

Old Kent Road Business Workshop

Agenda

5.30pm – 7.30pm

1. Southwark Council: Old Kent Road Area Action Plan
 2. GVA and 00 Architecture: Workspace demand in the Old Kent Road
 3. DPD: A business perspective
- BREAK**
4. Southwark Studios: Section 106 guidance
 5. Workshops, discussion and Q&A

**OLD
KENT
ROAD**



KEY

- Opportunity area boundary
- Core area
- Borough Boundary (Lewisham)
- Existing overground station
- Main roads
- IWMF (Integrated Waste Management Facility)

EXISTING:

AREA: 282 hectares
 POPULATION: 35,000
 HOMES: 14,500
 JOBS: 9,500
 BUSINESSES: 800

PERMITTED/UNDER CONSTRUCTION:

32,000 sqm commercial space
 992 homes
 1 Primary school

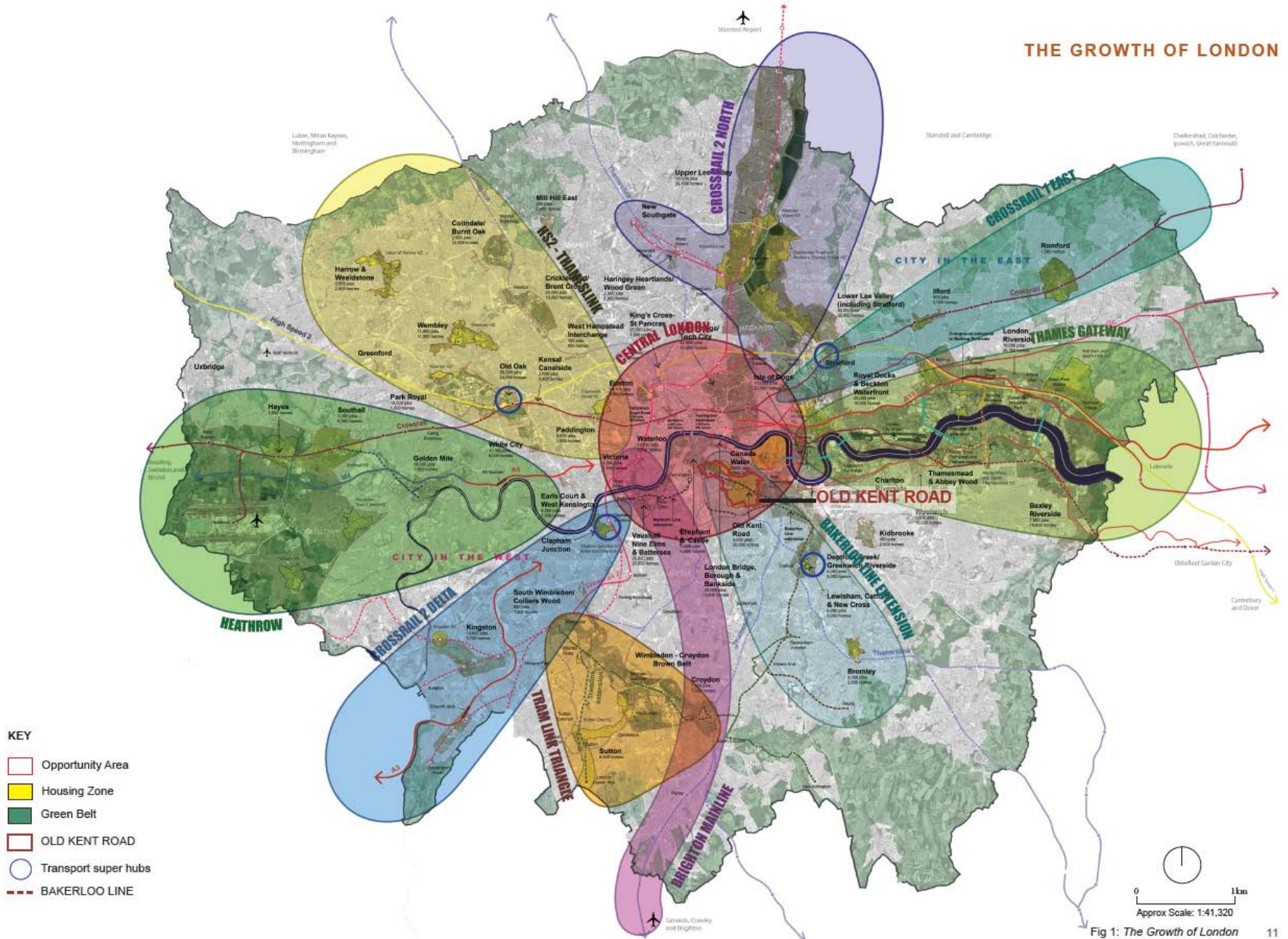
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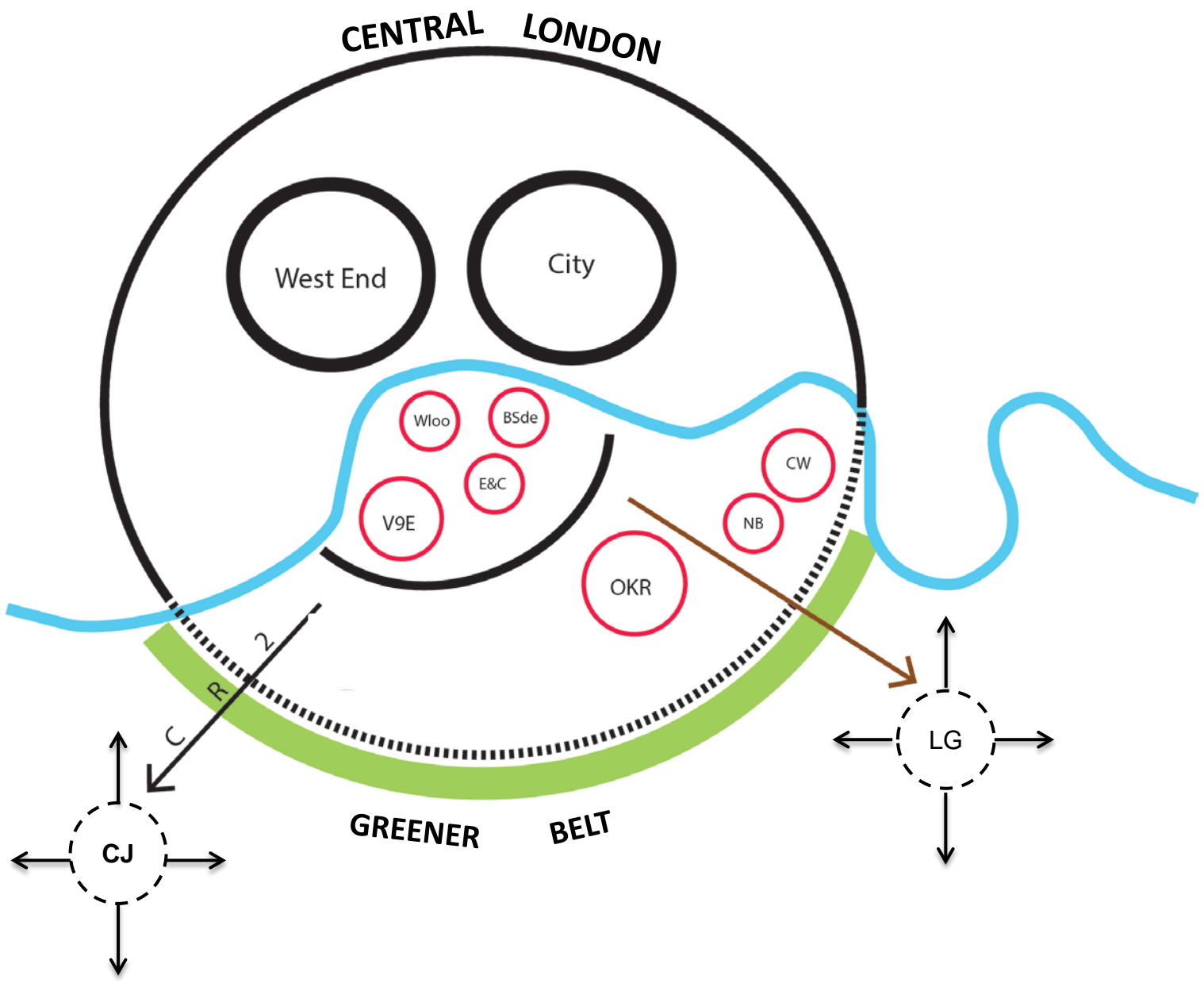
Fig 4: Old Kent Road Today

