The traces of the canal can still be seen in the retaining wall located at the rear of the Asda car park (8) and in the rise of Glengall Road at its junction with Bianca Road and Old Kent Road at its junction with Bermondsey New Road where they once bridged the canal (9). Original canal wharf buildings are still in use at the Travis Perkins builders yard (10).

This part of London lacked park space and to address this Leyton Square (11) was purchased by Camberwell Borough in 1898 for use as a public park. The park was subsequently protected by the London Squares Preservation Acts of 1908 and 1932. The original buildings that fronted Leyton Square were demolished in the early 1950s and replaced by the Friary and Unwin Estate (12). The square remains a public park.



North Camberwell Baths, 59 Old Kent Road

- The red line on the map shows the location of the buildings in the historic photograph on the left.
- The blue line on the map shows the location of the sites referenced in the text above.



Historical Map of Old Kent Road 1916

# PRESENT

The OKR10 area of the Old Kent Road is dominated by the Cantium Retail Park and Asda superstore. Behind the retail park is a mix of builders merchants, a self storage business, small manufacturers, Southwark Council depots and artists' studios including Space Studios (1) on Latona Road. A new industrial estate has been built at Glengall Road on the site of an old patent safe manufactory and this is in part occupied by the arts industry which has a significant presence in the area in terms of production, storage and distribution (2). It is estimated that 1,197 people are employed within OKR10.

Whilst the Surrey Canal has been infilled, the arrangement of property boundaries along its alignment limits direct access to the Old Kent Road from the residential and business communities to the south on the Friary and Unwin Estate and on Latona and Bianca Road (3). The masterplan for the area seeks to address this by creating new town centre links through to OKR10 to better enable local businesses to connect with each other and the wider residential communities.

On the north side of the Old Kent Road OKR11 comprises a city block bound by the Old Kent Road, St James's Road, Rolls Road and Marlborough Grove. The (2) Grade 2 listed Phoenix Primary School (4), which has been on this site in various forms since the late 19th century occupies both sides of Marlborough Grove. The centre of the block is dominated by the Six Bridges Industrial Estate and the Selco Builders Merchants (on the site of an old brewery) (5). The industrial estates are fully occupied by a mix of builder's merchants, trade counters and arts distribution/storage businesses which employ over 200 people.

The area has always had a mix of industrial and residential uses. The early Victorian housing along the Old Kent Road (6) (see photo below) and on St. James's Road survive. The historic Camberwell Baths have been replaced by a new residential development called The Bath House (7). There isn't any public access across the OKR11 site at present, something the masterplan seeks to deliver to provide better connectivity to the high street.

The servicing of the Six Bridges Estate along Marlborough Grove is shared with the Phoenix Primary School, and the masterplan aspiration is to change this arrangement to the benefit of the school and future industrial uses by separating the servicing. The walls that enclosed the railway sidings are visible along the northern edge of Rolls Road and north of its junction with Rolls Road, St James's Road rises onto the bridge that originally carried it over the Bricklayers Arms railway sidings (8).

On the southern end of St James's Road there is an old varnish and "Japan" factory, now sub divided into small business units which sits opposite the Bermondsey Works residential and school development (9). Heading north along St James's Road this is followed by a series of mid 20th century factory buildings, one of which has been converted to flats and a surviving Victorian residential terrace (10). The eastern side of St James's Road comprises the sub urban low rise Southwark Council estate development of the 1980s.

At OKR12 the horse stable, horse hospital and working forge that served the Bricklayers Arms railway sidings have survived intact and are subject to an article 4 Direction. The masterplan seeks to retain these buildings and reuse them as workspaces (11).



The Bath House Development, 59 Old Kent Road

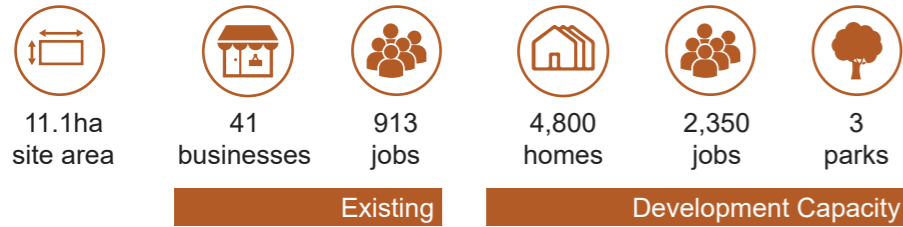
— The red line on SA2.1 shows the location of the Bath House development which occupies the site of the Camberwell Baths.



SA2.1 - Site Allocations and Conservation

# FUTURE

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



### Site Allocation Masterplan

Redevelopment will transform the retail warehouses and car parks to a new network of parks, streets and squares allowing for ease of movement through this large site. There will be new shops, restaurants, café, community spaces, art galleries and a cinema on the high street as well as in quiet streets and spaces next to parks. The retail uses on the site such as Pets at Home, B&Q and change into a high street format. Similarly, the Asda store will be retained with new homes above. There will be 3 new parks, including a linear park through the entire site which follows the alignment of the Surrey Canal and into Burgess Park. Offices and studio workspaces will be located above the shops and below new homes on the high street frontage. Beyond the high street and along Ossory Road, the site will continue to be home to a range of industrial businesses. These will be mixed with new homes alongside or above workspaces.



### Site Requirements (also see NSP66)

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

- Redevelopment of the part of the site must:**
- which is designated as a Locally Significant Industrial Site (west of Ossory Road)**
- Provide new homes (C3); and
  - Provide industrial uses including (light industrial (E(g)(iii)) and warehouse/distribution (B8))

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

**Phasing:** • Several planning applications have been approved for mixed-use schemes on the site and are expected to be delivered by 2030 (BLE Phase 1), see table 2 for more detail.



**KEY**

Approximate Scale: 1:4000

- Built
- Under Construction
- Planning Permission
- New Building
- Communal Amenity Space
- Public Open Space
- Hard Landscape
- Footpath
- Road
- ⊕ Proposed Bakerloo Line Extension Station

SA2.2 - Sub Area 2 Masterplan

# SITES | OKR 11

## MARLBOROUGH GROVE AND ST JAMES'S ROAD



4 ha  
site area



21  
businesses



238  
jobs



1,200  
homes



472  
jobs



2  
parks



83  
student homes



95  
sqm

Existing

Development Capacity

Completed 2025

### Site Allocation Masterplan

The Six Bridges Estate will be transformed to a mix of industrial distribution warehouses below new homes which will directly service central London.

Marlborough Grove itself will be partially closed and entirely transformed from a busy service route to a calm and well designed public open space. It should have a particular focus on linking the two Phoenix School sites together in a safe and well designed environment, which incorporates sport and play facilities and wildlife or ecology habitats.

A new "Six Bridges Park" will be created encouraging an easy and safe walking route between Marlborough Grove to and St James's Road.



### Site Requirements (also see NSP56)

- Redevelopment must:**
- Provide new homes (C3); and
  - Replace existing employment floorspace and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and
  - Provide retail uses on the Old Kent Road frontage; and
  - Provide frontages on the Old Kent Road through provision of retail, and or community uses with business above; and
  - Provide land for closing the central part of Marlborough Grove and providing open space, sports and play, for use of Phoenix Primary School and surrounding neighbourhoods; and
  - Provide a new park between 6,455m<sup>2</sup> the Selco and Six Bridges estate sites.
  - Retain the Livesey Exchange (LEX)

**Heritage:** There is an eclectic collection of existing buildings on the site that should be retained and selectively redeveloped. This should maintain a sense of the finer grain of the area that existed in the past and allow an open aspect for the new park. These existing buildings include the Georgian terrace adjacent to the new "Bath House" at 541-553 Old Kent Road, the old varnish and "Japan" factory at 328-324 St James's Road, the Victorian terrace at 282-292 James's Road and the 1930s Chevron office buildings (now in residential use) at 294-304 St James's Road.

At 324-328 St James Road, there are a number of buildings of architectural and historic merit identified. The southern range of buildings should be retained as well as part of the northern range as identified on the masterplan.

The retained buildings should remain in commercial use, and the redevelopment of adjacent buildings should be integrated with them to create a "working" courtyard character that promotes permeability through the site.



Sub Area 2 - Andrew Holt Photography

**Phasing:** A student housing scheme on the old petrol station site at 272 St James's Road has been completed accommodating 250 student bed spaces. Development will happen incrementally on the remainder of the site, but will in part be determined by the need to find temporary premises for the larger business uses in the Six Bridges Estate and by leasehold reversions.

The former Lobo factory site on St James's Road is expected to come forward for development in 2026-2027 (BLE Phase 1). The sites along St James's Road are identified as Phase 1 developments and currently subject to a series of pre application discussions and are likely to come forward between 2025 and 2030. Development on the remainder of the site, including Six Bridges, the adjacent warehouses and the Selco depot could take place in the early to mid 2030s (BLE Phase 2).

# SITES | OKR12

## FORMER SOUTHERN RAILWAY STABLES



### Site Allocation Masterplan

The Stables will deliver a mix of employment and housing in a development which retains the existing character of the site. The mix of uses will include new offices, studios or light industrial uses in the retained buildings, with residential flats around. There is a working forge within the forge building and this should be retained and made available for reuse by a metal working business. There will also be a new open space which could be a community garden or used for food growing. A new green link alongside the railway bridge will link to Quietway 1.



# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



### Site Requirements (also see NSP56)

- Redevelopment must:**
- Provide at least the amount of floorspace (E(g), B class) currently on the site and
  - Provide improved and publically accessible open space totalling - 795m2.
  - Retain and integrate the existing heritage assets, including the old forge and stables.

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

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

**Heritage:** The stables and forge buildings, including their boundary wall on Catlin Street to the north should be retained and integrated into new residential development. The forge is still fully functional and should be retained and reused as such. There are a number of surviving heritage features on the site including extensive granite sets a weighbridge, horse trough and lamp column and where possible these should be retained or reused in any redevelopment. There is an Article 4 Direction covering Southern Stables. This restricts the demolition of the Stables and the Forge on Catlin Street without planning permission.

**Phasing:** The existing business and forge are considering relocating and the site is expected to become available for development between 2025 and 2030 (BLE Phase 1).

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

| Development                                      | Total Homes  | Homes            |               | Employment (sqm GIA)  |                      |
|--|--------------|------------------|---------------|-----------------------|----------------------|
|  |              | Affordable Homes | Student Homes | Total non-residential | Affordable workspace |
| <b>Schemes Completed</b>                         |              |                  |               |                       |                      |
| 1 262 - 272 St James's Road *                    |              | PIL              | 83*           | 95                    | 0                    |
| <b>Schemes Under Construction</b>                |              |                  |               |                       |                      |
| 2 49 - 53 Glengall Road                          | 170          | 154              |               | 3,716                 | 0                    |
| 3 Malt Street Regeneration Site (Phase 1 and 2)  | 689          | 273              |               | 7,000                 | 451                  |
| 4 Nye's Wharf, Frensham Street                   | 153          | 54               |               | 1,193                 | 131                  |
| 5 Land at Cantium Retail Park, 520 Old Kent Road | 1,113        | 0                |               | 10,819                | 556                  |
| 6 43 - 47 Glengall Road *                        |              | PIL              | 225*          | 2,375                 | 238                  |
| 7 14 - 22 Ossory Road                            | 71           | 21               |               | 1,040                 | 144                  |
| <b>Schemes with Planning Permission</b>          |              |                  |               |                       |                      |
| 8 Malt Street Regeneration Site (Phase 3)        | 611          | 244              |               | 7000                  | 451                  |
| 9 57 Glengall Road                               | 9            | N/A              |               | 750                   | 0                    |
| 10 3 - 5 Latona Road                             | 10           | 0                |               | 0                     | 0                    |
| 11 596 - 608 Old Kent Road                       | 372          | 115              |               | 4,322                 | 219.3                |
| 12 8 - 10 Ossory Road                            | 117          | 61               |               | 421                   | 0                    |
| 13 54 - 80 Ossory Road                           | 0            | 0                |               | 3,500                 | 0                    |
| 14 16 Peckham Park Road                          | 5            | 0                |               | 113                   | 0                    |
| 15 95 Haymerle Road                              | 37           | 12               |               | 623                   | 62.3                 |
| 16 294 St James's Road                           | 15           | 4                |               | 386                   | 0                    |
| <b>TOTAL:</b>                                    | <b>3,680</b> | <b>938*</b>      | <b>308</b>    | <b>42,603</b>         | <b>2,252.6</b>       |

Table 2

\* residential equivalent to student housing on site

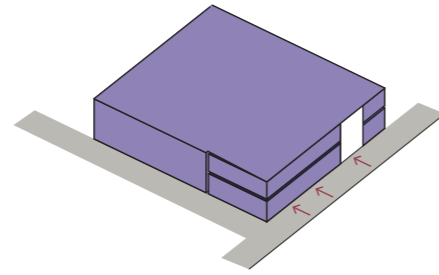
# BUILDING TYPOLOGIES AND LAND USES

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

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

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 4-6m at upper levels and ideally 8m-10m at ground. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

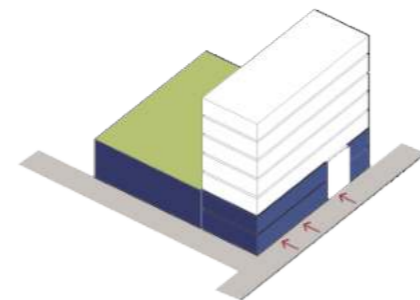
**Suitable uses:** Storage, wholesale, distribution, depots



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

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require sufficient floor to ceiling heights to accommodate internalised HGV servicing, ideally between 6-8m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

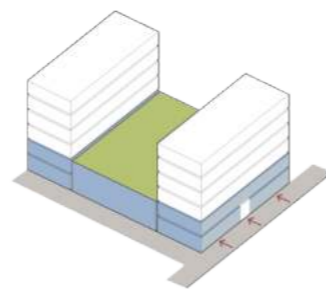
**Suitable uses:** Storage, wholesale, distribution, light industrial depots within the central spaces



## VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 4-6m can be accommodated within the centre of blocks. Units would typically be 150-200m<sup>2</sup>. Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

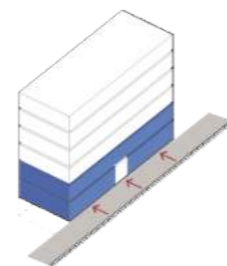
**Suitable uses:** Light industrial uses and maker spaces within the central space



## VERTICAL MIX: Small Office / Studio

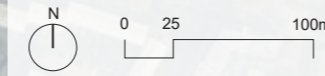
Industrial co-location by stacking residential on top of office / studio units. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 3-4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

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

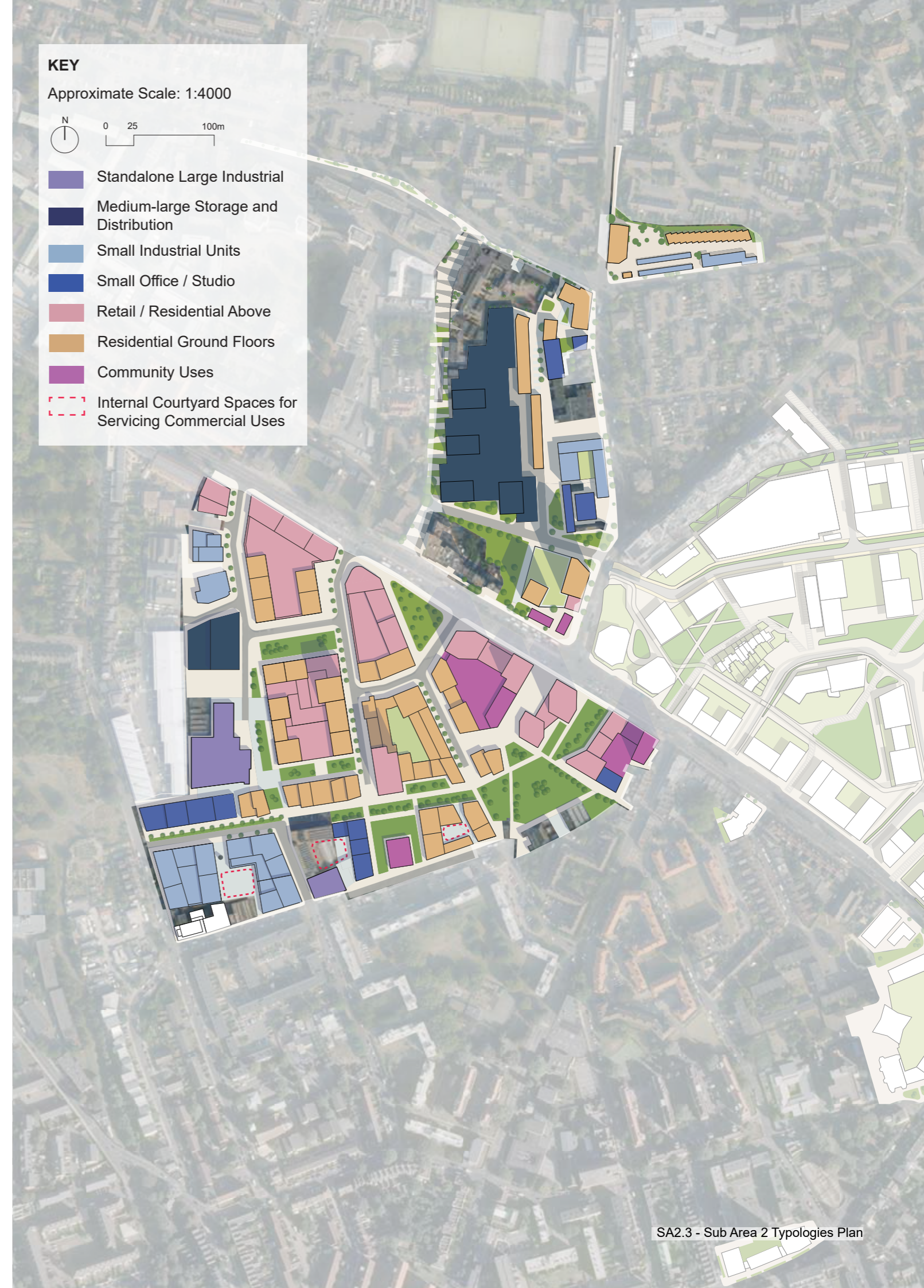


### KEY

Approximate Scale: 1:4000



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



# SERVICING AND ROAD NETWORK

## Servicing

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

## Road network

### Primary Servicing Routes

#### Malt Street

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

#### Ossory Road, Glengall Road and Bianca Road

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

Bianca and Haymerle Roads will become one way east bound from Glengall Road to the junction with Latona Road. Latona Road will remain two way working.

Bianca Road will have a cycle lane contra flow to allow bicycles to travel to and from the Surrey Canal Park and onto Cycle Route 35 to Walworth and Peckham.

Space Studios on Haymerle Road is currently serviced partly on street and partly from a secure open yard space on the proposed alignment of the Surrey Canal Park. The yard space is an essential part of the operation of the business. In the longer term it may be possible to relocate the yard as part of a shared courtyard facility within the Berkeley Homes Malt Street scheme. In the shorter term we will explore with Space Studios ways that the existing yard can be integrated into the landscaping of the Surrey Canal Park and provide "windows into work" to allow for the display of works produced in the Studios.

## Residential Streets

### Latona Road and Frensham Street

There will be a new section of road connecting Frensham Street to Latona Road to enable efficient servicing of the residential blocks south of the Surrey Canal Park but this will be for access only, rather than a through route. Similarly, there will be a new one-way service access from Frensham Street to Livesey Place to enable servicing access of the Civic and Livesey site and the new Surrey Canal Park. These new access roads should be built to adoptable standards.

### Marlborough Grove

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

## Town Centre Links

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



**KEY**

Approximate Scale: 1:4000

N

0 25 100m

— Primary Servicing Routes

— Residential Streets

→ Town Centre Links



# PARKS AND RECREATION

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

## Surrey Canal Park and Frensham Street Park (OKR10)

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

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

To the north and south of the Surrey Canal Park, internal courtyard spaces within the perimeter blocks of new buildings will create attractive workplace environments and enable off street servicing. Along the Old Kent Road frontage existing trees will be retained and new trees will be planted. Local residents enjoy communal amenity spaces which act as grassy 'rooms' along the length of the Old Kent Road such as in the Avondale Estate opposite Asda. This will be replicated in new development, including on the Asda site which will complement the existing character of Old Kent Road.

## Marlborough Grove (OKR 11)

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

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

## The Stables (OKR12)

The open space at the centre of the site that was previously used to exercise horses kept at the stables will become publicly accessible. In addition a new pedestrian and cycle link to Cycleway 1 will be created adjacent to the old Bricklayers Arms railway bridge. In addition to the retention of the stables buildings features from the sites historic use including a weigh bridge, horse trough, lamp columns and the granite sets should be integrated into the sites redevelopment.



# BUILDING HEIGHTS GUIDANCE

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

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

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

- Tier One buildings should be located towards the Old Kent Road along the north side of the Surrey Canal Park;
- To the south of the park, buildings should be of a lower scale of between eight and 15 storeys, in order to ensure that the park is not harmfully overshadowed and that the scale of development steps down towards the Friary and Unwin Estate to the south of the masterplan to avoid harming the amenity of the estates residents;
- In Ossory Road buildings should be no more than 10-11 storeys to the north of the service road to the Glengall Business Centre, dropping to 8-9 storeys to the south of the service road, to avoid harming the setting of the Glengall Road conservation area and the amenity of the residents at Glengall Road and the Old Kent Road.
- Given the scale of buildings completed on the LSE student site at 43-47 Glengall Road and the Southern / Optivo housing scheme at 49-53 Glengall Road the height of buildings on the east and west sides of Haymerle Road the southern side of Bianca Road and the northern side of Latona Road should be limited to 6 storeys. This should ensure the schemes already completed in this urban block retain a good outlook and access to sunlight.

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





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

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

## Former Southern Railway Stables (OKR12)

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



| KEY   |  |
|---|--|
|  | Tier 1 (Above 20 storeys)                              |
|  | Tier 2 (Between 16 and 20 storeys)                     |
|  | Tier 3 (Up to 15 storeys)                              |
|  | Borough View - Nunhead Cemetery to St Paul's Cathedral |

# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

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

#### Built Form

- A variation of urban blocks, tall buildings and perimeter blocks as well as standalone industrial buildings are proposed for the area.
- New buildings should be street-defining blocks that will ensure ground floor uses directly relate to new open space whilst creating traditional intimate spaces such as yards, and alleyways off Latona Road.
- The built form should enable visibility of the Linear Park from Old Kent Road in particular, to draw people through the new open space.
- Buildings that front on to Surrey Canal Park, should provide activation and natural surveillance, to create a welcoming public space.

