



OLD KENT ROAD OPPORTUNITY SITE 13

Local Development Study | March 2018

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Suite 6 Fusion House
28 Rochester Place
London
Nw1 9df

w : www.stitch-studio.co.uk
T : 0 2036178725

CONTENTS

INTRODUCTION AND METHOD

1. ANALYSIS AND DESIGN EVOLUTION

- 1.1 Draft AAP (Dec 2017)
- 1.2 Heritage and the Surrey Canal
- 1.3 Townscape
- 1.4 Site and context analysis and opportunities
- 1.5 Land ownership
- 1.6 Design evolution

2. PROPOSED LDS MASTERPLAN

- 2.1 Vision
- 2.2 Proposed LDS masterplan
- 2.3 Scale and massing
- 2.4 Uses and building typologies
- 2.5 Movement routes
- 2.6 Green infrastructure
- 2.7 Next steps

APPENDIX 01

APPENDIX 02

INTRODUCTION & METHOD

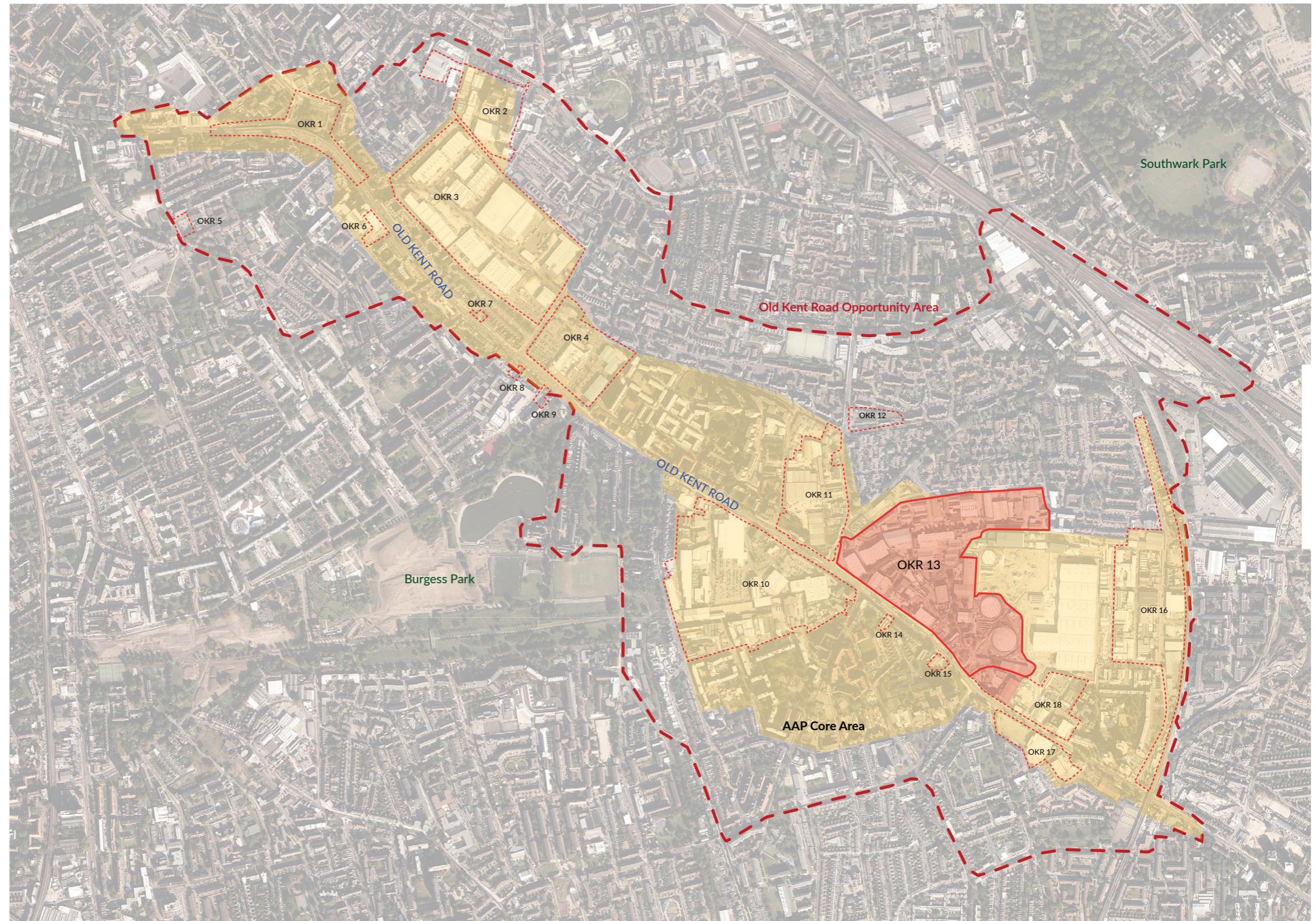
The purpose of this Local Development Study (LDS) is to explore and test the principles identified in the draft Old Kent Road (OKR) Area Action Plan (AAP) first published in June 2016 and the Place-making Study by Allies and Morrison in May 2016 in more detail across the Old Kent Road Opportunity Site 13 (OKR13) and its immediate surroundings. The map on the opposite page shows the extent of the study area which has been considered as part of this LDS.

The study is also an opportunity to consult with and co-ordinate developer activities across the numerous landowners which make up the composite site. Several landowners are known to be drawing up proposals for sites within the study area. Although they are at different stages in the development process, it is anticipated that detailed planning application submissions for these sites could be made prior to the formal publication and adoption of the AAP. This LDS will be published as an evidence base to underpin the emerging AAP.

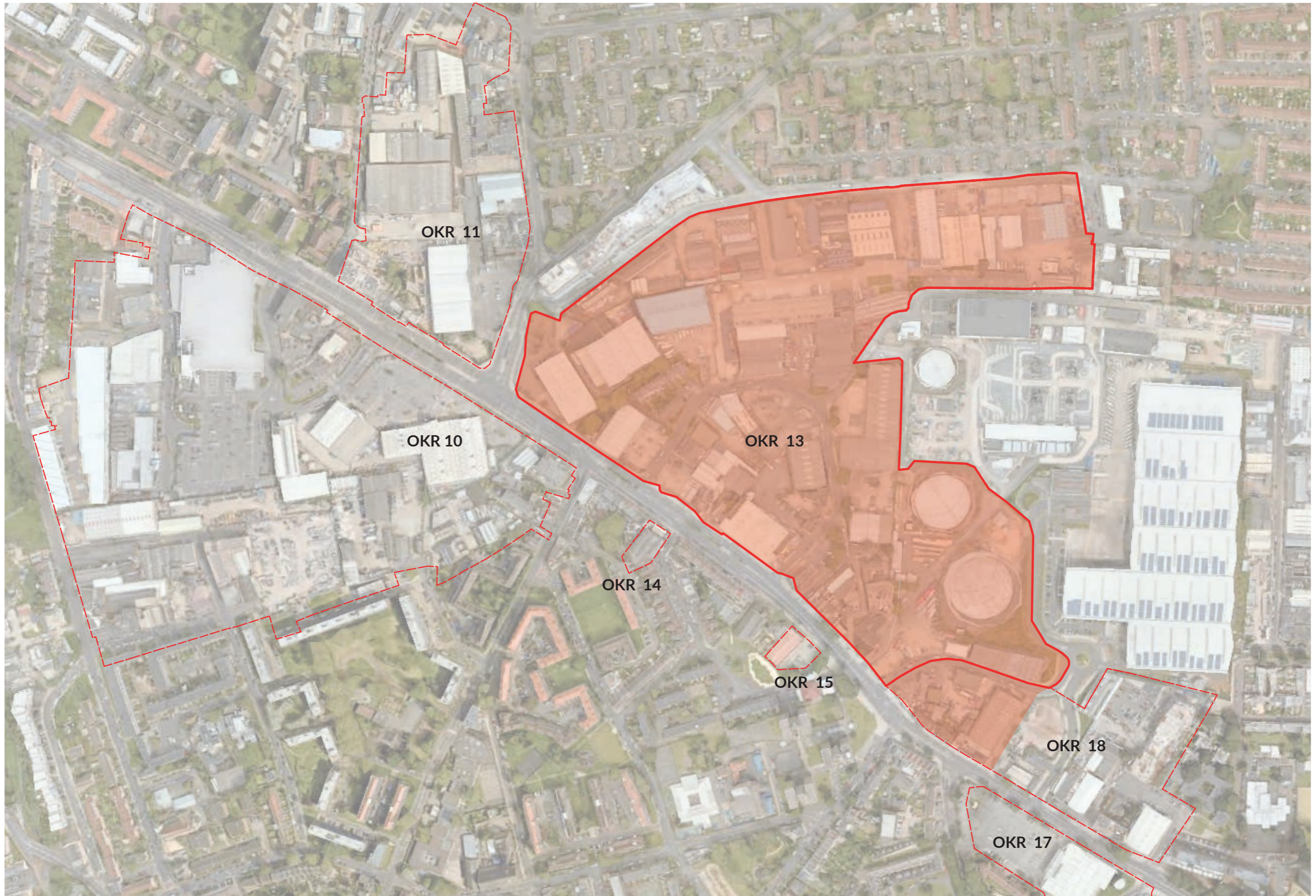
Eight landowners and their consultant teams have expressed an interest in participating in the LDS. Together this group represents around 20% of the total landowners within the study area. The engagement and design development process to date has included several workshops and meetings with landowners and their design teams, key stakeholders at Southwark Council and other architect teams working within the Old Kent Road opportunity area.

It is anticipated that this process of engagement will continue with more landowners coming forward to present and discuss proposals for their sites.

The latest iteration of the LDS masterplan presented in this report represents a position in time and is intended to be submitted as part of the amended AAP. It is expected that the masterplan will continue to flex and change as proposals are developed and new sites come forward.



The LDS study area falls within the AAP core area and forms a key part of the new urban centre set out in the AAP



The study area includes the whole of Opportunity Site 13 and parts of Opportunity Site 18

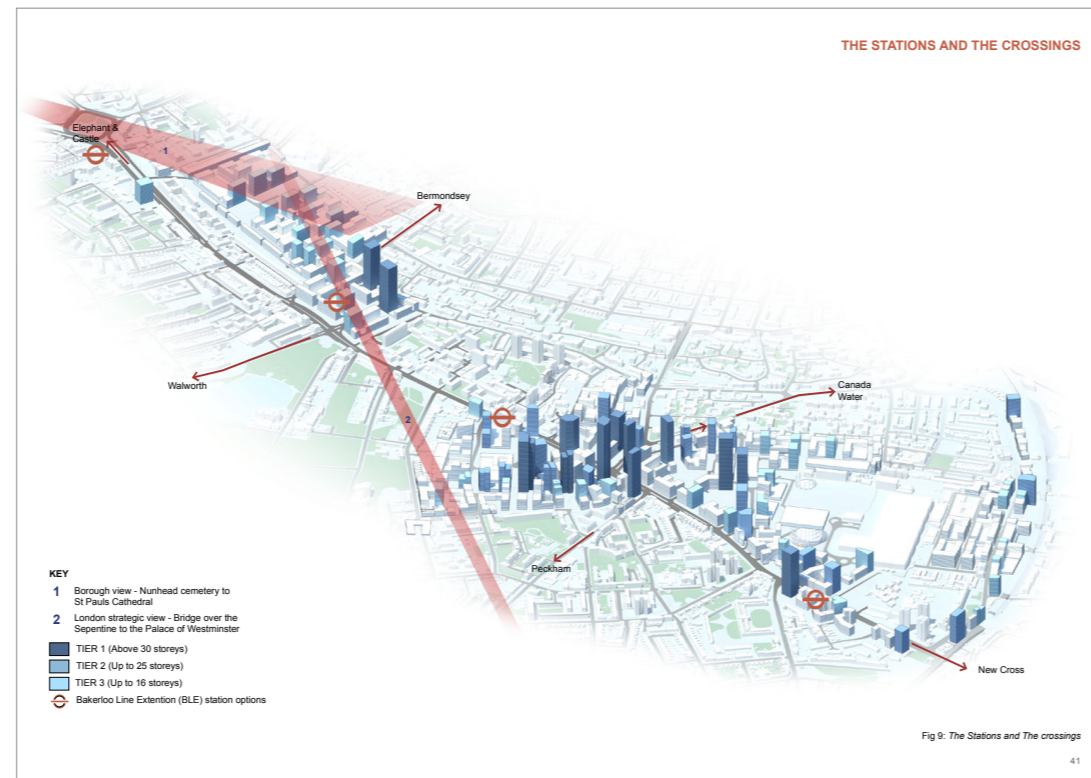
1. ANALYSIS AND DESIGN EVOLUTION

1.1 Draft AAP (Dec 2017)

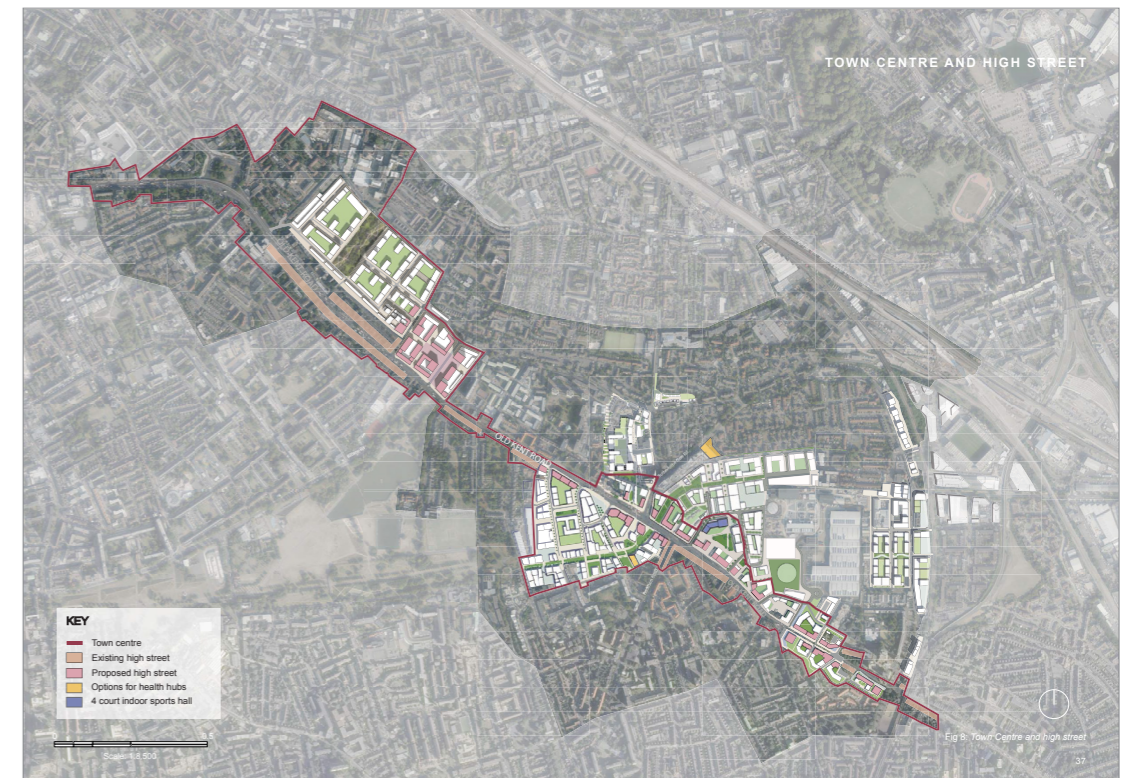
The draft Old Kent Road (OKR) Area Action Plan (AAP) was first published in June 2016 and established a series of aspirations and objectives for development along the Old Kent Road including OKR 13. These have been tested and re-defined as part of this LDS and the revised draft AAP. The aspirations for the Old Kent Road opportunity area are set out below.