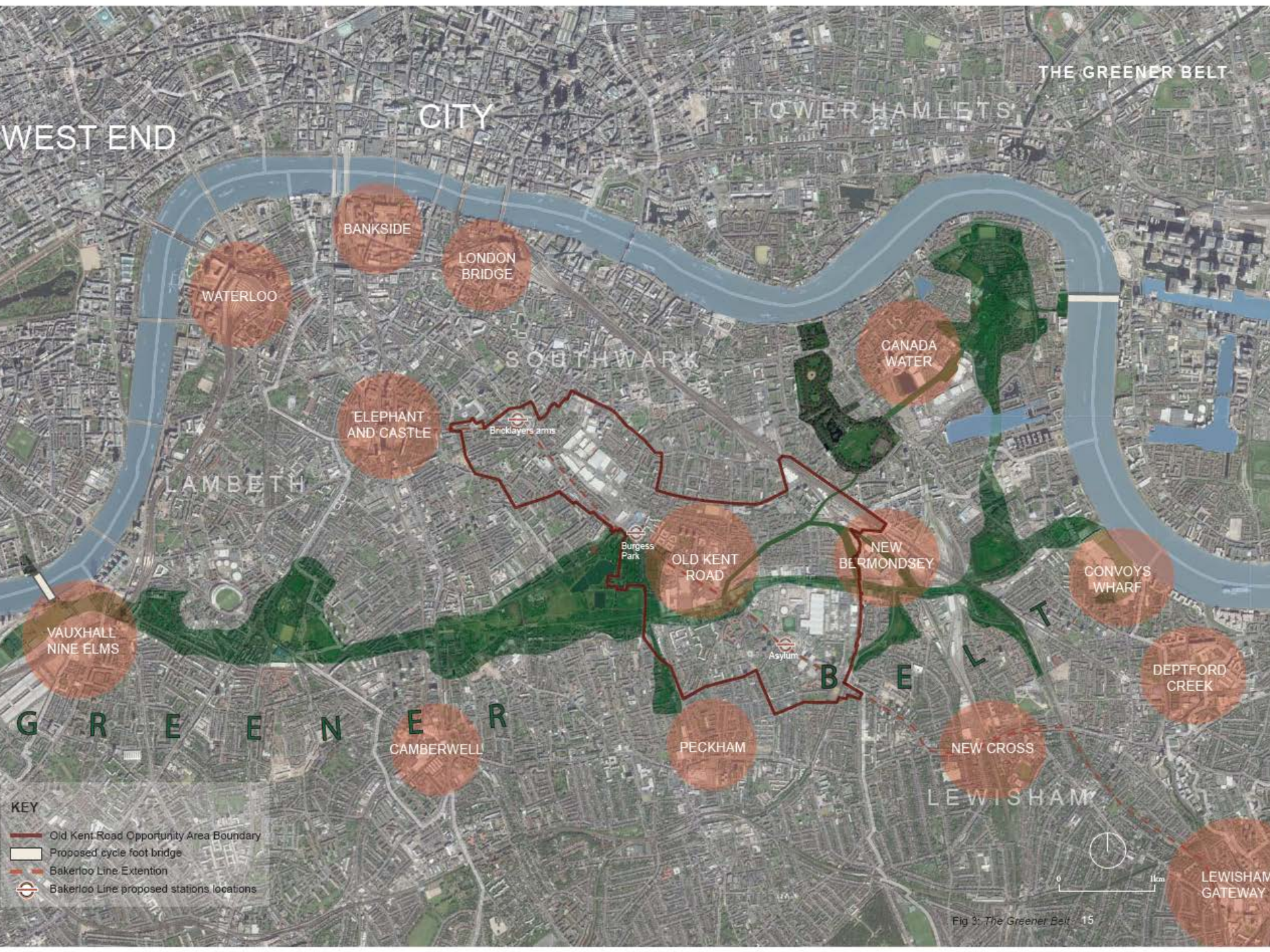
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THE GROWTH OF LONDON







THE GREENER BELT

WEST END

CITY

TOWER HAMLETS

WATERLOO

BANKSIDE

LONDON BRIDGE

SOUTHWARK

CANADA WATER

ELEPHANT AND CASTLE

LAMBETH

VAUXHALL
NINE ELMS

OLD KENT ROAD

NEW BERMONDSEY

CONVOYS WHARF

GREENER BELT

CAMBERWELL

PECKHAM

NEW CROSS

DEPTFORD CREEK

LEWISHAM

LEWISHAM GATEWAY





- KEY**
-  Old Kent Road Opportunity Area Boundary
 -  Proposed cycle foot bridge
 -  Bakerloo Line Extension
 -  Bakerloo Line proposed stations locations



Fig 3: The Greener Belt 15



Fig 5: The Masterplan

20,000 NEW HOMES

7,000 AFFORDABLE HOMES

1 FE COLLEGE

3 NEW TUBE STATIONS ON THE BAKERLOO LINE EXTENSION

1 NEW HEALTH CENTRE

10,000 NEW JOBS

1 MAJOR CULTURAL ATTRACTION

1 NEW SECONDARY SCHOOL

2 NEW PRIMARY SCHOOLS

9 PRIMARY SCHOOL EXPANSIONS

WHAT WILL IT COST?

BAKERLOO LINE EXTENTION
£3.1 Billion



NEW SCHOOLS, LEISURE CENTRE,
 HEALTH CENTRE
£50 Million



BUS AND CYCLE IMPROVEMENT ON
 THE OLD KENT ROAD
£60 Million



WHAT WILL PAY FOR IT?

