

Local Development Study  
March 2018









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### Revision notes

P06	Revision	IT	RM	14.05.2018
P05	Revision	IT	RM	16.03.2018
P04	Revision	IT	RM	20.10.2017
P03	Draft revision. QA pending	IT	RM	21.09.2017
P02	First issue to client	IT	RM	15.08.2017
P01	Draft for information	IT	RM	20.07.2017

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## 1.0 Introduction

### 1.1 Introduction

The London Borough of Southwark (LBS) commissioned Patel Taylor to carry out a study to assess the redevelopment potential of an area within the Old Kent Road (OKR) opportunity area known as OKR10 (the site was referred to as OKR14 in the 2016 Draft). Building on existing masterplan work, the study will help shape emerging placemaking principles, assess development capacity in three dimensions, and inform on-going discussions with landowners who are preparing development schemes in sites within OKR10.

As part of the study, Patel Taylor has also assessed the development potential of two sites owned by LBS:

- The Frensham Street depot, which accommodates the council's building services (see **Site 1** in Figure 1).
- The Latona Road depot, which comprises the council's salt store (see **Site 2** in Figure 1).

### 1.2 The brief

1. Undertake an analysis of the context within OKR10, surrounding areas and the emerging AAP.
2. Test the development potential and capacity of the two sites in 3D.
3. Participate in a joint workshop with developers/architects developing schemes on adjacent sites.
4. The final study must provide a report which includes the following:
  - An analysis of the physical context
  - A description of the evolution of proposals
  - A succinct description of the proposals
  - Appropriate drawings/diagrams
  - Sketches/illustrations which imaginatively communicate the place being created
  - An assessment of capacity/schedule of accommodation
  - A description of key assumptions



Figure 1: Aerial view of the three sites













## 2.0 Planning context

### 2.1 The Old Kent Road AAP

The Old Kent Road Area Action Plan (AAP) is a strategy to regenerate the Old Kent Road and surrounding area. It sets out a vision for how the area will change over the period leading up to 2036. This is supported by policies that LBS will put in place to achieve this vision. LBS published a Draft of the AAP in 2016.

Over the next 20 years, the opportunity area will be transformed, becoming increasingly part of central London. These changes will be driven by the expansion of central London south of the Thames and the construction of the Bakerloo line extension.

The main proposals for change set out in the Draft AAP are:

1. **Revitalise** OKR as a high street with animated uses at street level and residential homes above.
2. **Recognise** the OKR's central location by including it within an extension of London's central activities zone.
3. **Provide** 20,000 new homes, including council homes and private rented homes.
4. **Enable** employment clusters contributing to create 5,000 additional jobs.
5. **Create** a mixed use office quarter around Mandela Way and Crimscott Street.
6. **Explore** the potential to build on a growing reputation for arts and creative business.
7. **Provide** social infrastructure: primary and secondary schools, health centre and sports centre.
8. **Deliver** two new tube stations on the Bakerloo line extension.
9. **Transform** the OKR into a modern boulevard with improved public realm.
10. **Form** new linkages stitching together the neighbourhoods.
11. **Enable** public realm improvements.
12. **Provide** new parks and open space.
13. **Improve** the existing network of open spaces.
14. **Encourage** environmental sustainability.

The AAP for OKR is structured in three character areas: Central, North and South. The three sites that are subject of this study are located within the South character area.



Figure 2: Executive summary plan from the Draft OKR AAP, June 2016



## 2.0 Planning context

### 2.2 The Old Kent Road AAP (Draft June 2016) South Area

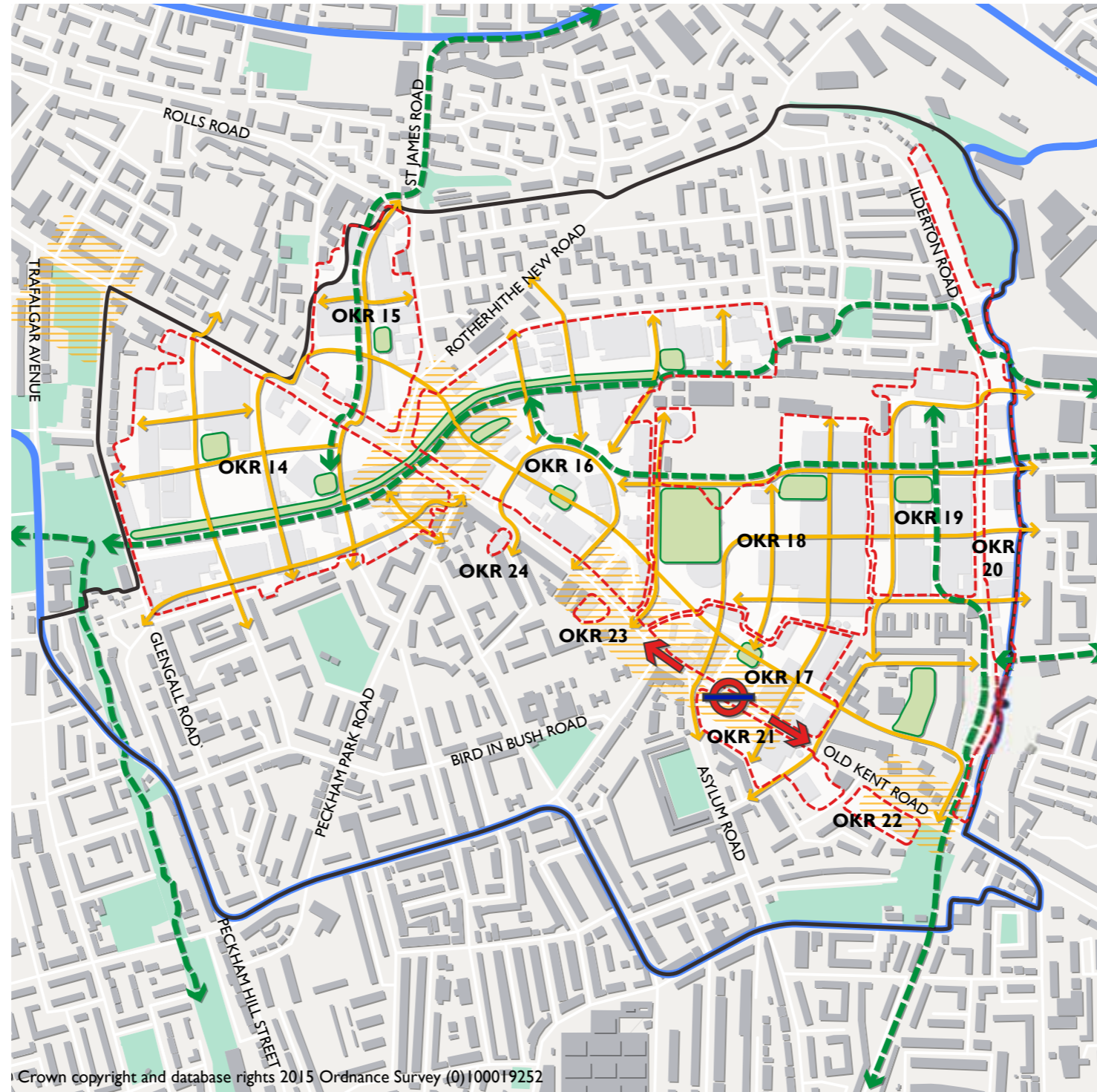
This area includes the southern stretch of the Old Kent Road in between Glengall Road and the borough boundary with Lewisham. This part of the OKR is much more fragmented than the northern section with retail parks and superstores breaking up the street frontage. To the north and the south of the OKR, there are large concentrations of industrial warehousing use and residential areas beyond these.

The Draft 2016 AAP sets out the following principles for land use:

- Reinforce the high street offer along the southern stretch of the OKR with an appropriate mix of uses.
- Provide residential use.
- Support employment clusters at Sangate Street and St James's Road; Hatcham Road and Latona Road.
- Enable the potential integration of the Integrated Waste Management Facility into the wider regeneration of the area.
- Maximise opportunities to enhance the growing cultural offer around Hatcham Road and Latona Road.
- Deliver the necessary supporting infrastructure school places and health facilities.

The AAP proposes a green route on the alignment of the former Surrey Canal. This will provide an attractive and safe route for people walking and cycling which extends from Burgess Park through the heart of the development sites on either side of the OKR. It should have a leafy and green character providing a spine which connects pocket parks and open spaces along its route. Improved crossing points at OKR should provide direct and convenient access and a strong visual link between eastern and western sections of the canal route.

The AAP also envisions enhancing the open space network through the introduction of new spaces that act as a focus for activity and help draw people through the area. Providing safe, direct and attractive routes for people is a key objective, connecting open spaces and helping link them into the surrounding network.



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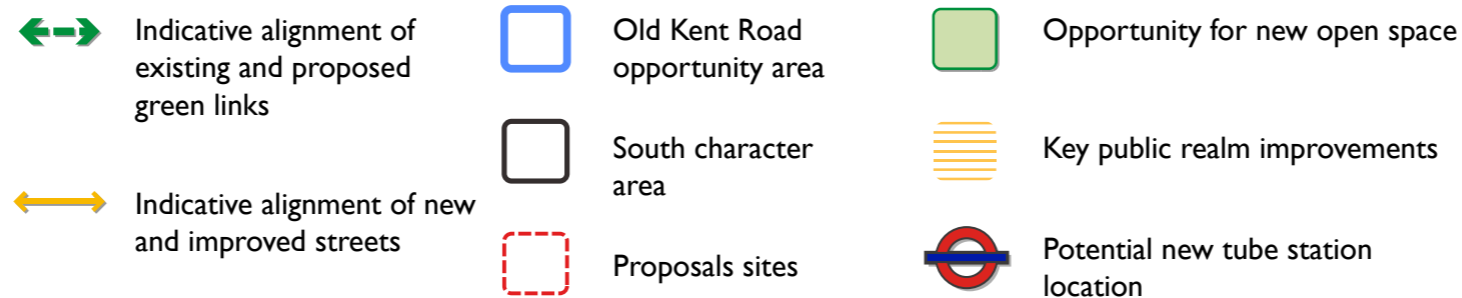


Figure 3: Old Kent Road south character area proposals

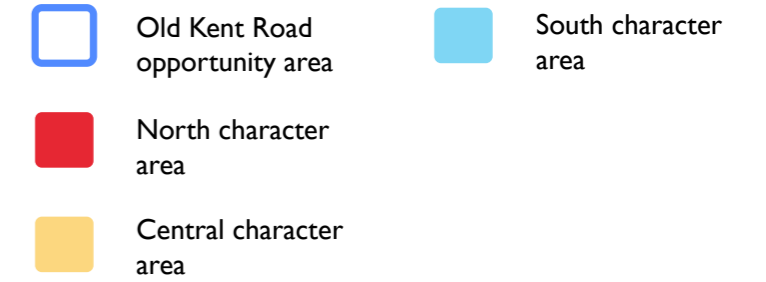
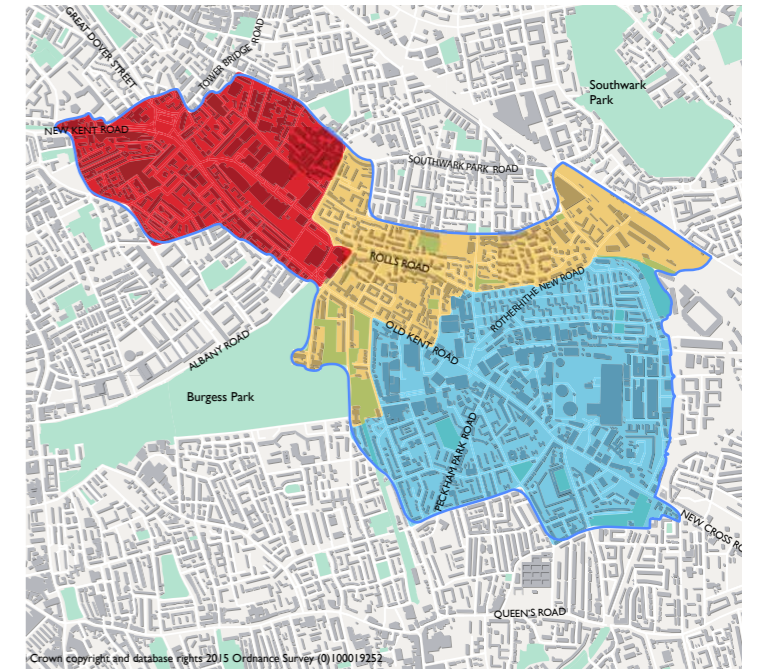


Figure 4: OKR character areas



## 2.0 Planning context

### 2.3 OKR10 Local Development Study

In October 2016 Fluid were appointed by Southwark Council to develop a Local Development Framework for the area of Old Kent Road (OKR10), situated between Old Kent Road, Glengall Road and Latona Road, east of Burgess Park.

The purpose of the Local Development Study (LDS) was to explore and test the principles identified in the Old Kent Road Area Action Plan and the placemaking study in more detail, working with the landowners and their agents/consultants for the OKR10 site. The LDS is part of the evidence base, which helps underpin the AAP, and will inform a future supplementary planning document and the next version of the AAP (Autumn 2017).

The overarching aim to create a well-connected neighbourhood with a significant number of homes, as well as other uses including employment, high street and town centre and community uses. The area will have a strong and clear identity as a neighbourhood to live and work in, framing a landscaped linear park, public open space and route. It will offer a range of housing options for residents of different ages and circumstances, and the social and commercial facilities and infrastructure to support a stable community, whilst a range of workspaces will allow new and existing business to grow and flourish.

The Local Development Study (LDS) looked to address the following objectives:

- Establish a new linear park connecting Burgess Park to South Bermondsey referencing the former Surrey Canal route
- Support and extend the existing creative business cluster
- Form new north-south pedestrian and cycle connectivity
- Improve the public realm and high street offer on Old Kent Road
- New streets and routes to provide access to Old Kent Road for new and existing surrounding residents
- Take into account the future Bakerloo Line extension

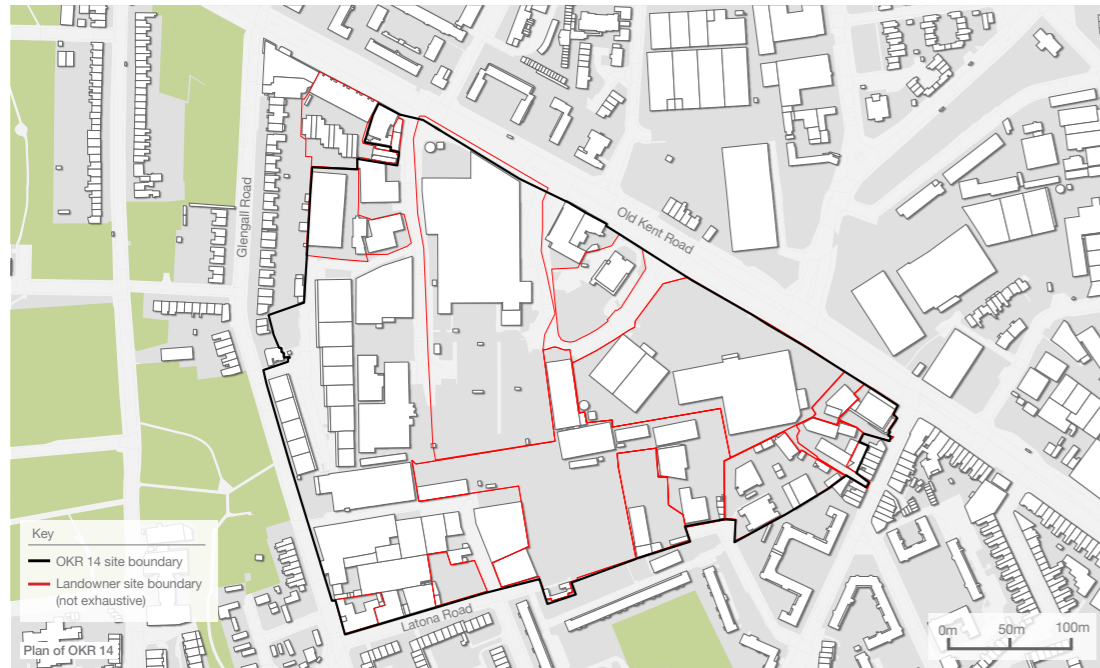


Figure 5: OKR10 LDS - Plan of OKR10

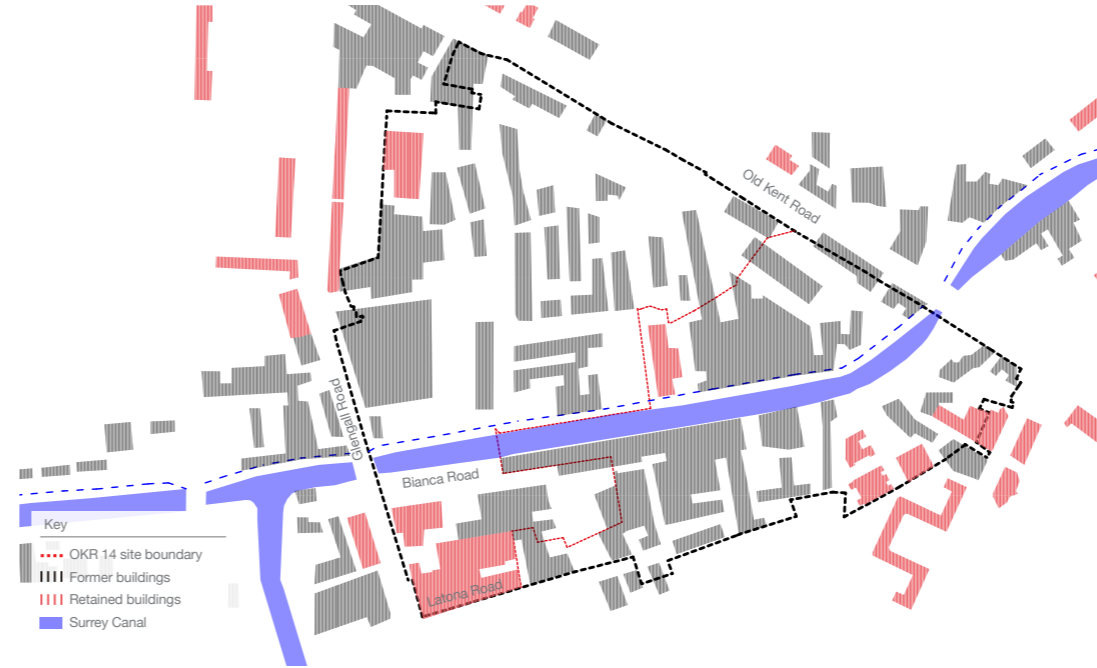


Figure 6: OKR10 LDS - Ground figure plan of Surrey Canal in OKR10 in the 1950's

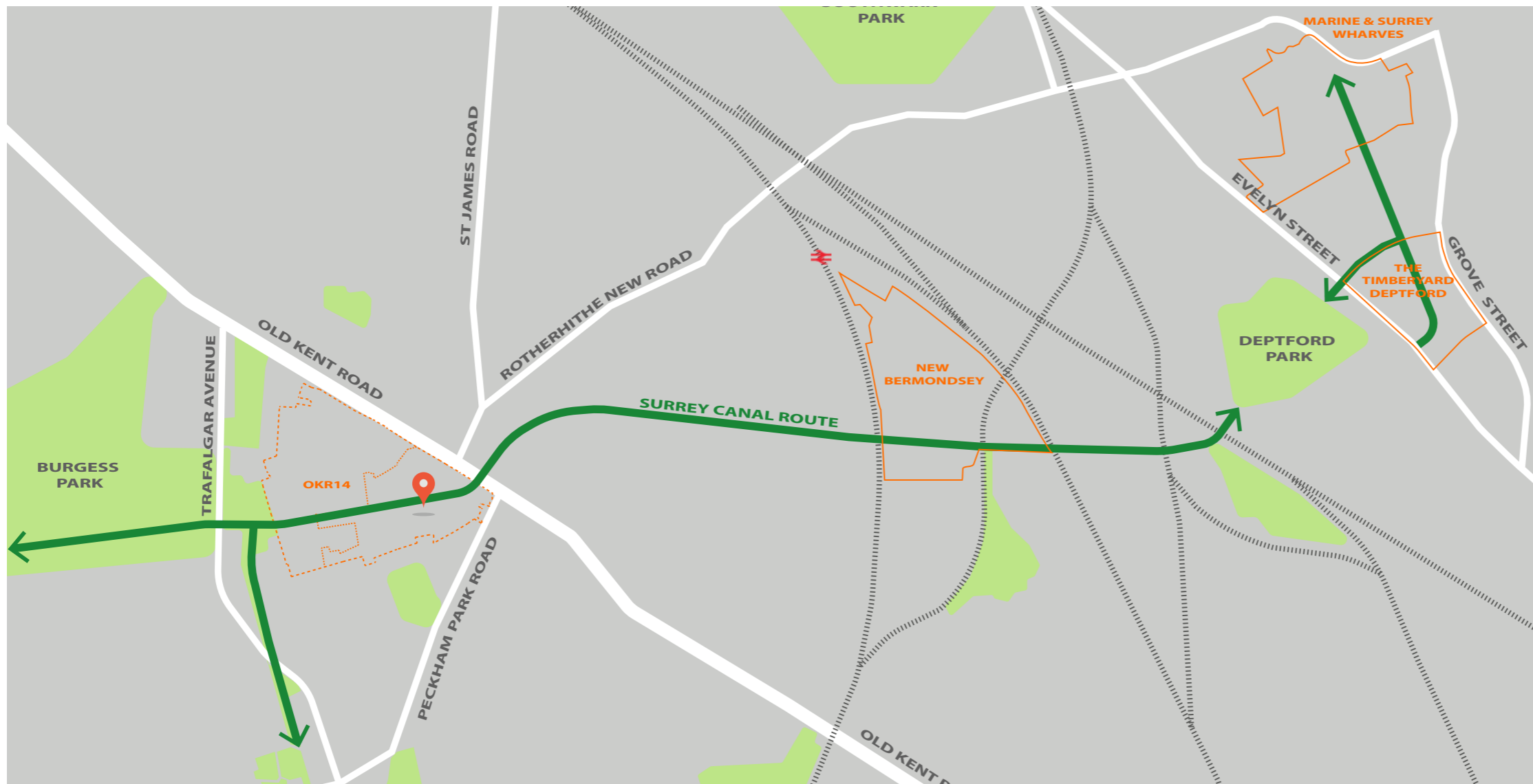


Figure 7: OKR10 LDS - Re-introducing the former Surrey Canal Route

## 2.0 Planning context

### AAP / LDS

The strategic layout outlined in the draft AAP was refined by the LDS. This involved drawing a more detailed understanding of land ownership, technical constraints, the movement network, and aspirations for heritage and built character, as well as land use distribution.

A key challenge was to develop the framework whilst being informed by land ownership. The LDS helped to co-ordinate the current developer activity across 7 landowner sites in the OKR10 Composite Site, and the aspirations of the client for the wider OKR opportunity area. Fluid held a number of workshops and one to one meetings with the landowners, and their design teams, to deliver an exemplary development.

The urban block structure aims to avoid piecemeal development ensuring that sites can be delivered in a way that is coordinated and which contributes to the wider vision for the area. The framework plan addresses the distribution and amount of public space, informed by a need to balance provision between land ownerships.

### Patel Taylor masterplan proposals

In parallel to the two sites, Patel Taylor were asked by LBS to develop this LDS further with a strategy for the whole of OKR10 and the wider context. The emerging masterplan strategy is illustrated on the adjoining figure, showing an evolution of the Fluid plan with developments discussed over recent months.



