



Transport for London Commercial Development – Written Statement on Matter 10: Site Allocations

New Southwark Plan Examination

Thank you for providing the opportunity to engage with the New Southwark Plan Examination. The comments below are the views of the Transport for London Commercial Development (TfL CD) planning team in its capacity as a landowner in the borough only. These are separate from any representations made by TfL in its statutory planning role and / or as the strategic transport authority for London.

Issue 5

10.47 Noting the representations from TfL, how feasible is it to retain the existing bus garages and accommodate new residential development? Are these sites developable in the plan period?

TfL CD have a number of bus garages across London which they are redeveloping in order to progress the electrification of these bus garages, which is something TfL has to do in line with the Mayors Transport Strategy, and to provide homes above to help meet housing targets. The residential above also helps to pay for the redevelopment of the bus garage below.

The Abellio Walworth bus garage is developable during the plan period. TfL CD understand that TfL Spatial Planning have provided a written statement which seeks to protect the bus garage use.

Issue 13

10.83 Is the site developable during the plan period? Is the bus station facility on the site required to be accommodated as part of the redevelopment and is the policy justified in seeking ‘small business space’ in lieu of any surplus bus infrastructure?

There is potential for redevelopment of the bus station site which retains an operational bus station use with residential above, and our colleagues in Spatial Planning have provided a separate response on the retention of the bus station itself. TfL CD are working with the



landowners of the adjacent site to identify a suitable development scheme for the wider site, which is likely to retain the extent of the bus station for bus operations with a more efficient configuration, and potentially include a complementary ancillary café for both public and driver welfare use.

If TfL were to identify a redevelopment which did involve any reduction in the bus station area, the following points stand:

- It is the Mayor's aspiration to prioritise housing delivery on surplus TfL sites.
- The existing bus station comprises bus stands, roadways and hardstanding only and the sole building on this part of the site allocation provides driver welfare facilities. This is not a current business use so to require BI would not be a reflection of its current use.
- The development in addition to the bus infrastructure is required to fund the improvement of the bus station, and as such the requirement to include business use on this relatively constrained site could have viability implications
- Covid may have an impact on requirements for business space, as such the policy should be more flexible on suggested uses.

The site is developable during the plan period.