DEPARTMENT FOR COMMUNITIES AND
 LOCAL GOVERNMENT
£10 Million



HOUSING ZONE GRANT
£25 Million



COMMUNITY INFRASTRUCTURE LEVY (CIL)
£200M - £300 Million
 COUNCIL TAX
£200 Million
 BUSINESS RATES
Tbc





PARKS, STREETS AND OPEN SPACES

GREENER BELT

- KEY**
- Cycle quietways
 - - - Proposed cycle routes
 - Existing green space
 - Proposed green space
 - Proposed energy centres

Fig 10: Parks, streets and open spaces - The Greener Belt 49



KEY

Strategic London views (LVMF):

- 1 Kenwood (3A.1)
Parliament Hill (2A.1)
Bridge over the Serpentine to the Palace of Westminster (23A.1)

- 2 Borough view - One Tree Hill to St Paul's Cathedral

- 3 Borough view - Nunhead Cemetery to St Paul's Cathedral

- TIER 1 (Above 30 storeys)

- TIER 2 (Up to 25 storeys)

- TIER 3 (Up to 16 storeys)

- ⊕ Bakerloo Line Extension (BLE) station options

OLD KENT ROAD - A BETTER CENTRAL LONDON



Old Kent Arms

Bermondsey Spa

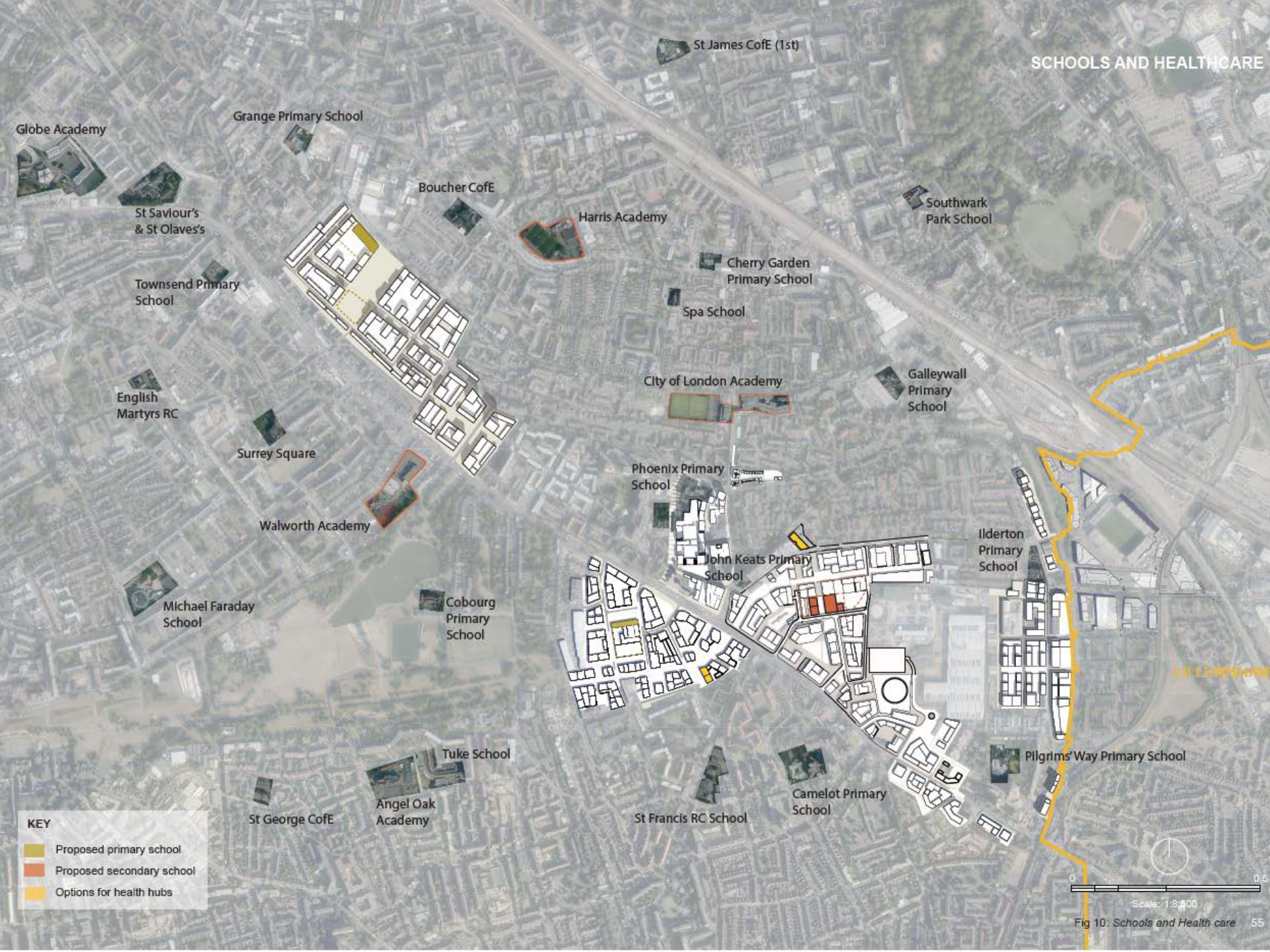
Southwark Park

Burgess Park

Birmingham Park

Indicative building heights and locations provided for illustration only

Fig 13: Old Kent Road - A better central London



Globe Academy

Grange Primary School

St James CofE (1st)