#### Character / Detailed Design

- The area will be transformed into a neighbourhood to live and work in, which will frame a landscaped linear park.
- The existing character for Latona Road is based on a modern interpretation of a mid-rise warehouse building, with a large regular gridded frame composition. Architecture should respond to the retained structures in the area, with a more industrious character with a solid and robust appearance, with bricks being the predominant material. Buildings fronting onto Old Kent road will reinstate the 'High Street' character with new double height (4m) shop fronts.
- The tallest buildings will be townscape markers, delineating the Old Kent Road high street and amenities. There will be a variety in character from east to west along Surrey Canal Park to aid navigation.

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

#### Built Form

- Buildings in this area will need to respond to two very different scales of development, with a strong contrast between the super block of the rebuilt Six Bridges estate and the finer grain of the historic buildings to be retained on St James' Road. The large scale industrial mixed-use building at Six Bridges Estate should:
  - Have an appropriate rhythm and proportionality to avoid monotonous frontages;
  - Be wrapped in more active, smaller scale units;

- Be designed to reflect the functional, industrious uses within, using materials like brick, concrete and natural coloured metal; and
- Be designed to externally express the residential uses on the upper floors as being distinct from the commercial uses on the lower floors.
- To the south, the buildings that front onto Old Kent Road will reinstate the 'High Street' character with new double height shop fronts.

#### Character / Detailed Design

- The architectural design of development in the area should assist in breaking up the composition of the massing to sensitively transition to the lower scaled surroundings.
- There are a number of existing buildings on the site that should be retained and selectively redeveloped.
- New development in particular along the St James's road frontage and adjacent to the school should maintain a sense of the finer grain of the area that existed in the past and allow an open aspect for the new Six Bridges park.

### OKR 12 (Former Southern Railway Stables)

#### Built Form

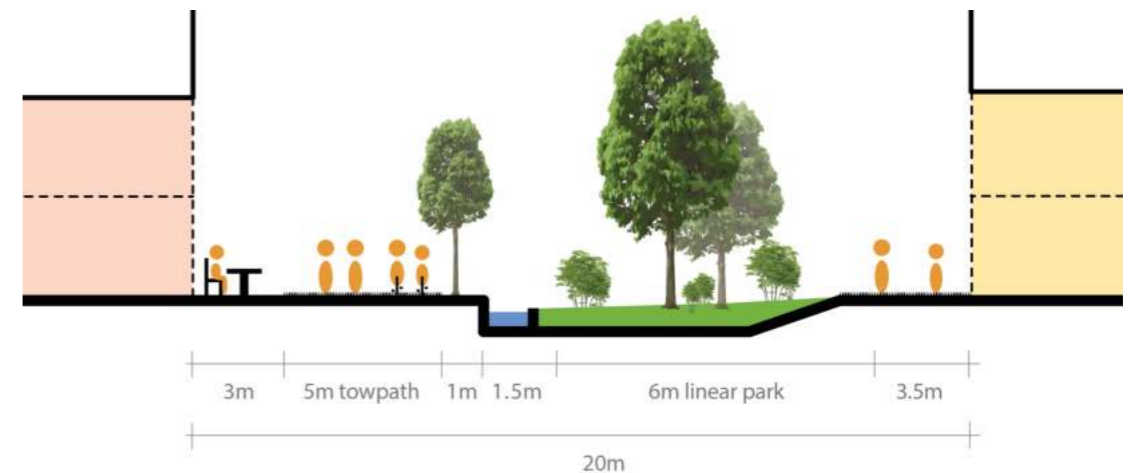
- New buildings on the site should provide a sensitive addition to the site, reflecting the finer grain of the locally listed Old Forge and Stables which should be retained within the development of the site.
- Buildings should be located at the western corner and to the rear of the site, to preserve the character and setting of the heritage assets.
- Heights should provide a sensitive transition to the lower scaled surrounding and existing buildings on the site with a maximum of 6 storeys reducing to 3 storeys at the rear of Stevenson Crescent. Minimising overlooking, daylight / sunlight impacts to the residents of the Crescent.

#### Character / Detailed Design

- Preserve the character and historic significance of the existing buildings on the site, including the cobbles, stables, the working interior of the Forge Building, the weighbridge, horse trough and lamp column.
- The architectural design should be reflective of the retained characteristics on the site, with a robust industrious character. Features could be detailed in brick, stone or metal.



Six Bridges Estate - Vu City 3D



Typical Cross Section of the Linear Park



View from Malt Street towards Civic and Livesey along the Linear Park

# DESIGN GUIDANCE

## PUBLIC REALM

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

#### Public Realm - Surrey Canal and Frensham Street Parks

- Proposes a linear 'green' route along the alignment of the former Surrey Canal at the centre of the site. The intention is to provide an attractive and safe route for people walking and cycling which extends from Burgess Park through the heart of the development sites. Forming a new north-south pedestrian and cycle connectivity.
- New streets and routes between blocks will increase permeability for residents and business communities to the south of Old Kent road. Yards, courtyards and cobbled alleyways will provide intimate places and routes through the area, enlivened by the creative studios and makers workshops that surround them.
- Increased greening opportunities along the 'High Street' which was previously characterised by large amounts of hard landscaping.



View West along Surrey Canal Park



View East along Surrey Canal Park



Facsimile copies of the Grade II Listed Gas Lamp on Canal Grove Cottages, shown above, mark each play space in the Surrey Canal and Frensham Street Parks.

#### Open Space

- The linear park should be heavily planted providing a leafy and green character that forms the open space spine. A network of new green spaces will be formed through the addition of gardens and squares across the site allocation.
- The linear park changes in dimensions, direction and proportion along the length of the route.
- Provides a green connection from Burgess Park to the north of Old Kent Road as per the aspirations in the 'Greener Belt' Strategy.
- A biodiverse dipping pond is proposed to encourage insects, amphibians and bird use. This would be relatively shallow and naturally filtered by reed beds. The pond would be fed from water run-off from the roofs of adjacent buildings.
- Engaging and imaginative play spaces will be delivered in the new Frensham Street Park on the site of the Councils depot. This will include water play and bridges linking play spaces. Open south facing lawns provide flexible space, for games or just sitting out. Facsimile copies of the Grade II Listed Gas Lamp on Canal Grove would mark each play space.
- As the park is divided across a number of ownerships a management agreement has been secured in the S106 agreements associated with its delivery, that ensure its maintained as a single coherent entity.



Illustrative sketch of Surrey Canal Park

# CONNECTING COMMUNITIES

The area around the north of Old Kent Road, from the entrance of Burgess Park to Bricklayers Arms through to Bermondsey Street is rich in community activity. The following journey takes us through some of the history of Old Kent Road as well as current high streets shops, faith buildings and schools. The new Burgess Park tube station will transform the lives of our residents, enabling quicker connections to central and west London and in turn bring economic benefits to Old Kent Road's businesses.

## Connecting Schools

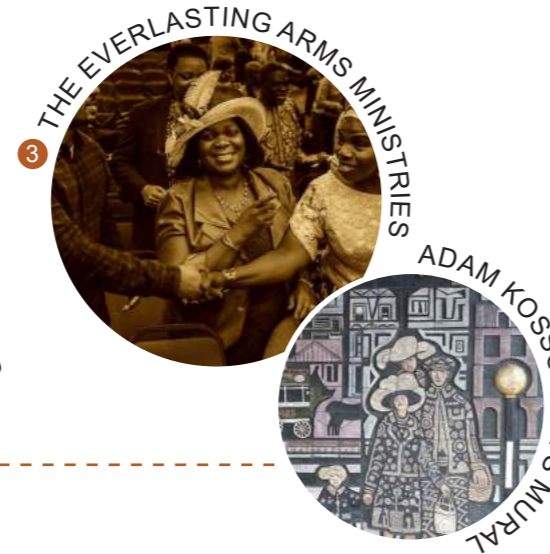
Link the network of existing schools with the potential new primary and secondary schools.



1 CITY OF LONDON ACADEMY



2 SURREY CANAL PARK CROSSING



3 THE EVERLASTING ARMS MINISTRIES  
ADAM KOSOWSKI'S MURAL



5 LEYTON SQUARE

**Leyton Square**  
Leyton Square has been recently transformed to provide a new park and outdoor gym to improve access to outdoor spaces for residents of all ages.



BOULDERING CENTRE



4 FRENSHAM STREET PARK

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



6 NORTHFIELD HOUSE COMMUNITY GARDEN



7 PECKHAM PARK ROAD

**Peckham Park Road**  
Peckham Park Road is home to many local businesses including W. Bunting's Butchers, Roma's Cafe and Coin-OP Launderette.




**KEY**

- Proposed Sports Hall
- Proposed Bakerloo Line Extension Station

**9 SURREY CANAL PARK**

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



**8 SCOBEL CLOTHING @ SPACE STUDIOS**

**Space Studios**  
Space Studios is an affordable workspace provider for creatives based on Haymerle Road.




**10 KAYMET LONDON LIMITED**

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



**11 OSSORY ROAD**

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



**12 LORD NELSON PUB TRAFALGAR AVENUE**

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



**13 KENON PLUMBERS**

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




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

**20 OLD KENT ROAD MOSQUE & ISLAMIC CULTURAL CENTRE**

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



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

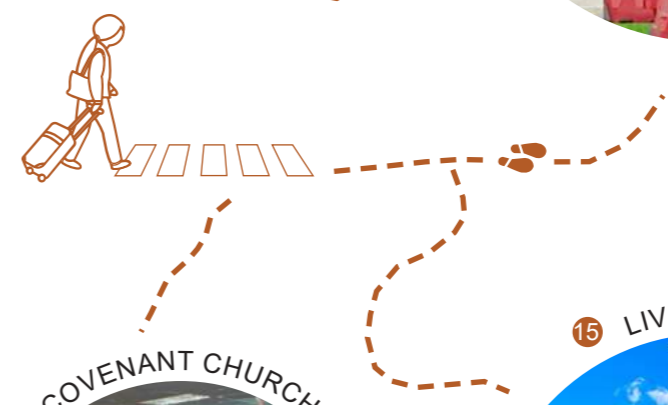



**18 The Stables**



**17 NEW MARLBOROUGH GROVE PARK**

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

**16 Six bridges Park & Lovegrove Street**

**14 NEW COVENANT CHURCH BERMONDSEY**



**15 LIVESEY EXCHANGE**

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



**SUB AREA 3**

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



# PAST

The Surrey Canal, completed in the early 1800s, was one of the earliest industrial infrastructure in the area (1). In the 1830s the South Metropolitan Gas Company established a new gasworks on land adjoining the canal, with the company owning its own fleet of barges to transport coal along the canal (2). The gasworks grew steadily under Thomas Livesey and his son George and by 1900 covered 36 acres and contained a cricket ground, cycle track and allotments, as well as 8 gasholders (3). At the time, the gasworks were at the cutting edge of new technology, fundamentally changing the way people live in their homes. George Livesey himself had a long association with the area; he grew up in the Canal Grove cottages (4), established the first public library in Camberwell on Old Kent Road (later the Livesey Museum) (5) and served as a Sunday school teacher in Christ Church, Old Kent Road (6).

The largest and only remaining gasholder No.13 is a Grade II listed designated heritage asset (7). Built by George Livesey between 1879 and 1881 it was briefly the world's largest gasholder and was constructed using a pioneering geodesic structure. It also sits above a tank which was one of the deepest ever built at 15m. There are other fragments of this industrial past still visible in the area, such as the Art Deco 1930s Gas Works Office Building, cobbled road surface to the north of Canal Grove (8) and the concrete retaining wall adjacent to the cottages (9).

Verney Road was laid out from the early 1870s to take advantage of sites for industry along the Surrey Canal's north bank. While the northern side of Verney Road became adopted almost entirely for terraced housing, the southern side (10) was the home for a variety of industries. The earliest recorded industry in the area is the Canal Pottery (11) built for T Smith & Co, which stood approximately where the single storey shed at 6-10 Verney Road now stands. Pottery made by Thomas Smith is now on display as part of the V&A collection.

As with other parts of the Surrey Canal, the import and processing of timber was a major industry in this area. Arriving at Surrey Docks, the timber could easily be redistributed down the canal to the many timber wharves and sawmills along the canal.

Sandgate Street and Ruby Street were residential streets of Victorian terraced housing, with shops and pubs on Old Kent Road and a school on Ruby Street (12). The terraced houses were tightly packed and typical of the late Victorian residential development in the area. The area was bombed very heavily, and after the war these streets redeveloped mainly for industrial use. The canal was infilled in the late 1980s and the canal alignment was later redeveloped with housing and industry.

The Odeon Astoria cinema was built in the 1930's on the site of an earlier cinema which occupied part of the site in 1914. It was last used as a bingo before being demolished in the 1980's. A very early Victorian letter box once stood on the site and is visible in the photo below. Current proposals for the site, which is owned by the council include the return of a cinema.

A Victorian pub called 'The Shard Arms' stood opposite the cinema at 610 Old Kent Road. This was demolished in 2003 and replaced by a block of flats (13).



Astoria Theatre, at the junction with Sandgate Street

— The red line on the map shows the location of the building in the historic photograph on the left.



Historical Map of Old Kent Road 1916



# PRESENT

The retained Grade II Listed gasholder No.13 (1) no longer stores gas and a large part of the former gasworks site is occupied by Southwark's Integrated Waste Management Facility (IWMF) (2) and the adjacent New Cross Electricity Substation (3). Gasholder No.13 will be restored and incorporated into future development for wild swimming.

Between Verney Road and Old Kent Road there is a mix of medium and large sized industrial units which accommodate around 92 businesses and nearly 1,900 jobs. The Canal Grove Cottages (4) provide a reminder of the area's heritage. Generally however, because of its industrial past the area around the former canal and gasworks, has little open space and there are no north-south routes between Verney Road and the Old Kent Road.

The north side of Old Kent Road is very fragmented. Bomb damage and road widening resulted in the demolition of the Georgian and Victorian terraces and their replacement with larger retail stores, such as Currys and the B&M Bargain Store (5). There is a surviving Georgian house currently used as a dentists next to B&M Bargain Store. Two surviving early Victorian terraced houses and an adjacent 3 storey Edwardian commercial building stand just to the south and these will be retained in the Ruby Triangle redevelopment.

The south side of Old Kent Road has a much more established frontage which features some handsome buildings including Christ Church (6), the former Livesey Museum (7) and the Royal London buildings (8).

Relatively few historic features are still present in the area today. Some are listed, such as the large gasholder and the Canal Grove Cottages, whilst the cobblestone paving north of the Canal Grove Cottages is a feature of local townscape merit. These features will be retained and integrated into new development such as in the yard at Wevco Wharf, to preserve the industrial heritage of the past (9).

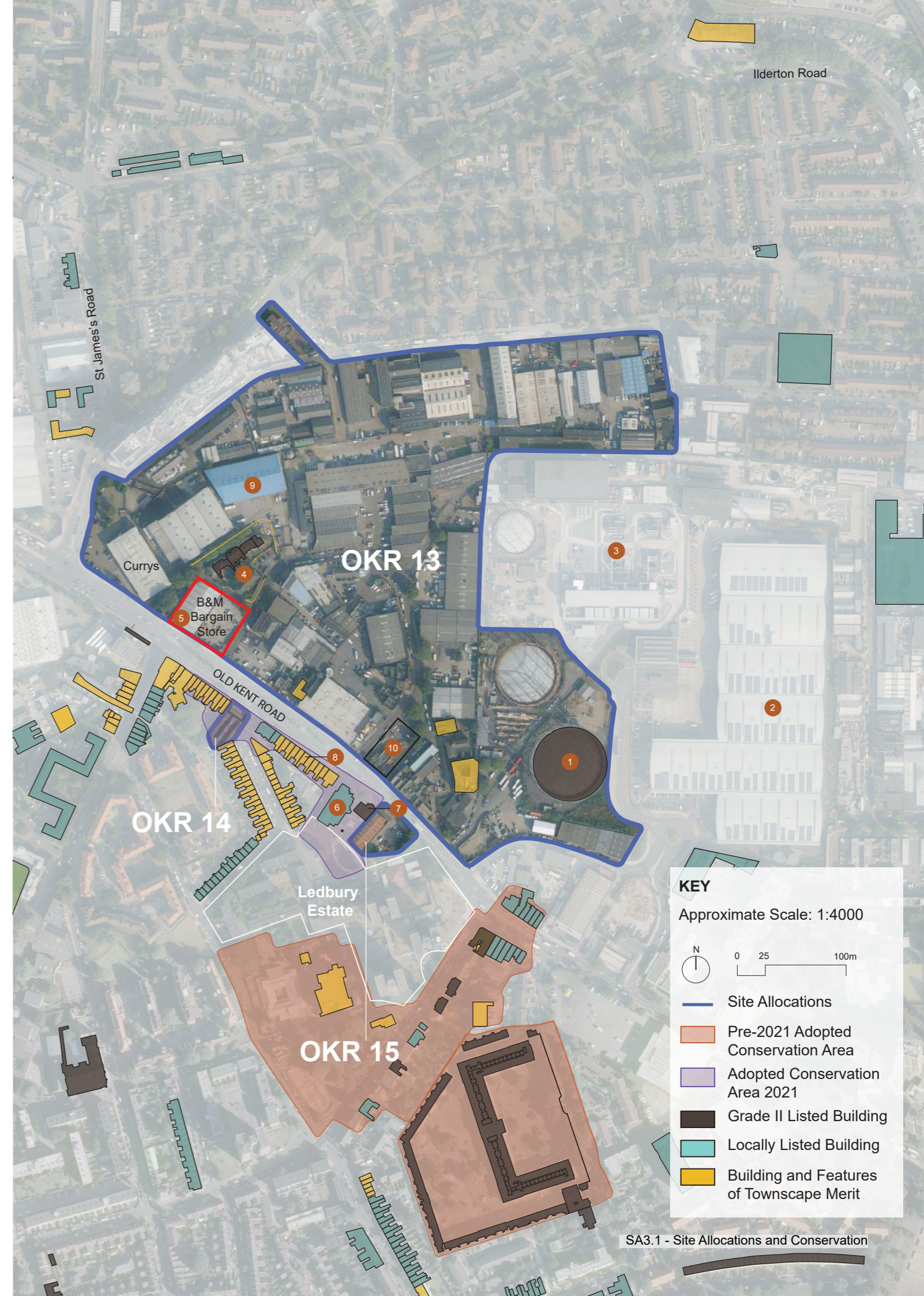
To the north of Canal Grove Cottages are a series of very large plane trees which are subject to Tree Preservation Orders and are a striking part of the areas landscape structure. Other TPO trees include those to the rear of 671-679 Old Kent Road. There are three mature trees outside the Gas Works offices which, along with the trees on the opposite side of Old Kent Road on the Ledbury Estate, will make a significant contribution establishing the character of the proposed Livesey Park.

Development at 671-679 Old Kent Road has been completed (10), mature trees have been retained along the high street frontage and to the rear of the site, to create a well-established and mature pocket park to enrich the area. Phase 1 of the Ledbury Estate regeneration is currently under construction. The development seeks to improve existing homes as well as provide new homes which were developed and designed in consultation with the residents of the estate.



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

The red line on SA2.1 outlines the location identified on 1916 Historical Map, which in present day is B&M Bargain Store, 593-613 Old Kent Road



**KEY**  
 Approximate Scale: 1:4000

N

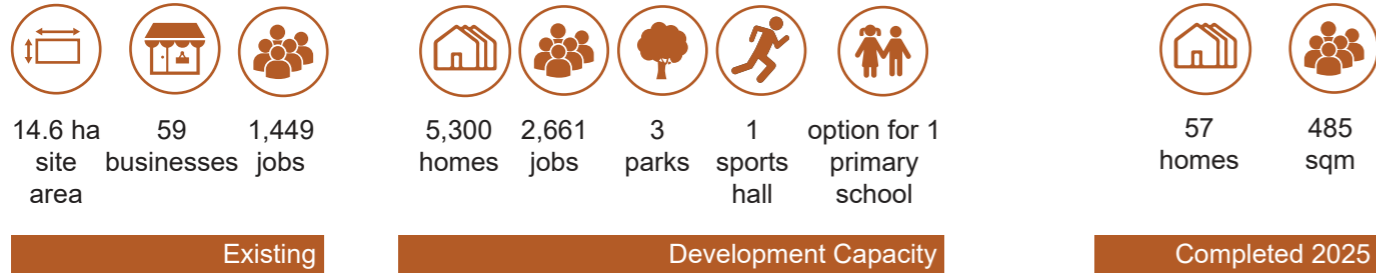
0 25 100m

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

SA3.1 - Site Allocations and Conservation

# FUTURE

## OKR 13 | SANDGATE STREET AND VERNEY ROAD



### Site Allocation Masterplan

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



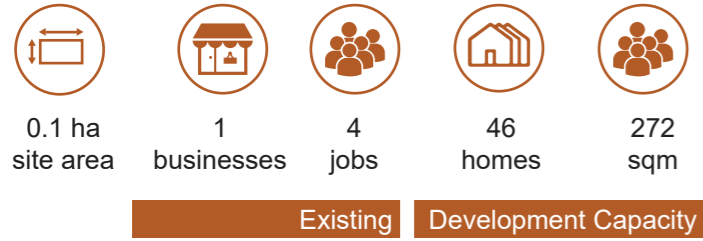
### Site Requirements (also see NSP68)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide the same amount of retail floorspace currently on the site and activate the Old Kent Road high street frontage; and
  - Provide leisure, arts, culture and community uses; and
  - Provide a new sports hall and an option for a new school; and
  - Explore the potential for a new health hub on Verney Way; and
  - Provide at least the amount of employment floorspace currently on the site (E(g),B class) which is consistent with the building and land use shown in Figure SA3.3; and
  - Provide public open space including the Surrey Canal Linear Park along the Verney Road alignment, Livesey park and new pocket parks at the Ruby Triangle, Sandgate Street and 671-679 Old Kent Road; and
  - Maximise the area of the Livesey Park space which will become the area's major public open space by requiring adjacent sites to contribute land to the creation of the park.
  - Re-furbish and retain the listed Gasholder, whilst utilising the structure to support the creation of an outdoor 'wild' swimming pool.
- Redevelopment should:**
- Enable town centre links through sites to improve pedestrian and cyclist permeability.
- Heritage:**
- The site includes Grade II listed buildings Canal Grove Cottages and the Grade II listed Gasholder no.13 from the former gasworks. The site contains buildings and features of townscape merit which are shown in Figure SA3.1. The old Gas Works office building is a fine 1930's deco design with a grand staircase and foyer. This will be retained and converted to affordable workspace (1). Similarly the Prince of Wales Pub will be retained (2). Currently in use as a night club, but in the future it could return to its original use.
- Phasing:**
- Several planning applications have been approved for mixed-use schemes on the site and are expected to be delivered by 2030s (BLE Phase 1), see table for more detail. There is a potential option for a new Secondary school to be provided at Sandgate Street, which would be delivered in (BLE Phase 2) if extra pupil capacity is required.



# SITES | OKR 14 & 15

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



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

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



**Site Allocation Masterplan**  
The site will provide new shopping frontages, strengthen the Old Kent Road's role as a high street and provide much needed housing.

