

# **Strategic Planning Committee – 27 January 2021**

## **Land at Surrey Canal Road, Stockholm Road, Bolina Road and Rollins Street SE16**

**DC/20/119706**

This presentation forms no part of a planning application  
and is for information only.

Hybrid planning application for the redevelopment of land at Surrey Canal Road, Stockholm Road, Bolina Road and Rollins Street, London SE15 and SE16 comprising:

**FULL planning application** for Phase 1 comprising the demolition of existing buildings at Orion Business Centre and construction of 600 residential dwellings in three towers rising to 32 storeys together with 4,315sqm of floorspace comprising an auditorium, meeting rooms, offices, and restaurant/ café floorspace (Sui Generis and Class E) within a podium, with associated vehicular and cycle parking, public realm, amenity space, landscaping and infrastructure; and

**OUTLINE planning application** for demolition of existing buildings (with the exception of Guild House and part of Rollins House which are to be retained) and construction of up to 400,000sqm of floorspace, comprising residential floorspace (Class C3) (circa 2,900 dwellings) within blocks rising to a maximum of 154m AOD (circa 44 storeys), together with business floorspace, leisure floorspace, retail, food and drink floorspace and non-residential institution floorspace (Class E), learning and non-residential institutions (Class F1), pubs and takeaways (Sui Generis) together with associated basements, vehicular and cycle parking, public realm, amenity space, landscaping, highway works and infrastructure (scale, layout, landscaping, access and appearance reserved)



Application boundary



Fig.13 Existing buildings on Site



Fig.15 Stockholm Road



Fig.14 Orion Business Park

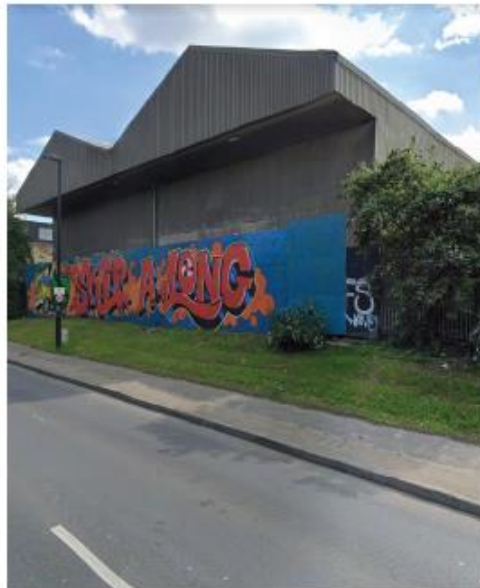


Fig.16 Rollins Wharf



Fig.17 Enterprise Industrial Estate

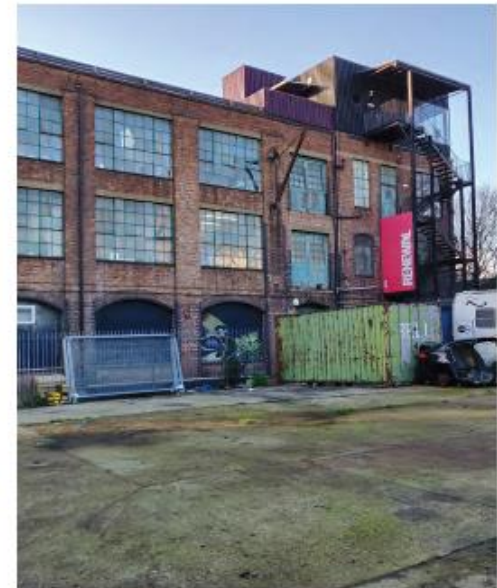
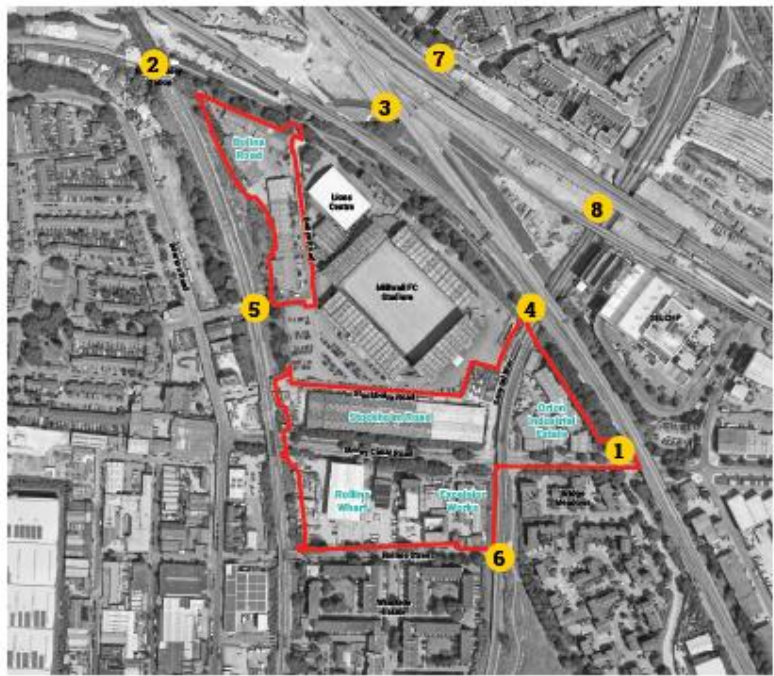
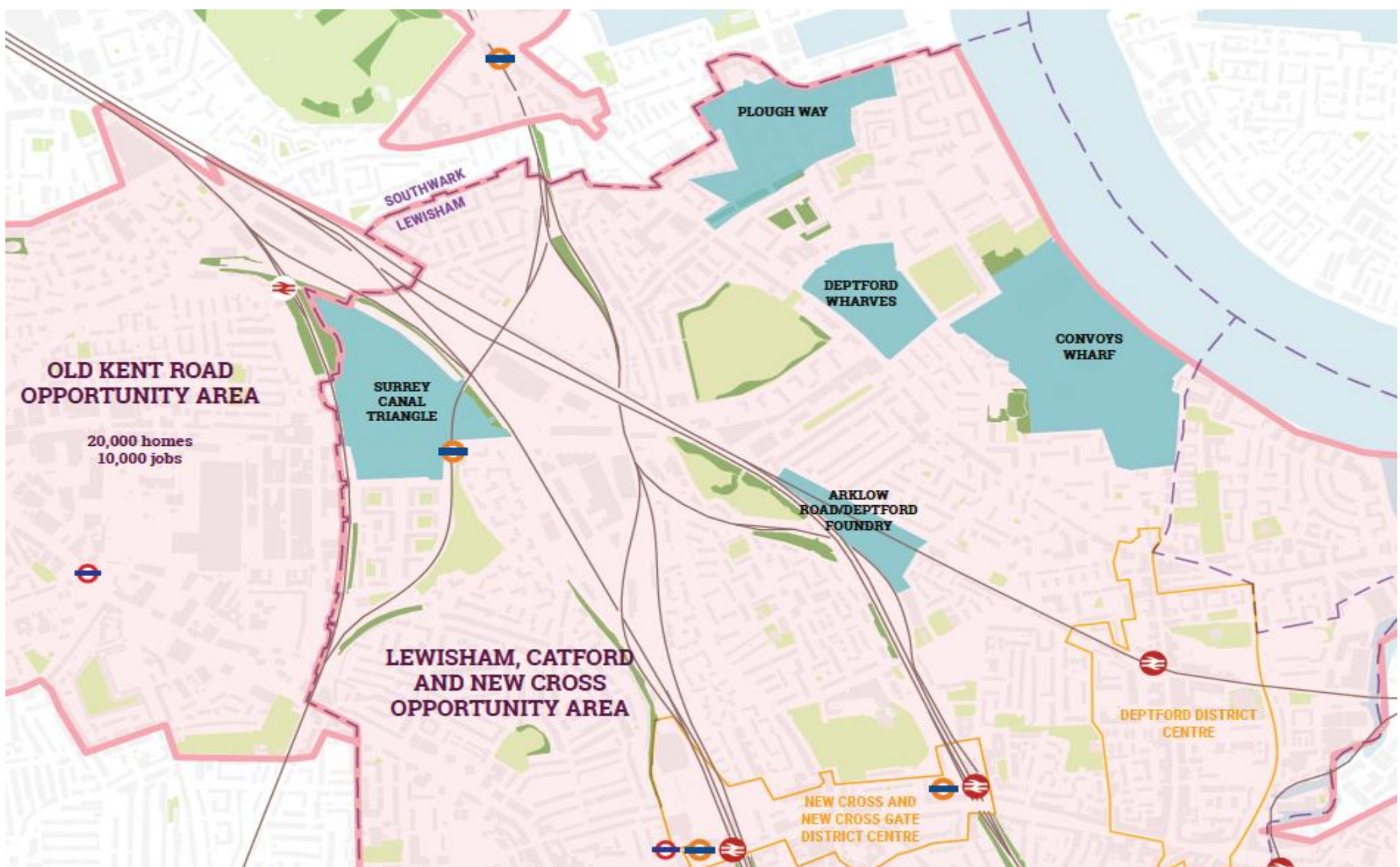