St Saviour's & St Olaves's

Boucher CofE

Harris Academy

Southwark Park School

Townsend Primary School

Cherry Garden Primary School

Spa School

English Martyrs RC

City of London Academy

Galleywall Primary School

Surrey Square

Phoenix Primary School

Walworth Academy

John Keats Primary School

Ilderton Primary School

Michael Faraday School

Cobourg Primary School

KEY

- Proposed primary school
- Proposed secondary school
- Options for health hubs

Tuke School

St George CofE

Angel Oak Academy

St Francis RC School

Camelot Primary School

Pilgrims' Way Primary School



Scale: 1:8,000

Fig 10: Schools and Health care 55

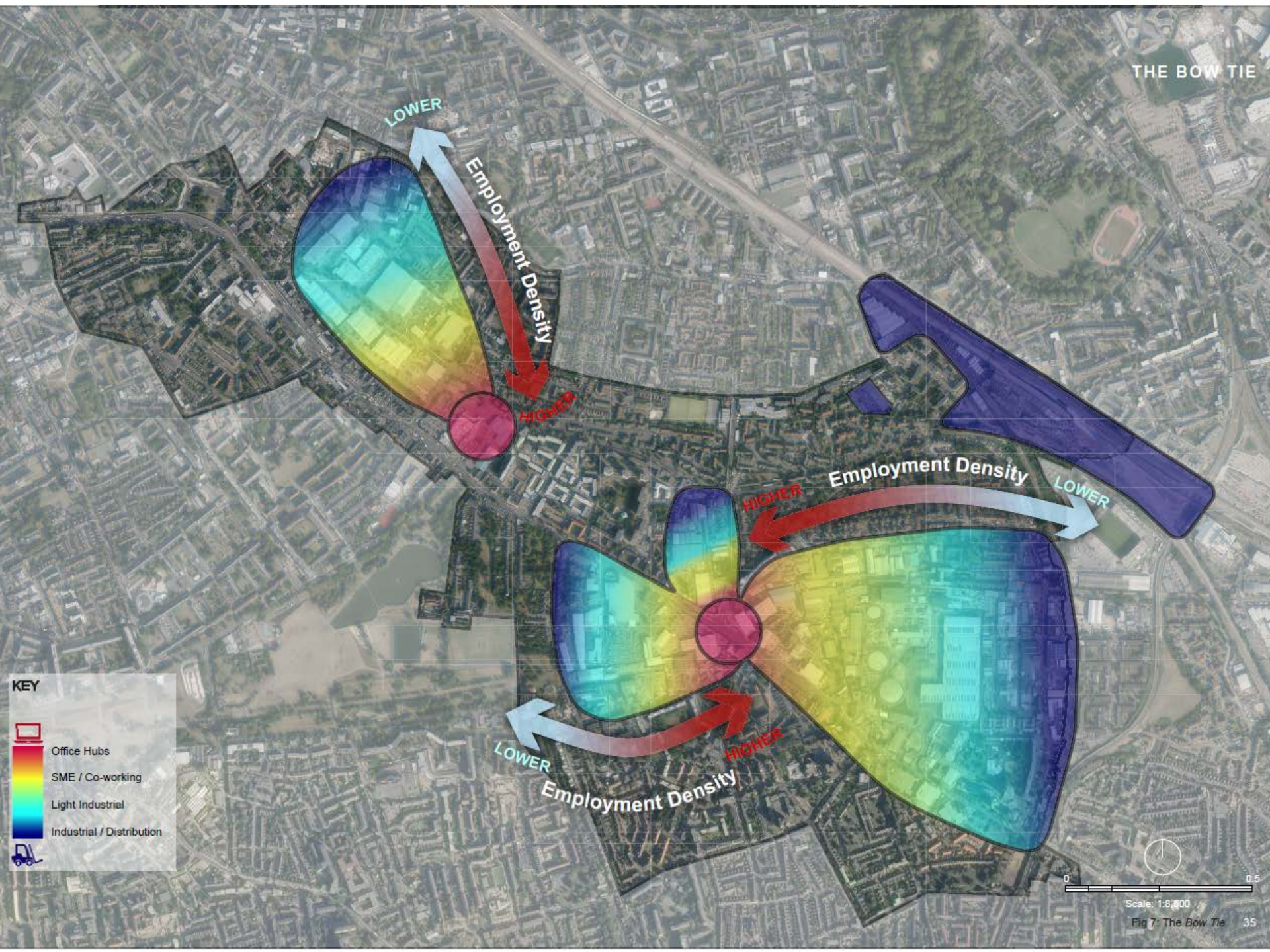


KEY

- Town centre
- Existing high street
- Proposed high street
- Options for health hubs
- 4 court indoor sports hall



Fig 8: Town Centre and high street 39



KEY

- Office Hubs
- SME / Co-working
- Light Industrial
- Industrial / Distribution



Scale: 1:8,000
Fig 7: The Bow Tie 35



KEY

- Opportunity Area
- - - Strategic Protected Industrial Land (SPIL)

0 100
metres
Scale: 1:4,000

SUB AREA 2

CANTIUM

RETAIL

PARK AND

MARLBOROUGH

GROVE

HISTORY

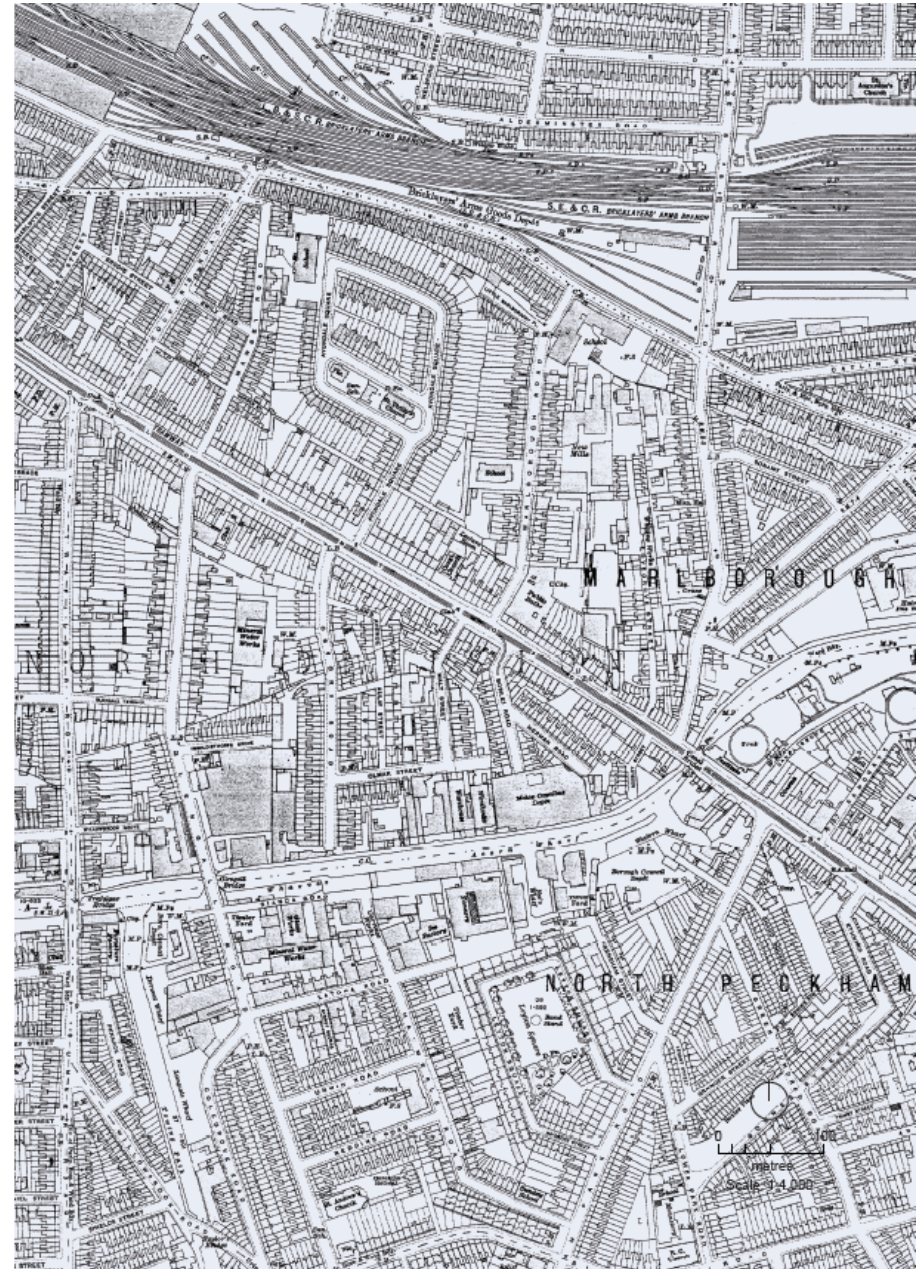
Early 19th London prior to the arrival of the railways in the 1840s expanded rapidly along its heavily used arterial roads, including Old Kent Road (or Kent Road as it was called at that time). The early development along this section was rather grand suburban development aimed at the "carriage owning" classes who could afford to commute into London. The aspirations of the landowners in the area, including John Rolls (1735-81, his great-great grandson would be one of the founding partners of Rolls Royce) were high. This can be seen in the semi-detached villas in Glengall Road and the surviving terrace of housing opposite the McDonalds restaurant (541 to 553 Old Kent Road). However the building of the Grand Surrey Canal which reached Old Kent Road by 1807 ensured that the area would never be just a residential suburb.

The canal did not spark the boom in housing that had initially been predicted, and until the late 1820s the canal relied mostly on market gardening for business. As late as 1871 Cottage Farm and its associated fields occupied the site of what is now the Asda car park. Industries slowly began to take advantage of the links back to the Surrey docks. The timber yards and lime kilns, that supported the growth in housing and later industries including breweries, tanneries, whiting and mineral water works had a significant impact on the environment. The breadth of industries increased, the first manufacture of recorded music being at the Edison Bell factory on Glengall Road. The high aspirations of the estates were revised and houses became more tightly packed and smaller, and more densely occupied. A contemporary observer wrote of houses, "packed in those close rows which almost seem to keep out the free air of heaven from their inhabitants".

