

OLD KENT ROAD SOUTH

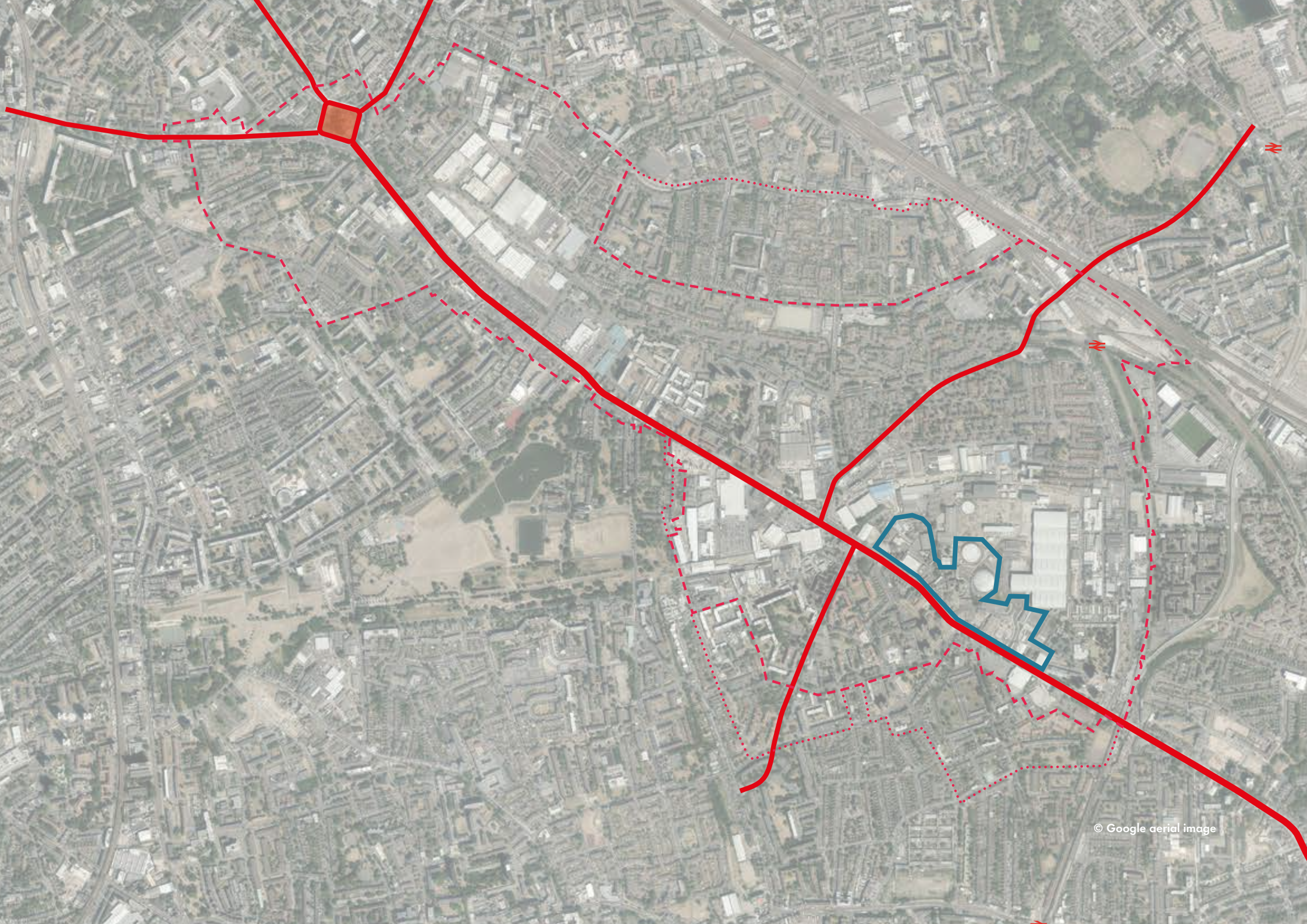
LOCAL DEVELOPMENT STUDY

Allies and Morrison
Revision A - November 2016





D KENT RD S E NORTH CAMBERWELL BATHS.



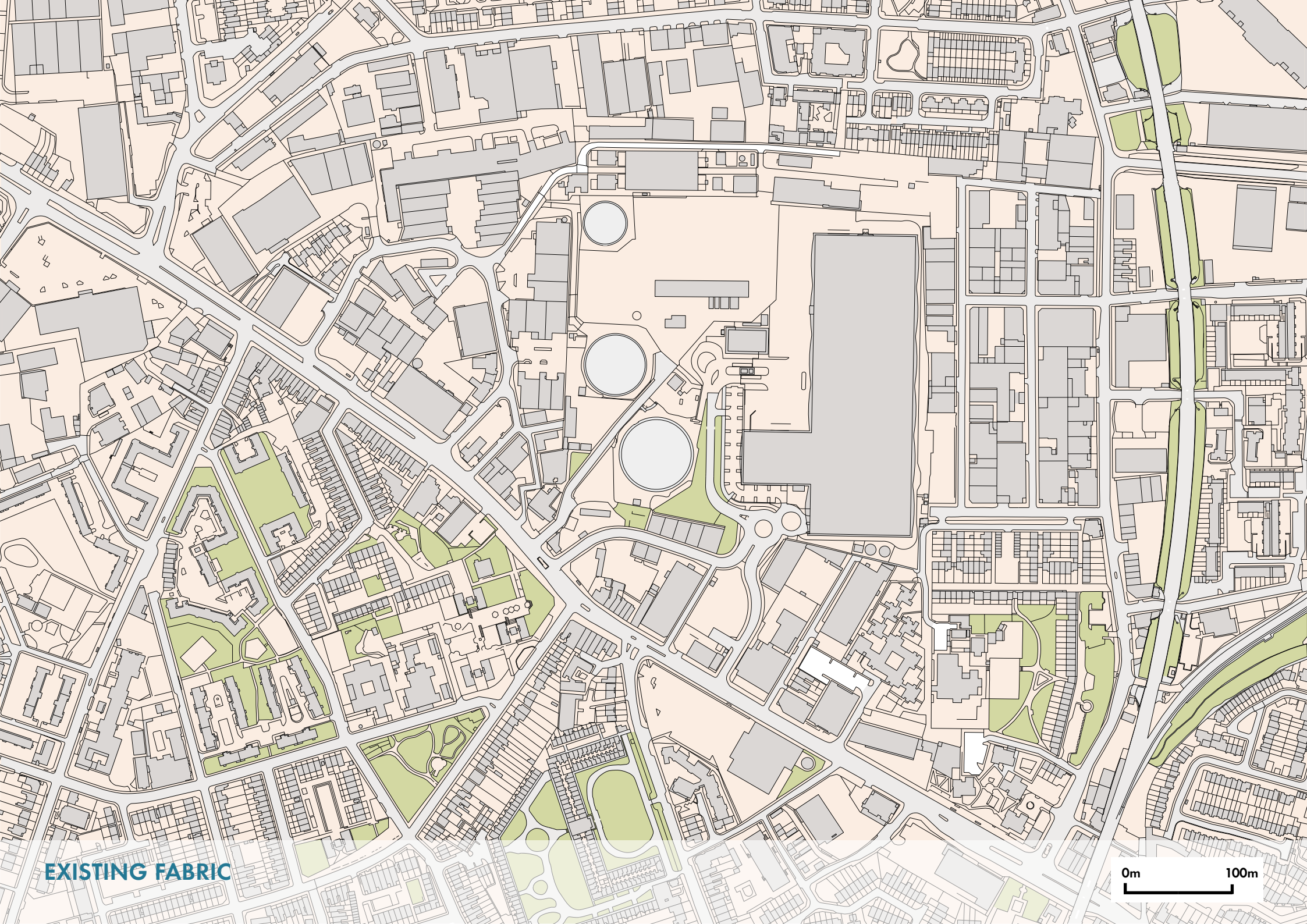
INTRODUCTION

The purpose of this Old Kent Road (OKR) Local Development Study (LDS) is to explore and test the principles identified in the OKR Area Action Plan (AAP) and the Place-making Study in more detail in order to co-ordinate developer activities within an area incorporating: the Ruby Triangle, the Gasometers and Sylvan Grove. This area is referred to throughout this document as the Composite Site.

Currently there are nine landowners known to be drawing up proposals for sites located within the Composite Site; projected timescales for the Detailed Planning application submissions of these sites could be prior to the formal publication of the AAP. As early applications, these should be exemplar projects which set a precedent for future developments.

As land-assembly and acquisition of sites within the Composite Site is on-going, it should be noted that not all of the Composite Site may be deliverable at the present time; rather it is likely that development sites will be brought forward in a phased way. This will have an implication for the provision of infrastructure such as schools and healthcare buildings and the timing and delivery of such infrastructure will be considered in the LDS.

At this stage, the LDS will be published as an evidence base to underpin the AAP. The Council expects to develop the LDS into a Supplementary Planning Document (SPD) which will be issued for consultation in the spring 2017.



EXISTING FABRIC

0m 100m



LANDOWNER ENGAGEMENT

Each of the interested landowners and developers and their consultant teams have been engaged throughout the process of developing the LDS.

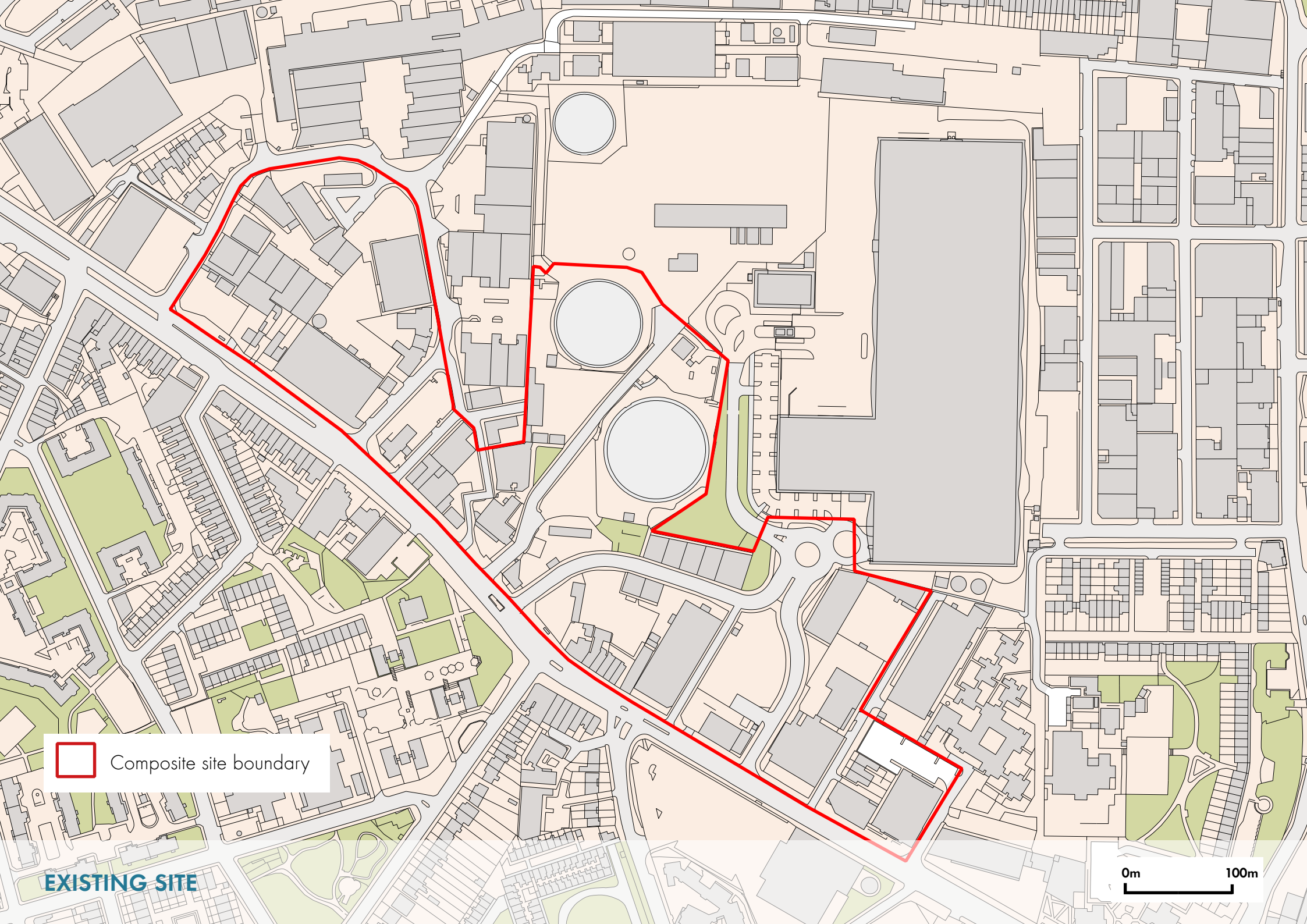
An initial workshop was held to brief landowners and their teams at the outset of the work. A series of one-to-one meetings were then arranged with each of the teams to understand the site specific constraints and opportunities and to discuss the aspects landowners wanted to have greater clarity on as part of the process.