Figure 9: OKR10 emerging masterplan strategy (Patel Taylor August 2017)

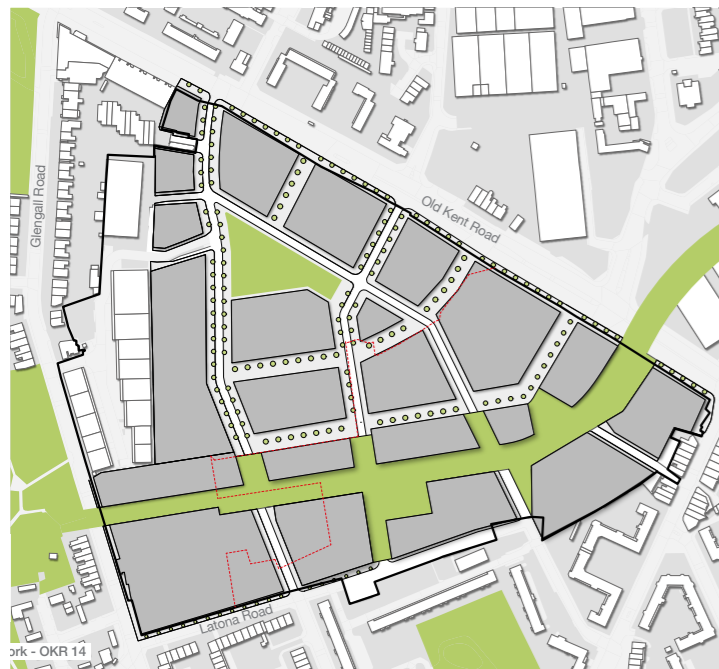


Figure 8: OKR10 LDS - Proposed development framework (Fluid)

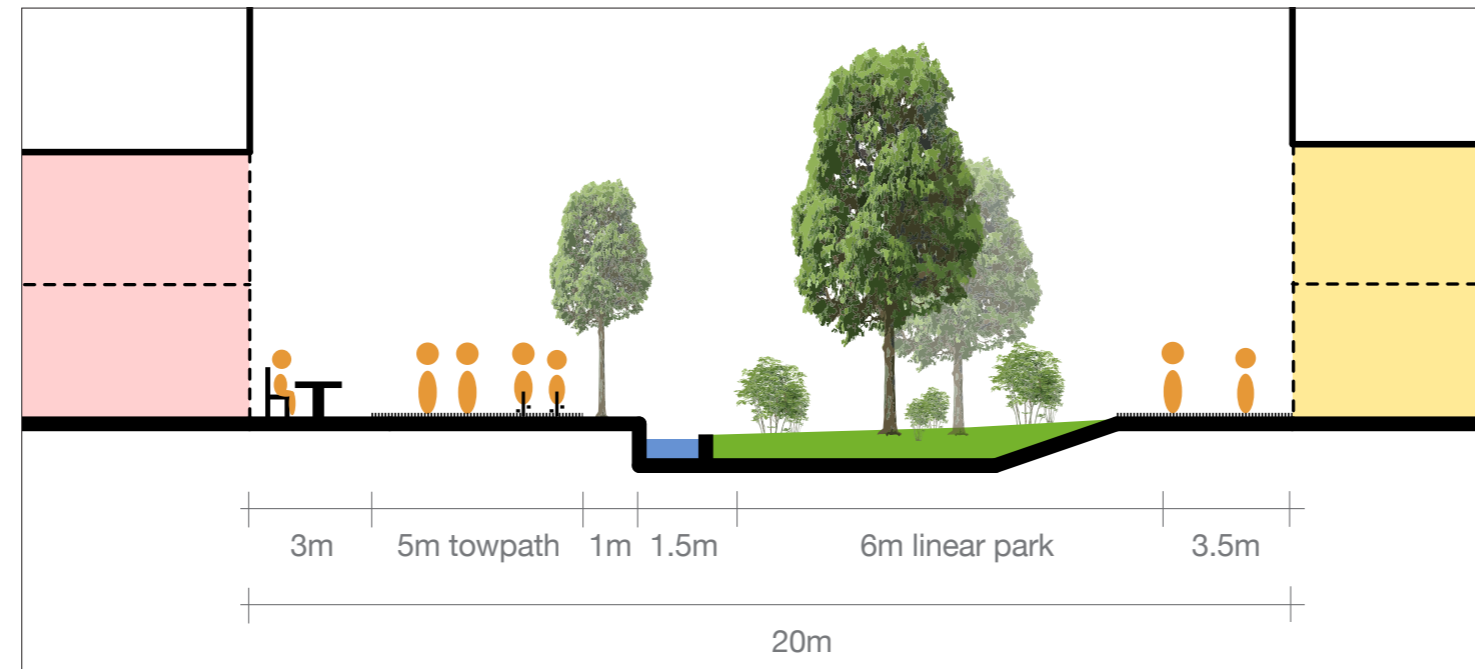


Figure 10: OKR10 LDS - Indicative section through the linear park

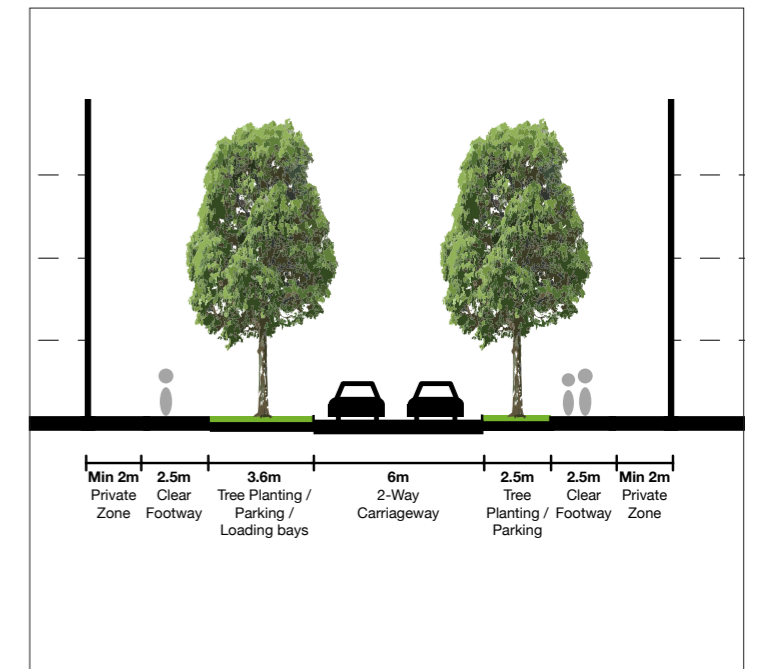


Figure 11: OKR10 LDS - Indicative section through 2-way carriageway street



## 2.0 Planning context

### 2.4 The emerging context

A number of landowners and developers are now actively preparing development schemes on their sites within OKR10.

These developments being promoted include a significant number of homes (2,800+) as well as employment space (10,000sqm+), retail space, community facilities and open space in high density schemes including buildings of up to 40 storeys.

#### Development sites in OKR10

1. **Christ Embassy**
2. **Active development site**
3. **Asda**
4. **McDonalds**
5. **Cantium Retail Park**  
Aviva and Galliard Homes with Alan Camp Architects and Brisac Gonzalez architects
6. **Topps Tiles / Rich Group**
7. **Former Civic building and Livesey Place**  
Maccreanor Lavington Architects
8. **Former Civic building and Livesey Place**  
Maccreanor Lavington Architects
9. **Private ownership**
10. **LBS Frensham Street depot**
11. **Nyes Wharf**  
HKR Architects
12. **Malt Street**  
Berkeley Homes with Rolfe Judd Architects
13. **Space Studios**
14. **93-95 Haymerle Rd**
15. **LBS Latona Road depot**
16. **Latona Road studios**
17. **Gadmon industries**
18. **Glengall Road**  
HKR Architects
19. **Storage facility**
20. **Glengall Business Park**
21. **ABC selfstorage**
22. **Kaymet London Limited**
23. **Newwy and Eyre**
24. **Robins & Day Car Showroom**
25. **Hire Man Tool and Equipment**

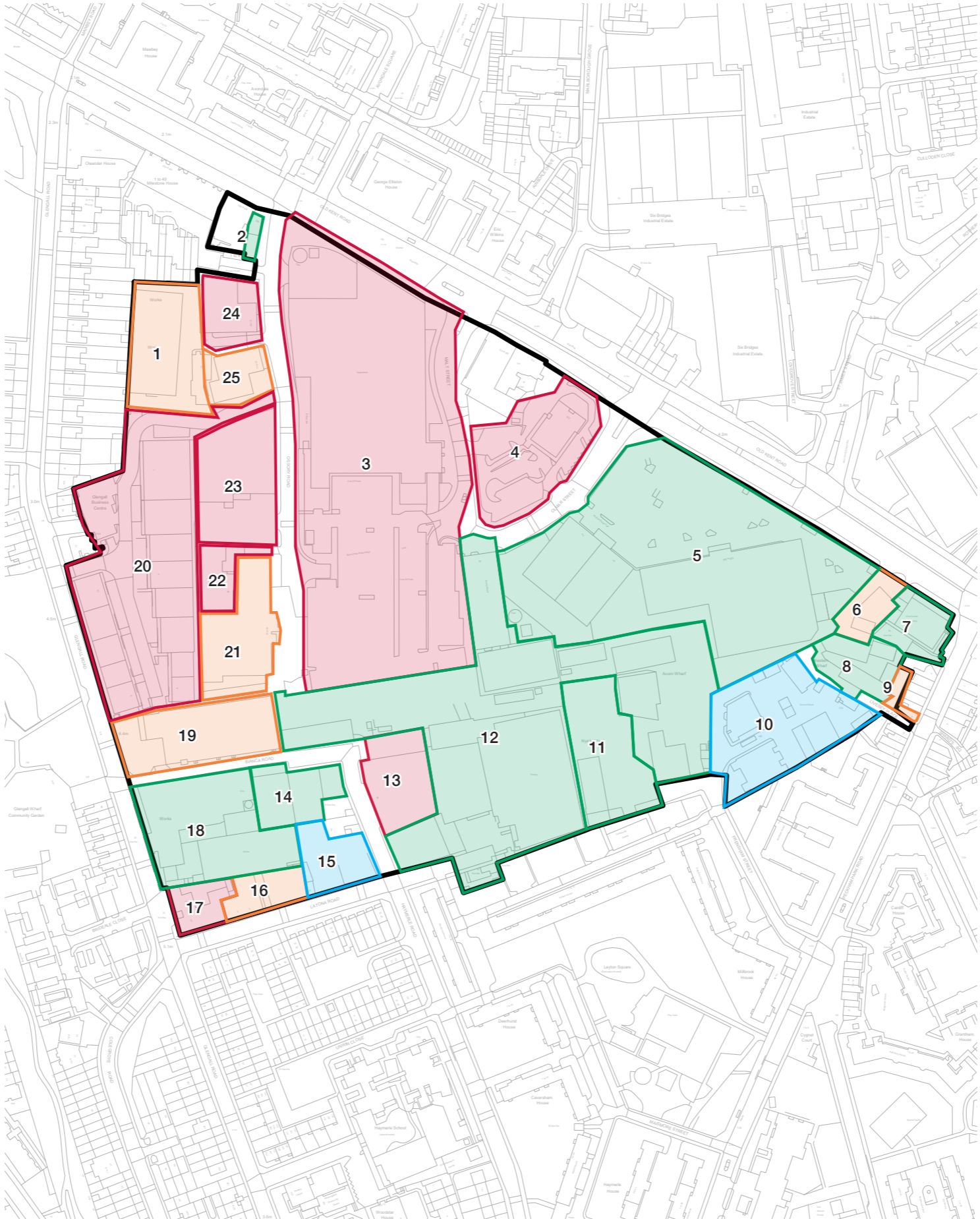


Figure 12: OKR10 development sites

- OKR10 boundary
- Active development site - preapplication
- Potential development site - plans unknown
- LB Southwark site
- Active commercial site - no current plans



## 2.0 Planning context

- **12. Malt Street**
  - 1.13 ha public open space (49% of the site)
  - 250 metre long linear park
  - 4,000 sqm public square
  - 925+ homes
  - 4,500 sqm commercial floorspace
  
- **17. Glengall Road**
  - Pre-application stage - residential with replacement commercial space
  
- **5. Cantium Retail Park**
  - Pre-application stage - residential with replacement retail space, commercial space and cultural use
  
- **7/8. Civic and Livesey**
  - Pre-application stage - Residential with replacement church and commercial space
  
- **11. Nyes Wharf**
  - Pre-application stage - Residential with retail space and commercial space

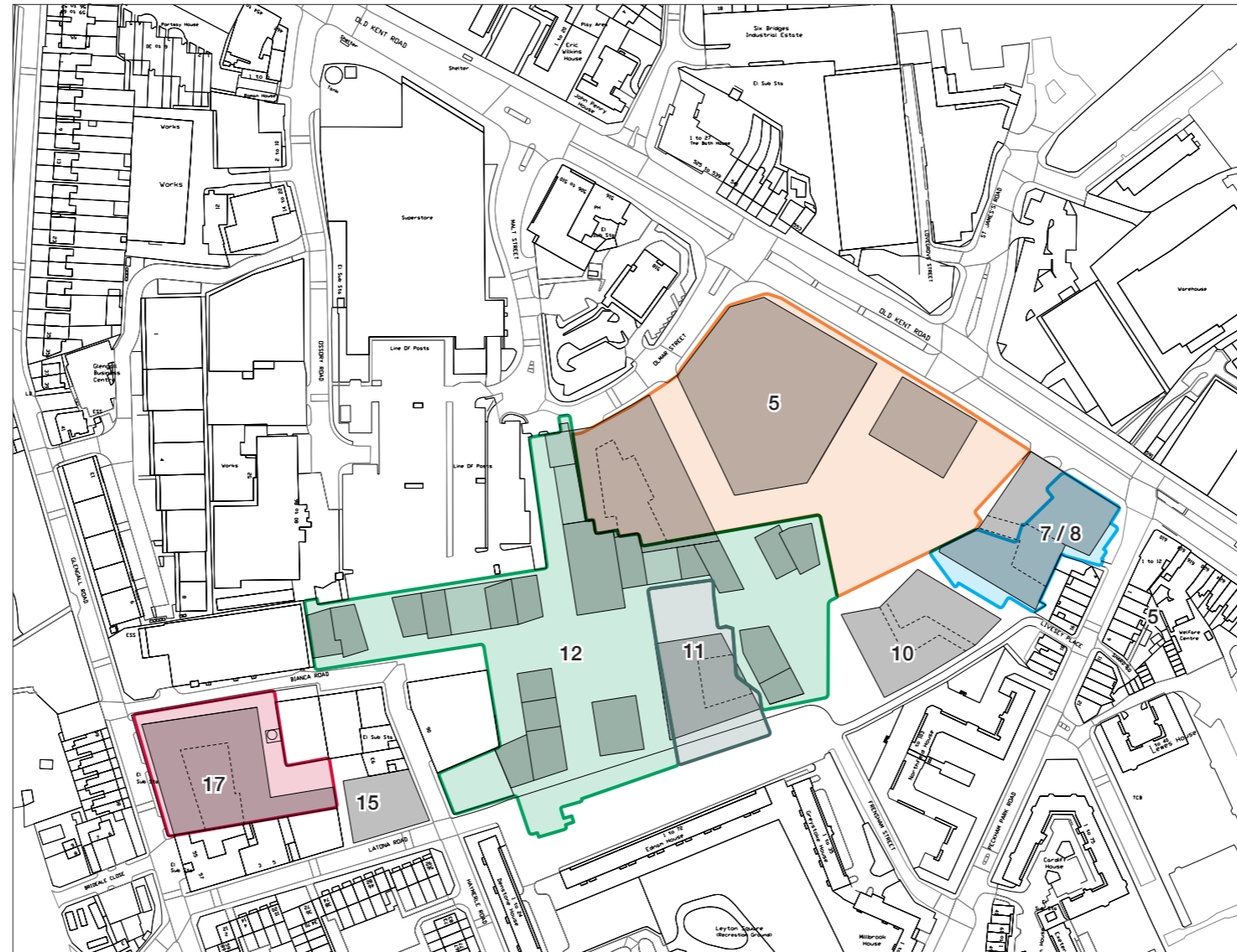


Figure 13: OKR10 active schemes with proposed development footprints



Figure 14: Malt Street scheme by Rolfe Judd Architecture







### 3.0 Site analysis

#### 3.1 Site history - the Grand Surrey Canal

Old Kent Road is one of the oldest roads in England. It was part of a Celtic ancient trackway that was paved by Romans and recorded as *Inter III* on the Antonine Itinerary. The Anglo-Saxons named it Watling Street. The road was mainly rural in nature, surrounded by fields and windmills and the occasional tavern until the 19th century.

In the early 18th century, the Rolls family of The Grange in nearby Bermondsey acquired a significant amount of land around Old Kent Road. The main road route gave rise to ribbon development because of the increasing urbanisation of the expanding metropolitan area. In the early 20th century, social housing was built on land previously held by the family who gave away their interests for public benefit.

The opening of the Surrey Canal in 1811 changed the character of the road from rural to industrial. Tanneries were established along it, and a soap processing plant was built. Older properties occupied by the upper and middle classes were converted into flats for the emerging working class population. By the time Bricklayers Arms goods station opened in 1845, the road was entirely built up, and Old Kent Road had one of the highest population densities in Europe with an average of 280 residents per acre. Sections along the road were commercial, with various market stalls and sellers, until the construction of the tramway in 1871. The road's southern section remained residential throughout the 19th century.

The Metropolitan Gas Works, identifiable by its large gasometers, was founded in 1833. It serviced an area of more than 13 square miles.

Old Kent Road railway station at the southern end of the road opened in 1866 and closed in 1917.

Unlike many places in London, the Old Kent Road area did not suffer significant bomb damage during World War II.

In 1968, a flyover opened at the northern end allowing access to New Kent Road which catered for the main flow of traffic. During the 1970s, run-down Victorian properties on and around Old Kent Road were demolished to make way for new housing estates. Burgess Park was created as part of the County of London Plan in 1943, which recommended new parkland in the area. Several tower blocks were built along the road, although some earlier 19th century buildings survived.

The road has not been considered to fit the characteristics of an urban town centre, and consequently large retail outlets, more suited to out-of-town schemes, have been developed.

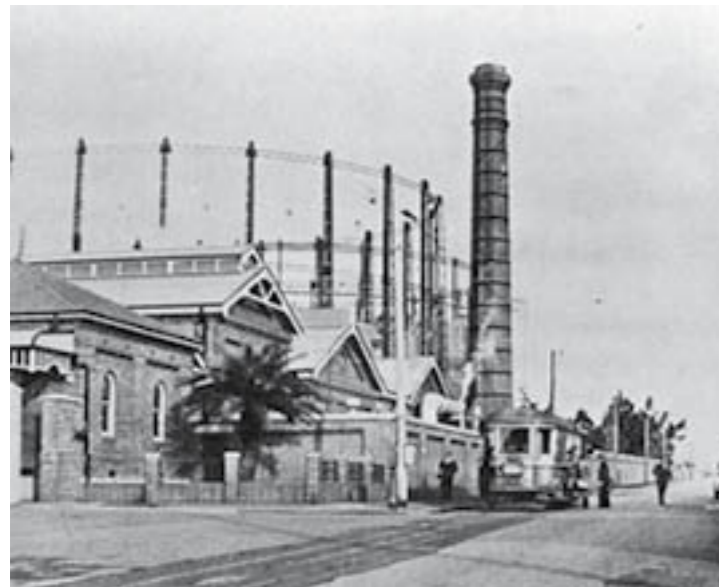


Figure 15: Historic photography of South Metropolitan Gas Works



Figure 16: The Swan pub, 84 Old Kent Road



Figure 17: Historic photography of Old Kent Road



Figure 18: Historic photography of New Cross tramways



Figure 19: Bricklayers Arms' depot, 37 Old Kent Road.



Figure 20: Regal cinema, 806 Old Kent Road



Figure 21: Odeon Astoria theatre, 593-613 Old Kent Road



Figure 22: Historic photography of Ilderton Road



Figure 23: 730 Old Kent Road



### 3.0 Site analysis

#### 3.2 The Grand Surrey Canal

The Grand Surrey Canal was a canal constructed in south London during the early 19th century. It opened to the Old Kent Road in 1807, to Camberwell in 1810, and to Peckham in 1826. Its main purpose was to transport cargo, primarily timber, to the Surrey Commercial Docks.

The Grand Surrey Canal was authorised by an Act of Parliament obtained on 21 May 1801, which created the Company of Proprietors of the Grand Surrey Canal. They were authorised to build a canal from Rotherhithe, on the River Thames, to Mitcham in what was then Surrey, with branches to any places within 1,500 yards (1,400 m) of the main line.

Work began on the canal, but at the same time, the London dock system was in its early stages of development, and there were proposals by John Hall in 1802 to construct a dock at Rotherhithe, close to the lock by which the canal gained access to the Thames. The canal company agreed to construct it in 1803, and although it was poorly funded, the 3-acre (1.2 ha) basin, together with a ship lock, was completed and opened on 13 March 1807. The Croydon Canal, which had also been authorised in 1801, proposed to join the Surrey Canal near Deptford, to save having to construct a parallel route to the Thames. The prospect of rent from this arrangement helped the company to open the first 3 miles (4.8 km) of the canal, as far as the Old Kent Road, in 1807, but their resolve to complete the canal had been lost, as the docks seemed a more lucrative prospect.

London's docks were rationalised in 1908, with the formation of the Port of London Authority. The canal was managed as part of Surrey Docks, and although there were few changes to its operation, it became known as the Surrey Canal. Despite the large number of railway bridges which crossed it, the railways were not in direct competition with the canal. There was a railway interchange on the remains of the Croydon Canal, and South Dock was served by the Deptford Branch railway, but neither offered a real threat, and the canal continued to thrive until the expansion of road transport after the end of the Second World War in 1945. The Camberwell basin and the final 500 yards (460 m) of the canal were abandoned in the 1940s, and had been filled in by 1960. The timber trade to the docks ceased in the early 1970s, resulting in the docks closing, and the canal being filled in. The section of canal between South Bermondsey and Deptford was opened as a vehicular road and renamed Surrey Canal Road in the 1980s, linking Ilderton Road with Trundleys Road.

Where the canal crossed Trundleys Road and proceeded towards the Evelyn Street and the docks was utilised as a private access road called Canal Approach to serve the warehouses and industrial sites that still existed along the top end of the canal's route. The former canal side offices and buildings opposite Deptford Park on Grinstead Road were largely demolished and replaced by a modern Barratt development of flats called Inwen Court.

The former Camberwell Basin and the final 0.9 miles (1.4 km) now form part of the site of Burgess Park, while most of the Peckham branch, including its bridges and walls, is now a green walk. Peckham library has been built over the terminal basin.

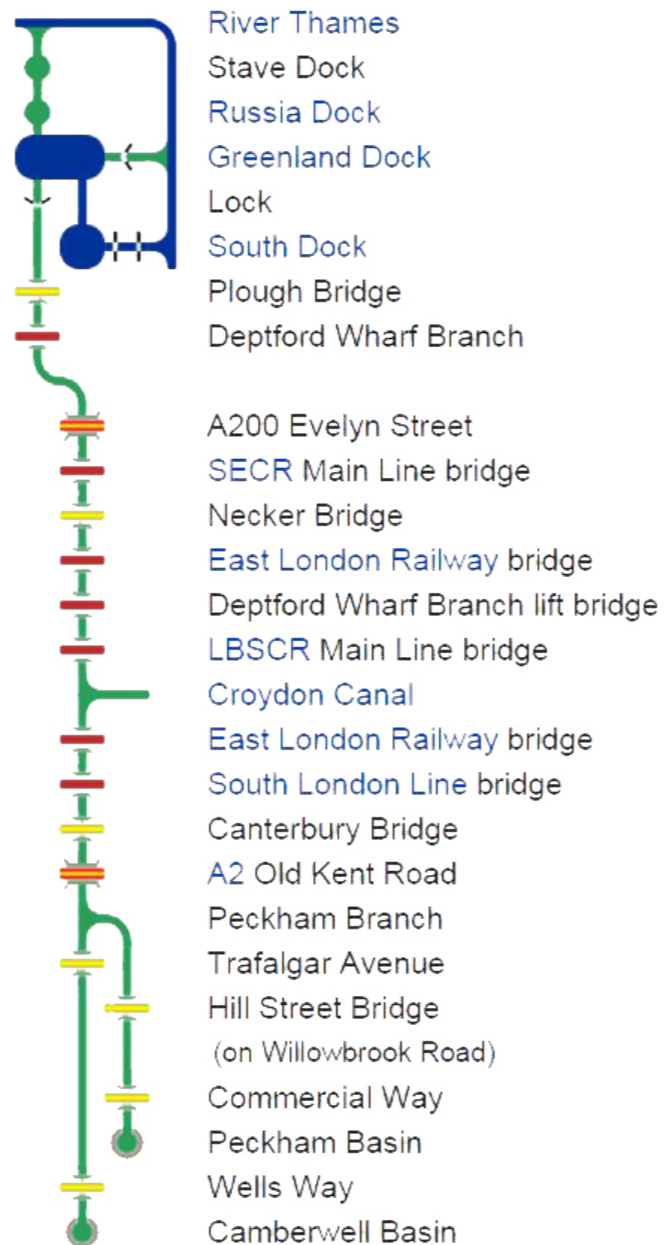


Figure 24: The route of the Grand Surrey Canal (Wikipedia)

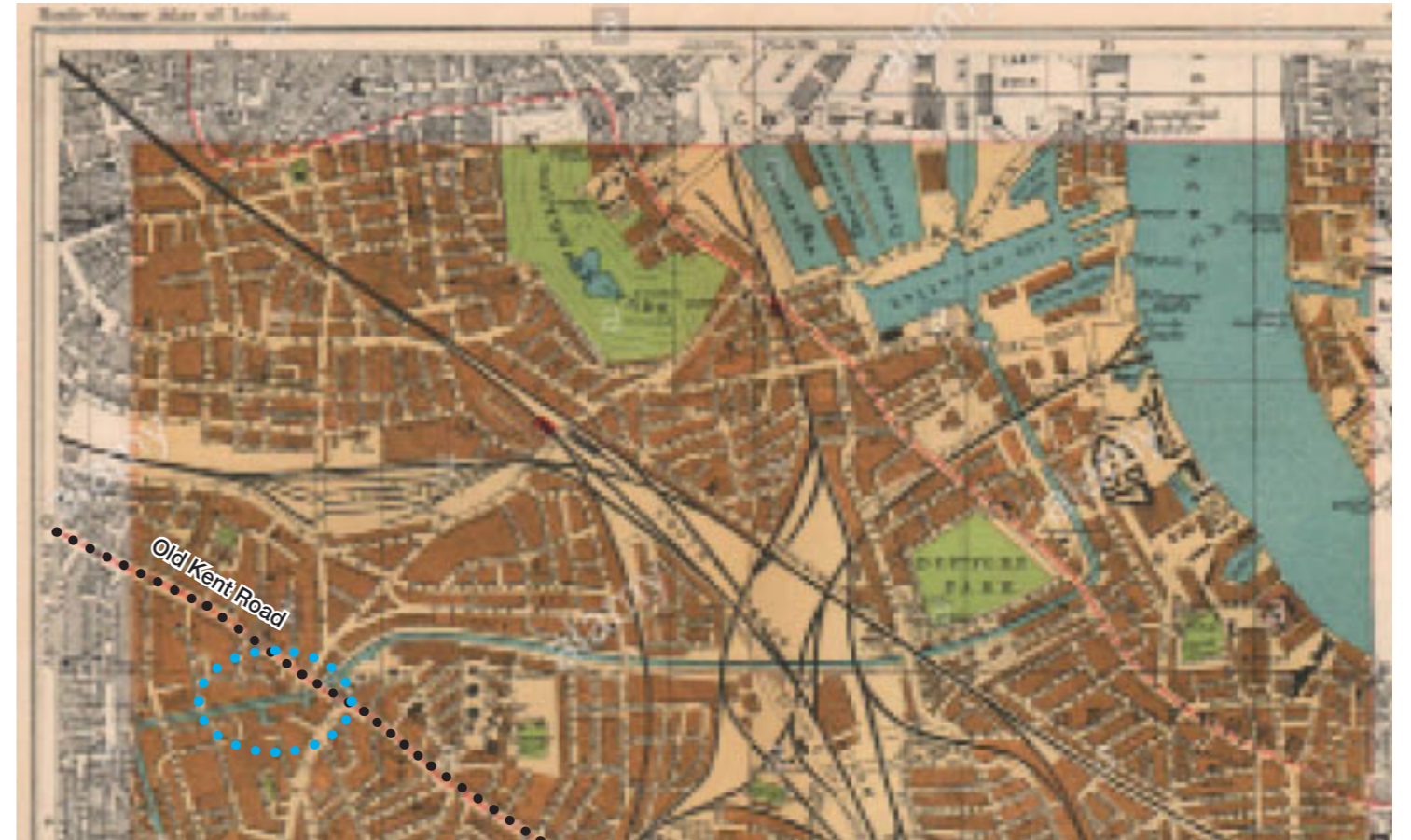


Figure 25: OKR10 - Movement and connectivity diagram



Figure 26: OKR10 - Movement and connectivity diagram



### 3.0 Site analysis

#### 3.3 Movement and connectivity

Old Kent Road is currently a four-lane road served by several bus routes and connected to the surrounding area by roads such as Peckham Park Road, Glengall Road, Rotherhithe New Road or Ilderton Road. The road is a key artery linking New Cross and Peckham to Southwark area and Central London. Part of the traffic on the road are heavy trucks servicing the surrounding industrial land.