Fig.18 Guild House at Excelsior Works





Strategic Site Context

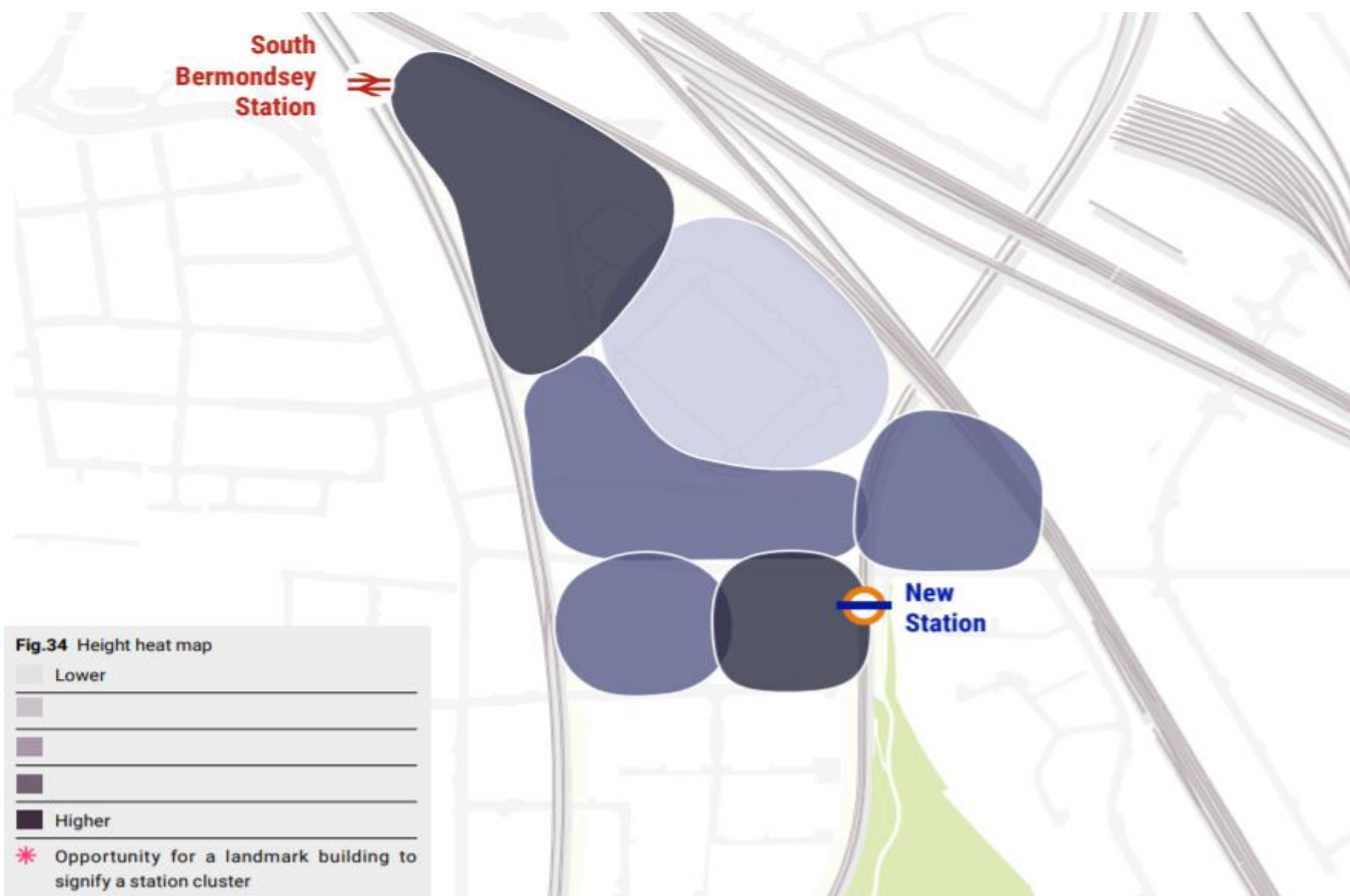


# Surrey Canal Triangle Design Framework

Supplementary Planning Document  
February 2020



Surrey Canal Triangle SPD extract – new routes



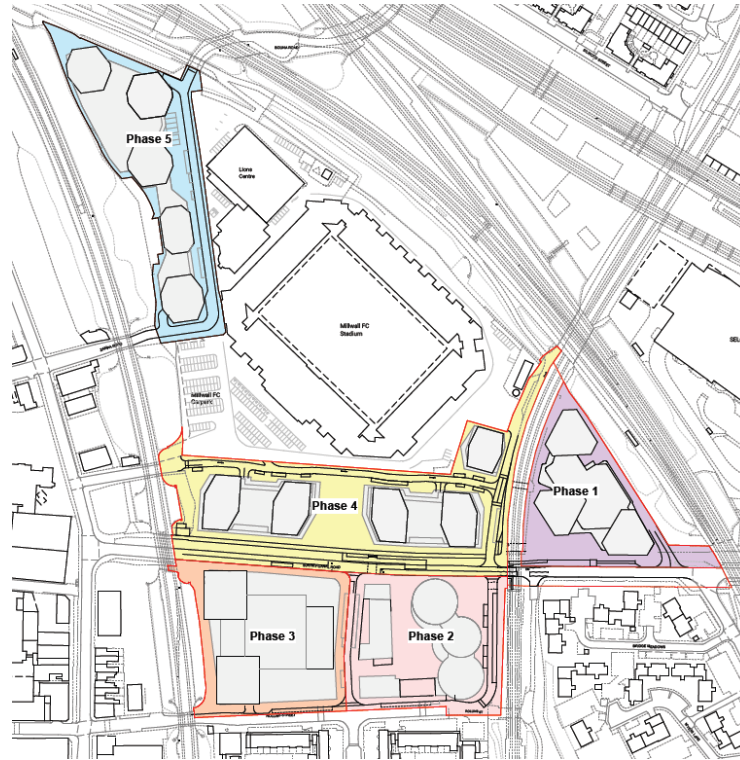
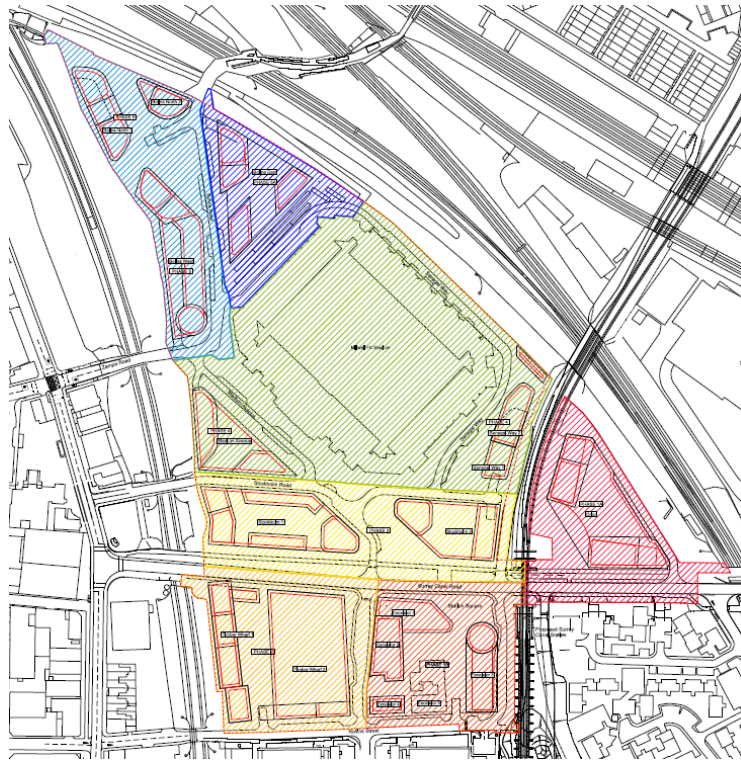
Surrey Canal Triangle SPD extract – building height heat map





Previously approved scheme 2013

|                     | 2011/2013 scheme                                | New Scheme   |
|---------------------|---|--|
| No. of homes        | 2400  | 3518   |
| Affordable Housing  | 12%   | 35%  |
| No. of Phases       | 5 (Phase 1 and 5 split into sub phases A and B) | 5  |
| Application type    | Outline   | Hybrid – Phase 1 detailed application  |
| Land arrangement    | Entire site allocation                          | Excludes all land under lease to Millwall Football Club                                |
| Over ground Station | Part of proposals                               | Excluded from proposals and being delivered by TfL with Housing Infrastructure Funding |