## Site Requirements (also see NSP72)

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

# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



| Development                             | Total Homes  | Homes            |               | Employment (sqm GIA)  |                      |
|---|--------------|------------------|---------------|-----------------------|----------------------|
|   |              | Affordable Homes | Student Homes | Total non-residential | Affordable workspace |
| <b>Schemes Completed</b>                |              |                  |               |                       |                      |
| 1 1 Varcoe Road                         | 57           | 57               |               | 228                   | 0                    |
| 2 671 - 679 Old Kent Road               |              | PIL              | 89            | 257                   | 0                    |
| <b>Schemes Under Construction</b>       |              |                  |               |                       |                      |
| 3 Ruby Triangle Site                    | 1,152        | 451              |               | 9,896                 | 541                  |
| 4 685 - 695 Old Kent Road               | 111          | 39               |               | 3,411                 | 173.7                |
| 5 2 Varcoe Road                         | 74           | 74               |               | 288                   | 28.8                 |
| 6 651 - 657 Old Kent Road ***           | 296          | 114              |               | 2,205                 | 101                  |
| 7 634 - 636 Old Kent Road               | 46           | 16               |               | 272                   | 0                    |
| 8 Lebury Estate Phase 1                 | 80           | 60               |               | 0                     | 0                    |
| <b>Schemes with Planning Permission</b> |              |                  |               |                       |                      |
| 9 6 - 12 Verney Road                    | 0            | N/A              |               | 20,864                | PIL                  |
| 10 Creden House, Verney Road **         | 22           | 22               |               | 82                    | 0                    |
| 11 Lebury Estate Phase 2                | 260          | 200              |               | 722                   | 0                    |
| <b>TOTAL:</b>                           | <b>2,187</b> | <b>1,033</b>     | <b>89</b>     | <b>38,225</b>         | <b>844.5</b>         |

Table 3

\* affordable % by habitable room

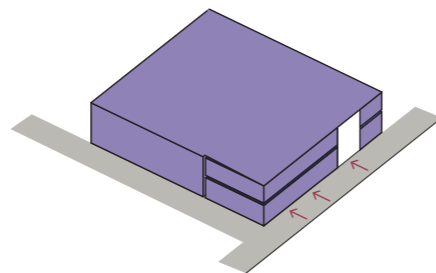
# BUILDING TYPOLOGIES AND LAND USES

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

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

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 4-6m at upper levels and ideally 8m-10m at ground. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

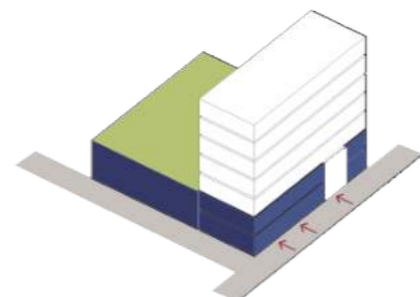
**Suitable uses:** Storage, wholesale, distribution, depots



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

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require sufficient floor to ceiling heights to accommodate internalised HGV servicing, ideally between 6-8m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

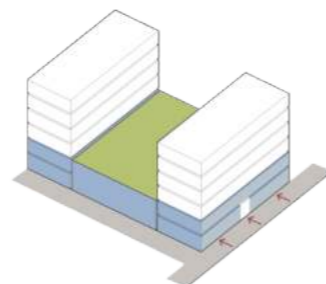
**Suitable uses:** Storage, wholesale, distribution, light industrial depots within the central spaces



## VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 4-6m can be accommodated within the centre of blocks. Units would typically be 150-200m<sup>2</sup>. Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

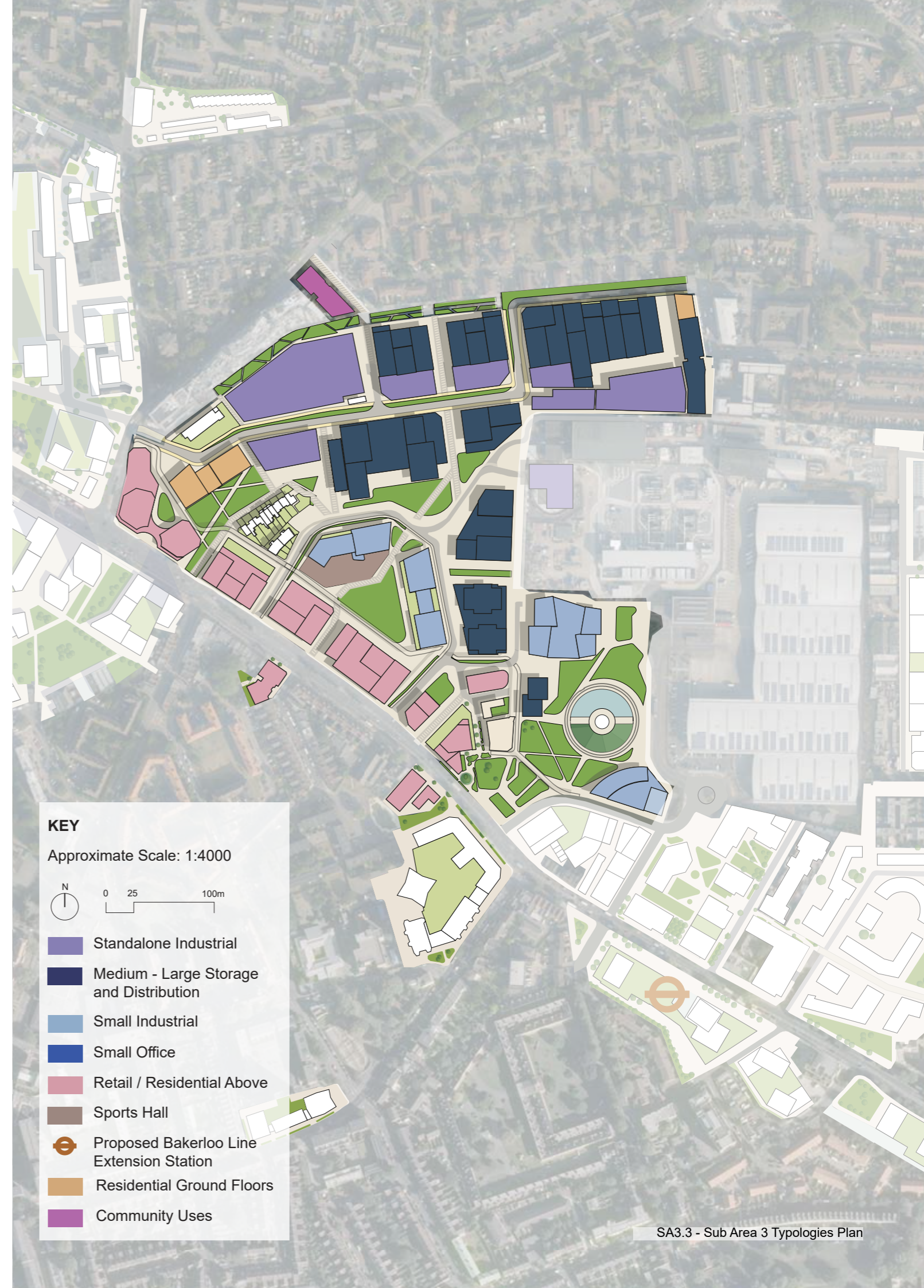
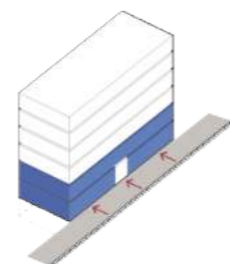
**Suitable uses:** Light industrial uses and maker spaces within the central space



## VERTICAL MIX: Small Office / Studio

Industrial co-location by stacking residential on top of office / studio units or retail floor space. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 3-4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

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



**KEY**

Approximate Scale: 1:4000

N

0 25 100m

- Standalone Industrial
- Medium - Large Storage and Distribution
- Small Industrial
- Small Office
- Retail / Residential Above
- Sports Hall
- Proposed Bakerloo Line Extension Station
- Residential Ground Floors
- Community Uses

# SERVICING AND ROAD NETWORK

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

The stand-alone commercial units should have approximately 15m deep bays for deliveries, plus 12m clear turning space for HGVs. Gated entrances should be at least 4m high, and 2.4m wide. Undercrofts to vertically mixed-use typologies should allow clearance for delivery vehicles. Servicing to new shops should not take place from Old Kent Road.

## Primary Servicing Routes

A new two-way primary servicing route will be created to the south of Verney Road called 'New Verney Road' along the alignment of the historic canal. The existing Verney road will be partially closed to create space for a linear park called 'Verney Road Park', while providing sufficient access for existing and new residents and businesses. It will deter rat running and improve the environment of the Bonamy and Bramcote Estate. The realignment will be phased, with the new road completing before the park is opened, to ensure there is no disruption to existing residents or business users.

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

## Residential Streets

The Ruby Street junction with Old Kent Road will be closed and work as a two-way cul-de-sac to retain servicing and delivery function. There will be some loading bays.

The closure of Devon Street will happen when the new signalised junction at the bottom of Devonshire Grove is fully operational (and aligned with Asylum Road) and when Devonshire Grove has been widened to enable it to accommodate two-way servicing to the integrated waste management facility (IWMF). The area between Devon Street and Murdock Street will be redesigned to provide a welcoming entrance to the new Livesey Park, providing an entirely pedestrianised area.

Murdock Street will be partially closed, maintaining access to the north to service adjacent developments. The remaining section of Murdock Street will be repurposed as a pocket park, integrating the surviving aspects of the carriageway into the landscaping design, including the granite kerb edges.

## Controlled Parking Zone

A Controlled Parking Zone has been introduced for the entire area.

## Town Centre Links

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

Verney Way will provide pedestrian and cyclists access, facilitating North - South cargo bike movement, in support of the movement and town centre strategy.



### KEY

Approximate Scale: 1:4000

-  N
-  0 25 100m
-  Primary Servicing Routes
-  Residential Streets
-  Town Centre Links

# HIGH STREET STRATEGY

## Existing

The southern side of Old Kent Road between Peckham Park Road and the Ledbury Estate is lined by surviving Victorian terraces, the ornate Royal London Buildings and the listed, former Livesey Museum, which are all reflective of a traditional London high street. The shop units are small, providing affordable space for a range of small entrepreneurial businesses that reflect the ethnic diversity of Old Kent Road.

To the north side of the road, some fragments of the historic high street remain, which are in disrepair. The frontage is largely dominated by large two storey out of town retail sheds and hardstanding car parks with little architectural presence on the high street. As identified in the Town Centre policy, the industrial units located to the north of the Old Kent Road create reduced permeability to the residential hinterlands from the High Street.

## Proposed

The figure opposite provides an axonometric visualisation of existing and proposed ground floor uses, located between Rotherhithe New Road and Asylum Road. The majority of the ground floor plans along the Old Kent Road, will be predominantly retail, with the inclusion of residential lobby areas to provide access to homes above. In just this section of the proposed town centre a range of restaurants, shops and cultural facilities should be provided. Including a new sports hall which is located just behind the northern side of Old Kent Road adjacent to a new central open space at Ruby Triangle.

The visualisation demonstrates that through the retention of the existing high street frontage, consented development and the emerging masterplan plots an enhanced retail frontage will be established to the north and southern side of Old Kent Road. This will assist in creating a bustling new town centre for the local community and visitors to enjoy. Social Infrastructure including community space and churches are located in close proximity to the high street along its length.

There will be a variety of retail unit sizes, to appeal to a variety of retail providers. The introduction of town centre links will improve permeability, reconnecting residential and business communities to the high street. The rationalisation of servicing in the area will enable the closure of roads like 'Murdock Street' to be greened and pedestrianised and will improve the experience along the high street.

Mature trees along Old Kent Road are to be retained with additional landscaping separating vehicular and pedestrian movement, designed to deliver the healthy high street strategy and enhance the experience of shoppers much like the landscaping in New Kent Road to the North. This will in turn help to boost the high street economy. Livesey Park will provide a large central open space for the area. Incorporating the restored gas holder as a feature in the landscape, with biophilic wild swimming provided in it's structure this will be a destination attraction drawing visitors to the area, further boosting the high street economy.



### KEY

- Retail
- Residential
- Social Infrastructure
- Light Industrial
- Wild Swimming
- Proposed Tube

# PARKS AND RECREATION

The OKR13 area will accommodate a number of new open spaces including the introduction of a linear park to the north of Old Kent Road on Verney Road called Verney Park, a new major park on the old Gas Works called Livesey Park and pocket parks at Ruby Triangle, Sandgate Street 671-679 Old Kent Road and Murdock Street. The open space strategy in this area, will enable walking and cycling links from Burgess Park to South Bermondsey station, as part of the wider 'Greener Belt Strategy'. A Town Centre route will enable East / West walking links between the new parks from the old gasworks, through Ruby Triangle Park, to Canal Grove Park and beyond to Lovegrove Street Park and Marlborough Grove. Town Centre links will provide increased permeability between neighbourhoods. The OKR13 area lends itself to facilitating a 'trim trial' through landscaping interventions which will provide an exercise / heritage education loop across the different open spaces and links.

## Livesey Park

The Grade II Listed gasholder No.13 will be retained and restored to become a feature within Livesey Park. It's historical pond structure lends itself to be re-purposed for outdoor "Wild" Swimming, which could include an integrated bio-remediation system to provide sustainable water filtration. Developments either side of the park's entrance will frame the view of the gasholder from Old Kent Road. The statue of George Livesey will be relocated into the park to the position it previously occupied outside the retained gas office building (which is a building of Townscape Merit). Landscaping should be inspired by the industrial heritage of the site, utilising remaining features from the previous gas holders as sculptures or street furniture.

## Verney Road Linear Park

The partial closure of Verney Road will allow for the creation of a Linear Park to the north of the Old Kent road. Continuing the linear route from Burgess Park towards South Bermondsey Station, it will enhance the green links across the area. Vehicle servicing for the new developments and through traffic from Verney Road to Old Kent Road will be routed along the old canal alignment. The park will provide a meandering landscaping design to facilitate a range of movement and uses and will provide a healthier and safer setting for John Keats Primary School. Existing mature trees along the road alignment should be integrated into the design of the park. This will improve the environment for residents on the Bonamy Estate.

## Canal Grove Park

The setting of the Grade II Listed Canal Grove cottages will be improved by retaining the mature trees and historic brick wall in their front gardens and redeveloping the warehouses beyond to include the provision of a new pocket park called 'Canal Grove Park'. This must incorporate the cobbled road that was part of the gasworks into new landscaping.

## Ruby Triangle

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

## Old Kent Road

New trees and planting alongside new high street frontages on the north side of the Old Kent Road will complement the handsome Royal London Buildings, Livesey Library Building and the Christ Church. There will be a safe pedestrian crossing to link the north and south parts of the Surrey Canal Park and segregated cycle lanes along the Old Kent Road itself as part of the Healthy High Street's programme.

## Rotherhithe New Road

We will make use of existing wide pavements to introduce planting and raingardens making the route towards Ilderton Road greener and safer. A landscape scheme for greening Rotherhithe New Road was produced in 2024 following consultation with local communities.

## Ruby Street and Murdock Street Parks

Mature trees along OKR and in the area should be retained to enrich the landscaping in the area. The TPO trees to the rear of the development at 671-679 Old Kent Road have been successfully integrated into the landscaping of the new Ruby Street pocket park. Whilst the retained street trees to the front of the building have been integrated into the greening of the high street. The design for the Murdock Street pocket park is subject to public consultation.



# BUILDING HEIGHT GUIDANCE

The masterplan axonometric opposite shows the proposed and consented building heights within the sub area. Tier 1, 2 and 3 buildings in this area have been set out in the masterplan so that views to the Listed Gasholder from Murdock Street, Old Kent Road and the Ledbury Estate are preserved. In line with the 'Stations and Crossings' strategy, the height and scale of development in this area should be greatest at the 'crossing' where Rotherhithe New Road and Peckham Park Road meet the Old Kent Road and should reduce towards the interface between new development and surrounding residential neighbourhoods.

The key elements of the building heights strategy in the OKR13 area are:

- The tallest 'Tier One' buildings should be located close to the junction where Rotherhithe New Road and Peckham Park Road crosses the Old Kent Road, marking strategic routes and the point where Surrey Canal Park extends to the north. 'Tier One' buildings should also mark key open spaces towards the centre of the OKR13 area and to the north of the gas holder no.13 to mark the new Livesey Park.
- With the exception of the tallest buildings at the Rotherhithe - Old Kent Road 'crossing', building heights along the Old Kent Road high street should generally be between eight and 10 storeys. There is scope for 'Tier Two' and 'Tier Three' buildings at key junctions along this frontage, including at the Ledbury Estate marking Commercial Way. Taller elements should be well spaced out with 8 to 10 storey sections of development providing a mediating shoulder height.
- The setting of the Grade II listed gasholder should be enhanced by opening up views of the gasholder from Murdock Street, Old Kent Road and the Ledbury Estate.
- Building heights immediately adjacent to the gasholder at Rich Estates site and on the council's landholding should remain lower than the listed structure itself, in order to retain its prominence in the townscape. A 'Tier One' and a 'Tier Two' building will be located to its north;
- Building heights should reduce on the B+M site immediately adjacent to the Canal Grove cottages in order to respect the latter's more domestic scale and continue to allow access to sunlight for both the listed and unlisted residential buildings to the north of B+M; and
- Stand-alone industrial buildings should give particular attention to how they can reduce the perceived massing in respect of local scale of surrounding neighbourhoods. This can be achieved through architectural design and modulation of the form.
- Heights of buildings fronting Verney Road will step down in scale to provide an appropriate transition to the lower scaled residential dwellings at the edge of the masterplan on the Bonamy Estate. They will be up to six storeys on the Verney Road frontage but will increase in scale up to 15 storeys to the south adjacent to New Verney Road. A taller building of up to 12 storeys will mark the junction of Verney road and Varcoe Road.



Ruby Triangle Site: Land bounded by Old Kent Road, Ruby Street and Sandgate Street



- KEY**
- Tier 1 (Above 20 storeys)
  - Tier 2 (Between 16 and 20 storeys)
  - Tier 3 (Up to 15 storeys)
  - ⊖ Proposed Bakerloo Line Extension Stations



# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

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

#### Built Form

- Development should establish a mix of building typologies on the site to cater for the variety of new and existing businesses.
- The masterplan enables a range of typologies which include standalone industrial space as well as vertically mixed space. On Verney Road there is an opportunity for new residential use to front on to the proposed new linear park, with employment space focused on New Verney Road to the south, supporting its character as a working street.
- Blocks facing the Bonamy and Bramcote Estate should provide setbacks to the massing above podium and max of 6 storeys directly facing the Verney Road Linear Park to reduce over shadowing of the new linear park on Verney Road. Residential blocks can step up in height towards New Verney Road.
- Entrances to employment buildings including supporting office space, should be concentrated on New Verney Road which are primary servicing routes.

#### Character / Detailed Design

- Development should seek inspiration from existing industrial buildings. These have a variety of facades and characters which although utilitarian should not be overlooked.
- The area's predominant use of brick and metal should be reflected in the materiality of new development.
- Careful consideration should be given to the use of transparent, translucent, or opaque fenestrations where possible to enable ground floor activity, providing windows into work and natural surveillance onto public streets.
- New proposals should improve the setting and quality of existing heritage assets. For example, proposals around the Canal Grove Cottages should provide massing which is sensitive to the scale of the cottages, improved landscaping which incorporates the existing trees, appropriate materials and sufficient testing of views.



New Verney Road - Present



Ruby & Sandgate Street - Present



Verney Road - Present



New Verney Road - Future



Ruby & Sandgate Street - Future



Verney Road - Future



B - New Verney Road - Working Street Section



C - Sandgate / Ruby Street - Urban Street Section



A - Verney Road - Garden Street / Linear Park Section

# DESIGN GUIDANCE

## GROUND FLOOR STRATEGY

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

#### Uses

- Standalone industrial units should ensure that the proposed massing is well modulated and provides activation onto the streetscape.
- Frontages along Old Kent Road will reinstate the high street frontage providing retail uses at ground that will activate and enhance the high street experience. Behind the high street, there will be a mix of light industrial and medium to large storage and distribution uses. Inspiration for the shopfronts should be taken from the existing smaller scaled frontages in the Livesey Conservation Area on the southside of Old Kent Road.
- New homes should be designed to avoid “agent of change” impacts, so that residents are well protected from noise, pollution and traffic and ensuring the adjacent businesses can continue to operate.
- Podium levels should include distribution and light industrial uses, including many uses that are located on the site today: storage and logistics, fabrication, metal working, commercial kitchens, art and design studios, printing, retailing, catering, garages, breweries etc.
- Ground floor units must have a minimum 4 meters clear height to underside of the ceiling.
- Residential upper levels should be carefully designed so that service risers and fallers are consolidated towards the edge of the plan minimising their impact on the commercial spaces below.



6-12 Verney Road - Stacked Logistics Hub

#### Servicing

- There will be improvements and closures to some of the existing streets and delivery of new streets to serve future development. The AAP masterplan aims to maintain existing street alignments where possible to minimise change to below street utilities.
- Each plot coming forward must respond to the current and planned street layout and function as seen in sections A to C (page 179), and enable the delivery of New Verney Road as a primary servicing street.
- Technical details should be agreed by the Council, to ensure that each development plot coming forward safeguards the proposed street profiles.