The key aspects where landowners suggested greater clarity would be helpful were as follows:

- Bakerloo Line Extension impact and the interim strategy both in terms of transport management and development
- Infrastructure – greater clarity on what open space and social infrastructure is required and any principles in terms of location, alongside an understanding of how provision is balanced across the sites
- Integrated Waste Management Facility – strategy for what happens in the immediate area around it in the short to medium term while it remains operational, and an assessment of whether access routes to the facility could be rationalised
- Proposed “parallel route” - greater clarity on the objectives behind this route, its location/route, its character, its function and its scale.
- Building heights – clarity on the approach and where height will be appropriate.

Following these one-to-ones, a draft framework for the Composite Site was established and presented and discussed as part of a second workshop.

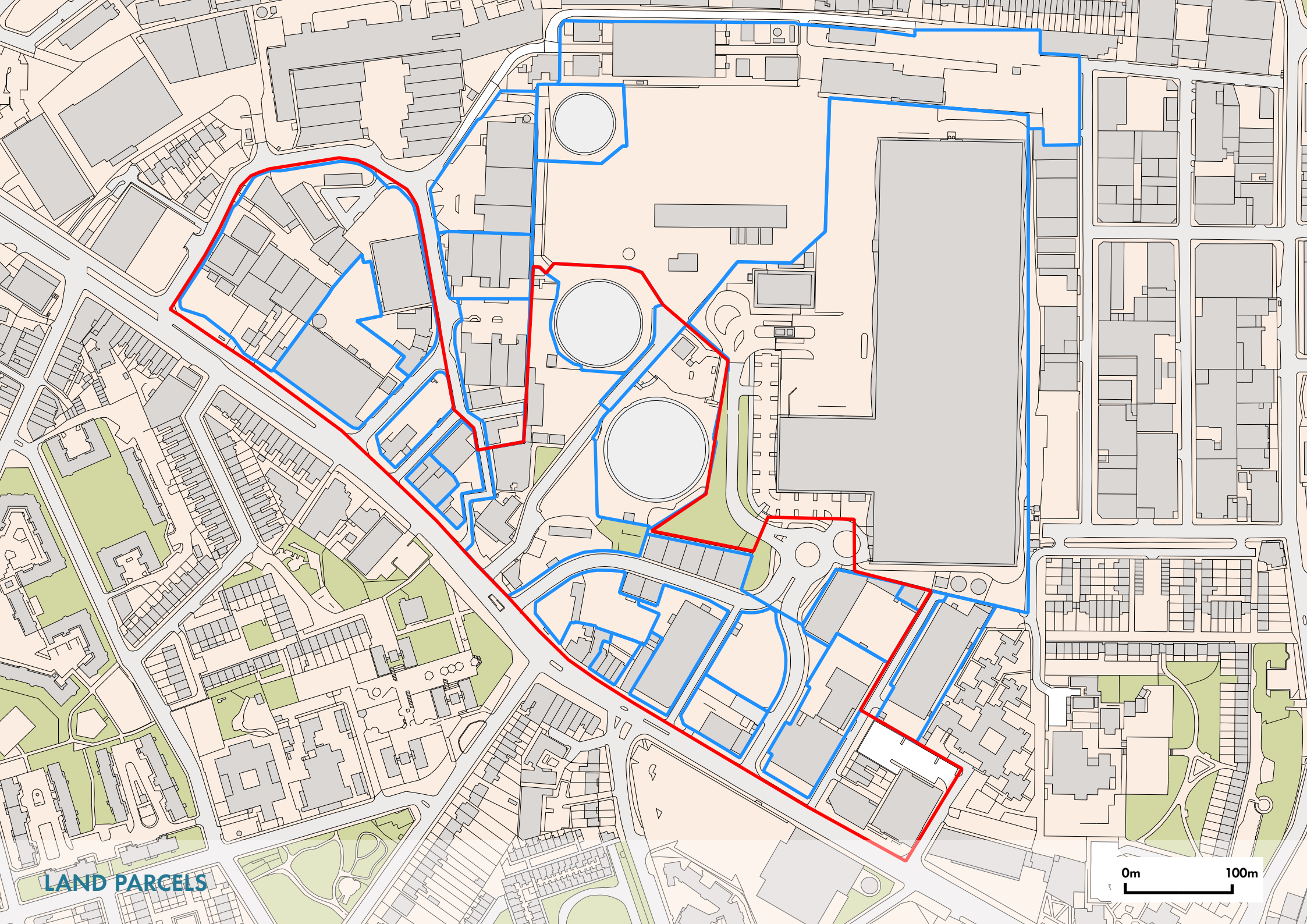
The comments received from landowners have informed this final version of the framework and guidance.



 Composite site boundary

EXISTING SITE

0m 100m



LAND PARCELS



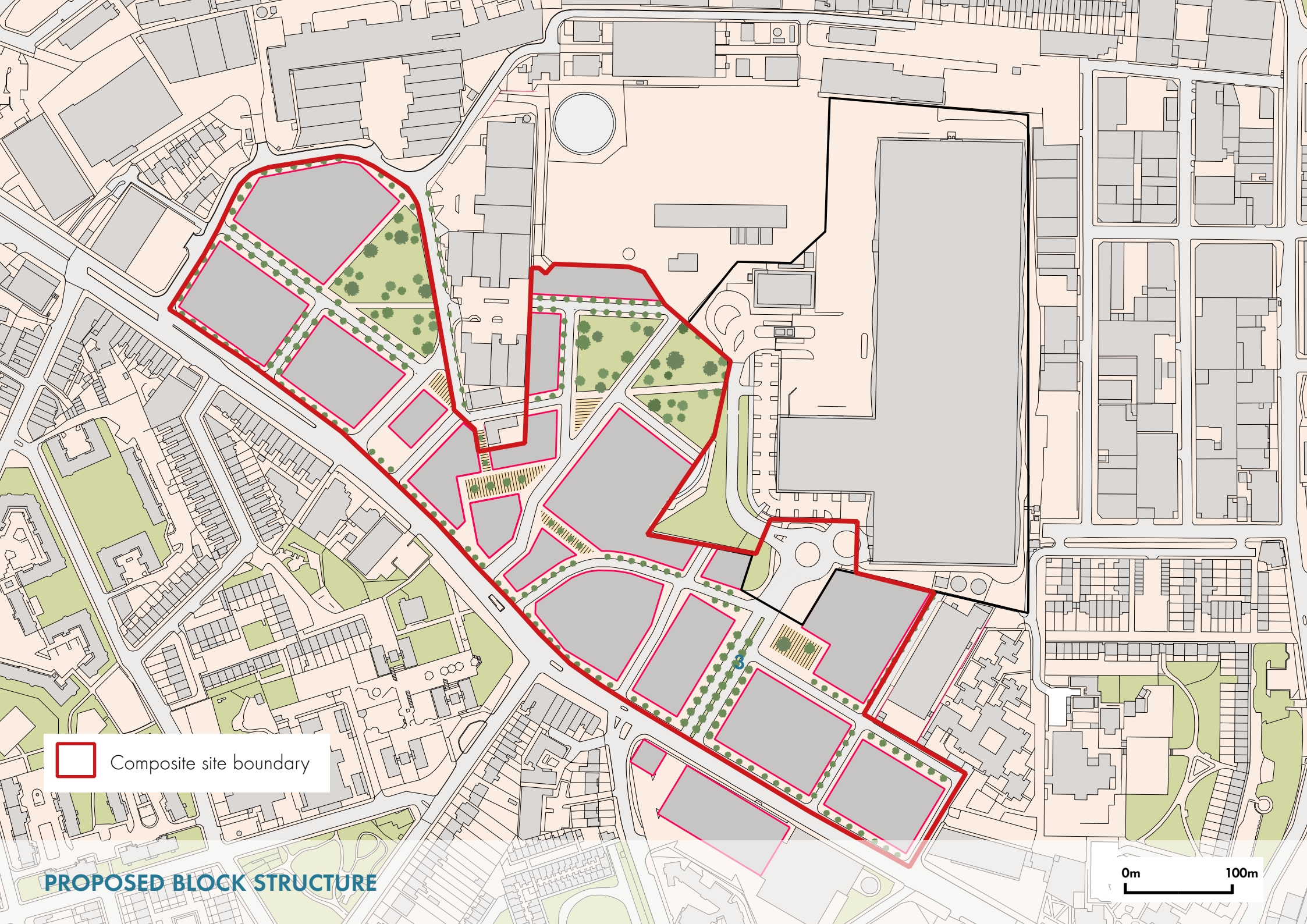
SPATIAL FRAMEWORK


Approach

The approach taken in the study has been to develop the strategic layout outlined in the draft Area Action Plan further with a view to establishing a pragmatic framework for development. This has involved drawing in a more detailed understanding of land ownership and constraints, referencing existing landmarks and features, and exploring the assets and future character of different parts of the Composite Site.

Within Composite Site

1. Block structure that responds to character and the opportunity in a positive and pragmatic way.
2. Setback from Old Kent Road is incorporated to facilitate future corridor enhancement options.
3. New access arrangements to the Integrated Waste Management Facility (IWWMF) incorporated into a new single route in and out.
4. Variety of spaces and street types to support activities including adequate open space provision, cycle and pedestrian movement and servicing of commercial space.