Currently, there are no stations on Old Kent Road, however the road is served by several bus routes. The closest railway station is South Bermondsey, to the north of the road and approximately a 20 min walk from Latona Road. This station is served by the route between London Bridge and West Croydon.

The site is served by a network of committed cycle routes and several future routes to be added. The road itself is not a designated cycle route, however the principle cycle route runs parallel to Old Kent Road to the north, through Willow Walk, Lynton Road, Chaucher Drive, Oxley Close, Abercorn Way and Stevenson Crescent joining Rotherhithe New Road.

OKR10 is connected by the cycle routes through Bianca Road and Burgess Park.

The PTAL rating OKR10 is mostly 3 with some parts facing the road with PTAL rating of 4 due to the proximity to the road and the bus stops. The potential new tube stations will dramatically improve this rating, supporting increased activity and density.

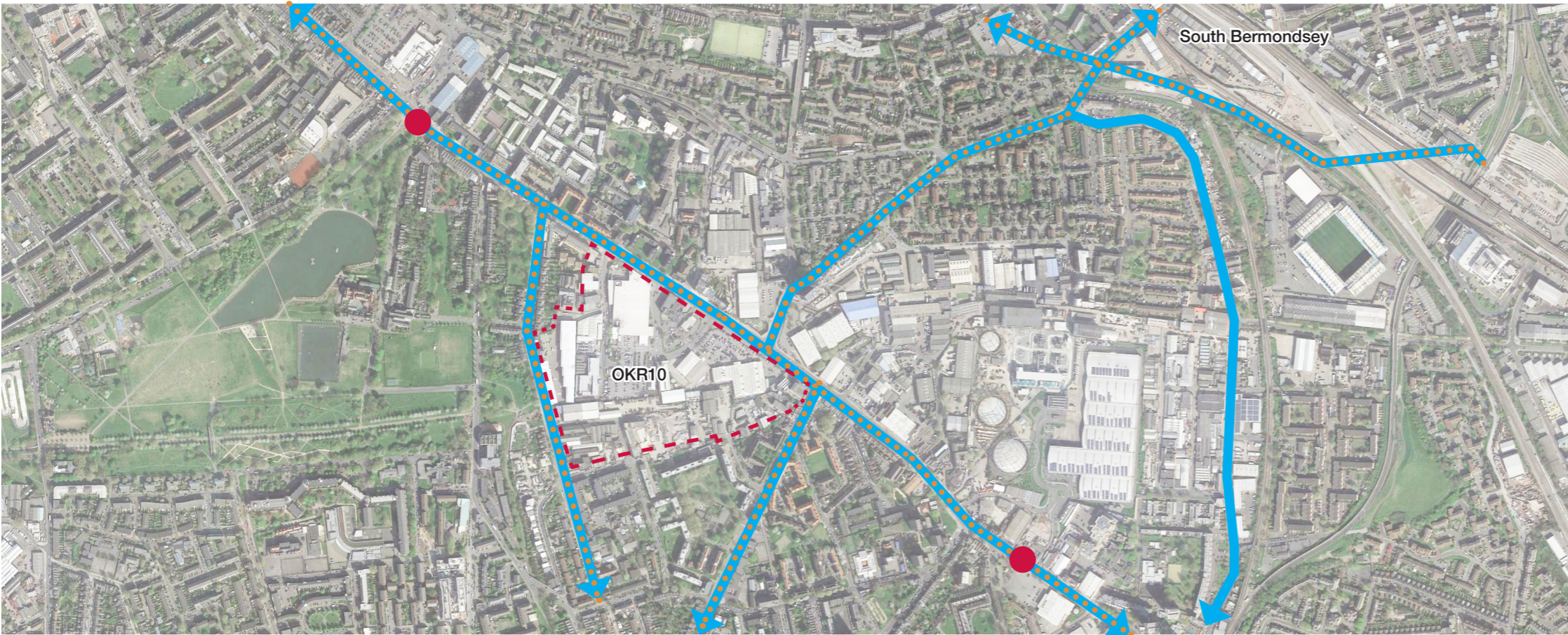


Figure 27: OKR10 - Movement and connectivity diagram



Figure 28: LBS Cycling routes

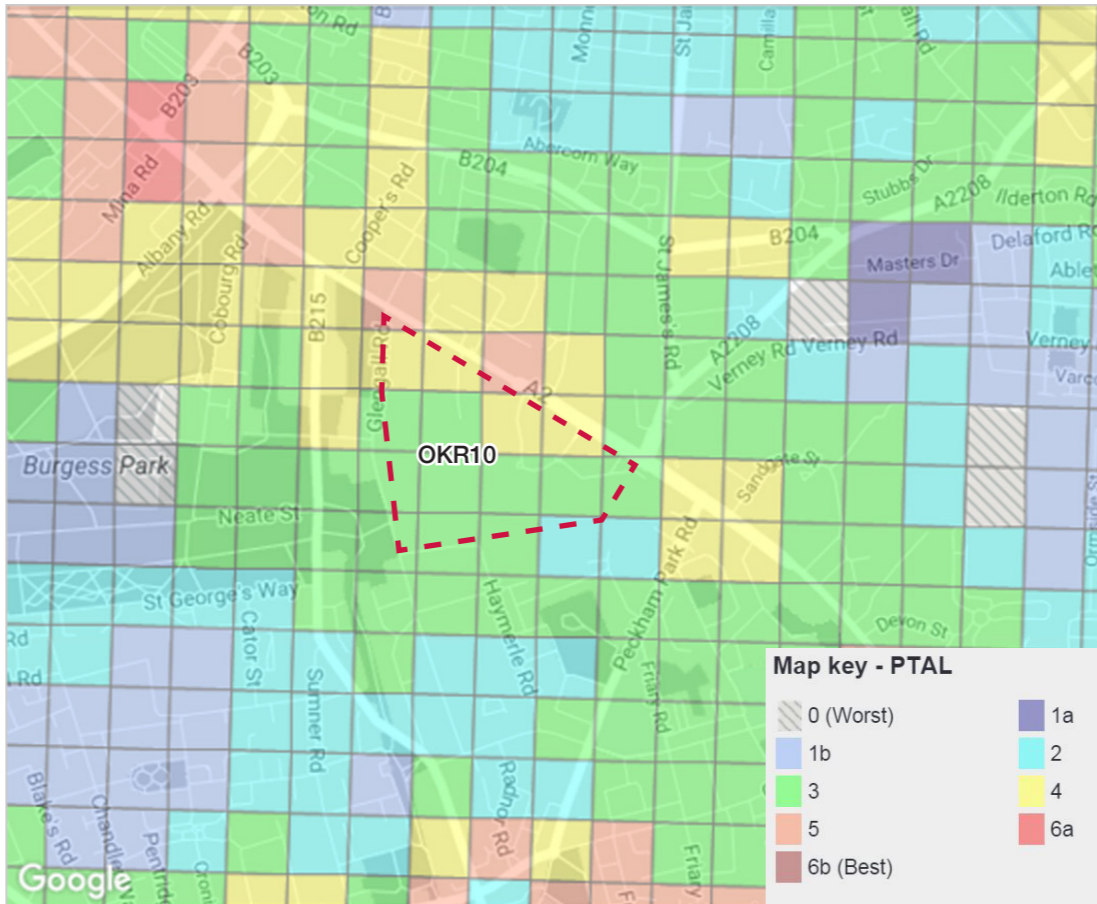


Figure 29: PTAL map of the site area

- Key**
- Main roads
  - - - Bus route
  - Potential new tube station
  - Committed cycle Route
  - - - Future cycle route



### 3.0 Site analysis

#### 3.4 Open space

The green infrastructure of the area is featured by Burgess Park, a 56 hectares green open space. The construction of the park started in 1943 in land occupied by housing, industry and infrastructure. It is now one of the largest parks in South London. It is named after Councillor Jessie Burgess, Camberwell's first female Mayor.

A key target of the OKR AAP is to link this major green space to new open spaces in the opportunity area and existing ones.

The area is also served by several small greens and pocket parks, mainly on the south area, such as Leyton Square and Brimmington Park.

Reinforcing and enhancing green infrastructure, specially along Old Kent Road, and creating a new network of interconnected green spaces will be key in the regeneration of the opportunity area.



Figure 30: Open space diagram



3.5 Land use

The Old Kent Road opportunity area includes an incredibly wide range of land uses. The once mainly residential area shows how an urban fabric of residential, small and large retail and industrial land can co-exist.

There are three mainly large industrial areas: Mandela Way (OKR3), the triangle bounded by Latona Road, Glengall Road and Old Kent Road (OKR10) and all the area surrounding the gasholders, which includes the Southwark Reuse and Recycling Centre. Uses range from manufacturing to artists studios in the area of Latona Road. This variety of industrial uses translates into very different urban grains, from large industrial sheds to street based blocks.

Old Kent Road is also served by large retail areas, such as Cantium Retail Park within OKR10, which host 'big box' retailers such as Asda, Tesco, McDonalds or B&Q. This type of land use is more commonly found in suburban areas and is of a large industrial shed built grain.

There are several areas of small scale (high-street) retail along Old Kent Road and Peckham Park Road. Protecting and reinforcing these will be key to carry the existing neighbourhood character through into the regeneration.

Despite the large amount of industrial and retail land, the area is still largely dominated by residential use. This grain extends through the hinterland of the opportunity area, with some parts of it fronting onto Old Kent Road. The grain is dominated by terraced housing to the north of the road and social housing to the south, including typologies such as slab blocks and tower blocks.

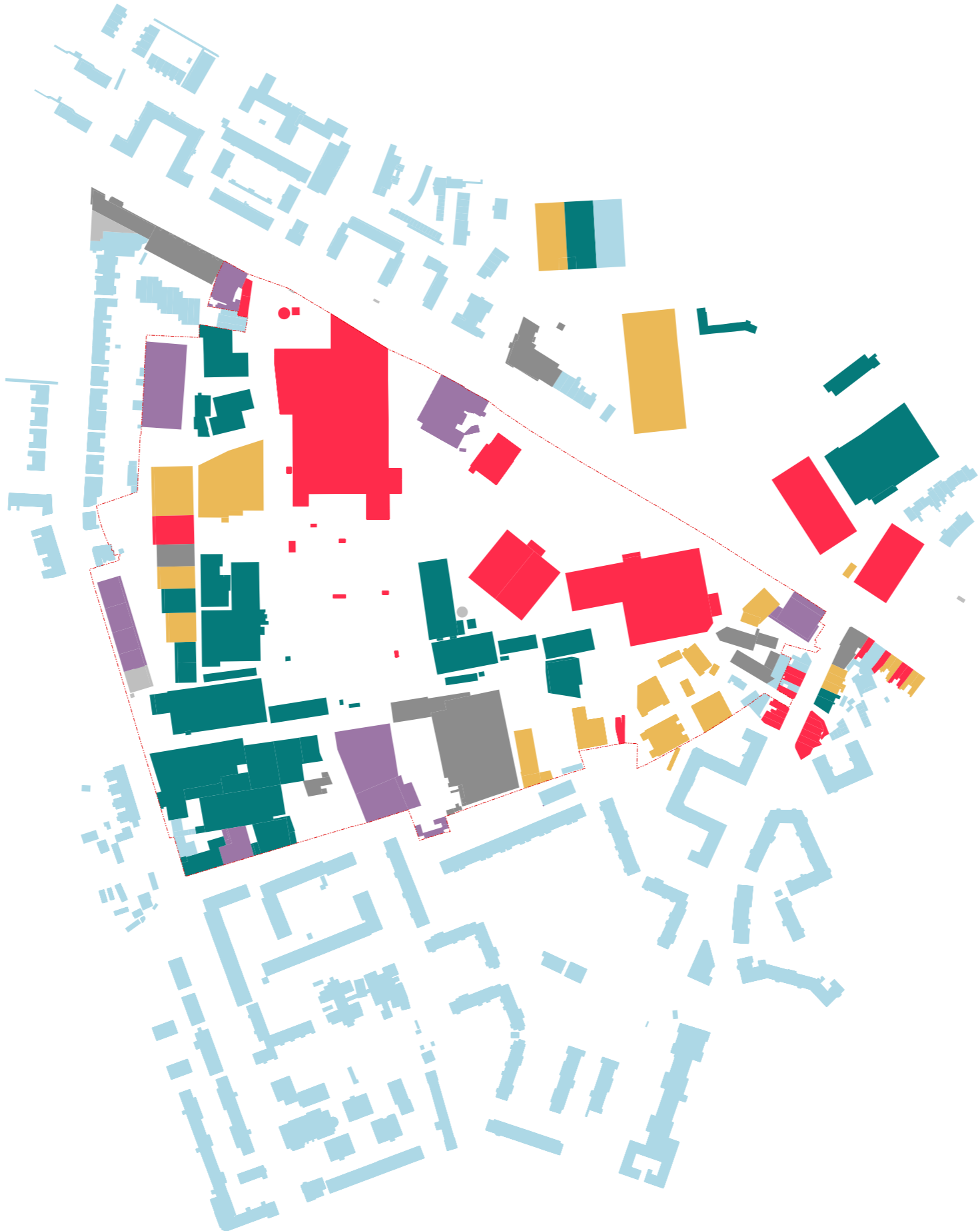


Figure 31: OKR10 - Land use



### 3.0 Site analysis

#### 3.6 Building height

The Old Kent Road opportunity area is predominantly low rise, with an average height of four storeys. This mainly responds to the largely low rise residential grain of the areas away from Old Kent Road and to the industrial grain bordering the road.

Nevertheless, some developments in the last century have successfully recognised the opportunity for height in the area in order to increase density and provide much needed new homes while responding to the local context. Some of the tallest buildings in the OKR area are:

- Tustin Estate towers: three 18-storeys towers.
- Ledbury Estate: three 14-storeys towers.
- Avondale Square Estate: three 21-storeys towers.



Figure 32: Aerial view showing local tall building clusters

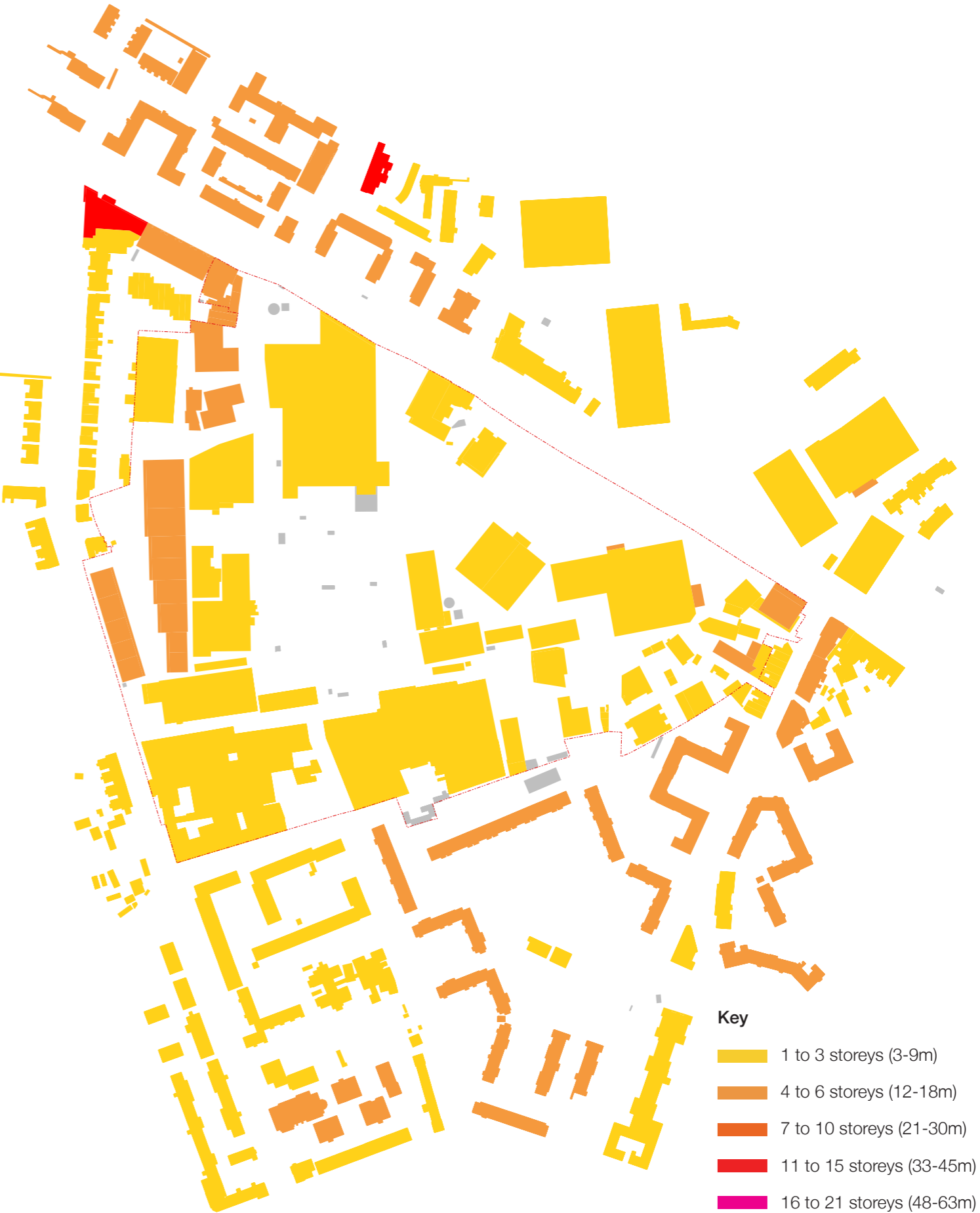


Figure 33: OKR10 and surrounding existing building heights



### 3.0 Site analysis

#### 3.7 Built form and character

The surrounding area of OKR10 is characterised by the fragmented grain, which includes:

- Old Kent Road varied grain: including terraced housing, large apartment blocks and large scale retail parks.
- The OKR10 industrial grain: dominated by large industrial sheds.
- The High Street character of Peckham Park Road: two to three storeys residential buildings with retail on the ground floor.
- The residential grain of Glengall Road: a terraced street which features listed buildings.
- The residential estates: mainly large residential blocks surrounded by open space.
- The creative studios at Latona Road: industrial land with a street defining block grain.



Figure 35: The Friary Estate



Figure 36: The creative studios at Latona Road



Figure 37: Listed buildings in Glengall Road

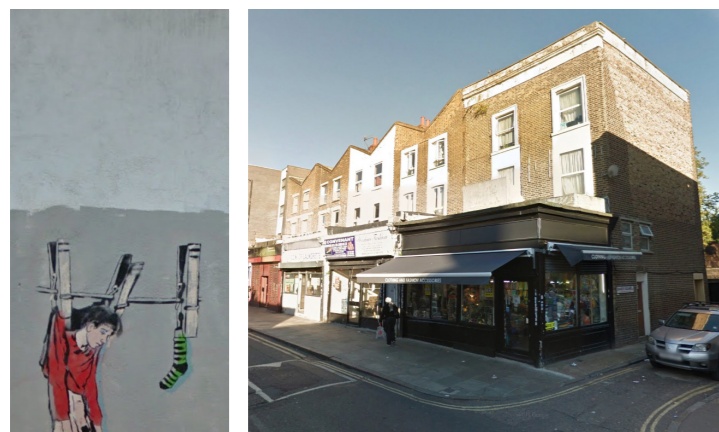


Figure 40: High street character at Peckham Park Road

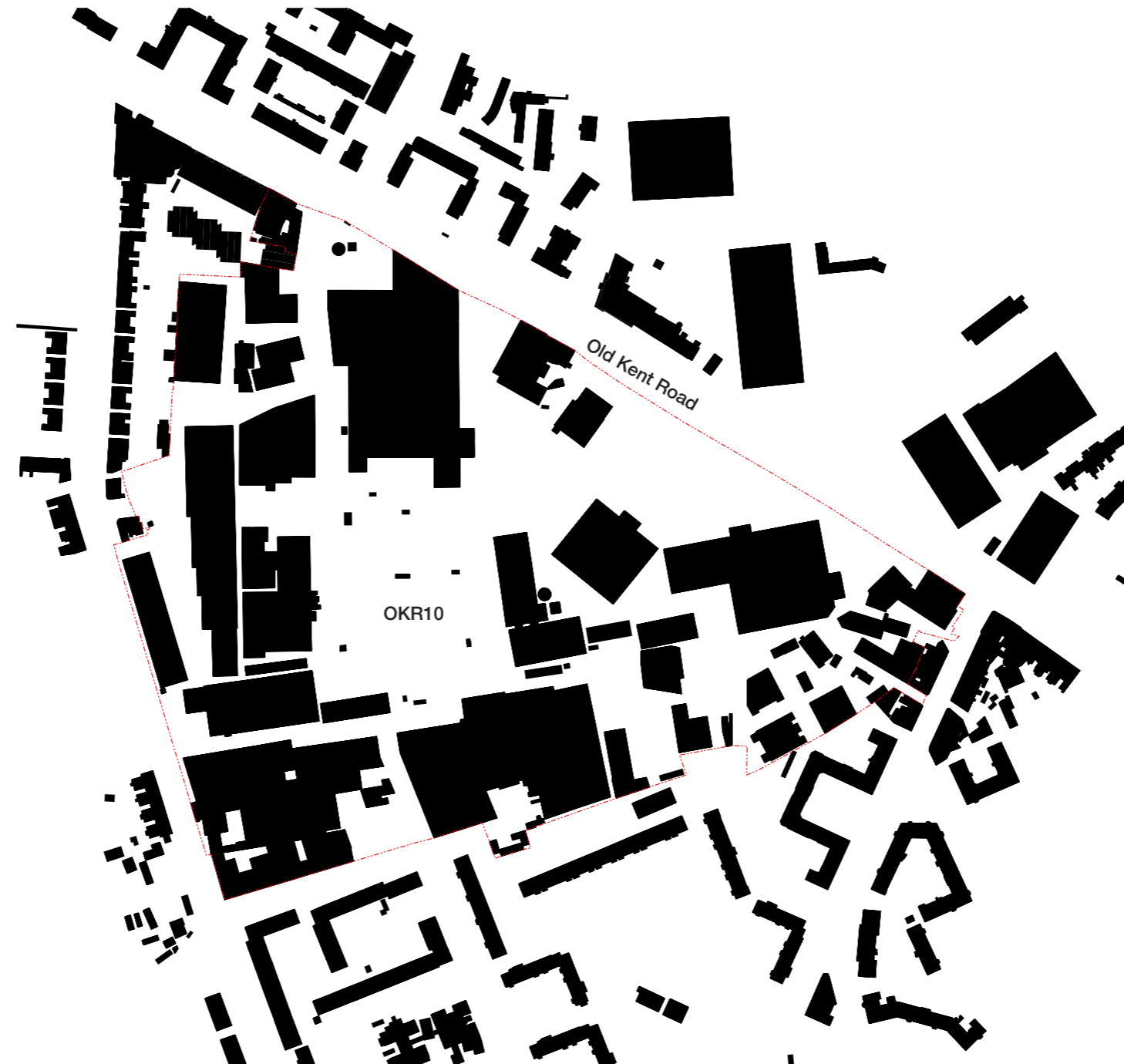


Figure 34: OKR10 built form



Figure 38: Industrial grain at OKR10



Figure 39: The Old Kent Road varied grain



### 3.0 Site analysis

#### 3.8 Heritage assets

The main heritage asset, as set out in the June 2016 Draft AAP, in the OKR10 local context is the conservation area of Glengall Road which includes a terrace of Grade II listed houses.

There are several buildings and spaces of townscape merit along Old Kent Road and Peckham Park Road.

Leyton Square, the main public space of the Friary Estate is identified in the London Squares Preservation Act 1931.

Part of the OKR10 site, including the location of Site 10 (Frensham Street) is designated as an archaeological priority zone.