This part of London lacked park space. Early maps show the area covered almost entirely in development. Leyton Square, one of the earlier aspirational developments, was purchased by Camberwell Borough in 1898 for use as a public park, and was subsequently protected by the London Squares Preservation Acts of 1908 and 1932. The original buildings that fronted the Square were demolished in the early 1950s for estate redevelopment. The Square remains a public park with an adventure playground.

The presence of so much industry and railway infrastructure resulted in the area being heavily targeted during the Second World War. Much of the war damaged housing was replaced either with new housing estates or industrial development. The character of the latter having become increasingly associated with distribution and storage rather than mass manufacture. The canal was filled in during the 1970s including the Nye's Wharf and Park Road Basins. The traces of the canal can still be seen in the retaining wall to the tow path at the rear of the Asda car park and the rise of the bridges at Glengall Road and at Old Kent Road and in the timber/builders yards that still occupy the area and continue to serve central London.

Historic floor surfaces comprising granite sets have survived in Livesey Place and around the Victorian bottling/mineral water factory on Ossory Road and the aspiration is to retain these in redevelopment.



THE AREA TODAY

The south of Old Kent Road is dominated by the Cantium Retail Park and Asda superstore. This part of Old Kent Road is very fragmented. The width of the road junction as Peckham Park Road crosses over Old Kent Road to Rotherhithe New Road, with its extensive lanes and slip roads, gives the area a very edge of city character. Sat behind the retail park are a mix of car dealerships, builders merchants, self storage business, small manufacturers, Southwark Council depots and artists' studios such as Space Studios on Latona Road. A new industrial estate has been built at Giengall Road on the site of an old patent safe manufactory and this is in part occupied by the arts industry which has a significant presence in terms of both production and storage and distribution. In all the area is estimated to employ 1,197 people.

While the canal has long gone, a direct connection from the Friary Estate or from Peckham Park Road to Old Kent Road is prevented by the property boundaries along the old canal route. This separates the most immediate residents from the shops and supermarkets and separates small and large commercial and retail businesses from each other fragmenting any sense of place and limiting the potential for local businesses to connect.

To the north of Old Kent Road a fragment of Georgian terracing remains with a new residential infill, the "Bath House" on the site of the old public baths. Along St James's Road there is an old varnish and "Japan" factory, now sub divided into small business units. This sits opposite the Bermondsey Works residential and school development and a fragment of Victorian residential terrace next to 1930's office buildings that have been converted through permitted development to flats. To the east is the sub urban low rise Southwark Council estate development of the 1980s. The listed Phoenix Primary School, which has been on this site in various forms since the late 19th century occupies both sides of Marlborough Grove. The centre of the block is dominated by the six Bridges Industrial Estate and the Selco Builders Merchants on the site of an old brewery and the extensive rear gardens of the original housing on Marlborough Grove. The industrial estates are fully occupied by a mix of builders merchants, trade counters and arts distribution and storage which employ over 200 people.

This city block, like its neighbour to the south is impenetrable. The servicing of the Six Bridges Estate along Marlborough Grove is shared with the Phoenix Primary School, not an ideal arrangement.

The walls that enclosed the railway sidings are visible along the northern edge of Rolls Road and the bridge on James Road originally carried it over the railway. The horse stable, horse hospital and its forge have also survived intact and are currently used by a metal fabricators business and as stabling for horses.



Old Kent Road



Avondale Square Estate



SITES AND MASTERPLANS

LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD (OKR10)

Plan:

The retail park is very much of its time pre dating the rapid and continuing growth of online business. Nonetheless, it provides a valuable service not just locally but to the wider south London area as well as being a significant local employer. The retail uses on the site such as Pets at Home, B&Q and Halfords should be retained in new high street formats. Similarly the Asda store will be retained and the use of the site intensified. There are limited food outlets in the area, (McDonalds and Subway) with considerable scope to expand this offer. The plan promotes office and residential development in line with the intensification of the newly designated town centre.

This area will continue to provide jobs within a range of business spaces, including standalone commercial buildings, such as at the Glengall Road Industrial Estate, Space Studios and in small industrial spaces and offices integrated into mixed use residential development. A new linear park along the Surrey canal route with a series of "basin" spaces of different characters that open off it will provide more direct connections between the residential and business communities and to Burgess Park. The Surrey Canal Park will have a more industrial character along Bianca Road reflecting the uses that flank it. Elements of the areas industrial heritage such as the bottling factory on Ossory Road, chimneys on Bianca Road and on the Travis Perkins site, and the buildings adjacent to Space Studios will be retained.

The scale of development will be greatest at the crossing of the junction of Peckham Park Road and Old Kent Road reducing towards Burgess Park and the residential estates to the south.

Site area: 11.1 ha

There are currently around 41 businesses and 805 jobs in this site.

Indicative capacity: 4,200 homes,
3,100 jobs

Redevelopment must:

- Replace existing employment floorspace (B use class) and provide a range of employment spaces which is consistent with the building and land use types shown in Figure SA2.3; and

- Replace existing retail space (A class use) and activate frontages on Old Kent Road through provision of retail (A use class), business (B use class) or community uses (D use class); and
- Provide land for a new primary school on the Asda site; and
- Provide a new park on the alignment of the former Surrey Canal; and
- Provide new pocket parks on the Asda site; and
- Potentially provide a new tube station; and
- Provide on-site servicing.

Phasing:

The council has received one large application and is in pre-applications on several other sites around the new Surrey Canal Park. The park and developments around it could be completed within the next 5 years. Development is expected happen on the Asda supermarket site and McDonalds, in the mid 2020s or 2030s, when the Bakerloo Line Extension is built.

KEY MAP

— OKR 10



SA2.2 - Sub Area 2 Masterplan

BUILDING TYPOLOGIES AND LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.

HORIZONTAL MIX: Medium-large storage and distribution units

Large industrial units within mixed use buildings. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage. The frontages around blocks provide scope for two storeys of commercial space which can be used for offices, showrooms and studios. Residential amenity areas can be located on the rooftop.

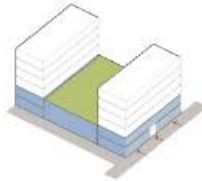
Suitable uses: *Storage, wholesale, distribution, depots (Class B1c, B8 and sui generis depot uses) within the central spaces.*



HORIZONTAL/VERTICAL MIX: Small industrial units

Double height spaces of 6-8m can be accommodated within the centre of blocks. Units would typically be 150-200m². Blocks can be wrapped within two storeys of workspace that can be used for offices, showrooms and studios. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

Suitable uses: *Light industrial uses (Class B1c use) and maker spaces within the central space.*



VERTICAL MIX: Small office and studio

Workspace will be provided at ground and first floor. Ground floor ceiling heights should be a minimum of 4m. Basement levels should be utilised to accommodate residential servicing, storage or commercial uses where appropriate.