- 1. New homes:** Build 20,000 new homes across the opportunity area. New homes will be a range of size and type including houses to create diverse neighbourhoods. New homes and employment spaces will be developed together utilising the latest innovative typologies to create a genuine mixed use neighbourhood.
- 2. Bakerloo Line extension:** Extend the Bakerloo Line and deliver three new stations along the Old Kent Road, speeding up the delivery of homes and jobs.
- 3. Employment, jobs and businesses:** Sustain the existing employment networks and ecosystems which help to make the Old Kent Road successful. Double the number of jobs in the opportunity area and increase the range of employment space available including retail, maker spaces, studios and light industrial units, and warehousing.
- 4. Town centre, leisure and entertainment:** Create a new major town centre in a significantly more attractive and accessible environment with new entertainment and leisure facilities. Provide a variety of shops including local independent retailers, large supermarkets and DIY stores.
- 5. Parks and open space:** Deliver the greener belt through the creation of three new parks at Mandela Way, the Old Gasworks and a linear park along the route of the former Surrey Canal. Further open space is created to connect existing and new neighbourhoods and around key nodes such as stations and landmark buildings.
- 6. Community and schools:** Expand existing primary schools, create two new primary schools and one new secondary school providing high quality facilities open to the wider community. Promote the co-location of nurseries and older people's accommodation for intergenerational communities.
- 7. Culture and heritage:** Strengthen the identity of the Old Kent Road as a cultural destination to attract new creative enterprises, a university and major cultural attraction. Integrate the Old Kent Road's historic character into new development and celebrate its industrial past and present.
- 8. Health and well-being:** Build a new health hub promoting healthy lifestyles and reduce air pollution to improve the well-being of residents. New development will be car-free and promote the use of electric commercial vehicles.

Pages from the Draft AAP



Bakerloo Line extension



Town centre, leisure and entertainment



Employment, jobs and businesses



Parks and open space



Old Kent Road Opportunity Area Masterplan

1.2 Heritage and the Surrey Canal

Historically, the Verney Road area was a mix of low rise residential terraces, gasworks and industrial uses concentrated along the Surrey Canal. Ruby Street School opened in 1885 and operated until the turn of the Millennium. The school no longer exists and the site is now occupied by a metal recycling plant.

The Surrey Canal was constructed in the early 1800's and was initially intended to travel from the Thames at Rotherhithe to Mitcham in what was then Surrey. The canal was constructed as far as Camberwell but never got any further due to lack of funding and interest as the London dockyards became more lucrative. The canal supported the development of many industrial businesses within OKR13 including the timber trade with several timber yards and saw mills along its route.

The canal was closed in the 1970's, however, parts of the canal are still traceable as vehicular roads and pedestrian routes. The majority of the canal route has been developed within the OKR 13 and is only faintly recognisable from the resulting land boundaries which remain today.

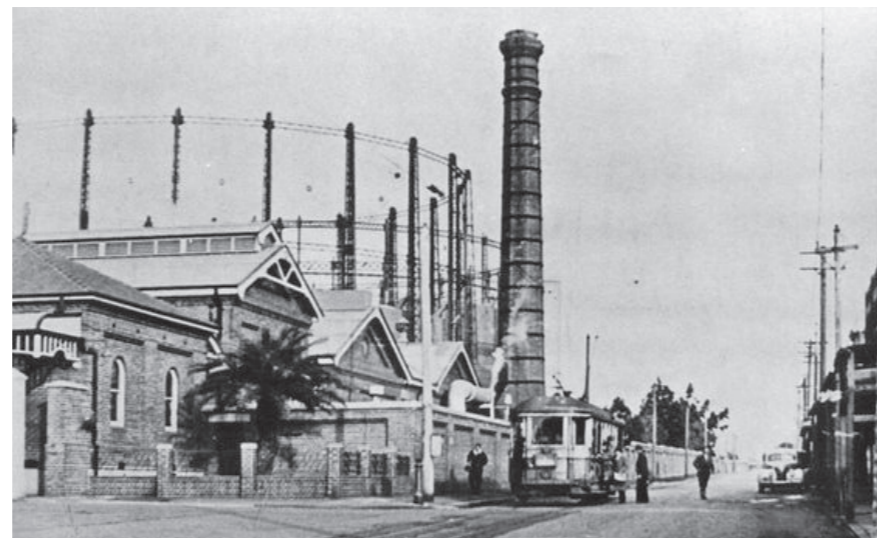
The area to the north of the Surrey Canal is largely unchanged in use and still operates today as a collection of industrial sites. The extent of the gasworks to the south of the canal has been in decline over the last century and has been replaced by further industrial uses. Despite this decline, several large strategic substations are still located along Verney Road and Sandgate Street. It is anticipated that the substations will be retained and upgraded by National Grid to continue to meet demand across South London.

Few residential buildings remain within OKR 13 with the exception of the listed terraced houses along Canal Grove. These are to be retained together with the mature trees along their boundary. Future development should seek a sympathetic response that enhances the setting of the terraced houses.

Three gas holders remain along the eastern boundary of OKR 13. Gas Holder No. 13 has recently been listed due to its historic and architectural interest. Built in 1879-1881, it was the world's largest gas holder when built and features pioneering design and civil engineering, inspiring the development of helical and geodesic structures.



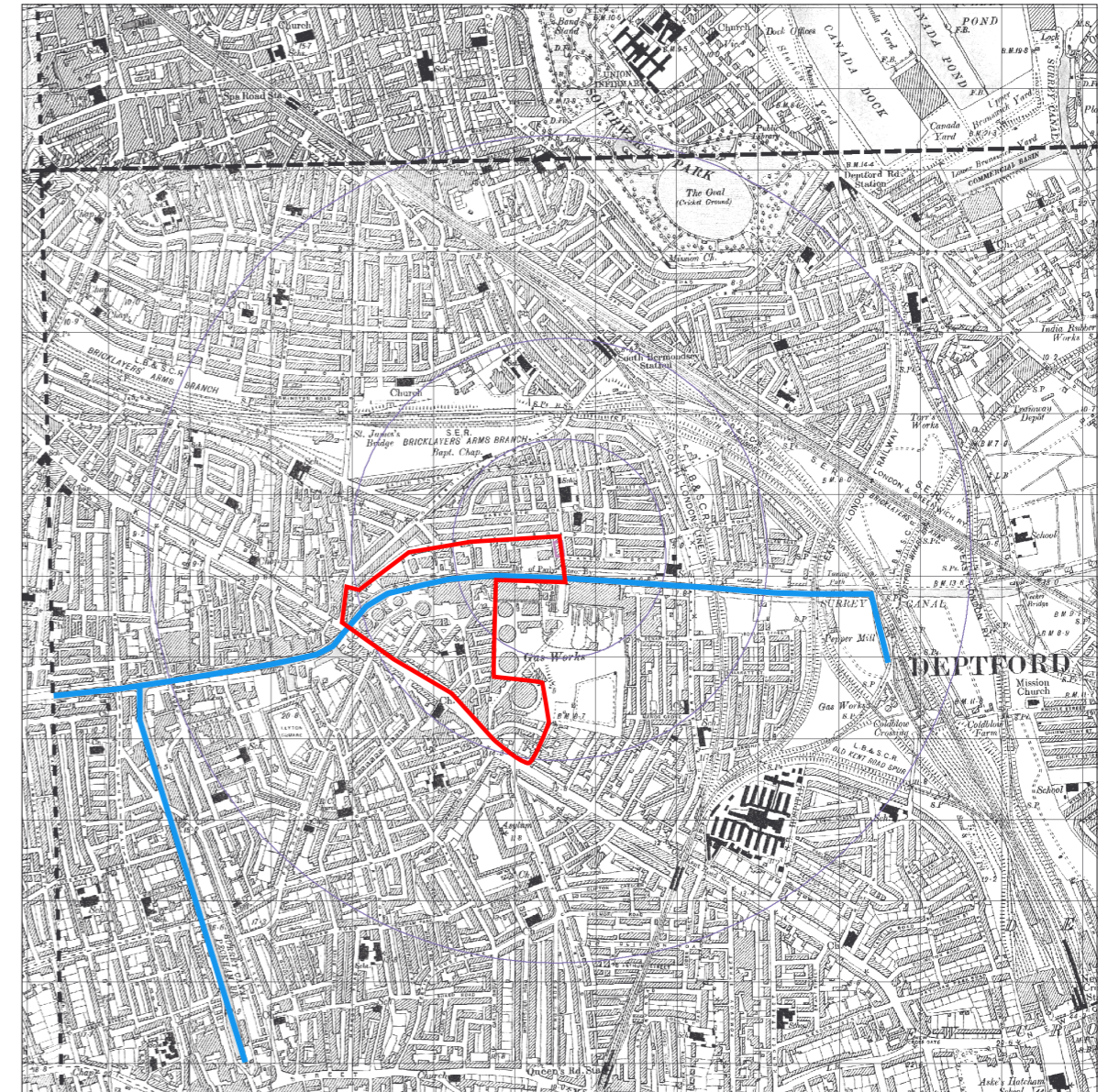
The Astoria Cinema opened in 1930 and previously occupied the B&M Bargains site



Listed Gas Holder No. 13 built 1879-1881



The Surrey Canal just after closing in the 1970's



Historic map showing the route of the Surrey Canal

1.3 Townscape - OKR13 today

These photos illustrate the current townscape character of the site and its immediate surroundings.

Old Kent Road bounds the site to the south-west and is characterised by a mix of large scale big box retail and fine grain traditional high street terraces. As you move into the site the area is predominantly made up of industrial warehouses, medium scale manufacturers and storage and distribution centres.

The site is bound to the north by low rise residential development which currently turns it back to Verney Road creating an inactive street frontage. There is a lack of connectivity through the site with no links from Verney road to Ruby street and Old Kent Road.

A large part of the former gasworks site is now occupied by Sowerth's Integrated Waste Management Facility (IWMF) and the adjacent New Cross electricity substation. This area is identified as strategic industrial land and the current uses will be retained along with Gas Holder No. 13 which has been listed and an additional active substation along Verney Road.

The site is located on a prominent junction where St James's Road meets the Old Kent Road linking the area to Rotherhithe. This area has been identified within the AAP as a new high density town centre. New development has begun to come forward on adjacent sites along Verney Road and demonstrates the scale of change from low density warehousing to high density mixed used development.

As development continues within OKR 13 it will be important to identify and retain historic structures and features that contribute to the character of the place. This includes the listed terraced houses and mature trees on Canal Grove and the listed gas holder on the gasworks site.



The high street is a mix of traditional terraces and big box retail



Listed houses tucked away within the site, linked to Old Kent Road via a poorly overlooked pedestrian link



Existing residential scale and character along Verney Road



Existing vehicular routes within the site - for private use only



View of the listed gas holder from Ruby Street



Potential to recreate Verney Road as an active residential / mixed use street



Existing sub-station to be retained along Verney Road



The site is characterised predominantly by industrial uses



Existing London Plane trees along Canal Grove with TPOs

1.4 Site and context analysis and opportunities

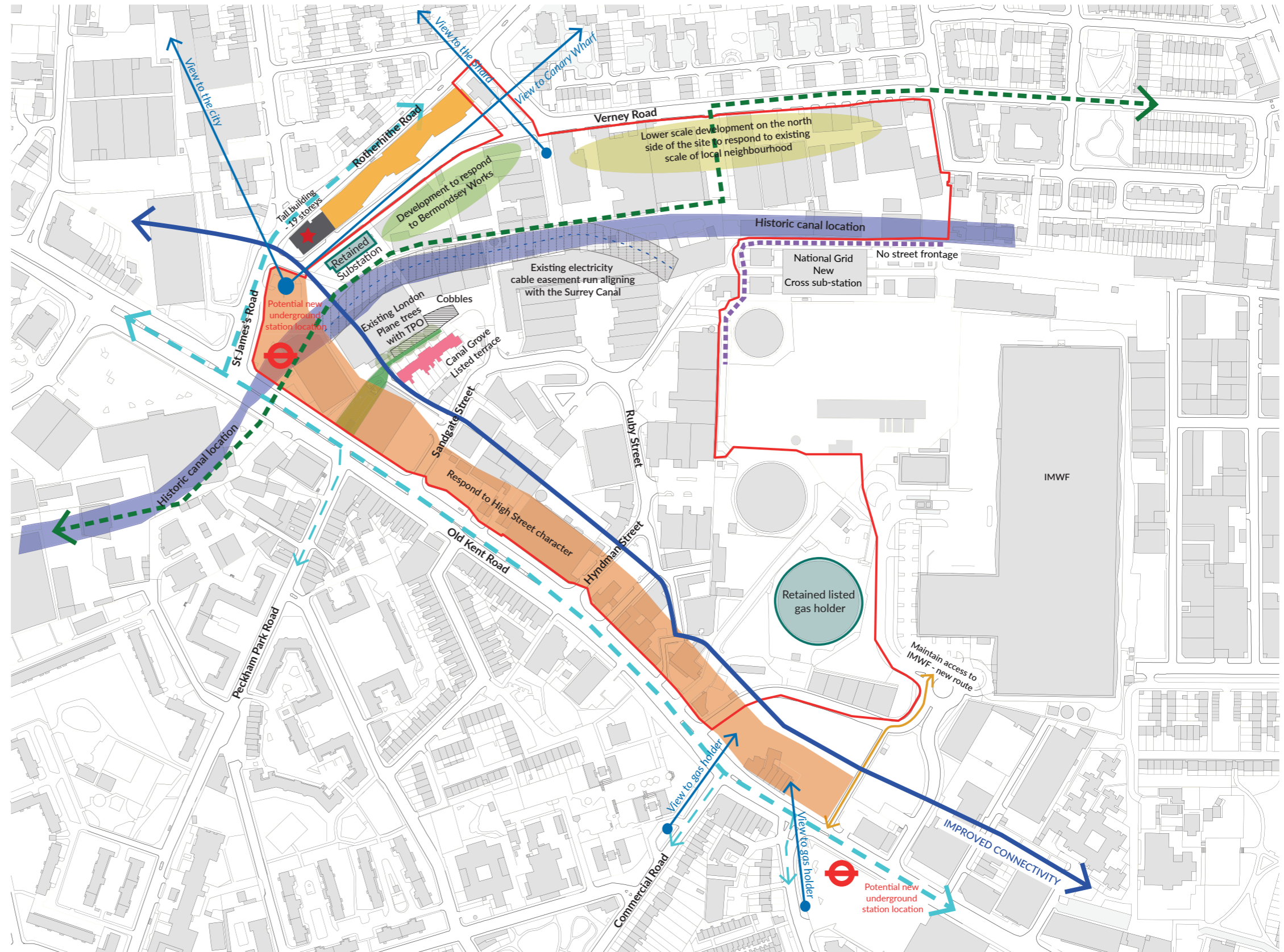
Analysis of the site in its physical context identified several important challenges and constraints that have been addressed in the LDS masterplan as well as highlighting the site's potential to become a thriving mixed use urban quarter.