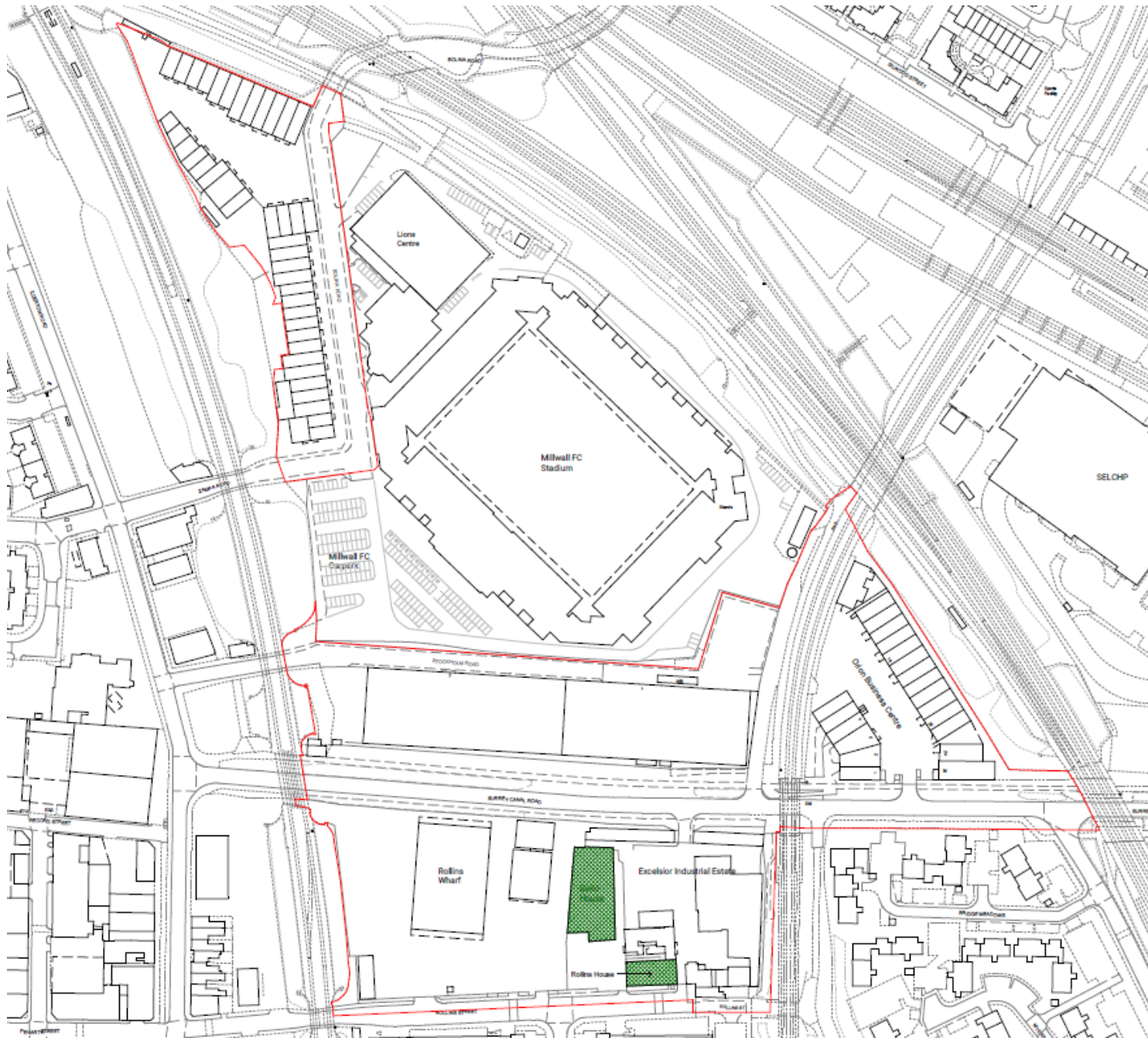




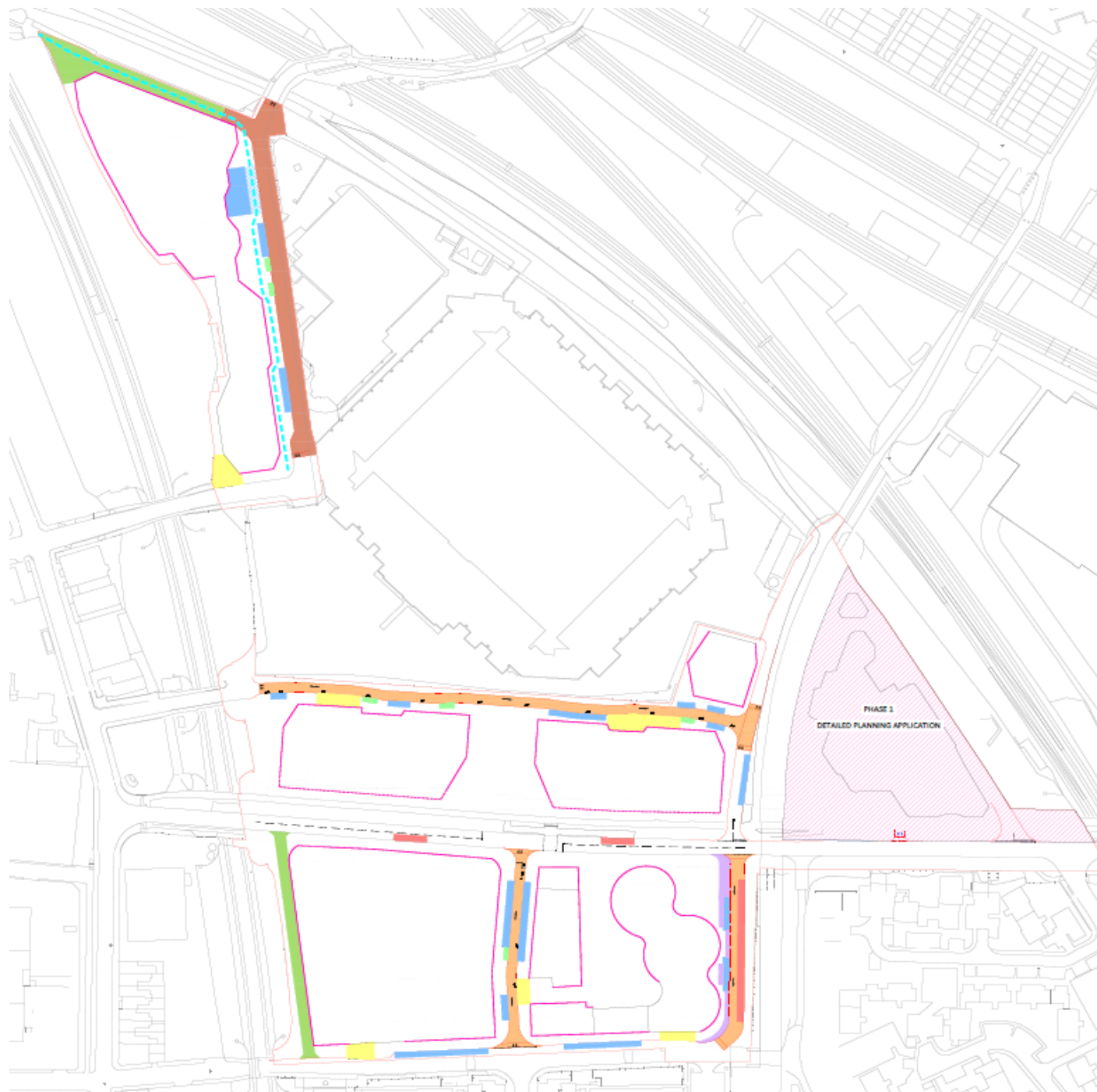
**New Proposed scheme overview**



**Proposed phasing and arrangement of buildings**



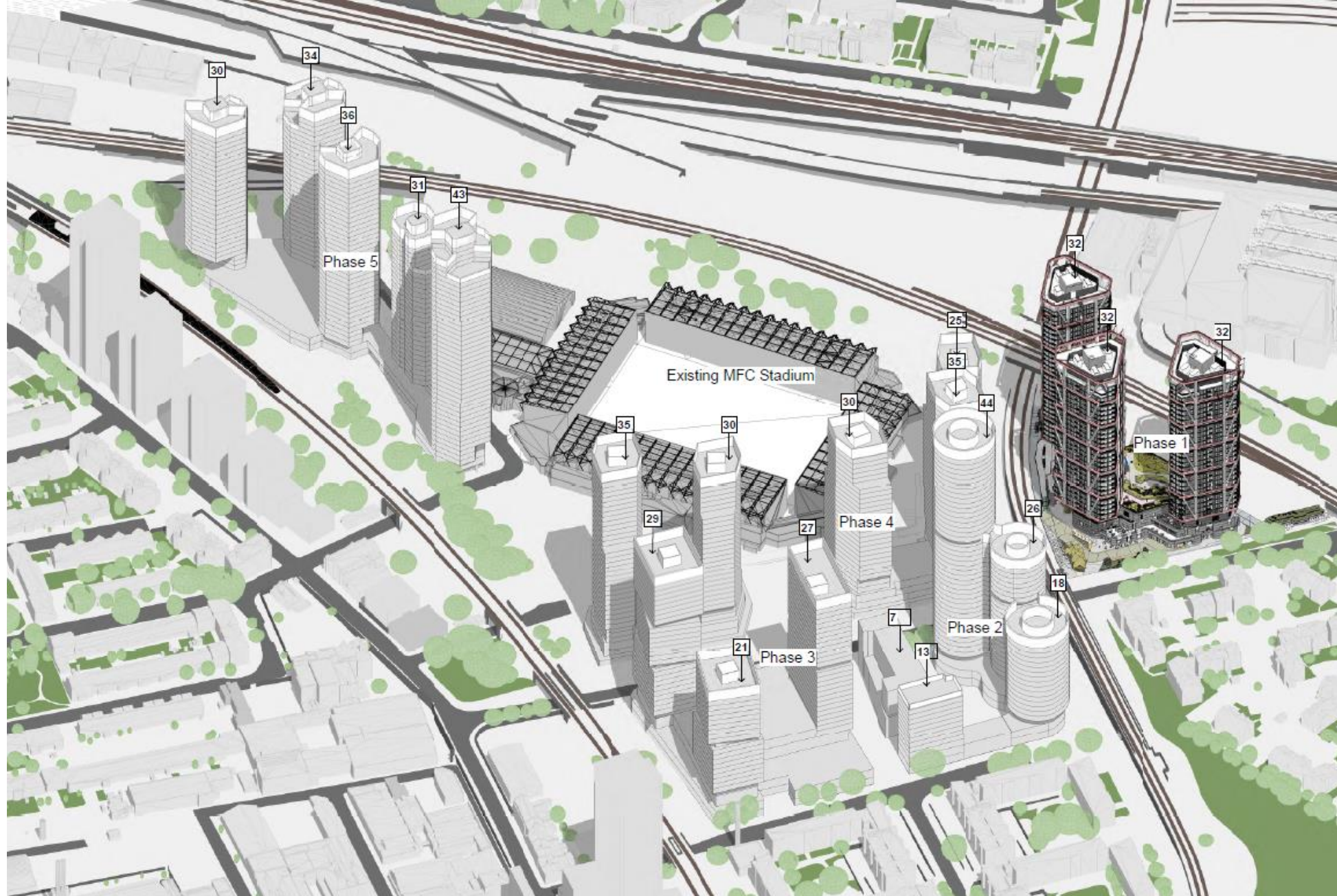
**Parameter Plan – Retained buildings. Guild House to be extended**



- PLANNING APPLICATION BOUNDARY
- VEHICULAR ACCESS LOCATION IN THIS AREA
- BUS STOP / STAND
- SHARED USE LOADING AREA AND DROP OFF
- VEHICLE CROSSOVER TO LOADING AREA
- CAR CLUB PARKING BAY
- ONE-WAY SHARED SURFACE CARRIAGEWAY
- TWO-WAY SHARED SURFACE CARRIAGEWAY
- TWO-WAY SHARED SURFACE EMERGENCY ROUTE/ACCESS
- MAXIMUM PARAMETER FOR ONE-WAY SHARED SURFACE CARRIAGEWAY AND SHARED-USE LOADING AREA AND DROP OFF IN THIS LOCATION TO ENABLE THE CARRIAGEWAY AND LOADING AREA / DROP OFF TO BE BUILT FURTHER WEST
- PEDESTRIAN ROUTE TO SOUTH BERMONDSEY STATION WITHIN THIS AREA TO LINK WITH BOLINA ROAD
- AREA OF PEDESTRIAN ENTRANCES - GROUND FLOOR
- AREA OF PEDESTRIAN ENTRANCES - PODIUM
- DIRECTION OF TRAFFIC ON A ONE-WAY ROAD
- CYCLE SYMBOL ROAD MARKING (DIAGRAM 1057), SUGGESTING RECOMMENDED LINE OF TRAVEL FOR CYCLISTS

NOTE: ON-STREET LOADING BAYS, OPERATIONAL AND DISABLED CAR PARKING AND CAR CLUB BAYS TO BE DISTINGUISHED TO FOOTWAY VIA SURFACE TREATMENT, KERBS AND/OR ROAD MARKINGS.