The council will seek to review and potentially add to this list in the course of preparing the 2017 draft AAP. Potential additions in OKR10 include:

- The old bottling factory (12 Ossory Road)
- The chimneys on the Travis Perkins site (Malt Street) and Glengall Road site
- 3-5 Latona Road
- Space Studios' building
- Buildings on the corner of Latona Road and Glengall Road
- The cobbled yard at Livesey Place
- The factory building on the corner of Glengall Road and Bianca Road

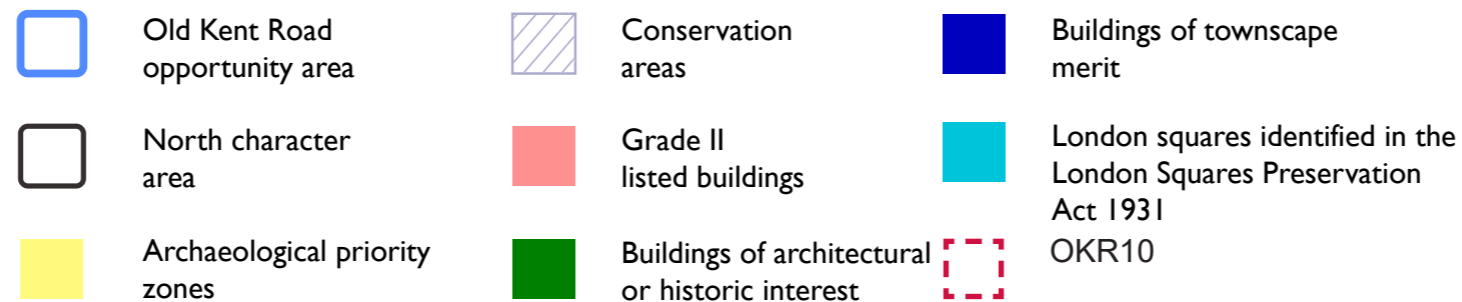
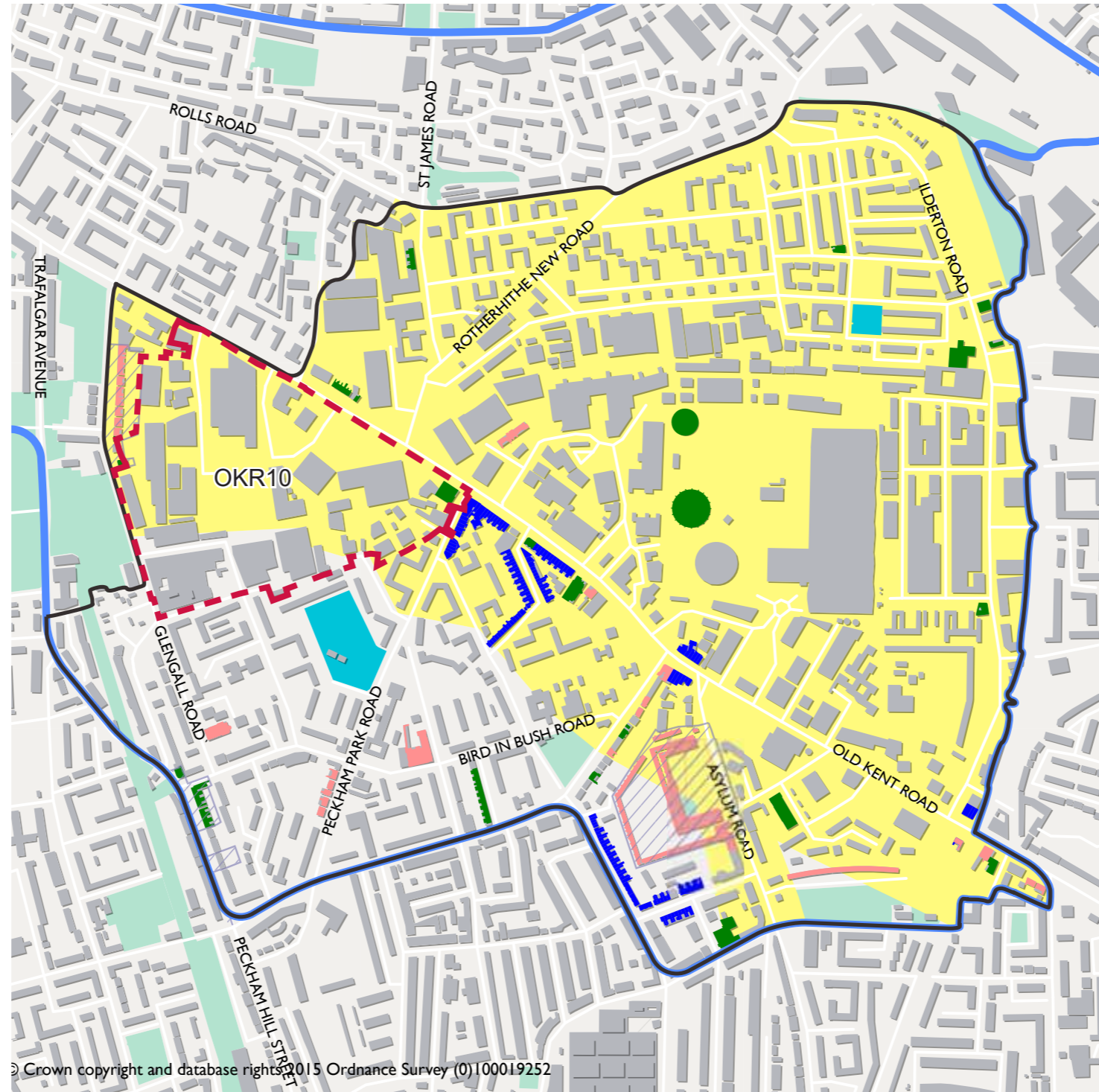


Figure 41: Heritage assets plan from the draft AAP



Figure 42: Listed buildings in Glengall Road



Figure 43: Listed gasholder



Figure 44: Buildings of townscape merit in Old Kent Road



Figure 45: Listed church on Old Kent Road









## 4.0 Urban response

### 4.1 Introduction

A key component of our vision for the three LBS development sites in OKR10 is a vision for the area itself, a strategy to develop and implement the AAP and to create a new place that enhances and reinforces the local context of Old Kent Road.

### 4.2 A fragmented piece of a city

One of the main characteristics of the Old Kent Road area is the fragmented grain. The large variety of uses that share the area have created very different grains, as identified in section 3 of this report. This has resulted in a fragmented piece of a city, with vast areas of land that are inaccessible and result in poor connectivity.

The vision for the area will aim to stitch together the different grains to create a convivial place where all uses can co-exist.



Figure 46: Diagram illustrating the two different grains in the area



Figure 47: Diagram illustrating the different uses in the area



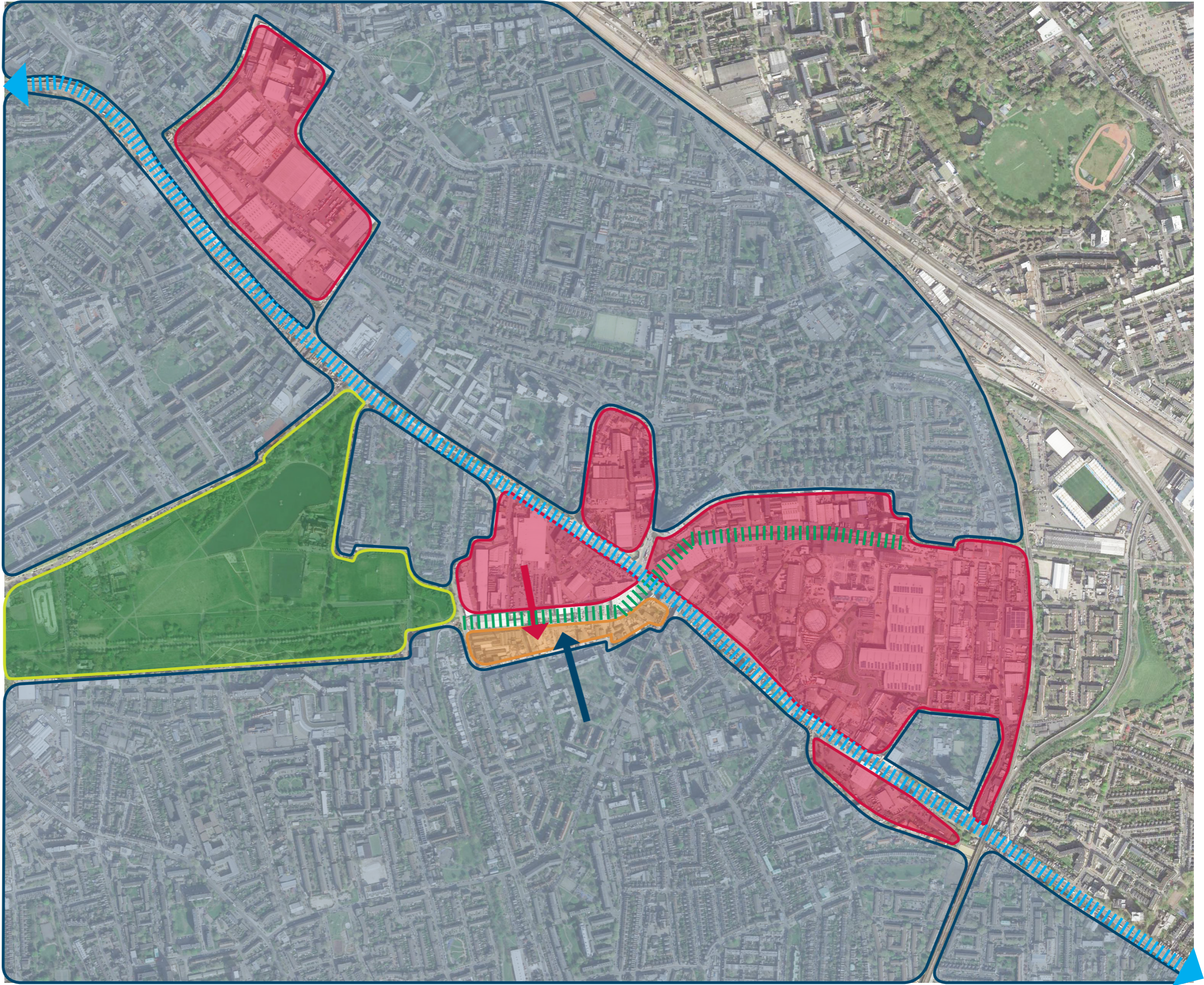
# 4.0 Urban response

## 4.3 Stitching the urban grain: The transitional grain

The regeneration of the Old Kent Road will show how the existing residential grain will be kept and the industrial and large retail grain will be redeveloped into a 21st century urban grain.

The AAP identifies the opportunity of retaining some of the employment uses along Latona Road and reinforcing them with new employment provision.

We envision this band of employment as the main transitional grain from the 19th/20th century residential grain to the 21st century urban grain.



**Key**





-  Burgess Park
-  Latona Road employment grain
-  Existing 19th/20th century grain
-  Future 21st century grain

Figure 48: Diagram illustrating the idea of the transition grain



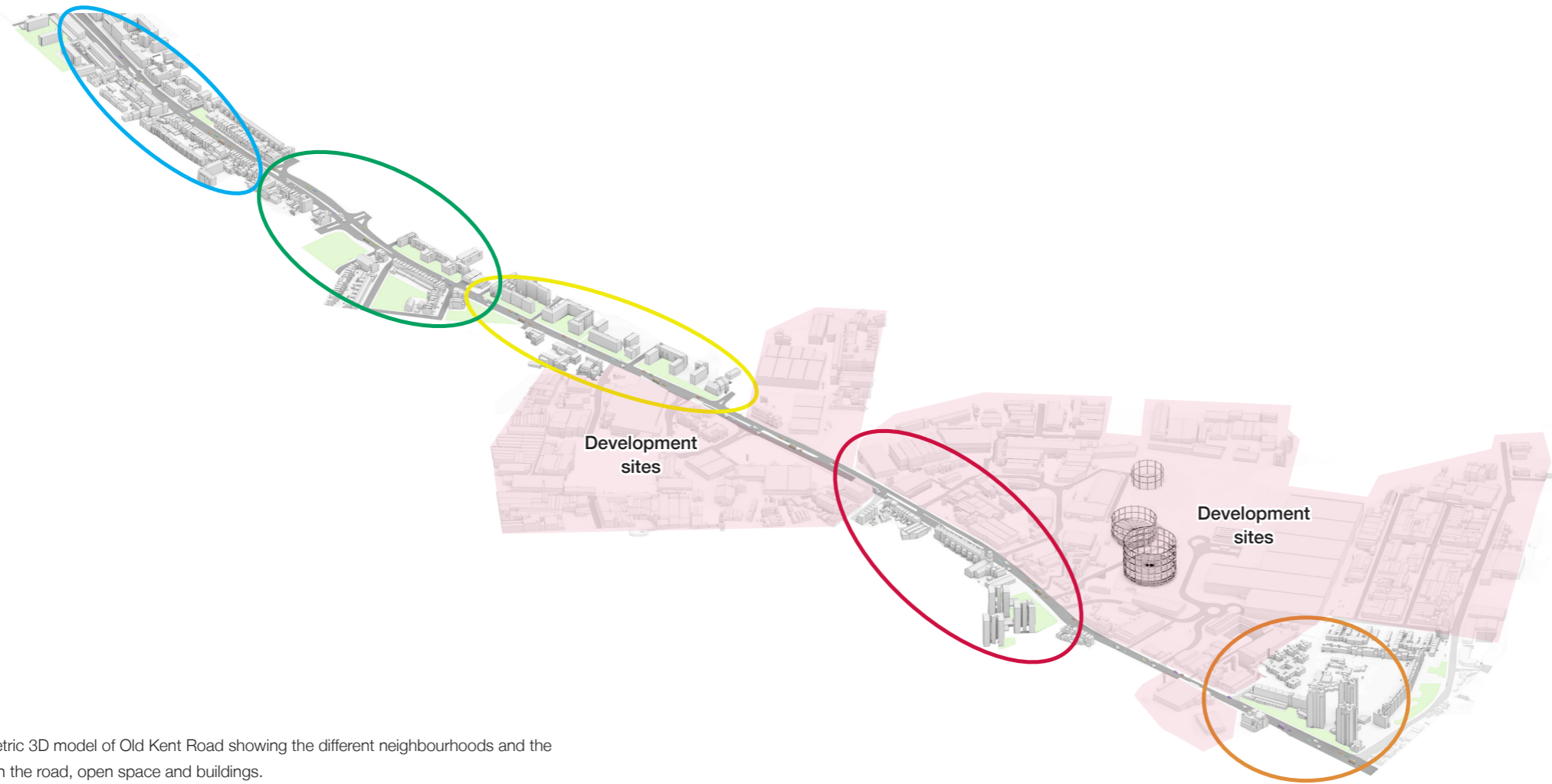


Figure 49: Axonometric 3D model of Old Kent Road showing the different neighbourhoods and the relationship between the road, open space and buildings.

#### 4.4 The existing character of Old Kent Road

The Old Kent Road area is a patchwork of different grains and characters which have been largely built and rebuilt over the centuries.

Old Kent Road itself is characterised by the juxtaposition of a series of neighbourhoods of mixed uses and characters. The character of each neighbourhood is defined by two elements:

- Use:
  - » Residential
  - » Retail
  - » Commercial
  - » Open space
  - » Industrial (future development sites)
- Relationship between road, open space and built form.
  - » Buildings sit on OKR
  - » Burgess Park meets OKR
  - » Buildings set back from OKR creating linear open spaces
  - » Buildings set back opening courtyards onto OKR
  - » Generous landscape and towers sitting on OKR

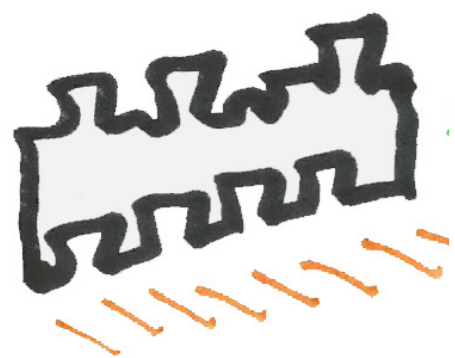


Figure 50: Buildings sit on OKR and Burgess Park meets OKR

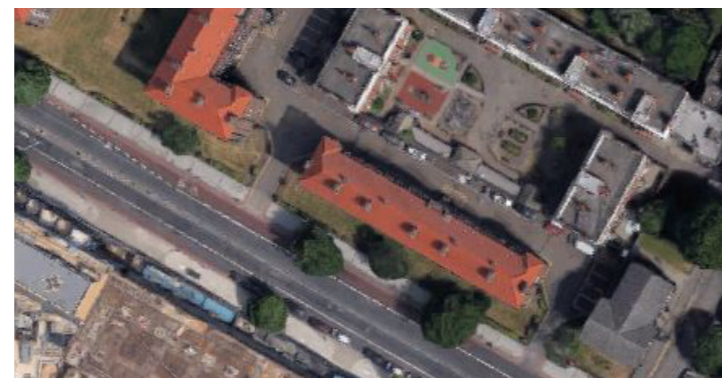


Figure 51: Buildings set back to create a linear open space on OKR

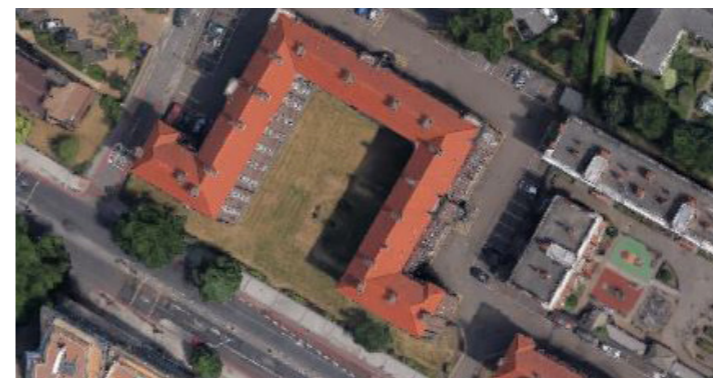


Figure 52: Buildings set back to open up courtyards onto OKR

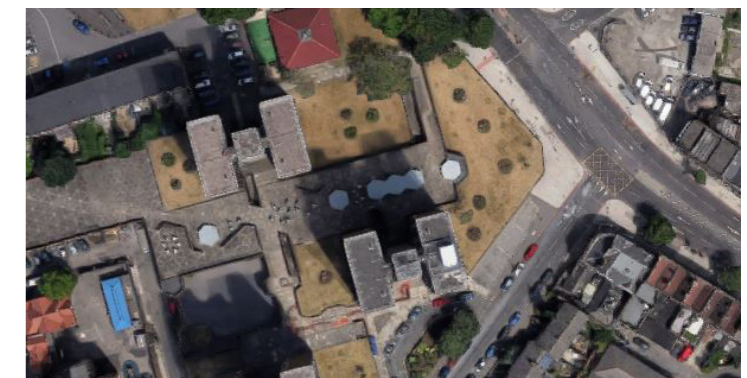
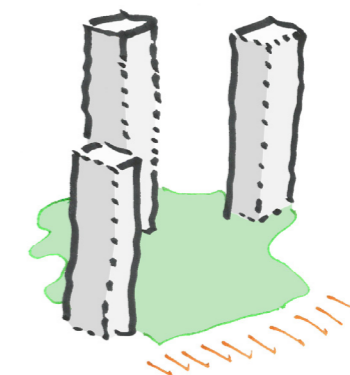


Figure 53: Generous landscape and towers sit on OKR



#### 4.5 The enhanced character of Old Kent Road

The AAP envisions the redevelopment of most of the industrial areas of Old Kent Road, adding a series of new neighbourhoods which will contribute to the character of this road.

These new neighbourhoods will respond to and interact with the Old Kent Road by creating open spaces which are lined by animated uses, creating a series of new places that will enhance and add to the character of Old Kent Road.

Each of these open spaces will have a particular character which will be defined by:

- The nature of the open space: hard and/or soft
- The proportion of the open space
- The uses that line up the space: residential, retail, cultural, educational, workspace...
- The urban enclosure

The new open spaces on Old Kent Road will contribute to create an improved experience while walking along the street and will help identify and integrate the new neighbourhoods.

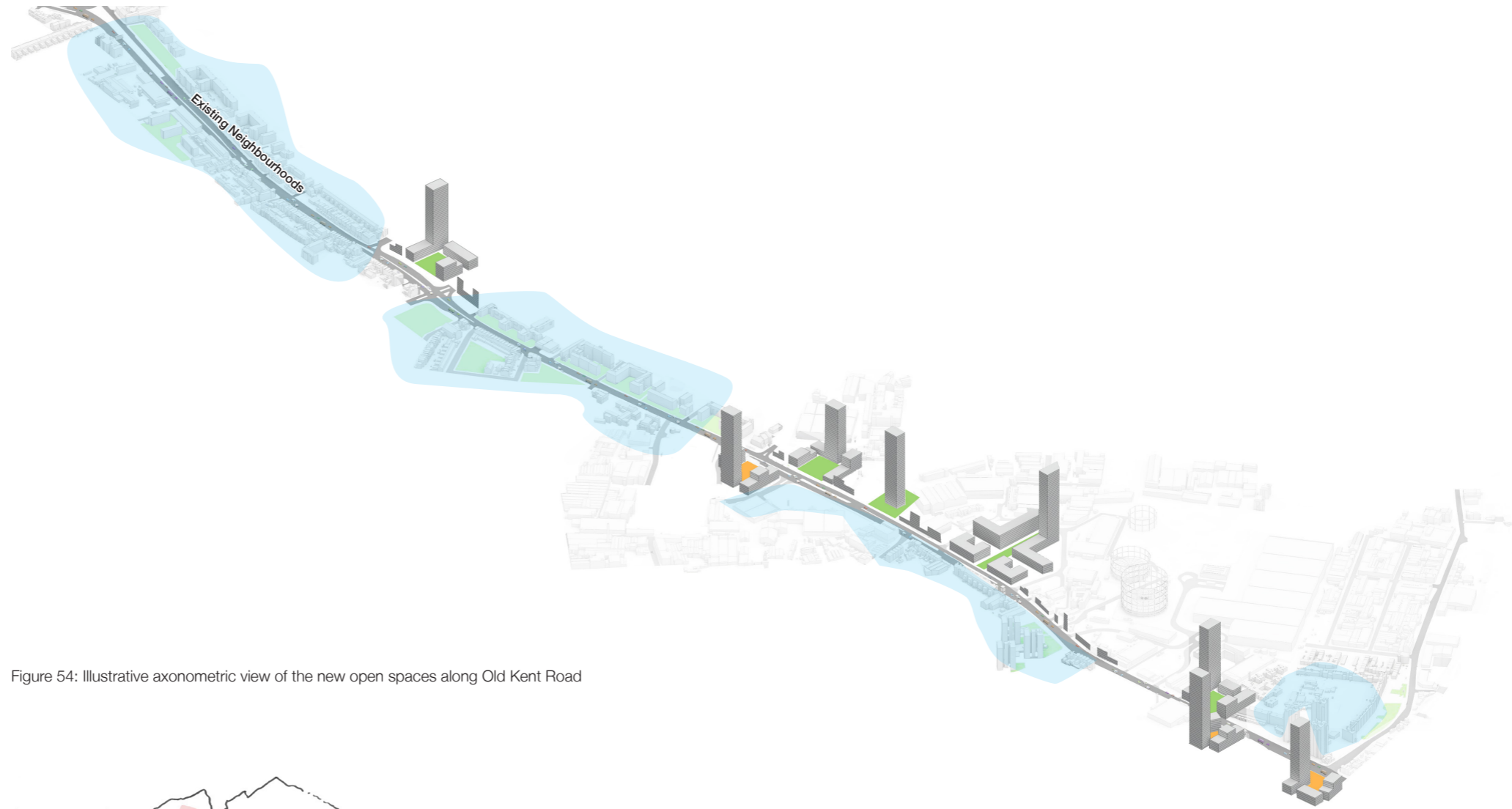


Figure 54: Illustrative axonometric view of the new open spaces along Old Kent Road



Figure 55: Illustrative diagram of the potential location of new open spaces along Old Kent Road



#### 4.6 Integrating with the existing open space network

The AAP envisions the creation of a new network of open spaces within the areas of redevelopment. It is key to create new open spaces that integrate with the existing open space network.

