



# Southwark Employment Land Study – Appendix B: Urban Design Guidance

April 2016

# Introduction

This document sits as an appendix to Part 2 of the Southwark Employment Land Study – Employment Land Strategy for the Old Kent Road – offering guidance for the design of efficient and attractive mixed-use urbanism that allows residential and employment uses to co-exist in a meaningful way. It analyses the existing employment context of the study area, and offers guidelines for developing intensified employment uses alongside residential.

Employment land in London is often under threat from development of residential and other high value uses. Industrial uses in particular are often ushered out of the city despite specific protection, and despite their intrinsic importance to the running of the city. Expecting heavier industrial uses to co-exist with residential in a city centre is often impractical, such as large-scale manufacturing, however there are many employment uses that can and should co-exist with residential in order to produce a socially sustainable city. A city the scale of London must maintain a variety of employment uses and homes distributed across its many neighbourhoods in order that it is not unsustainably zoned.

The premise behind the guidelines in this report is that a city that accommodates a suite of uses within it will be more sustainable, liveable and desirable. With respect to the co-existence of employment uses with residential these guidelines propose the intensification of land use and the accommodation of different uses adjacent to one another or stacked above one another wherever suitable.

The existing employment uses and spatial typologies within the Old Kent Road study area are established, defined, and subsequently mapped. Spatial characteristics of these employment uses are also identified.

This establishes a set of guidelines, which are based around three broad strategies:

- I. standalone employment use;**
- II. horizontal mix; and**
- III. vertical mix.**

For each strategy a set of performance criteria are established. These criteria determine the design performance necessary to achieve intensification of employment uses, and a sustainable mix of employment uses with residential.

To help demonstrate the application of these criteria a case study of Hatcham Road is used. A hypothetical redevelopment proposal is used to demonstrate what is meant by the different performance criteria.

Findings from Part 2 of the Southwark Employment Land Study are used to guide the strategies and performance criteria in this appendix. Key is the identified pressure for intensification in the area with or without the Bakerloo Line extension. This vindicates the design approach to intensify land use through the aforementioned strategies. Importantly the Bakerloo Line extension is expected to greatly increase the viability for comprehensive redevelopment of plots.

As outlined in Part 2 of the Southwark Employment Land Study, demand is expected for High Street, Managed and Hybrid Uses; though there is no expected scope for large floorplate office development in the area. Managed and Hybrid Uses are unlikely to find ground floor accommodation beneath residential attractive, and should instead be arranged in clusters. As the area will be the new Central Activities Zone (CAZ) fringe there is expected to be demand for lower specification smaller spaces for Small and Medium Enterprises (SME).

A set of precedents conclude the report, demonstrating how various typological solutions have been achieved elsewhere.



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# 01

## Employment Use Analysis

A broad mix of existing employment uses inhabiting an array of spatial typologies exist within the study area. In this section a shortlist of spatial typologies and employment uses are established, defined, and subsequently mapped.

Firstly, a number of 'Employment Spatial Typologies' are identified. Each spatial typology refers to a different built form, explaining how each may occupy a site. A brief explanation, and a description of the uses that typically occupy each spatial typology are given. These are then mapped across the study area, identifying where each spatial typology occurs.

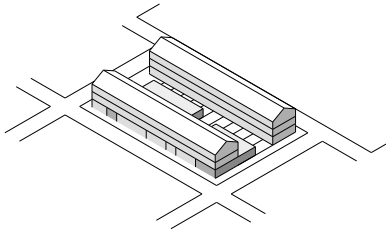
Secondly, a set of 'Employment Categories' are introduced. These are bespoke for the purposes of the study, and are given a brief explanation to help identify them. As with the spatial typologies these are then mapped across the study area.

By cross-referencing these two maps it can be seen that some overlap occurs between 'Employment Spatial Typologies' and 'Employment Categories'. A matrix is used to help analyse this overlap. A list of current uses within the study area are arranged into their respective 'Employment Categories', with their respective 'Employment Spatial Typologies' identified. The matrix then simultaneously identifies which of these uses currently sits adjacent to residential.

Finally, each 'Employment Category' has a set of spatial characteristics and requirements, separate to the 'Employment Spatial Typologies'. High level requirements for each are identified in order to help determine appropriate guidelines for proposed typologies later in the document. A residential adjacency map is overlaid onto the employment use categories map, with vertical stacking and horizontal mix of residential identified.

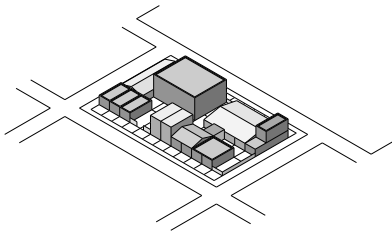
# Employment Spatial Typologies

A number of employment spatial typologies exist across the study area. These are represented by the spatial typologies below:



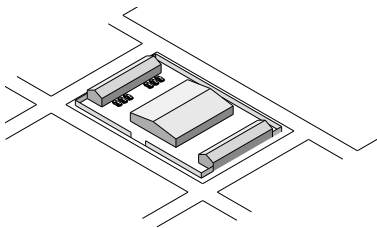
## 01. High Street

- > Small scale commercial or service units with back sheds
- > Predominantly on ground floor stacked with residential
- > Laundrette, Courier services, Hair salon, Artist studio etc.
- > Each unit has direct access to the street



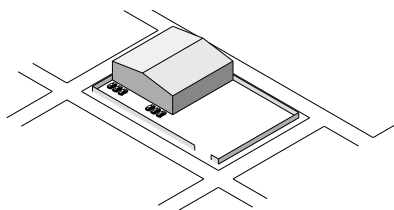
## 02. Forecourt

- > Assortment of buildings within clear block structure
- > Serviced from public roads
- > Predominantly single story
- > Trades, wholesalers, mechanics, taxi offices etc.
- > Each unit has direct access to the street



## 03. Business Park

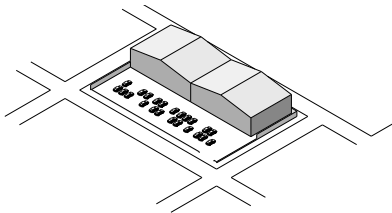
- > Mix of small and medium units
- > Diversity of uses
- > Offices, wholesale, creative, tech/IT, light industry etc.
- > Single access point



## 04. Big Box Industry

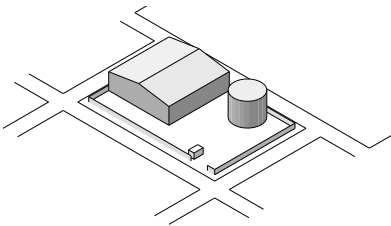
- > Fenced perimeter
- > Concealed from main streets
- > Large wholesale, logistics, warehouses etc.
- > Single access point





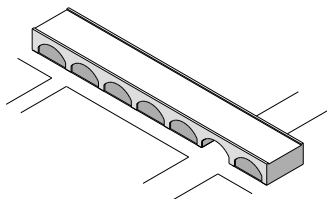
## 05. Retail Park

- > Large signage
- > Visible from main streets
- > Large supermarkets, large retail etc.
- > Separate access for servicing and parking



## 06. Energy and Waste Infrastructure

- > Very large, technical buildings containing specialised equipment/ key infrastructure.
- > Private, controlled terrain
- > Controlled access point

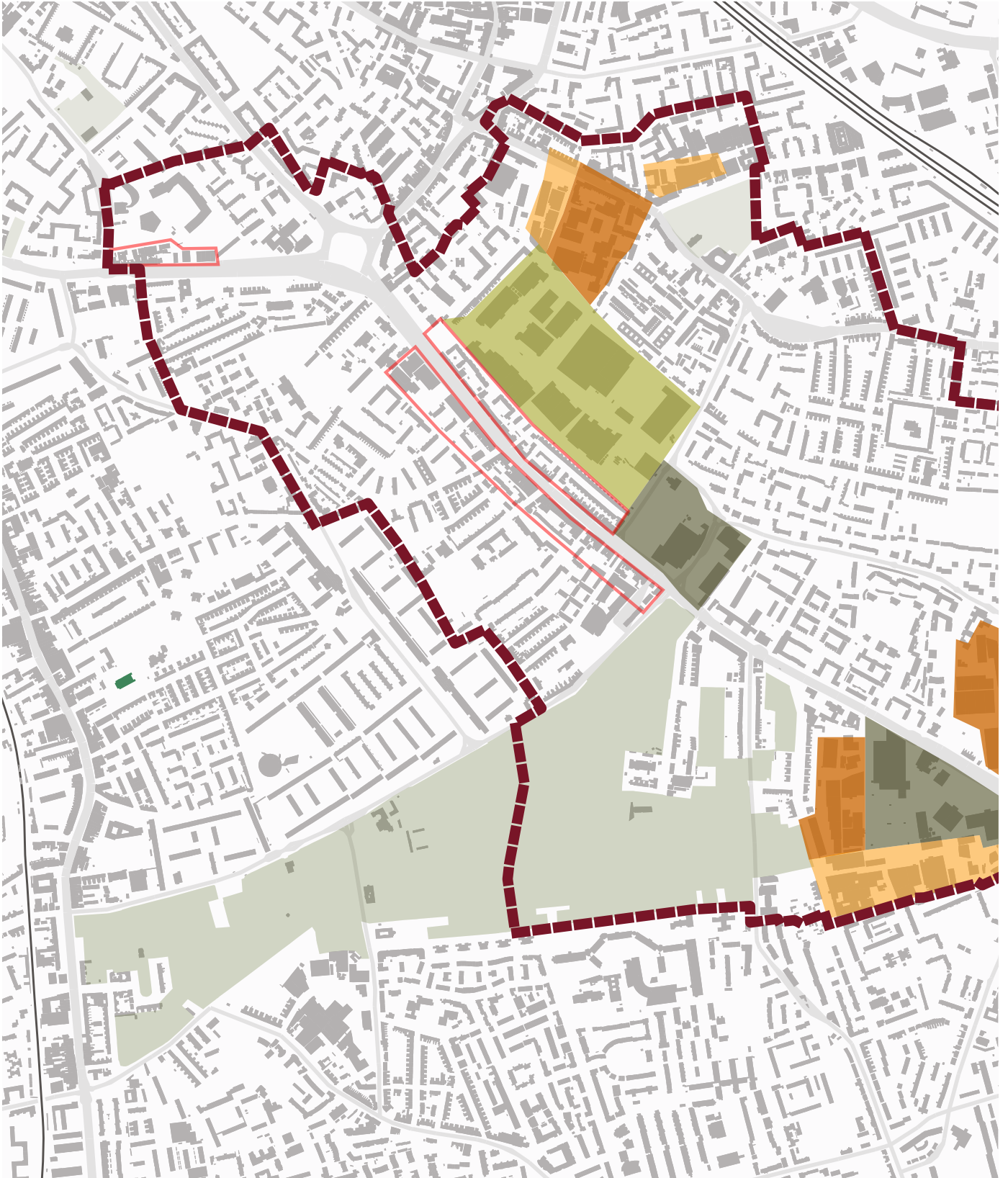


## 07. Arches

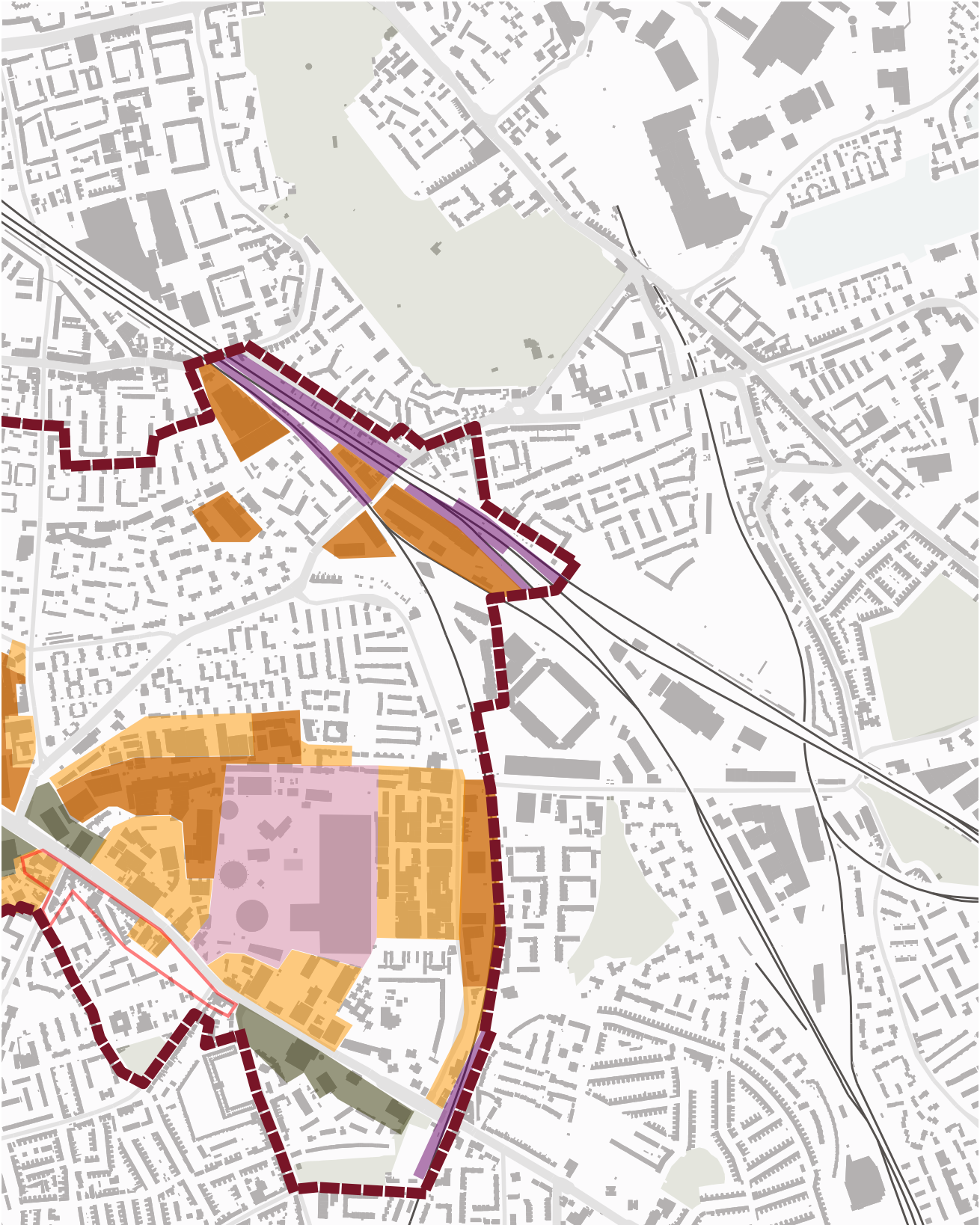
- > Railway infill
- > Food production, breweries, startup units, mechanics etc.