 Composite site boundary

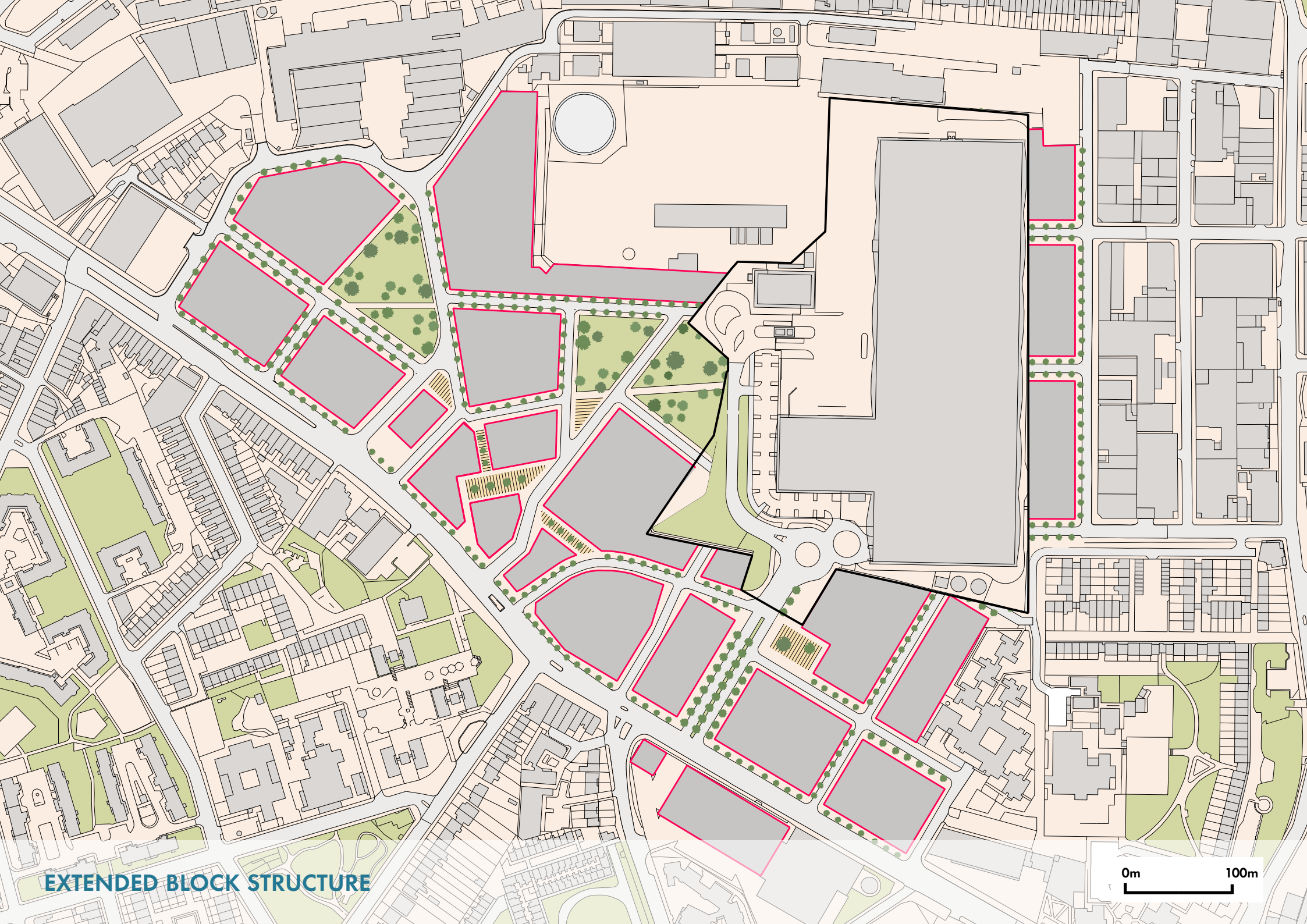
PROPOSED BLOCK STRUCTURE

0m 100m

SPATIAL FRAMEWORK

Extended area

5. Knitting in to the wider context and responding to future change.
6. Shielding the impact of IWVWF without compromising its operation through wrapping development which backs on to the site.
7. Integration of development into the Tustin Estate to the east of the Composite Site.



EXTENDED BLOCK STRUCTURE

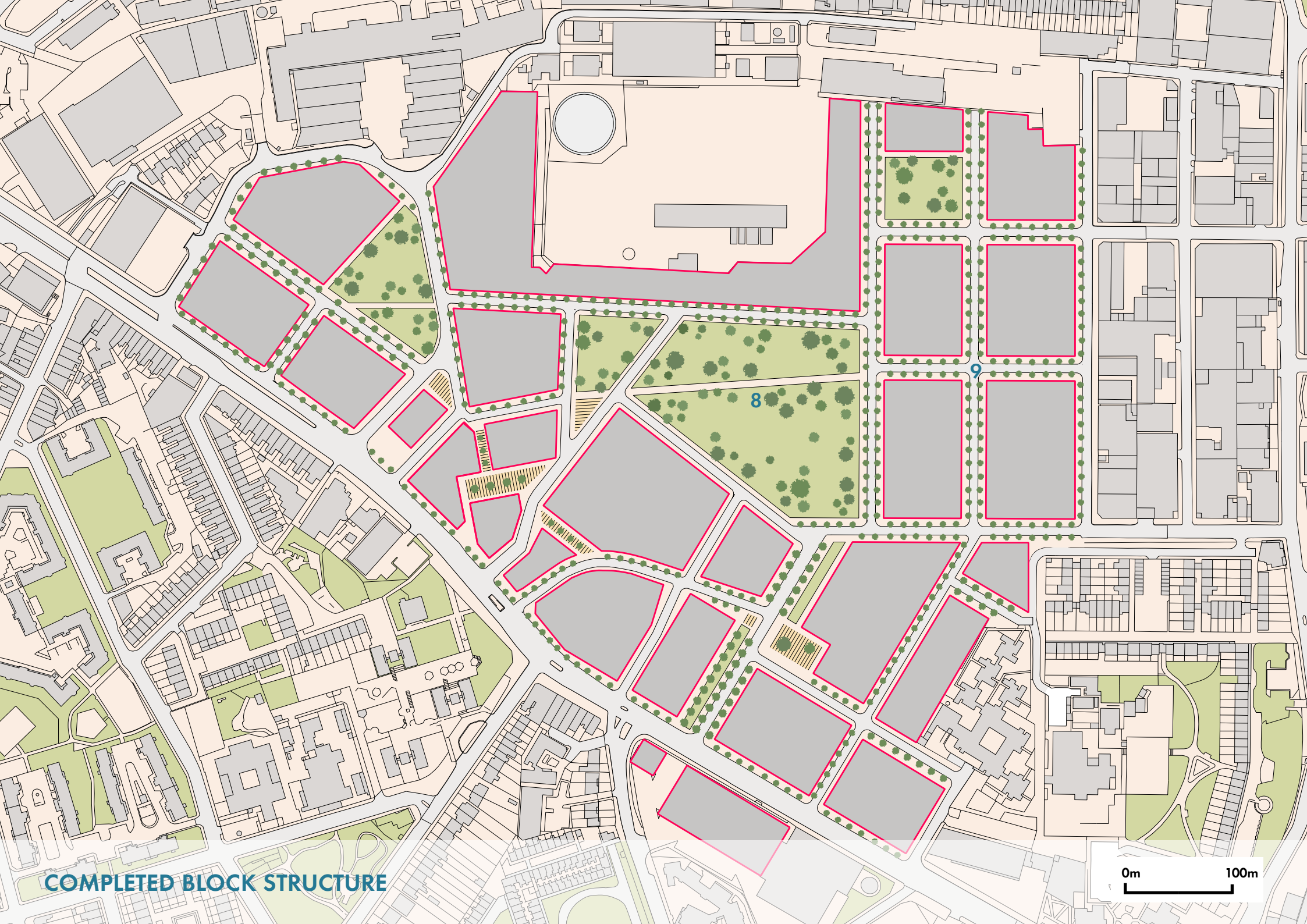
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SPATIAL FRAMEWORK

Inclusion of IWMF site as a potential future development opportunity

In the long term there may be potential to consider the redevelopment of the IWMF site, subject to the identification of a suitable alternative location for the facility.

8. Expansion of open space to create a larger central park at the interface between new communities.
9. Connection eastwards through to Hatcham Road and Ilderton Road and on to the new station at Surrey Canal Road, as well as plugging in to street connections south to the Old Kent Road.