## Parameter Plan – Highways



**Indicative height and massing – Phase 1 in detail**

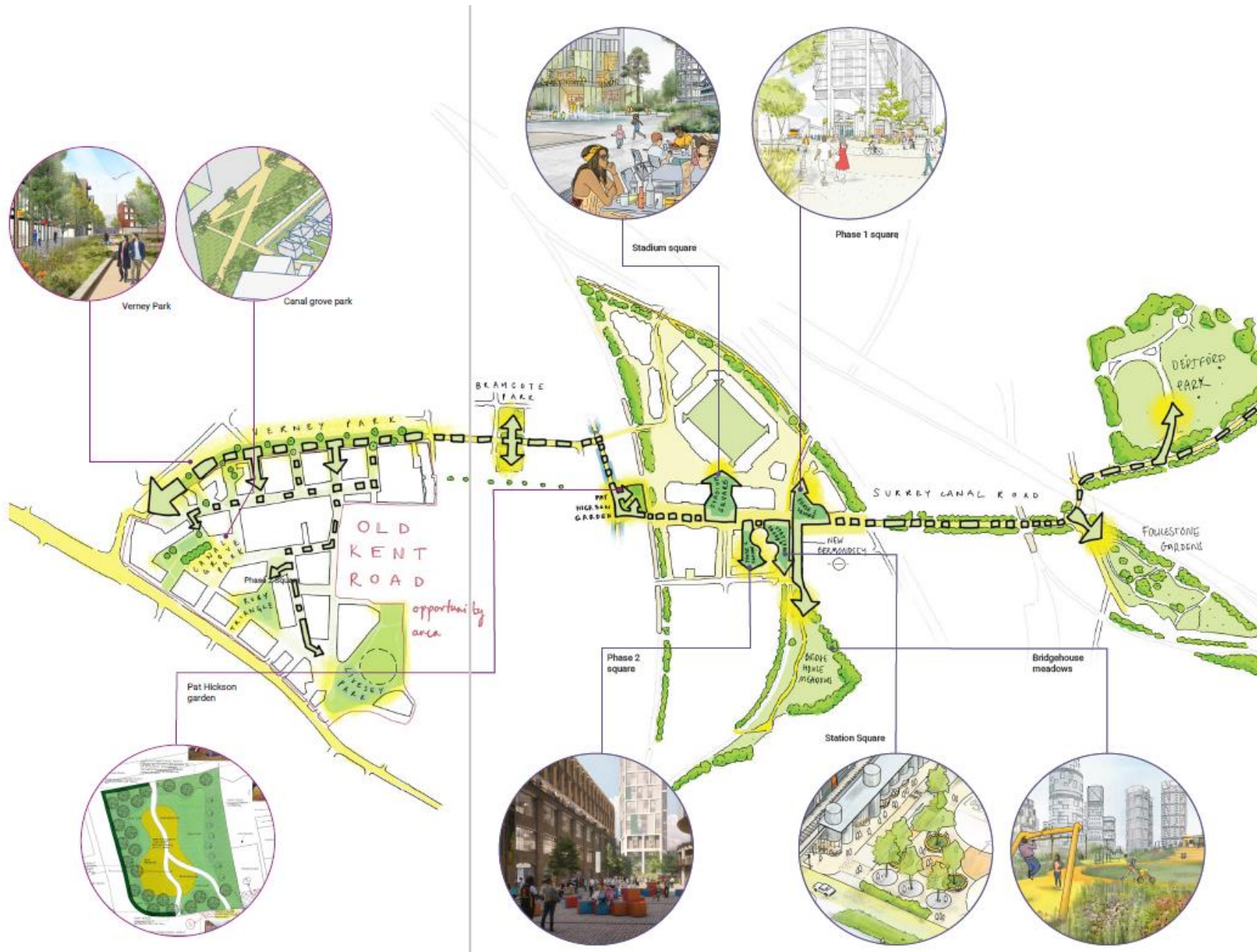
Phase 2

Phase 5



**Height strategy – tallest buildings located in Phase 2 and Phase 5**

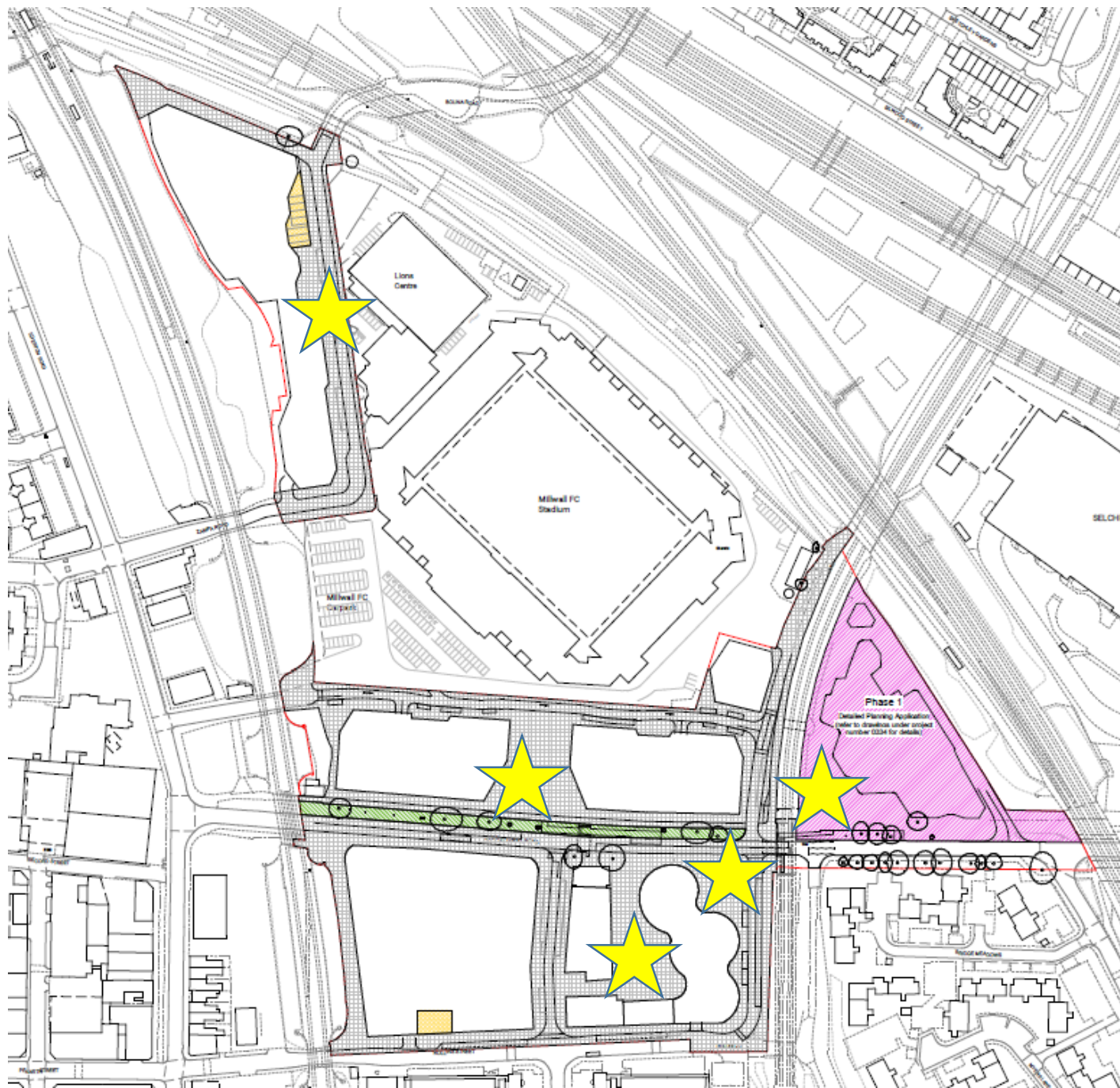




**Open space strategy and connections to surrounding areas**



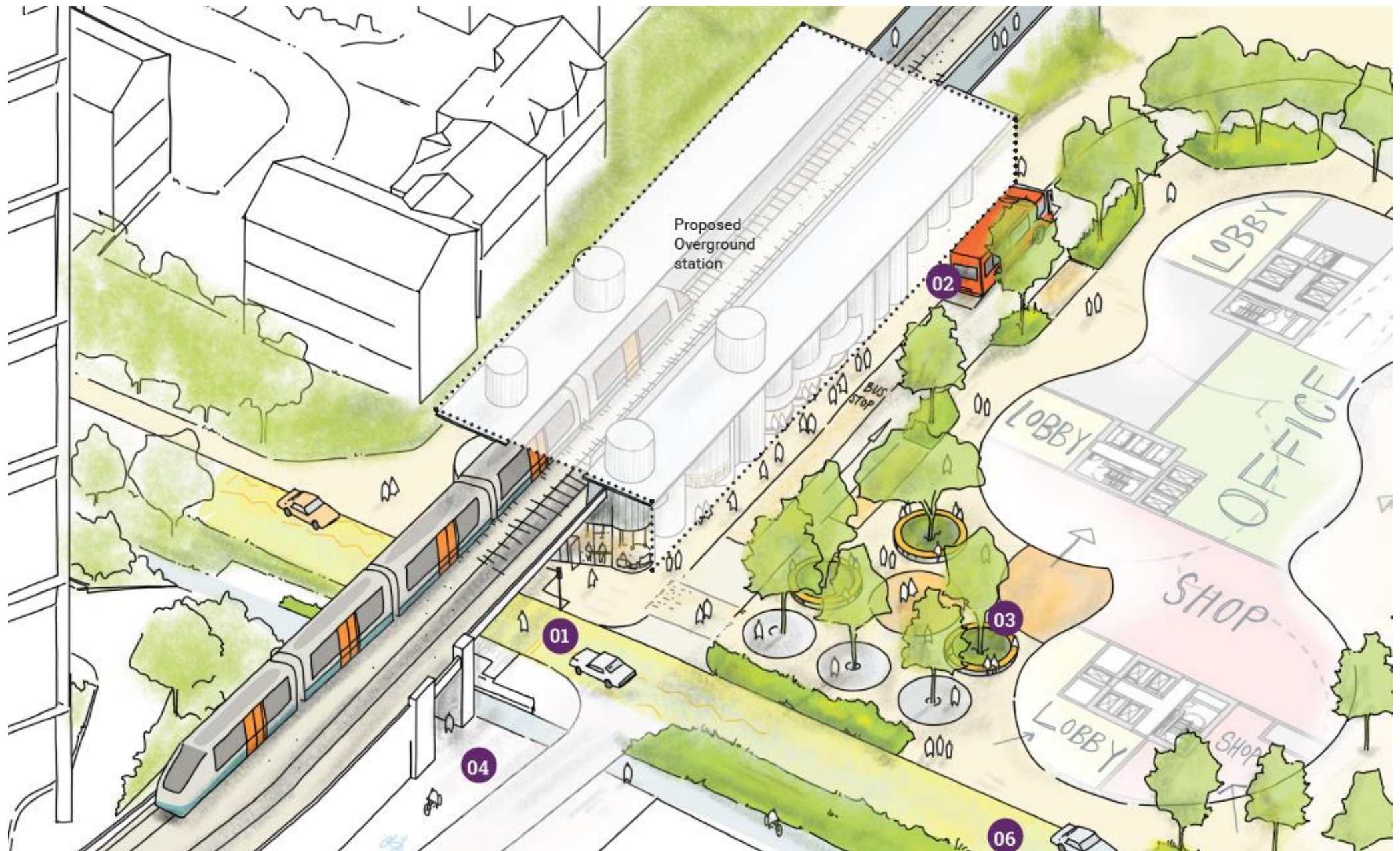
Financial payment to Bridgehouse Meadows



**Parameter Plan – Public realm. New public squares and a yard**



**Indicative CGI – view looking east on Surrey Canal Road**



**Phase 2 Station Square – indicative layout and Surrey Canal Station**



Note: Station is indicative in design for illustrative purposes only

**Indicative CGI – Phase 2 Station Square and Phase 1 in background**



**Phase 2 Square – Excelsior, retained and extended Guild House**



**Indicative CGI – Phase 3 Leisure Centre view from Stadium Square**





Indicative section – Phase 3 Leisure Centre

01

Phase 2 Rotunda

Generous footpath width with improved surface treatment

Defined loading bays and bus stops with flush kerb for delivery bays

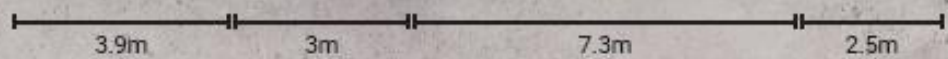
Existing planting retained on both sides of road including mature trees

Existing raised kerb retained

Phase 3

Improved macadam surface

Winslade Estate



Indicative street arrangement – Phase 3 Rollins Street

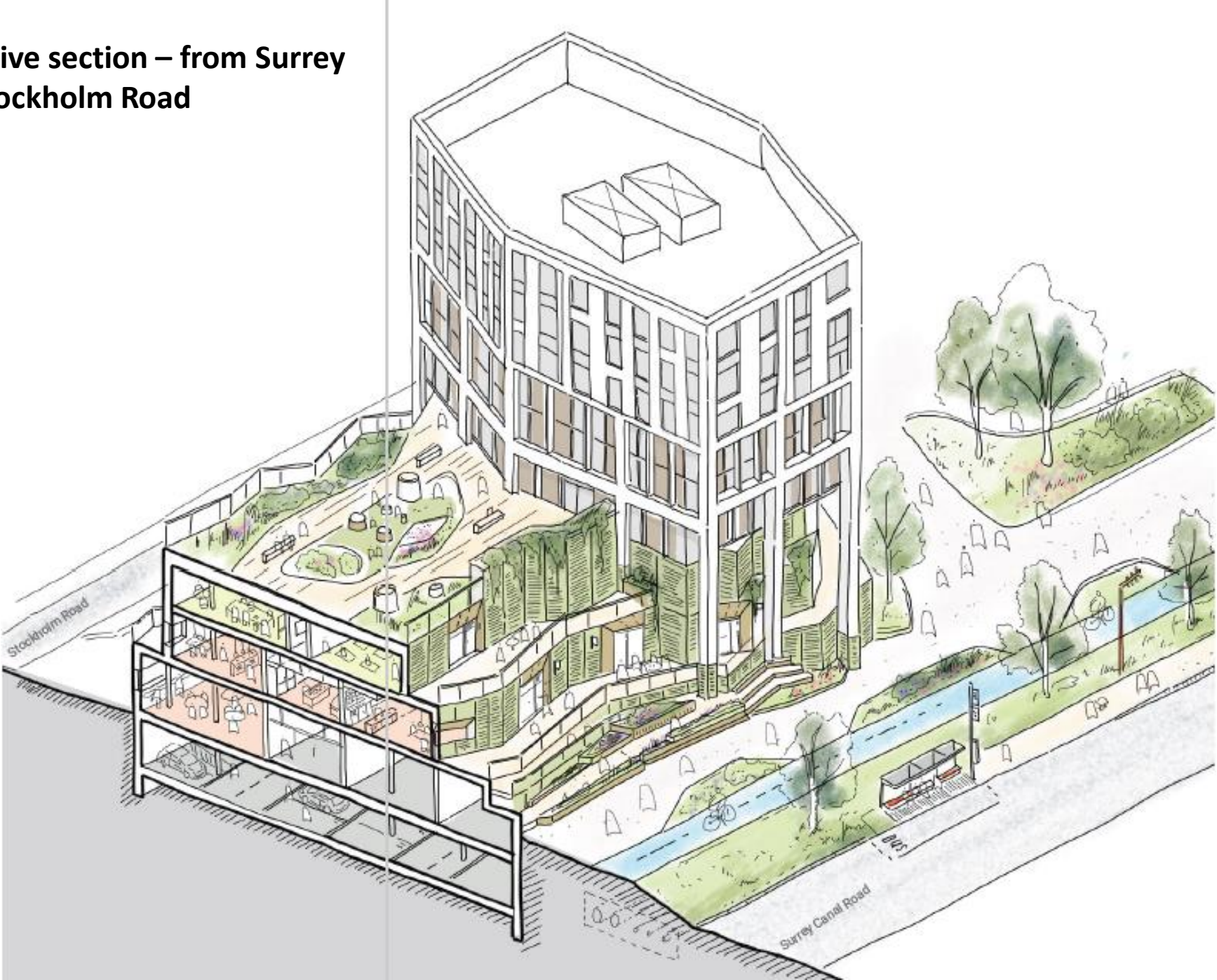


**Indicative CGI – Phase 4 Stockholm Road with potential future Stadium**



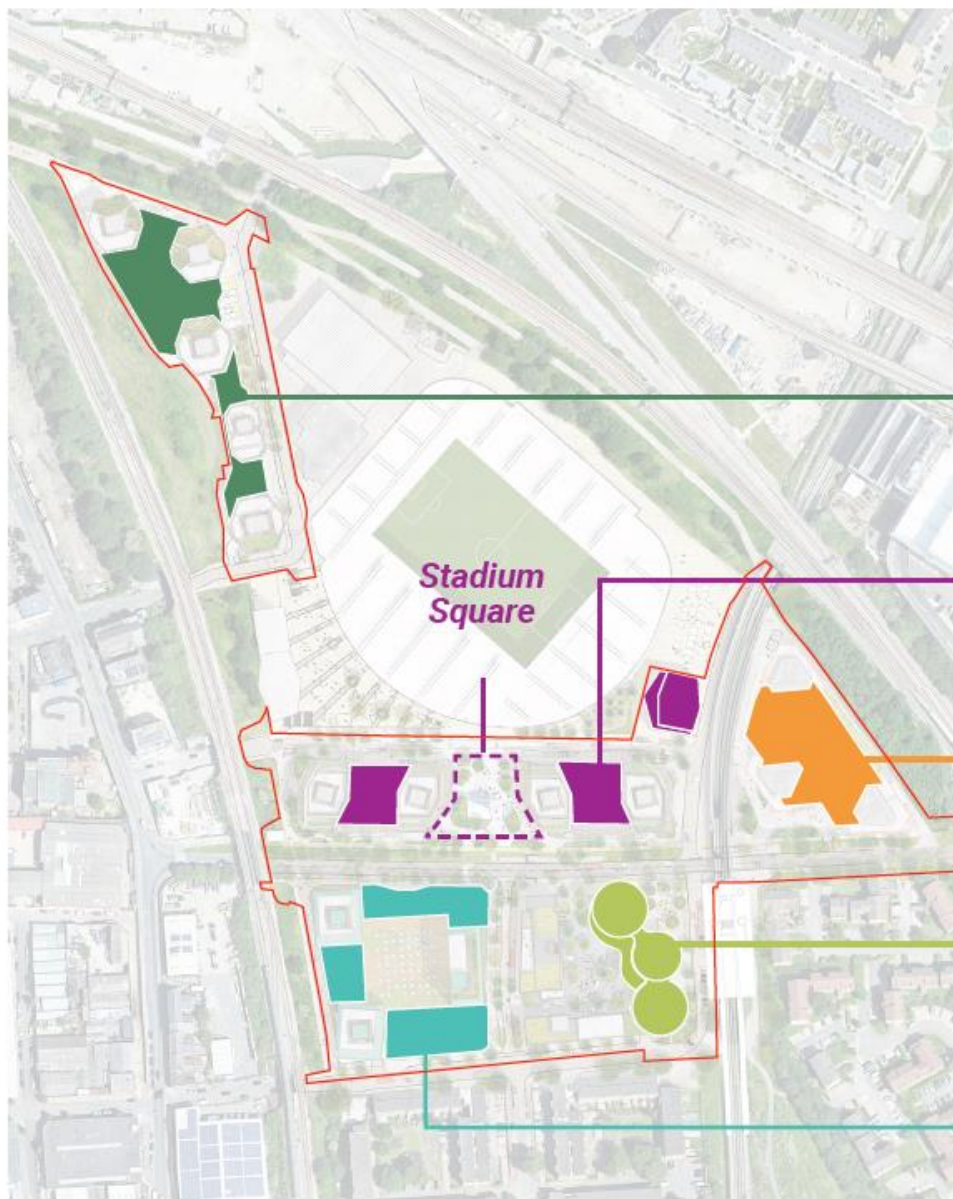
## Phase 4 Stadium Square – indicative layout