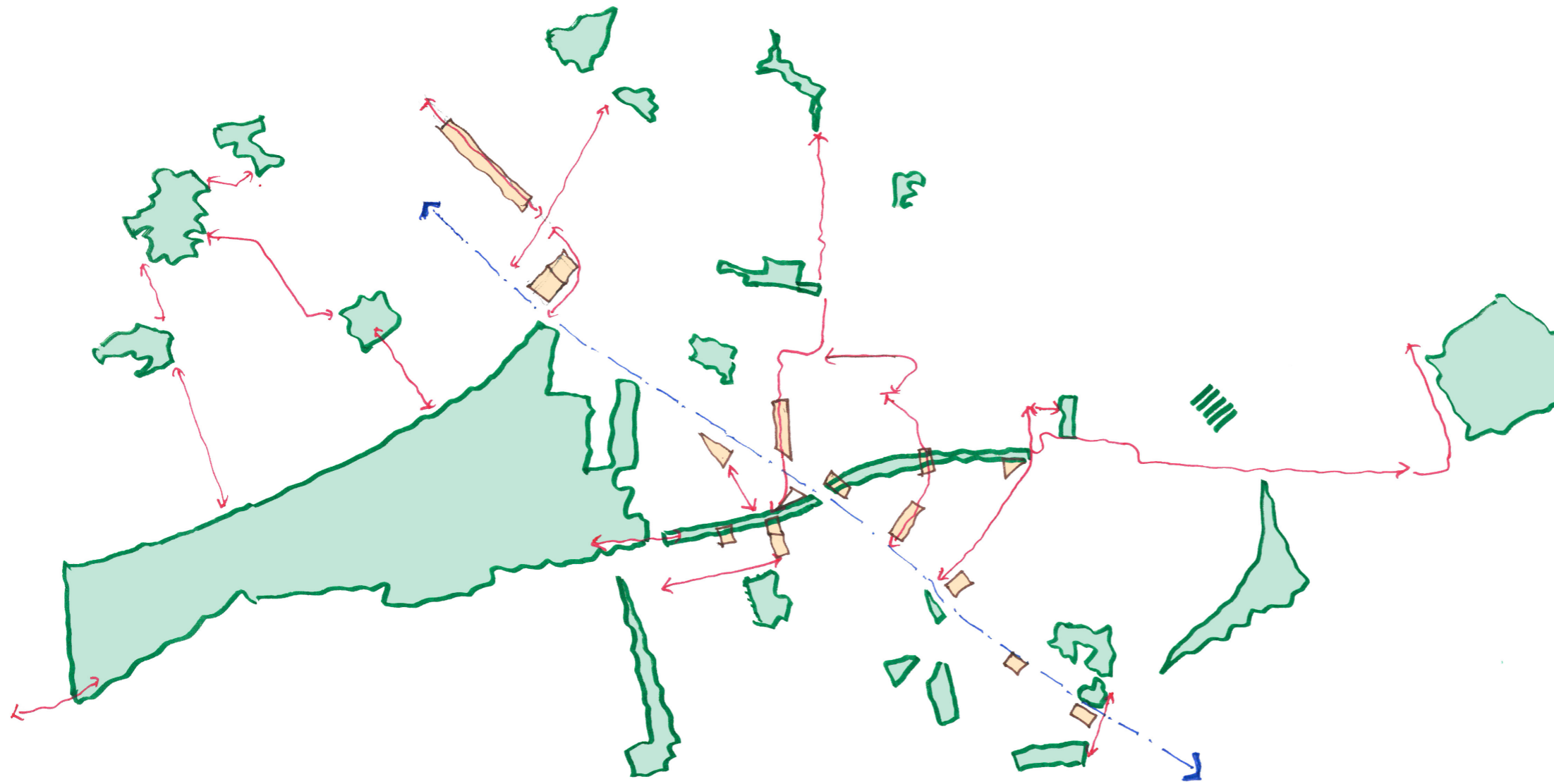


Figure 56: Illustrative diagram of the integration of the new open spaces with the existing open space network



#### 4.7 The character of the Linear Park

The AAP proposes to create a green route on the alignment of the former Surrey Canal. This will provide an attractive and safe route for people walking and cycling which extends from Burgess Park through the heart of the development sites on either side of Old Kent Road. The green route is conceived as a Linear Park.

The linear space will be complimented by a series of squares and garden streets that feed into this route creating a rich diversity of spaces. The Linear Park changes in dimensions, direction and proportion throughout its route creating a series of 'rooms' of different characters. The character will not only be defined by the physical characteristics of the space (size and proportion) but also by the use that lines it up.

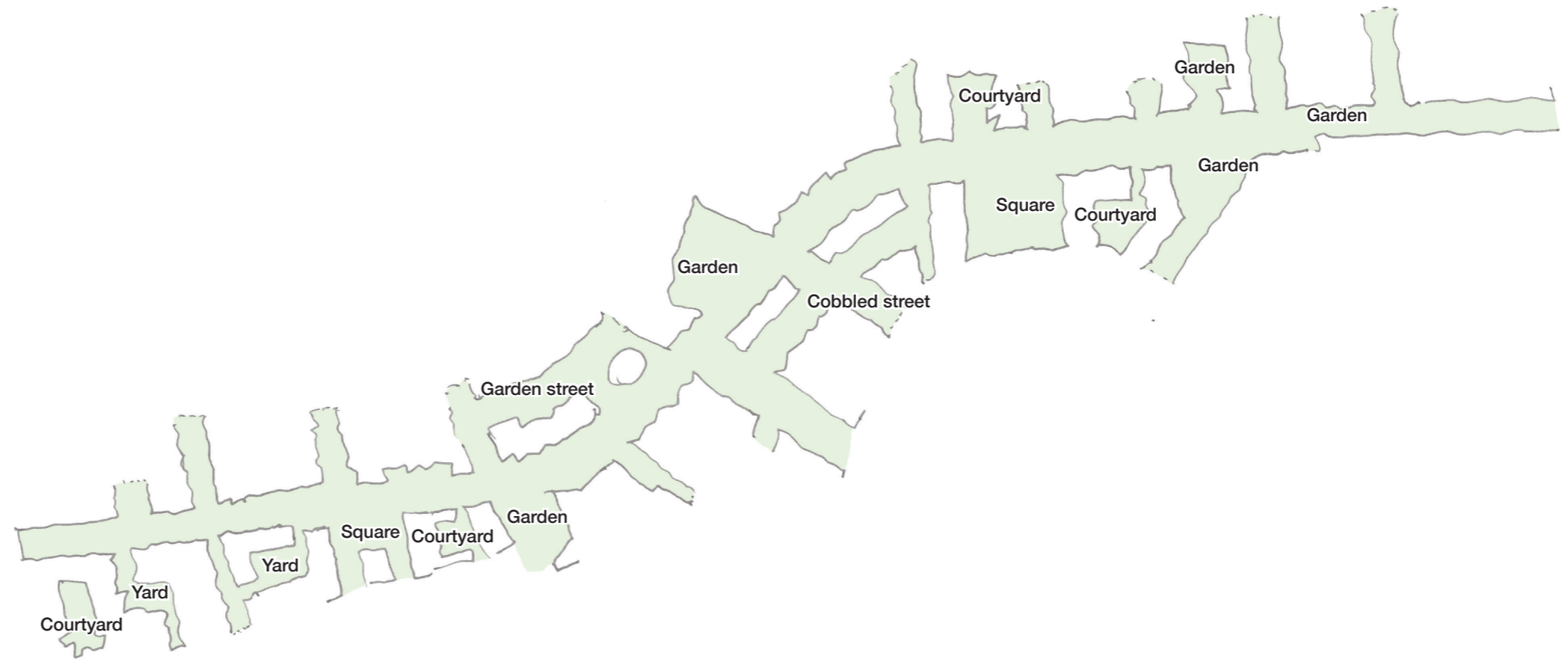


Figure 57: Illustrative diagram of the Linear Park and the variety of open spaces that feed into it

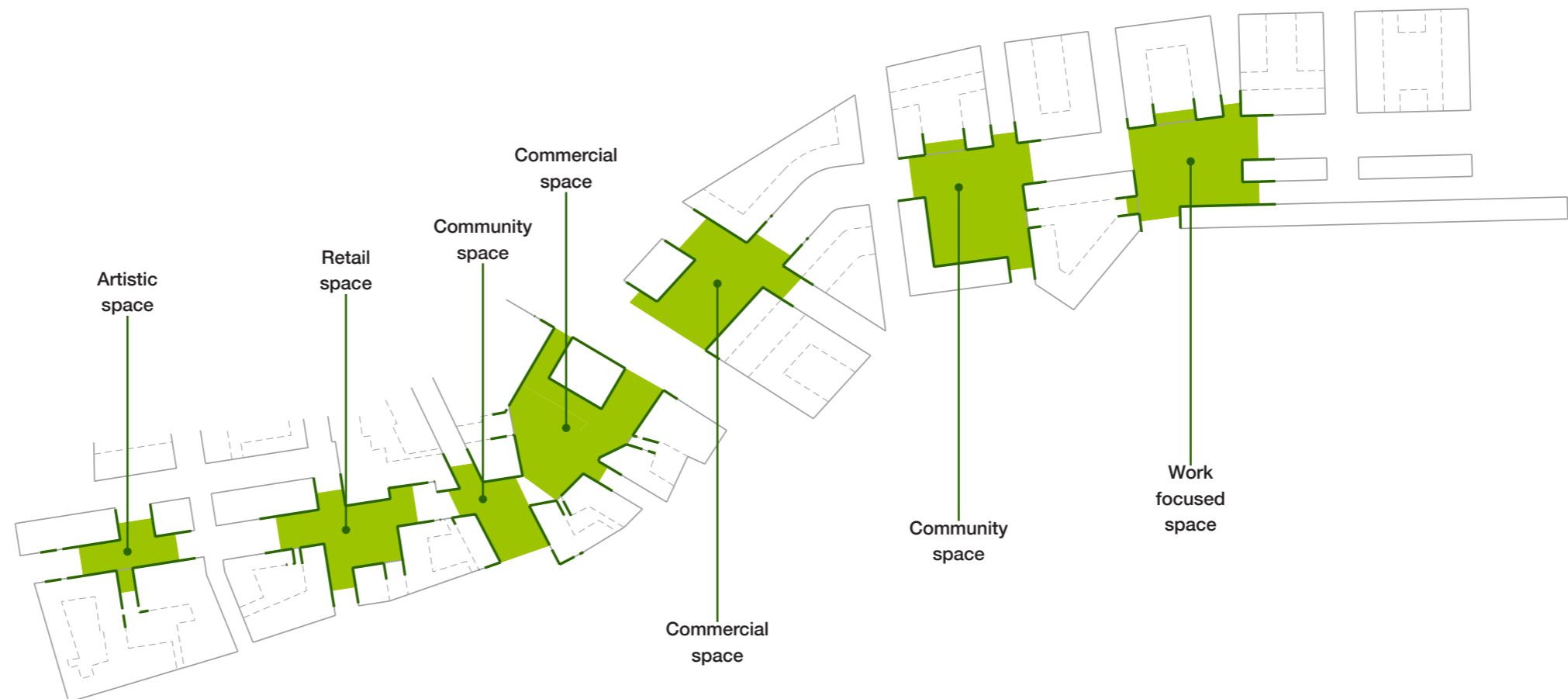


Figure 58: Illustrative diagram of the Linear Park and the different rooms that define its character



A variety of hard and soft spaces



A variety of uses lining up the route



A variety of uses within the park



A variety of planting and tree species. Ecology





Precedents of green linear spaces



Figure 59: CGI of Nine Elms Park in London



Figure 60: CGI of Nine Elms Park in London



Figure 61: Pancras Square in London



Figure 62: CGI of Malt Street planning application in the OKR OA



Figure 63: CGI of Malt Street planning application in the OKR OA



Figure 64: The Goods Line in Sydney



Figure 65: Battersea Phase 4a in London



Figure 66: Stephenson Street in London



Figure 67: East Village in Stratford (London)



4.0 Urban response

4.8 Latona Road grain: Alleyways and yards

The employment cluster formed to the western end of Latona Road has a traditional grain formed of blocks defining streets and servicing spaces such as yards, courtyards and alleyways.

This traditional grain provides the area with a very unique character featured by small/medium scale buildings that open up their employment uses to the spaces that they create.

These intimate places are enlivened by the creative studios and makers workshops resulting sometimes in the use itself extending onto the streets, courtyards, yards and alleyways. The Council is seeking to keep and reinforce this character. The art studios at the junction of Latona Road and Glengall Road are to be retained, as well as the Space Studios.

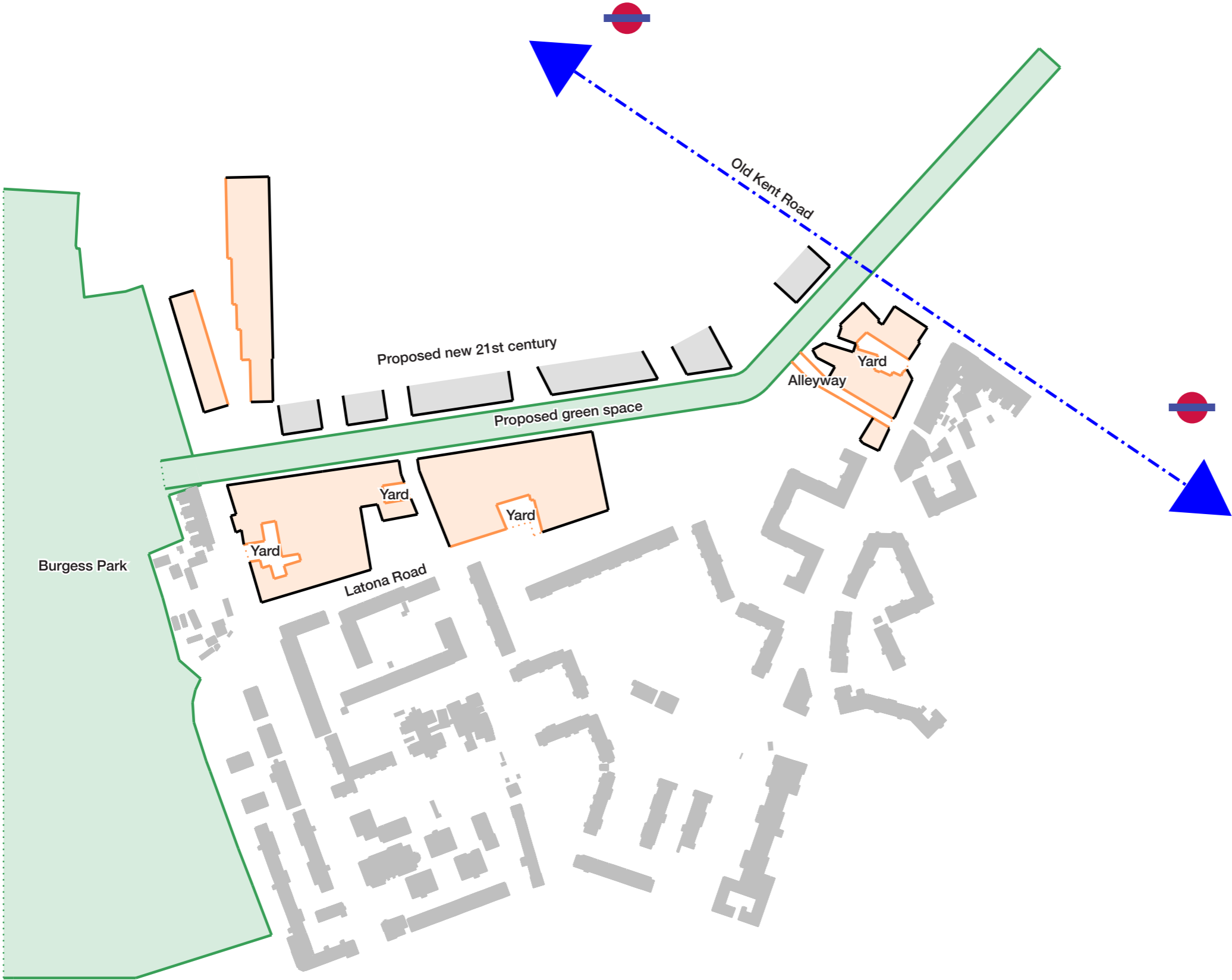


Figure 68: Diagram illustrating the employment grain of Latona Road: yards, courtyards and alleyways



Figure 69: Space studios creative unit opening up to the street



Figure 70: View of Latona Road looking west



## 4.0 Urban response

### 4.9 Extending the grain: More alleyways and yards

The vision for the employment cluster of Latona Road is to extend the existing grain from the western end of the road to meet, and possibly cross over, the Old Kent Road.

New buildings should be street-defining blocks that will create traditional intimate spaces such as yards, and alleyways off Latona Road.

These spaces will need to deliver flexibility: They will service the employment uses in the buildings during the week, as well as allowing for public/community/leisure use during the weekend. Thus, creatives and makers will be able to organize weekend events and markets to retail their products and creations boosting the economical activity and character of the area.

The existing employment cluster will see how the grain extension reinforces the uses and creates a new creative quarter.

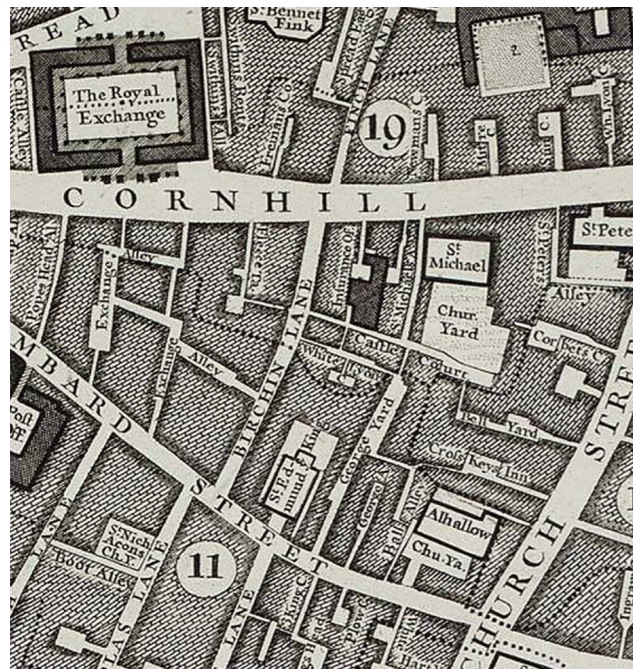


Figure 71: London's grain of alleys and yards

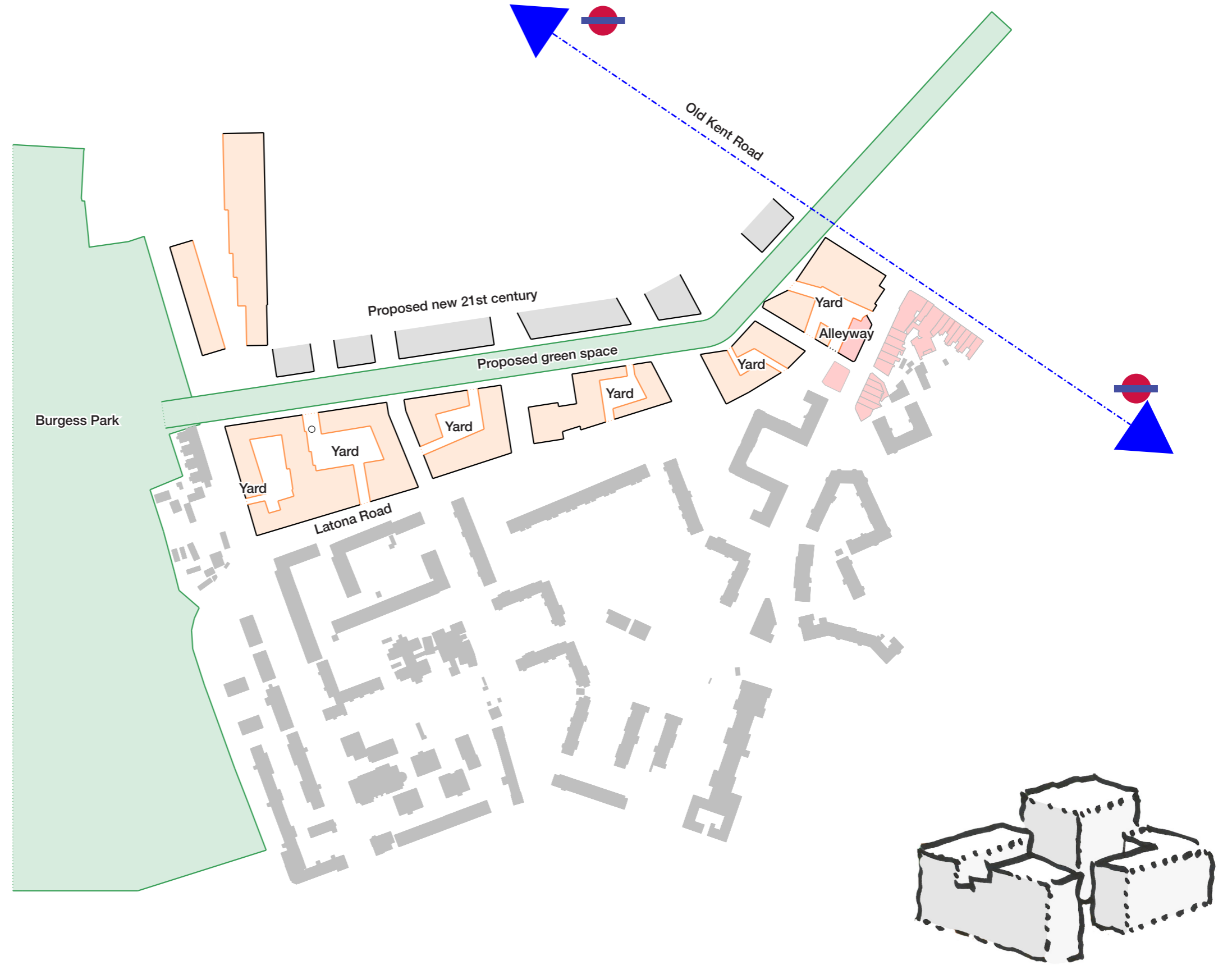


Figure 72: Diagram illustrating the extension of the existing grain of Latona Road to Old Kent Road

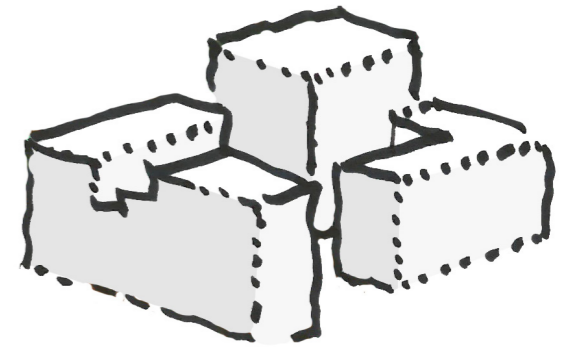


Figure 73: Diagram showing the urban grain





Figure 74: Precedent image illustrating the potential grain and character (Hawkins\Brown / White Post Lane)



Figure 75: Precedent image illustrating the potential grain and character (Stockwool / Wallis Road, Hackney Wick)



Figure 76: Precedent image illustrating a workshop transforming to selling events (Turning Earth Ceramics, London E2)



Figure 77: Precedent image illustrating the potential grain and character (Haworth Tompkins / Fish Island Village)



Figure 78: Precedent image illustrating the potential grain and character (Hawkins\Brown / White Post Lane)



Figure 79: Precedent image illustrating an industrial alley with weekend food market (The Ropewalk, Maltby Street Market, Bermondsey)









Figure 81: Employment - SME's and offices

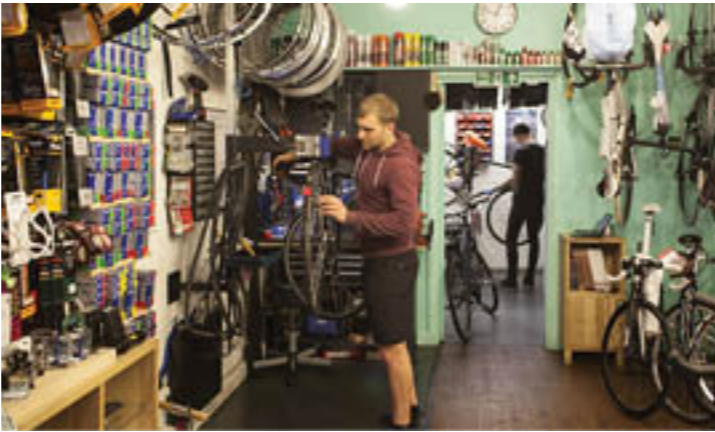


Figure 82: Creative industries



Figure 83: Flexible use of space



Figure 84: Community uses within the employment grain



Figure 85: Employment - SME's and offices



Figure 86: Creative industries



Figure 87: Flexible use of the public space: servicing/market



Figure 88: Community uses within the employment grain



Figure 89: Employment - SME's and offices



Figure 90: Creative industries



Figure 91: Flexible use of the public space: servicing/market



Figure 92: Community uses within the employment grain

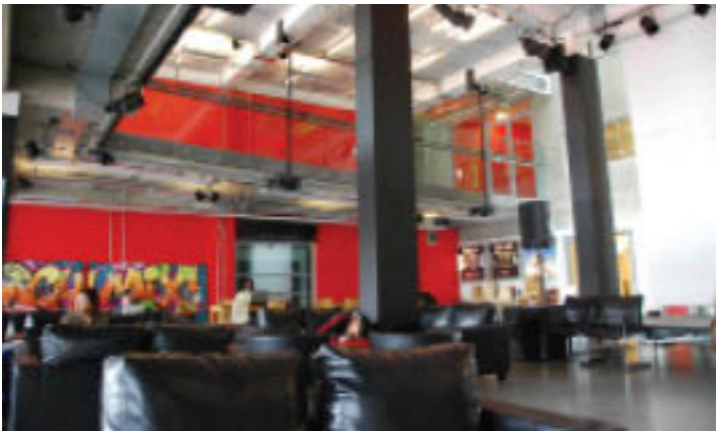


Figure 93: Employment - SME's and offices



Figure 94: Creative industries



Figure 95: Flexible use of the public space: servicing/market



Figure 96: Community uses within the employment grain



# 4.0 Urban response

## 4.11 The 21st Century grain

The northern edge of the linear park includes a 21st century typology which is based on townscape marker buildings sharing a commercial 1 or 2 storey plinth. This will allow the delivery of tall buildings which can provide the plot densities required, as well as open space and a permeable, highly articulated skyline. A clear linear park is created providing uninterrupted views linking east and west.

The low rise commercial plinths joining the buildings will create an animated frontage to the park whilst allowing enough light to get through to the north, creating appropriate daylight/sunlight conditions.

The building form complements neighbouring plots for the future masterplan.