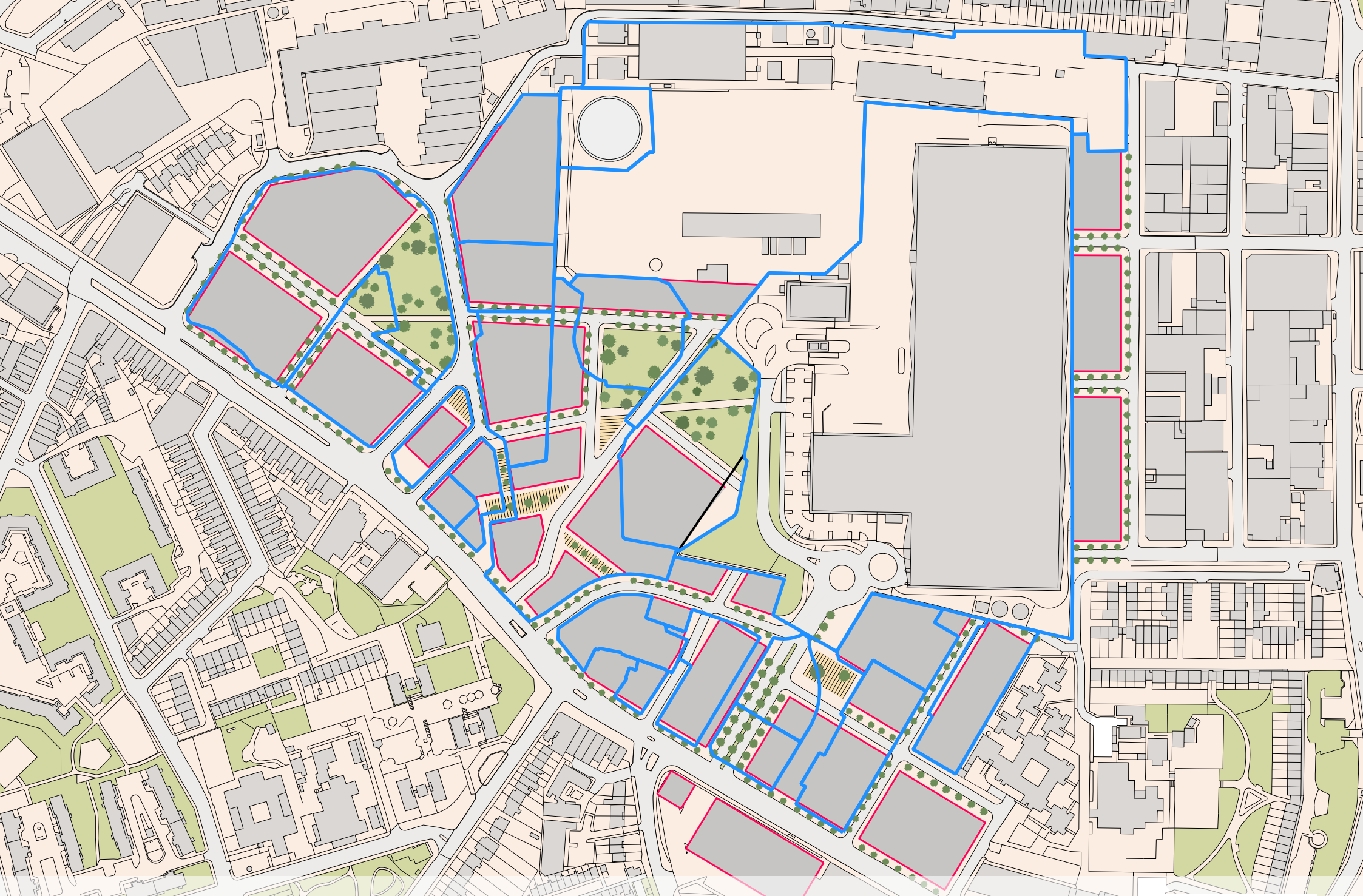


COMPLETED BLOCK STRUCTURE

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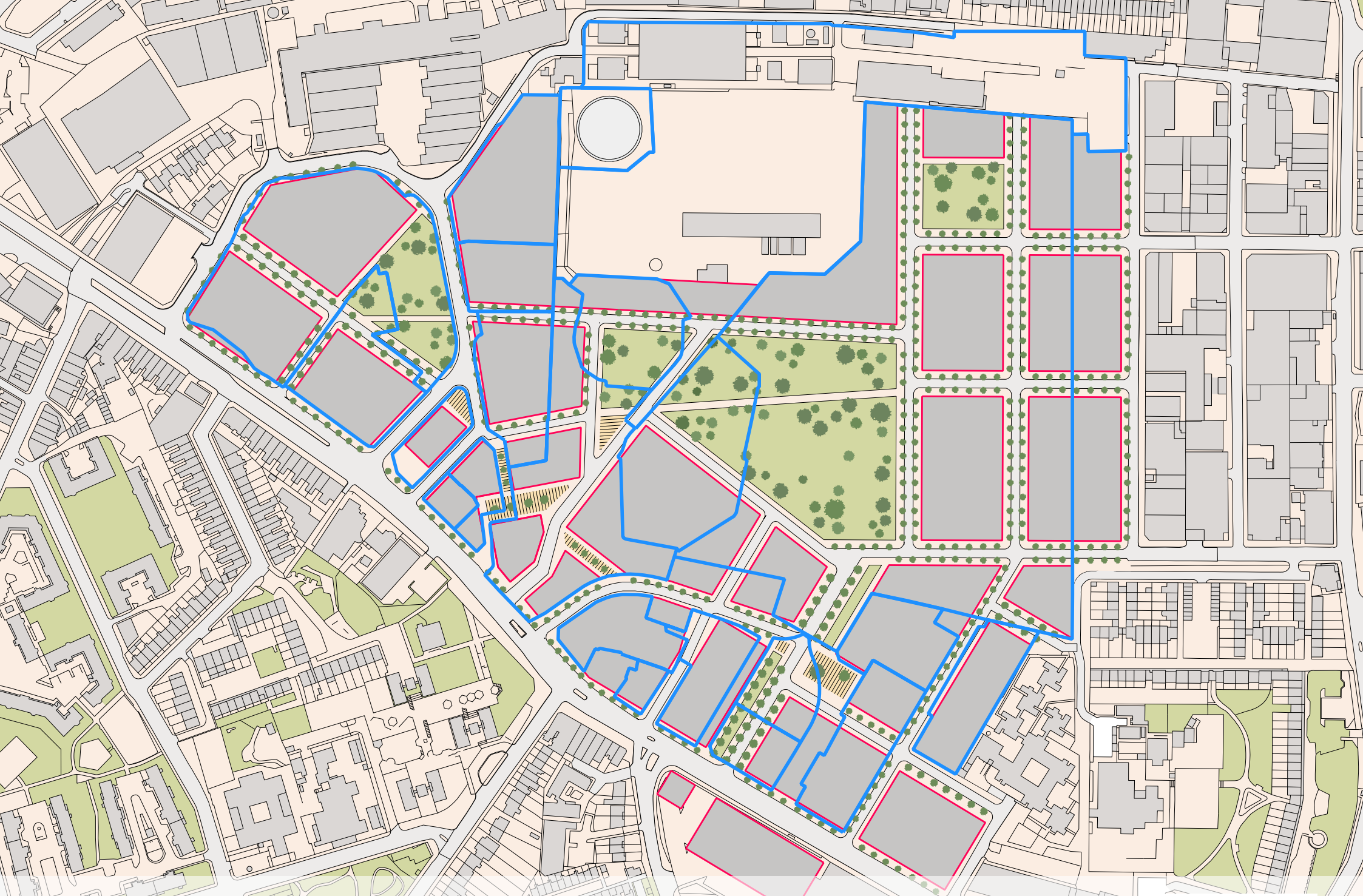
LAND PARCEL COMPARISON

The framework has been informed at each step by land ownership. The following set of plans illustrate the pragmatic approach taken to block structure. The framework looks to support the development of individual land parcels and limit the interdependency between plots. At the same time, the framework ensures that each site is developed in a manner that contributes towards the complete vision for the area.



URBAN BLOCK/ LAND OWNERSHIP PARCEL COMPARISON

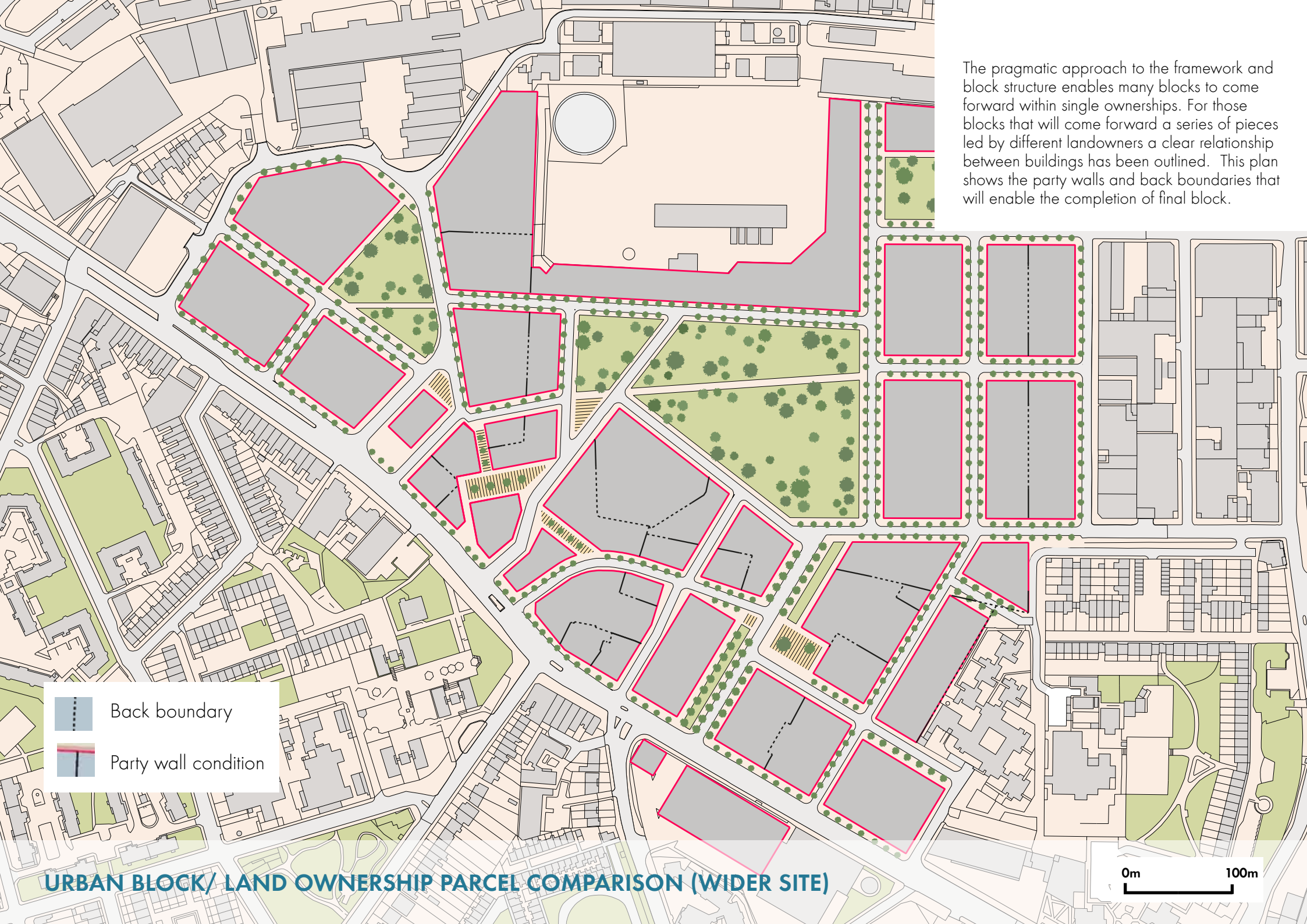




URBAN BLOCK/ LAND OWNERSHIP PARCEL COMPARISON (WIDER SITE)



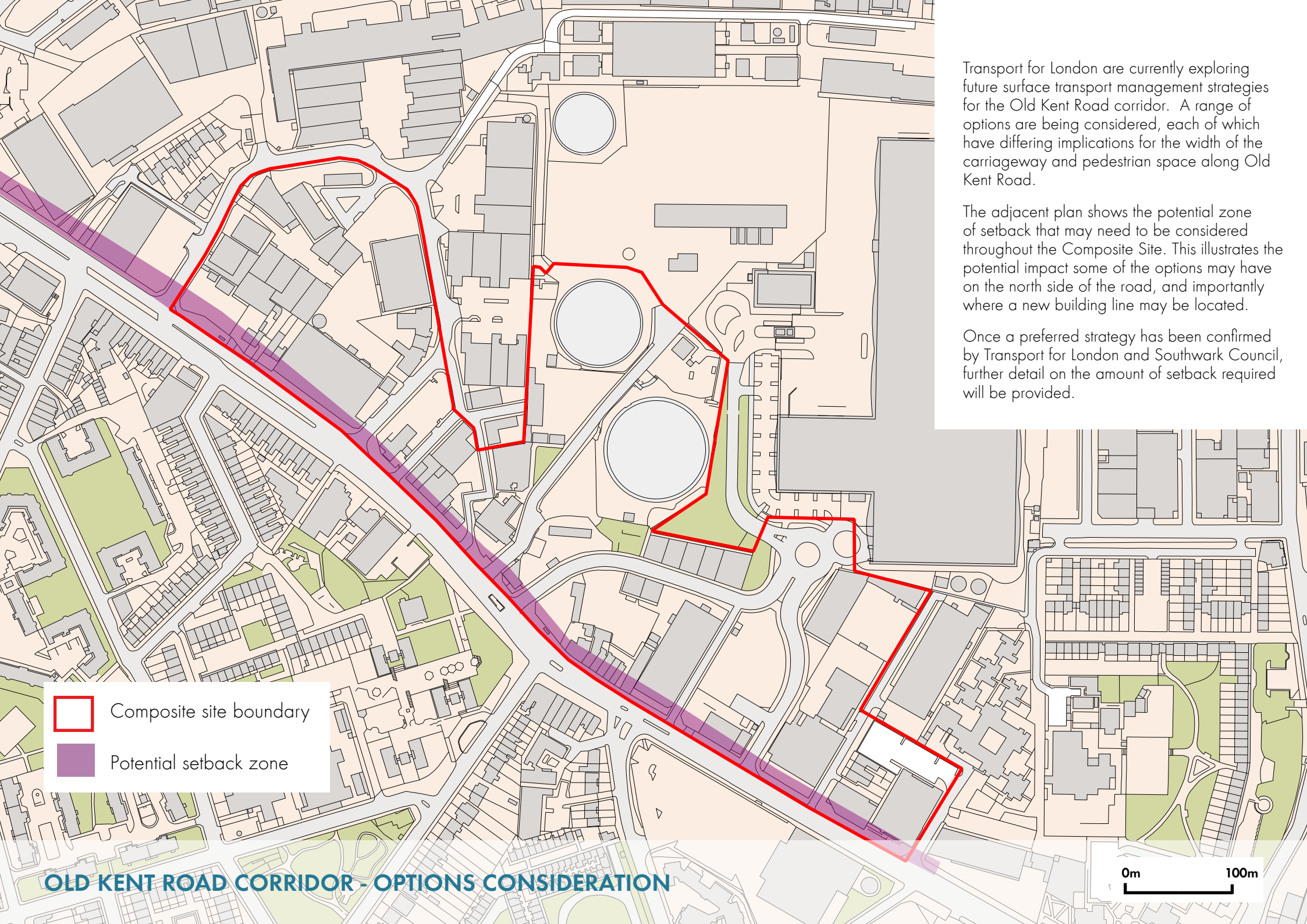
The pragmatic approach to the framework and block structure enables many blocks to come forward within single ownerships. For those blocks that will come forward a series of pieces led by different landowners a clear relationship between buildings has been outlined. This plan shows the party walls and back boundaries that will enable the completion of final block.



- Back boundary
- Party wall condition

URBAN BLOCK/ LAND OWNERSHIP PARCEL COMPARISON (WIDER SITE)







Transport for London are currently exploring future surface transport management strategies for the Old Kent Road corridor. A range of options are being considered, each of which have differing implications for the width of the carriageway and pedestrian space along Old Kent Road.

The adjacent plan shows the potential zone of setback that may need to be considered throughout the Composite Site. This illustrates the potential impact some of the options may have on the north side of the road, and importantly where a new building line may be located.