## Employment Spatial Typology Map

Spatial typologies of employment uses are mapped across the Old Kent Road study area below:



- High street
- Forecourt
- Business park
- Big box industry
- Retail park
- Energy + waste infrastructure
- Arches



# Employment Categories

A number of employment uses exist across the Old Kent Road study area. These are categorised and given broad definitions below. They correspond with the categories set out in the Old Kent Road (OKR) Employment Study, May 2015.

## Services

### Space where the activity of selling and providing services takes place

- > Mid-size service / workspaces
- > 'Back of house' type of use and a 'front shop'
- > Separate accesses for goods and clients

### Offices for research and development of products and processes; excluding financial services, estate and employment agencies

- > Individual units, floor, or multiple floors
- > Active frontage (one 'front door' for multiple companies)
- > Provide necessary parking for employees

## Wholesale, Storage and Logistics

### Facilities that are designed to store goods and materials, as well as to allow for the regular circulation of occupants, vehicles, and machinery that are typically associated with the handling of these goods and materials.

- > Large volume(s)
- > 'Back of house' type of use, no 'front shop' required
- > Require significant infrastructure (loading docks) separated from any public facilities

## Utility and Car Repair

### The utilities sector contains companies such as electric, gas and water firms and integrated providers

- > Large volume(s) enclosed by fences for security or safety measures
- > 'Back of house' type of use, no 'front shop' required
- > Require significant infrastructure

## Utility and Car Repair

**Wholesale and retail trade, repair, maintenance and warehousing of motor vehicles, part and related accessories.**

- > Mid-size businesses
- > 'Back of house' type of use, with a 'front shop and a yard

## Manufacturing

**Industries that include fabrication, processing, or preparation of products from raw materials and commodities; excluding incineration purposes, chemical treatment or landfill or hazardous waste**

- > Mid-size to large volumes for production use
- > 'Back of house' type of use
- > Separate accesses for goods and clients

## Other

**Artists' workspace**

- > Volume with high ceiling; can be stacked over more floors
- > Active frontage expressing the character of the industry
- > Provide two accesses (access for loading/unloading goods; access for employees)

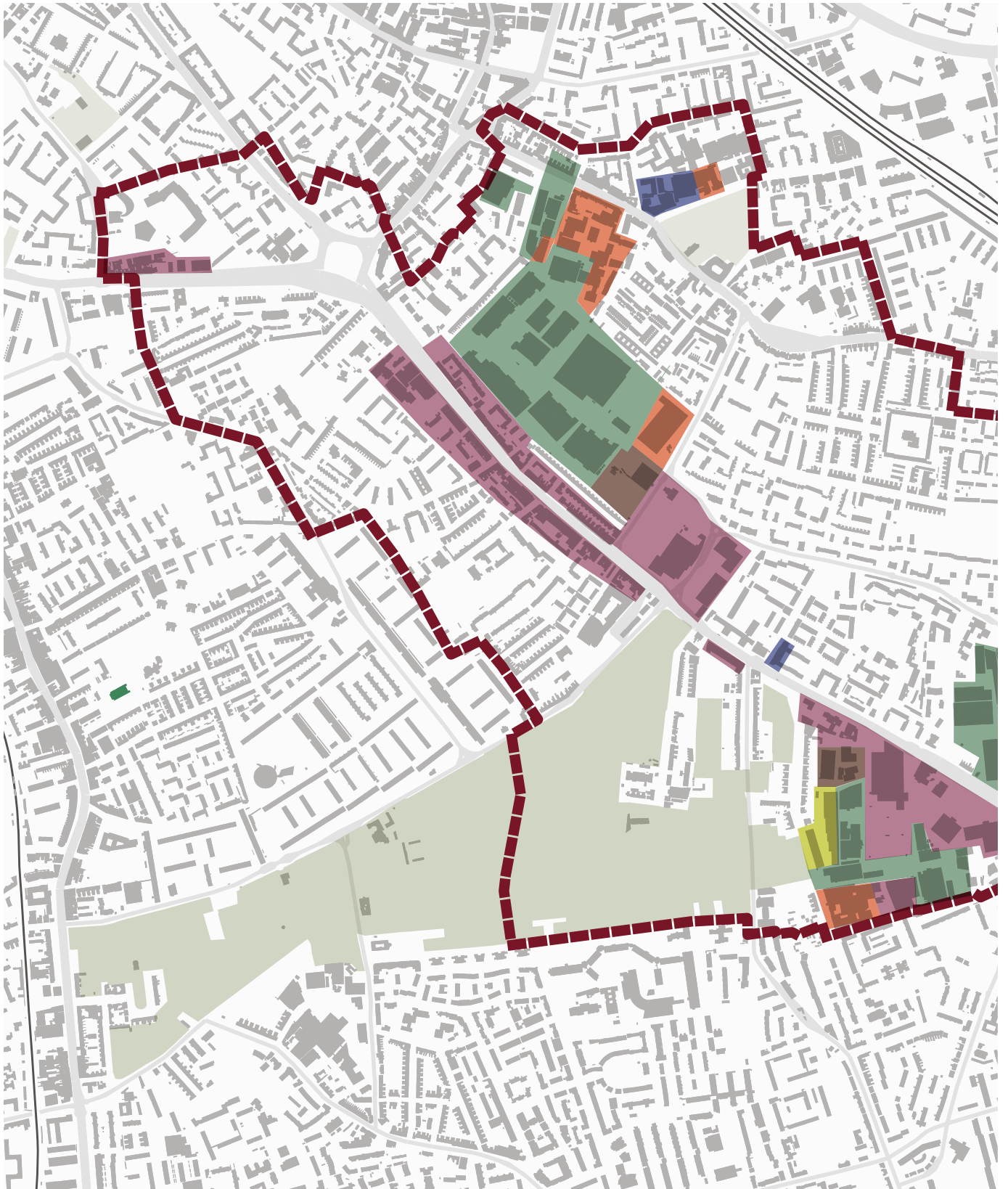
## Retail

**Space where the activity of buying and selling of goods and services takes place**

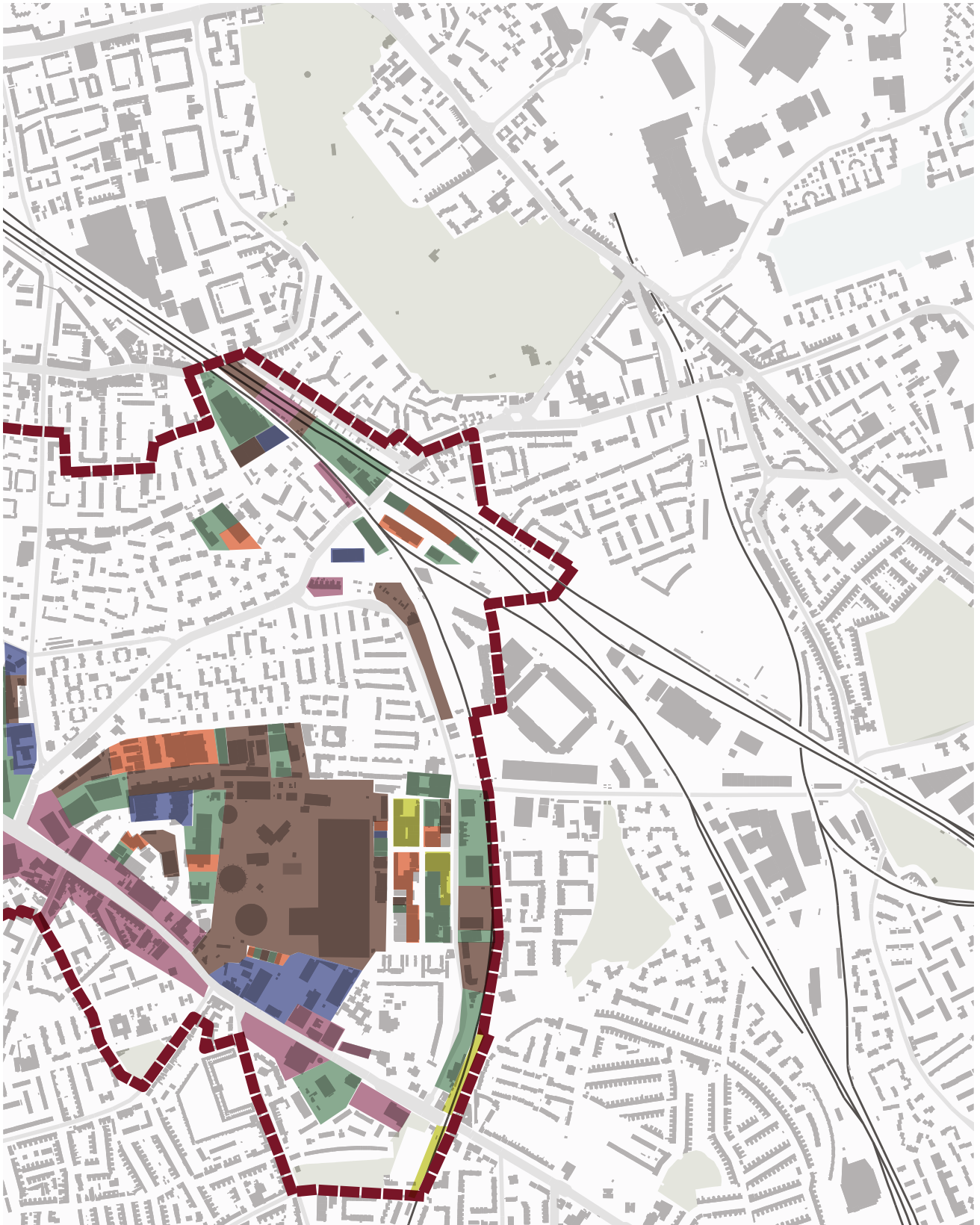
- > Retail volume at the front and storage spaces at rear
- > Active street frontage, incorporating windows on the ground floor to add visual interest for pedestrians
- > Separate accesses for loading/unloading goods and client access

## Employment Categories Map

The categories of employment uses are mapped across the Old Kent Road study area below. A more detailed map exists in the OKR Employment Study, May 2015.



- Services
- Wholesale & Storage
- Utilities & Repair
- Manufacturing
- Retail
- Other



# Employment Categories and Spatial Typologies Matrix

This matrix explains which spatial typologies apply to which employment use categories. It also analyses whether each employment use currently sits adjacent to residential.

Use Category	Use	Residential Adjacency	Spatial Typology				
			Forecourt	Business Park	Big Box	Energy & Waste Infra.	Arches
Services	Catering Equipment and Event Hire	✓					
	Cleaning Services	✓					
	Communication Agency	✓					
	Contract Building services	✓					
	Design & Production (Interiors, Exhibitions, Digital)	✓					
	Event Management	✓					
	Facilities management	✓					
	Graphic Design	✓					
	Insurance Agency	✓					
	Photography Studio	✓					
	Recording Studio	✓					
	Talent Agency	✓					
	Van Hire	✓					
Wholesale, Storage, Logistics	Archive	✓					
	Building Material Store	✓					
	Carpet Wholesale	✓					
	Clothes Bank	✓					
	Coach Hire	✓					
	Courier Services	✓					
	Bus Depot	✓					
	Distribution	✓					
	Electronics wholesale	✓					
	Fine Art Transport	✓					
	Flooring Supplier	✓					
	Furniture Warehouse	✓					
	Glass Merchant	✓					
	Logistics	✓					
	Timber warehouse	✓					
	Packaging Supplier	✓					
	Pipelining supplies	✓					
	Plastic Sheeting Supplier	✓					
	Plastics supplier	✓					
	Post Office Distribution Centre	✓					
	Private Storage	✓					
	Soft Drink/Catering/Confectionary supplier	✓					
	Stone Supplier	✓					
	Trades Wholesale	✓					
	Wine, Meat, Seafood, Ethnic Food	✓					
	Food Wholesale	✓					
Self Storage	✓						



Use Category	Use	Residential Adjacency	Spatial Typology				
			Forecourt	Business Park	Big Box	Energy & Waste Infra.	Arches
Utility & Car Repair	Car dealer/ Showroom	✓	■				
	Car Rental	✓	■				
	Car Wash	✓	■				
	Coachworks	✓	■				
	Gas Holding station				■		
	Hydraulic Equipment Supplier		■				
	Mechanic	✓	■	■			■
	MOT Test Centre		■				
	Plant Hire	✓	■				
	Recycling Centre				■		
	Substation				■		
	Tyre Shop		■				
	Waste Management Services		■			■	
	Waste, Water, Energy Management		■			■	
	Taxi Office	✓	■			■	
Scrapyard			■		■		
Manufacturing	Bakery		■	■			
	Brewery		■	■			■
	Commercial Printing				■		
	Furniture Manufacture				■		
	Metal Fabricator		■				
	Powder Coating Service	✓	■				
	Publishing				■		
	Publishing + Events Design	✓	■				
	Signage Company				■		
Stage Design/Production			■				
Other	Art Gallery	✓	■				
	Performing Arts Theatre	✓	■	■			
	Artist Collective/Initiative	✓	■	■			
	Artist Studio	✓	■	■			
	Car pound				■		
	Film and Photograph Library	✓		■			
	National Portrait Gallery	✓			■		
	Screen Hire	✓	■				
	Sculpture Studio	✓	■	■			
	Scaffolding Yard	✓	■				
Retail	Launderette		■				
	Bicycle Store				■		
	Pet Store				■		
	DIY Store				■		
	Toys Store	✓			■		
	Ceramic Tiles Retailer	✓			■		
	Supermarket	✓			■		
	Telephone Retailer		■				
	Supermarket	✓			■		
	Sports Equipment Retailer	✓			■		
	Supermarket	✓			■		

# Employment Category Analysis

**Employment categories are analysed to establish their suitability of sitting adjacent to residential.**

## Services

**Space where the activity of selling and providing services takes place**

- > Acoustic nuisance
- > Suitable for horizontal or vertical mix with residential

**Offices for research and development of products and processes; excluding financial services, estate and employment agencies**

- > High potential for horizontal or vertical stacking with residential uses

## Wholesale, Storage and Logistics

**Facilities that are designed to store goods and materials, as well as to allow for the regular circulation of occupants, vehicles, and machinery that are typically associated with the handling of these goods and materials.**

- > Require a transition zone between residential use
- > Traffic nuisance from deliveries

## Utility and Car Repair

**The utilities sector contains companies such as electric, gas and water firms and integrated providers**

- > Acoustic / smell / waste nuisance
- > Require a significant transition zone between residential use

## Utility and Car Repair

**Wholesale and retail trade, repair, maintenance and warehousing of motor vehicles, part and related accessories.**

- > Require a transition zone between residential use
- > Acoustic nuisance

## Manufacturing

**Industries that include fabrication, processing, or preparation of products from raw materials and commodities; excluding incineration purposes, chemical treatment or landfill or hazardous waste**

- > Possibility for horizontal mix with residential
- > Acoustic nuisance; rules for various pollutants; restrictions for operating hours

## Other

**Artists' workspace**

- > Minimal impact of nuisance on the residential units
- > Potential for horizontal or vertical stacking with residential

## Retail

**Space where the activity of buying and selling of goods and services takes place**

- > Suitable for horizontal or vertical mix with residential

# Employment Spatial Characteristics

The uses in the study area – as outlined in the matrix – are grouped into sub-categories within each employment use category. Spatial characteristics are then outlined in the table. This explains the nature of their office and service requirements; the size of business on the site; and whether they would likely pose a nuisance to adjacent residential such as traffic, smells, noise etc.