**Phase 4 – indicative section – from Surrey Canal Road to Stockholm Road**





**Indicative CGI – Phase 5 Bolina Road toward South Bermondsey Station**



**Phase and Podium size**

**Area for under 5s**

**Area for 5-11**

**Phase 5**  
3765sqm

1,713sqm

1,298sqm

**Phase 4**  
1110sqm

1,426sqm

1,081sqm

**Phase 1**  
2145sqm

899sqm

647sqm

**Phase 2**  
1975sqm

949sqm

719sqm

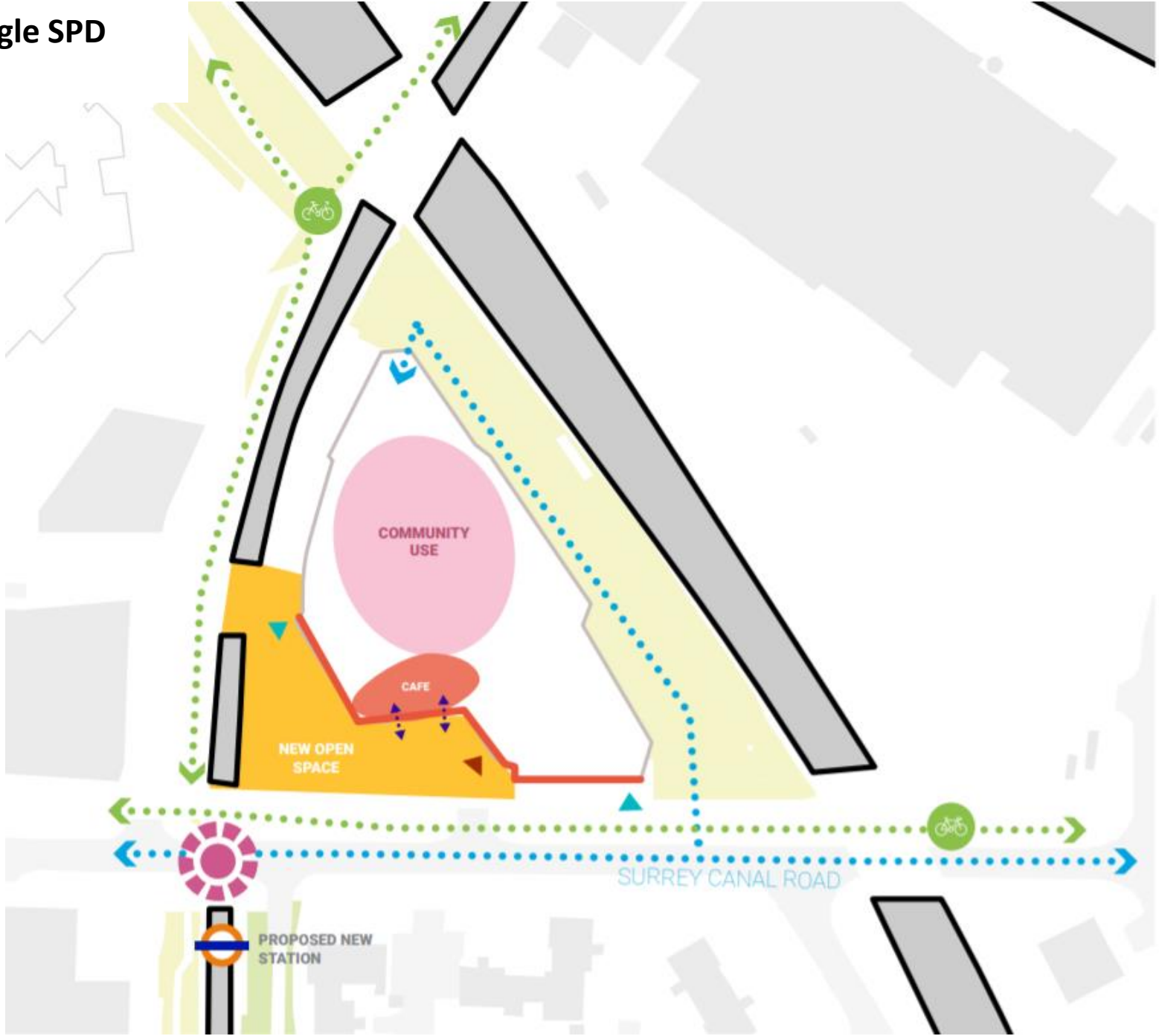
**Phase 3**  
2385sqm

836sqm

634sqm

**Play space arrangements**

Surrey Canal Triangle SPD  
Phase 1 extract



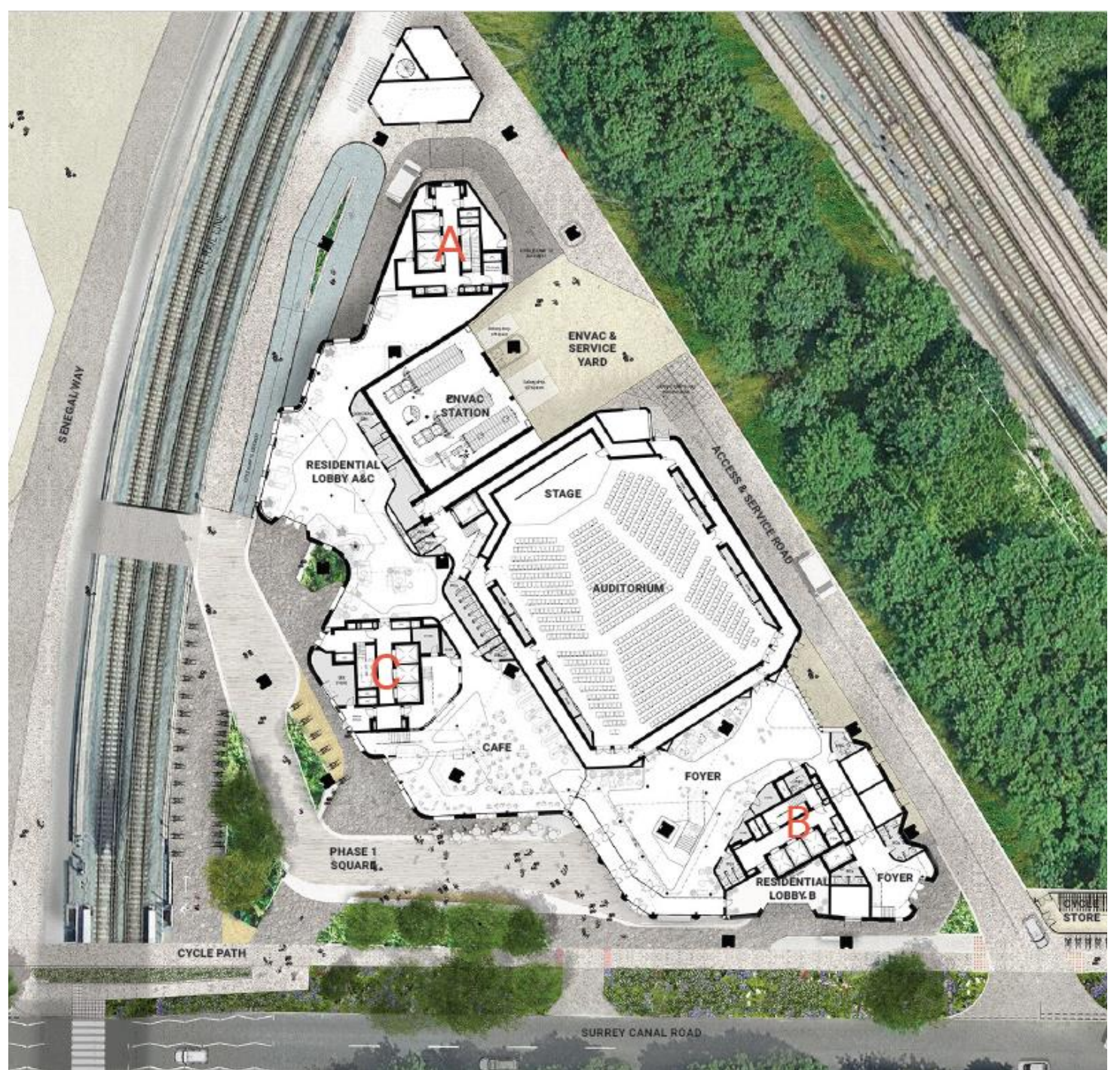
Indicative illustration showing how principles might be implemented

Fig.38 Urban Design Framework for Orion

-  Overground station
-  Bus stop
-  Crossing
-  Enhanced archway
-  Vehicular movement
-  Cycle route
-  Landscaped open space
-  Residential entrance
-  Community use entrance
-  Potential for activity spill
-  Active frontage



# Phase 1 – Detail – general arrangement

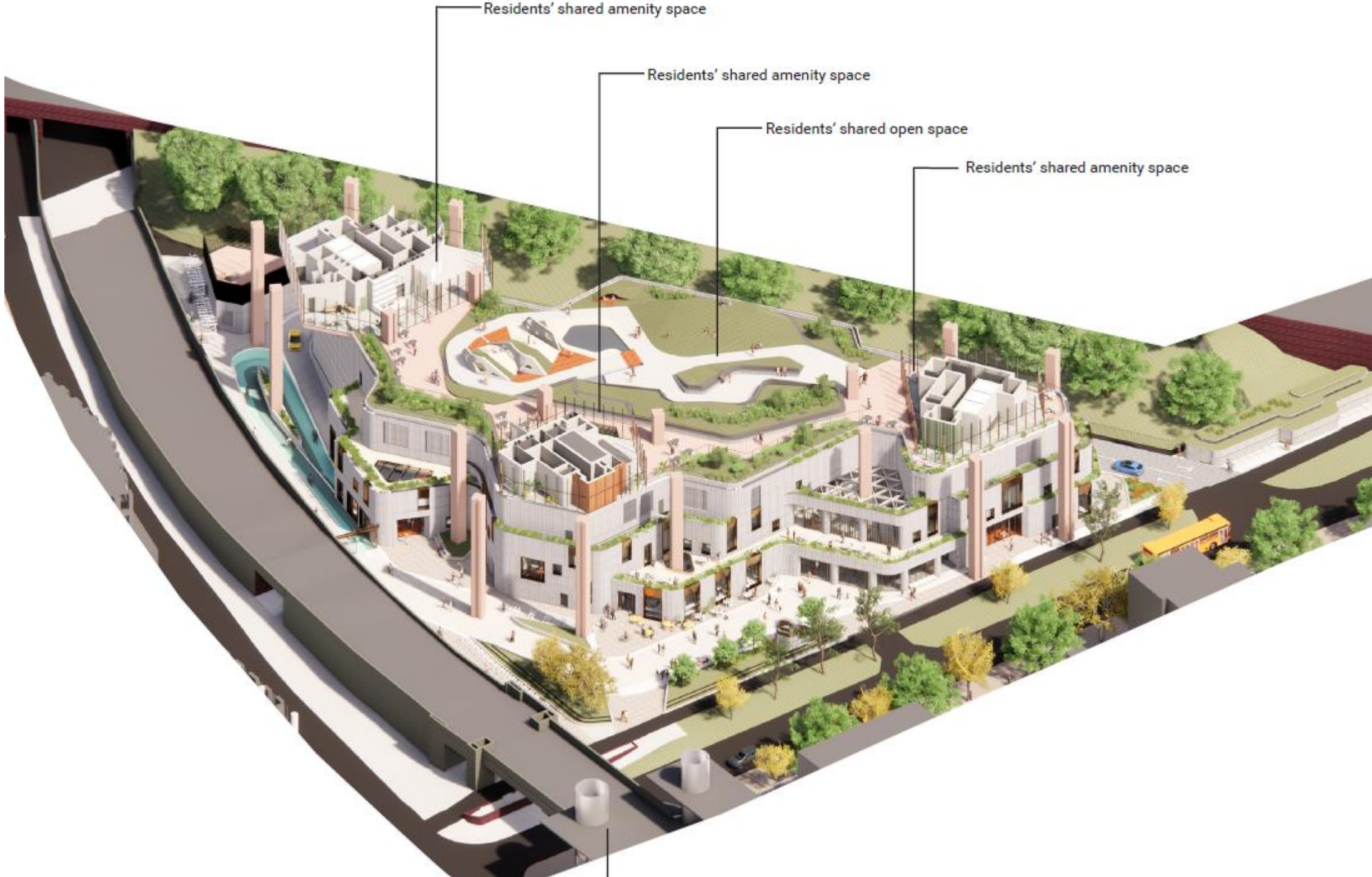




**Phase 1 – Detail – CGI from Surrey Canal Road toward public square**



**Phase 1 – Detail – CGI of public square**



Residents' shared amenity space

Residents' shared amenity space

Residents' shared open space

Residents' shared amenity space

# Phase 1 – foyer to auditorium



# Phase 1 – upper level space



Fig.515 Illustrative CGI - first floor level foyer space looking towards the external terrace