The key constraints are:

- To retain heritage assets such as the listed terraced houses and TPO trees along Canal Grove and the listed gas holder.
- To retain the existing substation along Verney Road.
- To ensure all new development can be serviced on site. No service access to be provided from Old Kent Road.
- To respect the scale of existing residential development along Verney Road.
- To maintain key views of the retained gas holder.
- To ensure no net loss of existing employment space.

The key opportunities are:

- To create a new linear park that connects OKR 13 into Burgess Park and provide smaller parks and open spaces that enhance the pedestrian environment.
- To improve the public realm on Old Kent Road and revitalise its role as a high street serving the local community with a range of uses.
- To support and enhance the existing employment uses and creative enterprises with new innovative mixed use typologies and upgraded dedicated industrial sites.
- To make legible and attractive connections with the wider area and other developments coming forward including the creation of a new pedestrian and cycle route parallel to the Old Kent Road
- To bring together old and new development incorporating heritage assets including the terrace along Canal Grove, existing mature trees and retained gas holder
- To capitalise on the extension of the Bakerloo Line to attract high quality businesses and services to the area, enhancing the character and value of the new urban quarter.
- To provide a range of community uses to support the growing neighbourhood.

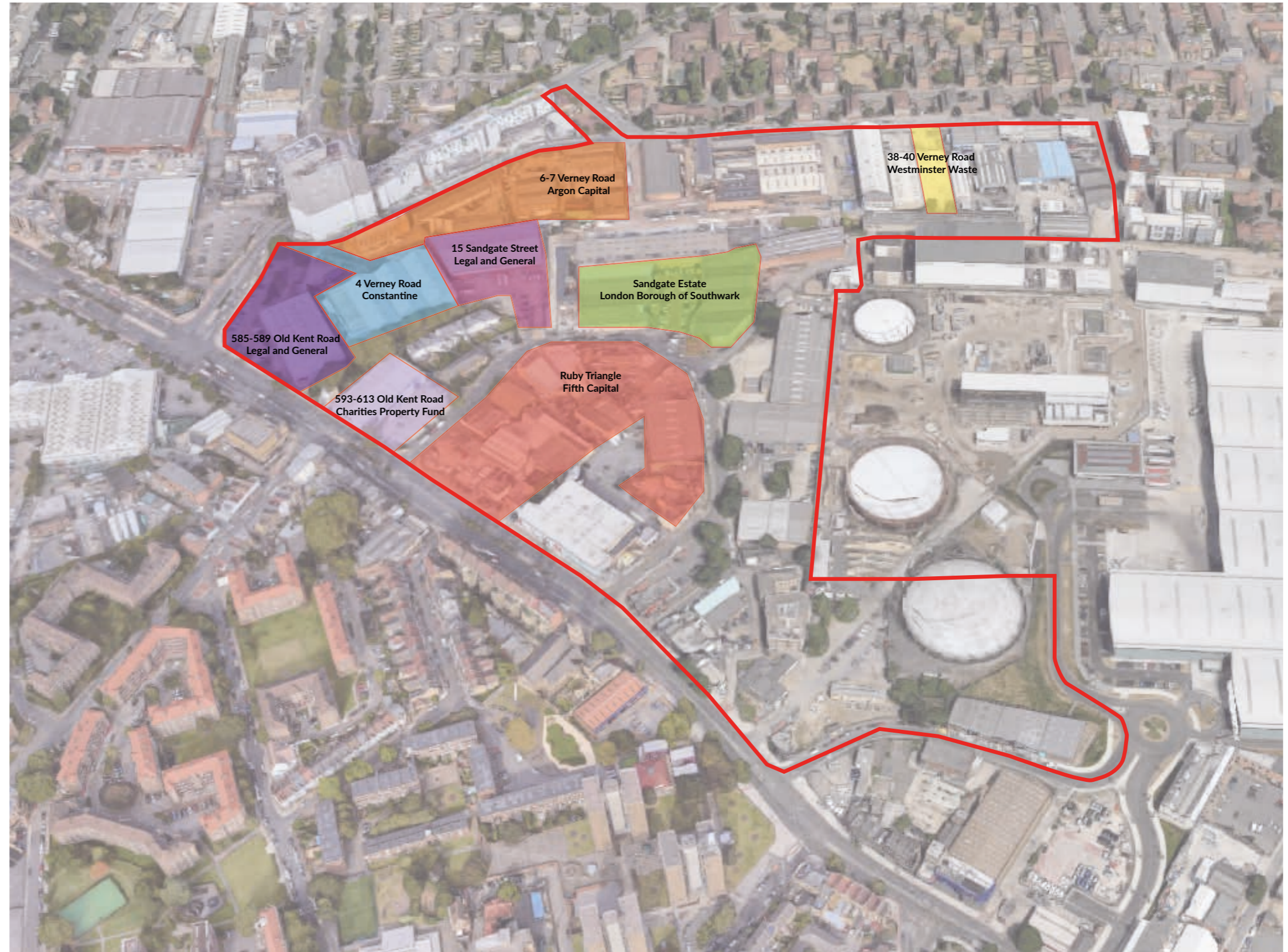


Summary of the key site opportunity and constraints

1.5 Land ownership

The site is approximately 15ha and is made up of 31 different land ownerships which range in size from 500sqm to 15,000sqm. The number and size of the land parcels within the site is one of the biggest challenges in securing a comprehensive approach to developing the site into a legible new neighbourhood.

As sites come forward for development, some consolidation of land parcels is taking place and the LDS masterplan aims to respond to this ongoing land assembly. The eight landowners that took part in the LDS engagement process are identified on the adjacent illustration.



Location of the landowners that took part in the LDS consultation process

1.6 Design evolution

The proposed masterplan presented in this LDS has been developed in close collaboration with landowners and their design teams and with the masterplanning teams of neighbouring Opportunity Sites. Three landowners have been involved in the LDS from the outset with four additional landowners joining prior to the second workshop held in October.

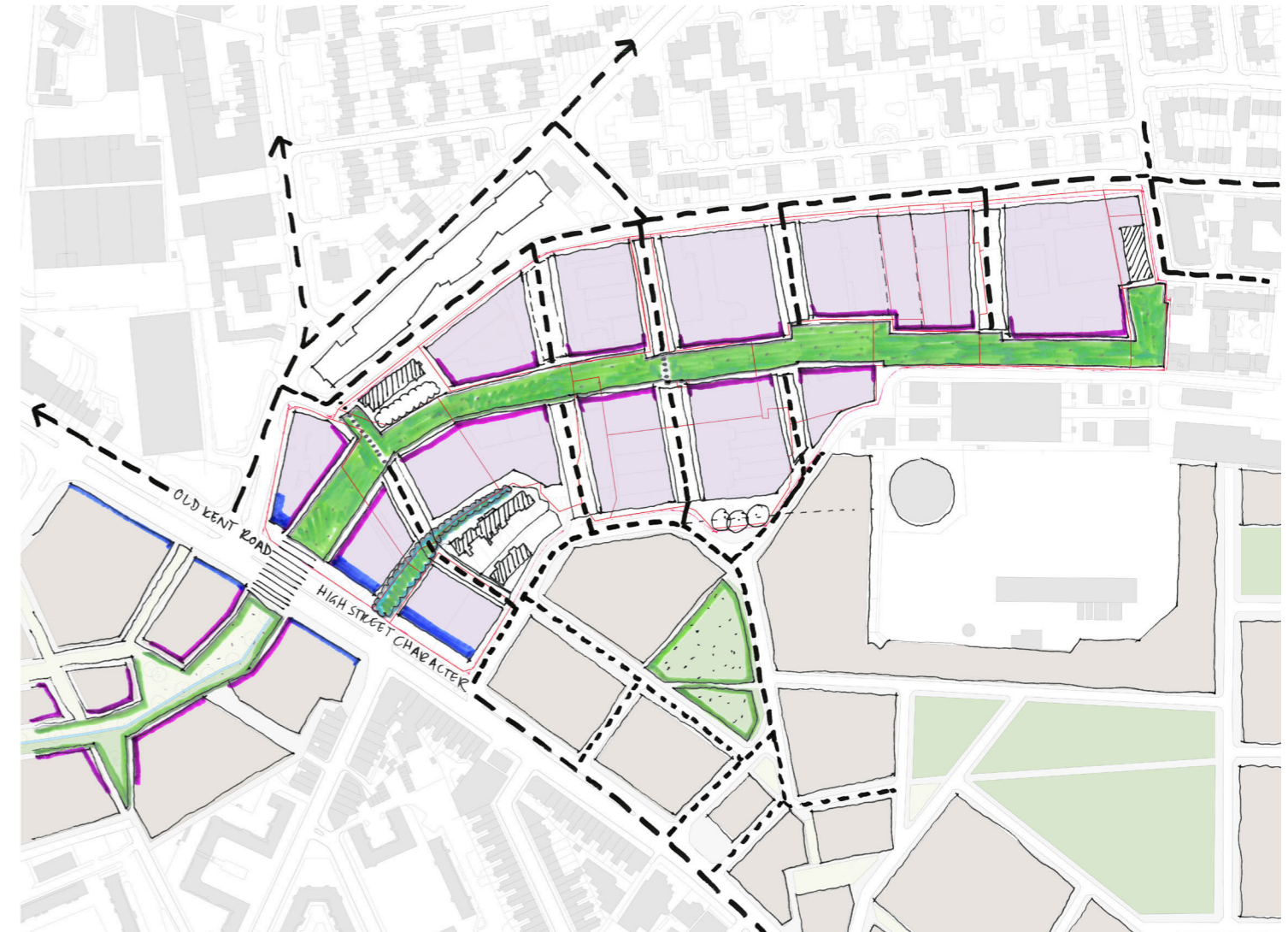
The following engagement took place between March 2017 and November 2017:

- An initial landowner workshop was held to bring together interested stakeholders from the outset of the project to establish the key aspirations, constraints and issues associated with each site.
- Individual meetings with landowners were held to understand early design proposals and future aspirations.
- Regular design reviews were held with the team at Southwark Council.
- Two masterplanning workshops were organised with the masterplanning teams of neighbouring Opportunity Sites to bring together proposals across site boundaries.
- A second landowner workshop was held to gather feedback on our work as the LDS progressed.

The following issues were discussed throughout the engagement process and in turn informed the design development of the LDS masterplan.

- The position and alignment of the new linear park.
- Scale and massing around the key junction with St James's Road and location of taller buildings within the LDS masterplan.
- The character and hierarchy of pedestrian routes.
- Employment and mixed use typologies including industrial uses with residential above.
- Vehicular movement across the park.
- The location of community facilities including a secondary school and health hub.

The involvement of the landowners, architects and Southwark Council has contributed to the development of a robust masterplan that addresses known challenges and reflects the requirements of Southwark Council and individual landowners, resulting in an aspirational proposal that has buy-in from existing stakeholders.



Sketch masterplan showing the initial location of the linear park



Sketch of the new town centre explored at the architectural workshops



The draft LDS masterplan presented at the second landowners workshop



3D massing models were used to test the proposed towers where three Opportunity Sites intersect



A 3D model was presented at the second landowners workshop to demonstrate the scale of the development within the LDS masterplan

2. PROPOSED LDS MASTERPLAN

2.1 Vision

The LDS masterplan is an opportunity to set out an ambitious vision for a thriving mixed use neighbourhood and new town centre along the Old Kent Road. The proposals seek to build on the existing businesses and historic features by retaining the unique character of the area whilst providing new homes and up to date employment space for the next generation of creative, industrial and commercial businesses.

The LDS masterplan creates new connections through the site with a pedestrian and cycling focus linking to the proposed BLE tube station on Old Kent Road. The linear park creates a green spine through the masterplan with generous pockets of green space.

OKR 13 area: 14.6 ha
Indicative capacity: 3903 homes, 2820 jobs (refer to appendix 2)

The development must:

- Provide a new linear park on the alignment of the former Surrey Canal, continuing through OKR 10 to Burgess Park beyond.
- Create further additional open spaces such as pocket parks and urban squares.
- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types set out in the AAP.
- Replace existing retail space (A class use) and activate frontages on the Old Kent Road through provision of retail (A class use), business (B class use) or community uses (D class use).
- Provide housing.
- Provide land for a new secondary school and sixth form. The precise area required will be confirmed in the final draft of the AAP. An enlarged site would be subject to a relocation strategy for existing tenants and businesses.
- Provide a new sports hall.
- Explore the potential for a new health hub on Verney Way.
- Facilitate a new pedestrian and cycle route parallel to the Old Kent Road.
- Provide all servicing on-site.