Use Category	Use	Spatial Characteristics					
		Office building	Front office	Back of house	Service yard	Size of business	Residential nuisance
Services	Professional services: catering					S / M	
	Professional services: professional, scientific and technical activities (architecture, design, photography, marketing, research & development)					XS / S / M	
	Professional services: other					XS / S / M	
Wholesale, Storage, Logistics	Storage facilities					M / L	
	Transport and storage: postal and courier facilities					M / L	
	Wholesale: food, beverage and catering					S / M	
	Wholesale: building materials					M / L	
	Wholesale: other					M / L	
	Transport and storage: warehousing and supporting facilities					M / L	
Utility & Car Repair	Electricity, gas, steam and air conditioning supply					L / XL	
	Waste collection, treatment and disposal activities; materials recovery					M / L	
	Vehicle sale and repair: maintenance and repair of motor vehicles					S / M	
Manufacturing	Manufacture: food, beverage and catering					S / M	
	Manufacture: printing and publishing					S / M	
	Manufacture: art					XS / S	
	Manufacture: other					XS / S	
Other	Arts: artists' workspaces					XS / S	
	Culture: theatre stage					XS / S	
	Other: place of worship					XS / S	
Retail	Retail: specialist large store					M / L	
	Retail: specialist medium store					S / M	
	Retail: large supermarket					M / L	

**An indication of the 'Size of business' – as referred to in the table, left – is given below:**



### **XS – Extra Small**

- > Small units, often arranged in a cluster with shared servicing



### **S – Small**

- > Small individual units with independent storage and servicing



### **M – Medium**

- > Individual units with a reasonably large floor area, usually forming part of a block



### **L – Large**

- > Individual units with a substantial floor area, often taking an entire block

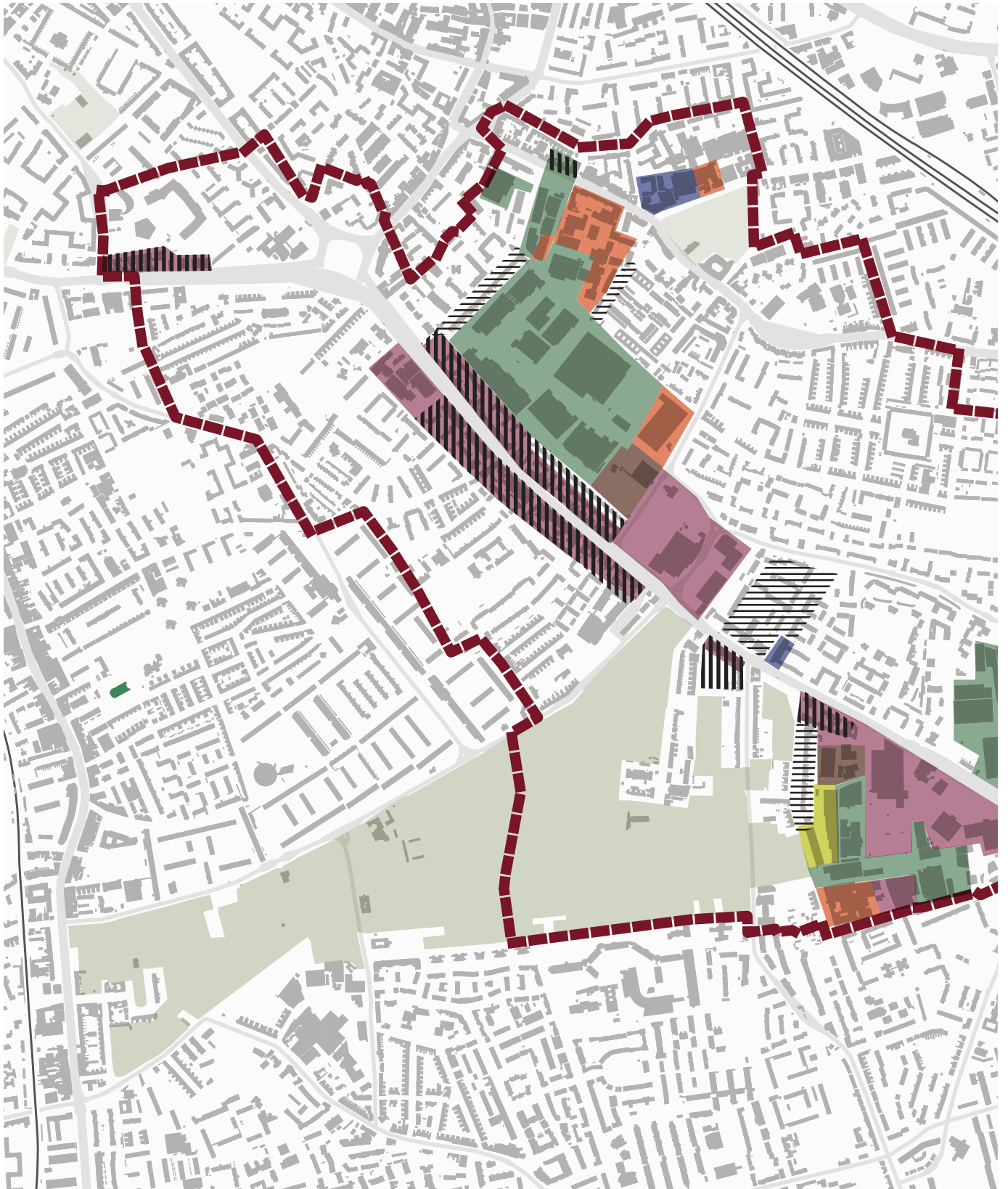




### **XL – Extra Large**

- > Utility infrastructure with substantial land take

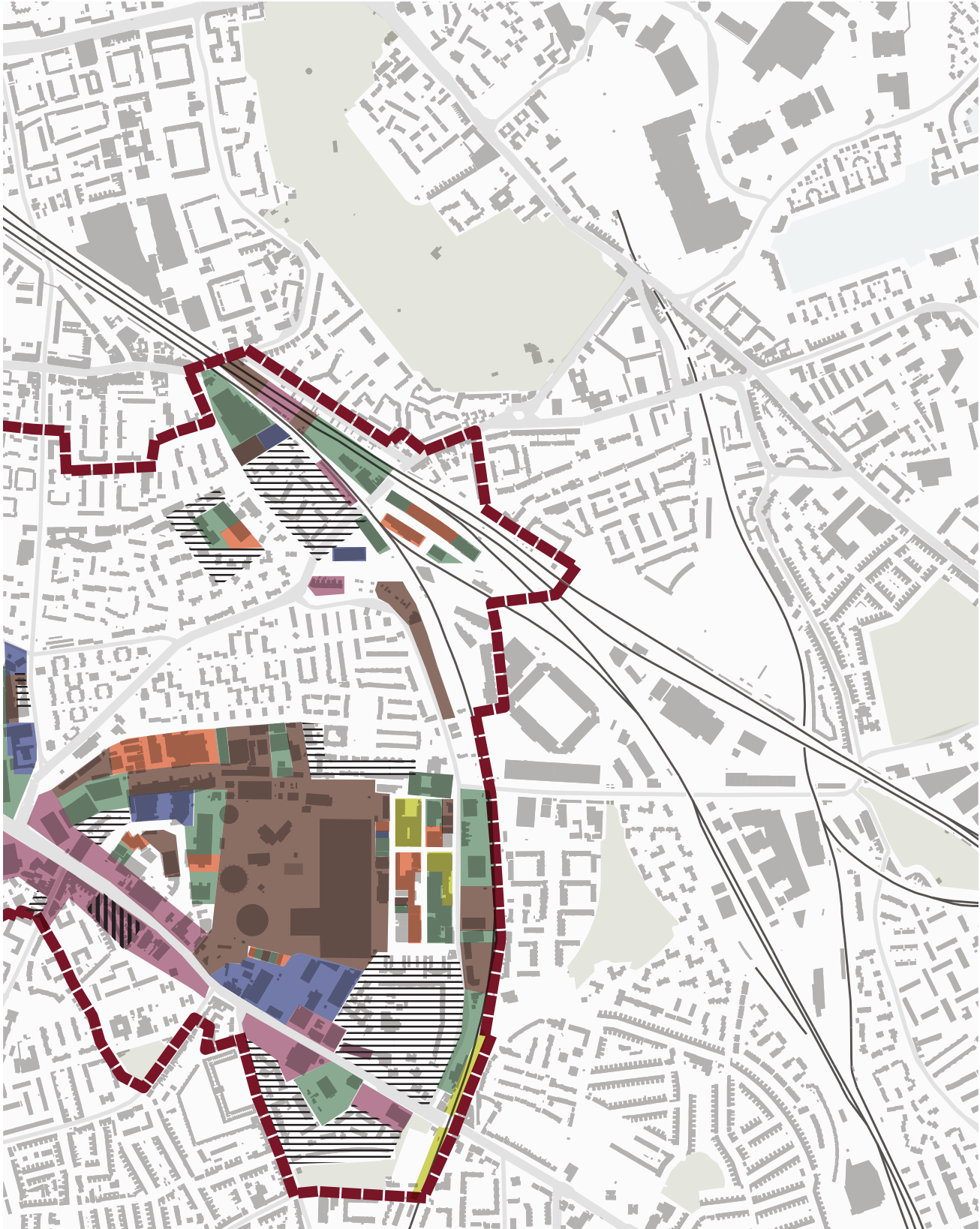
## Residential Adjacency Map

Existing residential adjacent to employment uses in the Old Kent Road are mapped below. These are divided into horizontal and vertical, depending on whether they are neighbouring or stacked. A more detailed map exists in the OKR Employment Study, May 2015.



-  Horizontal Mix of Residential and Employment Use
-  Vertical Mix of Residential and Employment Use

-  Services
-  Wholesale & Storage
-  Utilities & Repair
-  Manufacturing
-  Retail
-  Other







# 02

## Guidelines

This section provides guidelines for the design of efficient and attractive mixed-use urbanism that accommodates employment and residential. Using the analysis from the previous section that outlines the existing situation, performance criteria are established that can be applied to a range of proposed typologies. This forms a toolkit with which to apply to redevelopment in a range of situations. The guidelines are intentionally not site-specific, and are intentionally broad in order to be applicable to as many scenarios as possible without need for excessive repetition.

The proposed typologies are:

- I. standalone employment use;**
- II. horizontal mix; and**
- III. vertical mix.**

The performance criteria to be applied to these proposed typologies are split into four groups. Each group has a selection of criteria within. A selection of these criteria can be applied to each proposed typology. The four groups are:

- 1. optimise land;**
- 2. integrate access and servicing;**
- 3. mitigate nuisance; and**
- 4. active frontages.**

A description of these proposed typologies and performance criteria is outlined, followed by an explanation of which performance criteria should be applied to each proposed typology.

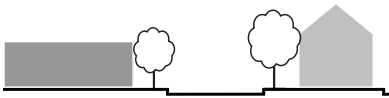


# Proposed Spatial Typologies

The proposed spatial typologies for redeveloping plots of land within the Old Kent Road study area fit into three main categories. These descriptions refer to spatial arrangement, explaining the different ways in which employment uses and residential may co-exist.

## I. Stand alone employment use.

Industrial and residential use are side by side on adjacent plots. This type requires a transitional zone between uses — an open space such as street.



## II. Horizontal mix.

Employment uses and residential share the same plot. A transitional zone is not required or is substituted by good insulation of the employment uses. This is split into three sub-categories: independent; interlocked; and enclosed.



## III. Vertical mix.

Employment uses and residential are stacked. A transitional zone is not required or is substituted by a buffer floor between the uses.



Each proposed typology has a set of use categories associated with it, based on the findings from the analysis.

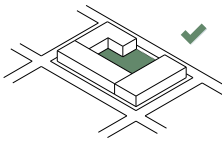
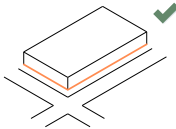
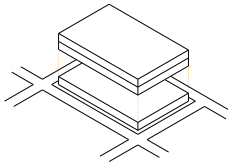
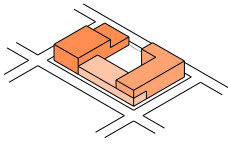
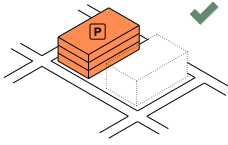

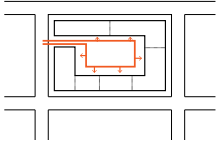
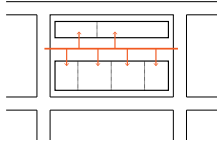
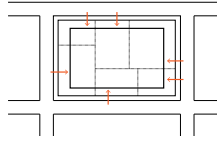


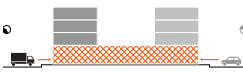


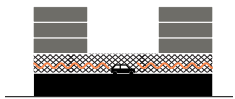

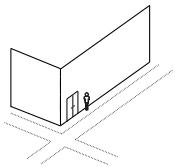
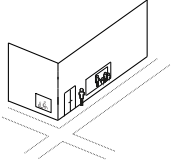
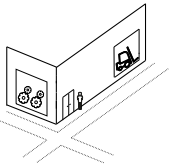
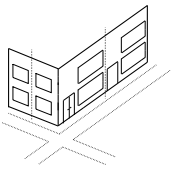
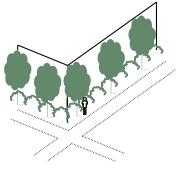
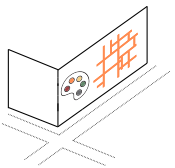
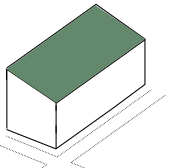
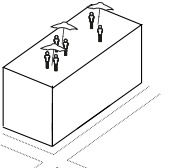
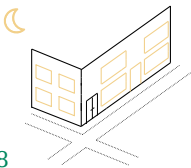
Performance criteria are applied to each of these proposed typologies in order to provide a successful intensification of uses, and a successful co-existence between employment uses and residential.