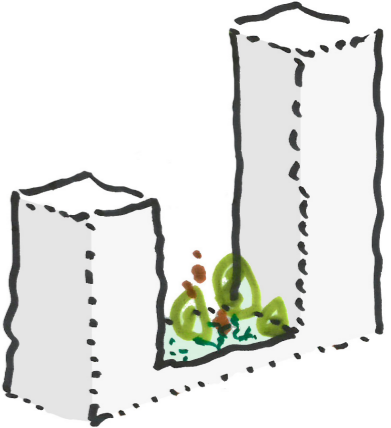
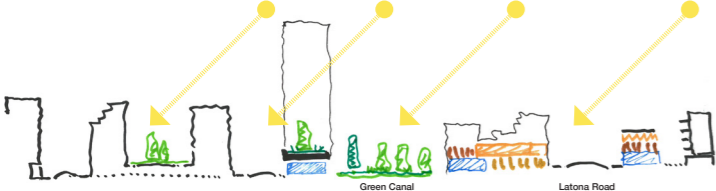
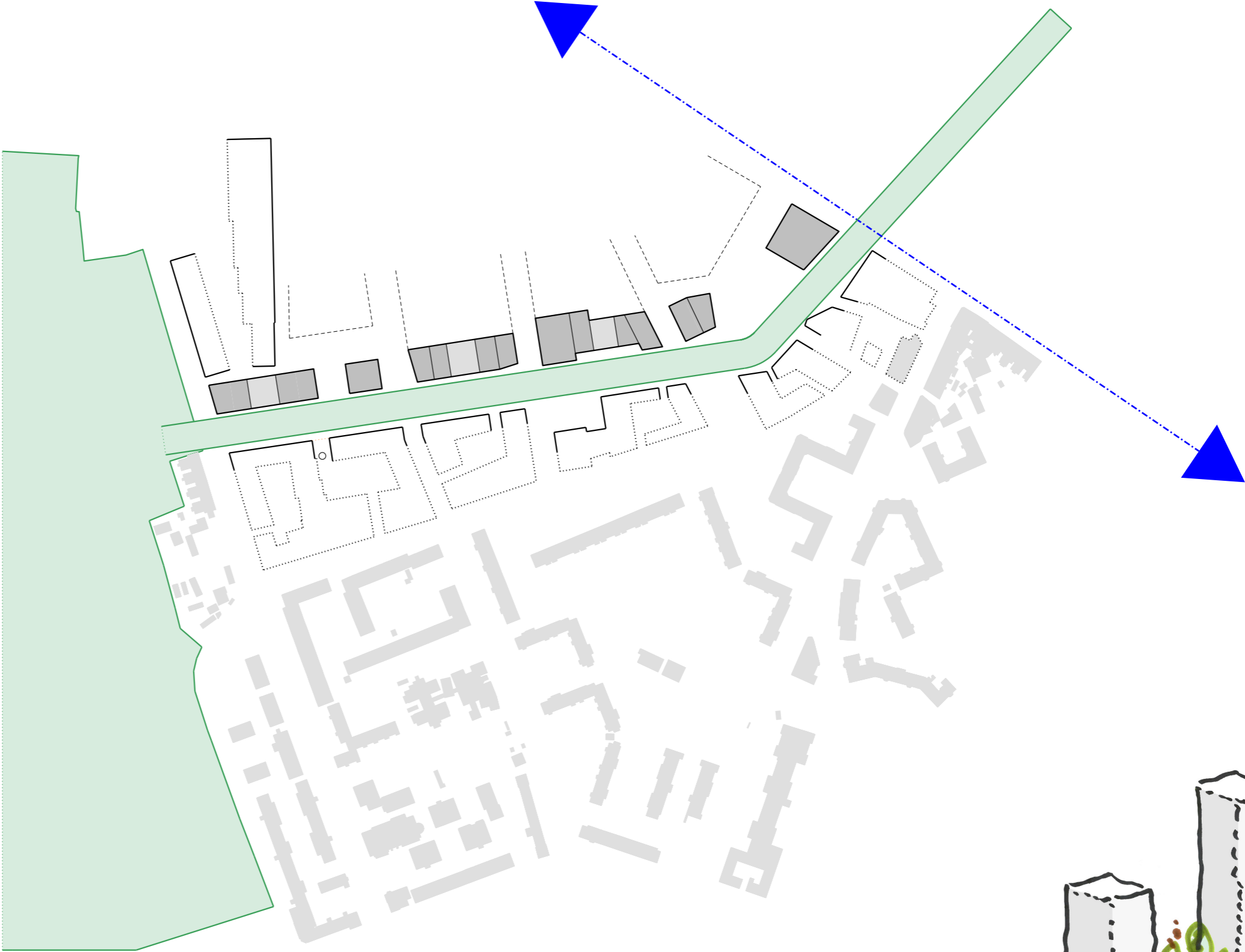


Figure 97: Daylight penetrating the 21st Century grain

Figure 98: The 2st Century grain lining the north of the linear park

Figure 99: Diagram showing the urban grain



4.0 Urban response

4.12 The urban block

The northern part of OKR10 follows an urban block grain, creating a clear grid of streets that link the area to the Old Kent Road. It will also allow bigger units on the ground floor.

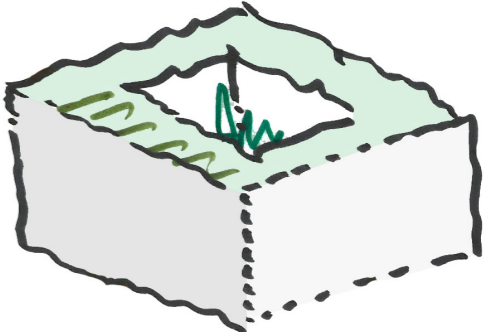
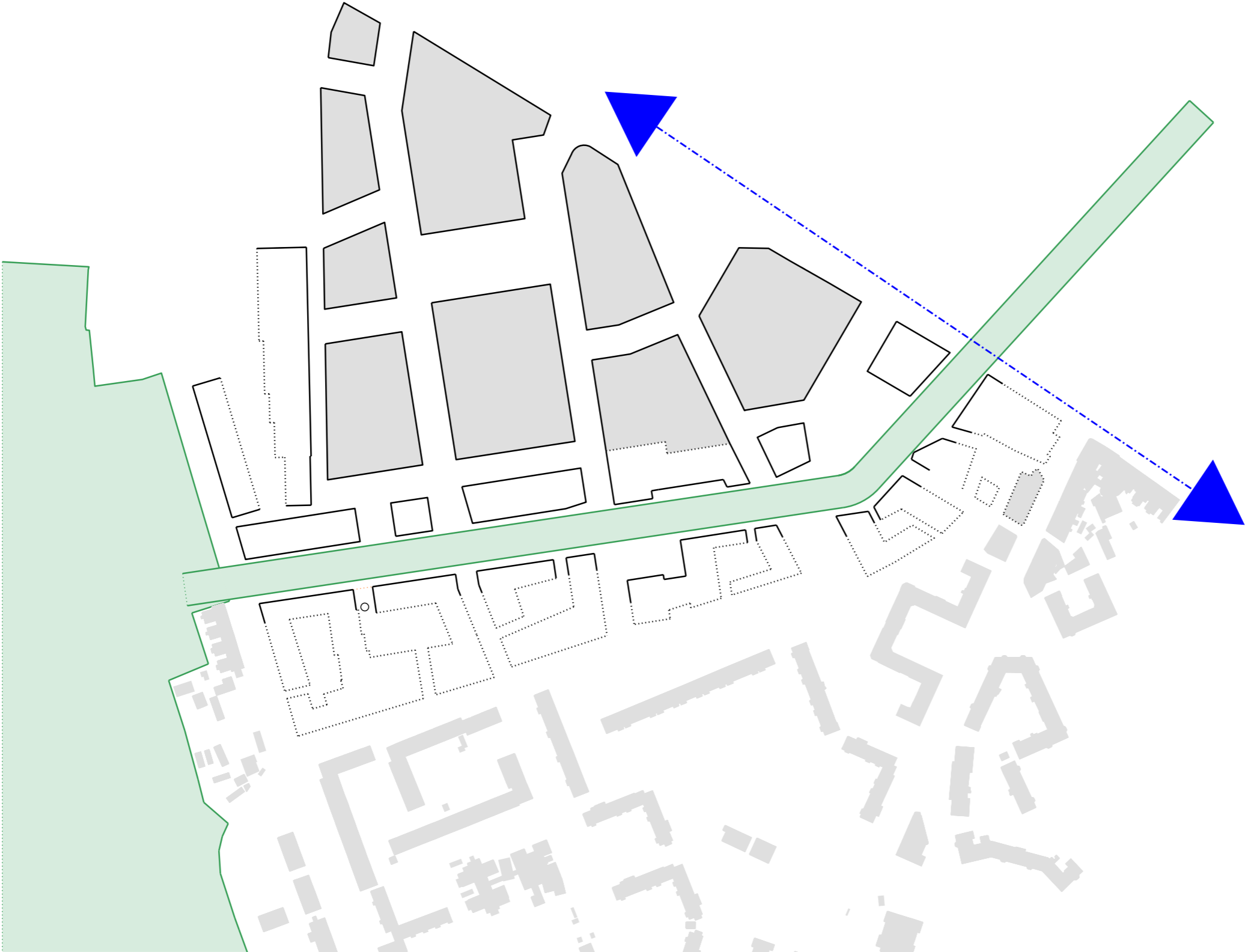


Figure 100: Diagram showing the urban grain



### Variety of open spaces

- Linear park
- Streets, squares and gardens
- Courtyards, alleyways and yards

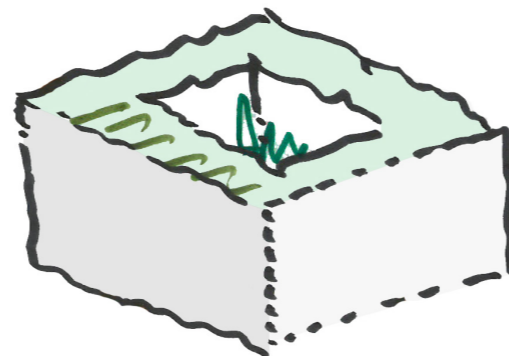
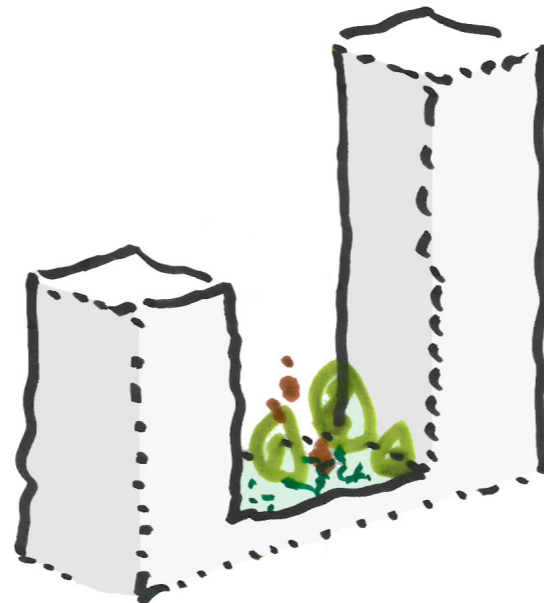
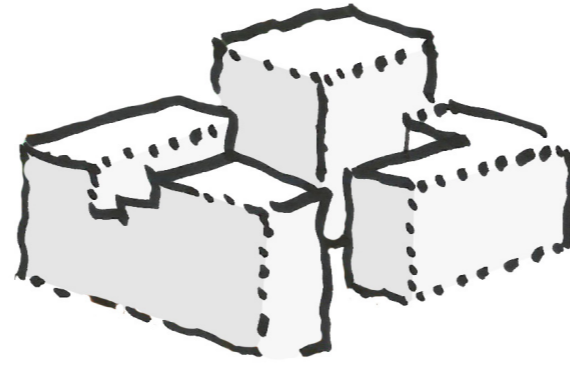


### Variety of urban form

- Urban blocks
- Perimeter blocks
- Stand alone buildings
- Tall buildings

+

+



### Variety of uses

- Retail and commercial
- Creative industries and employment
- Cultural and educational
- Health and community



=



# A place for living, working and leisure

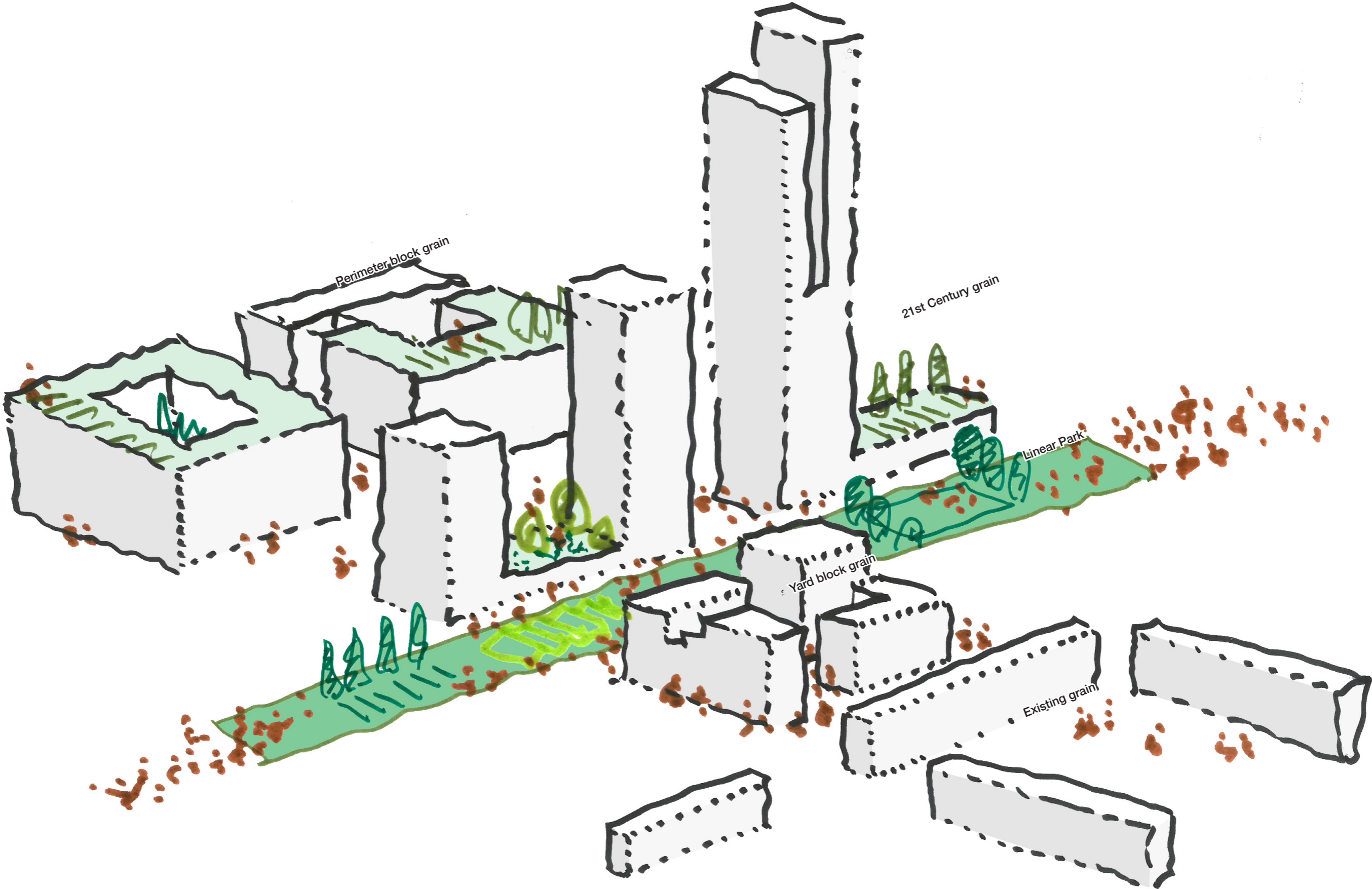


Figure 101: Transition between the grains



**4.13 Employment strategy**

Old Kent Road currently accommodates a thriving business community with a strong creative and industrial character. In order to maintain this business hub it is essential to understand the current needs of business and the increasing demand for good quality new space in key areas. This will provide essential services for both local and London economy. It is also key to understand the value of the existing local employment and the specialist skill nature of it.

The LBS carried out an employment study in 2015 identifying a total of 9,000 jobs in the opportunity area. One of the key objectives of the June 2016 Draft AAP is to increase this number by at least 5,000 additional jobs. The number of jobs and amount of workspace is being reviewed in the course of preparing the 2017 Draft AAP. The AAP recognises the need to restructure the employment as well as nurturing the existing range of business. This will enhance the area's existing vibrancy and build on its unique economy.

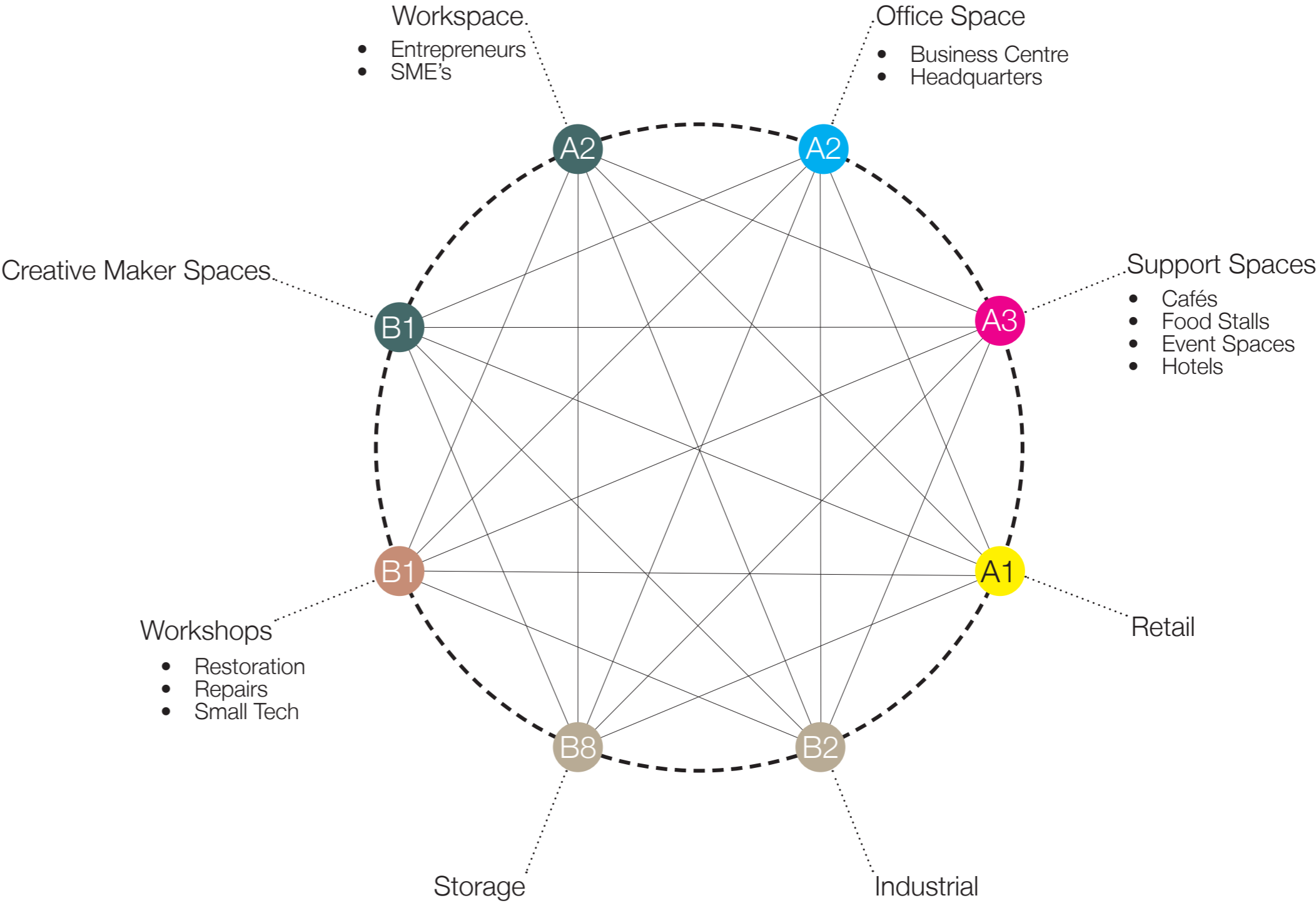
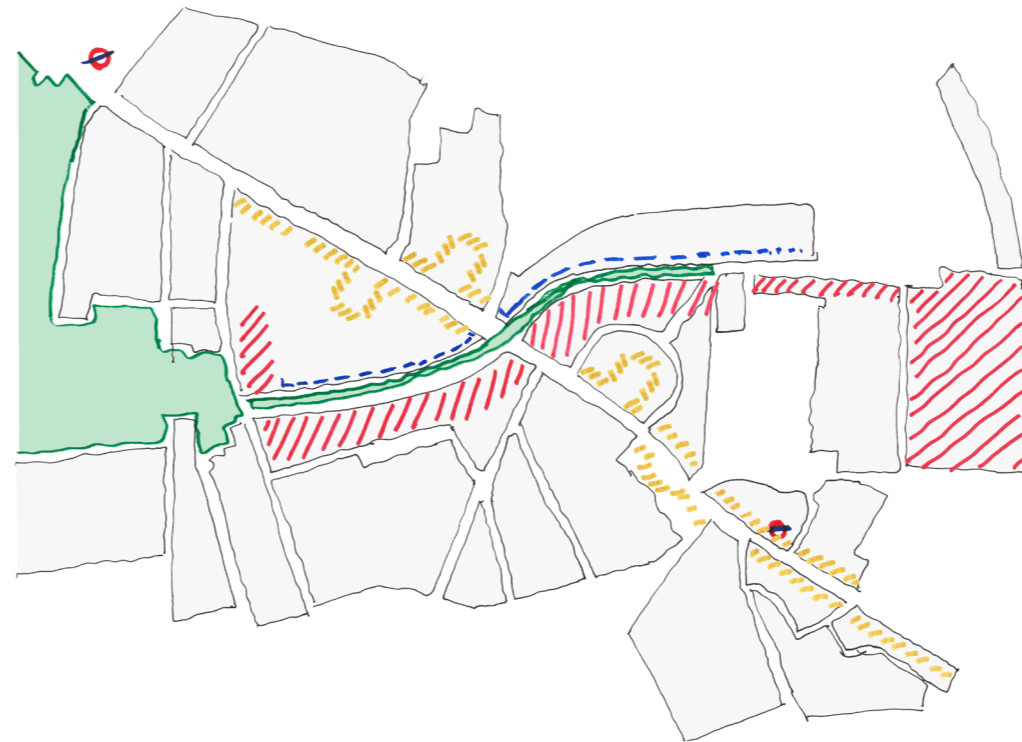
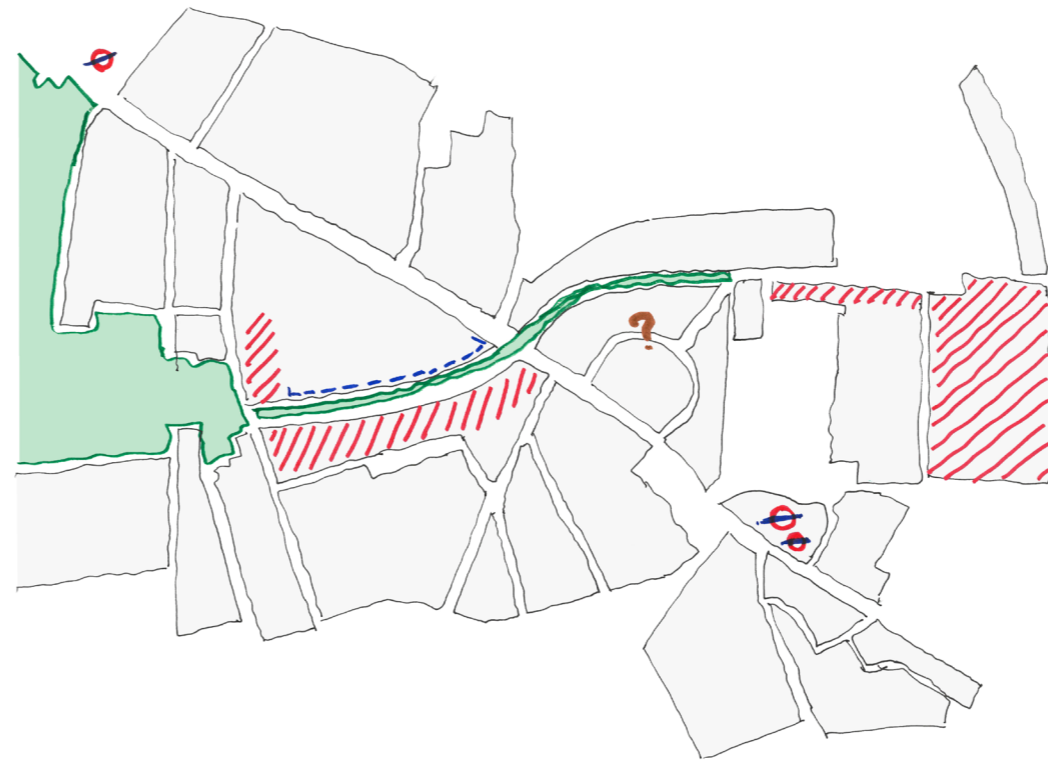


Figure 102: Illustrative diagram of the employment range opportunities in Old Kent Road





In the local development study of the OKR10 and the adjacent development areas to the Linear Park, there are existing grains of employment which will need to be maintained, enhanced, restructured and complimented by new employment:

1. The June 2016 Draft AAP identifies three key employment clusters in this area: Latona Road, Sandgate Street and Hatcham Road.
2. Extending the employment uses from Latona Road to Old Kent Road will be key to deliver an animated public realm throughout the Linear Park. This cluster is conceived with a similar grain of courtyards, yards and alleyways as the existing in Latona Road. The nature of the employment will vary from light industry around Glengeall Road, creative industries and artists studios around Heymerle Road, through to offices and managed workspace towards Old Kent Road.
3. Similarly, there is a great opportunity to extend the employment grain from Hatcham Road (industrial) towards Verney Road and Old Kent Road creating again a variety of employment uses such as industrial, creative, SME's, B1 business and commercial.
4. The strategy also recognises the opportunity to revitalise the high street character of Old Kent Road. This new high street will add new public spaces lined up with commercial and employment uses that will enhance the existing commercial cluster.