# Phase 1 – upper foyer

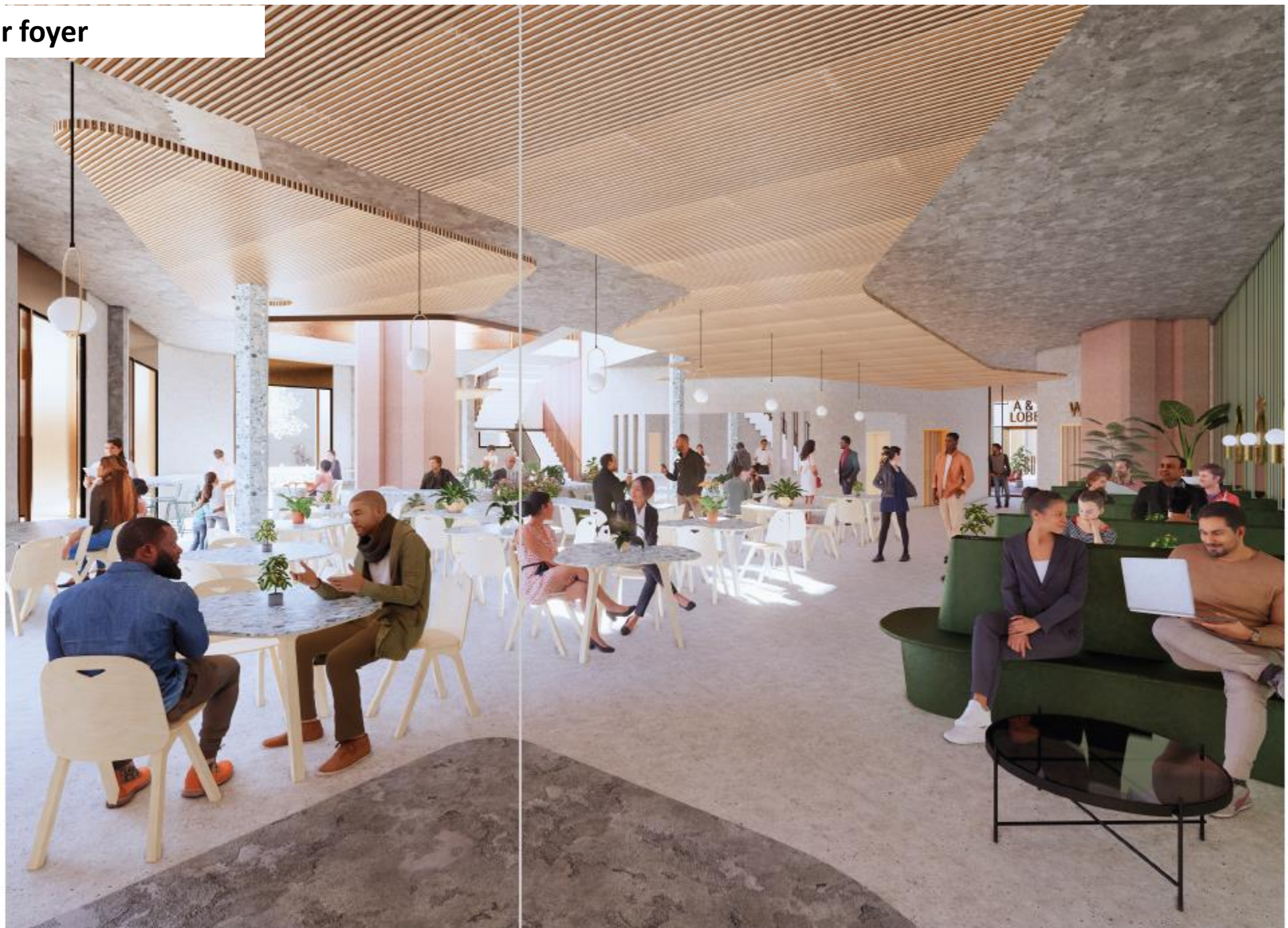


Fig.517 Illustrative CGI – Internal view of cafe from foyer entrance

Phase 1 – auditorium/ café  
external space



Fig.510 Illustrative CGI - café first floor terrace



# Phase 1 – auditorium layouts

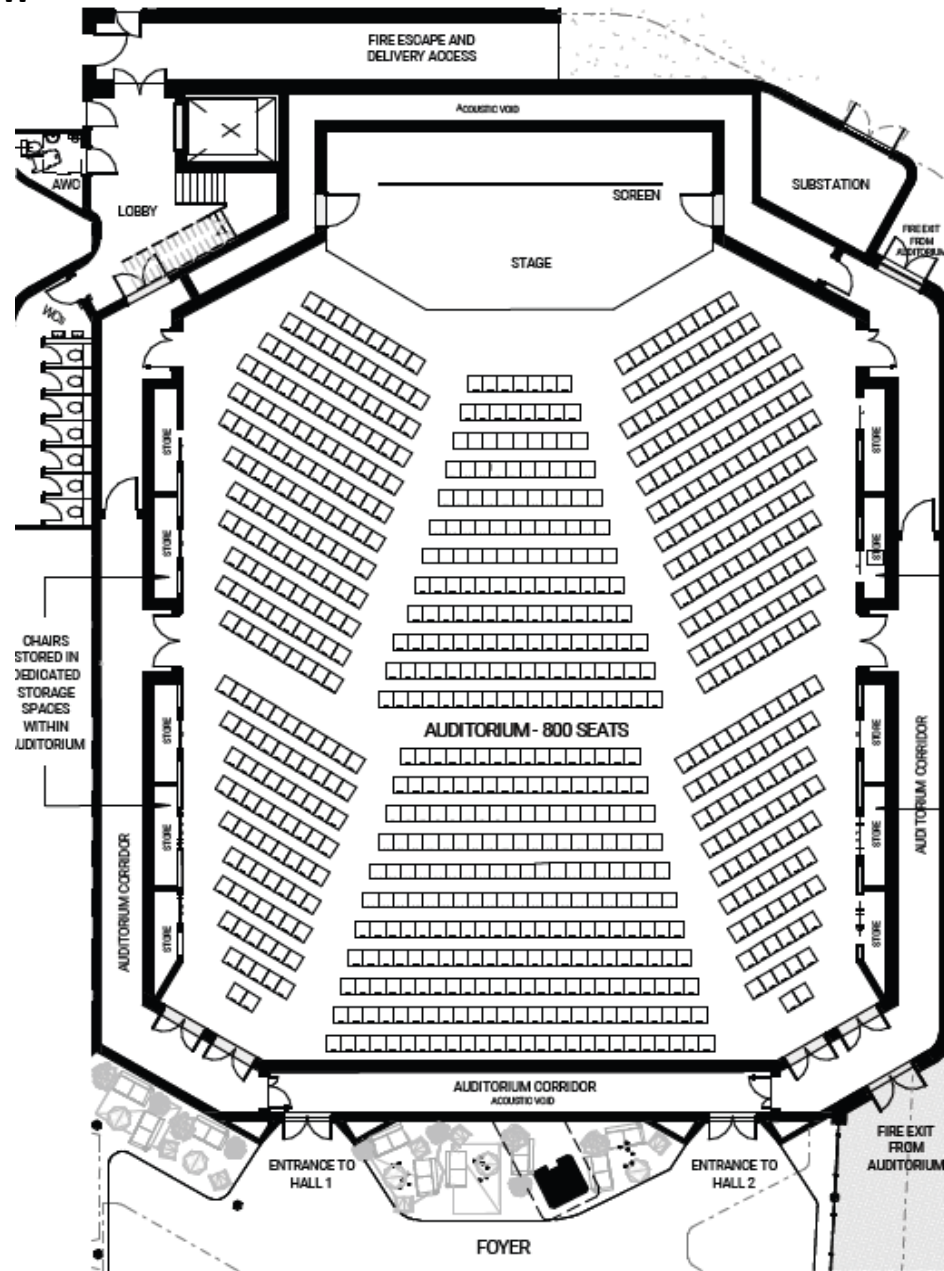


Fig.509 Auditorium seating layout illustrating 800 seat configuration

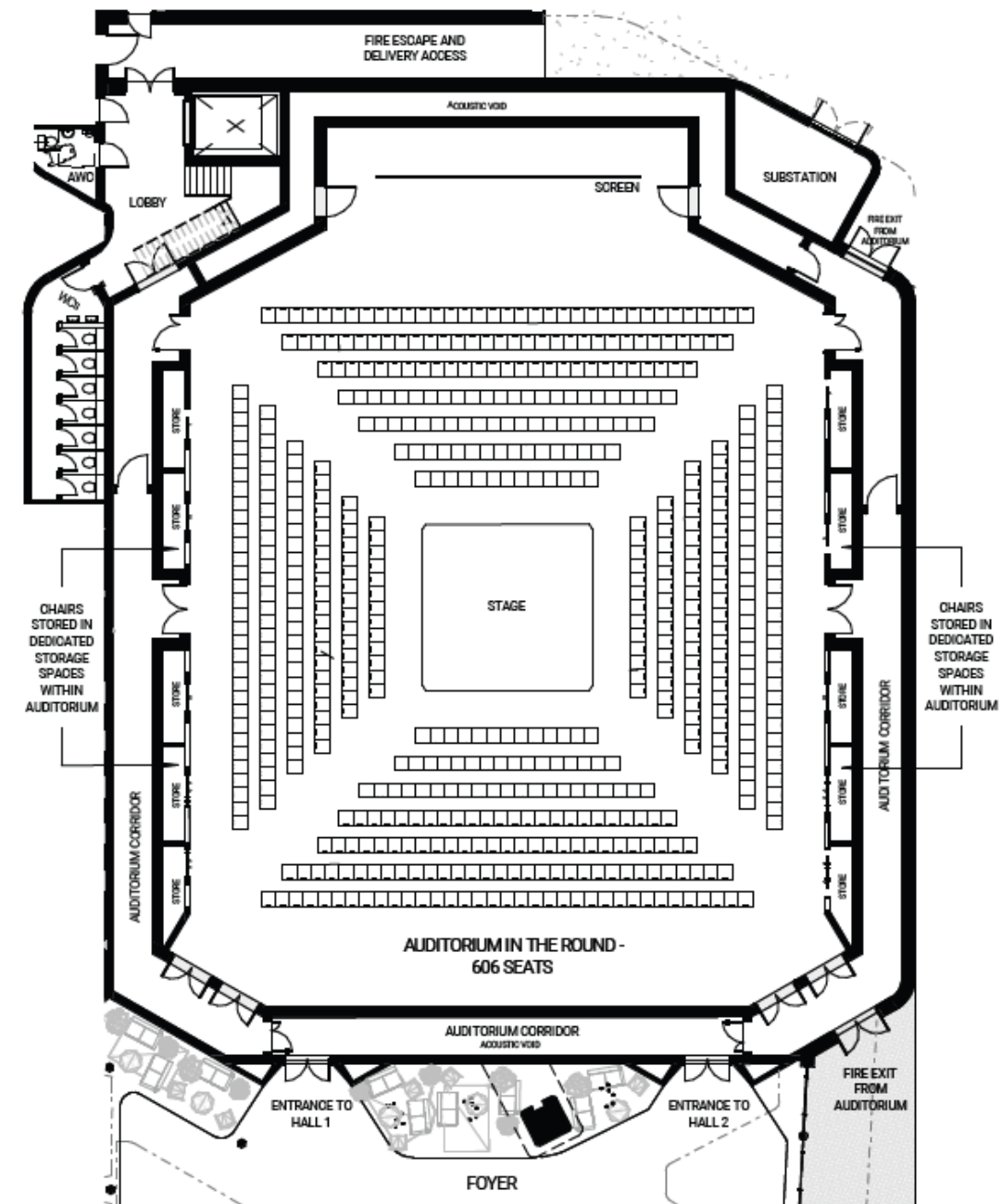


Fig.512 Auditorium seating layout illustrating 606 seat configuration 'in the round'



# Phase 1 – residential entrances and lobbies



Fig. S21 Ilustrative CGI - interior of residential building ABC lobby.



Fig. S22 Ilustrative CGI - building B entrance

# Phase 1 – communal external amenity space – level 2



Fig.528 Illustrative CGI - view from the podium level landscape looking north towards building A & C