## Performance Criteria

These performance criteria will be applied to the proposed typologies. Each typology will require a unique set of performance criteria to be applied. These performance criteria are arranged into four groups:

1. **optimise land;**
2. **integrate access and servicing;**
3. **mitigate nuisance; and**
4. **active frontages.**

Within each group is a list of performance criteria, some of which may be applicable simultaneously. These performance criteria are outlined on the following pages.

 <p>1.1</p>	 <p>1.2</p>	 <p>1.3</p>	 <p>1.4</p>	 <p>1.5</p>
 <p>2.1</p>	 <p>2.2</p>	 <p>2.2</p>	 <p>2.3</p>	
 <p>2.3</p>	 <p>2.4</p>	 <p>2.5</p>	 <p>2.6</p>	
 <p>3.1</p>	 <p>3.2</p>	 <p>3.3</p>		
 <p>4.1</p>	 <p>4.2</p>	 <p>4.3</p>	 <p>4.4</p>	 <p>4.5</p>
 <p>4.5</p>	 <p>4.6</p>	 <p>4.7</p>	 <p>4.8</p>	

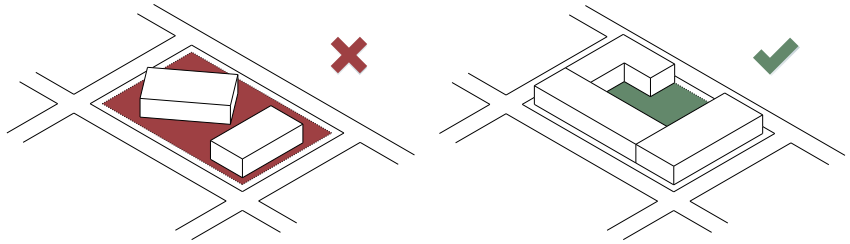


Old Kent Road

# 1. Optimise land

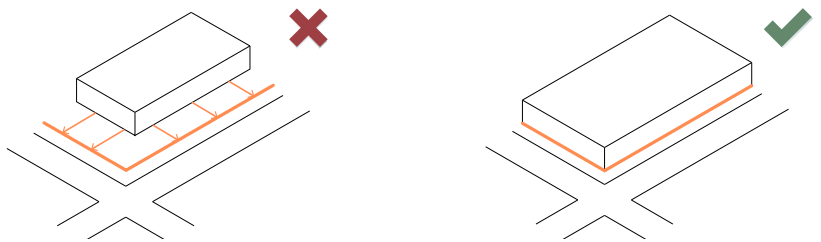
## 1.1 Efficient arrangement of volumes on the plot

Maximise the use of plots through optimal arrangements of volumes.



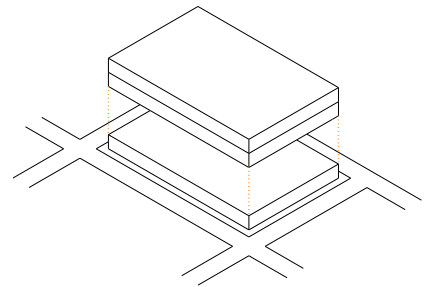
## 1.2 Keep the building line

Build to the back edge of pavement to reinforce urban structure.



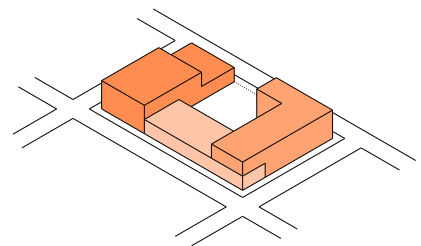
## 1.3 Stack employment uses whenever possible

Optimise the use of the plot by stacking uses.



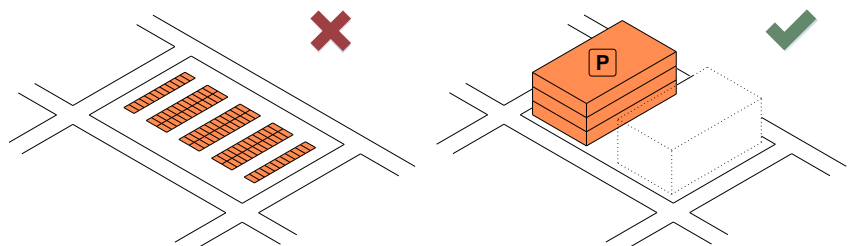
## 1.4 Cluster similar or complementary sectors

This will ensure efficient use of infrastructure as well as strengthening the identity of the cluster, with all businesses profiting from one 'address'.



## 1.5 Stack parking

Stack car parking rather than using surface car parking which will under-utilise the plot.



## 2. Integrate access and servicing

### 2.1 Restrict the vehicle types allowed on site

Control which types of vehicles can enter the site to avoid disturbance.



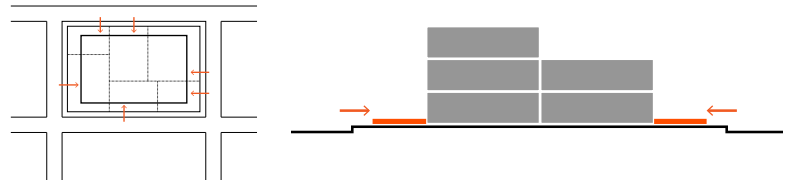
### 2.2 Solve servicing internally or back-to-back

Consolidate servicing strategies to optimise use of the plot.



### 2.3 Employment 'front garden'

Forecourts need to be well kept, good quality spaces. Consider use of good paving materials, orderly parking and signage, lighting etc.



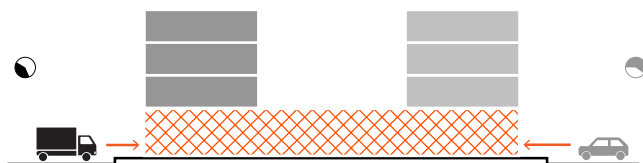
### 2.4 Separate servicing and parking for different uses

Use separate entrances for different servicing requirements to avoid disruption to either.



### 2.5 Share servicing and parking at different times

Share entrances for different servicing requirements by controlling entrance timings.



### 2.6 Built servicing and parking solutions

Optimise land use by stacking servicing.





### 3. Mitigate nuisance

#### 3.1 All nuisance should be contained inside building's skin

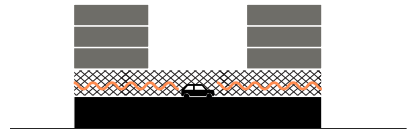
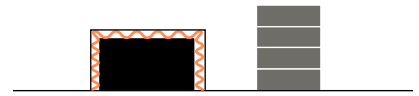
Use the design of the building to mitigate nuisance to neighbours.

#### 3.2 Create a buffer floor

When stacking uses utilise a buffer floor, such as a layer of car parking, to provide a separation.

#### 3.3 Agree times of use

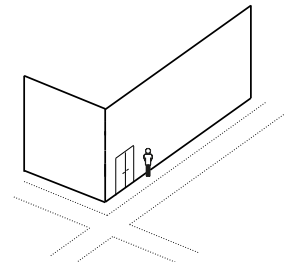
Mitigate nuisance through carefully controlled hours of operation.



## 4. Activate frontages

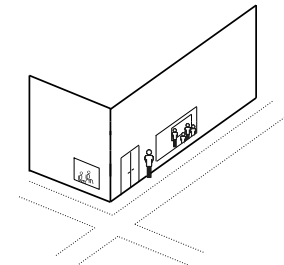
### 4.1 Place pedestrian entrances on the street

Do not place entrances in the middle of the plot. Make them clearly visible and accessible from the street.



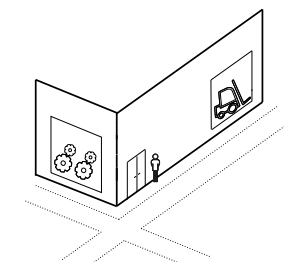
### 4.2 Place active uses on the street

Work spaces, offices, canteens, meeting rooms and other spaces requiring daylight for their use.



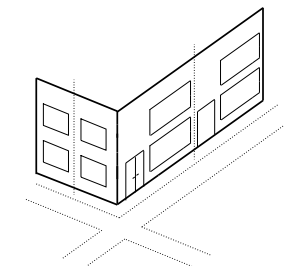
### 4.3 Place openings in the facade

If no windows are required by its use place openings strategically in the facade to provide glimpses of the industrial uses. They create visual connection between the use and the street.



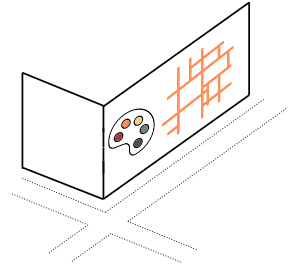
### 4.4 Distribute openings across the facade

Create a rhythm of openings across the whole length of the facade to avoid creating long sections of inactive facades.



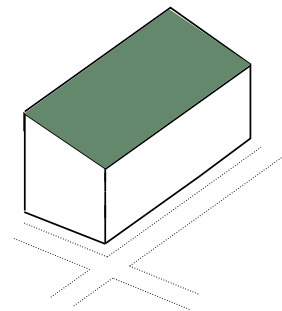
#### 4.5 Positive and visually engaging frontage

If inactive frontage is unavoidable use art, displays and landscape measures to mitigate negative impact



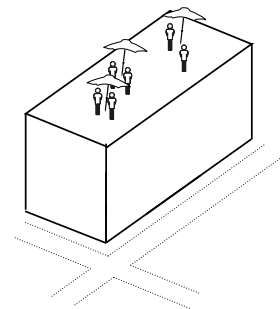
#### 4.6 Treat roof as fifth elevation

If overlooked, the appearance of the roof should be duly considered



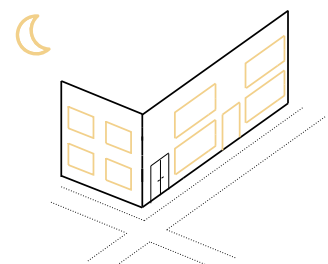
#### 4.7 Active roof use

Allow access and active use of roofs of employment uses



#### 4.8 Animate frontages at night with appropriate lighting

This will help activate frontages and the public realm.



# Applying Performance Criteria to Proposed Typologies

## I. Stand-alone Employment Use

### Suitable Use Category

Services	Wholesale, Storage, Logistics	Utility
Manufacturing	Other	Retail

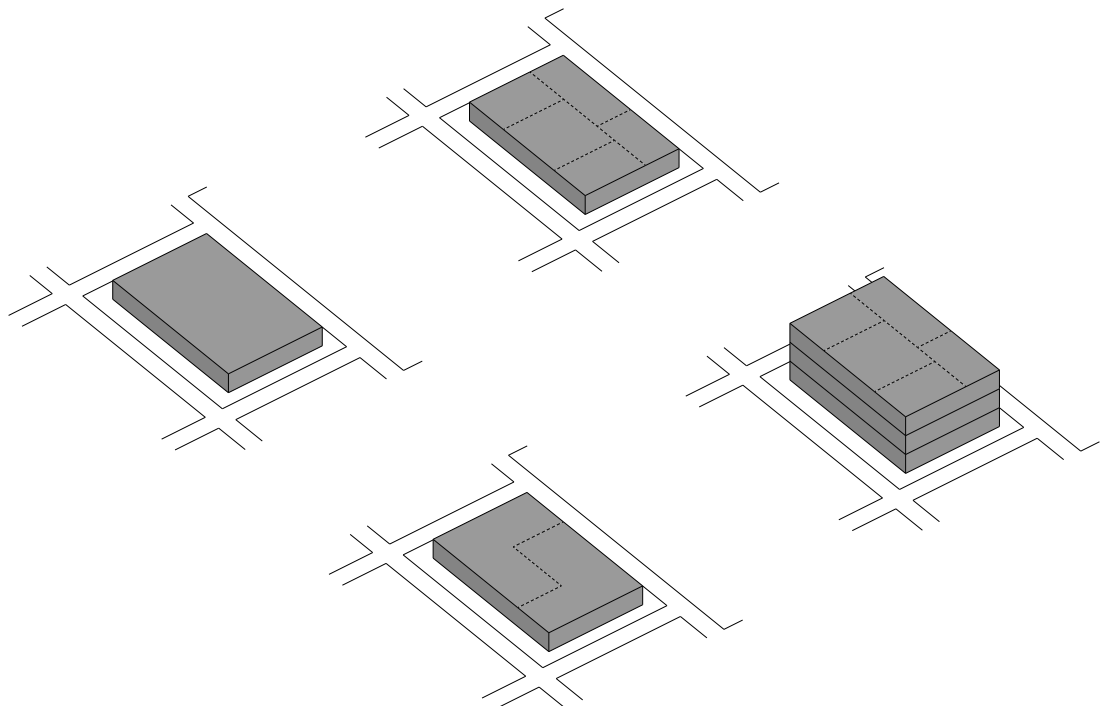
### Suitable size of business

S / M / L

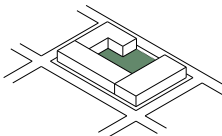
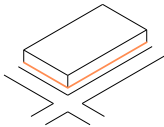
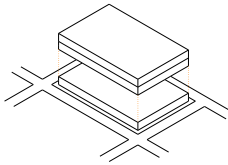
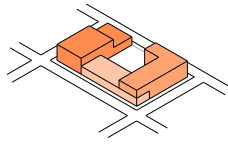
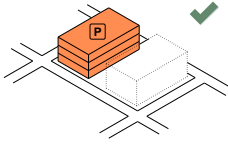

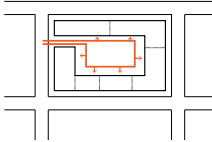
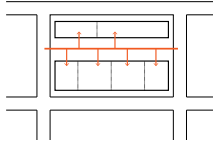
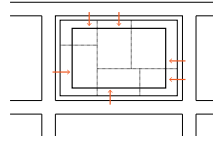



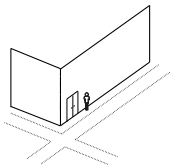
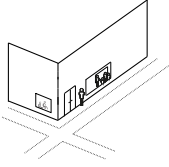
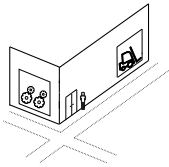
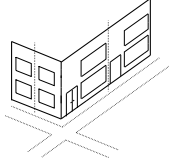
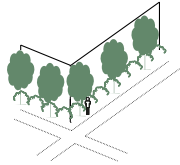
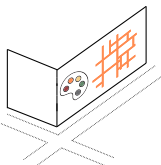
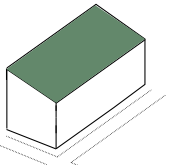
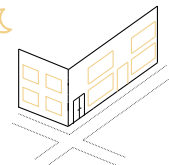
Single large business or clusters of mid-size to small businesses

### Spatial Configurations

Efficient use of the entire plot for either a single employment use, or shared between employment uses. These can also be stacked.