Once a preferred strategy has been confirmed by Transport for London and Southwark Council, further detail on the amount of setback required will be provided.

-  Composite site boundary
-  Potential setback zone

OLD KENT ROAD CORRIDOR - OPTIONS CONSIDERATION

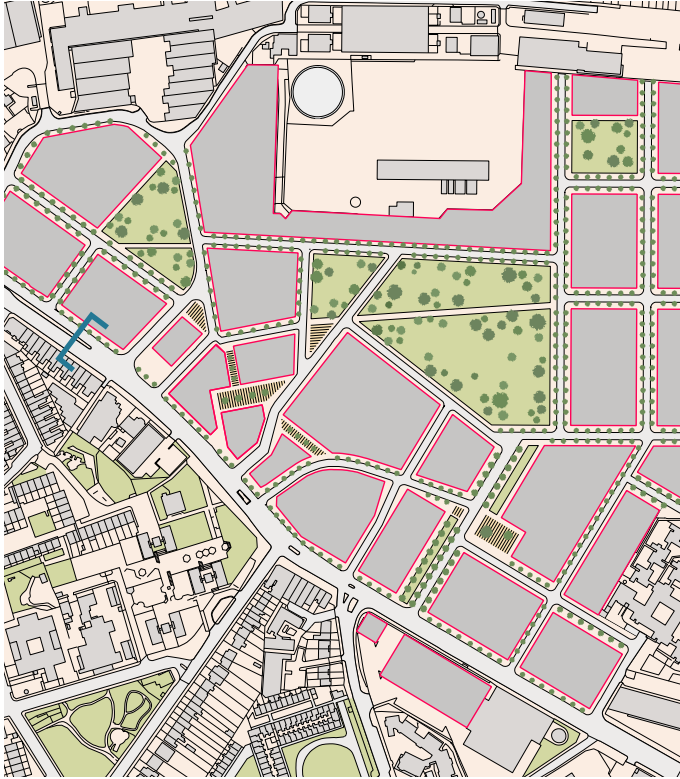


STREET CHARACTER

The following set of pages outline the range of street characters that are envisaged within the area.

The proposed “parallel route” has been explored in more detail as part of the study and different options explored for it. The conclusion of this work is that the “parallel route” should not be a route in itself, rather it is a network of streets that present alternative, quieter routes for cyclists and pedestrians. The series of street sections illustrated here outline the differing characters of the streets within this network, with some including vehicular movements and others primarily for pedestrian and cycle movements.

The street sections shown are indicative and any detailed designs must take account of minimum distances outlined in the Southwark Street Design Manual, including the 4.5m distance between a street tree centre and any building protrusions.

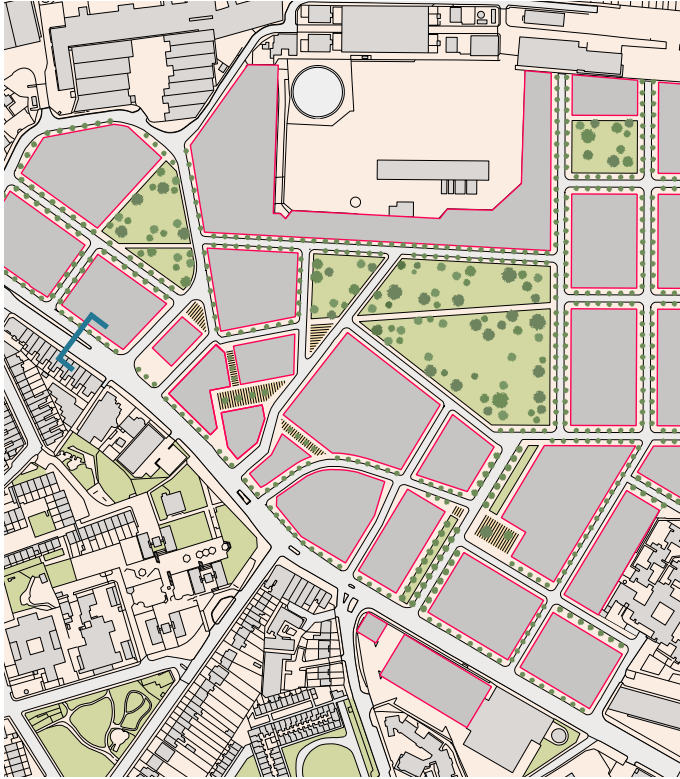


A number of options are being explored by Transport for London and Southwark Council to enhance the Old Kent Road corridor. These options range from incremental improvements from the current state through to insertion of a bus rapid transit system.

The two options shown here illustrate how the enhanced cycle option, with a two-way track on the north side, could be accommodated and the relationship between the built edge on this side.



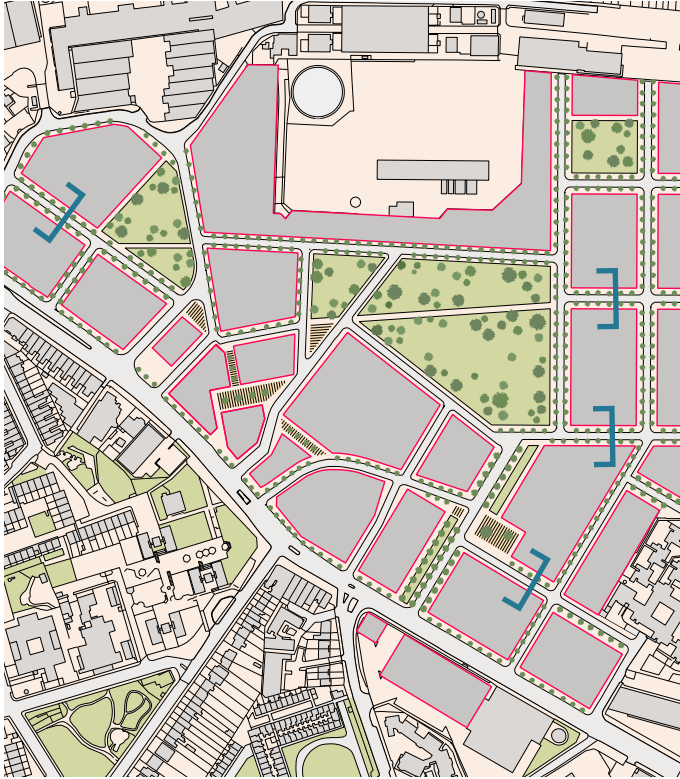
OLD KENT ROAD



Alternative option which pushes the tree line further into the street section, which could potentially better incorporate the existing tree line.



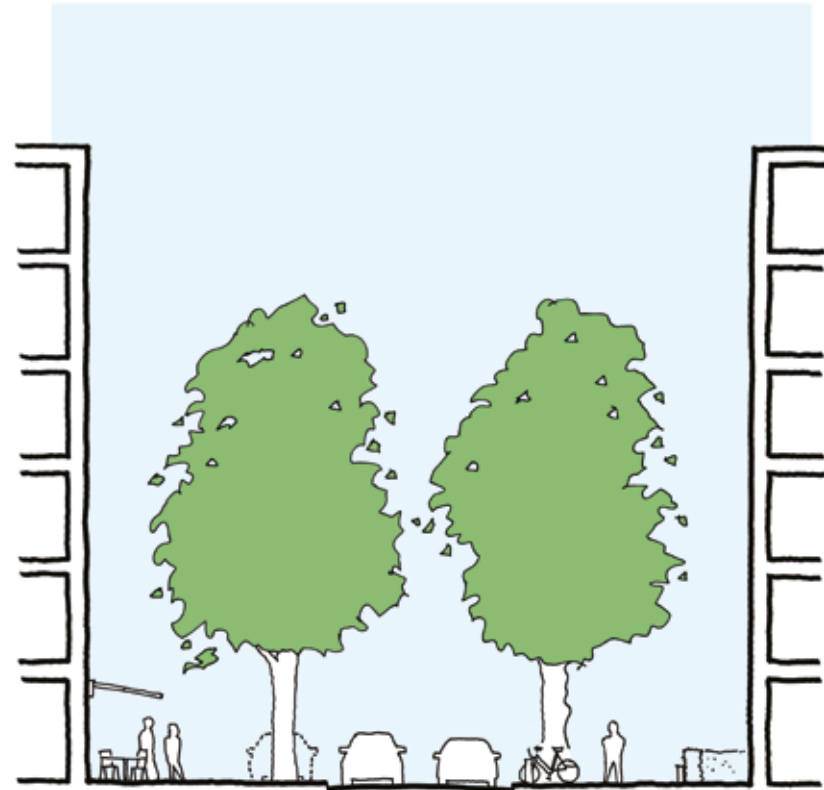
OLD KENT ROAD - ALTERNATIVE OPTION



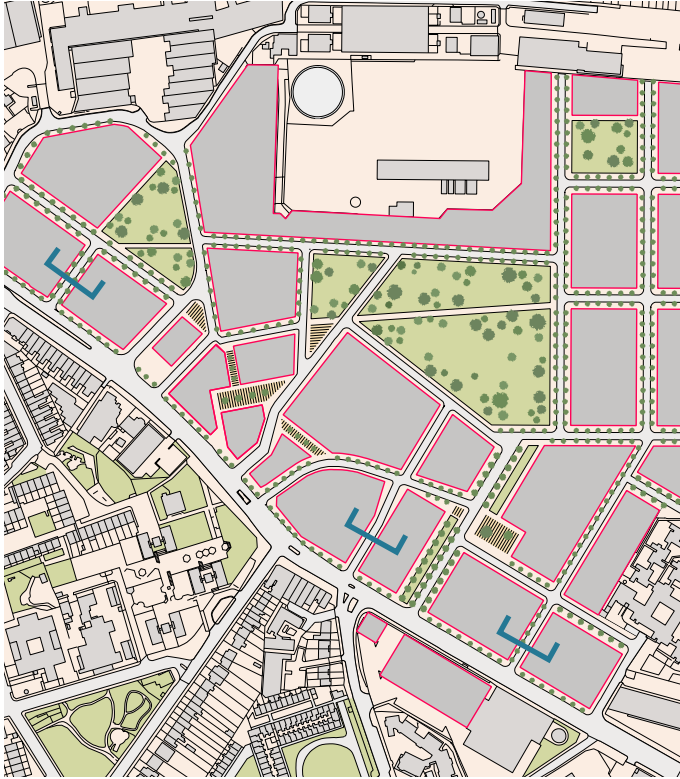
Apply to newly created streets. Street width to allow two-way vehicle movement for servicing and access

Potential for significant tree planting with zone allowing for loading bays, cycle parking and cycle hire. Indicative zone for car parking shown, subject to agreed parking strategy.

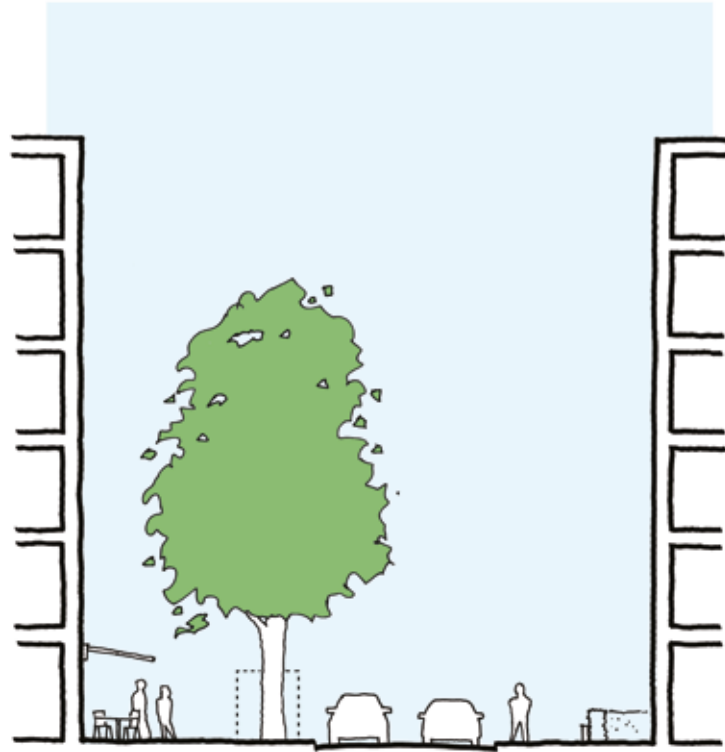
Appropriate scale to deliver 6-8 storey urban blocks with taller elements.