The proposed LDS masterplan shown within the emerging context of neighbouring sites

2.2 Scale and massing

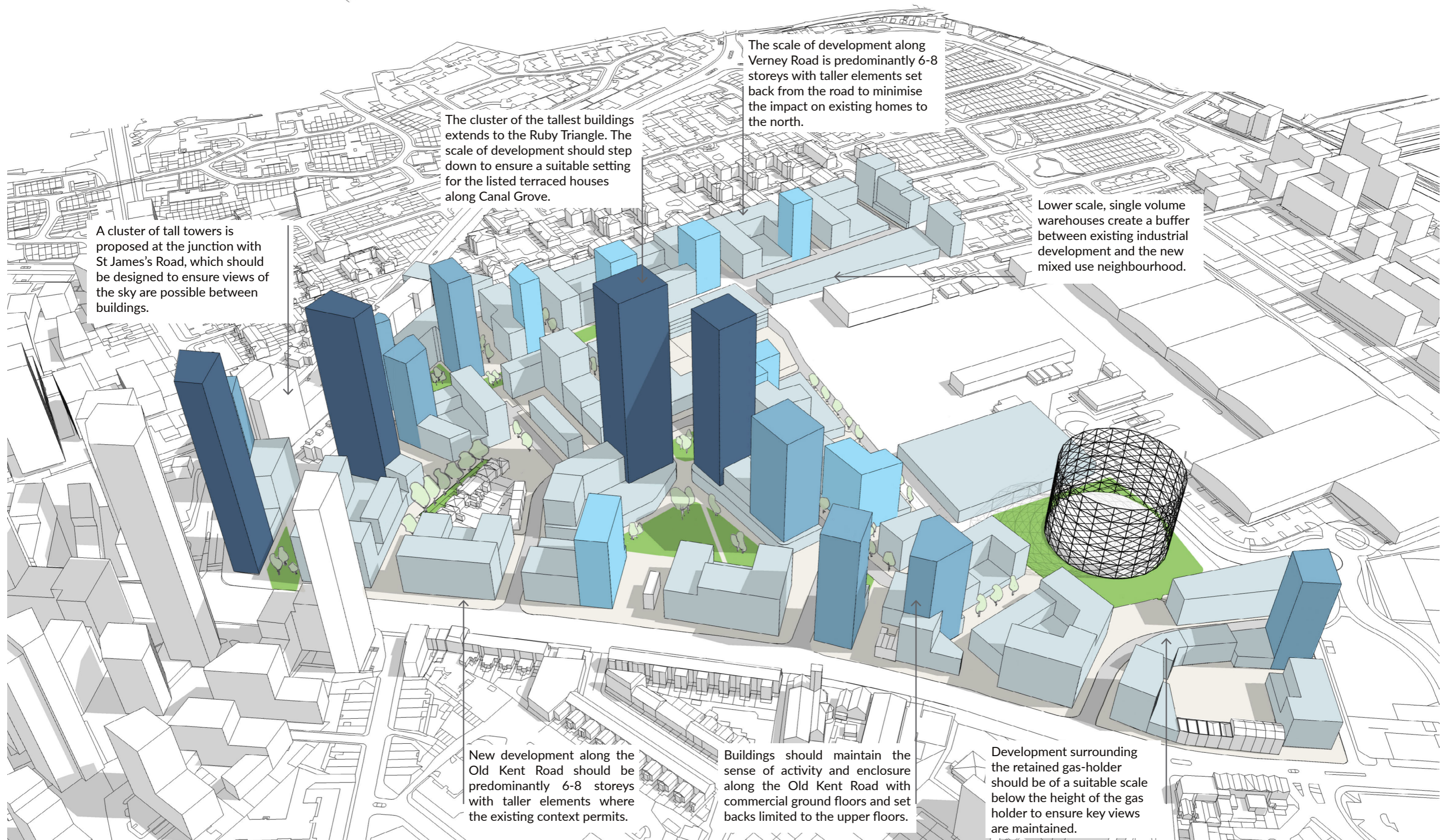
The LDS masterplan tests a range of building heights that respond to the emerging character areas and existing conditions. All development should give due consideration to neighbouring proposals to maintain good levels of daylighting and sunlight and ensure the character of the streetscape and skyline are legible. The proposed scale and massing strategy is set out on the adjacent diagram and aerial view.



Key

-  Tier 1 (above 30 storeys)
-  Tier 2 (up to 25 storeys)
-  Tier 3 (10 to 16 storeys)
-  Overall site varying from 4 to 10 storeys

The scale and massing of the proposed LDS masterplan responds to the existing and emerging contexts



A cluster of tall towers is proposed at the junction with St James's Road, which should be designed to ensure views of the sky are possible between buildings.

The cluster of the tallest buildings extends to the Ruby Triangle. The scale of development should step down to ensure a suitable setting for the listed terraced houses along Canal Grove.

The scale of development along Verney Road is predominantly 6-8 storeys with taller elements set back from the road to minimise the impact on existing homes to the north.

Lower scale, single volume warehouses create a buffer between existing industrial development and the new mixed use neighbourhood.

New development along the Old Kent Road should be predominantly 6-8 storeys with taller elements where the existing context permits.

Buildings should maintain the sense of activity and enclosure along the Old Kent Road with commercial ground floors and set backs limited to the upper floors.

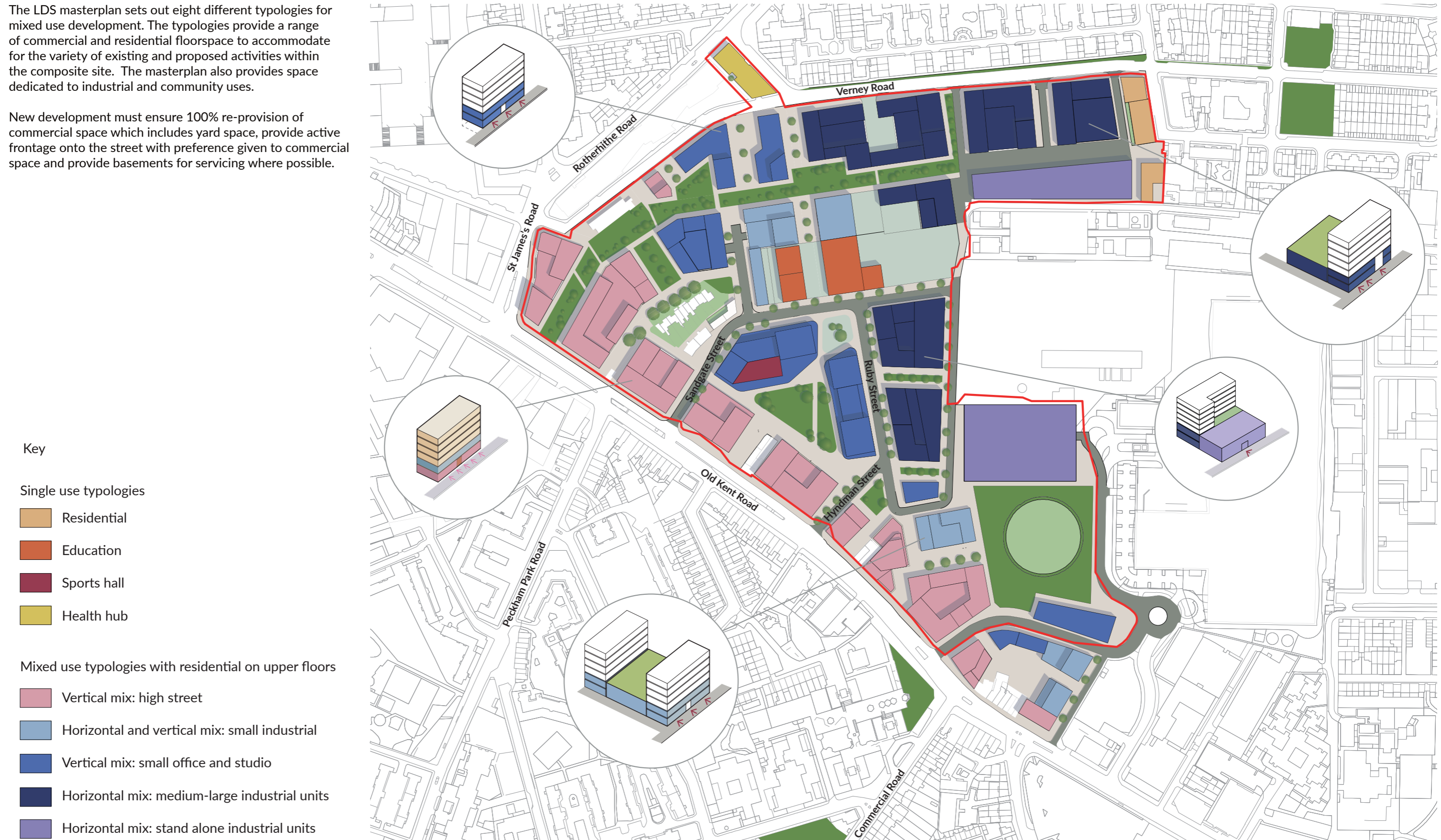
Development surrounding the retained gas-holder should be of a suitable scale below the height of the gas holder to ensure key views are maintained.

View looking east from Old Kent Road showing the proposed scale of the LDS masterplan and relationship with emerging context on OKR10 and OKR11

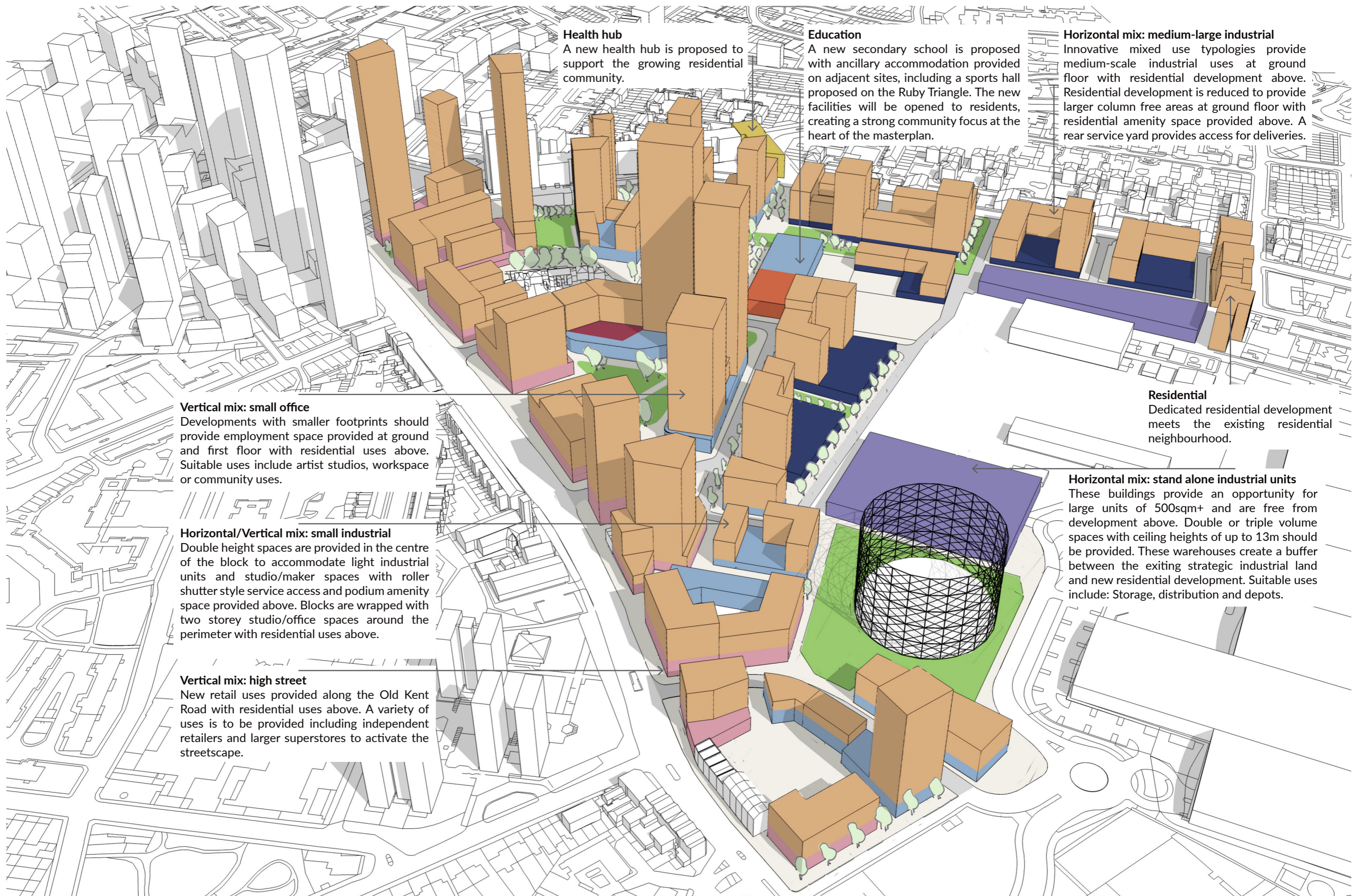
2.3 Uses and building typologies

The LDS masterplan sets out eight different typologies for mixed use development. The typologies provide a range of commercial and residential floorspace to accommodate for the variety of existing and proposed activities within the composite site. The masterplan also provides space dedicated to industrial and community uses.

New development must ensure 100% re-provision of commercial space which includes yard space, provide active frontage onto the street with preference given to commercial space and provide basements for servicing where possible.



Plan and massing diagrams of the proposed range of uses that make up the new mixed-use neighbourhood



Health hub
A new health hub is proposed to support the growing residential community.

Education
A new secondary school is proposed with ancillary accommodation provided on adjacent sites, including a sports hall proposed on the Ruby Triangle. The new facilities will be opened to residents, creating a strong community focus at the heart of the masterplan.

Horizontal mix: medium-large industrial
Innovative mixed use typologies provide medium-scale industrial uses at ground floor with residential development above. Residential development is reduced to provide larger column free areas at ground floor with residential amenity space provided above. A rear service yard provides access for deliveries.

Vertical mix: small office
Developments with smaller footprints should provide employment space provided at ground and first floor with residential uses above. Suitable uses include artist studios, workspace or community uses.