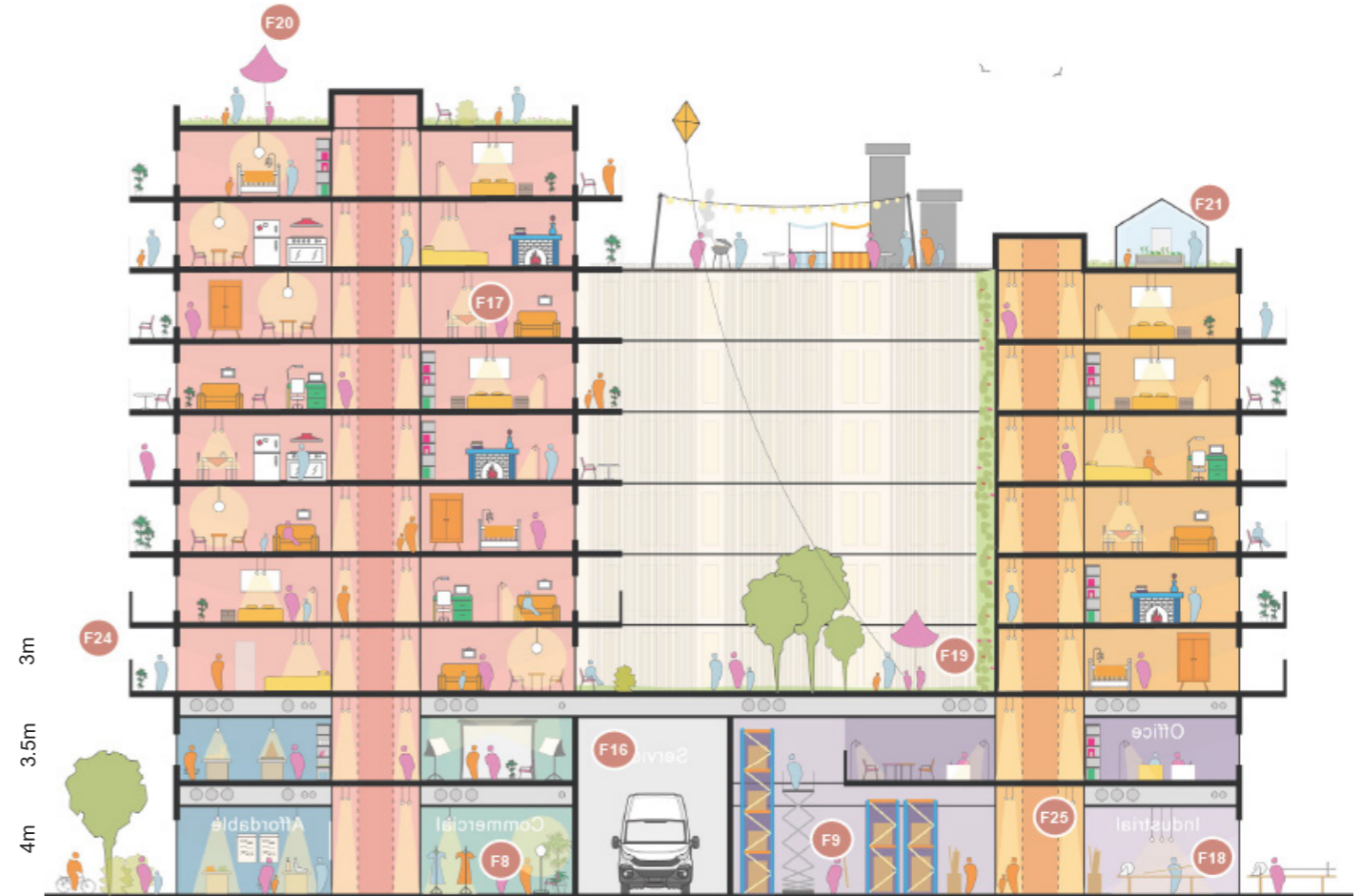
Standalone Industrial Building Typology

- Servicing should be rationalised to more effectively serve multiple commercial units. This will be achieved by realigning Verney Road to the south to create a new service road called New Verney Road.
- Roads junctions onto the Old Kent Road in the area will be reduced to minimise cross overs, and enhance the high street, and improve bus and service vehicle movement.
- Road closures will be greened and pedestrianised to improve pedestrian and cyclists permeability.
- Servicing and yard space must be off-street; under-croft servicing yards should be provided within each development site. These yards must comply with:
  - A clear height of 4m to allow all servicing vehicles access.
  - Vehicle swept paths to allow for large trucks, refuse and removal vehicles.
  - Facilitate shared access between neighbouring plots
  - Vehicles should access and leave in forward gear and provide sufficient capacity to avoid any on-street back up.



Gated service entrances, along side principal entrances

- Some on-street servicing will need to be retained for essential servicing needs.
- Where contraflow cycling infrastructure is provided, this should be at pavement level to discourage vehicles overrunning it, while providing a chamfered kerb to allow emergency access at low speed if necessary.
- Development should support the construction of segregated cycle lanes and provide increased permeability for cargo bike movement, assisting in sustainable last mile logistics.



Typical mixed-use proposed section

# DESIGN GUIDANCE

## PUBLIC REALM AND OPEN SPACE

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

#### Public Realm

- A Town Centre link will run east-west across the site connecting Livesey Park to Ruby Triangle and Canal Grove cottages. A range of measures can be used to slow bike speeds and prioritise pedestrian movement along the Town Centre links, including; landscaping planters, and a change in material to provide an uneven texture. Similar treatments at the junction with Verney Road and Verney Way will ensure priority is given to pedestrian movement along the new linear park.
- Verney road Linear Park will go from the primary school entrance at John Keats to the proposed junction with New Verney Road. Beyond this junction at its eastern end, the vehicle carriageway will be maintained and narrowed, with a wide footway on the north side, enabling planting and greening. The first part of the Verney road linear park will be delivered between John Keats Primary school and 6-12 Verney Road, creating a new green space at the school entrance. The second part will be delivered when New Verney Road is completed.
- Street art and patterns integrated along footways along the Linear park could highlight the local history and industry of the area. Design measures to manage interactions between cyclists and pedestrians can include: meandering routes, changes in materials at crossovers and planting.
- Rain gardens / swales should be integrated adjacent vehicular areas to slow and filter surface water run-off.
- The materiality of all pavement areas should be strong and durable to allow for the industrial usage, particularly at access points which are used for commercial and goods vehicles.
- All pedestrian priority routes should be welcoming, clearly defined, and physically navigable, marking links to the high street.



Urban Greening at 671-679 Old Kent Road



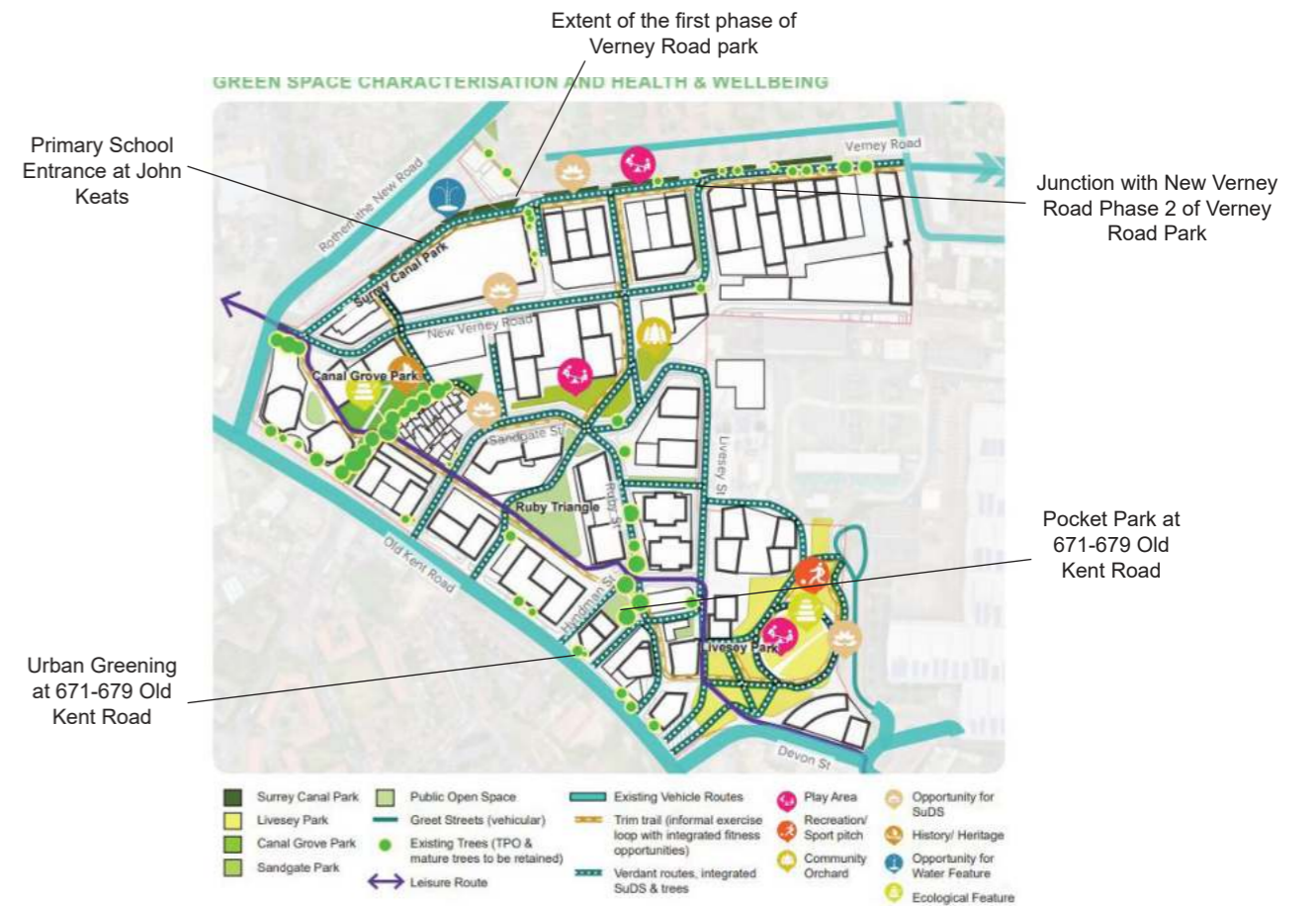
Pocket Park at 671-679 Old Kent Road



Verney Road Linear Park

#### Open Space

- Provision of green spaces must be maximised to form a network across the neighbourhood. Characterised by mature tree lined streets, verdant pedestrian & cycle routes and green & brown roofs.
- To help deliver this, existing trees should be retained where possible both on street and on developable plots as shown in the public space characterisation plan opposite.
- Re-use of existing building and paving materials is encouraged within the landscaping to reflect the industrial character of the area, and minimise environmental impacts.



Landscape Plan - OKR13

### A Brief History of the Grade II Listed Gas Holder No.13

- Gas Holder 13, designed and built in 1879-1881 by engineer Sir George Livesey, is Grade II listed.
- Sir George Livesey was an outstanding gas industry engineer who devoted his life to the South Metropolitan gasworks, carrying out innovations which helped ensure gas became common place across the country. In addition Sir George was a philanthropist, providing sports facilities and allotments on the gas works sites as well as building the adjacent Listed library. Re-purposing a Gas Holder that he designed for a public benefit that increases well being would be very much in his spirit.
- The Gasholder was the world's largest gasholder when built, it was a pioneering structure and an important achievement in civil engineering of its time, inspiring the development of helical or geodesic structures.
- The guide-frame consists of exceptionally thin wrought-iron standards constructed as a cylindrical lattice shell. This was the first example of this form of gasholder built in the world.
- Parts of the unlisted gas holder structures that stood next to Gas Holder 13 have been retained in storage for reuse in the landscaping of the proposed Livesey Park.



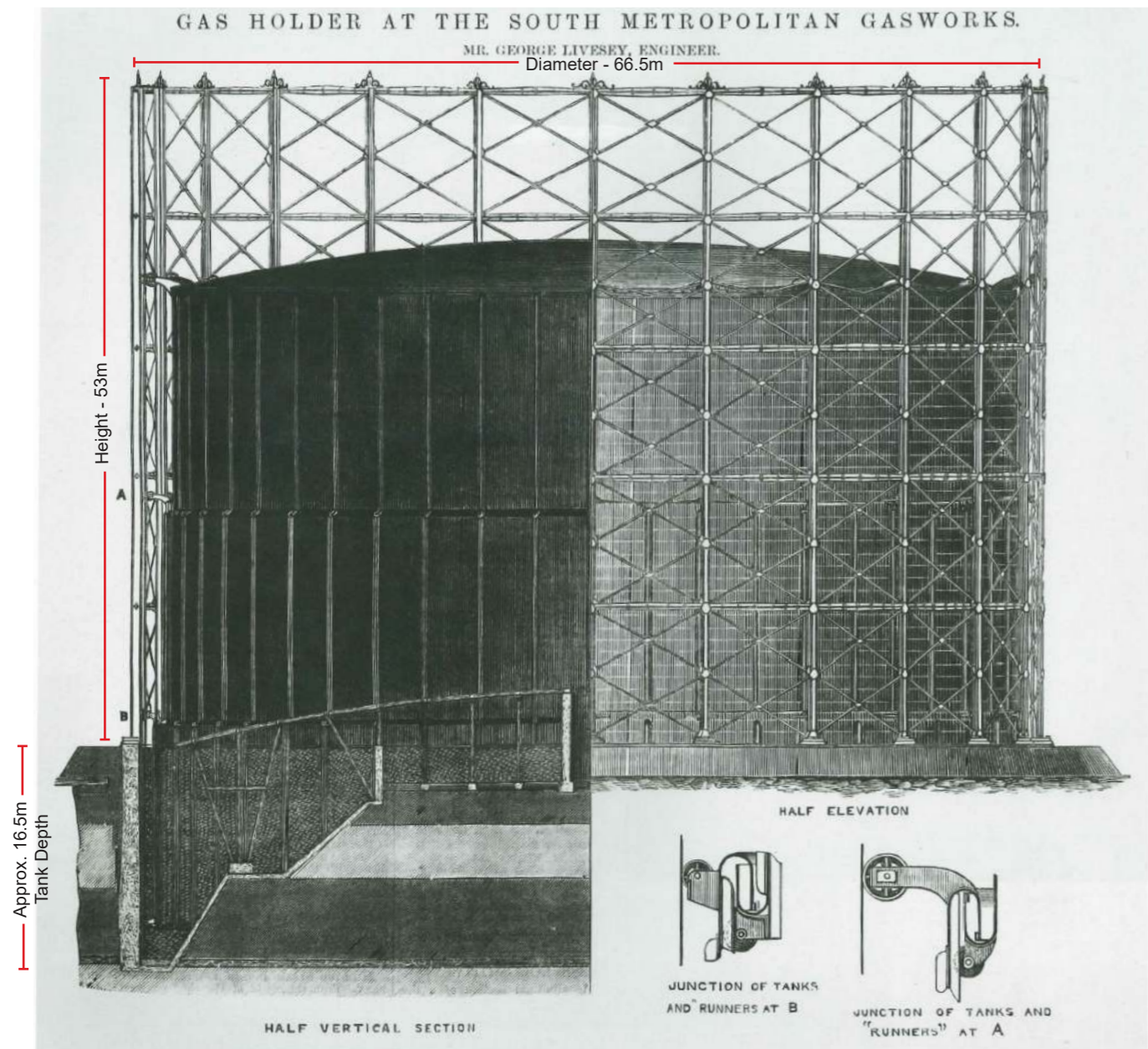
Sir George Livesey



Gas Holder 13, The Former Gas Works Old Kent Road

# DESIGN GUIDANCE

## GRADE II LISTED GASHOLDER NO.13 - WILD SWIMMING AT LIVESEY PARK



Grade II Listed Gas Holder No.13

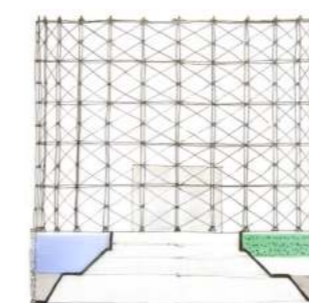
- The entire gasholder is listed including the 15 m deep water tank, or pond, in which the gas holder sits as well as the visible above ground frame and gas bell (which contained the gas). The best use of a listed building is usually the one for which it was designed. Since there is no longer a need to store gas, we propose to repurpose the retained water tank and frame as a major destination for outdoor "wild" swimming at the heart of the new Livesey Park.
- Following decontamination and lining the circular water tank would be bisected, with half becoming a fresh cold water swimming pond, the other half would contain a natural filtration system with terraced reed beds being used to naturally filter the fresh water from the swimming pond. Water from the swimming pond would be pumped up

to a slightly elevated series of terraced filter beds and would use gravity to filter back to the swimming pond. The filter beds would have bio diverse planting encouraging insect and bird life (but not alligators) and absorbing CO2 and heat. The pumps would be low energy and powered by photovoltaics mounted on the refurbished listed gas holder frame. As the water would be unheated and the water treatment achieved naturally this would be a sustainable low energy reuse of the embodied carbon of this listed structure.

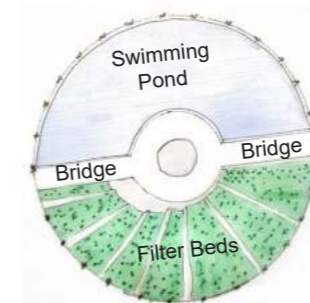
- There is an island in the centre of the listed pond structure called a "dumpling". Two bridges would be constructed onto the dumpling which would provide simple unheated changing facilities for swimmers which would be built from recycled parts of the gas bell. An entrance which would include a café/shop



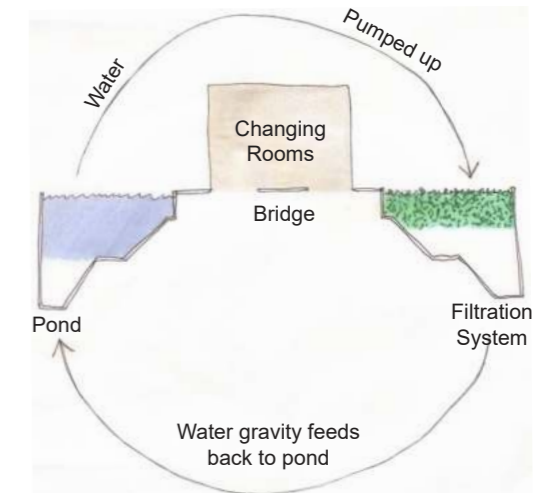
Proposed Wild Swimming CGI



Wild Swimming Section



Wild Swimming Plan



Wild Swimming Diagram

would be built adjacent the gas holder the income from which would help fund its operation.

- The pond would be accessible to all, with a shallow section for younger children and facilities with those with mobility impairments.
- This would be a unique health offer, with nothing similar in London, the UK or Europe. It would remake an iconic part of the areas cultural and historic heritage, and deliver significant health and wellbeing benefits for both local people and the borough more widely.
- Funding would be secured from s106 and CIL payments.



Proposed Wild Swimming CGI

# CONNECTING COMMUNITIES

This large industrial area can be transformed into a mixed use area with green routes and new parks which connect homes and workplaces with schools, a rejuvenated high street on Old Kent Road and surrounding residential areas. There are number of churches in the area that provide outreach programmes and mentoring within their local communities as well as safe spaces for younger people.

## 1 Bramcote Park

Bramcote Park is used by residents of the Bonamy Estate. The park is owned by two housing associations, Optivo and Notting Hill. The playground is in poor condition and we will be investing in its refurbishment and would like to work with the local community to co-design the new space.



## 2 VERNEY ROAD GREEN ROUTE



**Verney Road To Old Kent Road**  
Currently an industrial service road, residents of Bonamy Estate were consulted in 2019 on the Bonamy Liveable Neighbourhoods project and felt that traffic could be reduced and greening increased which we plan to do.

## 4 BRAMCOTE / BONAMY TRAIL



## 3 THE SMALL BEER COMPANY



## 5 JOHN KEATS PRIMARY SCHOOL



**John Keats Primary School and the Health Hub**  
John Keats Primary School is located in the lower floors of the Bermondsey Works residential scheme. The closure of Verney Road outside its play ground would improve air quality for its children and provide an opportunity to develop a school allotment. Adjacent to the school we propose to develop a major new health centre on Verney Way. Residents have told us about the importance of bus access to the health centre particularly for older people. This is something we are investigating with TfL.





**CHRIST APOSTOLIC CHURCH REVIVAL CENTRE**



**Livesey park**  
The park will be a major new park space which contains the listed gasholder no.13, a local landmark. The gasholder will become the focus of the park and our ambition is to create an outdoor lido within it. This unique sports and leisure facility would help promote health and wellbeing and celebrate the area's rich history. It would become a place to gather and meet friends and a "go to" destination within the borough. It was briefly rumoured by a developer to become an alligator park but our intention is to promote wildlife only of native species. Views into the park and of the gasholder from the Ledbury Estate and Murdock Street would be retained and improved.



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



**Caroline Gardens**  
Caroline Gardens is a very fine historic building which is owned by the council and provides housing for older people. Opposite is Jack Hobbs House which provides extra care housing. We would like to involve the older community in the design of our new park spaces.

**Treasure House**  
The Grade II listed Livesey Library is an example of Victorian philanthropy, paid for by George Livesey who ran the Sunday school next door which illustrates the ideal of self improvement. It used to house the George Livesey museum, and some items of the council's art collection is still stored on the site. Residents have expressed a desire to have their museum open again.



**Christ Church Peckham**  
Christ Church Peckham is where we held many of the Old Kent Road Community Forums. The vicar Hugh Balfour has been at the church for over 30 years and is a member of the Community Review Panel which was established in the summer of 2020.

The Old Kent Road Community Forum was set up to start a dialogue between the council, local residents, business owners and employees, community groups and any other interested parties. The Forum regularly met in 2018-19 providing members of the community the opportunity to give feedback and suggest ideas on what they felt should be the future from of development in the area. One of their suggestions was that the council set up a Community Review Panel, to give local people the opportunity to engage directly with developers and the Council about emerging plans and strategies.



SUB AREA 4

HATCHAM,  
ILDERTON  
AND

OLD KENT ROAD  
(SOUTH)



Sub Area 4  
(NSP69 - 71)  
4740 Homes  
4231 Jobs  
0.44 ha Parks

# PAST

The area has long been home to a mix of houses, shops and factories. In the nineteenth century, the development of the gasworks, the Surrey Canal, railways and nearby docks brought a large number of jobs. This created huge demand for new homes to the east of the gasworks. The area around Hatcham Road and Ilderton Road was originally laid out for residential rather than industrial use, with streets lined by modest Victorian terraces with small back gardens (1).

The area was heavily bombed during World War II, leaving large parts of it in ruin. Post war planning sought to separate housing from industrial and residential uses and the area was largely cleared and re-designated as Hatcham Industrial Area by the London County Council. It was subsequently redeveloped with small scale industrial units lining the once residential streets. As the streets were not designed with industrial uses in mind this has made accessing units with large vehicles difficult. A number of pre-war industrial premises were incorporated into the new plans for the area. These include Hele Confectioners at the top of Hatcham Road (2), and the (Penarth Works) (3).

On the Old Kent Road itself, the frontages on either side of the southern end were mainly small shops and pubs on the ground floor with residential over. One exception was the ABC cinema which stood on the corner of Gervase Road and the Old Kent Road (4). Built in 1937 in the art deco style, it was originally called the Regal Cinema. It became a Bingo Hall in the 1970's and was demolished in 1981. Housing and factories made way for retail warehouses and for Brimington Park which was established in the 1970s and 80s (5). The Tustin estate, which is on the north side of Old Kent Road was built in the late 1960s and replaced terraced housing (6) with what at the time was called 'mixed-use development'. This comprised two storey houses, mid rise block of flats, three tower blocks, housing for older people and a primary school.