## Applicable performance criteria:

 <p>1.1</p>	 <p>1.2</p>	 <p>1.3</p>	 <p>1.4</p>	 <p>1.5</p>
 <p>2.1</p>	 <p>2.2</p>	 <p>2.2</p>	 <p>2.3</p>	
 <p>2.3</p>				
 <p>3.1</p>		 <p>3.3</p>		
 <p>4.1</p>	 <p>4.2</p>	 <p>4.3</p>	 <p>4.4</p>	 <p>4.5</p>
 <p>4.5</p>	 <p>4.6</p>		 <p>4.8</p>	

## II. Horizontal Mix — Independent

### Suitable Use Category

Services	Wholesale, Storage, Logistics	Utility
Manufacturing	Other	Retail

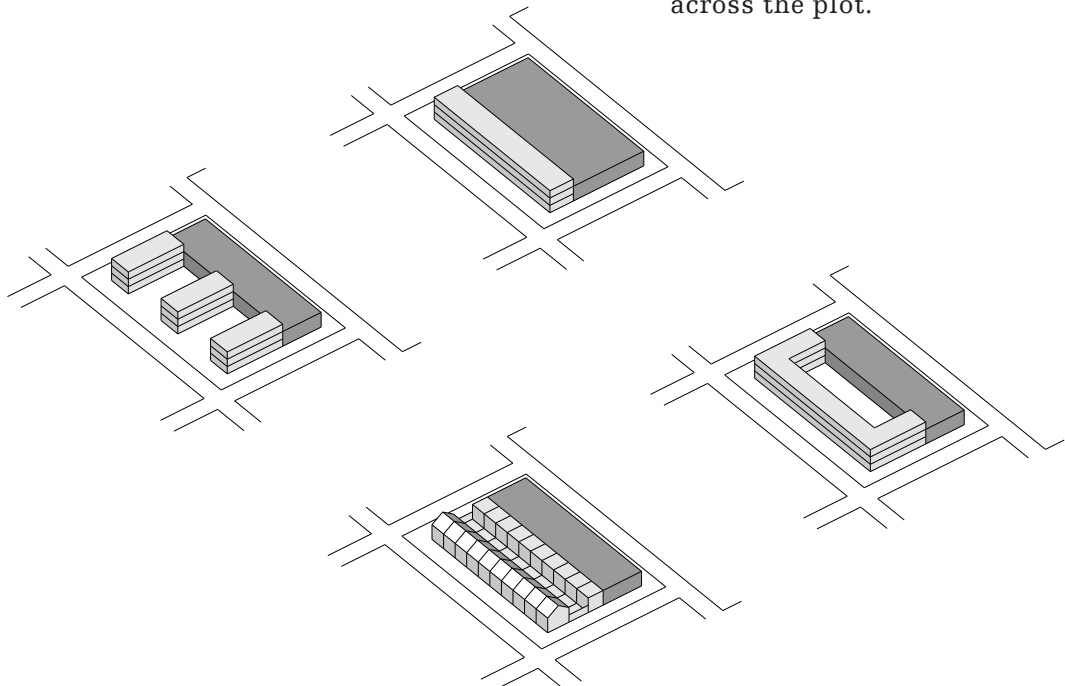
### Suitable size of business

S / M

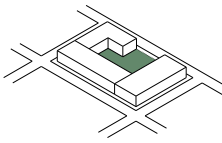
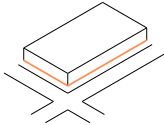
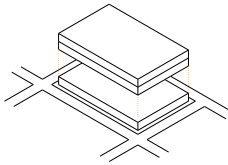
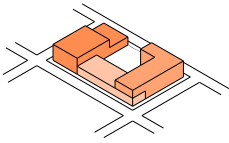
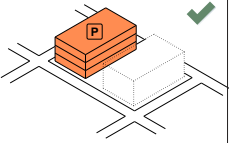

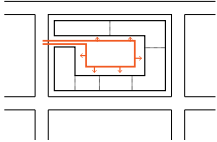
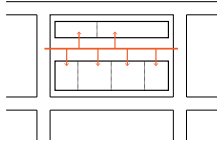
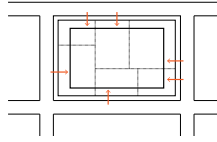




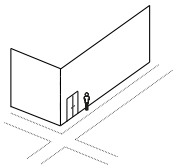
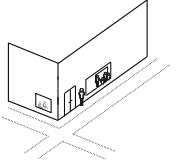
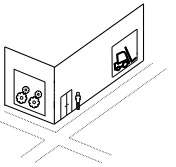
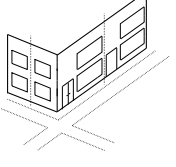
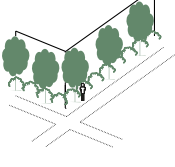
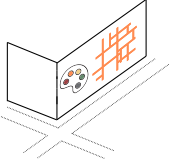
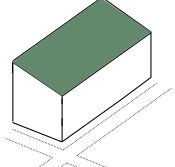

Single small to mid-size business

### Spatial Configurations

The plot is shared between residential and employment uses. These can sit side-by-side but there is a clear distinction between uses across the plot.



## Applicable performance criteria:

 <p>1.1</p>	 <p>1.2</p>	 <p>1.3</p>	 <p>1.4</p>	 <p>1.5</p>
 <p>2.1</p>	 <p>2.2</p>	 <p>2.2</p>	 <p>2.3</p>	
 <p>2.3</p>	 <p>2.4</p>			
 <p>3.1</p>		 <p>3.3</p>		
 <p>4.1</p>	 <p>4.2</p>	 <p>4.3</p>	 <p>4.4</p>	 <p>4.5</p>
 <p>4.5</p>	 <p>4.6</p>		 <p>4.8</p>	

## II. Horizontal Mix — Interlocked

### Suitable Use Category



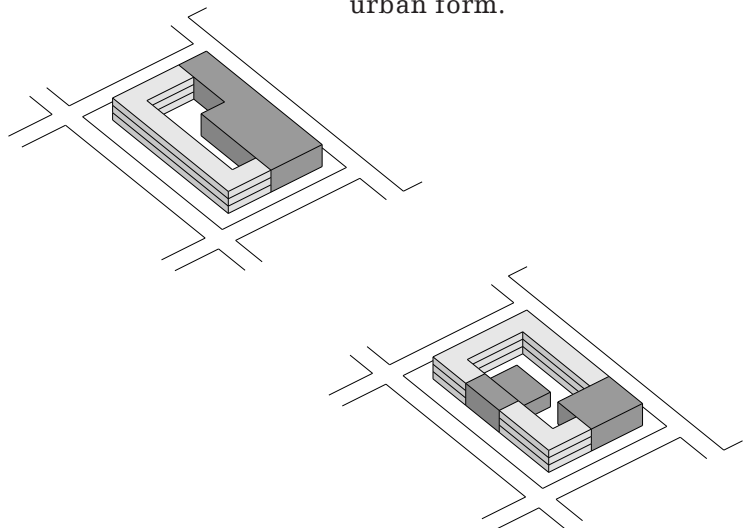
### Suitable size of business

S

Multiple small and micro businesses

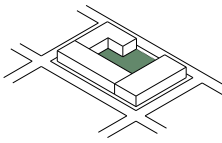
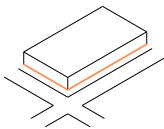

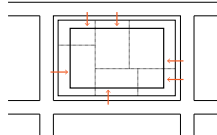





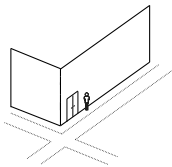
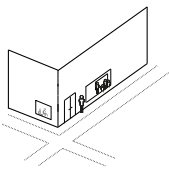
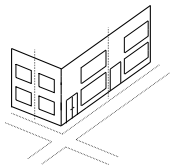
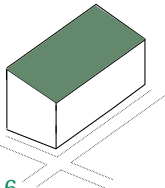

### Spatial Configurations

The plot is shared between residential and employment uses. Employment uses can site between segments of residential, forming a cohesive urban form.





**Applicable performance criteria:**

 <p>1.1</p>	 <p>1.2</p>			
 <p>2.1</p>			 <p>2.3</p>	
 <p>2.3</p>	 <p>2.4</p>		 <p>2.6</p>	
 <p>3.1</p>		 <p>3.3</p>		
 <p>4.1</p>	 <p>4.2</p>		 <p>4.4</p>	
	 <p>4.6</p>		 <p>4.8</p>	

## II. Horizontal Mix — Enclosed

### Suitable Use Category



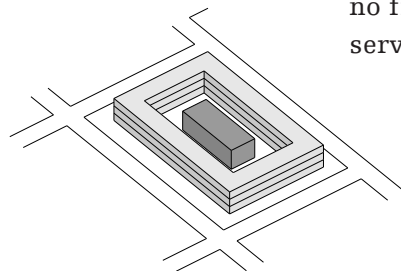
### Suitable size of business

S / M

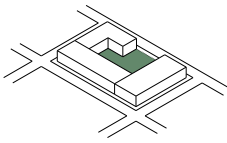
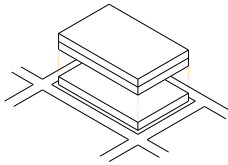

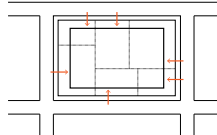

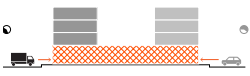



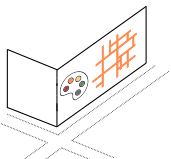
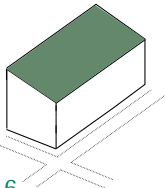
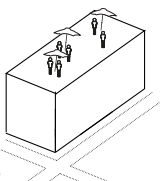
Single small to medium sized business

### Spatial Configurations

The plot is shared between residential and employment uses. Residential provides frontage for the plot, enclosing employment uses that require no frontage other than for service access.

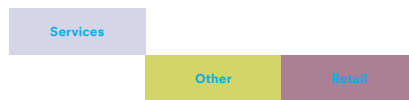


**Applicable performance criteria:**

 <p>1.1</p>				
 <p>2.1</p>			 <p>2.3</p>	
 <p>2.3</p>		 <p>2.5</p>	 <p>2.6</p>	
 <p>3.1</p>		 <p>3.3</p>		
 <p>4.5</p>	 <p>4.6</p>	 <p>4.7</p>		

### III. Vertical Mix

#### Suitable Use Category



Services, Offices, Artists Workspaces; multiple businesses using the same 'address'

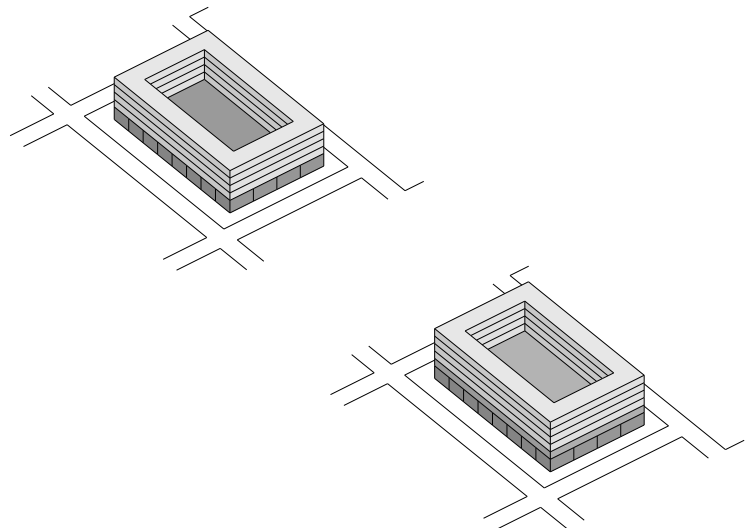
#### Suitable size of business

S / M / L

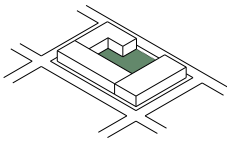
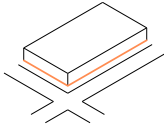
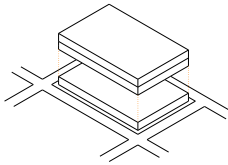
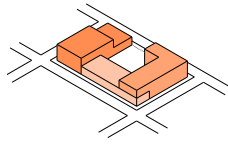
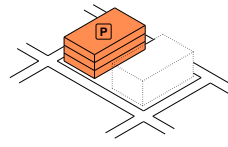

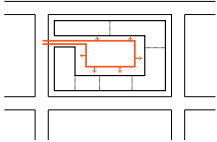
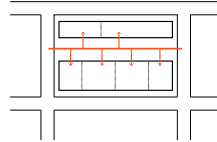



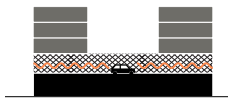

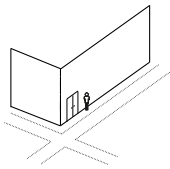
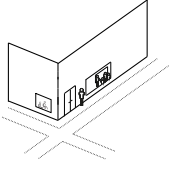
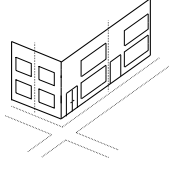
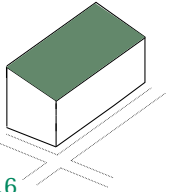
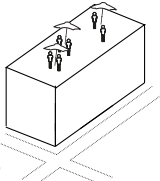
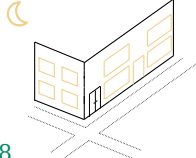
Multiple small and micro businesses

#### Spatial Configurations

Residential and employment uses share the plot and are stacked above one another.



## Applicable performance criteria:

 <p>1.1</p>	 <p>1.2</p>	 <p>1.3</p>	 <p>1.4</p>	 <p>1.5</p>
 <p>2.1</p>	 <p>2.2</p>	 <p>2.2</p>		
	 <p>2.4</p>	 <p>2.5</p>	 <p>2.6</p>	
	 <p>3.2</p>	 <p>3.3</p>		
 <p>4.1</p>	 <p>4.2</p>		 <p>4.4</p>	
	 <p>4.6</p>	 <p>4.7</p>	 <p>4.8</p>	



# 03

## Hatcham Road Case Study

The Hatcham Road case study is used to further illustrate the application of the aforementioned performance criteria on each of the typologies. The process is as follows:

- > The existing situation is assessed
- > The site is split into plots
- > A framework is created identifying a movement network and a list of appropriate uses per plot
- > Guidelines from the previous section are applied to determine a suitable urban form and arrangement which adheres to the performance criteria

Findings from Part 2 of the Southwark Employment Land Study are used to guide the design of this case study. The appropriateness of stacking certain uses above residential is taken into account, as is the likelihood of certain non-residential uses being more suitable than others.