## 4.0 Urban response

### 4.14 Tall building strategy

There is a great opportunity for tall buildings in the OKR opportunity area which will help to deliver the high densities required as well as providing publicly accessible open space, specially along the linear park.

Policy 3.20 of the Southwark Plan states that any building over 30 metres tall should ensure that it:

1. Makes a positive contribution to landscape  
- **Delivering open space**
2. Is located at a point of landmark significance  
- **Sited on axis**
3. Is of the highest architectural standard  
- **Well proportioned, low number of homes/ core, balanced composition...**
4. Relates well to its surroundings, particularly at street level  
- **Human scale engagement with context**
5. Contributes positively to the London skyline  
- **City scale assessment**

LBS have asked Patel Taylor to contribute to the strategy for the location of tall buildings in order to inform the next Draft of the AAP.

The height strategy for the linear park needs to set a hierarchy of tall elements. The tallest elements will be townscape markers and these buildings must:

1. Provide enough open space within the plot
2. Be located in an intersection of key routes/axis
3. Provide enough mixed use: commercial, educational, cultural...

Figure 100 illustrates the potential location of townscape markers along the linear park. Figure 101 illustrates a skyline composition with a clear hierarchy of heights.



Figure 103: Tall building strategy

#### Key

■	Tier 1 plot	(above 30 storeys)
■	Tier 2 plot	(up to 25 storeys)
■	Tier 3 plot	(up to 16 storeys)











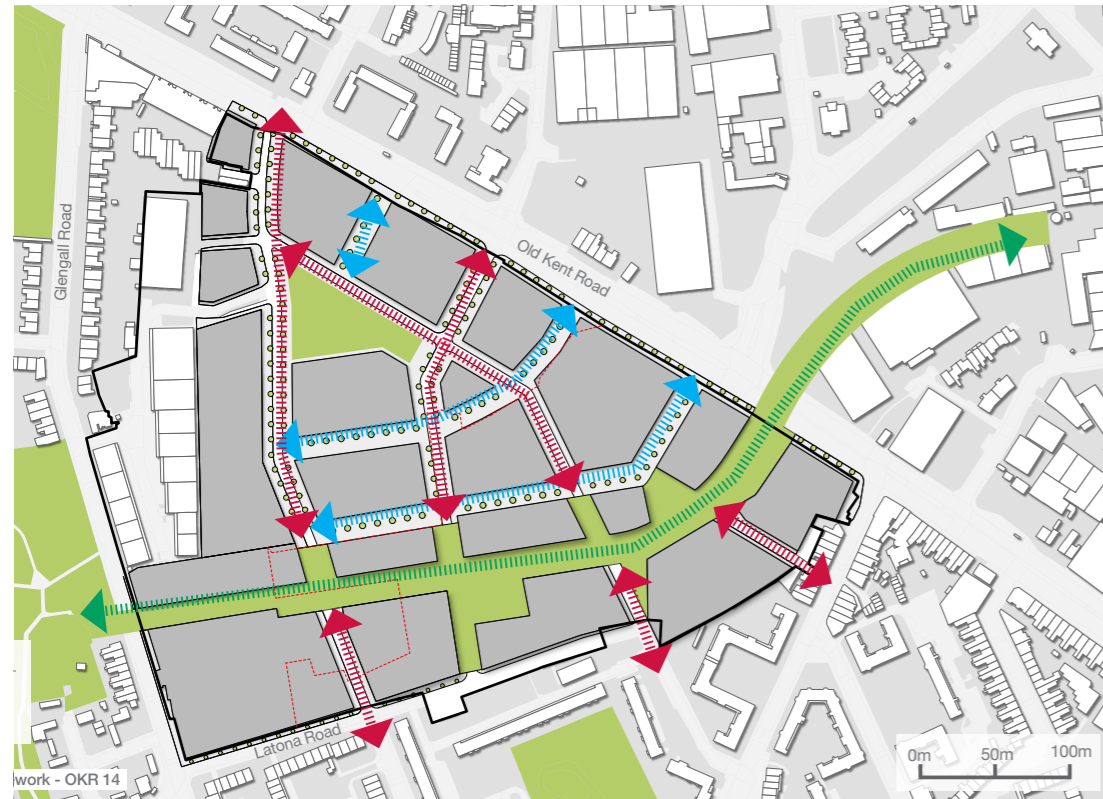


Figure 104: Fluid's LDS with green, pedestrian and vehicular routes

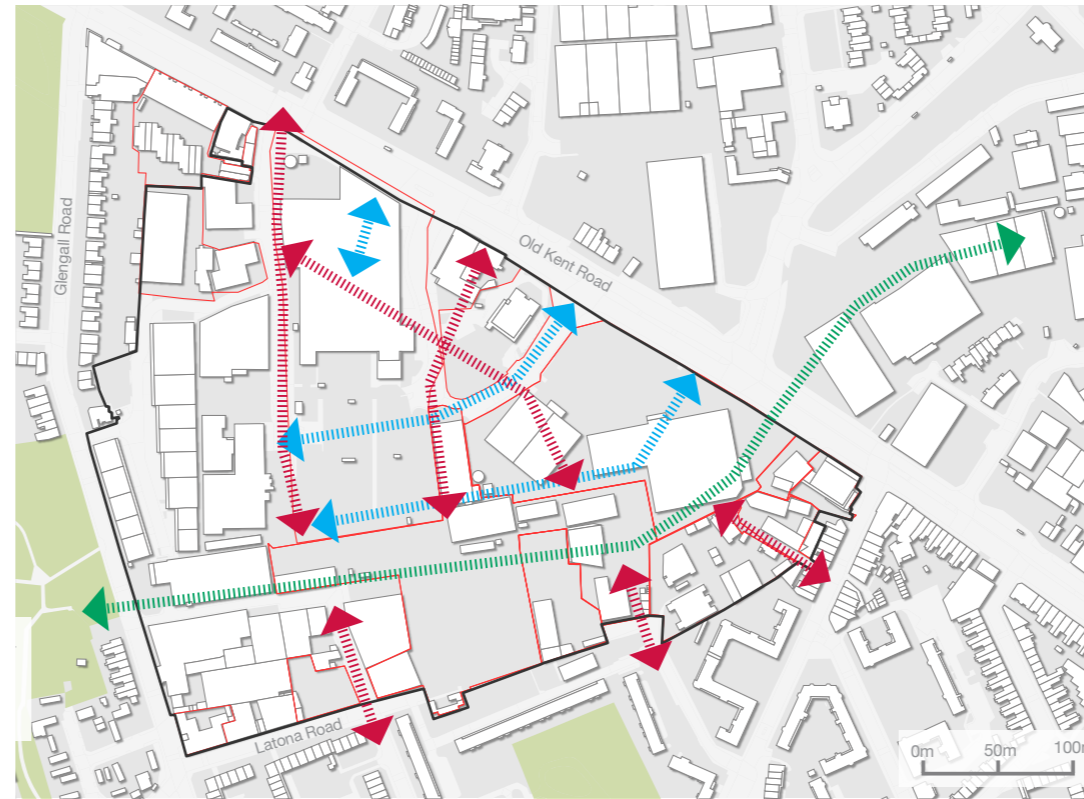


Figure 105: Overlay of LDS routes and the existing site ownerships

## 5.1 The current LDS

The London Borough of Southwark commissioned Fluid to carry out a Local Development Study (LDS) of OKR10 in order to set the principles of urban development of this area.

The study's principles are:

- The alignment of the linear park
- Pedestrian routes
- Cycle routes
- Vehicular access
- Development plots
- Street character
- Heights and massing

The LDS has set the principles against which developer's proposals are tested.

As part of the present study, Patel Taylor has reviewed the LDS to incorporate the principles of the urban response.

Besides, the LDS has been taken to the next level: plots have been articulated into blocks in order to carry out a series of density studies. The goal is to assess if the densities proposed in the sites which are under pre-application consultation or planning submission are acceptable.



## 5.2 Urban grain

Building on from the principles set in the urban response, the strategy for the grain of OKR10 follows three main design principles:

### 1. Open space network

Adding to the network of open space set in the urban response, a network of open space is added including:

- A new garden square in the heart of OKR10. This will be conceived as a neighbourhood amenity area for local residents with an intimate feeling and character.
- Sufficient roads to service all plots. The new network of vehicular roads tries to keep as many of the existing routes as possible.
- A network of pedestrian routes which includes garden streets and pedestrian cobbled streets

### 2. Uses

The urban response envisions a series of employment and commercial uses along the linear park and Old Kent Road (for further information please refer to section 4.0). The uses in the hinterland of the OKR10 will be mainly residential. Nevertheless, there is an opportunity for local retail, mainly surrounding the garden square, which will help to create an animated public realm.

### 3. Urban plots

Urban plots have been successfully defined by the network of open space. The main goal in the review of the plots in the LDS is to create a plot distribution which responds better to the site ownerships.

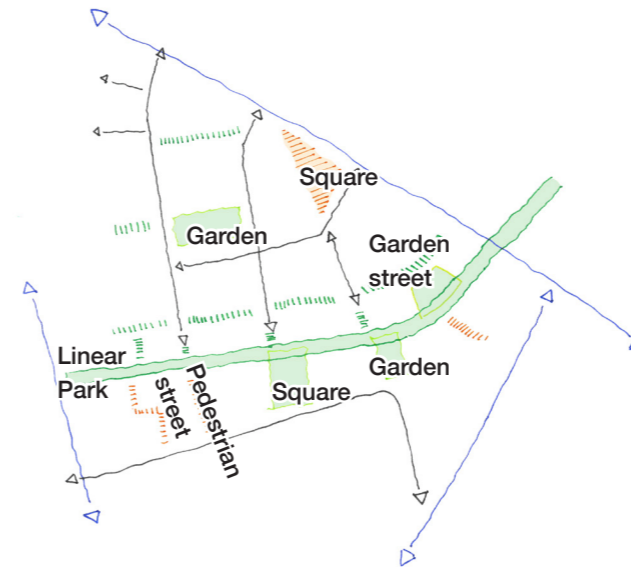


Figure 106: Open space network of streets, squares and gardens



Figure 110: Uses

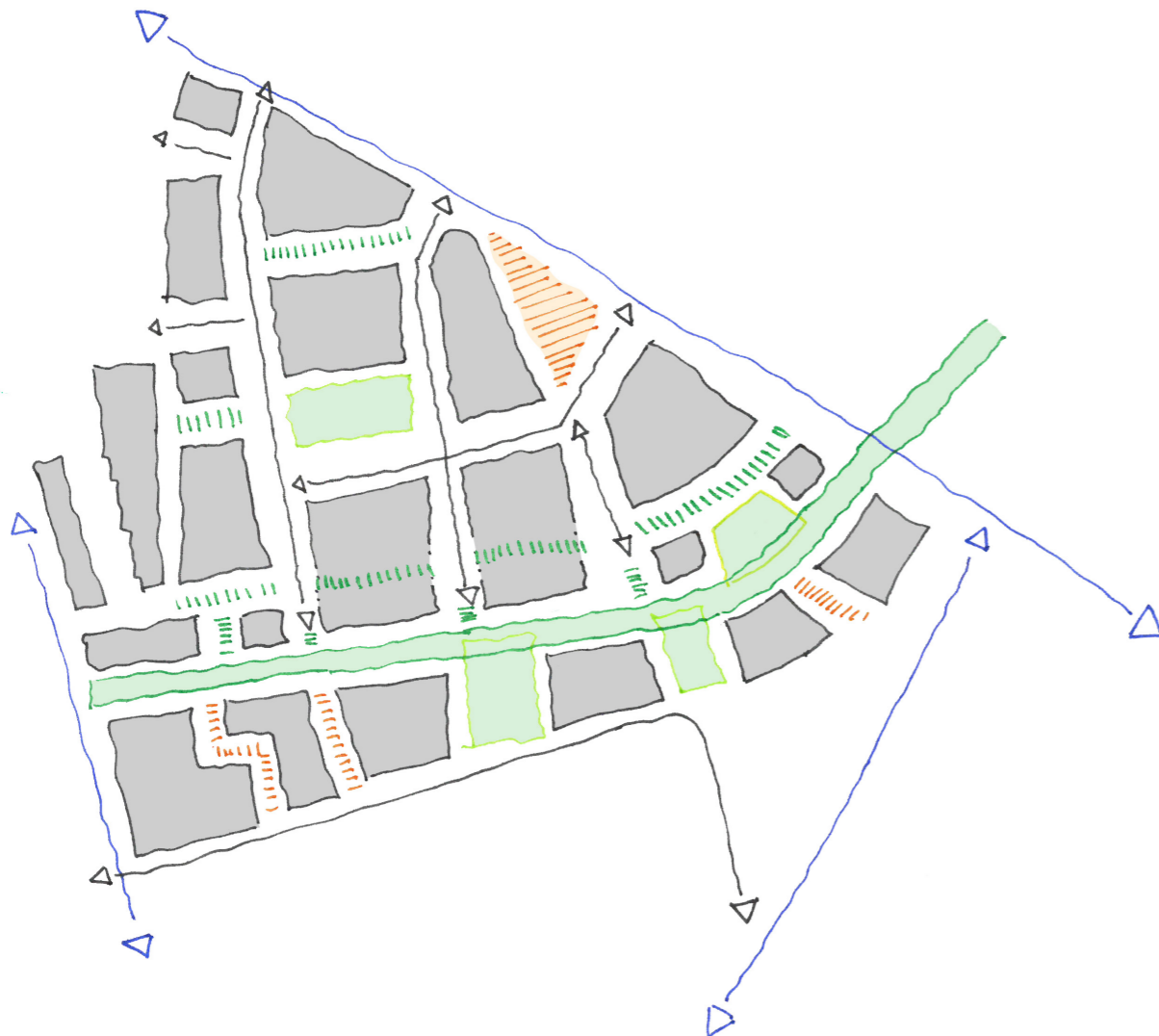


Figure 114: Urban plots



Figure 107: Precedent of garden square



Figure 111: Local leisure (cafes, restaurants...)



Figure 108: Precedent of garden street



Figure 112: Local retail



Figure 109: Precedent of pedestrian street



Figure 113: Community uses



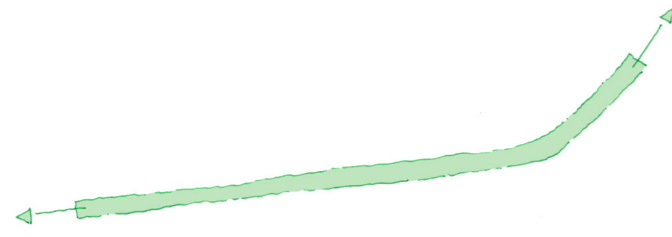


Figure 115: The Surrey Canal Linear Park

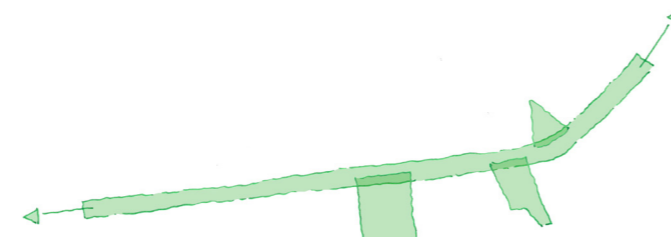


Figure 116: Green docks



Figure 117: The yards



### 5.3 Open space network

The masterplan has been built on a hierarchy of spaces:

1. The Surrey Canal Linear Park: the main open space of the masterplan is a linear garden which runs along the route of the former Grand Surrey Canal. The space will have different zones of different character and types of hard and soft surfaces. It will be lined with a variety of animated uses ranging from light industrial to co-working and offices and retail units.
2. Green docks: there are three big open spaces which are a reference to the docks of the canal.
3. The yards: the southern edge of the Surrey Canal Linear Park is lined up with a grain of yards, spaces which accommodate not only servicing but also community spaces where employment uses can spill out.
4. The squares: there are two main squares in the development, a neighbourhood square that will serve the local community and a square off Old Kent Road which will be an oasis in the busy route.
5. The green alleys: a sequence of pedestrian streets with residential character.
6. The green routes: the main vehicular routes which will be lined up with trees giving a pedestrian-friendly feeling.

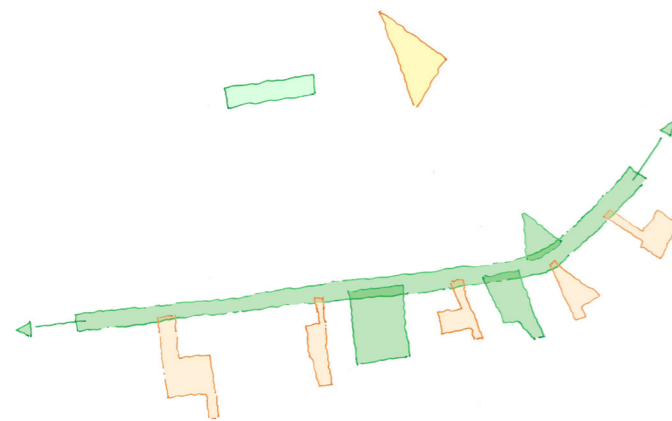


Figure 118: The squares

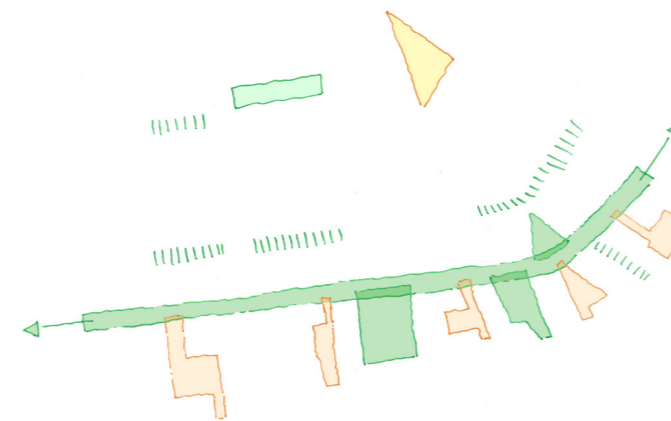


Figure 119: The green alleys

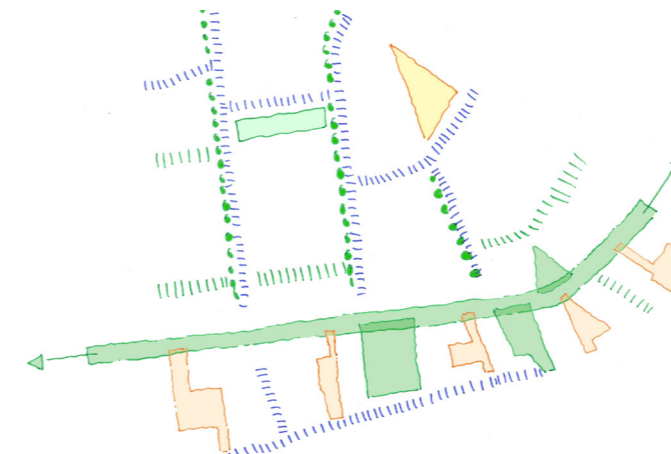


Figure 120: The green routes





5.4 Uses

The masterplan provides a wide range of employment uses which will contribute to deliver 3,100 jobs.

The Old Kent Road is lined up with retail, contributing to creating a new high street.

The lower levels of the buildings accommodate employment space which range from:

- Industrial units along the western edge.
- Light industrial (creative/makers spaces).
- Co-working/SME's along the centre of the site.
- Office hubs on the eastern end.

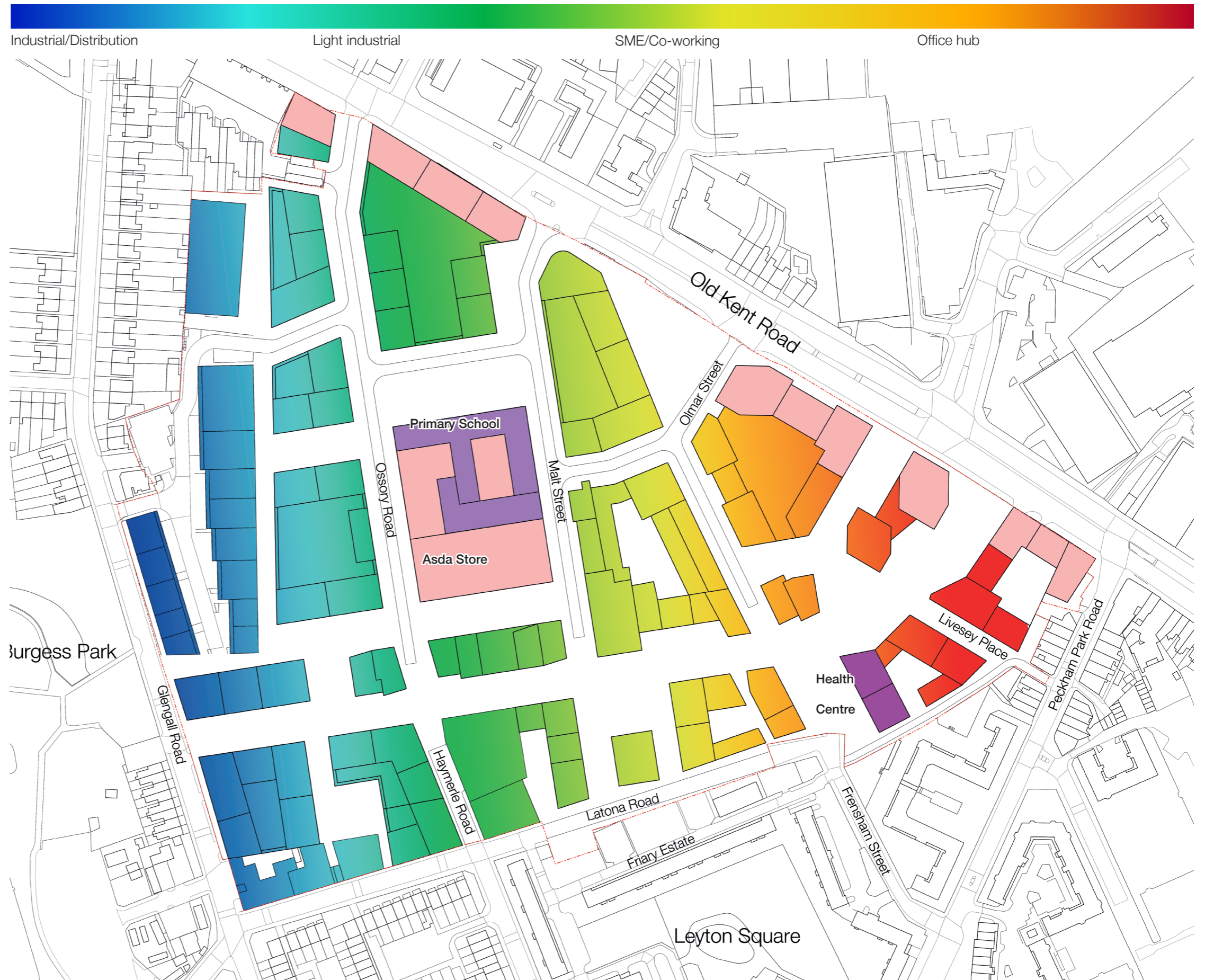


Figure 121: The employment strategy



### 5.5 Flexible urban plots

The urban plots are defined by the network of open spaces. This plots are flexible and can accommodate different building typologies.