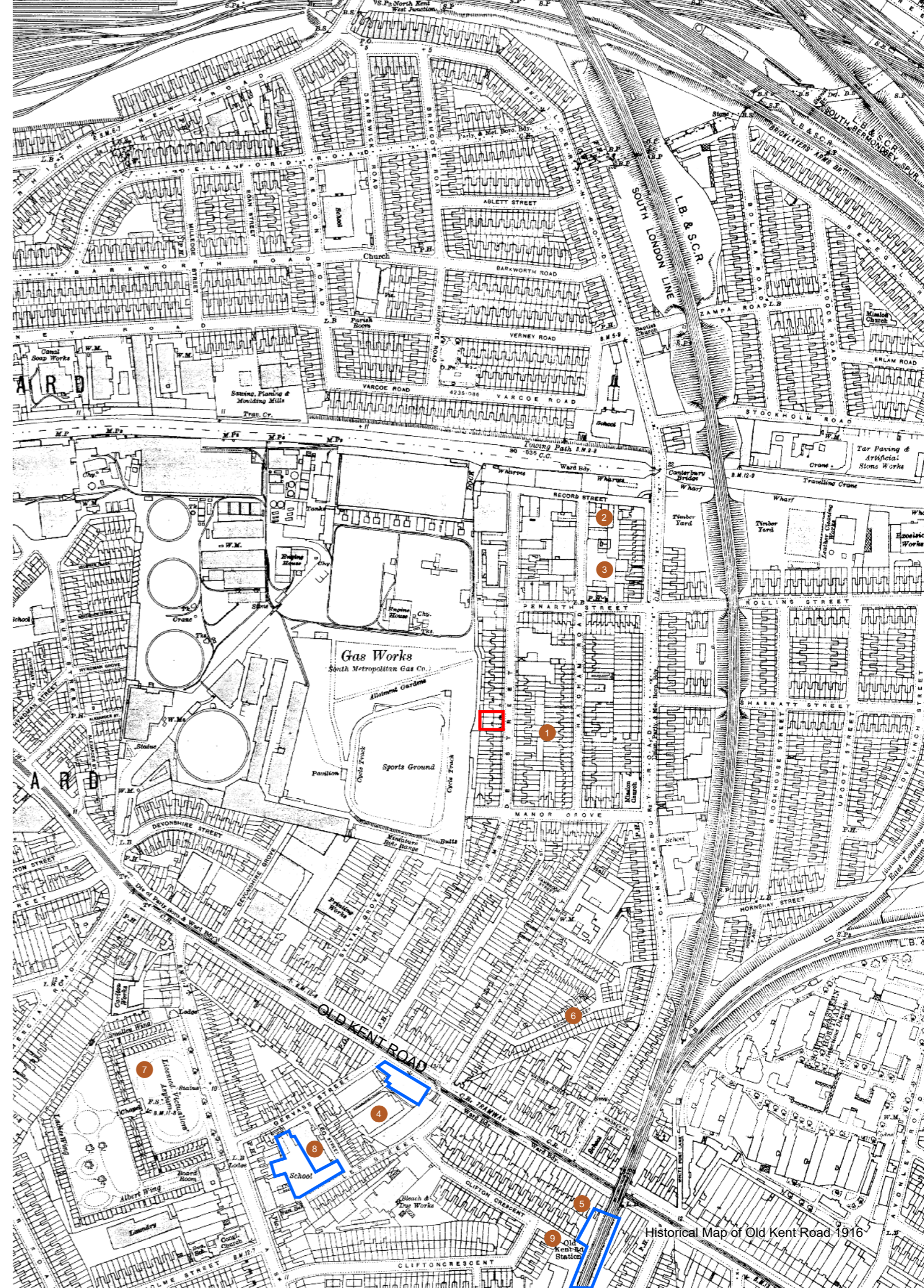
To the south of Old Kent Road is the listed Licensed Victuallers' Benevolent Institution (7). The courtyard and chapel built in 1827-33 to the design of Henry Rose. Other ranges were added between 1858 and 1866. The complex was bought by the council in 1959 and renamed Caroline Gardens, it continues to house older people. Leo Street school was a London Board School, designed by T.J. Bailey and opened in 1899 (and was attended by long serving local councillor Barrie Hargrove), it was converted into residential flats in the 1980's (8). The Old Kent Road station on the London, Brighton and South West Railway stood adjacent to the current entrance to Brimington Park. The station opened in 1866 and closed in 1917 (9).



Orside Street Cottages

— The red line on the map shows the location of the buildings in the historic photograph on the left.

— The blue line on the map shows the location of the sites referenced in the text above.



Historical Map of Old Kent Road 1916



# PRESENT

The frontages on Old Kent Road today are fragmented and interrupted by retail car parks and a petrol station (1). It is easy to miss the entrance to Brimington Park and the south side of the road is dominated by the previous Aldi supermarket (2) and Toys 'r' Us store, now occupied by Lidl (3), which were designed for car users.

To the north of the Old Kent Road, the eastern side of Ilderton Road is lined mainly by industrial and distribution uses and depots, which take advantage of Ilderton Road's links to the wider highway network. Ilderton Road feels rather neglected and has the character of a utilitarian servicing corridor.

The area around Hatcham Road is a densely populated industrial estate. The type of businesses on the estate changed in the early 2000s as some of the manufacturing businesses moved out and a mix of faith premises and increasingly start-up businesses, artists and small-scale makers moved in. The small-scale industrial units in buildings such as the Penarth Centre (4) and Hatcham Studios (5) are home to a mix of artists and creative industries. Larger manufacturing uses have remained and grown, including Diespeker & Co's stonemasons (6), and James Glancy's Christmas decoration business (7). Increasingly existing business users have been subletting their premises to smaller businesses which supports a rich and diverse business ecosystem. These businesses rely on proximity to central London in order to be responsive to demand.

Redevelopment of the area will create better links to Brimington Park and will provide suitable units of varying sizes for the evolving mixes of businesses located in the area.

The area is adjacent to the borough boundary with Lewisham. The proposals for New Bermondsey in Lewisham comprise the redevelopment of the area around the Millwall Football Club ground for a dense mix of residential and commercial uses and a new overground station (8). Development will be partly enabled by improved connections from Lewisham to South Bermondsey Station and the mix of uses proposed will complement the redevelopment of this area.

Proposals were developed in consultation with residents of the Tustin Estate to entirely redevelop the estate building new homes and rebuilding the existing Pilgrims Way school. The scheme will provide 690 Homes of which 64.7% will be affordable homes, with Phase 1 currently under construction.

The Aldi supermarket to the south of Old Kent Road has been redeveloped, providing affordable housing above the store and re-instating a frontage along Old Kent Road (2).

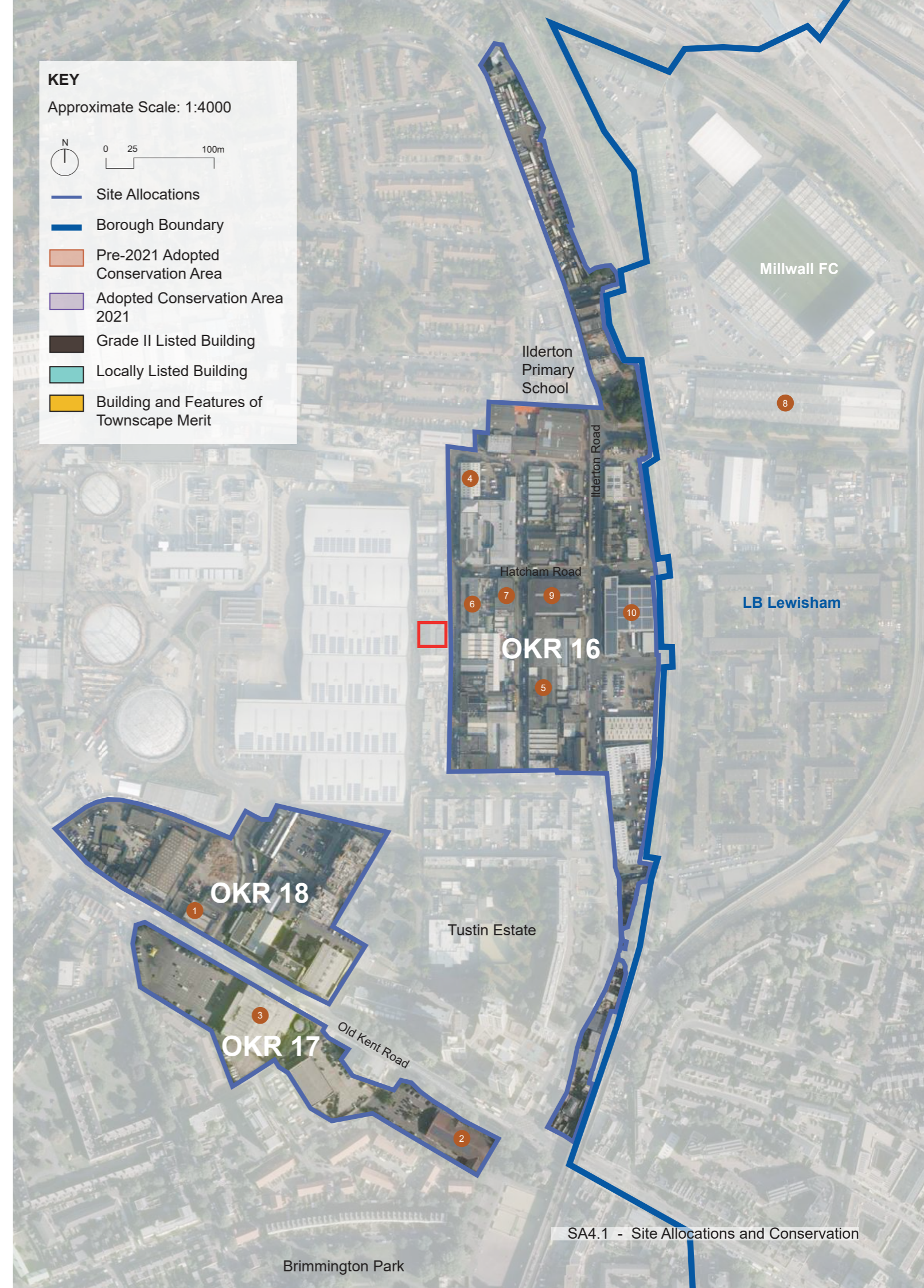
A number of other mixed-use developments are underway in the area, providing a variety of light industrial and distribution and storage floorspace, such as at 180 Ilderton Road (9).

Ilderton Road is being transformed with a number of developments under construction including a 38 storey tower with 254 homes, above a B8 logistics facility with an internalised servicing route for articulated lorries at 227-255 Ilderton Road (10).



Ormside Street

— The red line on SA4.1 outlines the location identified on 1916 Historical Map, which in present day replaces the historical cottages with the building adjacent.



# FUTURE

## OKR 16 | HATCHAM ROAD AND ILDERTON ROAD



### Site Allocation Masterplan

Hatcham Road will provide a range of workspaces including light industrial units suitable for small scale manufacturing and makers, artists studios and managed offices. The thriving creative business community and new homes will help create a vibrant new neighbourhood in which people can live and work. This mix of uses is something that has not been done on this scale in London before, the schemes which are already under construction in the area are best practice examples, helping inform co-location development across the city. The east side of Ilderton Road is suitable for depot and industrial uses, also within mixed use development that provides new homes. New pocket parks and greener and safer streets will improve the environment for people walking and cycling. This will include opening new links between Manor Grove and the Tustin Estate to Sylvan Grove, improving accessibility across the area to the new Old Kent Road underground station.



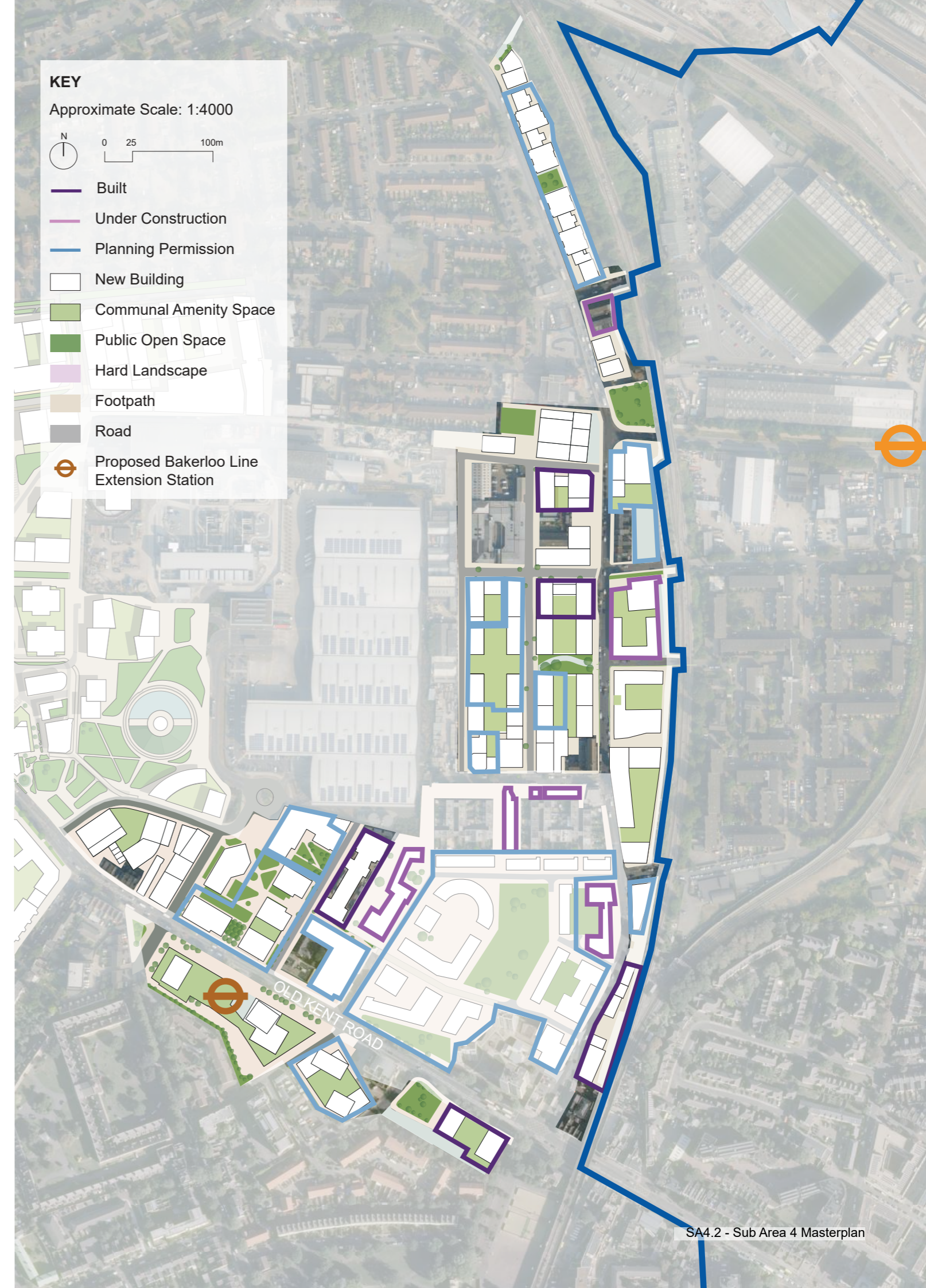
### Site Requirements (also see NSP70)

- Redevelopment must:**
- Provide new homes (C3); and
  - Replace at least the amount of employment floorspace currently on the site (E(g), B8 class) which are consistent with the building typologies and land use shown in Figure SA4.3; and
  - Retain the land on the west side of Ormside Street and the Penarth Centre as Strategic Protected Industrial Land, suitable for employment uses and other sui generis transport related uses, such as car repairs. In addition, arts and cultural uses will be permitted in the Penarth Centre. Residential and other sensitive uses will not be permitted in SPIL; and
  - Provide land for the potential expansion of Ilderton Primary School; and
  - Provide public open space totalling - (1,990m<sup>2</sup>) with a commercial focus on Hatcham Road; and
  - Enable new east / west walking and cycling links to the proposed Livesey Park, as well as a new cut through pedestrian link at the northern end of Ilderton Road through the arch at South Bermondsey Station.

- Redevelopment may:**
- Provide retail uses; and
  - Provide leisure, arts, culture or community and education uses; and

**Heritage** There are a number of buildings of townscape merit within this site allocation (as identified in Fig SA4.1) including the Penarth Centre which remains an important part of the social history of the area. All of these buildings should be incorporated into the redevelopment of the site to preserve the character of the area.

**Phasing** See the table 4 below for more detail on built, under construction, or consented schemes within the site allocation. The remainder of the homes will come forward post 2030 in BLE Phase 2.



# SITES | OKR 17

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



## Site Allocation Masterplan

Development will provide new frontages on to the Old Kent Road. There will be shops, supermarkets, cafes and restaurants at ground floor with homes and other uses above. Parking at Aldi will be provided in the short to medium term however in the long term the car park will become a park. Parking on other supermarket sites will be wrapped with other uses. The Lidl site will become a new underground tube station as part of the Bakerloo Line Extension. Station entrances will open into a generous public square at the redesigned junction of Asylum Road with Old Kent Road that will give views to Caroline Gardens and will be accessible from surrounding residential neighbourhoods.



## Site Requirements (also see NSP71)

- Redevelopment must:**
- Provide new homes (C3); and
  - Provide at least the amount of retail and employment floorspace currently on site, including the re-provision of Aldi Supermarket which are consistent with the Building typologies and land use shown in figure SA4.3; and
  - Provide a new tube station as part of the Bakerloo Line Extension. The station, tunnelling and worksite requirements will need to be incorporated into the site design and phasing; and
  - Provide new a new green park between Asylum Road and Brimington Park; and
- Redevelopment should:**
- Provide leisure, arts, culture or community uses
  - Provide employment uses E(g), B class).
  - Development should reinforce the high street and provide a new part of the town centre.
- Heritage** Development should take into consideration and respond positively to the Caroline Gardens Conservation Area and the historic listed buildings to the west of the site, by enhancing views to the gardens and chapel along a widened Sylvan Grove.
- Phasing** 760 Old Kent Road (Lidi store) is proposed as a new underground station. Together with the adjacent 812 Old Kent Road, both sites are identified as the proposed location of the Old Kent Road Station worksite. These sites would be available for development following completion of the new station, currently scheduled for 2038. The consented mixed use scheme (planning ref: 19/AP/1322) for 840 Old Kent Road (Aldi site) is under construction and will provide 171 new affordable homes and 1,830 sqm of retail floorspace.

# SITES | OKR 18

DEVON STREET AND SYLVAN GROVE



## Site Allocation Masterplan

Development will reinforce the high street frontages on Old Kent Road with shopping and retail uses at ground floor and new and refurbished business space behind the high street providing space suitable for offices, studios and managed workspaces. With the potential to accommodate a new health hub. The design of this area will combine its existing industrious and high street character. The architectural design of development should be reflective of the retained locally listed buildings. Existing trees on Old Kent Road will be retained and where possible new trees planted. The eastern arm of Devon Street will be closed to provide a central park at Devonshire Place with a pocket park to the north fronting the Daisy Business Park development. Community spaces will be provided at ground level with spill out opportunities into the parks. A unified landscape design and management regime should be established, to ensure a cohesive landscaping approach. New town centre links will provide enhanced permeability to the Old Kent Road high street, Ilderton Road and Livesey Park, enabling improved connectivity between the surrounding communities.



## Site Requirements (also see NSP69)

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

# SITES | COMPLETED, UNDER CONSTRUCTION, PLANNING PERMISSION



| Development   | Homes        |                  |               | Employment (sqm GIA)  |                      |
|---|--------------|------------------|---------------|-----------------------|----------------------|
|   | Total Homes  | Affordable units | Student Homes | Total non-residential | Affordable workspace |
| <b>Schemes Completed</b>  |              |                  |               |                       |                      |
| 1 171 - 177 Ilderton Road   | 8            | 0                |               | 338                   | 0                    |
| 2 179 Ilderton Road   | 9            | 0                |               | 166                   | 0                    |
| 3 62 Hatcham Road   | 86           | 26               |               | 1,185                 | 111                  |
| 4 180 Ilderton Road   | 84           | 84               |               | 2,351                 | 235                  |
| 5 313 - 349 Ilderton Road *                                       |              | 58               | 141           | 1,526                 | 185                  |
| 6 8-24 Sylvan Grove   | 80           | 80               |               | 0                     | 0                    |
| 7 840 Old Kent Road   | 171          | 171              |               | 1,830                 | 0                    |
| <b>Schemes Under Construction</b>                                 |              |                  |               |                       |                      |
| 8 227 - 255 Ilderton Road   | 254          | 92               |               | 2,538                 | 354                  |
| 9 Tustin Phase 1  | 167          | 167              |               | 0                     | 0                    |
| <b>Schemes with Planning Permission</b>                           |              |                  |               |                       |                      |
| 10 79 - 161 Ilderton Road **                                      | 321          | 118              |               | 946                   | 334                  |
| 11 301 - 303 Ilderton Road  | 59           | 16               |               | 449                   | 43                   |
| 12 12 - 38 Hatcham Road   | 49           | 17               |               | 812                   | 82.5                 |
| 13 132 - 136 Ormside Street                                       | 0            | 0                |               | 270                   | 0                    |
| 14 Unit 27, The Penarth Centre, 16 - 28 Penarth Street            | 0            | 0                |               | 174                   | 0                    |
| 15 Ilderton Wharf 1-7 Rollins Street                              | 163          | 53               |               | 890                   | 97.3                 |
| 16 118 - 120 Ormside Street and 16 - 28 Penarth Street            | 141          | 47               |               | 4,176                 | 419.5                |
| 17 19 - 35 Sylvan Grove   |              | 23 and PIL       | 252*          | 1,983                 | 198.3                |
| 18 747 - 759 & 765 - 775 Old Kent Road & Land at Devonshire Grove |              | 200              | 514*          | 908                   | 81.3                 |
| 19 Tustin Phase 2 - 4   | 523          | Subject to RMA   |               | Subject to RMA        | 5666                 |
| <b>TOTAL</b>  | <b>3,193</b> | <b>1,323</b>     | <b>907</b>    | <b>22,372</b>         | <b>7,806.9</b>       |

Table 4

\* With student accommodation. For purpose of calculating the Phase 1 cap, TfL advises that 3 student bedspaces should be treated as the equivalent of a single dwelling.

\*\* With Co-living units: For the purpose of the calculating Phase 1 cap, TfL advises that 3 co-housing units should be treated as the equivalent of a single dwelling.



313-349 Ilderton Road



180 Ilderton Road and 227-255 Ilderton Road

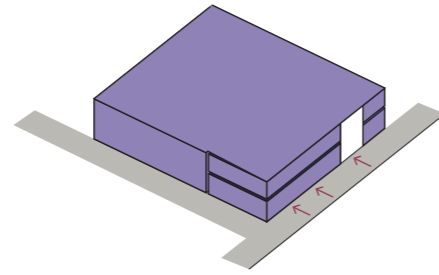
# BUILDING TYPOLOGIES AND LAND USES

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

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

Is a building typology aimed at providing industrial intensification of larger industrial units, through the stacking of units across multiple floors. Ceiling heights should be at least 4-6m at upper levels and ideally 8m-10m at ground. Units should have square proportions and provide predominately column free space with large clear spans. There should be sufficient space for on-site servicing and storage to accommodate the requirements of units. The internal layout can be modular to provide adaptable floorplates to meet the requirements or a range of commercial occupiers.