There are some assumptions made solely for the purpose of this exercise. As such this should not be read as a masterplan, but as an example of the application of performance criteria in a relevant setting.

Other options for providing employment and for intensifying the area are possible, and this should be read only as one example.

## Existing situation

Hatcham Road is located between two residential areas, to the north and to the south. To the west is Southwark's waste management facility, and to the east are the medium-scale employment uses along Ilderton Road.

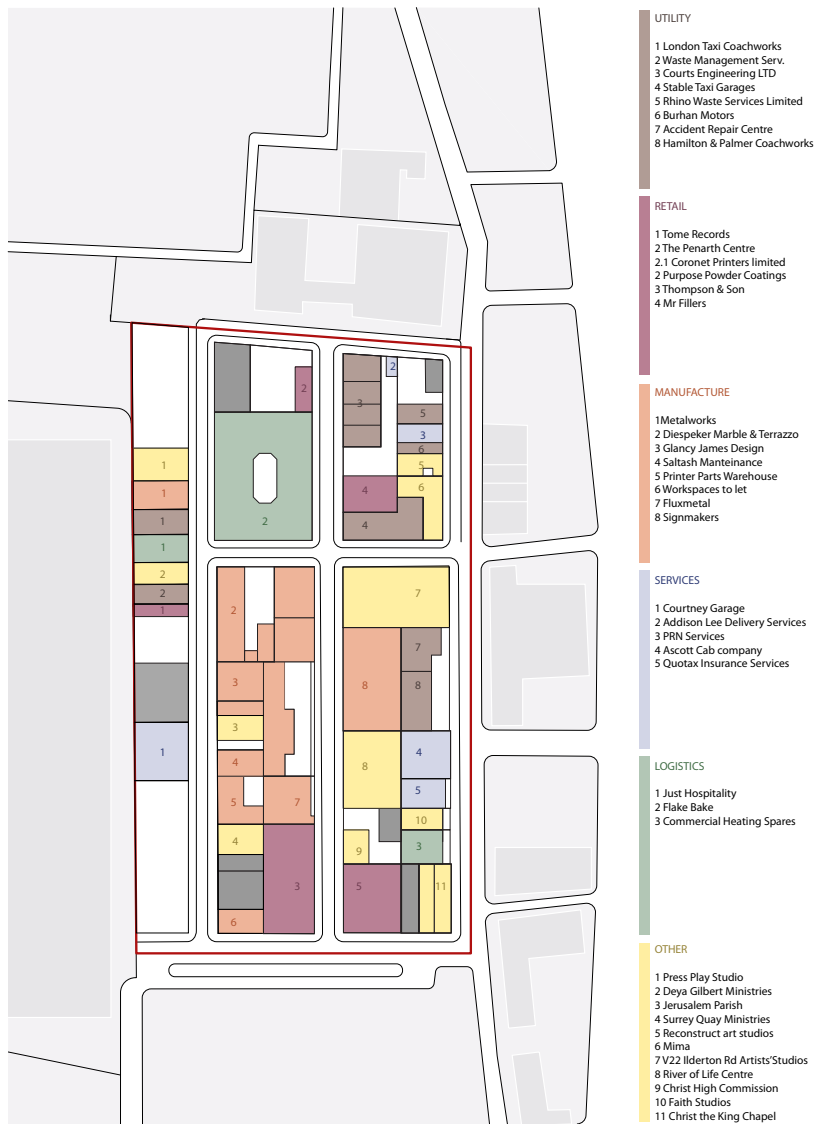
At the southern edge are low-rise terraced houses along Manor Grove. On the northern edge is a storage facility that blocks access to the residential area and Ilderton Primary School beyond. The storage facility is located at the end of Surrey Canal Road, adjacent to the school and residential back gardens.

For the purpose of demonstrating the application of guidelines for the redevelopment of Hatcham Road a set of assumptions are made regarding high-level interventions, such as proposing a route to the north.



A number of small and medium sized enterprises occupy the area around Hatcham Road. Categorized within different sectors there are often related or complementing:

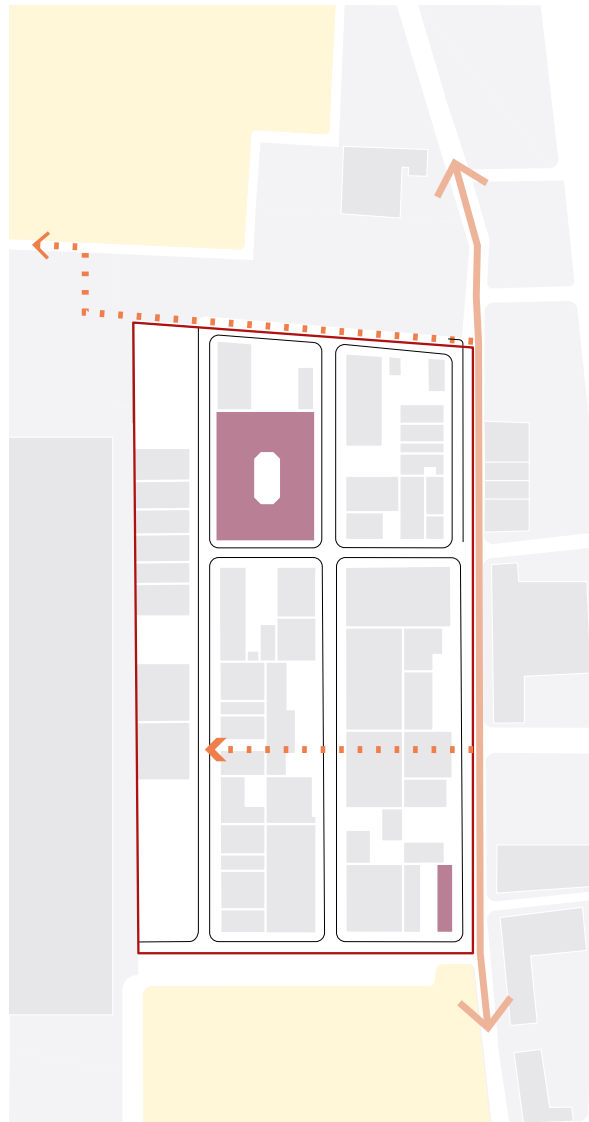
- > Art- artist studios, art manufacture, retail and hire
- > Car-related related business: repair workshops, sales and vehicle hire
- > Waste management related businesses
- > Places of worship



Existing uses

# Framework

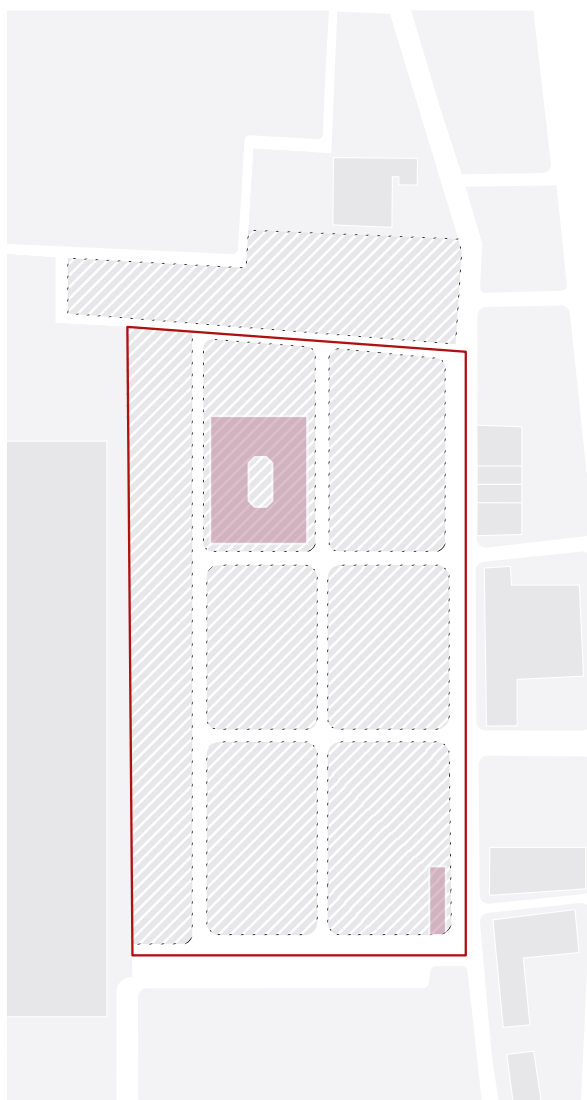
To create a mix-use residential area that forms a part of the city it is important to connect the residential neighbourhoods in the south and north end of Hatcham Road. A connection is created between Record Street and the extension of the Surrey Canal Road which simultaneously enhances east-west and north-south connectivity. An additional east-west street is introduced between Ilderton Street and Ormside Street. Penarth Centre and a church on Manor Grove corner are retained.



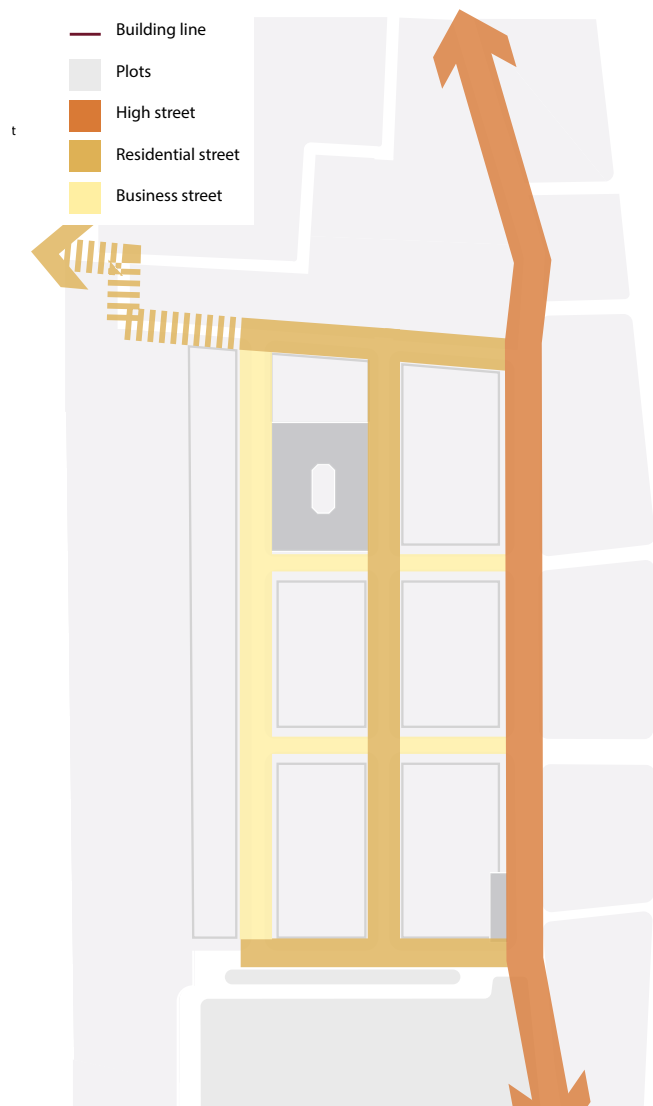
Principles

The existing plot division is kept and a new east-west connection added. The character of the new development is largely defined by its relationship with the immediate surroundings and new connections. A new north-south link creates a potential for Hatcham Road to become a local residential amenity street. Ilderton Road's high street character is retained and strengthened. Ormside Street becomes a

business street and a buffer between residential and the waste management facility. Each plot is assigned a typology of residential and employment use mix (stand-alone, horizontal or vertical mix), relating to the street characters. Each typology has been assigned a certain category of employment.

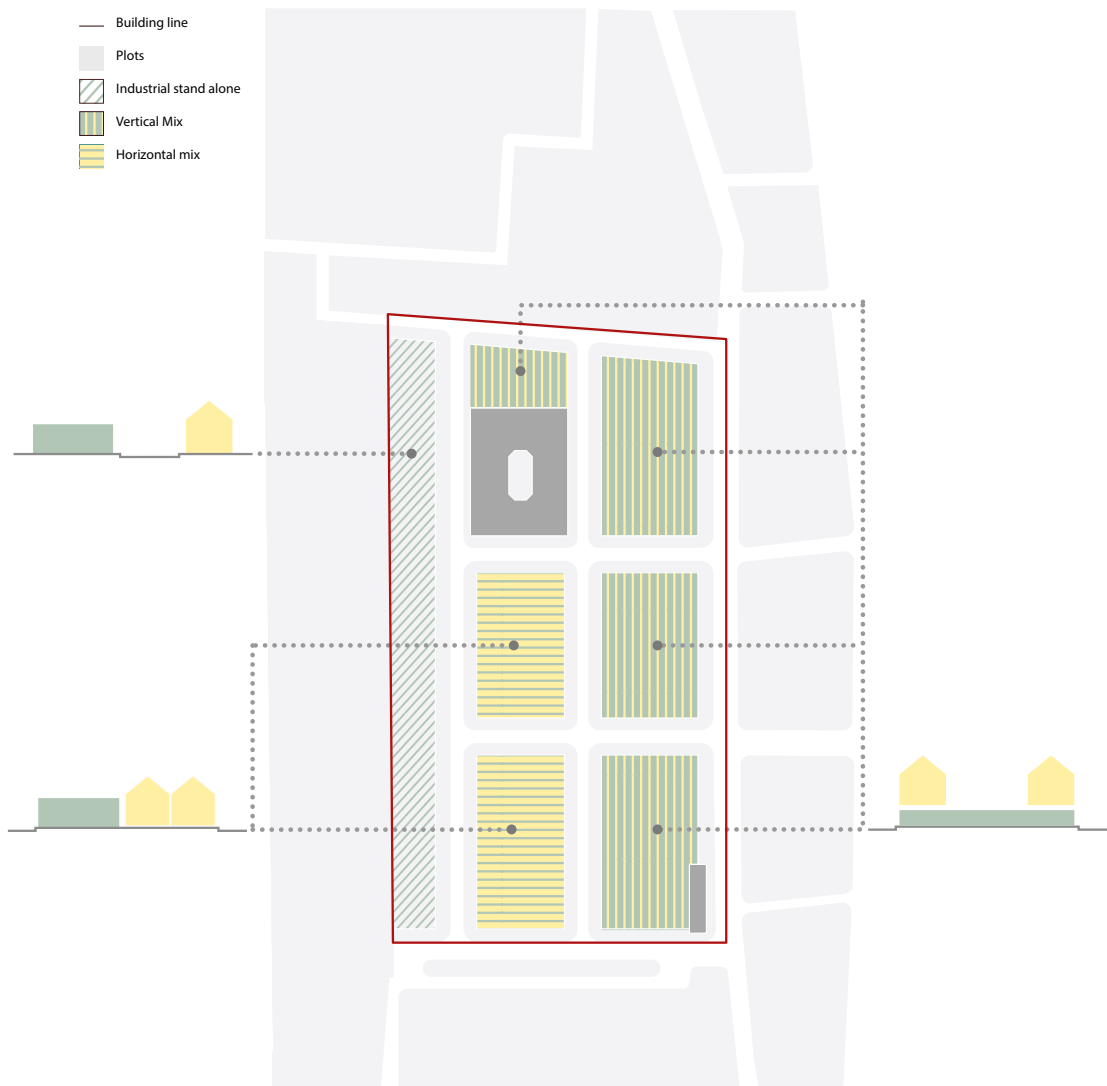


Plot structure



Street structure

Proposed spatial typologies are applied to each plot. It is determined whether plots be occupied by residential, and whether these be shared with employment uses either vertically or horizontally.