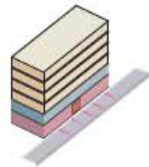
Suitable uses: *Artists' studios and office space (Class B1a and/or B1c use).*



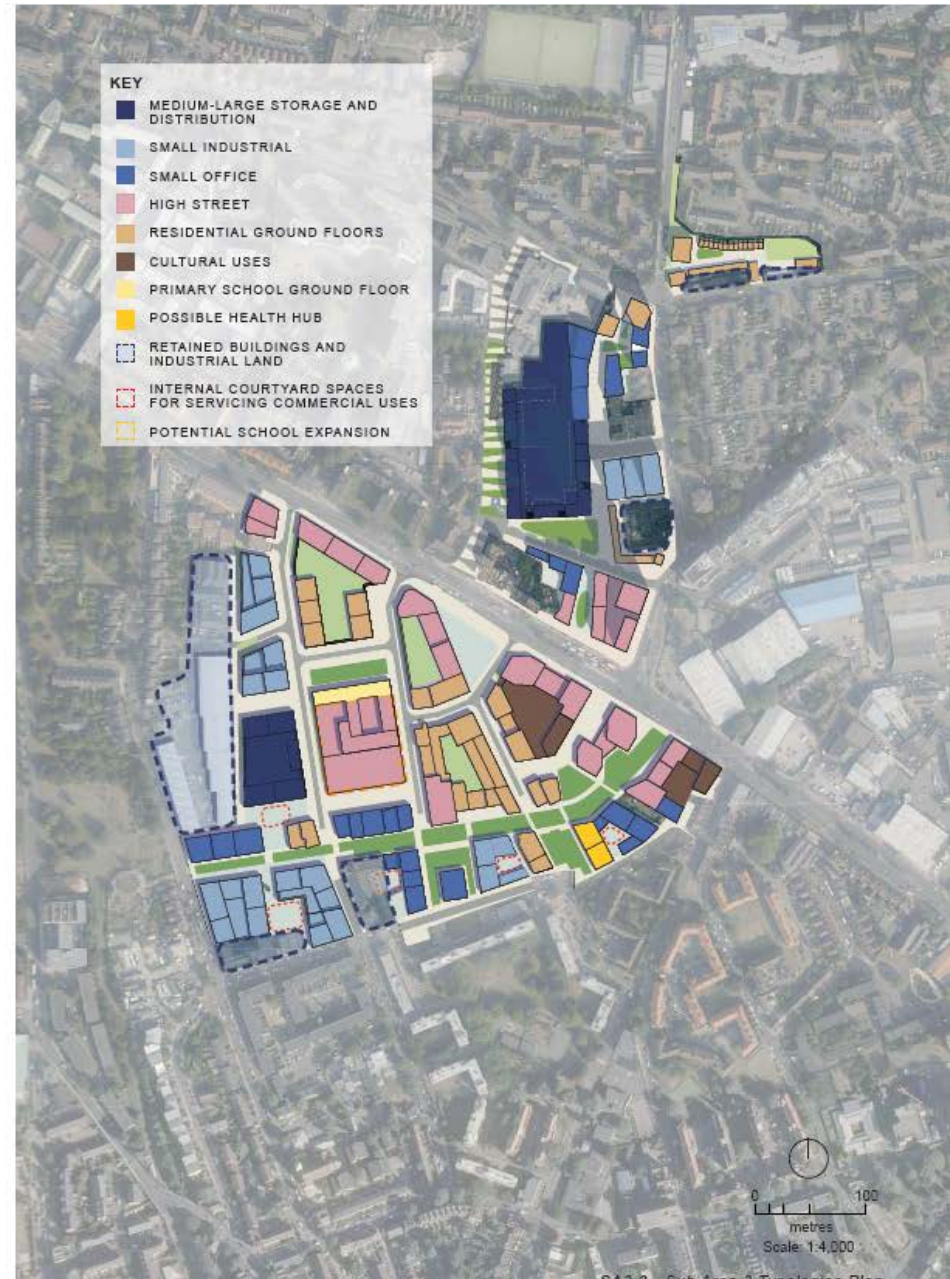
VERTICAL MIX: High street

New retail use to be provided below residential flats or office uses. Where there are large retail units at ground floor, these will be double height and served by generous footways.

Suitable uses: *Larger retail units on Old Kent Road suitable for supermarkets or larger stores.*



SHARED COURTYARD SPACES
For residential and commercial uses with shared access.



ACCESS, SERVICING AND FRONTAGES

Servicing

Servicing to commercial spaces and yards should take place off-street to ease pressure on the road network. Where possible:

- Servicing should be rationalised to serve multiple commercial units to reduce the number of trips;
- To the north and south of the Surrey Canal Park the proposed perimeter blocks should have servicing consolidated within them;
- Servicing access across the Surrey Canal Park should be minimised;
- Servicing routes for the Six Bridges Estate should be relocated from Marlborough Grove to St James's Road;
- Industrial units should have individual ground floor direct access for pedestrians and vehicle loading/unloading;
- Undercrofts should have a minimum height of 5m to allow clearance for delivery vehicles; and
- Consideration should be given pedestrian and cycle movement in considering the design and location of loading bays and servicing access points.

Frontages

Frontages should help generate activity and vibrancy at ground floor by:

- Containing doors and windows which overlook streets and avoiding blank facades;
- Locating back-of-house functions, such as refuse stores, discretely to minimise their visual impact;
- Ensuring that any parking is located within basements or structures where it can be wrapped with other uses;
- Making ground floor working spaces visible from the street with openings thought of as a "window into working". While solid external roller shutters should be avoided, innovative solutions to create adaptable and secure ground floor openings should be used; and
- Providing shopping and commercial frontages onto Old Kent Road itself.

Road network

The opening of a new road connecting Bianca Street to Frensham Street should reduce traffic running through the Friary Estate and enable efficient servicing of the blocks south of the Surrey Canal Park. Creating a new service access from Livesey Place into the "Civic" block should enable the current servicing of the Topps Tiles site to be removed from Old Kent Road frontage.

Reducing the traffic in Marlborough Grove should enable that street to be repurposed and reduce traffic at the junction with Old Kent Road.



STREETS, PARKS AND PUBLIC BUILDINGS

Development will transform the large mono use industrial and retail areas into a mixed use development with green routes and new parks which connect homes and workplaces with schools, a rejuvenated high street on Old Kent Road and surrounding residential areas.

1 OLD KENT ROAD

Existing trees will be retained and enhanced with new planting. Introduce new high street frontages on the north and south side of the Old Kent Road. Create new spaces off Old Kent Road which form a series of "rooms" along its length which complement the better aspects of its current character and provide a setting for the retail and institutional uses as well as mitigating air pollution.

2 SURREY CANAL PARK

Create a linear park along the route of the Surrey Canal. This will have a series of "basin" spaces that open off it as the original canal had, which will have differing characters according to the uses that front the park space.

- To the west at Bianca Road this will be part granite sets and part planted to allow access to the creative workspaces in the retained factory building on the corner of Glengall Road and Bianca Road. Similar treatment adjacent the Space Studios building will allow the process of making art to spill into the park space and be seen.
- At Malt Street the space will be "transactional" used by both the commercial businesses and residents that surround it.
- At Frensham Street a new community garden space will be created adjacent to the gardens of the Friary estate. The chimney stack on the Travis Perkins site will be retained.
- At Old Kent Road park entrance, spaces will be created as a break out for a new institutional cultural use.
- The landscaping will be designed to encourage cycling and jogging along its length. In the shorter term temporary links should be provided across the old canal alignment.

3 GLENGALL ROAD BUSINESS PARK

Retain existing route through the estate.

4 LIVESEY PLACE

Establish as a retail/café lined street between the shopping parade on Peckham Park Road and the Surrey Canal Park/Cantium development. The existing granite sets on the public highway and yard beyond will be retained.

5 FRENSHAM STREET

Extend northwards connecting to the new public space created adjacent to Old Kent Road to Marlborough Grove via a pedestrian crossing. Its southern end would be primarily residential. It would considerably enhance connectivity across the area.