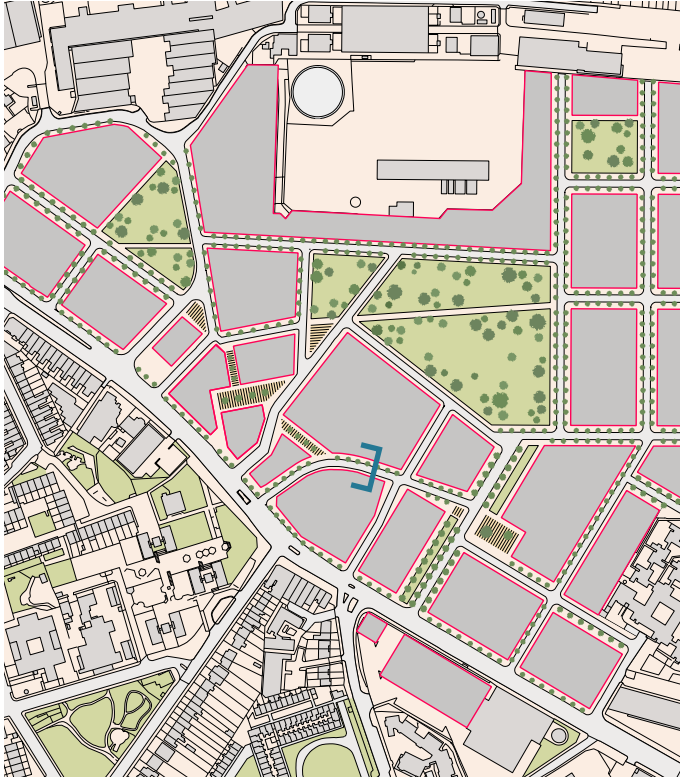
TYPICAL NEW STREET



Some streets will require additional space to support loading activities as well as wheelchair parking. In these instances, the overall character of these streets as tertiary streets should be maintained whilst accommodating the functional needs of the businesses and resident properties. The example shows loading and parking to one side only.



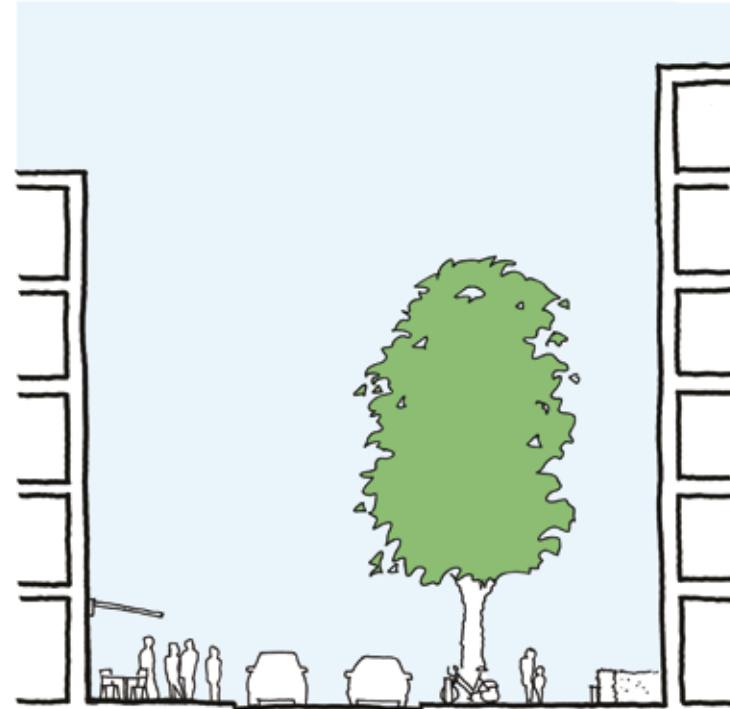
TYPICAL NEW STREET - TYPE 2



Reflects existing Devon Street width

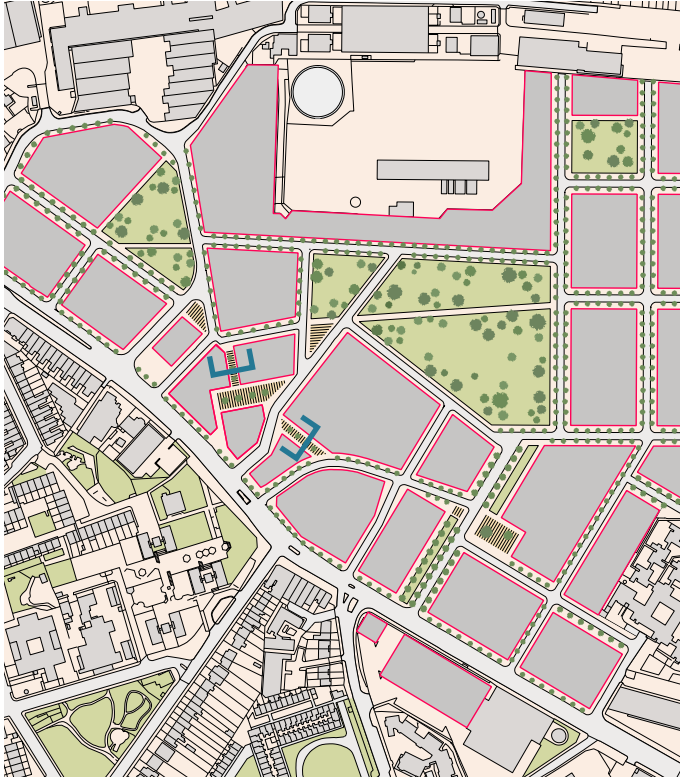
Reduced tree planting focussed to the north to maximise benefit of shade

Parking integrated with the cycle parking and cycle hire bays. Section illustrated assumes loading operations off the highway.



2.5m MIN PAVEMENT		5.5m CARRIAGEWAY	5m MIN PAVEMENT	
BUSINESS / RESIDENTIAL PRIVACY ZONE	CLEAR FOOTWAY WITH BUILDING-MOUNTED LIGHTS AND SIGNAGE		2.5m STREET FURNITURE / CAR / CYCLE PARKING / TREE PLANTING	2.5m CLEAR FOOTWAY
				BUSINESS / RESIDENTIAL PRIVACY ZONE

DEVON STREET

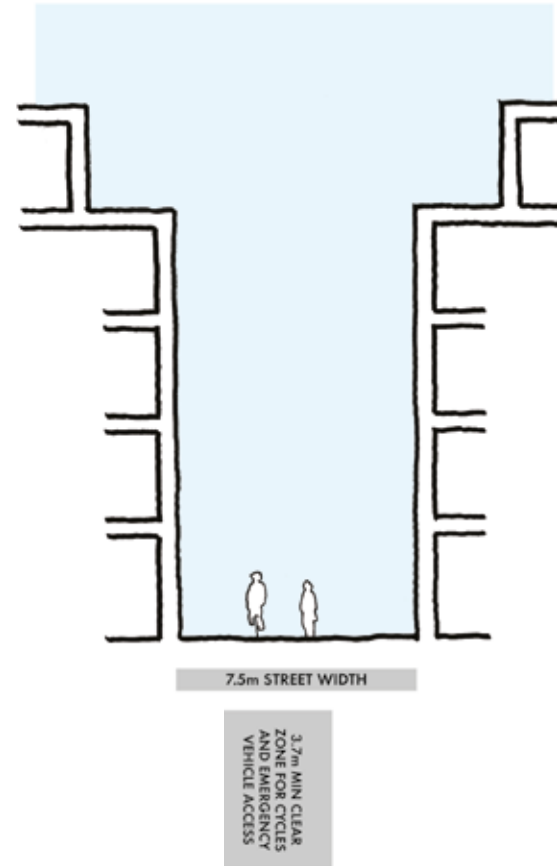


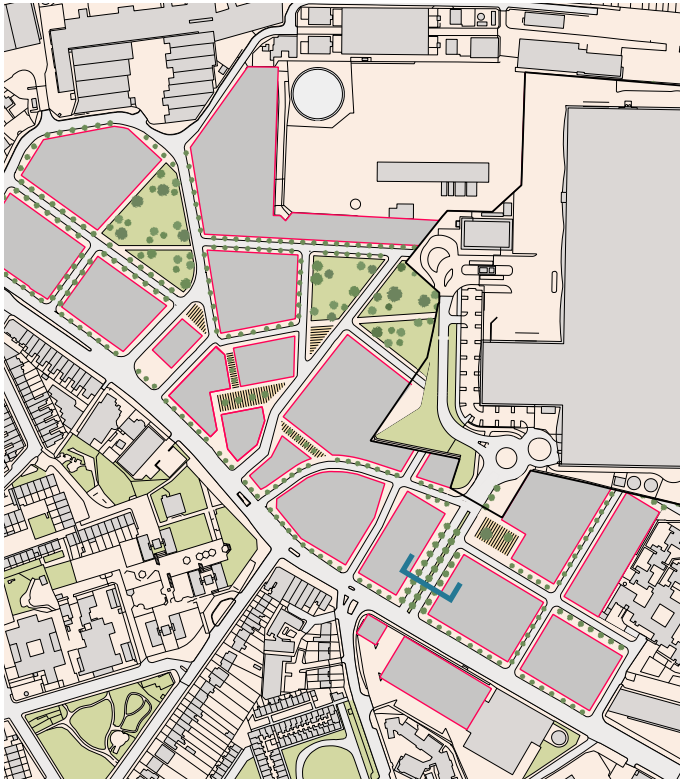
The aspiration is to have narrower streets to support the more intimate character in the central area of the Composite Site. Such routes relate to the existing Murdock Street width and a new proposed link.

The aim is to retain an intimate scale to improve the sense of enclosure. The interplay between facing buildings will need to be managed, but this is for limited street lengths.

This street section will suit a lower scale of buildings with upper storey set backs. Footway space will still be required, particularly where there are front doors discharging on to both sides of the street.

NARROW PED-CYCLE LINKS





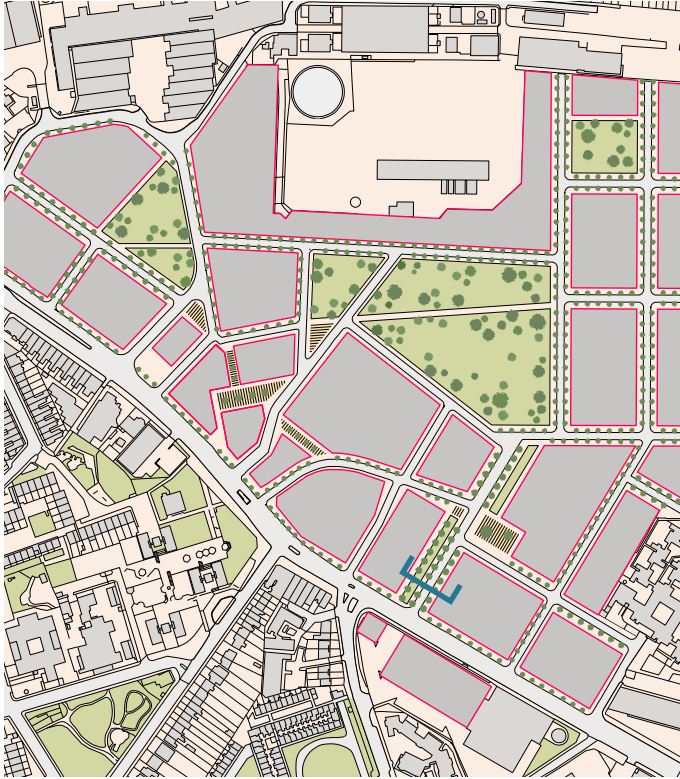
Delivers the road capacity to effectively service the IWF.