Horizontal/Vertical mix: small industrial
Double height spaces are provided in the centre of the block to accommodate light industrial units and studio/maker spaces with roller shutter style service access and podium amenity space provided above. Blocks are wrapped with two storey studio/office spaces around the perimeter with residential uses above.

Vertical mix: high street
New retail uses provided along the Old Kent Road with residential uses above. A variety of uses is to be provided including independent retailers and larger superstores to activate the streetscape.

Residential
Dedicated residential development meets the existing residential neighbourhood.

Horizontal mix: stand alone industrial units
These buildings provide an opportunity for large units of 500sqm+ and are free from development above. Double or triple volume spaces with ceiling heights of up to 13m should be provided. These warehouses create a buffer between the exiting strategic industrial land and new residential development. Suitable uses include: Storage, distribution and depots.

View looking north showing the range of commercial uses on the ground and first floor and how the different uses are organised vertically

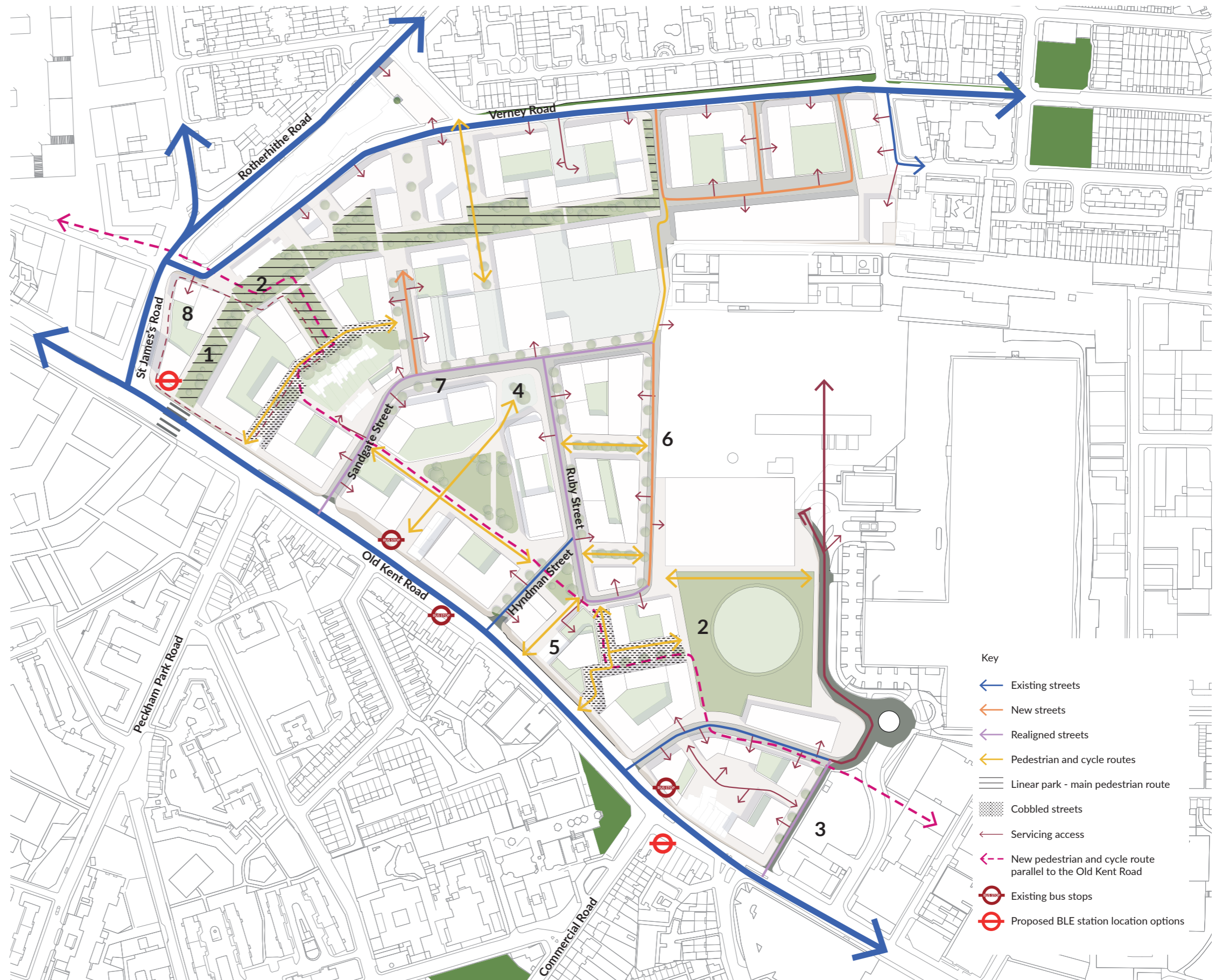
2.4 Movement routes

The LDS masterplan seeks to rationalise the street network and provide new pedestrian and cycle priority links through the site to create a legible new piece of town with traditional tree lined streets and active frontages. A clear servicing strategy is created to reduce the pressure on the existing road network. Off-street access is provided to new developments and service yards should be provided to industrial buildings allowing off street access for larger vehicles.

The council are exploring several strategies to transform the existing road network into a pedestrian and cycle friendly environment including new one-way vehicle routes to facilitate wider pavements and cycle routes, and reducing the number of junctions onto the Old Kent Road.

The key design moves are set out below and illustrated in the adjacent diagram.

1. A new linear park is created linking the site through OKR10 to Burgess Park in the west.
2. New pedestrian and cycle priority links are created through the site to improve permeability including a new pedestrian and cycle route parallel to the Old Kent Road providing a link from St James's Road to the proposed BLE station adjacent to Commercial Road.
3. Access to retained substations, gasworks and recycling centre is provided from the new street opposite the Kent Park Industrial Estate and from Devonshire Grove which will be widened to accommodate larger service vehicles.
4. Part of Ruby Street opposite the proposed school will be realigned to provide a new public square next to the Ruby Triangle development and to provide spill out space from the secondary school.
5. A small section of Ruby Street and Murdock Street is closed to vehicles to rationalise the street network, reducing the number of junctions with Old Kent Road and improving the pedestrian experience.
6. A new street is created along the gasworks boundary to ensure an active street setting for new development on the Kent Park Industrial Estate to the west.
7. Some accessible street parking should be provided with all other parking provided within basements. Parking should be kept to a minimum and access points designed to ensure the safety of pedestrians at street level.
8. Entrance to a basement car park that will serve the Currys PC World site and the Constantine site.



The LDS masterplan prioritises pedestrian routes and clear servicing routes to enhance the public realm

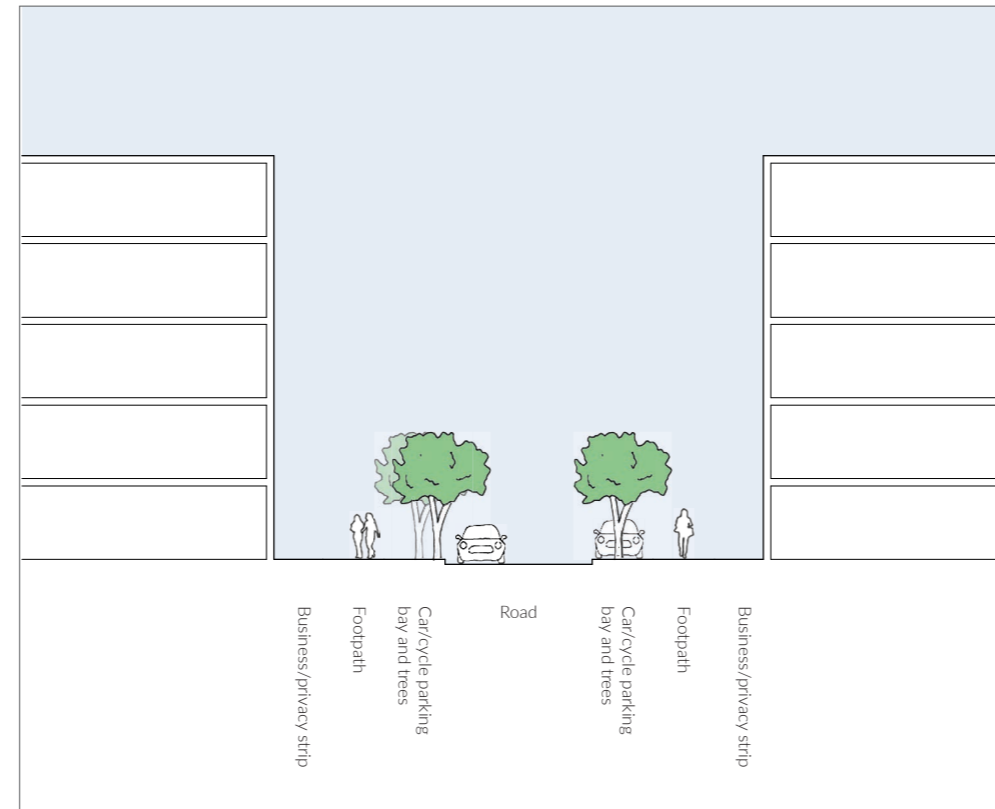
Traditional streets

New streets within the LDS masterplan are around 18m width to allow for two-way traffic for servicing and access. Space should be provided for accessible street parking bays and visitor cycling parking.

High quality landscaping and generous tree planting should be a key feature to improve air quality and promote pedestrian well-being.

Space is provided outside ground floor commercial units for outdoor seating and activity to create interest and character along new streets.

Typical street section



Agar Grove: Commercial uses activating the ground floor with generous tree planting to improve the pedestrian experience

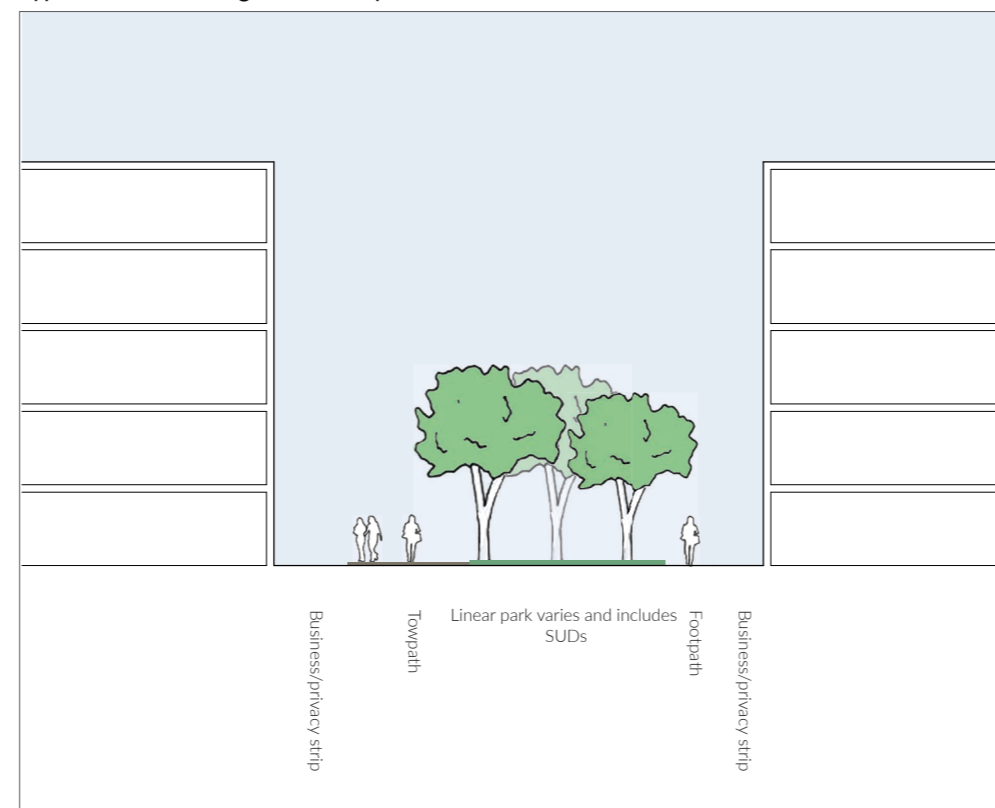
Linear park

The section opposite outlines the typical size and layout of the proposed linear park. The linear park will be a pedestrian and cycle route only with no vehicular access or crossings with the exception of emergency vehicles.

A 5m wide towpath runs along the northern side of the linear park providing space for both pedestrians and cyclists. Our proposals incorporate a 5m towpath on the northern side which should be green in character and is an opportunity to provide a range of uses along its length, from children's play areas to informal amenity space and sustainable drainage. Space is provided outside commercial units for outdoor seating to further activate the park.

Development should ensure strong visual connections are maintained along the linear park with good sight-lines from Old Kent Road to ensure a legible and inviting route. A coherent character, that expresses the canal heritage, should also be maintained along the linear park and developers are encouraged to work together to ensure a consistent identity.

Typical section through the linear park



Deptford Wharf: A major new public space is created on the alignment of the former Surrey Canal at Deptford

2.5 Green infrastructure

A key objective of the AAP is to create a 'greener belt' that will link existing strategic parks and green routes with new open spaces along a route from Vauhall Nine Elms to Canada Water. The following new open spaces are proposed as part of the LDS masterplan and sit within the wider context of the South London greener belt.

- Linear Park**
 A new linear park will run through the central spine of the LDS masterplan, roughly tracing the route of the former Surrey Canal. The linear park will continue through OKR 14 to the west and changes character as it meets the industrial quarter to the east of OKR 13, becoming smaller towards Verney Road. Public realm improvements and the introduction of SUDs to Verney Road continue the green link towards Rotherhithe.
- Canal Grove**
 The existing mature trees and cobbled street are retained and a new park is created to the north of the existing terraced houses. The park creates a link from Canal Grove to the linear park and will provide a sense of openness between the existing and new developments.
- Ruby Triangle**
 A new public open space is proposed within the heart of the Ruby Triangle site. The space will provide amenity to new residents and local workers.
- Ruby Street square**
 Realignment of the existing street network along Ruby Street provides further landscaped space in the form of a new public square which is overlooked by a range of uses including apartments and the new secondary school.
- Gas holder park**
 The retained gas holder provides an opportunity to create a large open space connecting the LDS masterplan with further development in the Hatcham Road area. Retaining the gas holder adds to the character of the local area and provides a point of interest which can be seen from the Old Kent Road.
- KFC pocket park**
 A new pocket park is created on the KFC site creating a link between the Ruby Triangle and fine grain area around the gas holder.