Applying proposed spatial typologies

As outlined in the 'Guidance for Proposed Typologies' section the proposed spatial typologies have a set of use categories associated with them. This gives a shortlist of uses which will be appropriate for each plot.

Following this, the relevant set of performance criteria can be applied.

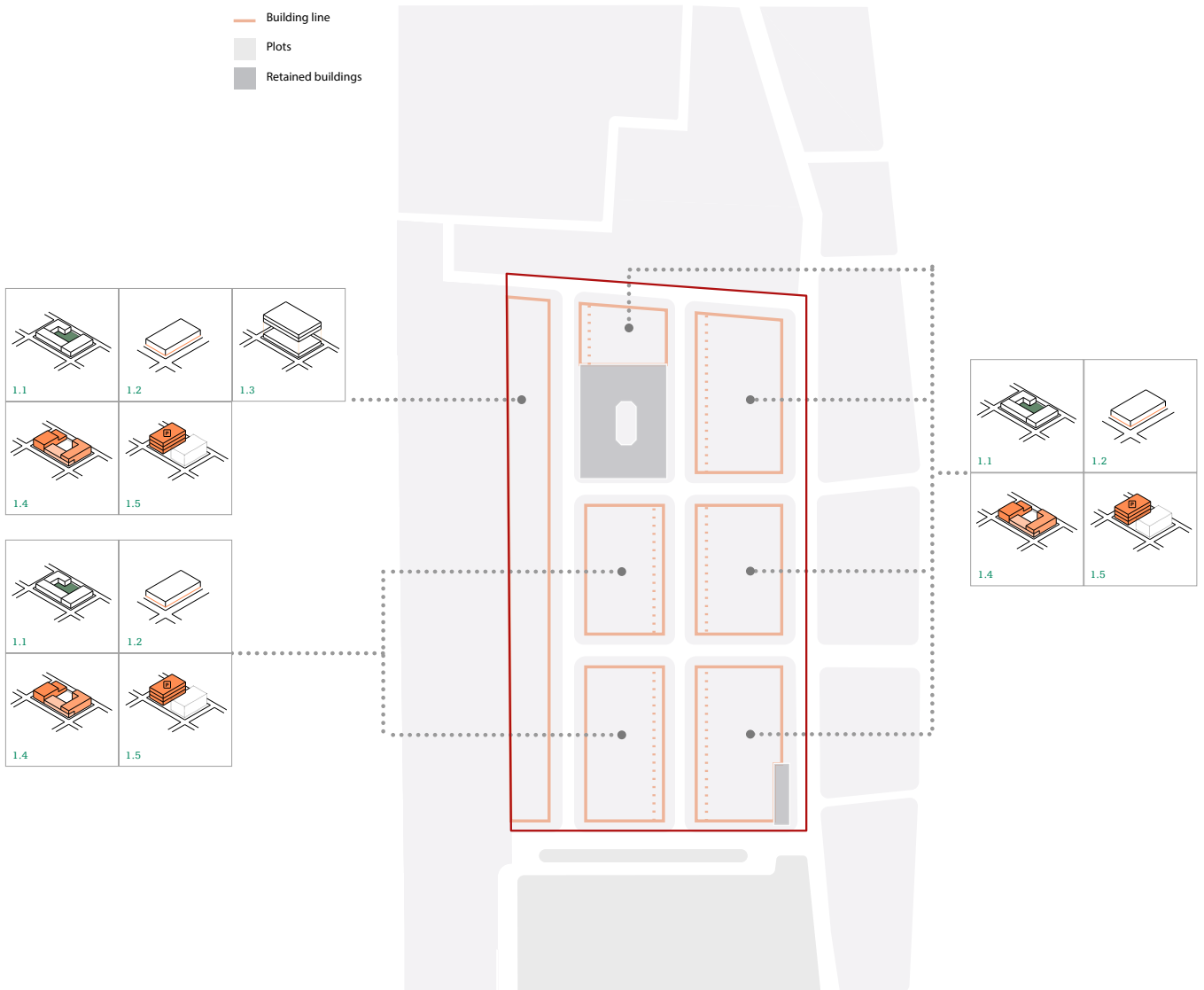


Applying use categories

# Applying Performance Criteria

## Optimise Land

The performance criteria can be applied to the framework. Each plot will have a different set of criteria applied depending on its intended use categories.



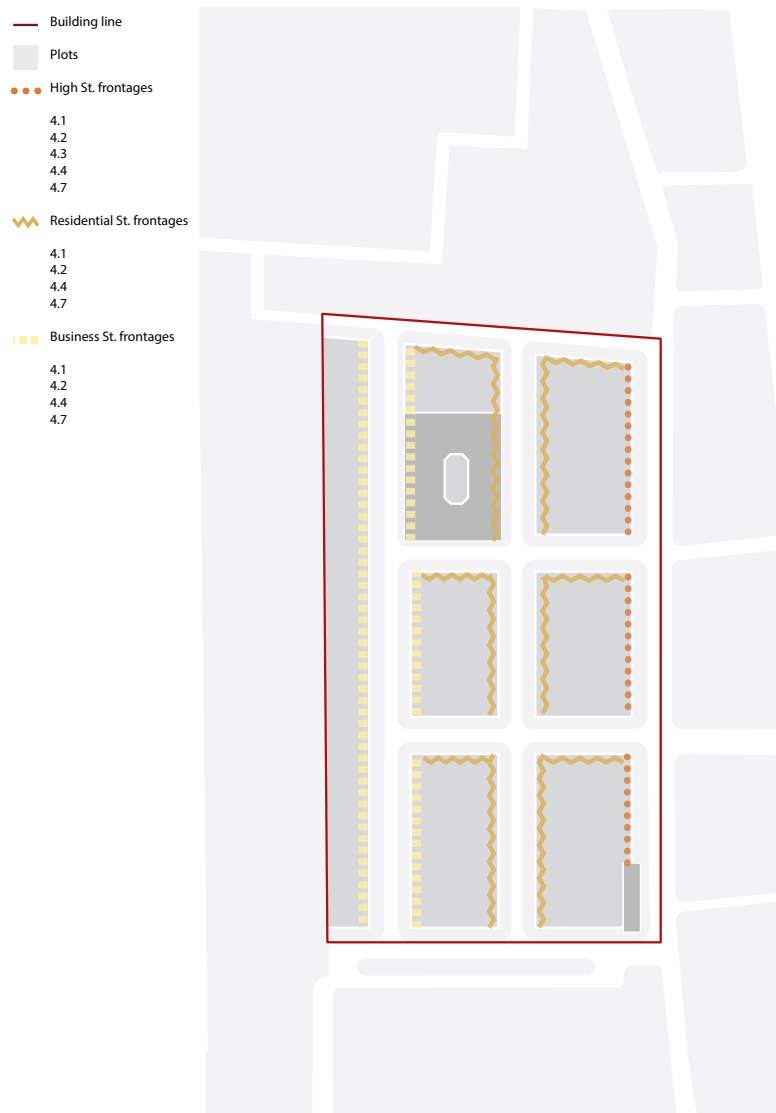
## Integrate Access & Servicing

The planned integration of servicing and associated access helps reinforce the legible street structure.



## Activate Frontages

Three types of active frontages are proposed across the plots covering high street frontages, residential frontages, and business frontages.





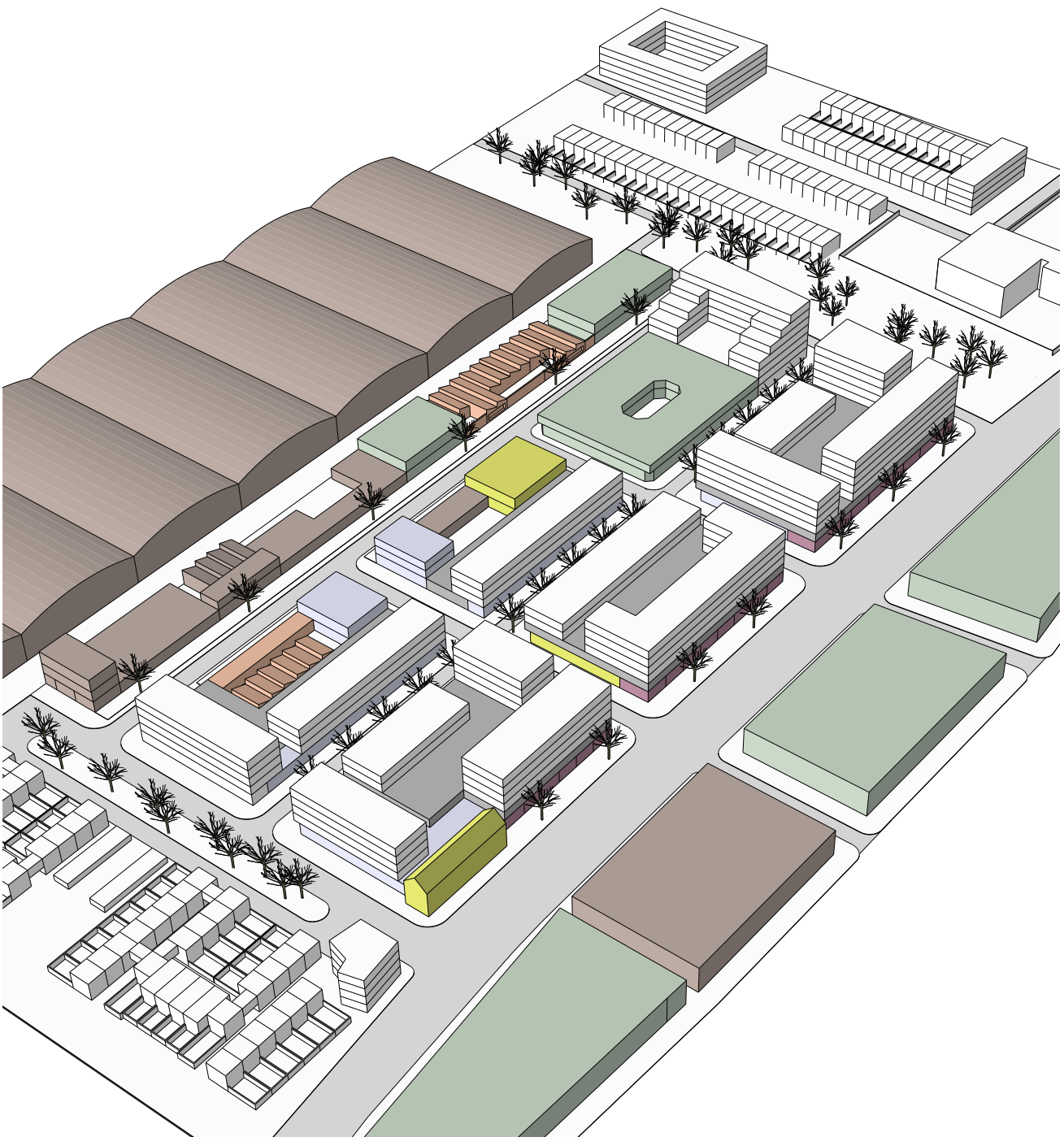


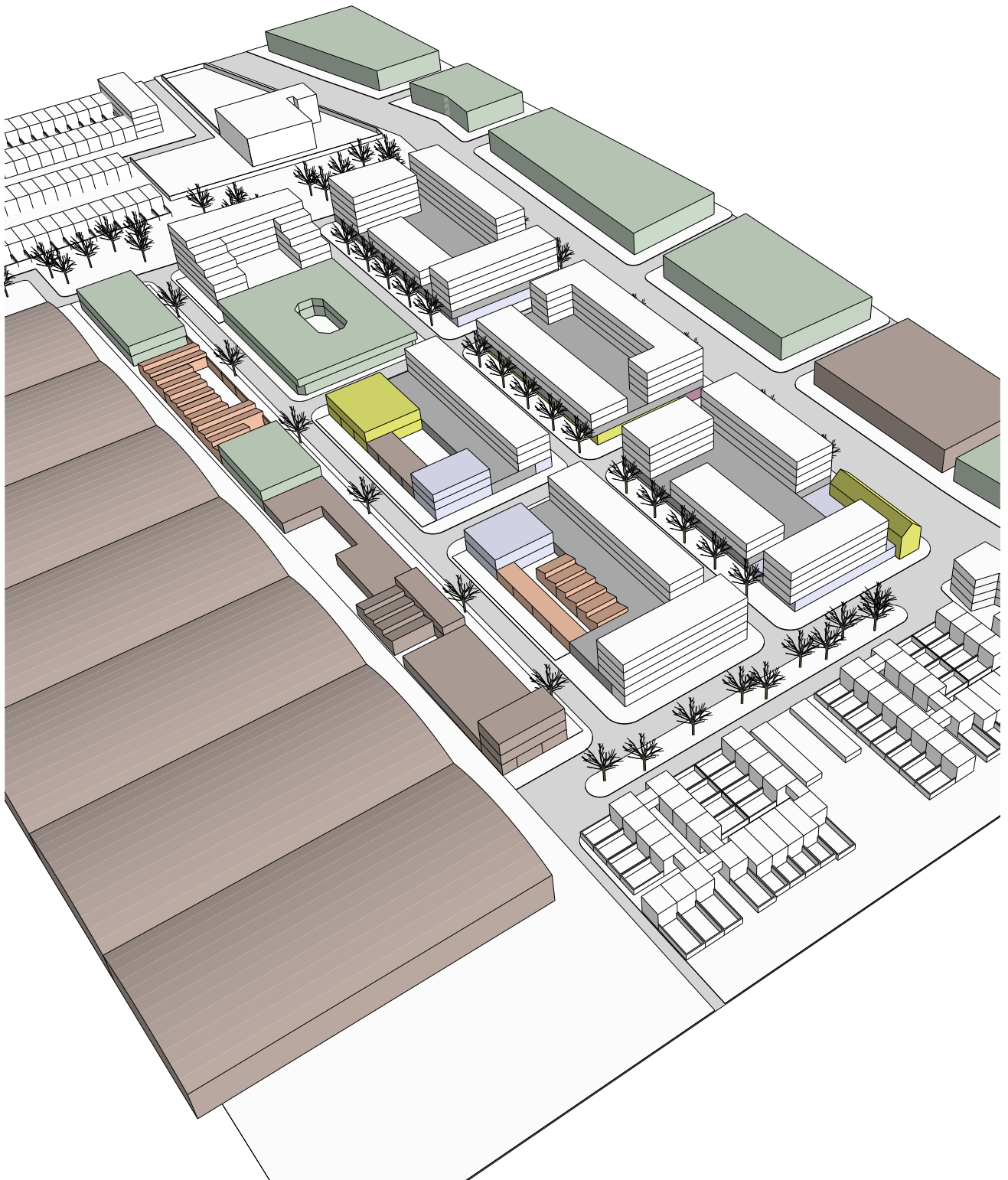
Old Kent Road

# Urban Form

Services	Wholesale, Storage, Logistics	Utility
Manufacturing	Other	Retail

The application of performance criteria and spatial typologies results in a base urban form, which can then be tuned and manipulated to suit the particular context.