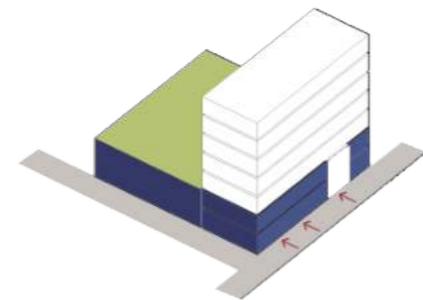
**Suitable uses:** Storage, wholesale, distribution, depots



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

Industrial co-location by stacking residential on top of Medium-large storage and distribution units (B8). Large units vertically co-located with residential will require sufficient floor to ceiling heights to accommodate internalised HGV servicing, ideally between 6-8m. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

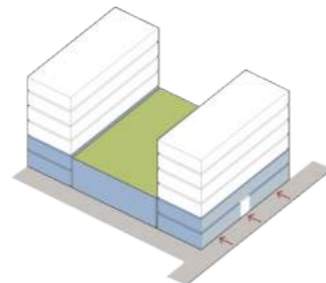
**Suitable uses:** Storage, wholesale, distribution, light industrial depots within the central spaces



## VERTICAL MIX: Small Industrial Units

Industrial co-location by stacking residential on top of light industrial floorspace / workshops (B2). Double height spaces of 4-6m can be accommodated within the centre of blocks. Units would typically be 150-200m<sup>2</sup>. Mezzanine levels can be provided around key frontages to be used for offices, showrooms and studio spaces that are ancillary to the commercial floor space. Smaller scale commercial floorspace can be provided across both the ground and first floor level beneath residential but should enable efficient access to the servicing yards through the appropriate location of the goods lifts. Basement levels, where appropriate should be utilised to accommodate residential servicing, storage or commercial uses.

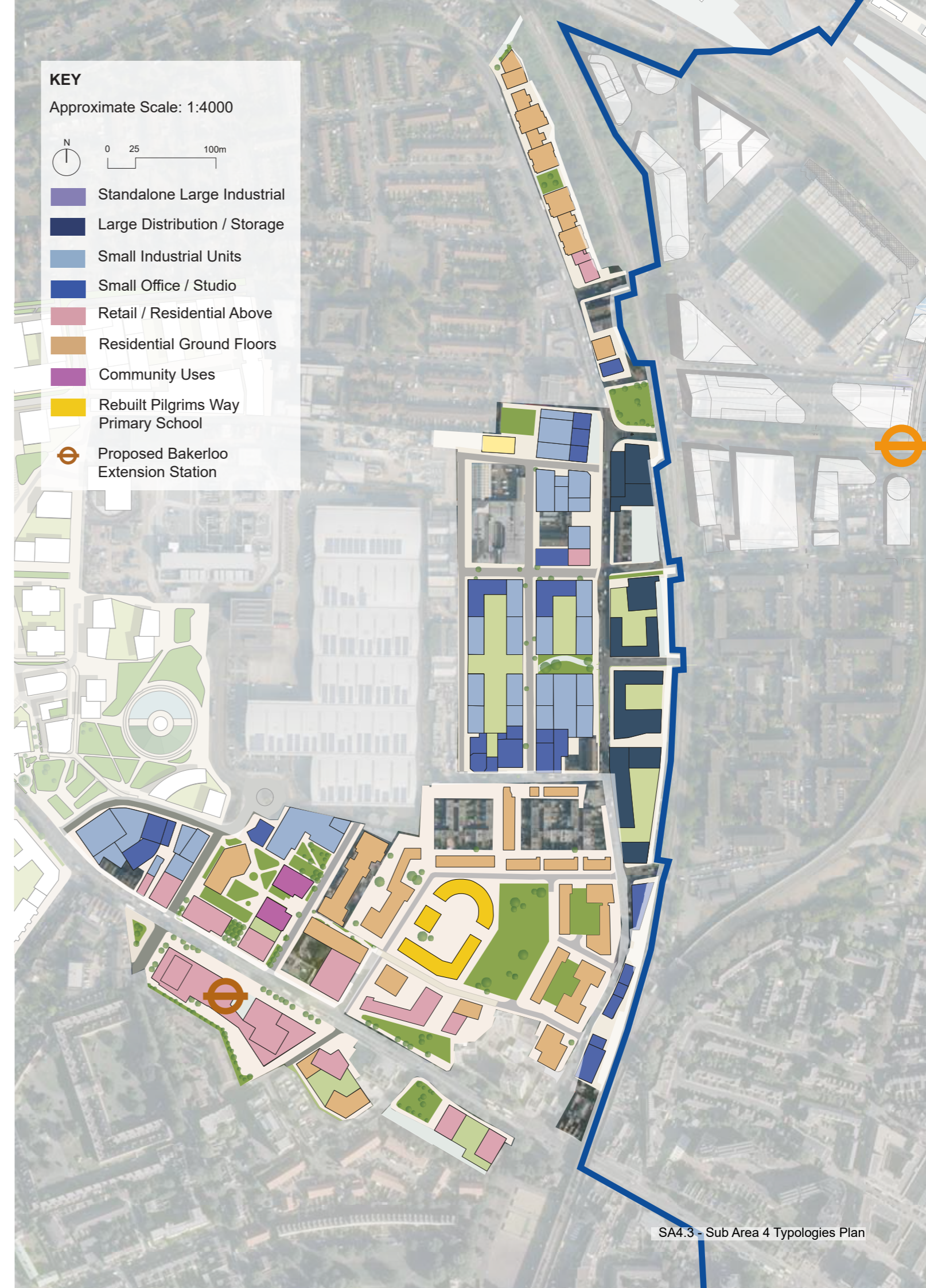
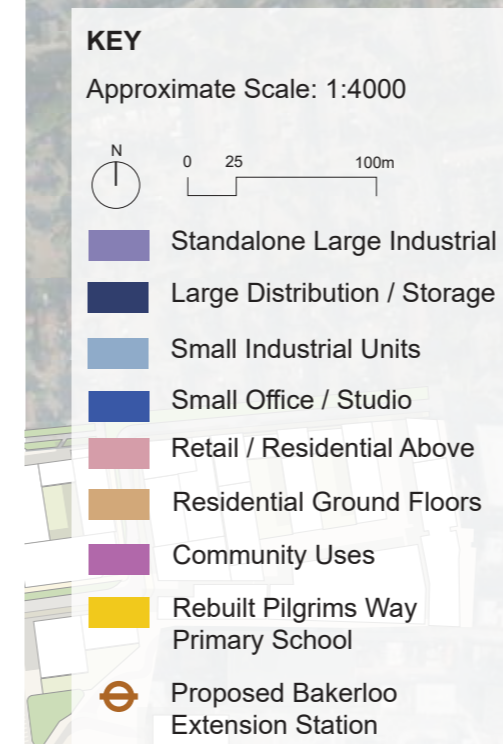
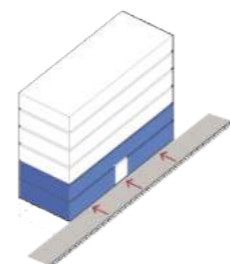
**Suitable uses:** Light industrial uses and maker spaces within the central space



## VERTICAL MIX: Small Office / Studio

Industrial co-location by stacking residential on top of office / studio units. Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 3-4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

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



# SERVICING AND ROAD NETWORK

## Servicing

The area's road network will be improved and rationalised, providing primary servicing routes and residential streets that will serve future development. The masterplan intends to maintain existing street alignments where possible. Updates to the road network will include one-way working in Hatcham Road. Primary servicing streets, whilst having a working character, will enable increased pavement widths, planting and cycle pathways. All developments must have off-street internalised servicing facilities.

Undercrofts to vertically mixed-use typologies should have a min height of 4m to allow clearance for delivery vehicles. Servicing to new shops should not take place from Old Kent Road.

## Primary Servicing Routes

### Ormside Street, Hatcham Road and Penarth Street

There will be five new undercrofted servicing routes between Ormside Street, and Ilderton Road as shown opposite. The area will be accessed from Ilderton Road from either of the junctions with Penarth Street and Manor Grove which will retain two way working.

These new service routes pass east to west through each of the blocks below the first floor podiums. They have been designed to be shared with developments to the north and south on either side, thereby consolidating off street servicing arrangements. This has already been secured through S106 agreements for the schemes at 62 Hatcham Road, 180 Ilderton Road, and 78-94 Ormside Street. The same mechanism will be used on future schemes.

Ormside Street will become one way north bound and Hatcham Road will become one way south bound. Record Street will retain existing one way working and introduce one way working from Ormside Road to Hatcham Road.

### Ilderton Road

Ilderton Road will be retained as two way working; the bus services are likely to increase to provide public transport interchange with Surrey Canal station. New routes will link through Surrey Canal Road and Wagner Street will become one-way working west bound. The servicing of sites on Ilderton Road identified for medium to large distribution units including, 227-255 Ilderton Road and the Canterbury Industrial estate should allow for access for articulated vehicles, either below podiums with a minimum clearance of 4.5m or within yards, which should circulate one way through the sites.

### Old Kent Road (South)

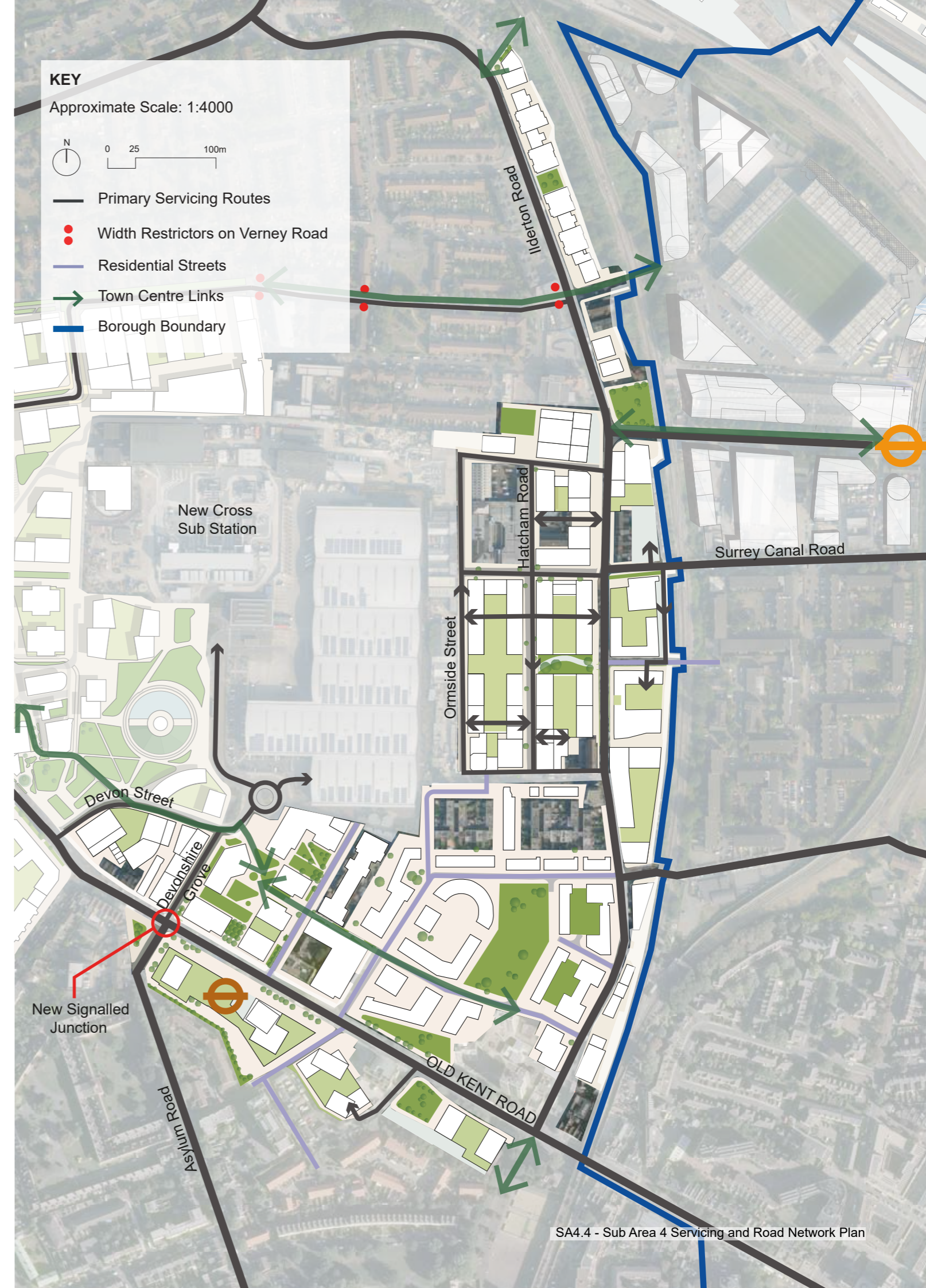
The area to the south of the Old Kent Road from the junction with Devon Street to the borough boundary will be subject to significant change to facilitate the delivery of the new Bakerloo Line Extension underground station at 760 Old Kent Road. When the station is operational there will be a realigned junction at Asylum Road. This will allow for safe access and egress from the integrated waste management facility. Gervase Street will be closed at its junction with Old Kent Road with local servicing provided via Asylum Road. Leo Street will be retained as a two way working street. Access to Burnhill Close will be from Gervase Street and Leo Street.

Servicing to 760 Old Kent Road (Lidl) will need to take place to the rear of the site, with vehicles circulating from Asylum Road to Gervase Street. This space should be designed and landscaped to provide planting to shield Harry Lambourn House and should not be treated only as a back of house area.

### Devon Street and Devonshire Grove

Devonshire Grove will become two way working to maintain access to Southwark's Integrated Waste Management Facility and to the London Power Network site. It will open onto a new signalled junction alignment with Asylum Road adjacent to the new Bakerloo Line Extension underground station at 760 Old Kent Road.

Once two-way working is established on Sylvan Grove the Devon Street junction with Old Kent Road will be closed and integrated into Livesey Park. In the longer term access to the New Cross sub station will be via Devonshire Grove rather than across the proposed Livesey Park. This would need to be done in agreement with National Grid Electricity, who require access for very large loads to maintain their site.



# HIGH STREET STRATEGY

## Existing

Along this section of the Old Kent Road, there are fragments of the Victorian high street remaining. The Council own part of the terrace of Victorian shops, including a fine Edwardian building which will be restored at 711-730 Old Kent Road these were purchased using Future High Street Funding. On the south side, is the Listed Former Kentish Drivers pub and a terrace of Victorian shops. The road is narrower in this location, so there is the potential for street paving, signage and furniture to be improved to help deliver the healthy high streets ambitions. To the south of Old Kent Road, the street lacks any sense of place or enclosure and is dominated by the petrol station, hardstanding and large retail stores and their associated car parks.

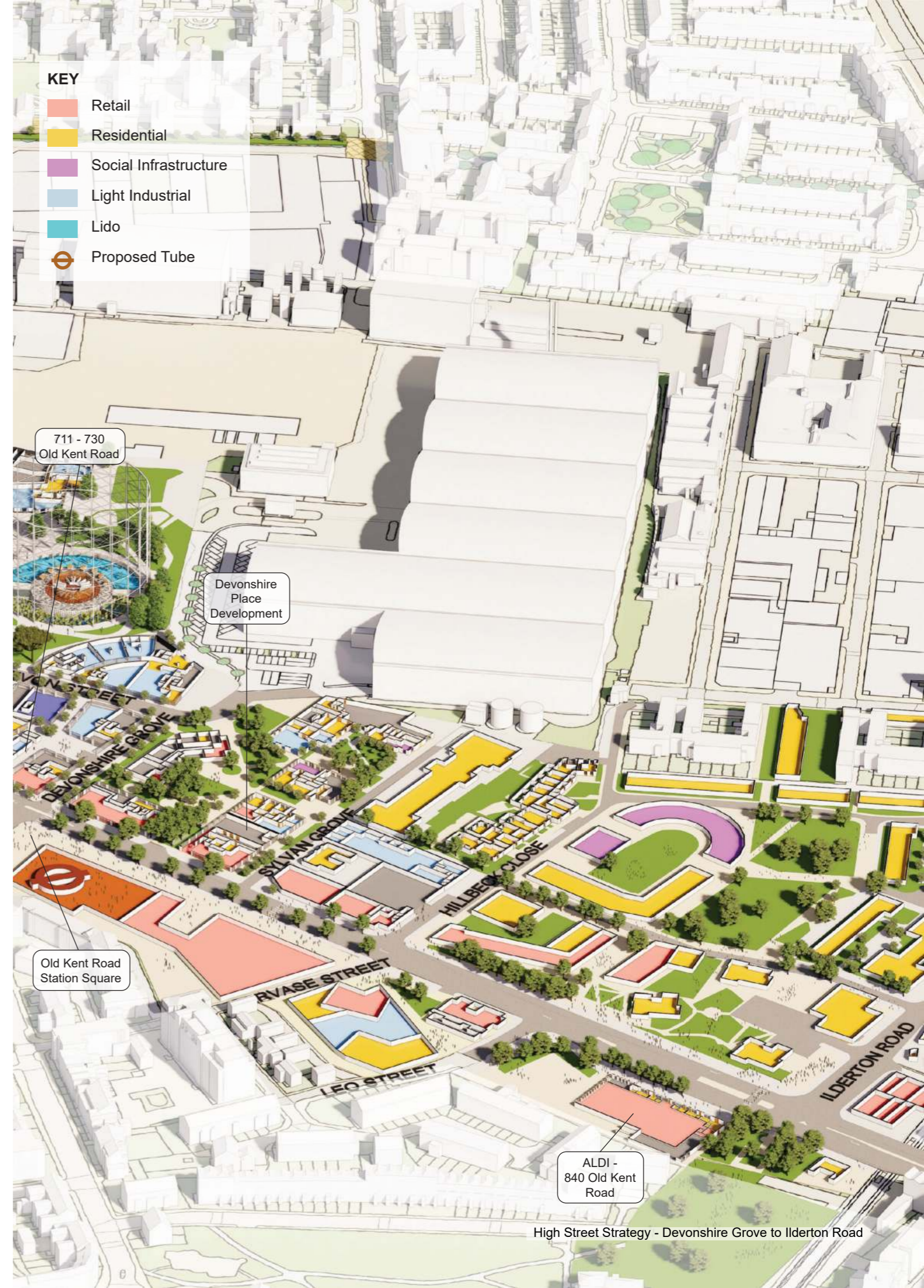
There are some fine mature trees at Aldi and the Tustin Estate which are being retained as part of the redevelopment of this area, these help to provide an established landscape setting for new developments, and form the organising structure for new planting and greening. The new development at 840 Old Kent Road (Aldi) provides an improved frontage onto Old Kent Road, with increased footway widths, improving the streetscape and new entrances to the retail store and residential will provide on street activity. The development financially contributes to the enhancements of the Brimington Park entrance, improving its presence and connectivity. At the borough boundary new public artwork has been delivered on the railway bridge to provide a colourful addition to the Old Kent Road which is reflective of the local community and creates a welcoming entrance to the borough.

## Proposed

In this area, where surviving historical frontages are few and large sheds / residential towers are setback from the Old Kent Road, the high street strategy seeks to reinforce street frontages, providing an activated building line adjacent to the Old Kent Road footway, lining both sides to restore the sense of a traditional London high street. The new Old Kent Road Tube station and the re-alignment of Asylum Road will provide a 'station square' entrance / arrival space which will have a direct relationship with the high street, providing desire lines for visitors to local amenities.

The new Devonshire Place development creates a great setting for the arrival of visitors from the new tube station, by providing a new open space between the 2 urban blocks that has a direct relationship with the high street, and provides increased permeability through the site. The architectural design provides marker buildings in the townscape, helping to signpost the new tube station.

New development will ensure the area will become more permeable, with the introduction of town centre links to connect the residential hinterland with commercial uses along the high street. Whilst a section of residential ground floors are proposed to the north of the Old Kent Road behind the high street frontage, the increased presence of retail frontages along the road, will contribute positively to the revitalisation of the high street. The provision of an enhanced area of landscaping outside the Tustin Estate will contribute to delivering a healthier street and provides a space to dwell outside the replacement shop and restaurant uses that will be provided as part of the estates regeneration.



# PARKS AND RECREATION

New pockets parks, public squares and green links will improve the environment for people walking and cycling. As part of the Future High Street funding, a new crossing on Old Kent Road at its junction with Ilderton Road will be installed which will open up Brimington Park to make it more accessible to all. Links between parks will be improved with the streets retaining their mature trees and new trees being planted connecting to the new tube station and other local facilities such as schools, churches and shops.

## Brimmington Park

The park will have a stronger presence on the Old Kent Road with an improved entrance and road crossing. The redevelopment of 840 Old Kent Road (Aldi) will provide a new frontage onto the park as well as providing S106 money to support the delivery of the enhanced entrance. There is also the potential to improve the sports pitches in the park and make better use of the railway arches.

## Hatcham Road Park

A new pocket park will be created within Hatcham Road which will be fronted by business units, providing places to sit, eat lunch and socialise within working hours. The park will also benefit existing and new residents and facilitate social interaction.

## Pat Hickson Garden

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

## Station Square – Old Kent Road Tube station

A generous square at the entrance to the new underground station will be created adjacent to the realigned junction of Asylum Road and Old Kent Road. It will provide an opening arrival space for visitors and local residents.

## Bonamy and Bramcote Estate

S106 funding will be spent on improving Bramcote Park. We have been working with the local community to develop a landscaping improvement scheme for which planning permission has been granted and works are due to start on site in mid 2025.

## Devon Street to Tustin Estate

Development will link Devon Street to the Tustin estate. This will be a series of connecting streets, in a parallel route to Old Kent Road which will provide a quieter route for people walking and cycling. The east-west 'Town Centre Link' has been secured in the consented outline masterplan for the Tustin Estate, with the route continuing at the rear of 789/799 Old Kent Road to link to Sylvan Grove.

## Ilderton Road and Bridgehouse Meadows

New developments will create better frontages on to Ilderton Road with wider footways and enhanced soft landscaping and tree planting. There is the opportunity to improve the junctions and crossing points across the borough boundary to provide stronger connections to Bridgehouse Meadows. As part of the Future High Street funding, Cycle Future Route 12 will be built linking Brimington Park to the south and Bridgehouse Meadows to the east via Ilderton Road. This section of segregated cycle lane and associated landscaping should be completed in 2025.

## Arches and Bridges

Southwark will work with Network Rail, Lewisham Council and developers to make improvements to the bridges in the viaduct along the borough boundary to make them safer and more attractive. Development in this area will provide safer links to South Bermondsey station from the Millwall Football Club Stadium, and link with cycle Quietway 1. A colourful new mural celebrating the area's diversity was painted on the Old Kent Road rail bridge in the summer of 2024, and similar art and lighting projects will be explored along the length of the viaduct.