A core principle of the LDS masterplan is to create a new linear park that sits at the heart of the neighbourhood and forms part of the wider Surrey Canal route



The proposals for a South London greener belt include re-instating the Surrey Canal route as a pedestrian link from Burgess Park to Greenland Dock in Deptford



Marine Wharf: A completed new development of 650 new homes within a mixed-use masterplan. High quality landscaping reaches out beyond the development along the route of the former Surrey Canal.



Marine Wharf: A variety of street scales and characters create a legible hierarchy of routes through the site with smaller streets offering more intimate routes in-keeping with the heritage of the site.



Deptford Wharf: A new mixed-use development of 1132 homes under construction. The neighbourhood is set out around a new linear park on the route of the former Surrey Canal.



Deptford Wharf: Open spaces drawing on the industrial heritage of the site to create a sense of place particular to the local area.

2.6 Next steps

The work undertaken as part of this Local Development Study has informed the masterplan proposals submitted as part of the revised Area Action Plan for the Old Kent Road.

It is intended that this document provides guidance to landowners and developers progressing with their plans in advance of the final AAP. Landowners are encouraged to engage with stakeholders on neighbouring sites to ensure a comprehensive approach to development, responding to scale, form and materiality.



APPENDIX 01

OLD KENT ROAD LOCAL DEVELOPMENT STUDY 3 - VERNEY ROAD TO SANDGATE STREET - ENGAGEMENT WITH STAKEHOLDERS

LDS 3 SITE LOCATION

Diagram (left) and aerial view (right) show the location of the LDS 3 site within the Old Kent Road area. The map highlights the AAP Core Area and the proposed route. The aerial view shows the site's location relative to surrounding buildings and green spaces.

OLD KENT ROAD LOCAL DEVELOPMENT STUDY 3 - VERNEY ROAD TO SANDGATE STREET - ENGAGEMENT WITH STAKEHOLDERS

AREA ACTION PLAN STRATEGIC CONTEXT

Reinstating a green route on the alignment of the former Surrey Canal is a key part of the vision for the regeneration of the area.

NEW GREEN ROUTE ON THE ALIGNMENT OF THE FORMER SURREY CANAL

Strong support has been shown through the Old Kent Road Community Forum by local residents and business owners for new parks and proposals to help to deliver this network of new green spaces and links including a green route on the alignment of the former Surrey Canal.

The route will provide a spine, linking Burgess Park, Old Kent Road, sites to the north and potentially on to Lewisham. The AAP sets out design guidance which will inform both the route and adjacent development.

AAP building height strategy

- Prevailing heights 5-8 stories
- Tall buildings may be acceptable in core areas
- Opportunity for taller buildings to create landmarks
- Old Kent Road frontages to be consistent heights up to 8 stories. Exceptions may be made within areas of transformation which include the junction of St James's Road and also Peckham Park Road.

It should be a route which encourages pedestrian and cycle movement and maintains potential for surfaces with vehicular traffic. While it should facilitate movement, it may also accommodate other activities such as children's play, gardens or clearly quiet areas to sit and can serve to link large open spaces and pocket parks along its route.

The scale and character of the spaces along the green route should reflect those of the former Surrey Canal which had clearly defined frontages on either side which served to enclose the space at a width of around 20m.

New development should provide a strong and active frontage onto the route helping to generate activity and providing natural surveillance.

Improved crossing points on the Old Kent Road should provide direct and convenient access and a strong visual link between eastern and western sections of the canal route.

OLD KENT ROAD LOCAL DEVELOPMENT STUDY 3 - VERNEY ROAD TO SANDGATE STREET - ENGAGEMENT WITH STAKEHOLDERS

SITE OPPORTUNITIES AND CONSTRAINTS

No net loss of existing floor space

The AAP will support new development within the identified employment cluster values:

- Existing employment floorspace is retained or increased
- Proposals to accommodate existing businesses on site or in the Old Kent Road area or provide a relocation strategy for businesses that may be displaced by development.
- The requirements of employment space within the Sandgate Street employment cluster should include the provision of flexible and managed workspace for light industrial and manufacturing uses in the future. Employment generating uses in the leisure, entertainment, health, educational and retail sectors should supplement workspace in this location.

OLD KENT ROAD LOCAL DEVELOPMENT STUDY 3 - VERNEY ROAD TO SANDGATE STREET - ENGAGEMENT WITH STAKEHOLDERS

TRANSPORT AND MOVEMENT

Old Kent Road Proposed Layout

Diagram (left) and aerial view (right) show possible constraints as a result of the changes proposed by TfL to the Old Kent Road. TfL is also considering the location of new tube stations as part of the Bakerloo Line extension. Note that constraints may change as TfL develops their proposals.

Secondary Streets

This street section shows an indicative layout for new streets within the LDS 3 site based on guidance set out within the Southwark Streetscape Design Manual.

Linear Park (below)

The 2 sections below are through the proposed linear park through the site. The aspiration is to have no vehicular access across the linear park in the long term, other than for emergency vehicles. The first section shows the minimum width scenario while the second section shows the linear park at the crossing with Old Kent Road.

Note: Set back is 7m from the back of footpath. This distance is a worse case scenario where the existing road is too narrow to accommodate highway improvements.

OLD KENT ROAD LOCAL DEVELOPMENT STUDY 3 - VERNEY ROAD TO SANDGATE STREET - ENGAGEMENT WITH STAKEHOLDERS

LAND PARCELS

Site Number	Developer	Site Number	Developer
1	Carfax 10 Bristol	14	WMA Toss & Cole
2	Compendium Warehouse	15	WMA Toss & Cole
3	BMF Logistics	16	WMA Toss & Cole
4	WMA Toss & Cole	17	WMA Toss & Cole
5	WMA Toss & Cole	18	WMA Toss & Cole
6	WMA Toss & Cole	19	WMA Toss & Cole
7	WMA Toss & Cole	20	WMA Toss & Cole
8	WMA Toss & Cole	21	WMA Toss & Cole
9	WMA Toss & Cole	22	WMA Toss & Cole
10	WMA Toss & Cole	23	WMA Toss & Cole
11	WMA Toss & Cole	24	WMA Toss & Cole
12	WMA Toss & Cole	25	WMA Toss & Cole
13	WMA Toss & Cole	26	WMA Toss & Cole
14	WMA Toss & Cole	27	WMA Toss & Cole
15	WMA Toss & Cole	28	WMA Toss & Cole
16	WMA Toss & Cole	29	WMA Toss & Cole
17	WMA Toss & Cole	30	WMA Toss & Cole
18	WMA Toss & Cole	31	WMA Toss & Cole
19	WMA Toss & Cole	32	WMA Toss & Cole
20	WMA Toss & Cole	33	WMA Toss & Cole
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22	WMA Toss & Cole	35	WMA Toss & Cole
23	WMA Toss & Cole	36	WMA Toss & Cole
24	WMA Toss & Cole	37	WMA Toss & Cole
25	WMA Toss & Cole	38	WMA Toss & Cole
26	WMA Toss & Cole	39	WMA Toss & Cole
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52	WMA Toss & Cole	65	WMA Toss & Cole
53	WMA Toss & Cole	66	WMA Toss & Cole
54	WMA Toss & Cole	67	WMA Toss & Cole
55	WMA Toss & Cole	68	WMA Toss & Cole
56	WMA Toss & Cole	69	WMA Toss & Cole
57	WMA Toss & Cole	70	WMA Toss & Cole
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85	WMA Toss & Cole	98	WMA Toss & Cole
86	WMA Toss & Cole	99	WMA Toss & Cole
87	WMA Toss & Cole	100	WMA Toss & Cole

OLD KENT ROAD LOCAL DEVELOPMENT STUDY 3 - VERNEY ROAD TO SANDGATE STREET - ENGAGEMENT WITH STAKEHOLDERS

OPPORTUNITIES

Opportunities

- To create a well connected mixed use urban quarter with a central linear park along the alignment of the former Surrey Canal bringing a unique identity to the new development.
- To support and enhance the existing employment uses and creative enterprises.
- To make legible, safe and attractive connections with the wider area and other developments coming forward in the Ruby Triangle and on Old Kent Rd.
- To create seamless links with Old Kent Rd, particularly through the Road continuation of the linear park across Old Kent Road.
- To improve the public realm on Old Kent Road and vitalise its role as a high street serving the local community with a range of uses.
- To stitch together old and new developments incorporating heritage assets such as the former along Canal Curve and existing mature trees into new development.
- To ensure the high street character of the Old Kent Road remains strong and cohesive with the wider vision of the AAP setting.
- To capitalise on the extension of the Bakerloo Line to attract high quality business and services to the area, enhancing the character and value of the new urban quarter.

Linear park option study



Option 1

Advantages

- Direct access and visual link across OKR from Cantium development towards linear park
- Opportunity for substantial frontage onto linear park
- Linear park aligns with cable and tunnel easement zone
- Optimises development parcels on Constantine and eastern L+G site
- Park aligns with proposals for Argon site
- Both L+G sites, Constantine site and Argon site benefit from park frontage

Disadvantages

- Two pedestrian routes (linear park and group TPO zone) from OKR, possible legibility issue
- West L+G site split into two distinct development parcels which may limit delivery of large retail offer on ground floor
- To optimise development on west L+G site and avoid direct views of retained substations, small triangular site to be developed – possible non-residential/community use could be considered
- New access point to Verney Road could be difficult to deliver

1. New parallel route to OKR
2. Substation
3. Existing listed houses
4. Group TPO
5. Proposed masterplan for adjoining OKR site
6. TFL proposed OKR pedestrian crossing
7. Existing cable and tunnel easement allowing 30ft either side of the cable
8. Extent of new OKR layout and setback
9. Location of cable easement unknown



Option 2

Advantages

- Aligns the linear park along the group TPO zone – maximising benefit of mature trees and providing an attractive setting for the listed terrace of houses
- West L+G site delivered as one comprehensive land parcel with additional small triangular site

Disadvantages

- Position of park compromises development potential of Constantine and east L+G sites, particularly as the easement zone has to be retained anyway
- Less park frontage for west L+G site and more north facing aspect which is difficult to plan for residential use
- Continuity of park across OKR is less direct and requires opening up of OKR frontage by stepping building away from the street which could compromise the framing of the street. However, it should be noted that OKR benefits from frontages alternating on either side by staggering the park
- New access point to Verney Road could be difficult to deliver



Option 3

Advantages

- Linear park route bends to the north to realign within the easement zone
- Benefit of the mature trees is mostly optimised
- Legibility of park is challenged but could generate an interesting sequence of spaces framed by new development and existing trees
- Alternative street entrance from St James's Road allows second development parcel south of substation of suitable proportion for residential accommodation. Positioning of junction is slightly south of existing access to Curry's carpark.

Disadvantages

- Constantine site is reduced in capacity in order to incorporate new road and park on the east and north sides of the site
- Continuity of park across OKR is less direct and required opening up of OKR frontage by stepping building away from the street which could compromise the framing of the street. However, it should be noted that OKR benefits from frontages alternating on either side by staggering the park
- Moving access point on St James's Road could be difficult to deliver





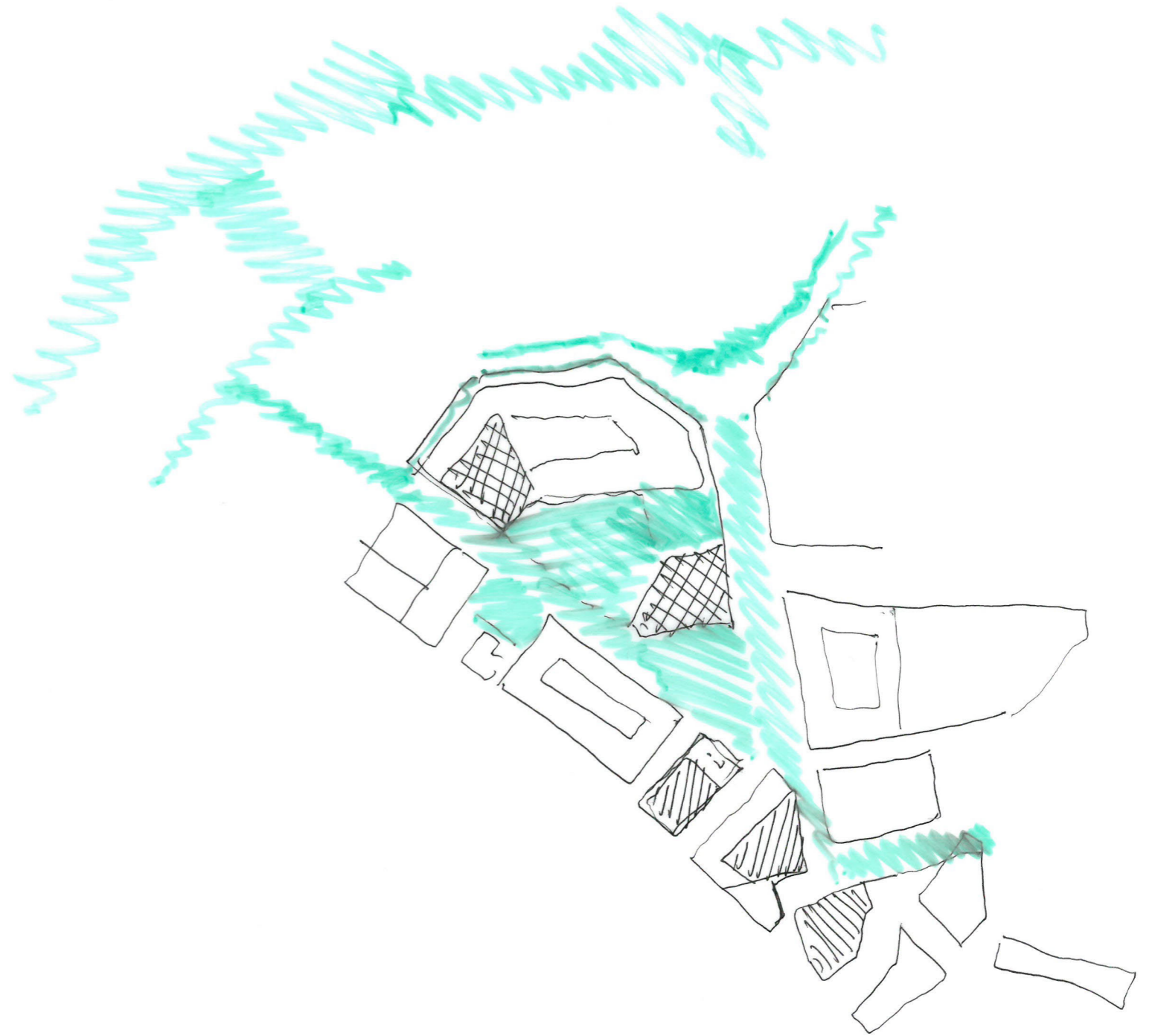
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- Linear park
 - Development parcel
 - Building extent
 - Pedestrian streets and pavements
 - Main service access routes