# 04

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## Typology Precedents

A series of precedents have been chosen to aid the description of the proposed typologies outlined in Section 2: Guideline for Proposed Typologies. Refreshingly, there are many successful examples of employment uses sharing sites, of stacking uses, and of sharing employment uses on sites with residential. These precedents also provide working examples of how such integration can provide attractive and liveable spaces that activate the public realm.

# Hackney Wick, London

Hackney Wick is situated in a strategic location, near to the Queen Elizabeth Olympic Park, supported by efficient transport links.

The heritage of industrial buildings hosting rubber, plastics, petrol and confectionary factories still attributes a unique character to the area. It has recently seen a reemergence of the creative industry within this growing residential neighbourhood, where people can live, work and visit.

### Access:

The A12 serves industrial and distribution activity in the area, while the Overground station provides the necessary connectivity to the London Transport network.

### Interface:

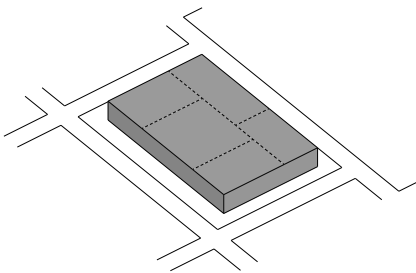
The industrial uses still present in Hackney Wick include: wholesale & retail trades, storage and distribution, publishing and printing, waste recycling, food and beverage processing. On the other hand, vacant industrial buildings are hosting creative and fine-art studio with some retails. An example is The White Building, a derelict former print house, now offering six artists studios, a gallery space at the upper level, and a café and brewery on the ground floor. Overall, street frontages where the historic fabric is intact have a consistent palette of materials of bricks of different types.

### Nuisance:

The Tower Hamlets Spatial Economy Study shows that many of the existing firms are sustainable; they benefit from good transport links and they are part of the supply chains for the City and Canary Wharf.

### Interaction with the residential context:

Originally described as a Victorian 'Factory Town', the western side of the A12 is heavily residential with a mixture of Victorian, mid to late 20th century housing estates, as well as more recent high density developments, commensurate to the increase of live/work spaces.



**Stand-alone industrial**



# Dakpark, Rotterdam

**Year:**

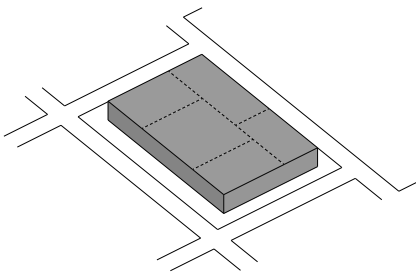
**2013**

**Architect:**

**Butzelaar Van Son Architecten  
(retail) Buro Sant en Co**

Redevelopment of a former marshalling yard into big-box retail with a park on its roof. There are 19 shops with a total sales floor area of 25 000 m<sup>2</sup> with one kilometre of shop frontage.

Behind the shops there is retail storage accessed via a service street. Additionally, there is a tram track running alongside. All servicing and tram tracks are covered by landscape that runs onto the top of the shops to form a public park.



**Stand-alone sheds with  
active edges**





# Hackescher Höfe, Berlin

**Year:**

**1906**

**Architect:**

**August Endel**

Courtyard complex consisting of eight courtyards. Ground floor within courtyards contains artisan industries (food production, fashion and artists studios) which are hybridised with retail giving a more urban feel to the area despite the light industrial activity.

**Access:**

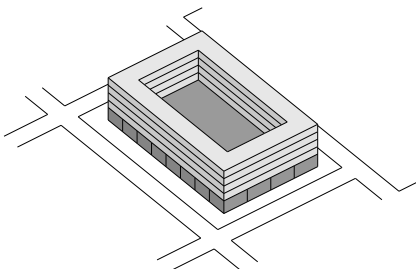
A large pedestrian plaza lined with restaurants with outdoor seating, leads to a busy intersection where people can access the courtyard complex. The tram station is located south of the S-bahn station, distant from the tourist setting and placed in the back-street environment serving predominantly for the local residents.

**Interface:**

The Art Nouveau facades hide the commercial character of the courtyards, providing a cultural quality and individuality to the artisan shops.

**Interaction with residential context:**

The light industrial production consists of small-scale retails in order to avoid mainstream production and annoyance to the residents. This is also facilitated by creative-oriented user group.



**Vertical mix – Artists`  
workspaces and  
residential**



# Gebouw Europa, Amsterdam

**Year:**

**1998**

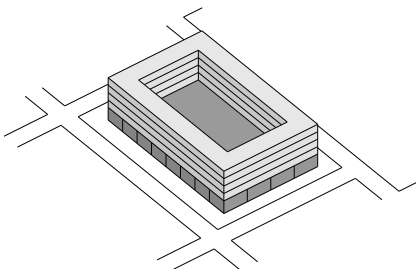
**Architect:**

**Architecten CIE**

Three stacked volumes accommodating three specific functions: retail, office and residential.

**Interface:**

On the ground floor there are shops with glazed street-level frontage. The office floors above have a concrete façade with windows set in black frames. The apartments on the upper floors are enveloped in a glazed shell.



**Vertical mix – retail,  
offices and residential**



# KAAP Noord, Amsterdam

**Year:**

**2005**

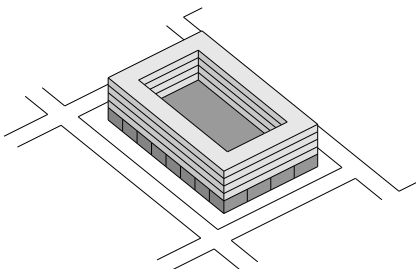
**Architect:**

**Keersluis**

Redevelopment of quayside plot into a mixed-use business centre with flexible studio/residential space. Space provided for light industry, workspace, office space, studios and amenities.

**Interaction with residential context:**

The compactness and flexible spatial concept of the project allows the opportunity to use some of the studios in the tower blocks as housing.



**Vertical mix – services,  
workspaces, other**



# Industriegebouw, Rotterdam-Zuid

**Year:**

1961

**Architect:**

Hugh Maaskant, Willem van Tijen

Office and Industrial activity within lower floors of building. A deck of industrial activity extends over footprint of plot at ground level, with a comb structure stacking a mix of office and residential uses on the seven floors above.

**Access:**

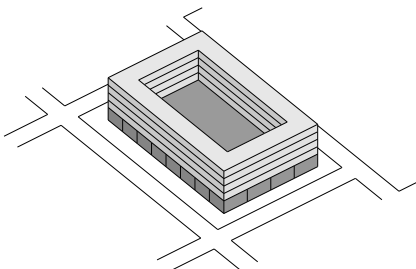
In the sixties, Zuidplein was in many ways a convenient location, as it was near the port, and was easily accessible from the residential areas nearby, where workers could be recruited.

**Interface:**

The frontage is determined by the horizontal lines of the concrete floors and large glass facades. In between the building components runs a service road, from which a system of galleries connect the blocks.

**Interaction with residential context:**

“Verzamelgebouwen” (“collective buildings”) for small business and offices were popular after the War, mainly because of the economic benefits of living in accommodations with shared facilities and shops on the ground floor.



**Vertical mix – service spaces, retail and residential**





Images: Google Street View

# Houtsma Loods, Amsterdam

The duality of the building programme is expressed in the design strategy through the positioning of the two different functions on the two extremes of the site: student housing on the street side, office space, archive, parking on the waterside.

## Access:

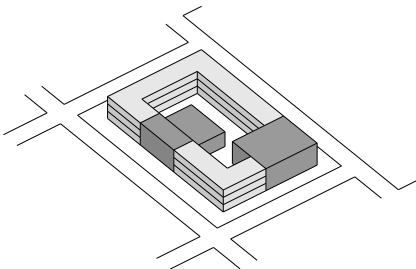
One side of the complex is situated on a narrow city street, the Hoogte Kadijk with the reception on the ground floor in the plinth of the building. This street distinguishes itself through a variety of footprints and façades. The opposite side faces the water of the Nieuwe Vaart with its old wharves.

## Interface:

Facing the street are twelve small student flats, each with a French balcony, spread out over two volumes, a bigger and a smaller one, built in red brickwork with broad white frames around the windows. On the opposite side on the Nieuwe Vaart, the façade is composed entirely of corten steel, partly perforated, folded to mimic timber slat-boarding, combined with a frameless green glass curtain wall.

## Interaction with residential context:

Thanks to an aesthetic differentiation, the two buildings units provide independently the necessary conditions for their different functions. This aim is also achieved through a design strategy coherent with the existing architecture of the site, reflecting the human scale in the street frontage and the considerable proportions of the old docks.



**Horizontal mix –  
Interlocked**



Image: Google Earth



Image: Google Street View



## Rotabs/ Brewery NORT , Rotterdam

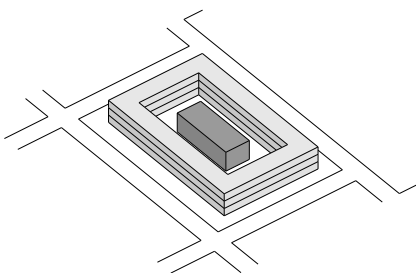
Located in the Oude Noord district along the Rotte river, the building was part of a larger industrial site. It has been converted into a local brewery.

### Access:

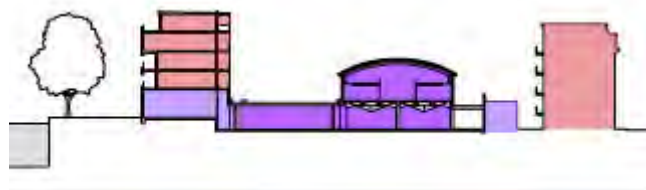
Surrounded by residential blocks, residents access the parking underground. The blocks consist of three storeys of rented apartments (15 units total) on top of a plinth with commercial premises.

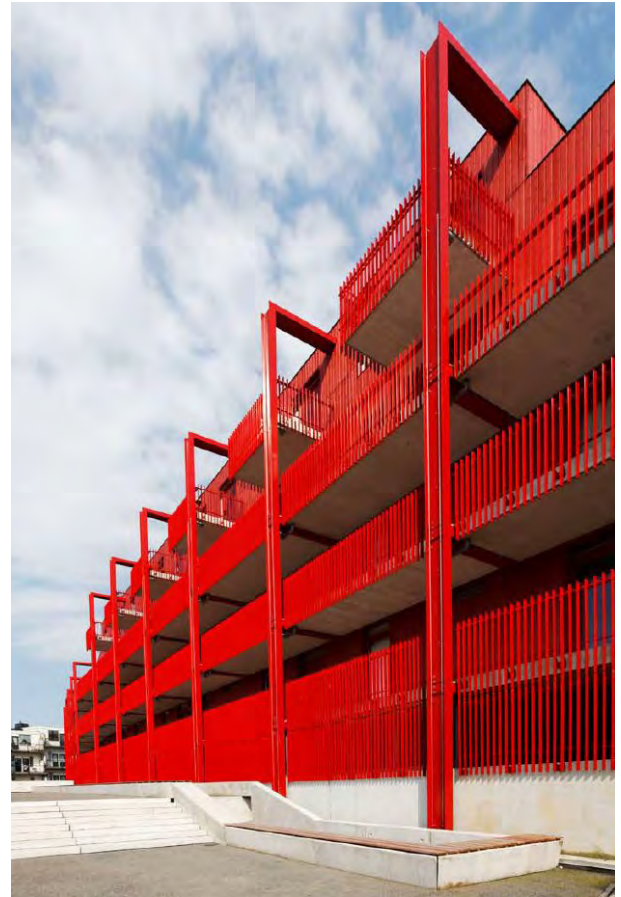
### Interface:

The brewery's envelope in the centre preserves the historical character of the site, mainly consisting of red brickwork. On the other hand the two perpendicular residential blocks feature bright red painted steel frames.



**Horizontal mix –  
Enclosed**





Binck Twins, Den Haag

# Islington Arsenal, London

High-density housing adjacent to a recycling centre, applying the necessary regulations in order to protect residential amenity. The housing block is orientated towards the street and consists of a blank wall on the side directly overlooking the recycle centre.

## Access:

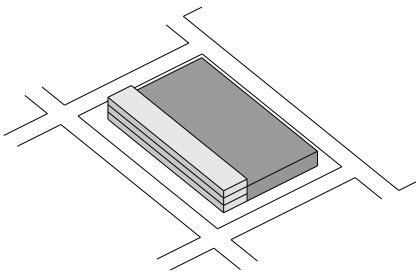
Pedestrian access to the residential complex from Caledonian Road, with residential parking in the basement. Vans and other vehicles enter the WRC from the side on Hornsey Street.

## Interface:

4 to 10-storey residential flats with business spaces and retail functions on the ground floor facing Caledonian Road.

## Nuisance mitigation:

The WRC was designed in order to provide a sufficient sound and vibration insulation as well as efficient dust and odour control. It was also agreed the vehicles and machines should not operate between the hours of 6am and midnight Monday to Saturday and between 8.30am and midnight on Sundays and public holidays.



**Horizontal mix –  
Independent**



Images: Google Earth

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