SA4.5 - Sub Area 4 Parks and Recreation Plan



# BUILDING HEIGHTS GUIDANCE

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

## Hatcham and Ilderton Road

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

- The majority of buildings around Hatcham Road should be between five to six storeys, with some additional height on the corners of the perimeter blocks on Manor Grove, Penarth Street and Record Street; and
- Taller buildings will be located on the eastern side of Ilderton Road, particularly at the northern and southern ends which have better public transport accessibility, and around important junctions such as with Surrey Canal Road, which provides links to Lewisham and Bridgehouse Meadows. These taller buildings should be spaced out along the length of Ilderton Road and should be set back from Ilderton Road adjacent to the viaduct. A 10 storey shoulder block should be provided fronting Ilderton road, to mediate the transition in scale; and
- The tallest buildings will be of a similar height to the existing towers on the Tustin estate
- An additional tower will be provided within the Tustin Estate, the composition and architectural design of the tower should reference the existing towers.

## South of Old Kent Road

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

- Immediately adjacent to the station entrance and station square, there should be two towers one 'Tier Two' and one 'Tier One'; and
- To the south of the station the buildings will reduce in height to Tier Two and then Tier Three with other buildings in the area varying in height between eight to twelve storeys, depending on their immediate context. The design of taller buildings will:
- Carefully consider their impact on the skyline, especially in the context of surrounding heritage assets;
- Moderate the scale and modulation of façade elements to take long distance views into account (e.g. creating larger apertures); and
- Be grounded in public realm of a generosity that is commensurate to their height.

## Devon Street and Sylvan Grove

The key elements of the building heights strategy here are:

- The buildings fronting on to Old Kent Road should be between eight and ten storeys to frame the high street;
- Buildings set back from Old Kent Road should rise to between eight and twelve storeys; and
- There is scope for 'Tier One' and 'Tier Two' Three' tall buildings within the northern parts of the site, adjacent to a commensurately sized open space at Devonshire Grove and Sylvan Grove.



Shoulder heights along Ilderton Road



- KEY**
- Tier 1 (Above 20 storeys)
  - Tier 2 (Between 16 and 20 storeys)
  - Tier 3 (Up to 15 storeys)
  - ⊕ Proposed Bakerloo Line Extension Stations

# DESIGN GUIDANCE

## IDENTITY AND CHARACTER

### OKR 16

#### Built Form

In the proposed development along Hatcham Road and Ormside Street;

- All buildings will be limited to 8 floors, with the exception of corner buildings.
- Buildings that will be allowed to step up to 9 to 10 residential floors at street intersections and public open spaces.
- Tall buildings will be located along the eastern side of Ilderton Road as identified in the plan following the wider 'crossings' strategy of the AAP.
- Where tall buildings are designed with a podium, the tall building form and articulation should run the full height of the building. This principle is evident on the development at 227-255 Ilderton Road, which is currently being constructed.
- A 9-10 storey shoulder height is being established along Ilderton Road, with taller buildings located to the rear of sites adjacent to the railway viaduct. The shoulder block provides a positive transition with the streetscape.

The site today comprises an industrial area with an unstructured architectural character, and a vibrant and successful mix of activities. It has a strong underlying architectural heritage, with many examples of 1950's industrial buildings overlaid onto the original Victorian street pattern. Its narrow roads and multifunctional mix of uses defines its character.

The unstructured nature of the area is part of its charm. We don't want to tidy it up in an overly ordered architectural manner killing that interest. The upper residential floors of the building will be necessarily repetitive, but their architectural detailing can accommodate variety and delight, as can the ground floors, as shown in the indicative illustrations. This can be achieved within the discipline of the base, middle and top.

#### Character / Detailed Design

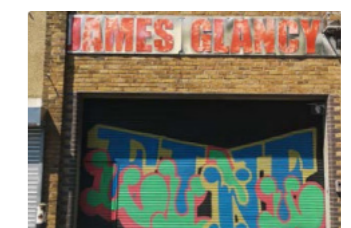
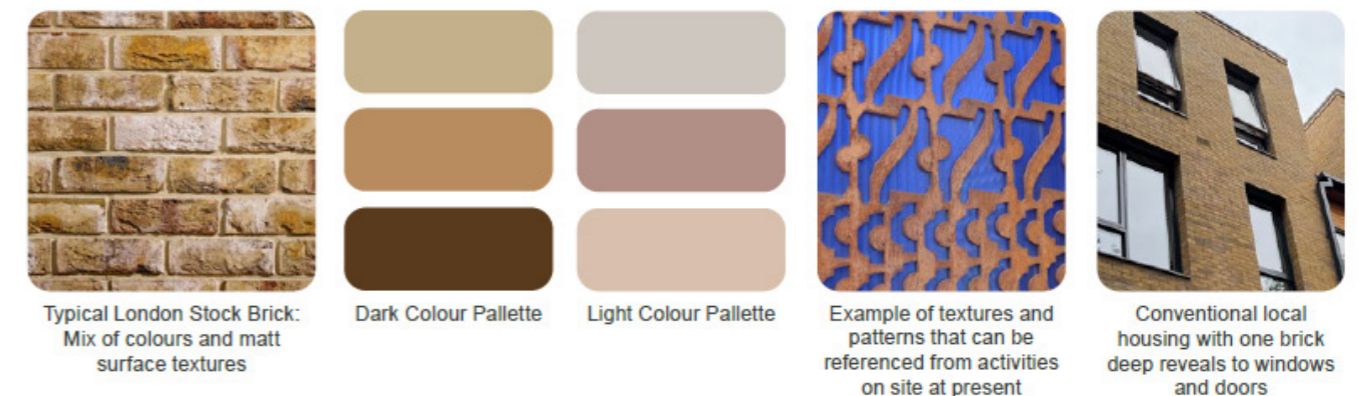
- Buildings are to establish a clear separation between uses. The base will have an industrious character and the middle and top a residential character.
- The base podium should directly reference the 1950's industrial heritage of the Hatcham Road area. This should be visually achieved with strong horizontal structure and appropriate window/door detailing.
- Texture, colour and patterning should be used to reflect the current uses that exist on the site at the time of redevelopment.
- The general material palette should be controlled and minimal wherever possible. Facade materials

should match the mix of colours and matte surface textures of traditional London stock bricks.

- Bright colours and reflective industrial details are characteristic of the area and should be used in limited ways to accentuate important elements.
- Signage should be incorporated between ground and first floor level of the podiums, to enable visibility in narrow streets.
- Buildings will include 45 degree chamfers at all street intersections to enhance visibility and improve the sense of openness at junctions.



### Typical Schematic Elevation



Material Examples - Local Context Images

# DESIGN GUIDANCE

## GROUND FLOOR STRATEGY

### OKR 16

#### Uses

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

#### Servicing

- We will introduce one way vehicular movement on Hatcham Road and Ormside Street, reducing the carriageway in width by a lane. Shared east-west internal servicing yards allow efficient access to multiple plots. This undercroft servicing will reduce servicing needs on street and provide direct access to commercial units. A clear height of 4m will be provided at ground, to allow vehicular access, primarily by van and small rigid wheelbase vehicles.
- Sites on the east side of Ilderton Road should be serviced away from Ilderton Road from streets such as Rollins Street where possible. This will reduce the number of vehicle crossovers along Ilderton Road, improving service vehicle movement and access as well as pedestrian permeability. Ground floor heights are greater in this location to suit the types of uses, providing access for large vehicles including HGV's with a minimum clear height of 4.8m. Servicing undercrofts are located to the eastern edge of the development along the railway viaduct, which lends itself to back-of-house uses.
- All servicing entrances should be gated, with a materiality that is in line with the architectural detailing used in the host development. On street loading bays may be provided where appropriate to create additional capacity for refuse collection and other servicing needs.

### OKR17- OKR18

#### Uses

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

### Servicing

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



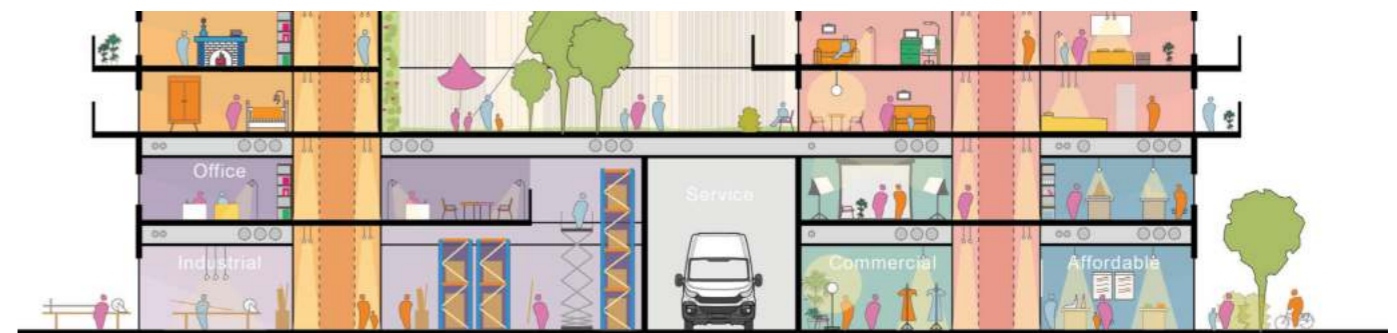
227-255 Ilderton Road Ground Floor - 8m podium for large B8 Industrial floorspace



Devonshire Place High Street Frontage 777 Old Kent Road



Typical Ground Floor Plan with shared East / West servicing - OKR16



Typical Building Section through industrial podium with residential above - OKR16

# DESIGN GUIDANCE

## PUBLIC REALM AND OPEN SPACE

### OKR16

#### Public Realm

- Building lines along Hatcham Road and Ormside Street will introduce a small set back and allow for widened foot ways of at least 2.4m . The introduction of one-way movement along Hatcham Road and Ormside Street, will enable provision of accessible footways and urban greening, rationalised on street loading and visitor parking.
- East-West streets should be designed to prioritise pedestrians and cyclists, with pavement build outs and trees and parklets. Whilst still maintaining service vehicle access, North-South streets with widened foot ways will accommodate the new tree planting, rain gardens, and open hard surface areas for rationalised on-street servicing and visitor parking.
- Along Ilderton Road, development will have a sufficient set back to provide widened footways (of at least 3m and wider where space allows) which will facilitate higher volumes of accessible pedestrian movement and increased landscaping opportunities. A new cycle future route will be constructed at the south end of Ilderton Road. Pavement widths of secondary streets should also be widened, particularly where they provide entrances to commercial uses.
- Where vehicle crossovers are proposed these should be clearly legible through landscaping and alterations in surface materials to minimise conflicts in movement and ensure pedestrian safety. Traffic management measures could be installed to reduce the speed of vehicular movement.
- Robust materials should be used at vehicular crossings.

#### Open Space

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

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

### OKR17 / 18

- Frontages will be set back along the Old Kent Road to provide improved public realm and to allow for the delivery of the healthy high streets scheme.
- A new public square outside the tube station should provide a space for people to dwell and orientate themselves.
- A widened entrance to Brimington Park will increase its legibility from Old Kent Road.
- A new public art commission on the Old Kent Road railway bridge has created a vibrant and welcoming entrance at the borough boundary. The art is reflective of local community hubs within Old Kent Road.



Hatcham Park - Looking East



Ilderton Road - Looking North



Hatcham Road - Looking South

## RE-IMAGINING SUB AREA 4

### Before



Ormside Street Looking North

Ormside Street is currently a 2-way underused street .... Key characteristics include:

- No pedestrian priority - lack of dropped kerbs and clutter on pavements limits accessibility
- Poor cycling facilities
- Pavements often used as yard space and to store waste
- Uncontrolled parking that can block service vehicle access
- Servicing and informal use of pavement for industrial activities

### After



Ormside Street Looking North

Ormside street width will be reduced, creating a larger pavement on the eastern side. Vehicle parking, servicing and long term material storage will be accommodated within building podiums. The widened pavement area will become an accessible multifunctional space accommodating new tree planting, raised planters, raingarden parklets and open hard surface areas to accommodate some on-street servicing. These will be designed to allow active industrial uses along with residential.

# CONNECTING COMMUNITIES

Development will help improve the environment for people walking and cycling, help strengthen the network of parks and improve the links between parks, the new tube station and other local facilities such as schools, churches and shops on Old Kent Road.

## Brimmington Park

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

1 BRIMMINGTON PARK



2 AMP STUDIOS



## AMP Studios

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

3 Old Kent Road

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

5 Ilderton Road

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

4 SO FRESH CAFE



6 BRIDGEHOUSE MEADOWS LINKS



## Bridgehouse Meadows and Millwall Football Club

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

7 TUSTIN ESTATE TO DEVON STREET AND LIVESEY PARK



## Devon Street to Tustin Estate

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

**KEY**

- Local Views
- Proposed Bakerloo Line Extension Station





9 WASTE MANAGEMENT



10 ORMSIDE STREET - DISPEKER & CO

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



8 805 RESTAURANT



11 ORMSIDE STREET



SOUTHWARK ATHLETICS CENTRE



20 BEDE LEARNING DISABILITY CENTRE

**Bede Learning Disability Centre**  
A not for profit organisation that helps those with learning disabilities, develop their skills, expand their circle of friends and help other people.



18 ROTHERHITHE CHILDREN & FAMILY CENTRE

**Rotherhithe children & family centre**  
Provides support and advice for families and pre school provision.



19 SOUTHWARK PARK / DILSTON GALLERIES

**Southwark Park / Dilston Galleries**  
Founded in 1984 with the renovation of the then derelict Southwark Park lido café by The Bermondsey Arts Group. The Gallery is located in an old church building across the park lake, and exists to enable all members of the community to fully participate in and have access to contemporary art.



12 HATCHAM ROAD PARK

CHRIST THE KING CHAPEL



CHRIST APOSTOLIC CHURCH SURREY DOCKS DISTRICT



GOD'S GRACE DAY CARE



13 PAT HICKSON PARK

**Pat Hickson Park**  
A brand new public open space discovered just off Ilderton Road – previously a neglected piece of land adjacent to the railway viaduct. It was officially named after Pat Hickson, Chair of the Bonamy and Bramcote TRA.



14 ILBERTON PRIMARY SCHOOL

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



17 ILBERTON ROAD SHOPPING PARADE



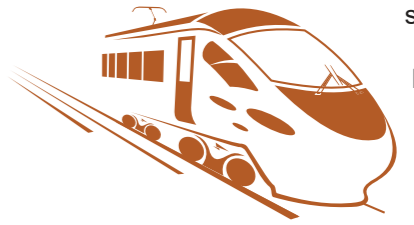
15 JEWSONS AND ILBERTON CAFE

**Jewsons and Ilderton Cafe**  
Jewsons is one of a number of builders merchants in the area that support both the local building trade and DIY enthusiasts, and is a key part of the areas service economy. Located in the remaining fragment of the areas Victorian terracing adjacent the Ilderton Café provides affordable food for the employees of the neighbouring industrial uses.



16 SOUTH BERMONDSEY STATION

**South Bermondsey Station**  
We will improve connectivity to South Bermondsey Station with walking and cycling routes. This will include opening up a new entrance to the station through the viaduct from the New Bermondsey development in Lewisham. This should bring more footfall to the Ilderton Road shopping parade boosting trade.



**SUB AREA 5**  
**SOUTH BERMONDSEY**



# PAST

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

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

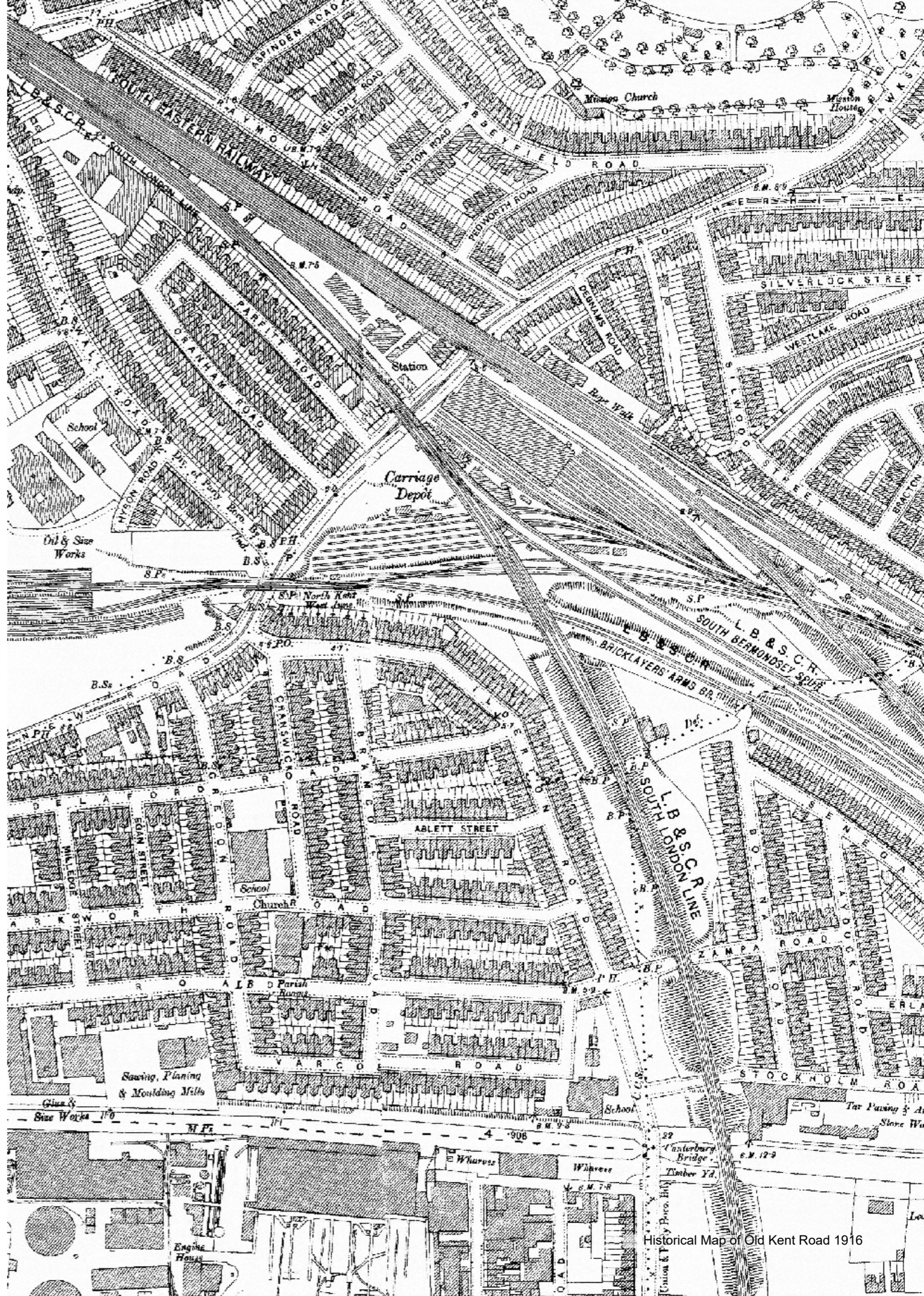
In 1846 The Croydon and London Railway merged with the Brighton Railway to form the London Brighton and South Coast Railway (LB&SCR) referenced on the Ordnance Survey (OS) map of 1896 opposite.

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

There has been manufacturing and industrial uses in the area since the mid-19th century. The Admiral Hyson Estate site hosted a glue works in the 19th century and cold store in the mid-20th century. Towards the end of the 19th century the spaces between the viaducts near the present day South Bermondsey Station were host to the 'Rotherhithe Road' train carriage depot. South Bermondsey Station which was originally located on Rotherhithe New Road was moved south to its current location in 1928. By the end of the 20th century the depot had been replaced by today's Bermondsey Trading Estate. On Galleywall Road the former Shuttleworth Chocolate Factory, established on the site during the early 1890s (and where 'After Eight' mints were made), was redeveloped in the late 1970s, initially as a printworks and later as the Galleywall Trading Estate.

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

By the 1980's the demand for transporting goods by rail had fallen to the extent that the Bricklayers Arms goods line was no longer needed, and the former railway lands between the viaducts and embankments were redeveloped into the Rotherhithe and Bermondsey Trading Estates.



Drawing of the Greenwich to London Railway



Former Shuttleworth Chocolate Factory



# PRESENT

South Bermondsey today is still segregated by railway lines and contains industrial sheds and yards with some late 20th century housing surrounding the industrial estates. This historic section of railway track dates back 150 years and features some of the most complex track layouts in the world. This has historically created a bottleneck for train services into London Bridge station known as the Bricklayers Arms Junction. The 'Bermondsey Dive Under' project was completed in 2016. This untangling of the tracks enabled Southeastern trains from Kent to 'dive under' the Southern and Thameslink trains from Sussex with each train service having a dedicated line into London Bridge station. The project has made train services more reliable for commuters opening up more opportunities for jobs in Southwark and Lewisham.

Beneath the tracks, the railway arches provide space for a range of businesses and a walking route known as the Low Line. On this section of arches between South Bermondsey and London Bridge there are over 15 breweries and distilleries making up the 'Bermondsey Beer Mile'. South Bermondsey rail station provides regular services direct into central London and connects the area with neighbourhoods further afield throughout southeast London. Ilderton Road and Rotherhithe New Road provide the main routes for the bus network and HGVs serving the industrial estates. Between the railway viaducts is the busy Bermondsey Trading Estate. Providing space in warehouses and arches, there are a variety of businesses, including metal works, breweries, skilled trades, masonry, food production and distribution, a recording studio and rehearsal space and gig and rig equipment hire.

To the north is the Rotherhithe Business Estate which has well maintained, relatively modern industrial units and railway arches. The Admiral Hyson Estate to the east and the Galleywall Trading Estate to the north contain several warehouses with printing, logistics and distribution companies. The records archive for the Church of England is also located in the Galleywall Trading Estate. The northern face of the viaduct has a continuous run of railway arches along Silwood Street and Rayment Road. Some of these are recently refurbished.

The Silwood Street arches are mostly vacant following the Dive-Under works. To the south there are many large arches in an exposed, poorer condition currently used as shelter for construction and building materials by Network Rail and its partners. As London's population and economy have grown so has the demand for industrial space in the area. Network Rail are relocating its operational unit to the entrance of South Bermondsey Station.