6 INTERNAL COURTYARD SPACES

To the north and south of the canal internal courtyard spaces within the perimeter blocks will both enable servicing of industrious uses and also create attractive environments in which to work.

7 NEW PRIMARY SCHOOL

Explore the potential to build a new primary school on the Asda site.

8 MARLBOROUGH GROVE

In the longer term take servicing out of Marlborough Grove on the redevelopment of the six Bridges Estate and repurpose it as a play/sports/nature space for the Phoenix Primary School and wider community. Investigate the potential for partial closures of the street in the shorter term.

9 SIX BRIDGES PARK AND LOVEGROVE STREET

Create a new park space to the centre of OKR 15 to provide amenity and sports space including two tennis courts. Historic Lovegrove Street will be opened up to provide north south permeability and allow back of plot sites to come forward for development.

10 THE STABLES

Create a new food growing space to the rear of the stables and new pedestrian and cycle link onto Quietway 1 adjacent to the old railway bridge.

11 ROLLS ROAD

Replace the extensive asphalt pavement on the boundary with the Avondale Estate with rain gardens as part of a sustainable urban drainage scheme.



BUILDING HEIGHTS

1. LAND BOUNDED BY GLENGALL ROAD, LATONA ROAD AND OLD KENT ROAD

In line with the stations and crossings strategy, the scale of development here should be greatest at the "crossing" where Peckham Park Road meets the Old Kent Road. It should then reduce towards Burgess Park in the west. The key elements of the building heights strategy here are:

- The tallest 'Tier One' buildings should be located close to the Old Kent Road, around the point where the Surrey Canal Park crosses the road. There may also be scope for another 'Tier One' tall building to the north of the Surrey Canal Park, where commensurate open space can be provided;
- To the south of the park, buildings should be lower, between eight and 10 storeys, in order to ensure that the park is not harmfully overshadowed and a sensitive relationship with the Friary Estate is established.

The design of taller buildings will be expected to:

- Create an open, permeable and highly articulated skyline which avoids the coalescence of buildings, particularly when viewed from the park; and
- Incorporate low rise commercial plinths at lower levels to create an animated frontage to the park whilst allowing enough light to get through to the north;
- Carefully consider their impact on the skyline, especially in the context of surrounding heritage assets;
- Moderate the scale and modulation of façade elements to take long distance views into account (e.g. creating larger apertures); and
- Be grounded in public realm of a generosity that is commensurate to their height.



Listed buildings on Glengall Road

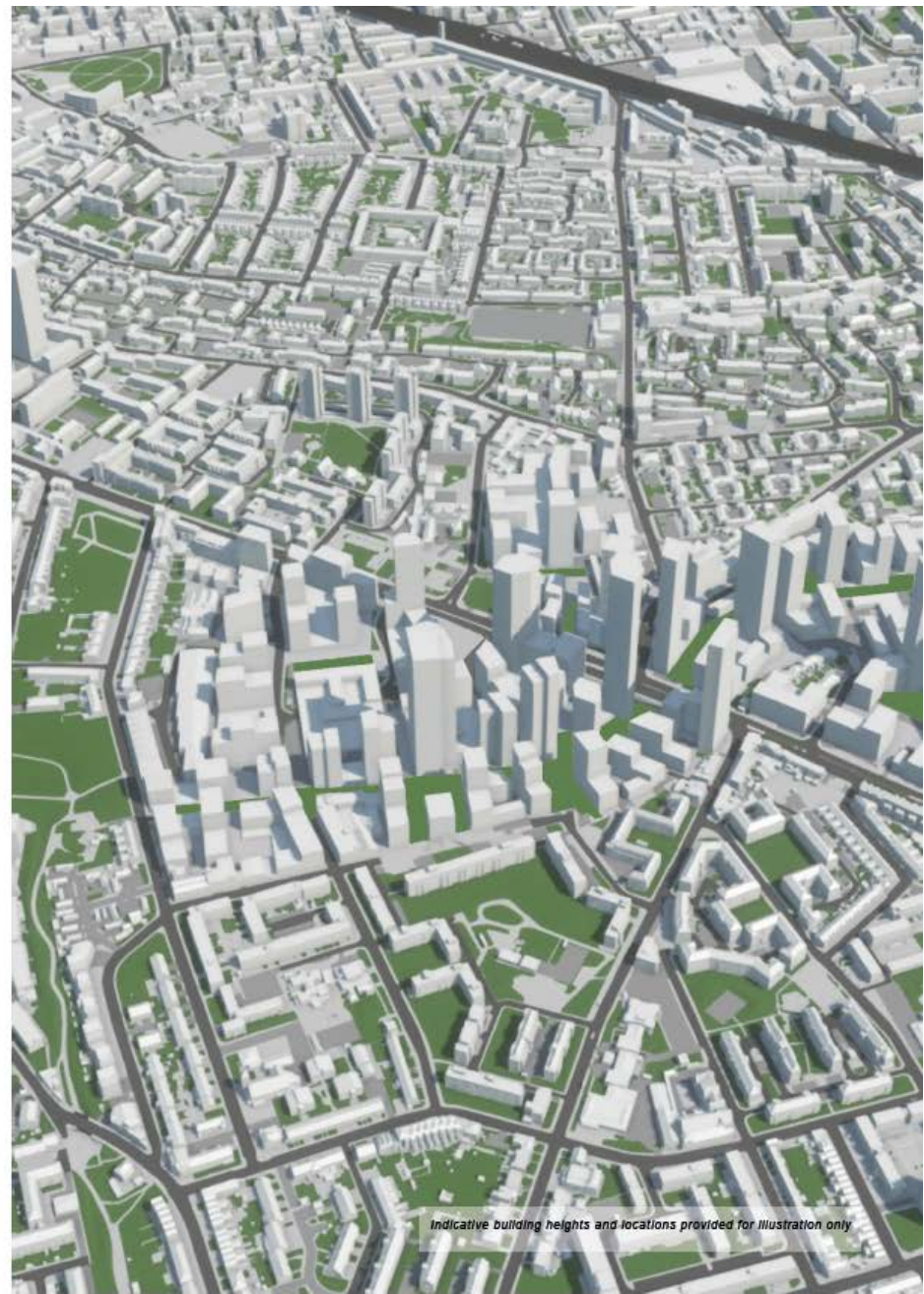
2. MALBOROUGH GROVE

The scale of development here should also be highest at the "crossing" of the junction of Rotherhithe New Road with Old Kent Road, and then reduce in scale towards the Phoenix Primary School and the residential fringes of the site. The key elements of the building heights strategy here are:

- There is scope for a 'Tier One' tall building near the crossing of Rotherhithe New Road and Old Kent Road. This could be set back from Old Kent Road itself to avoid the junction becoming overcrowded;
- The heights of other buildings fronting onto St James's Road should range between 5 and 8 storeys, with some potential for 'Tier Three' tall buildings in appropriate locations closer to Old Kent Road but tier 2 and 3 tall buildings would be located on the Six Bridges Estate towards Old Kent Road and the new park space;
- The corner of St James's Road and Rolls Road should be marked by a distinctive building of around 8 storeys in height; and
- Building on top of the Six Bridges Estate immediately adjacent to the school should be avoided to keep the scale appropriately low in this location.