DRAWING TITLE		
OKR 16 Masterplan		
DRAWING NUMBER	REVISION	STATUS
MP01	-	Draft
SCALE	DATE	
1:1500 @ A3	04/10/17	
PROJECT CODE	CLIENT	
16089	Southwark Council	
PROJECT		
Old Kent Road OKR16		
ISSUE	REASON FOR ISSUE	DATE

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Architects & Urban Designers

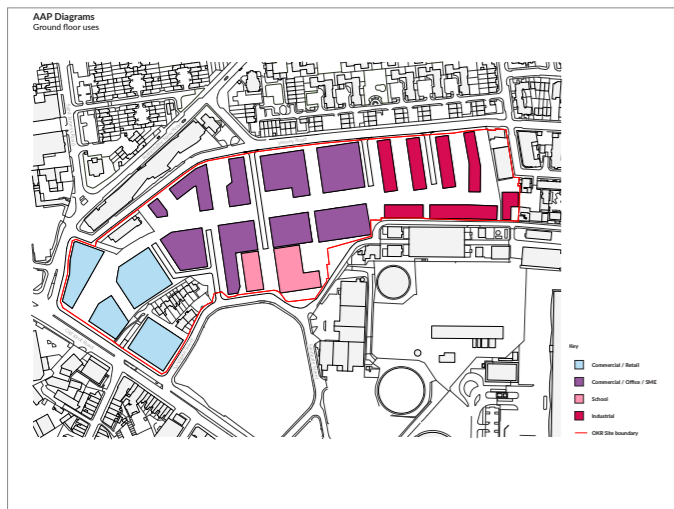
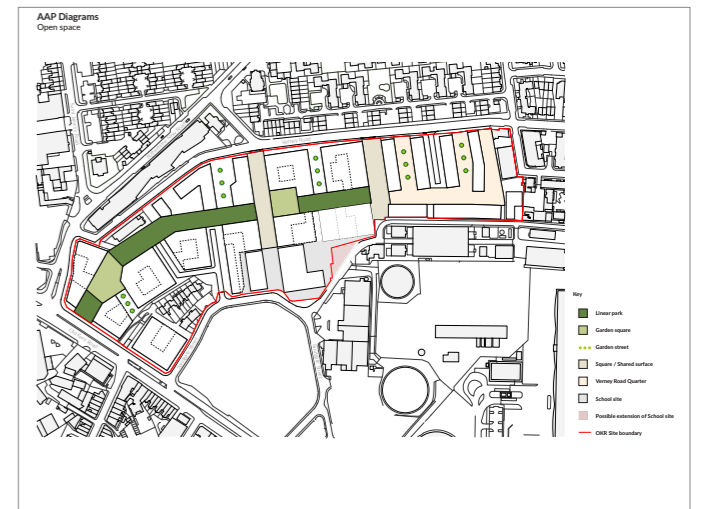
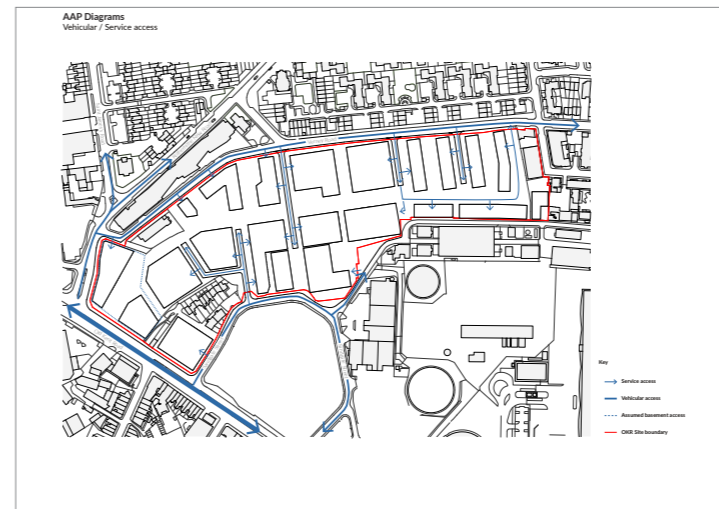
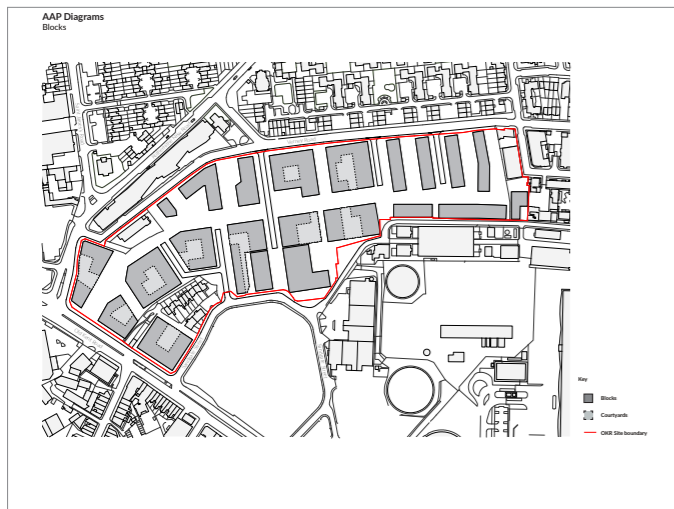
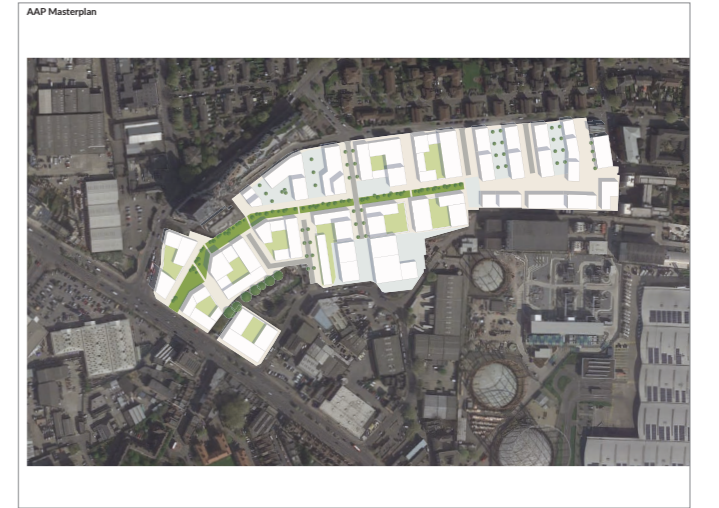
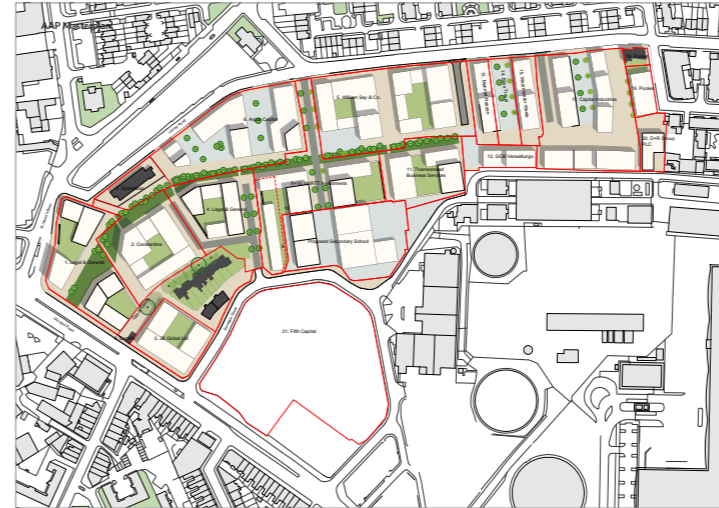
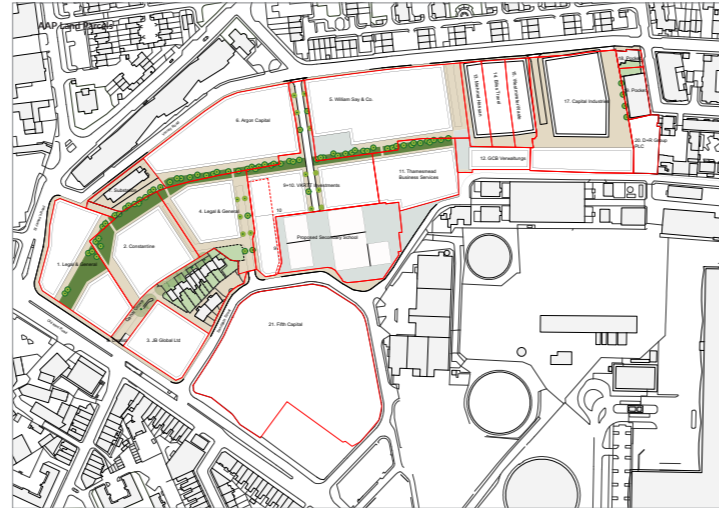
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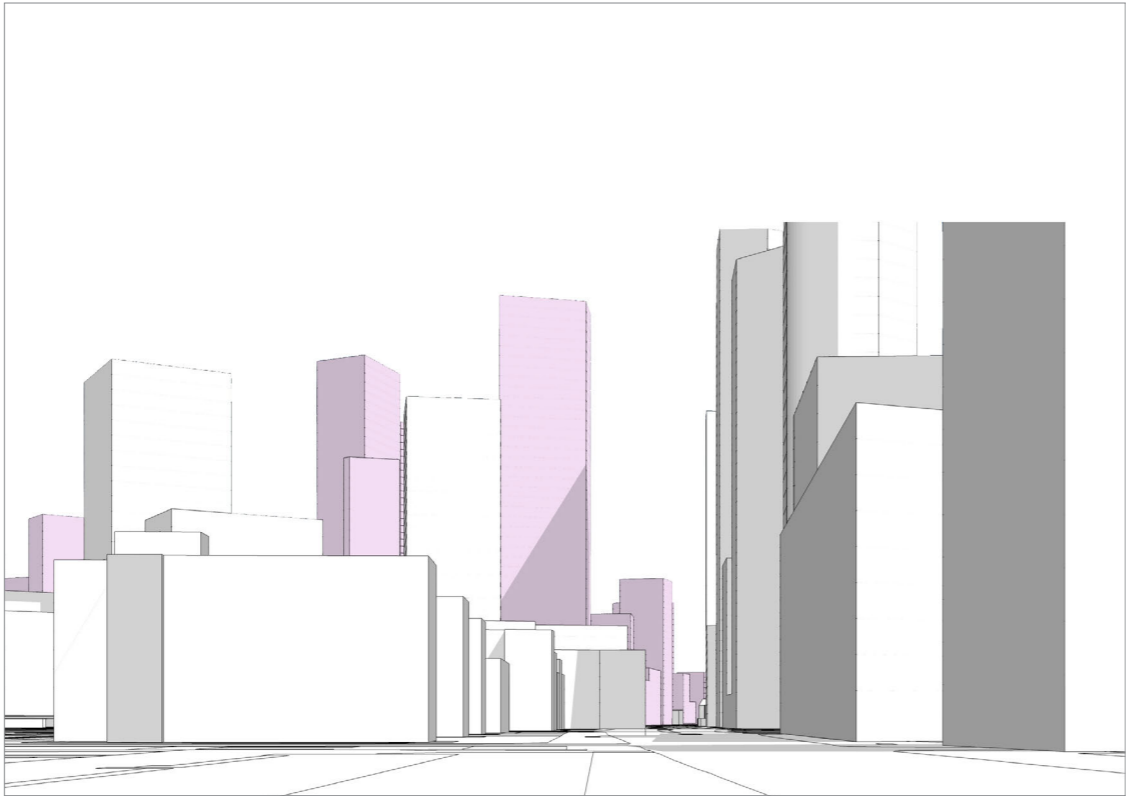