Fig.488 Illustrative CGI view of the southwest corner of Phase 1



Fig.486 Illustrative CGI of Phase 1

# Phase 1 – material palette



Fig.489 Precedent: Glasshouse Gardens, Stratford

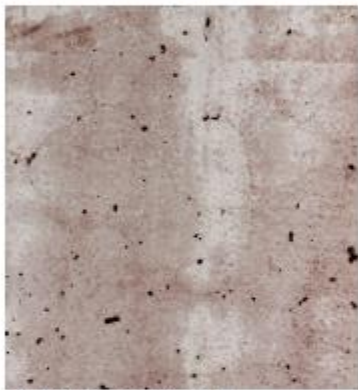


Fig.490 Pigmented Pre-cast concrete finish



Fig.491 Precedent: Noma Tower, Stockholm

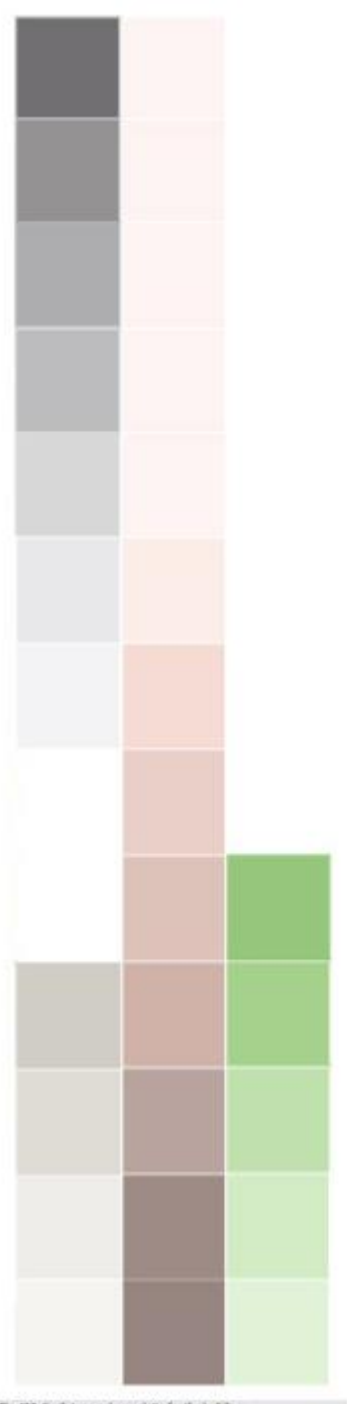


Fig.492 Earth-tone colour palette for the building

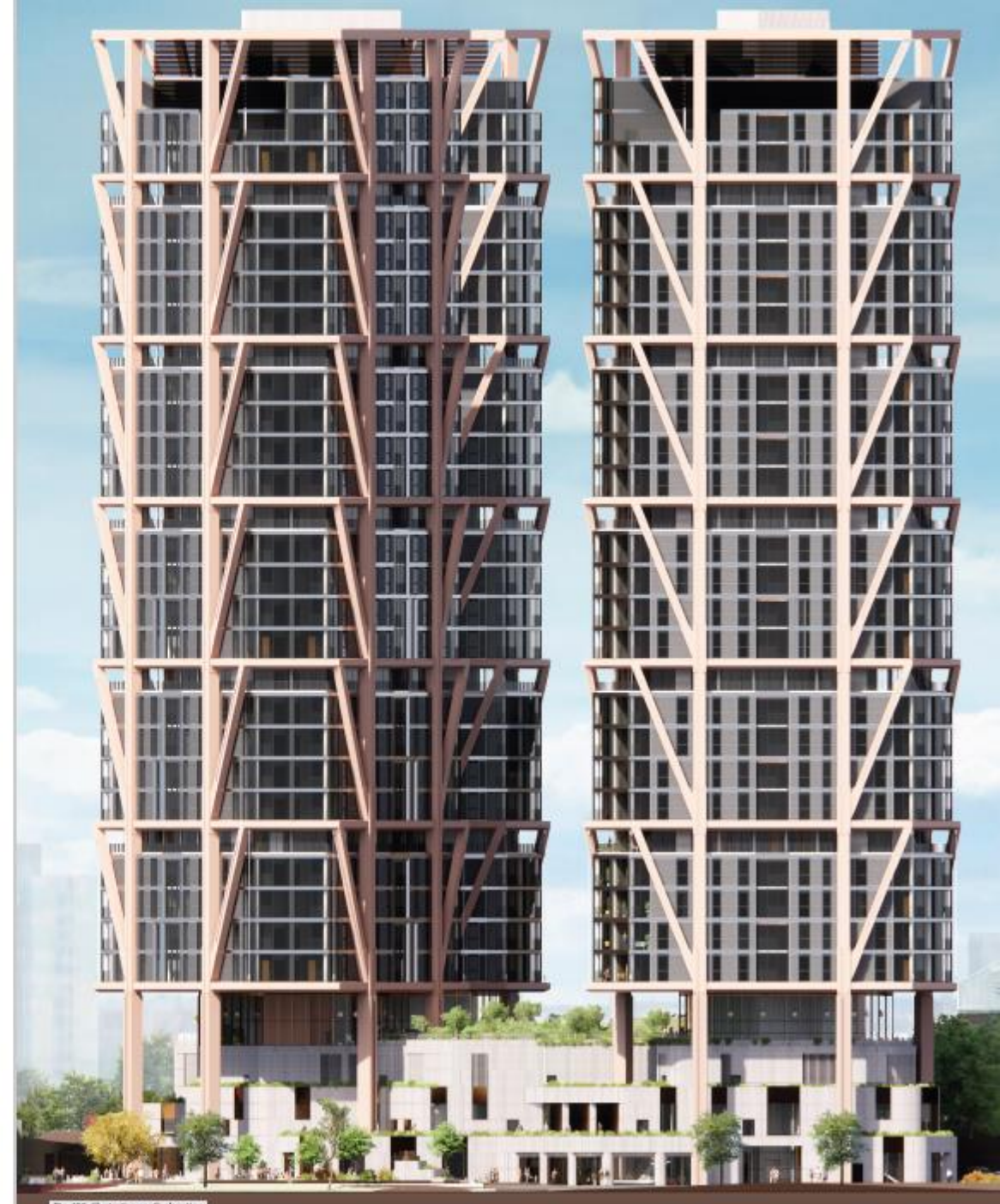


Fig.493 Illustrative south elevation

# Phase 1 – typical floorplan

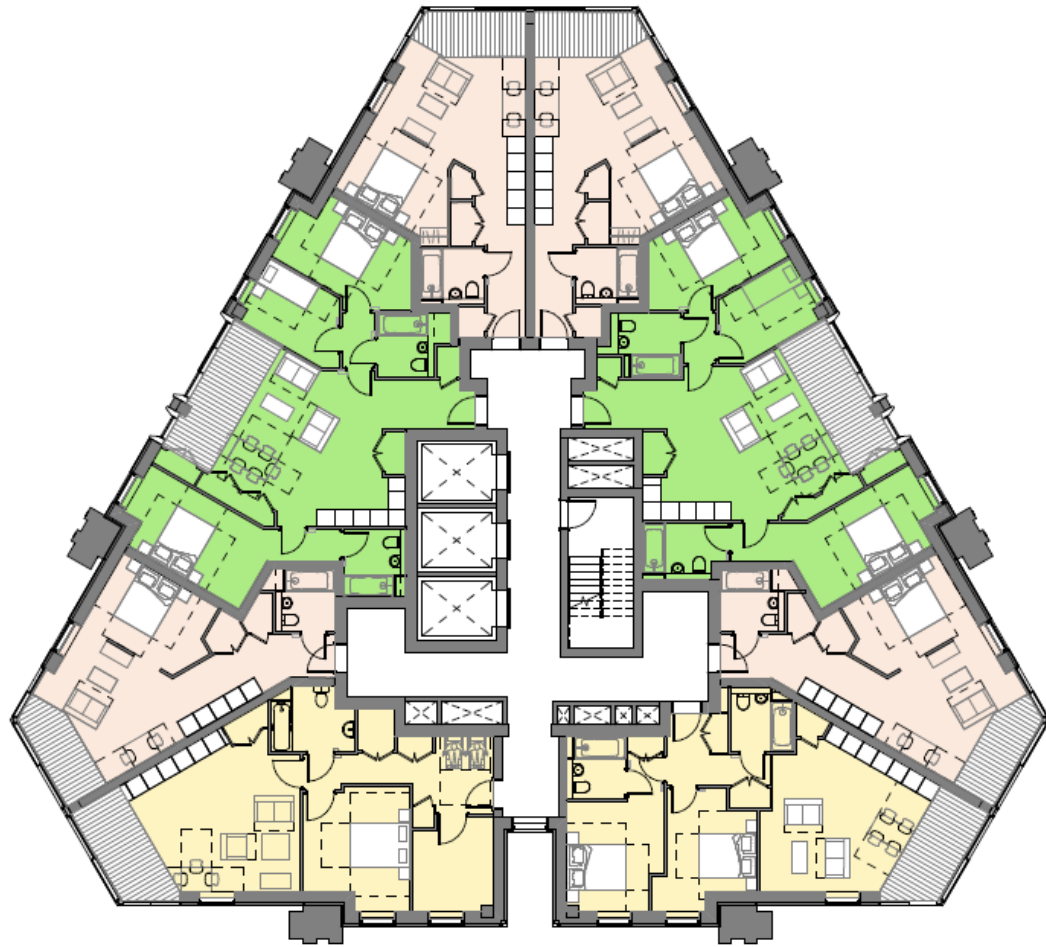


Fig.530 Floor Type 01

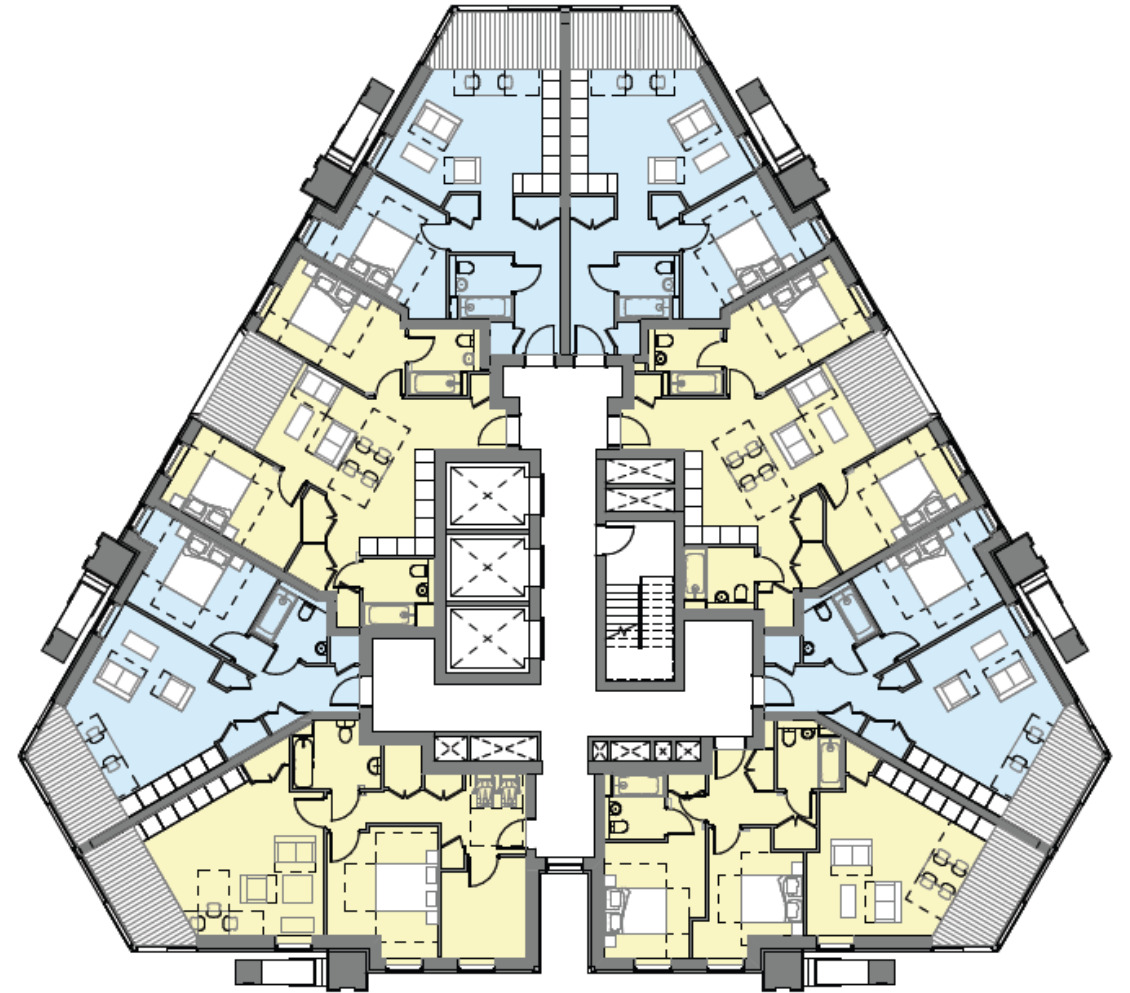
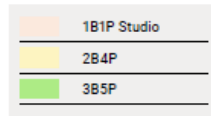
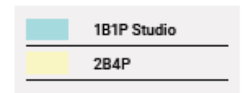