The Friary Estate



Indicative building heights and locations provided for illustration only

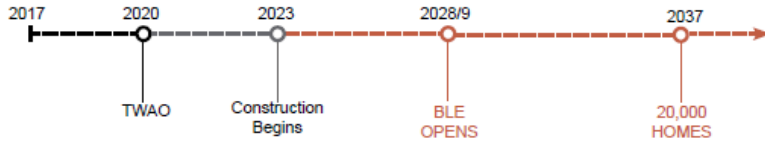
Evidence base and consultation

- Employment Study 2016
- Employment Land Strategy 2016
- Community forums
- Southwark Workspace Provider List
- Old Kent Road Business Network and FAQ's
- Drop-in sessions
- Workspace demand study 2018
- Guidance on Section 106
- Creative Old Kent Road
- Article 4 Directions

Planning policy

- Increasing the number of jobs and generating employment
- Requirement for at least reprovision or increase of employment floorspace on site
- Accommodate existing businesses on site or provide relocation options in the local area
- Bespoke design specifications to meet current demand
- Partner with workspace providers
- Provide affordable workspace

TIMELINE:



Delivery and Phasing

The delivery of the Bakerloo Line Extension is essential to the delivery of 20,000 new homes and 10,000 new jobs in Old Kent Road. Current developer interest and confidence in the future has largely been stimulated by the Mayoral commitment to deliver the BLE by 2028. It is absolutely essential that this confidence is not undermined. With a shortage of homes, and increasing demand for workspace it is important that this AAP/OAPF provides confidence to investors who will deliver the aspirations of the plan for the benefit of Southwark and the wider London context. The Transport and Works Act Order (TWAO) will be submitted in 2020 and the Mayor has committed to bring the completion date forward from 2030 to 2028/29.

To ensure that public transport capacity is sufficient to allow for the travel requirements generated by new development, the council along with the GLA and TFL will review the grant and implementation of planning permissions and progress towards the delivery of the BLE and other public transport enhancements each year to ensure that there is a match between transport and development capacity. We think that it will take at least 7 to 8 years to deliver 8,000 homes and by that time good progress will have been made on the delivery of the BLE. Should there be a mismatch between transport capacity and housing delivery until 2036, we will review options that may include the need to limit further delivery, potentially through phasing of development in the later stages of the plan. The potential of the Old Kent Road to provide a large number of homes and jobs at a rapid rate of delivery provides the business case that should ensure funding and avoid the need to limit housing delivery. Figure 6 demonstrates the expected phasing of development over the next 20 years with and without the BLE.

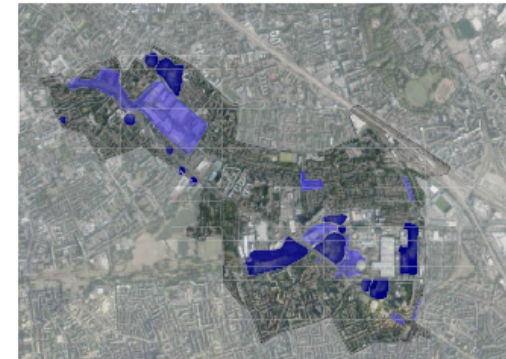
Additionality



WITH BLE
2017



WITHOUT BLE
2017



2027
8,000 HOMES
5,000 JOBS

2027
4,000 HOMES
2,000 JOBS

2037
20,000 HOMES
10,000 JOBS

2037
8,000 HOMES
4,000 JOBS

KEY ■ SHORT TERM ■ MEDIUM TERM ■ LONG TERM

OLD KENT ROAD - A PART OF CENTRAL LONDON

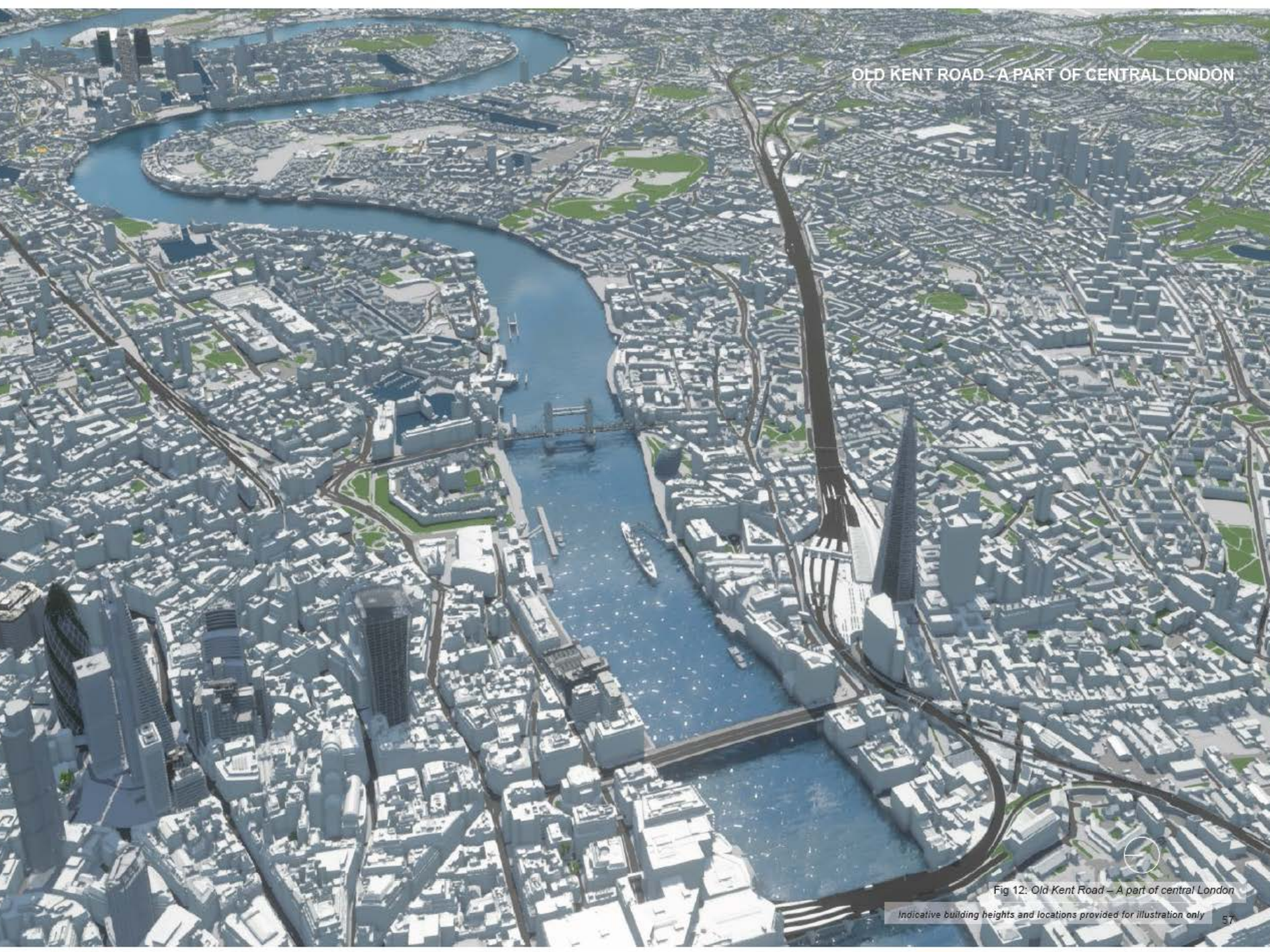


Fig 12: Old Kent Road – A part of central London

Indicative building heights and locations provided for illustration only