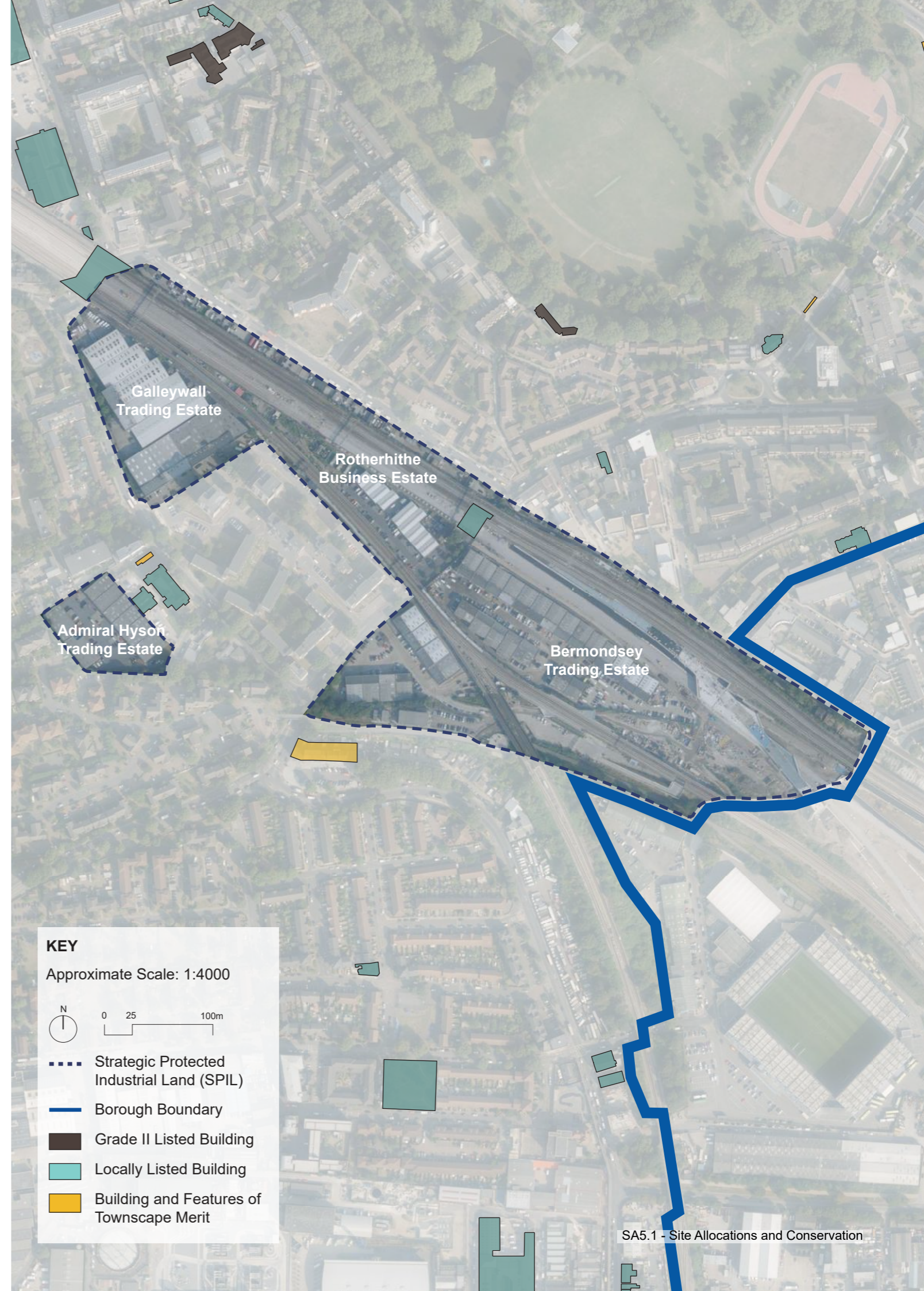
The housing is a varied mix, from maisonettes and tower blocks on the post-war Rennie Estate, to '80s and '90s low rise and low-density suburban style housing built on the former Bricklayers Arms railway sidings. Cycleway 10 runs through the housing estates and follows the old railway viaduct across Rotherhithe New Road to South Bermondsey station past Millwall Football Stadium along to Lewisham and beyond. There is a small parade of shops at South Bermondsey station on Ilderton Road and some shops to the north on Rotherhithe New Road. However, overall there are relatively limited shops and services in the area for the residential and working population.



Looking North to the Shard



Looking North to the City of London



# FUTURE

## INDUSTRIAL INTENSIFICATION

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



3.33 ha  
site area



18  
businesses



330  
jobs

Existing



78,492 sqm  
industrial  
floorspace



3,232  
jobs

Development Capacity - sites 1-4

### GALLEYWALL TRADING ESTATES



1.54 ha  
site area



7  
businesses



297  
jobs

Existing



### HYSON TRADING ESTATES



0.62 ha  
site area



6  
businesses



47  
jobs

Existing

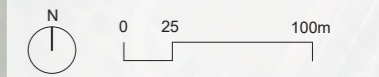
### LEWISHAM

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



#### KEY

Approximate Scale: 1:4000



Proposed Overground Extension Station

Planning Permission

Borough Boundary

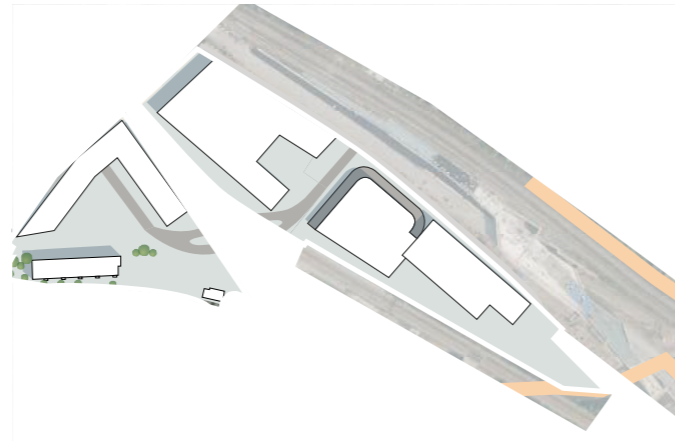
# SITES | SUB AREA 5

## SOUTH BERMONDSEY SUB AREA

### Site Allocation Masterplan

South Bermondsey will continue to thrive as an employment destination for a range of industrial and light industrial uses. The site is designated as Strategic Protected Industrial Land (SPIL) and has significant opportunities for industrial intensification. Within the sub area, four sites have been identified for increasing industrial capacity; The Bermondsey, Rotherhithe, Galleywall and Admiral Hyson Industrial Estates. As well as bringing vacant arches into use, development should optimise sites by stacking industrial uses in multi-storey buildings of 2 to 5 storeys serviced by either goods lifts or vehicular ramps where space allows as set out in the building typology section. Intensification will ensure the right type, size and quality of spaces are provided for the types of businesses which are vital to the servicing of central London. This approach will ensure the delivery of the plans employment target.

Outside of the industrial estates, the walking and cycling routes around the arches and South Bermondsey station and the station approach will become a pleasant and safe environment with well-lit routes and lots more activity, as promoted in AAP8 "Movement". The industrial estates are all designated SPIL consequently the type of employment uses that will be expected here will be those which are not necessarily compatible with residential or other sensitive uses. This means that the number of new homes to be delivered in this area will be limited to infill sites in the surrounding residential neighbourhoods outside the designated SPIL.



### Site Requirements

Re-development should:

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

including on the South Bermondsey Station approach.

### Heritage Considerations

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

### Building Heights

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

## MULTI-STOREY STACKED INDUSTRIAL TYPOLOGY PRECEDENTS



Industrial Park - Bromley By Bow



Generator Scheme - Park Royal



Be First Scheme - Barking + Dagenham

# BUILDING TYPOLOGIES AND LAND USES

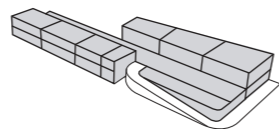
Development at the Bermondsey, Rotherhithe, Galleywall and Admiral Hyson Trading Estates and 'Bermondsey Dive Under' site will intensify industrial and light industrial uses in Old Kent Road and South Bermondsey. The redevelopment of the sites will support growing sectors like E-commerce, last mile logistics, R&D, Life Sciences and accommodate existing businesses through relocation.

The sites provide scope for a range of typologies, which include provision of warehousing spaces, trade counters and light industrial units of varying sizes, within multi-storey buildings. Servicing of upper floors can be accommodated either through provision of an external vehicular ramp or goods lifts. Buildings can be scaled up and down in height and delivered independently or in phases, enabling the industrial offer within these sites to adapt over time and respond to market demand.

**Suitable uses:** *Storage, wholesale, distribution, depots, film companies, light assembly, food production, printing, textiles, research and development, life sciences, publishing, storage, studios, last mile logistics, creative studios.*

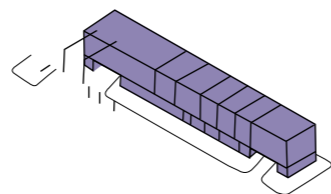
## MULTI-STOREY STACKED INDUSTRIAL WITH VEHICLE RAMP ACCESS TO UPPER FLOORS

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



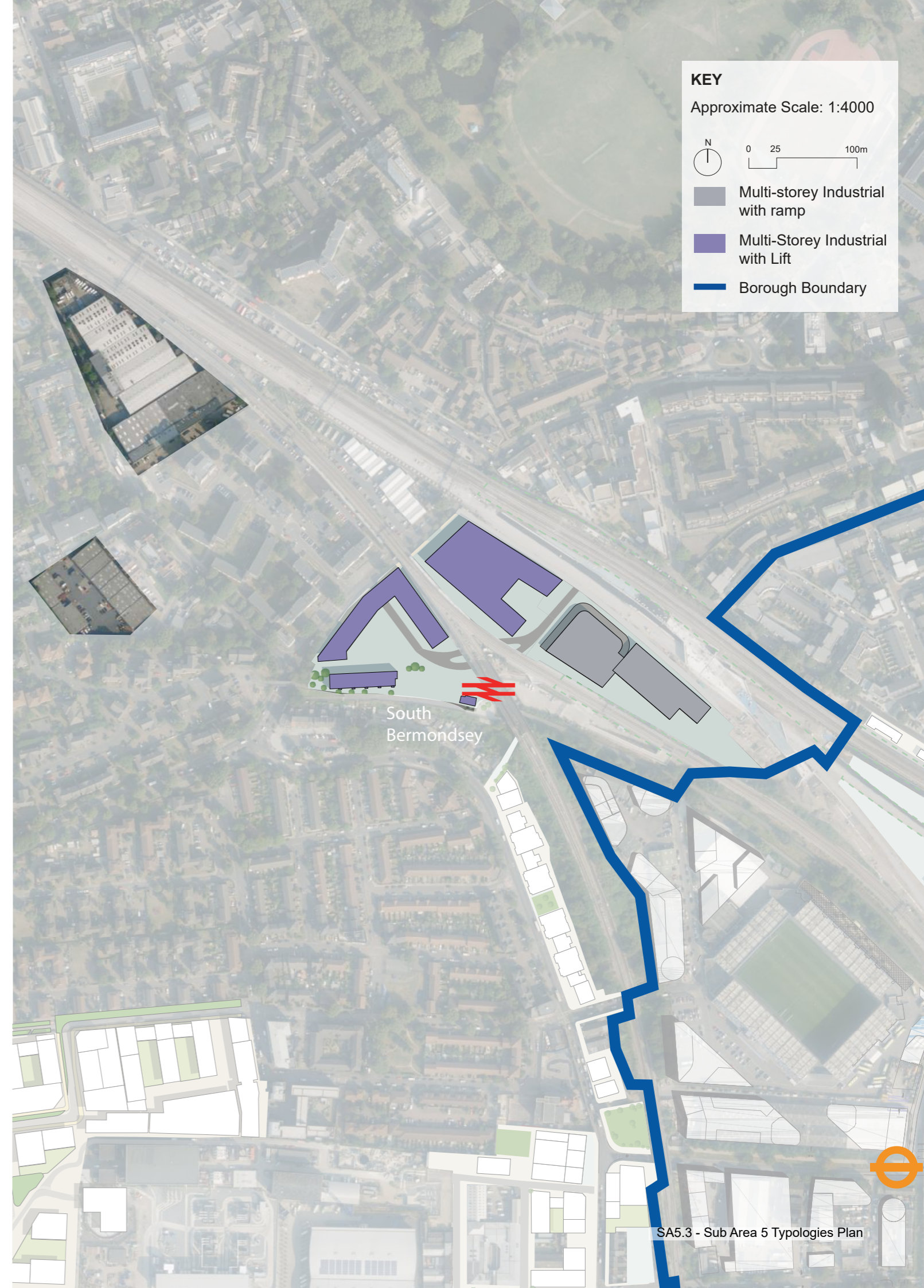
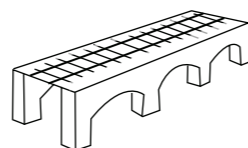
## MULTI-STOREY STACKED INDUSTRIAL WITH LIFT ACCESS TO UPPER FLOORS

These buildings accommodate multiple unit sizes including large units of 1,000sqm+. Each storey is accessed by servicing lifts of ideally 6m x 3m and up to 11,000kg capacity for forklift trucks. Units should have regular orthogonal plan forms and a 10m internal column grid. Ceiling heights are ideally 6-8m on the ground floor and 4m on the upper levels with floor loads of 1,000kg per sqm. Ground floor units will have direct servicing access for HGVs from roller shutter doors and servicing for the upper storeys should have direct access to the goods lifts from either an external or internal service yard. Units which have good visibility from Rotherhithe New Road are suitable for trade counters accessible to the public and/or for wholesale to businesses.



## RAILWAY ARCHES

Railway arches can provide space for a range of businesses. Mezzanines can be used to provide additional space for ancillary offices, storage areas and showrooms. Arches should be serviced internally or from a forecourt. Where the arches front onto streets the design and use of the space should give careful consideration to their relationship with their surroundings, providing overlooking by having more active uses facing the street which would benefit safety and security whilst mitigating impacts on the amenities of nearby residents.

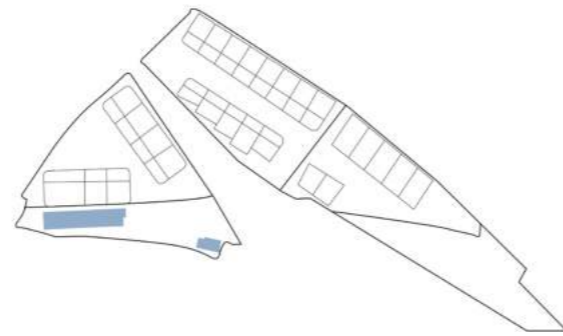


# PHASING

The sites create the opportunity to provide a very significant amount of new industrial space. Because of this, it is unlikely that the intensification of all the industrial estates would be delivered in a single development, moreover, they are all currently functioning well as industrial locations. It will be important to ensure redevelopment enables the managed relocation of businesses to other parts of the South Bermondsey area in a phased approach. To explore this further the Bermondsey Trading Estate which is currently home to 18 businesses has been subject to a phase-able masterplan study which illustrates the potential for each site to be completed and filled before work on another site starts. This offers the potential to be able to respond to demand, address relocation requirements and accommodate the varying lengths of existing leases.

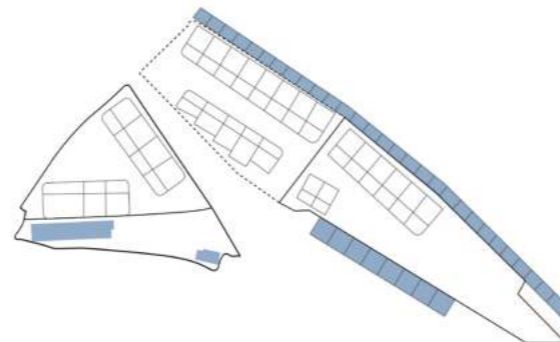
## Phase 1

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



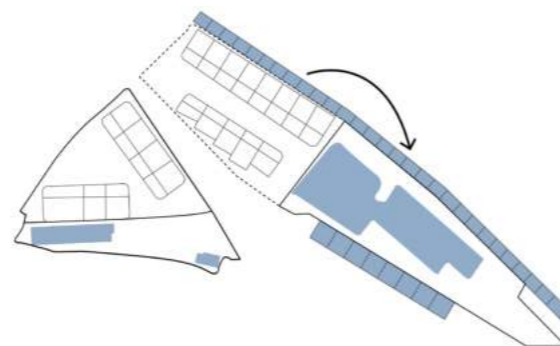
## Phase 2

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



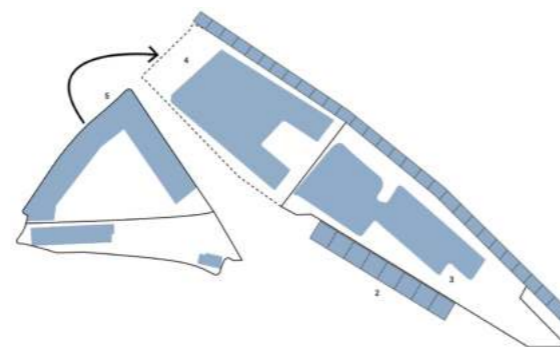
## Phase 3

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



## Phases 4 and 5

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



| KEY                                   |                                    |
|---------------------------------------|------------------------------------|
| <span style="color: purple;">■</span> | Tier 1 (Above 20 storeys)          |
| <span style="color: pink;">■</span>   | Tier 2 (Between 16 and 20 storeys) |
| <span style="color: red;">■</span>    | Tier 3 (Up to 15 storeys)          |

# SERVICING AND ROAD NETWORK

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

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

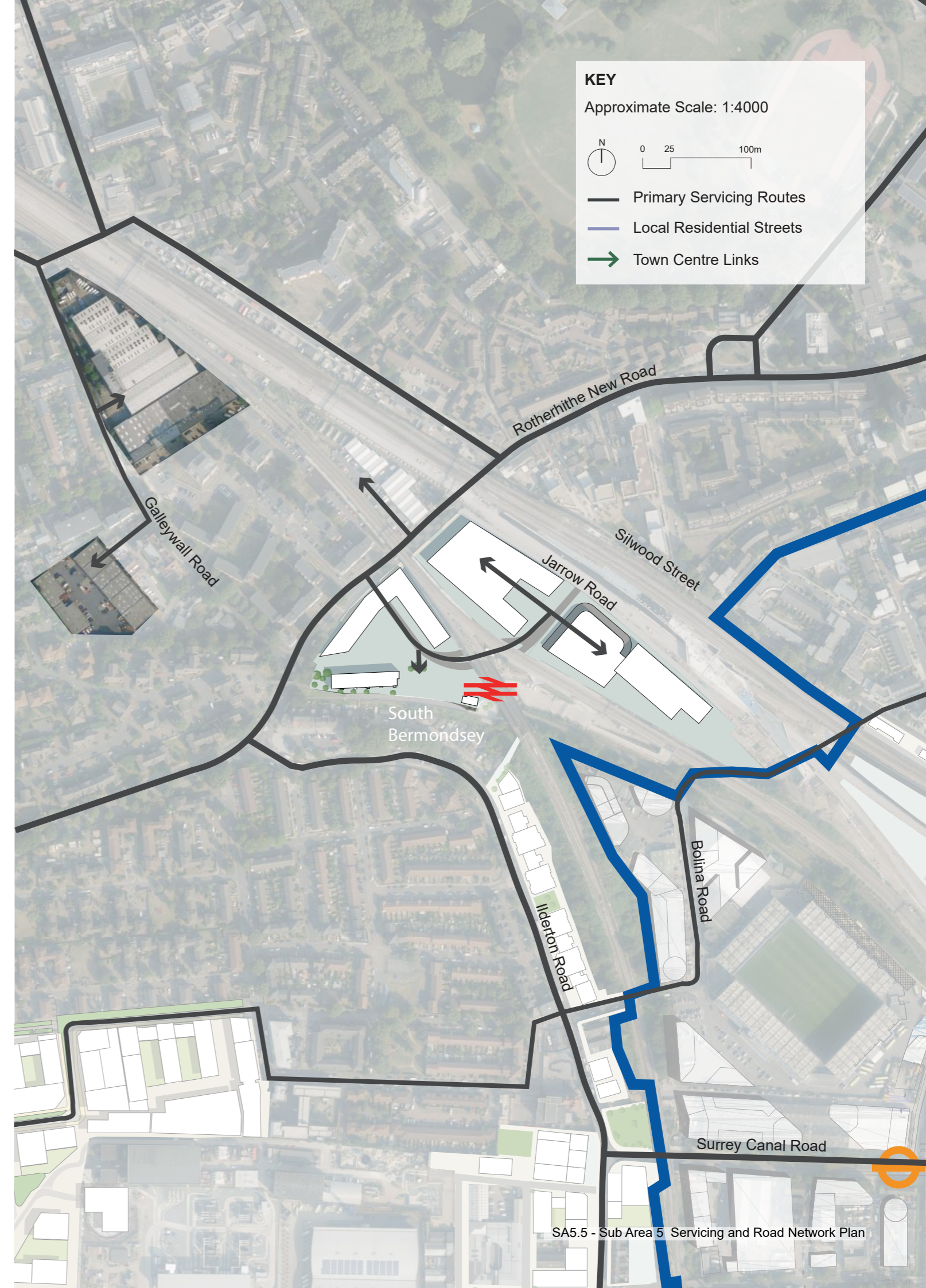
The current businesses and the proposed developments are reliant on servicing from a range of vehicles from small vans to articulated lorries. Service access to new development proposals should be designed to avoid queuing on the public highway as this would cause road safety issues and impact on bus services. All development proposals will need to demonstrate how development will be managed safely and minimise congestion. We will also look to encourage freight consolidation and the use of cargo and quad bikes for local delivery.

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

The Admiral Hyson Trading Estate and the Galleywall Trading Estate will continue to be serviced from Galleywall Road. Intensification of industrial uses will need to take account of the neighbouring Galleywall Primary School, ensuring the road remains safe for parents and children.



Bromley By Bow - Industrial Park Servicing Yard



# PARKS AND COMMUNITIES

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

## Links to Southwark Park

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

## Ilderton Road Shopping Parade

The mature trees at the north end of Ilderton Road help soften the street environment and provide an attractive setting for the local shopping parade. The wide pavements on Ilderton Road and Rotherhithe New Road will be improved with new planting, Sustainable Urban Drainage systems (SUDs) and increased biodiversity.

## South Bermondsey Station

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

## Improved connections to The Blue and Old Kent Road

The local network of green spaces will be preserved and the connections between them will be enhanced to enable ease of movement from South Bermondsey to “The Blue” local town centre and south to the Old Kent Road. There is a network of small green spaces including Shuttleworth Gardens to the north, tree lined Galleywall Road, the Galleywall Nature Reserve and Bramcote Park to the south.

## Bolina Road

The borough boundary with Lewisham at Bolina Road is a useful pedestrian and cycle link underneath the railway lines connecting communities across either side of the railway. The railway bridges are too low to allow for vehicle movements generated by most of the industrial uses. The road will help provide connection to the New Bermondsey development in Lewisham and towards South Bermondsey station. The road will be maintained as a safe and well-lit accessible route for pedestrians and cyclists.




Pat Hickson Garden



Illustrative view of Bolina Road Underpass (Renewal/SEW)



KEY  
 Green Link

## How to comment

### Visiting our consultation hub:

<https://engage.southwark.gov.uk/en-GB/projects/old-kent-road-aap>

### Sending an email to:

[OldKentRoad@southwark.gov.uk](mailto:OldKentRoad@southwark.gov.uk)

### Alternatively you can send your response to:

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

### Comments due by midnight on: Friday 11th April

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

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

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