Fig.531 Floor Type 02



# Phase 1 – typical floorplan – 3 beds

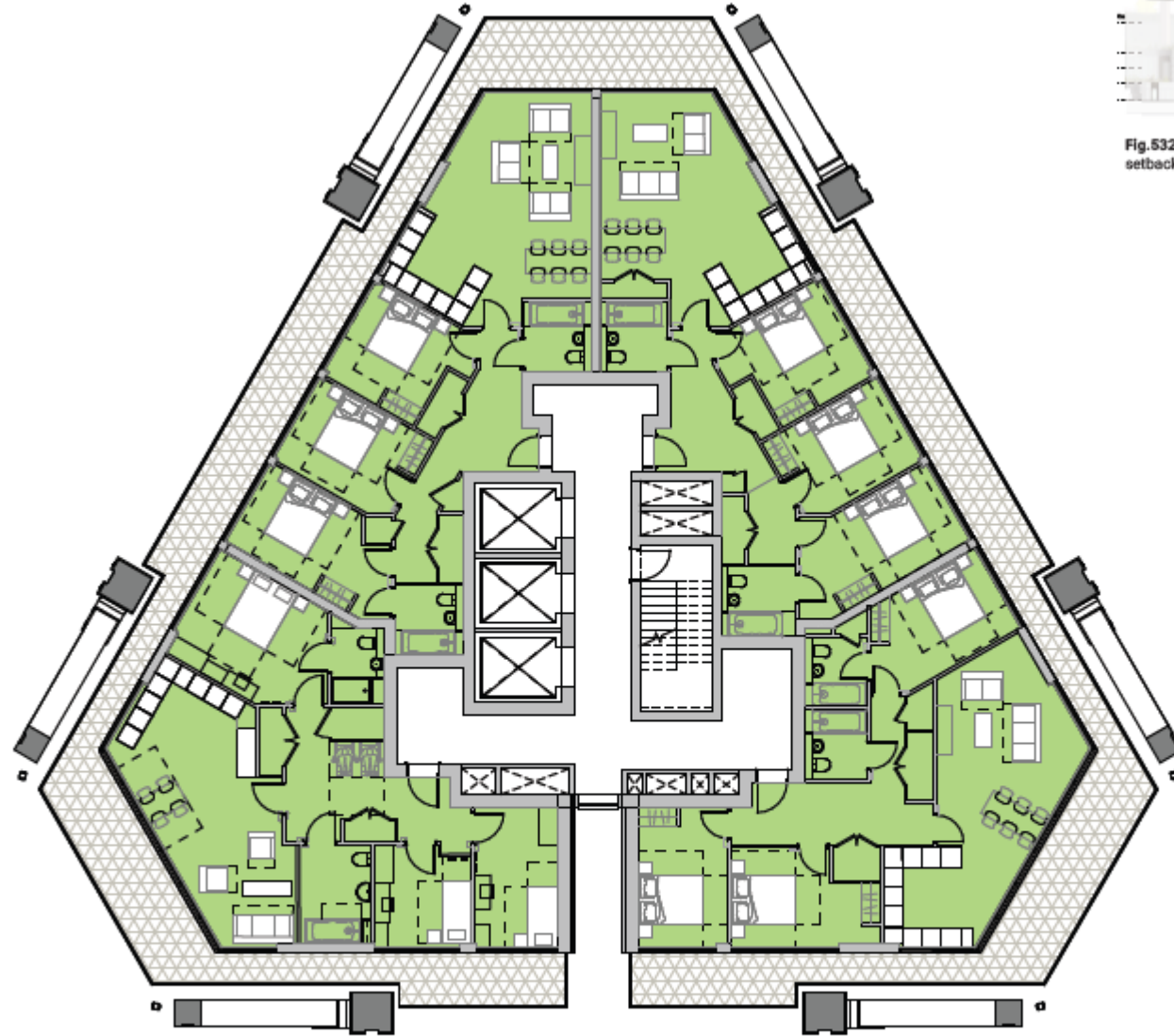


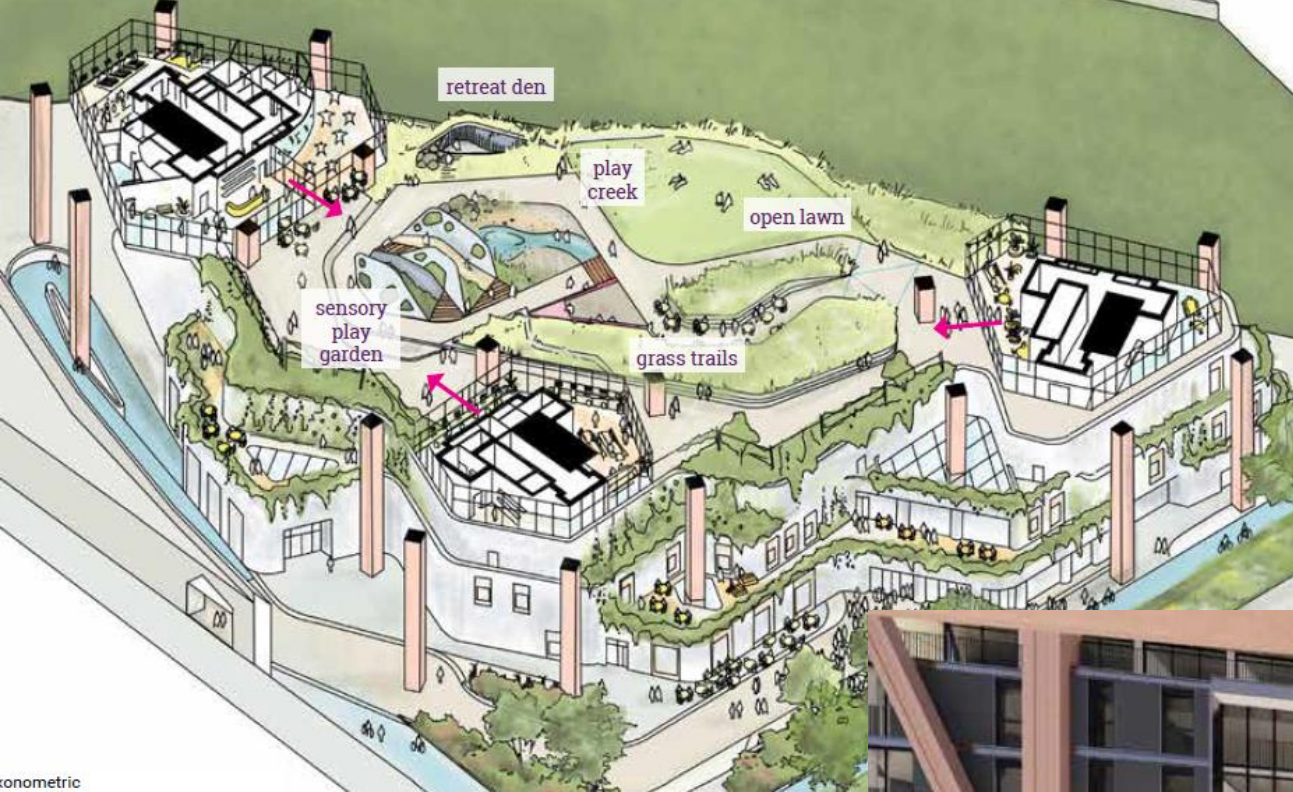
Fig.532 setback



Fig.533 Floor plan of setback level

- 1B1P Studio
- 2B4P
- 3B5P





onometric

### Phase 1 – podium landscape layout



# Phase 1 – external lighting arrangement



# Phase 1 – bicycle ramp layout

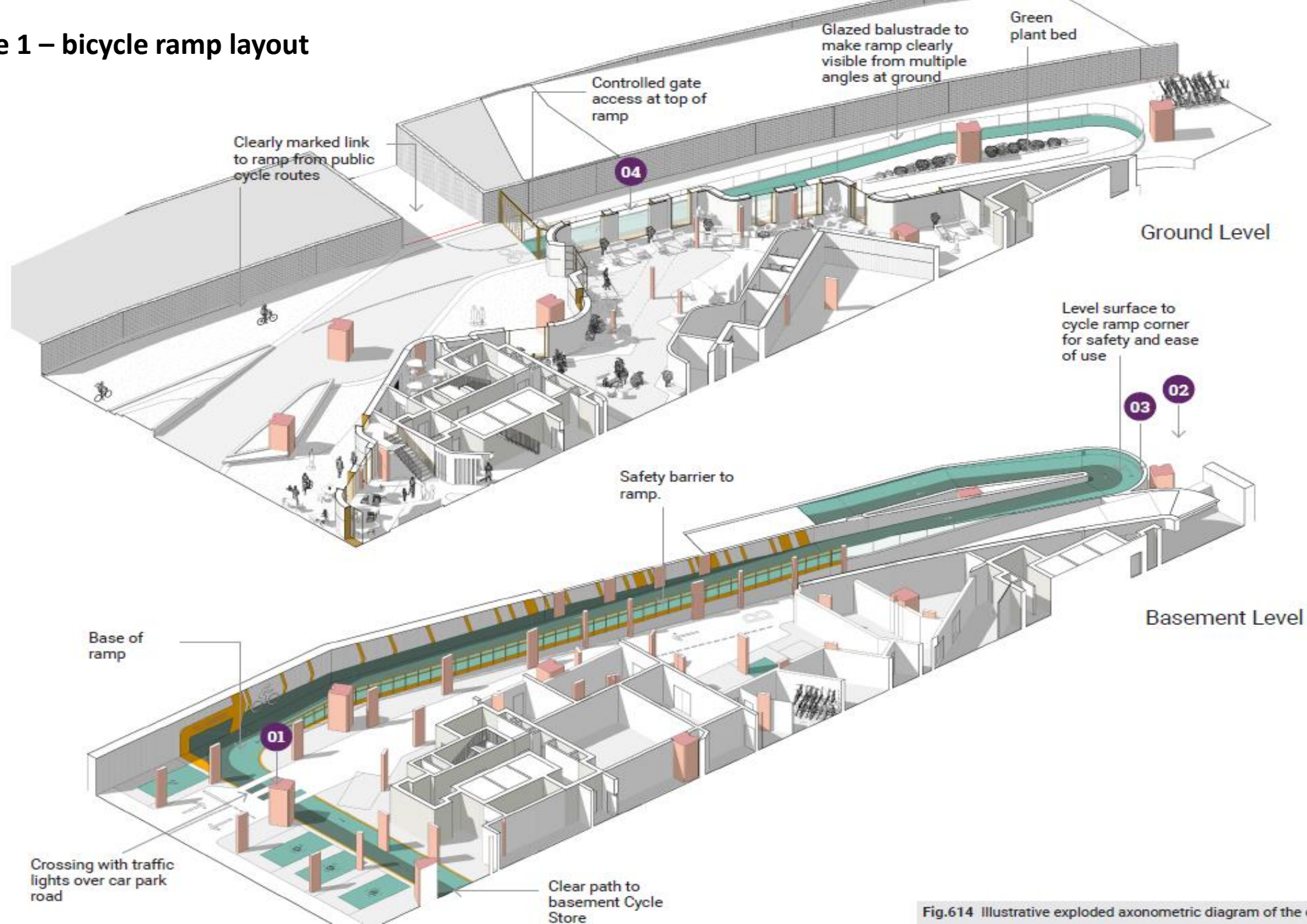


Fig.614 Illustrative exploded axonometric diagram of the cycle ramp



Fig.616 Illustrative view 1 - bottom of ramp at basement level



Fig.617 Illustrative view 2- turn of ramp with feature lighting

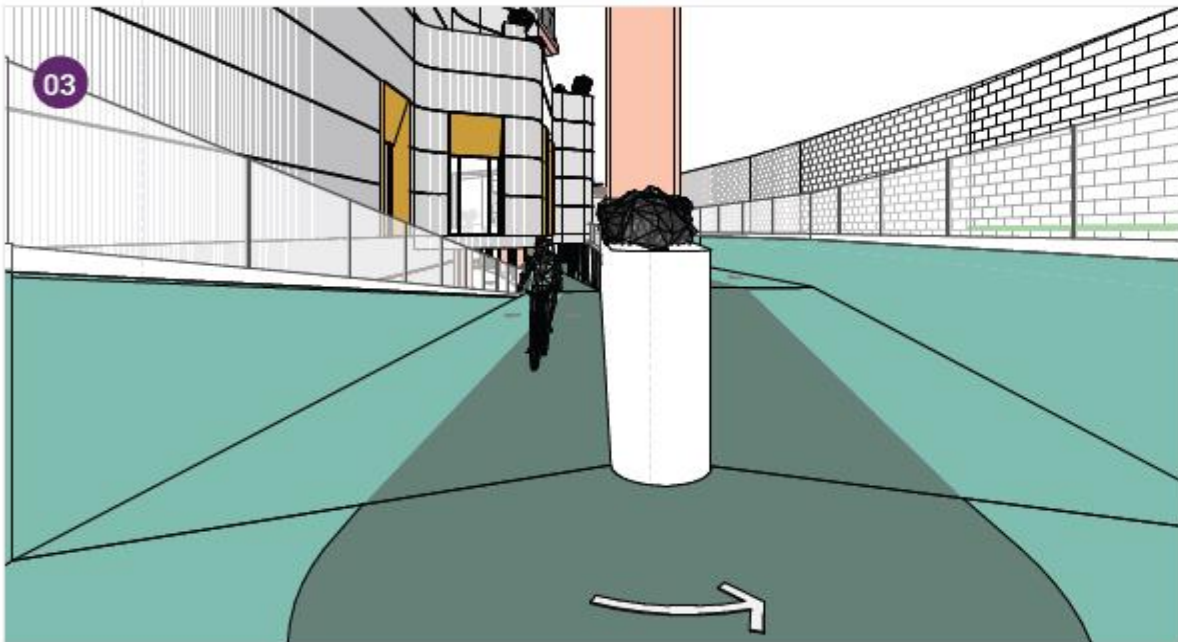
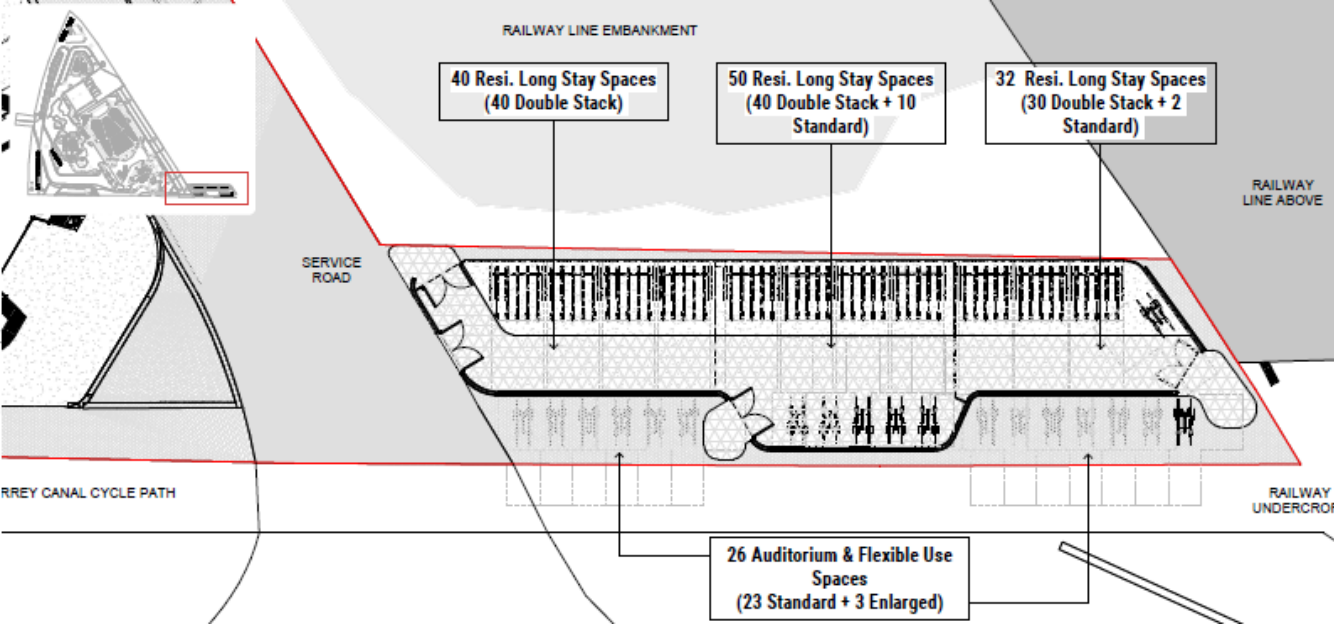


Fig.618 Illustrative view 3 - turn of ramp



Fig.619 Illustrative view 4- top of ramp beside residential lobby A&C



## Phase 1 – Surrey Canal Road facing cycle store



## Key Issues and Conclusions

- Consideration within the context of the extant permission
- Principle of development and changes in policy
- Housing, including dwelling mix and affordable housing
- Non-residential space including Auditorium, Leisure Centre and Industrial/ Workspace
- Design quality, and tall buildings
- Transport including new walking, cycling infrastructure, bus routes and cycle docking
- EIA
- Planning contributions and legal agreement