Allows for wider pavements and significant tree planting to provide a buffer between heavy HGV flow and overlooking development. Indicative zone for car parking shown, subject to agreed parking strategy.

Loading, parking and cycle bays provide a buffer between traffic and a wider pavement.



IWMF ACCESS

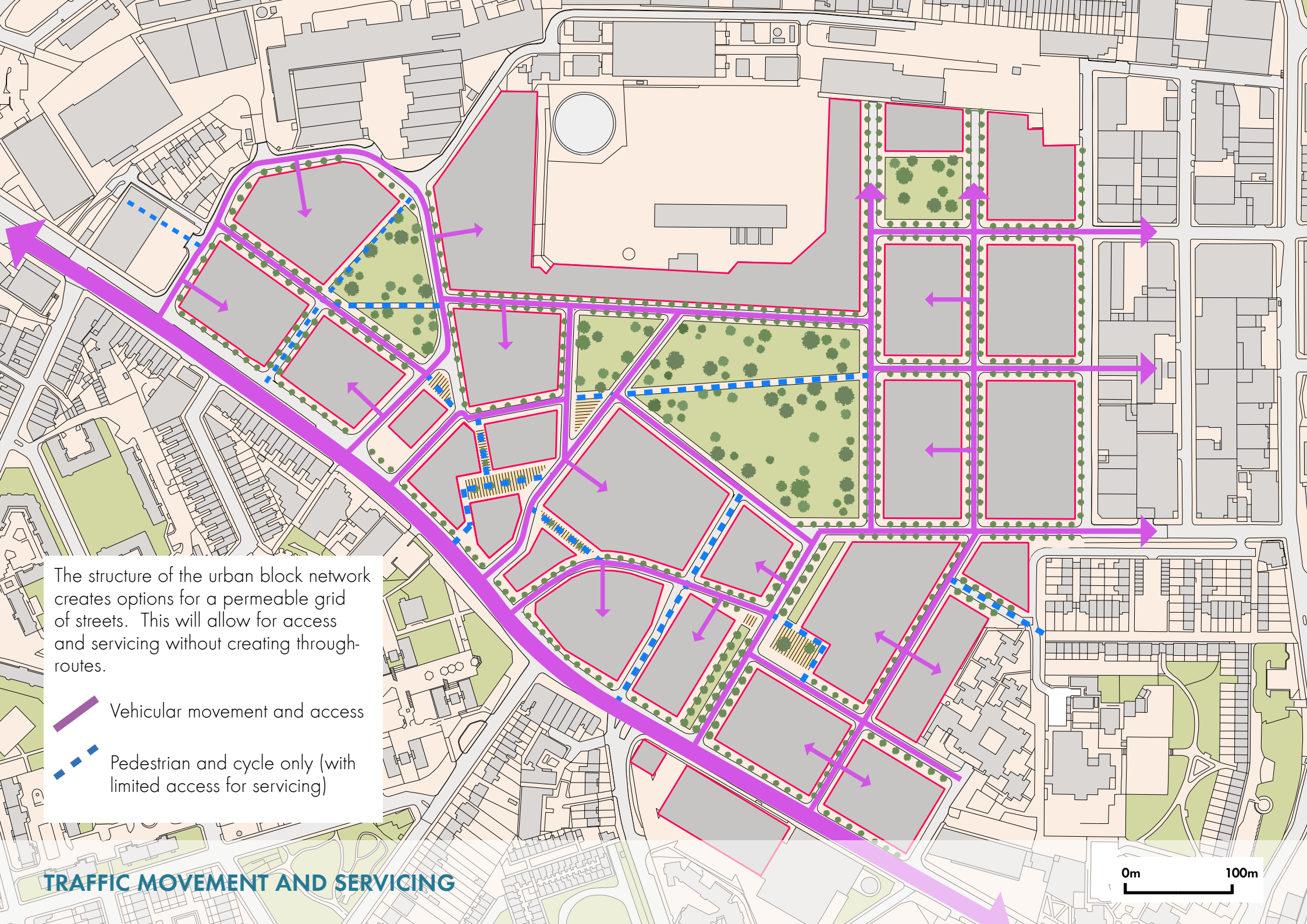


Demonstrates the potential street section following the removal of the IWMF



Road space is reallocated to create a narrow street park and a new segregated cycle lane which will link a significant new residential area into the Old Kent Road network



POST IWMF - REVISED STREET SECTION

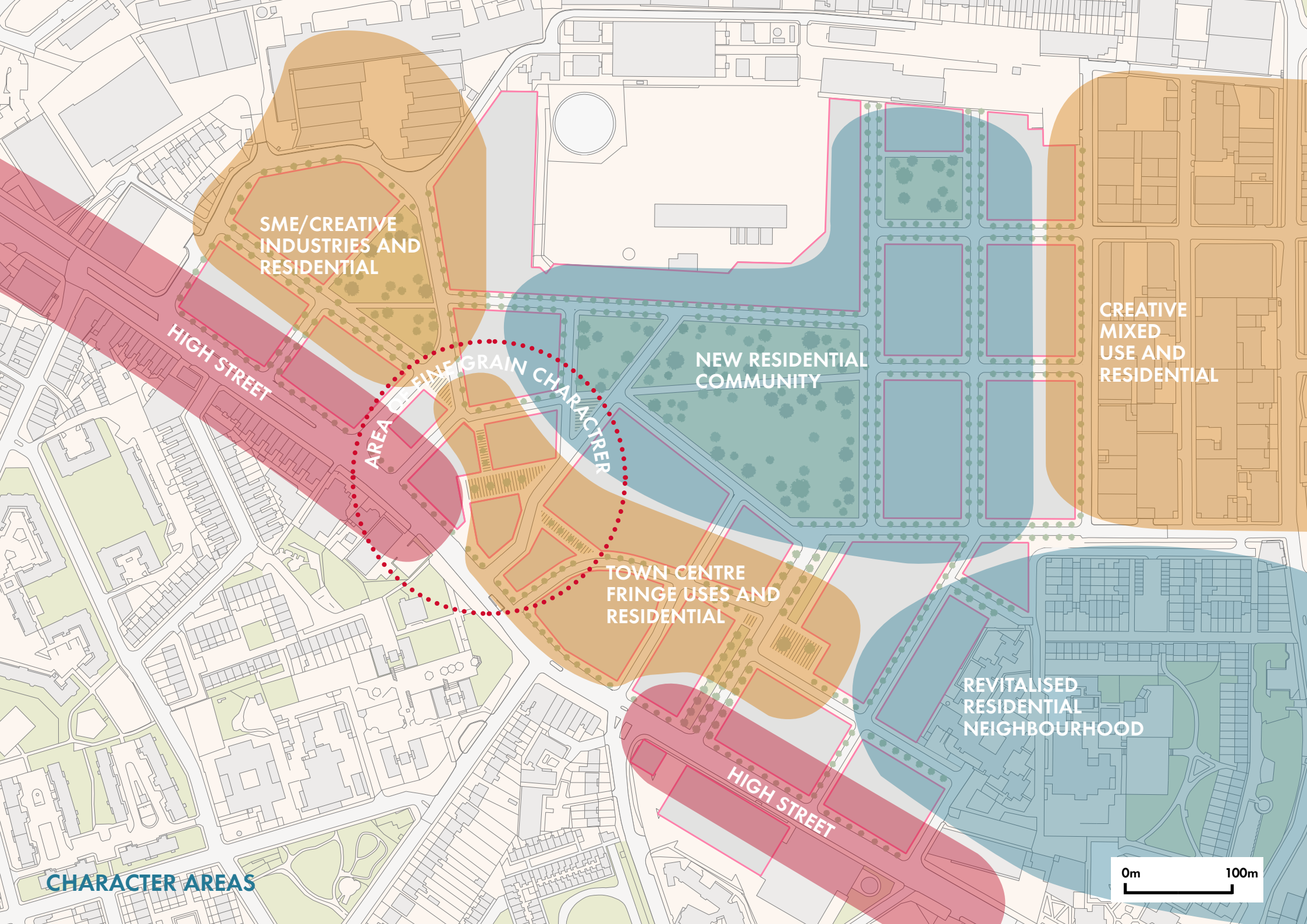


The structure of the urban block network creates options for a permeable grid of streets. This will allow for access and servicing without creating through-routes.

-  Vehicular movement and access
-  Pedestrian and cycle only (with limited access for servicing)

TRAFFIC MOVEMENT AND SERVICING

0m 100m



SME/CREATIVE
INDUSTRIES AND
RESIDENTIAL

HIGH STREET

AREA OF FINE GRAIN CHARACTER

NEW RESIDENTIAL
COMMUNITY

CREATIVE
MIXED
USE AND
RESIDENTIAL

TOWN CENTRE
FRINGE USES AND
RESIDENTIAL

REVITALISED
RESIDENTIAL
NEIGHBOURHOOD

HIGH STREET

CHARACTER AREAS

0m 100m

ENVIRONMENTAL INFRASTRUCTURE

Highways

All streets are to be adopted. Design of streets will be in line with Highways' Southwark Streetscape Design Manual. Back of footway line to be set back in sections where feasible to accommodate future Old Kent Road corridor options and street trees.

Public open space

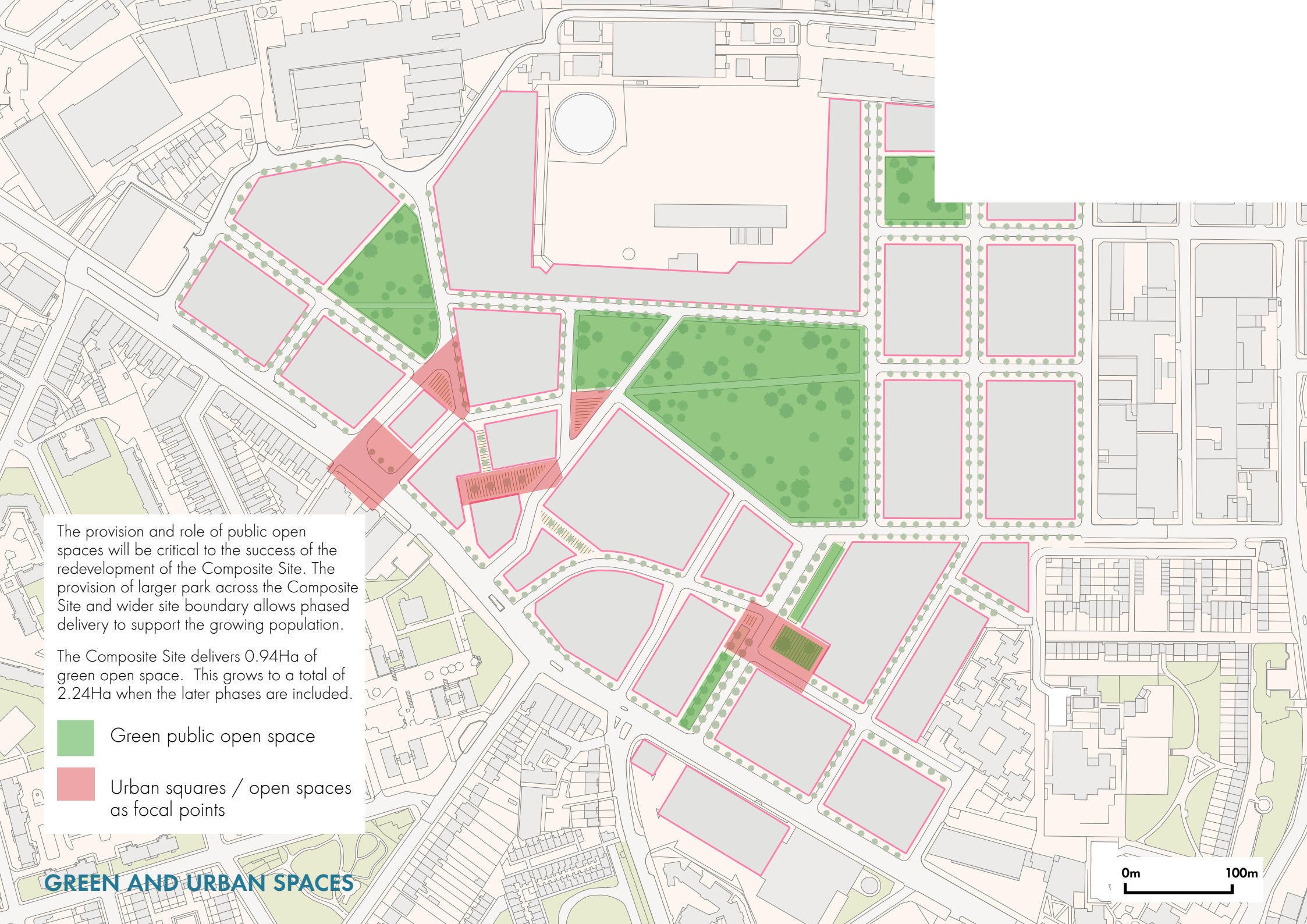
Street trees on all streets - 30% canopy cover (of the highway area) for new streets is sought, with an aspiration to achieve a similar level for existing streets. All in accordance with the Southwark Street Design Manual.