Landowner workshop 02

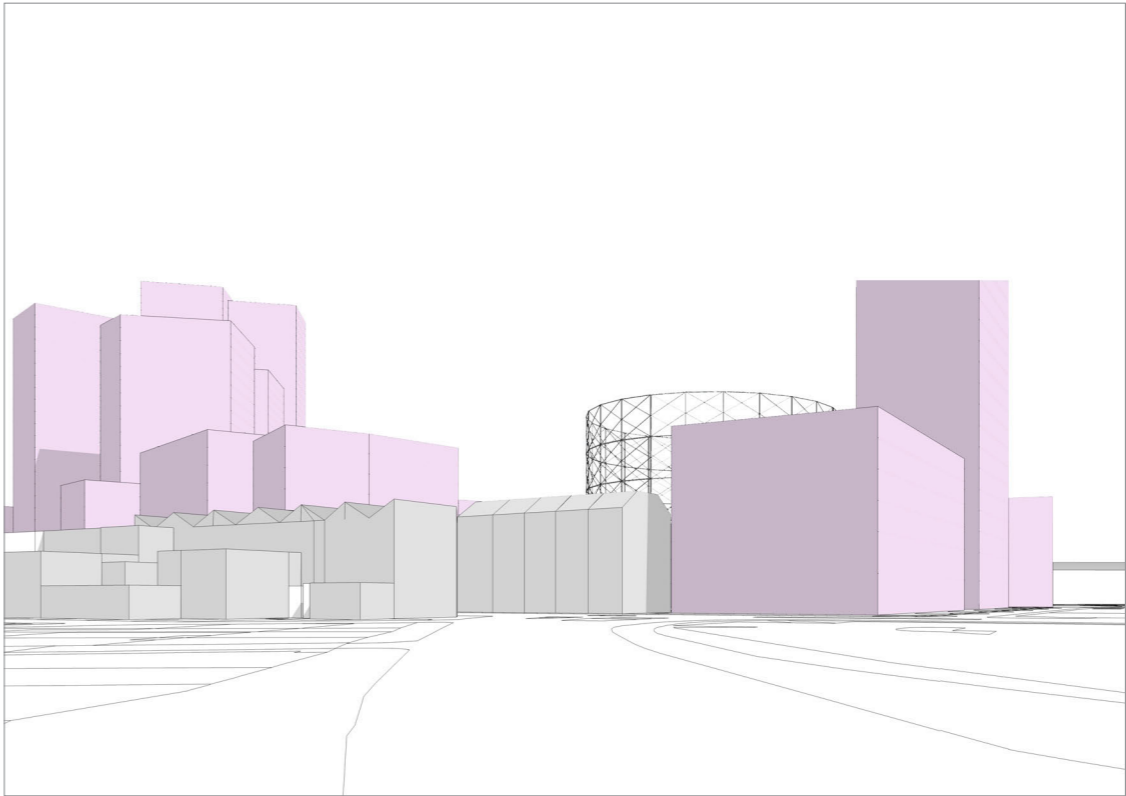




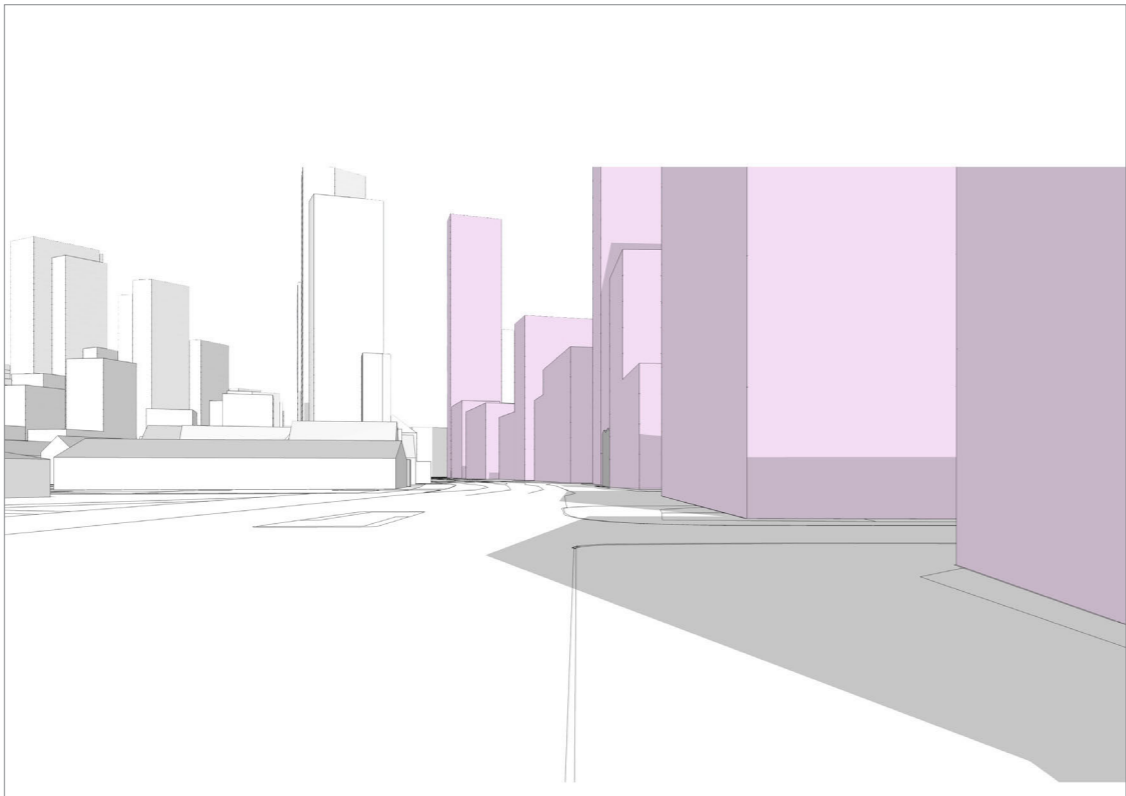
Street views



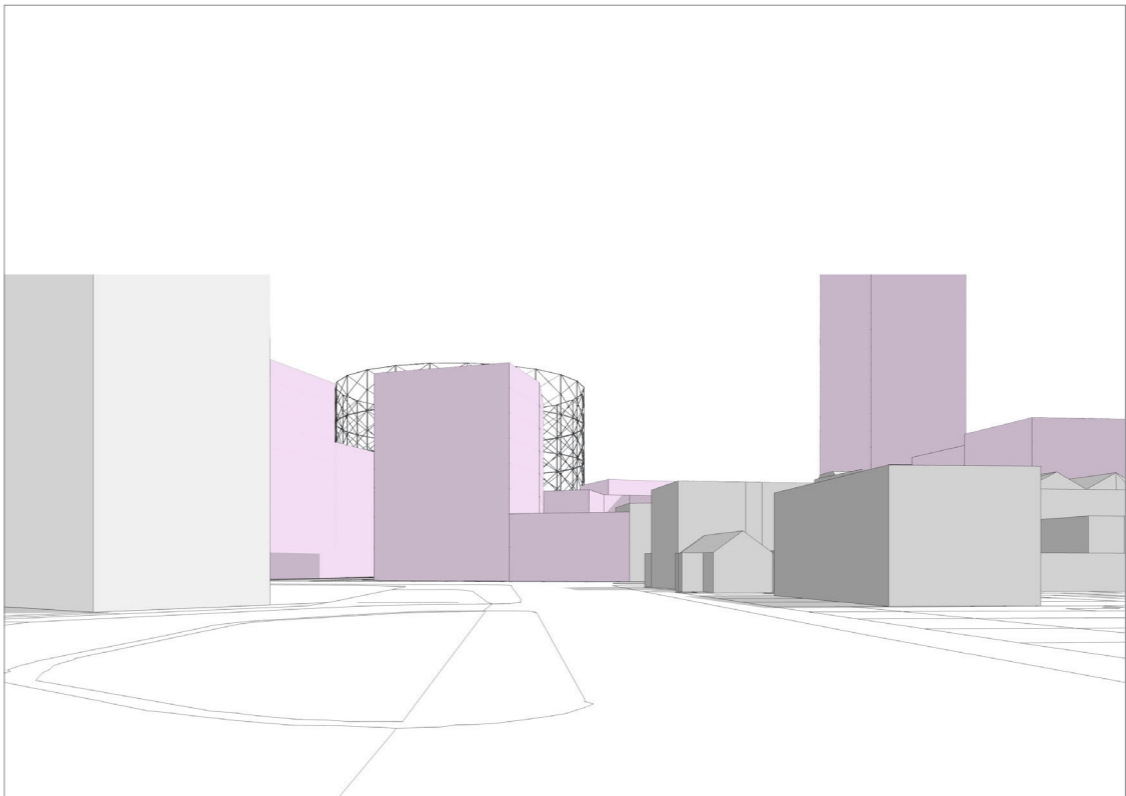
View looking South down Old Kent Road



View looking to Old Kent Road from Commercial Way

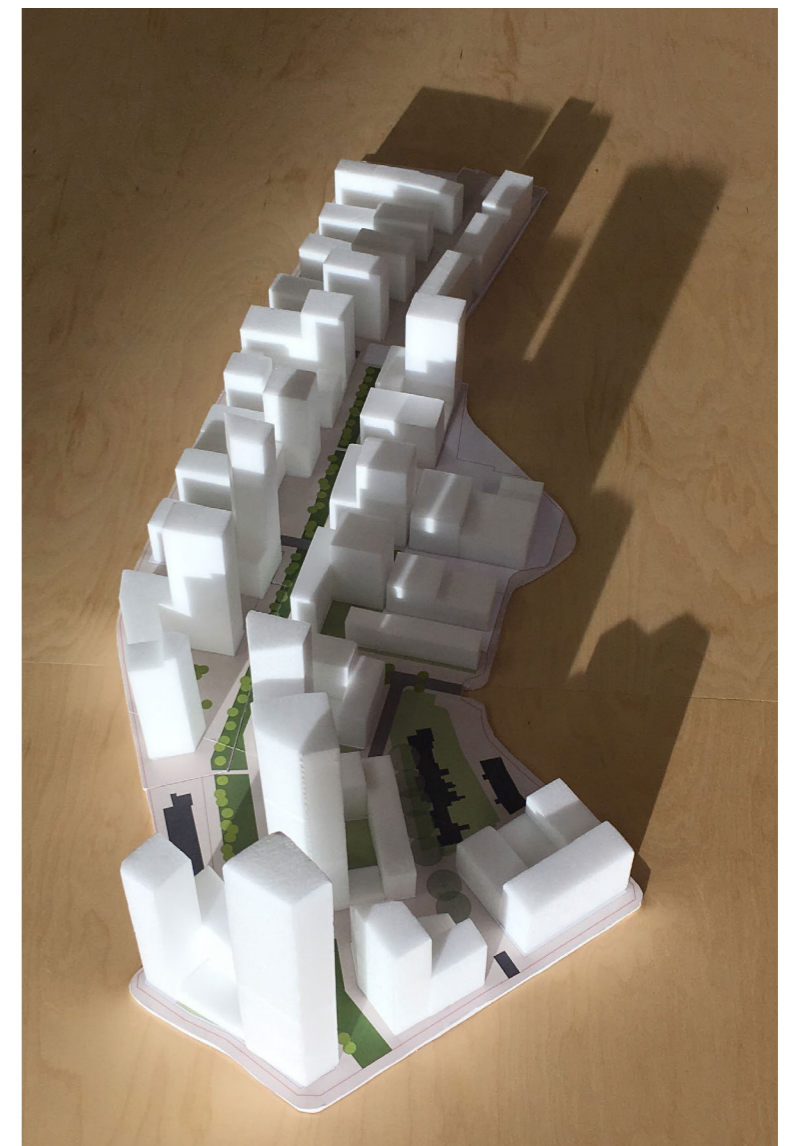
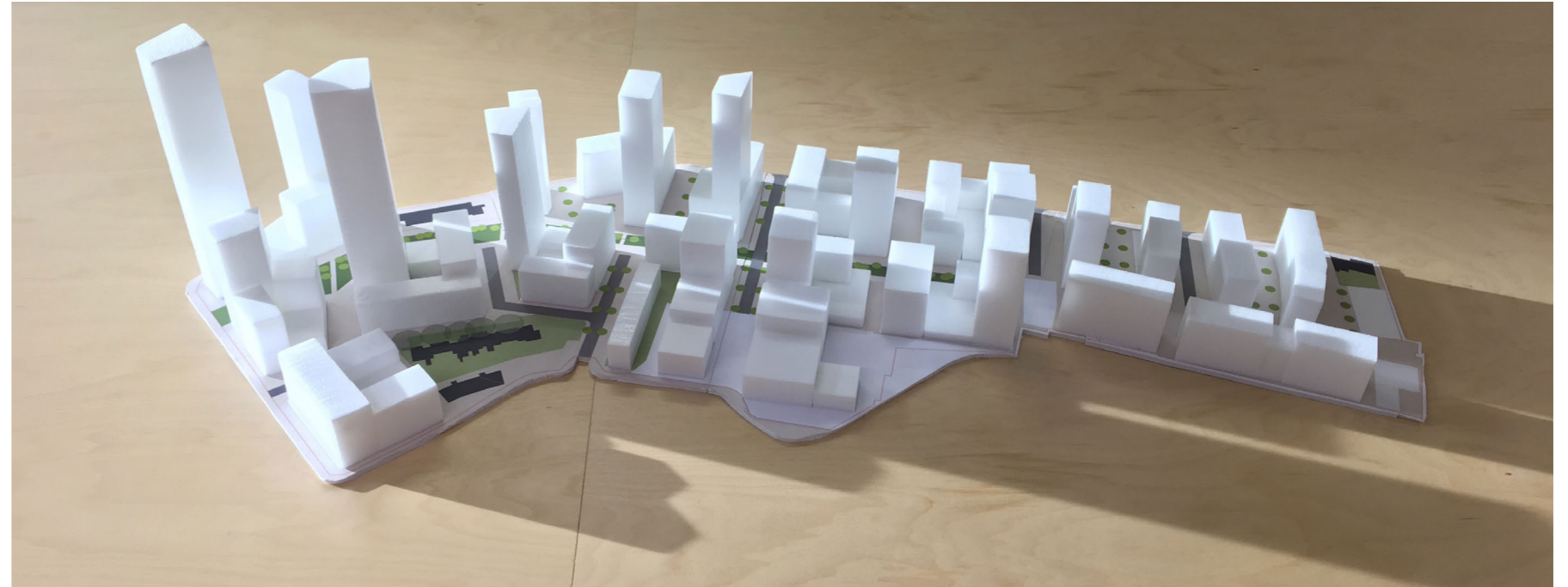


View looking North up Old Kent Road



View looking to Old Kent Road from Asylum Road

Massing model



APPENDIX 02

Residential and employment schedule

	Dwelling numbers	Total residential floorspace (GIA) sqm	Total commercial floorspace (GIA) sqm	Total floorspace (GIA) sqm	% of employment on site		
OKR 13: Sandgate Street and Verney Road	3754	320006.0	73080.8	393086.8	18.6%		
OKR 18: Devon Street and Sylvan Grove	149	13064.0	3748.0	16812.0	22.3%		

	Masterplan total employment space - B CLASS (GIA sqm)	High density employment space (GIA sqm)	High density job numbers	Medium density employment space (GIA sqm)	Medium density job numbers	Low density employment space (GIA sqm)	Low density job numbers
OKR 13: Sandgate Street and Verney Road	39571.4	7046.0	470	7451.0	186	25074.4	358
OKR 18: Devon Street and Sylvan Grove	2775.2	0.0	0	2165.6	54	609.6	9

	Retail total GIA sqm - A CLASS	Retail job numbers	D class total GIA sqm	Job numbers - D class			
OKR 13: Sandgate Street and Verney Road	18926.0	1261.7	14583.4	364.6			
OKR 18: Devon Street and Sylvan Grove	972.8	64.9	0.0	0.0			

	Existing jobs (Business Atlas)	Existing floorspace/Employment floorspace to be reprovided (GIA)	Retail floorspace to be reprovided	Other floorspace - D class space	Total non residential floorspace to be provided		
OKR 13: Sandgate Street and Verney Road	2489.0	58932.0	8136.0	17742.0	84810.0		
OKR 18: Devon Street and Sylvan Grove	145.0	8167.0	4458.0	3641.0	16266.0		