At least 5sqm of public open space per dwelling. Space should comprise Local Parks, pocket parks and community food growing space.

Urban square spaces have been identified to support the character of the emerging areas. These will form focal points and will each have different characters and roles. For example, the space opposite the former Livesey Museum will be particularly important in responding to the historic buildings and providing a strong setting at this point on Old Kent Road. There will be a need for civic spaces associated with the tube station entrances, and these will need to be included once the station entry/exit points are confirmed.



Energy infrastructure

Energy centre to be delivered at an appropriate phase in development in an appropriate location. This could be linked to existing utilities infrastructure such as the gas mains pipe work and centres. The timing of the delivery of the energy centre will be determined by the development phasing. However, each development within the area must have the capacity to connect to a district system.



The provision and role of public open spaces will be critical to the success of the redevelopment of the Composite Site. The provision of larger park across the Composite Site and wider site boundary allows phased delivery to support the growing population.

The Composite Site delivers 0.94Ha of green open space. This grows to a total of 2.24Ha when the later phases are included.

-  Green public open space
-  Urban squares / open spaces as focal points

GREEN AND URBAN SPACES



SOCIAL INFRASTRUCTURE

School provision

Every 1,100 new dwellings = one-form entry primary school

The location and timing of the school provision in relation to the new development within the Composite site will be reviewed throughout the period of development and sites will be identified accordingly.

Health provision

2,000 new dwellings = trigger for new health centre

Preferred location is close to Rotherhithe New Road junction i.e. outside Composite Site.

Community space provision

No specific requirement for community space. Expected that schools etc can provide large spaces required out of hours.

FOCAL POINTS / LANDMARKS

The study has identified a number of key locations which should be considered focal points or landmarks within the Composite Site. The design of buildings in these locations should respond to their special location - for example through design, style or land use. The following plan identifies the main focal points / landmarks envisaged. It should not be assumed that these sites are automatic locations for taller buildings. For some, the appropriate response may be to insert high quality taller buildings, in others it will be about providing a more active, public facing land use or simply a different kind of building.

Building height

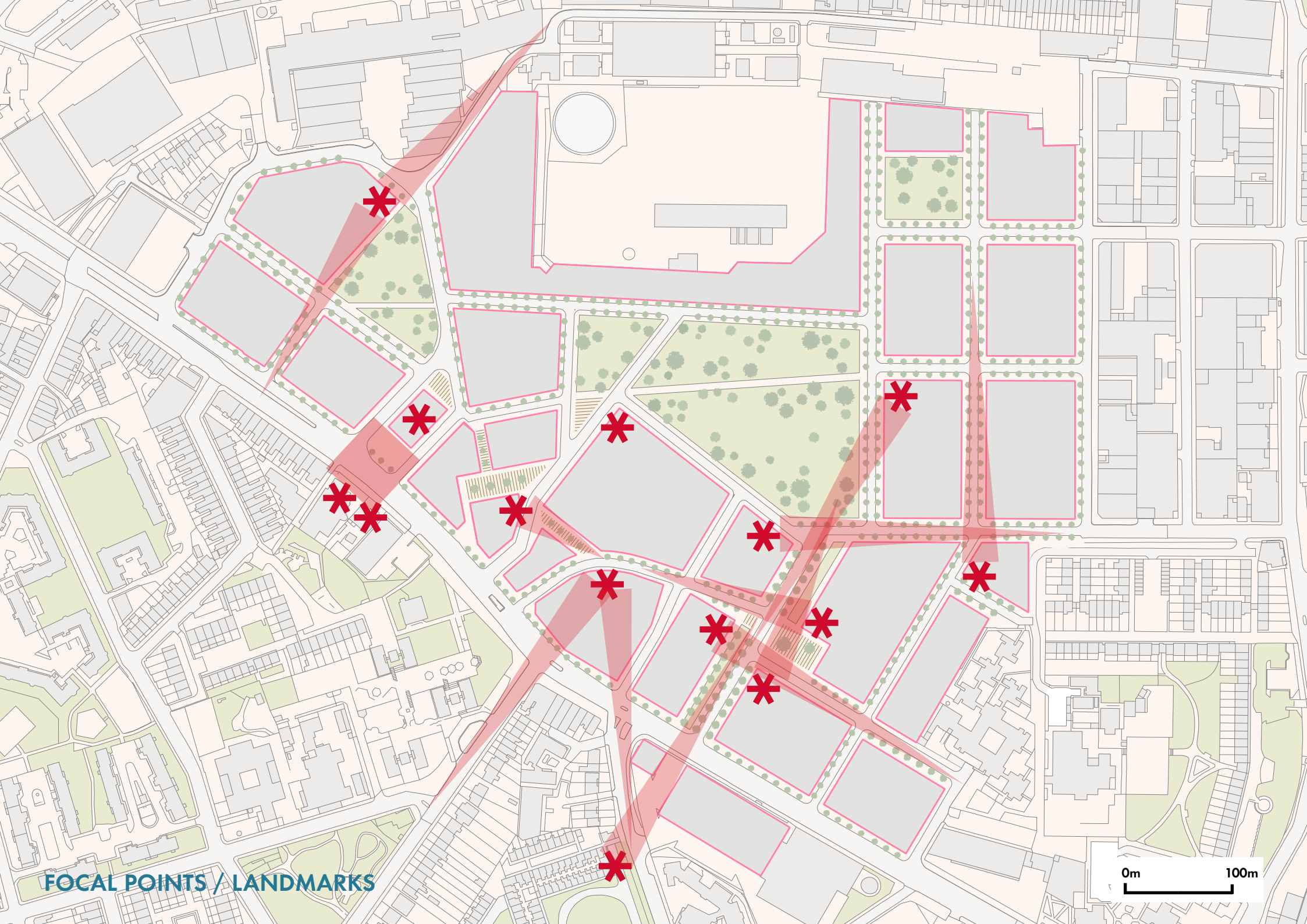
The vast majority of buildings will be mid rise (6-8 storeys) and this will be the prevailing character.

Taller elements (c.9-15 storeys) can be placed within blocks and distributed appropriately.

In general, taller elements should be stepped back within development away from the Old Kent Road. However, this should not result in a line of taller elements one block back from the Old Kent Road.

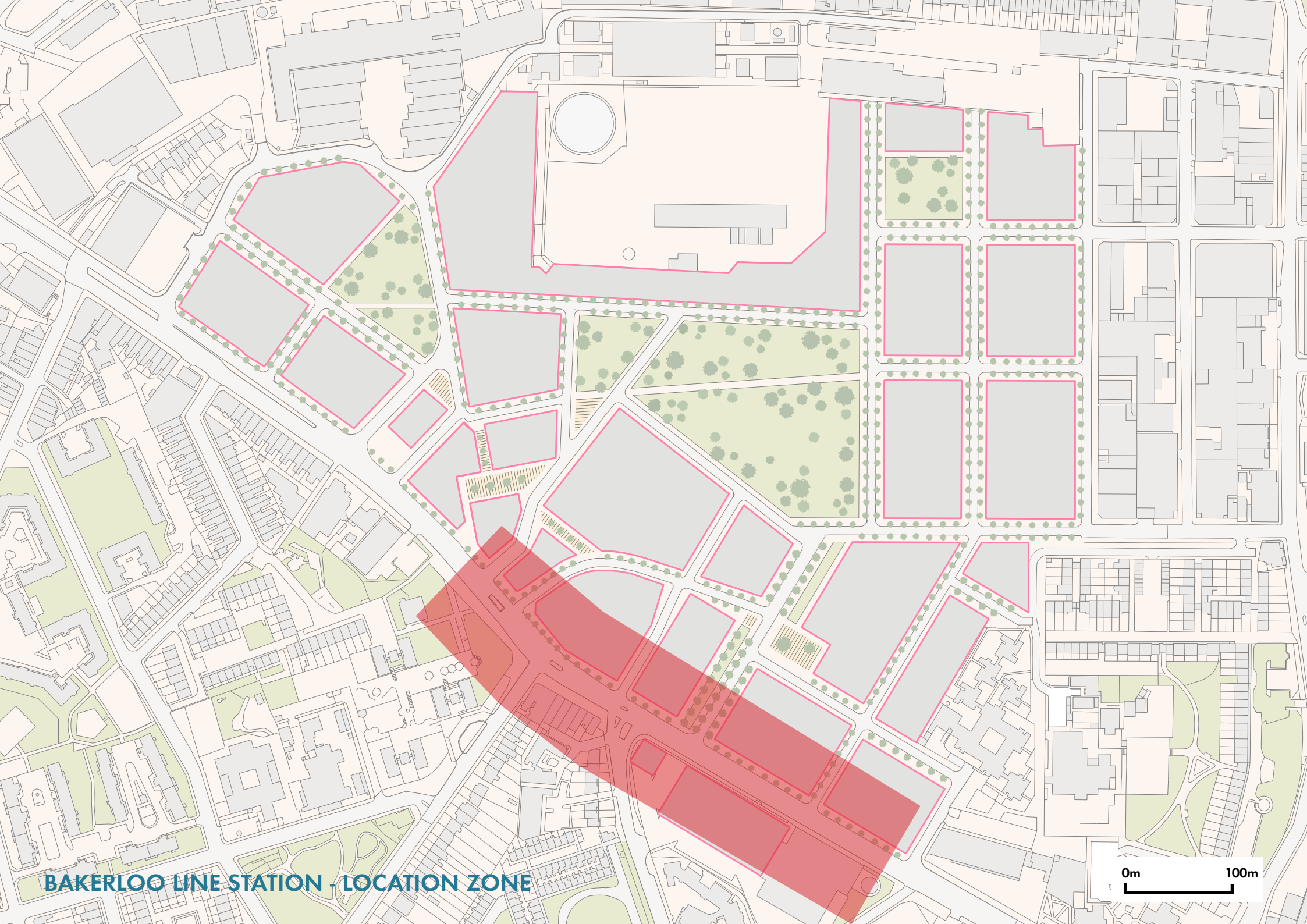
Tall Buildings (c.25+ storeys) will be infrequent and used strategically to emphasise areas of significance.

Along the Old Kent Road a shoulder height of 6-8 storeys will prevail. This will be maintained completely in "areas of consistent building heights" and punctured with a small number of taller elements in "areas of transformation".



FOCAL POINTS / LANDMARKS





BAKERLOO LINE STATION - LOCATION ZONE





0m 100m