Figure 122: Flexible urban plots. Arrangement of typologies option 1



Figure 123: Flexible urban plots. Arrangement of typologies option 2



Figure 124: Flexible urban plots. Arrangement of typologies option 3



5.6 Illustrative masterplan

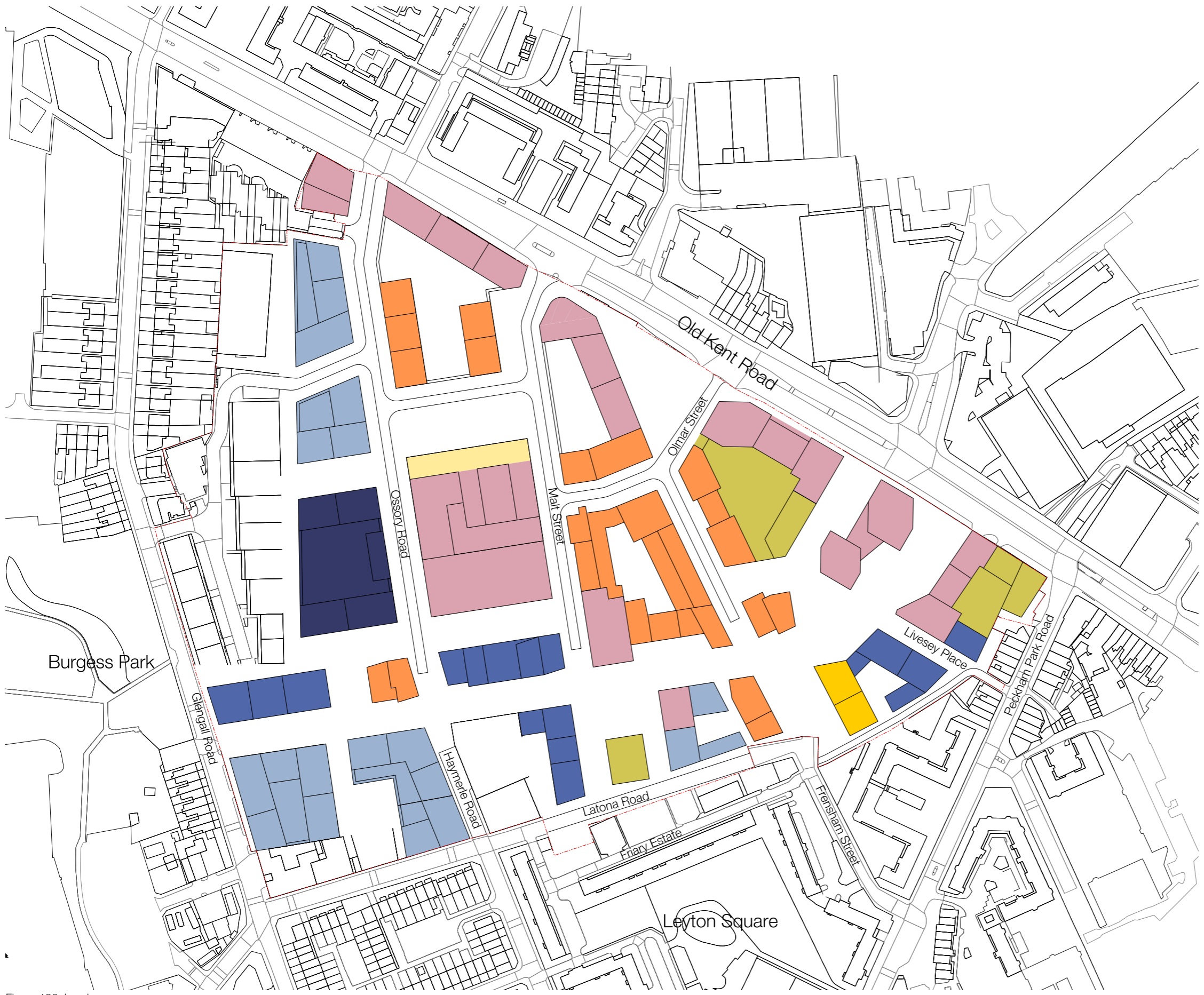
The illustrative masterplan aims to provide a variety of open spaces, a mix of uses and a wide range of building typologies.



Figure 125: Illustrative masterplan



5.7 Building typologies and land uses



- Key**
- Medium-large storage and distribution
  - Small industrial
  - Small office
  - High Street
  - Residential ground floors
  - Cultral uses
  - Primary school
  - Health hub

Figure 126: Land uses



## 5.8 Access and servicing

The servicing strategy has been carefully developed in order to preserve the pedestrian-friendly character of the major open spaces. Commercial and industrial units will be serviced off-street where possible, in order to avoid disruptions to pedestrian flow and normal traffic.

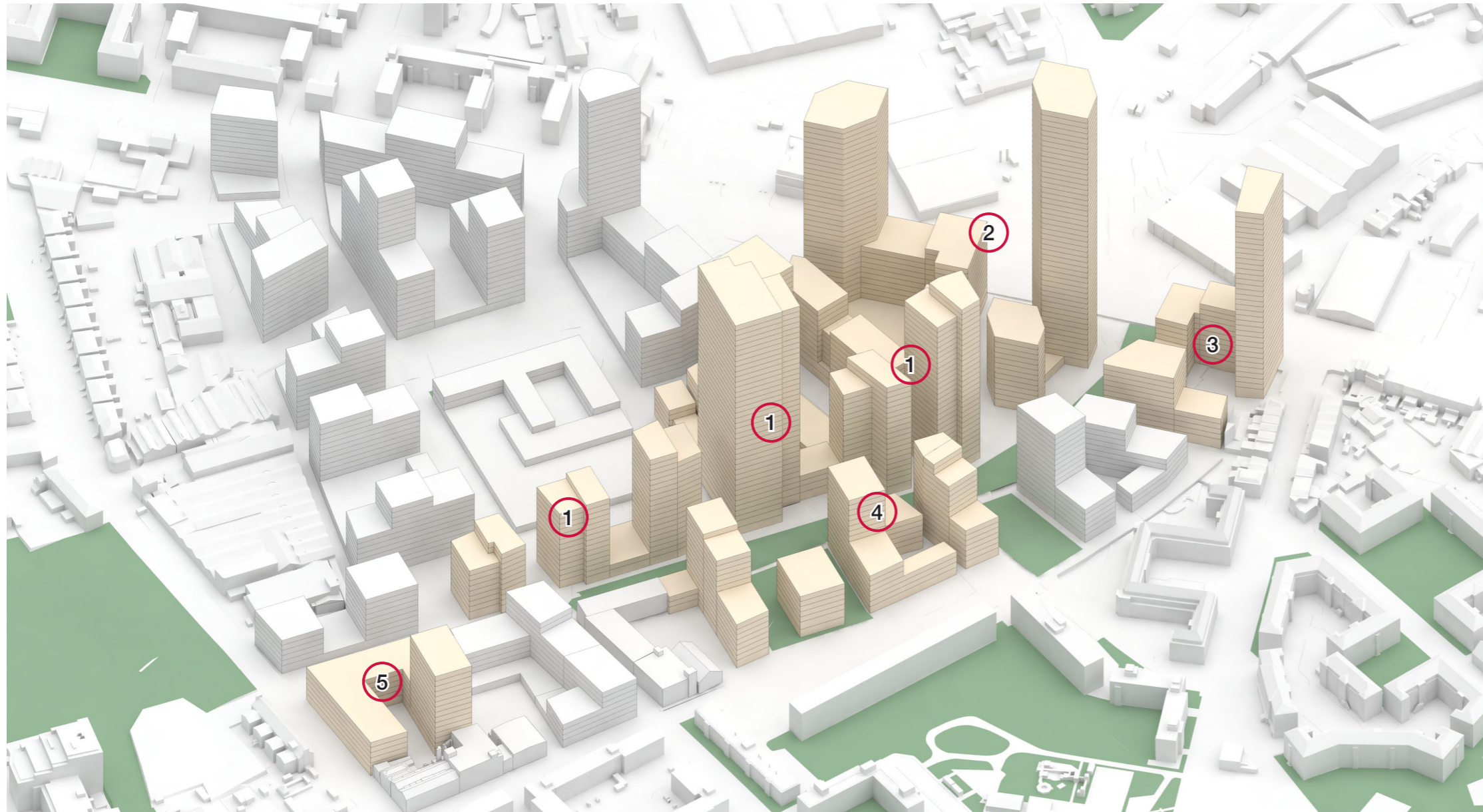
The servicing strategy has been designed following the principles below:

- Avoid servicing along the Surrey Canal Linear Park.
- Service bays will serve multiple units where possible.
- Servicing routes must avoid major cycling and pedestrian routes.



Figure 127: Servicing





### 5.9 Capacity study

Most of the sites in OKR10 surrounding the Linear Park are under planning consultation. Developers are engaged in an ongoing conversation with the Local Authority about open space strategy, uses, typologies, densities...

In order to inform the density strategy for these sites, it is important to understand the density capacity of the remaining sites that have not started potential development studies.

In order to assist with this, the following pages include a series of massing options for the illustrative masterplan with the corresponding area yield for each case.

The number of homes provided for each of these density studies do not include the sites under planning consultation. The image to the right shows and indicative massing of these developments and the table below provides an indicative number of homes when available.

Figure 128: Indicative massing for the sites under planning consultation

Plot	Homes
1 Malt Street	1,050
2 Cantium Retail Park	1,100
3 Livesey and Civic	350
4 Nyes Wharf	150
5 Glengall Road	150
<b>Total</b>	<b>2,800</b>



**Density calculation 1**

The purpose of this study is to understand the capacity of the remaining sites in order to set a target for homes and employment space for the whole of OKR10.

The numbers below illustrate the number of homes for the sites highlighted.

**Residential GEA**

91,862

**Number of homes**

876

**Class A GIA**

8,570 sq.m

**Class B GIA**

14,965 sq.m

**Class D GIA**

4,809 sq.m

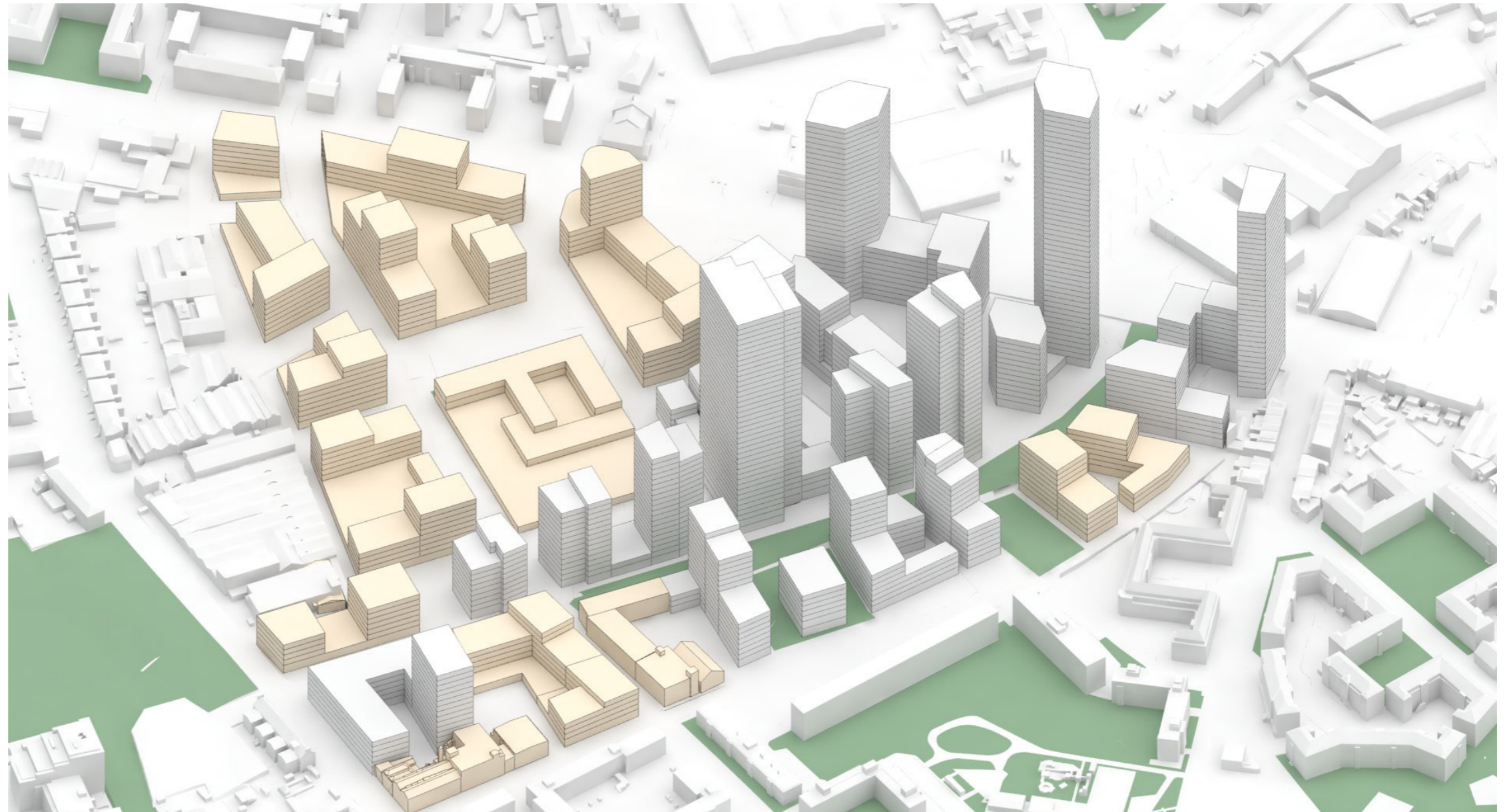


Figure 129: Density study 1

**Key**

- Sites under planning consultation
- Sites relevant to the capacity study



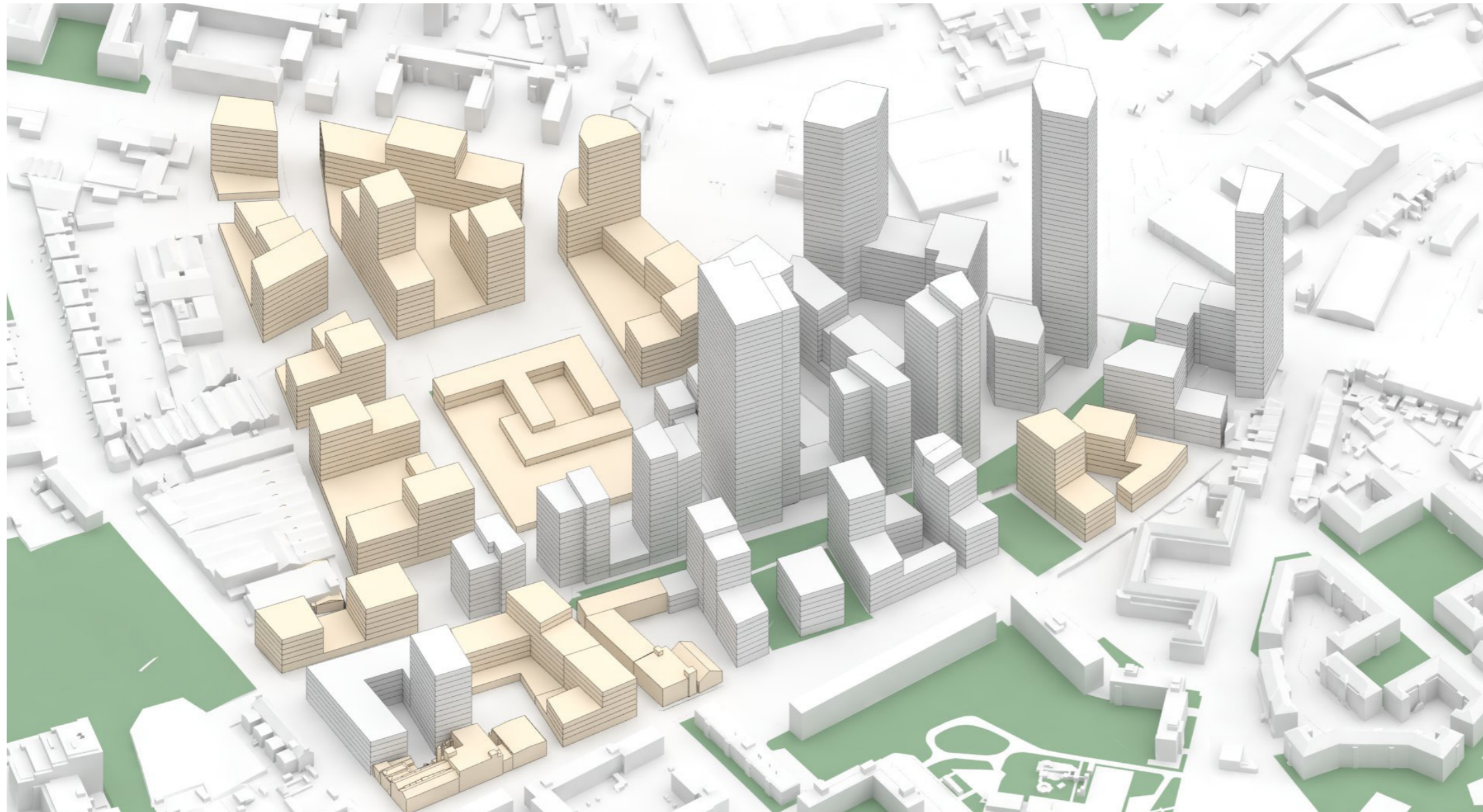


Figure 130: Density study 2

**Density calculation 2**

The purpose of this study is to understand the capacity of the remaining sites in order to set a target for homes and employment space for the whole of OKR10.

The numbers below illustrate the number of homes for the sites highlighted.

**Residential GEA**

**119,348**

**Number of homes**

**1,140**

**Class A GIA**

8,570 sq.m

**Class B GIA**

14,965 sq.m

**Class D GIA**

4,809 sq.m

**Key**

- Sites under planning consultation
- Sites relevant to the capacity study



### Density calculation 3

The purpose of this study is to understand the capacity of the remaining sites in order to set a target for homes and employment space for the whole of OKR10.

The numbers below illustrate the number of homes for the sites highlighted.

#### Residential GEA

144,591 sq.m

#### Number of homes

1,400 homes

#### Class A GIA

8,570 sq.m

#### Class B GIA

14,965 sq.m

#### Class D GIA

4,809 sq.m

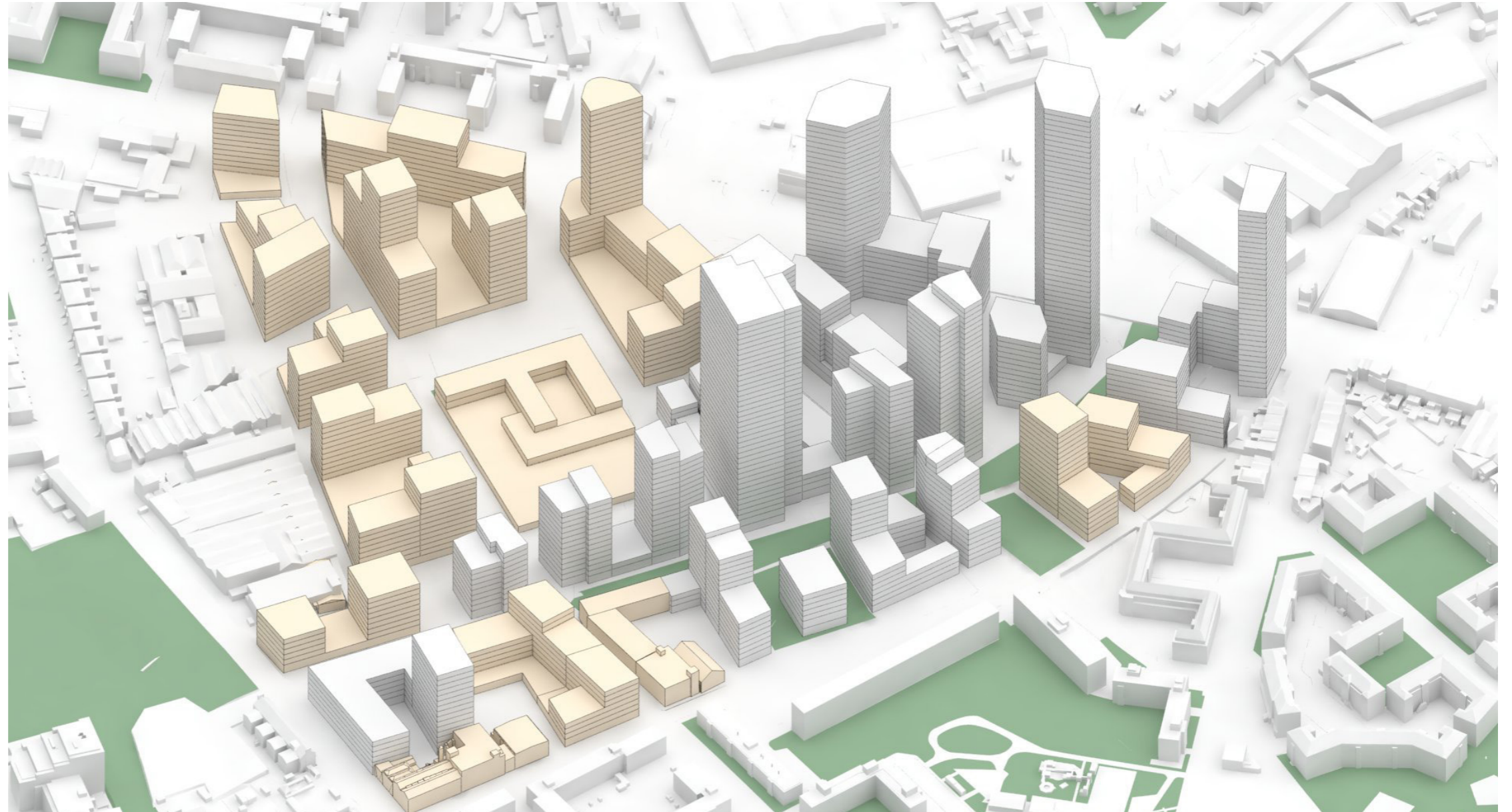


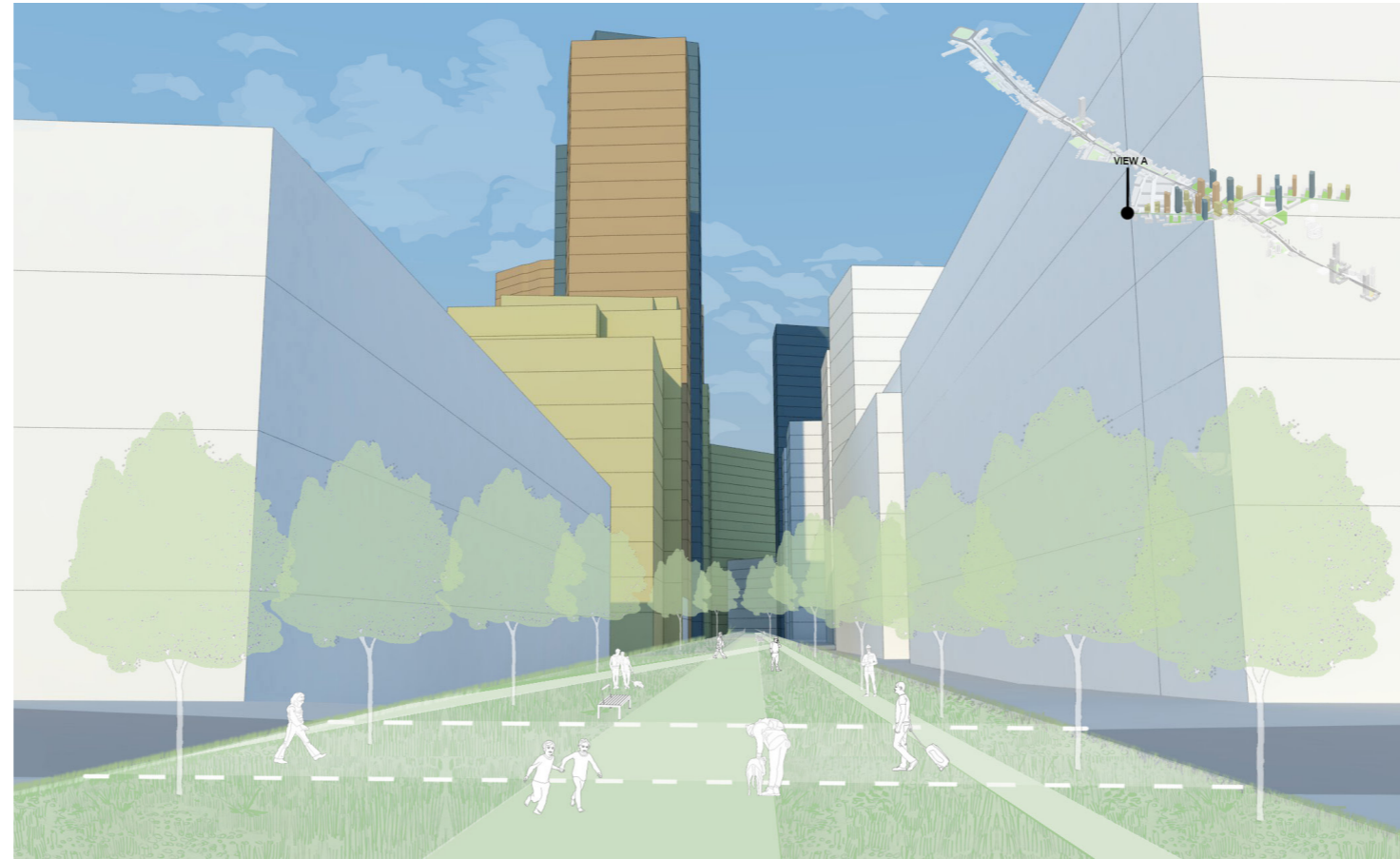
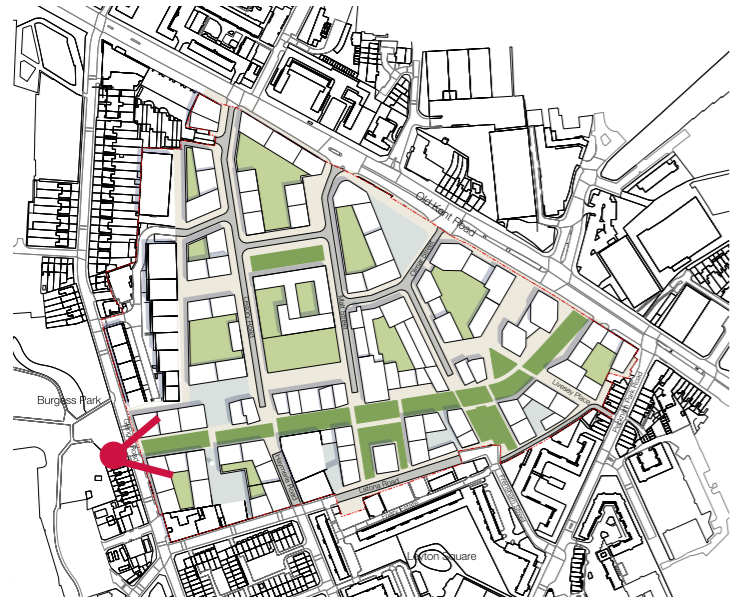


Figure 131: Density study 3

#### Key

-  Sites under planning consultation
-  Sites relevant to the capacity study



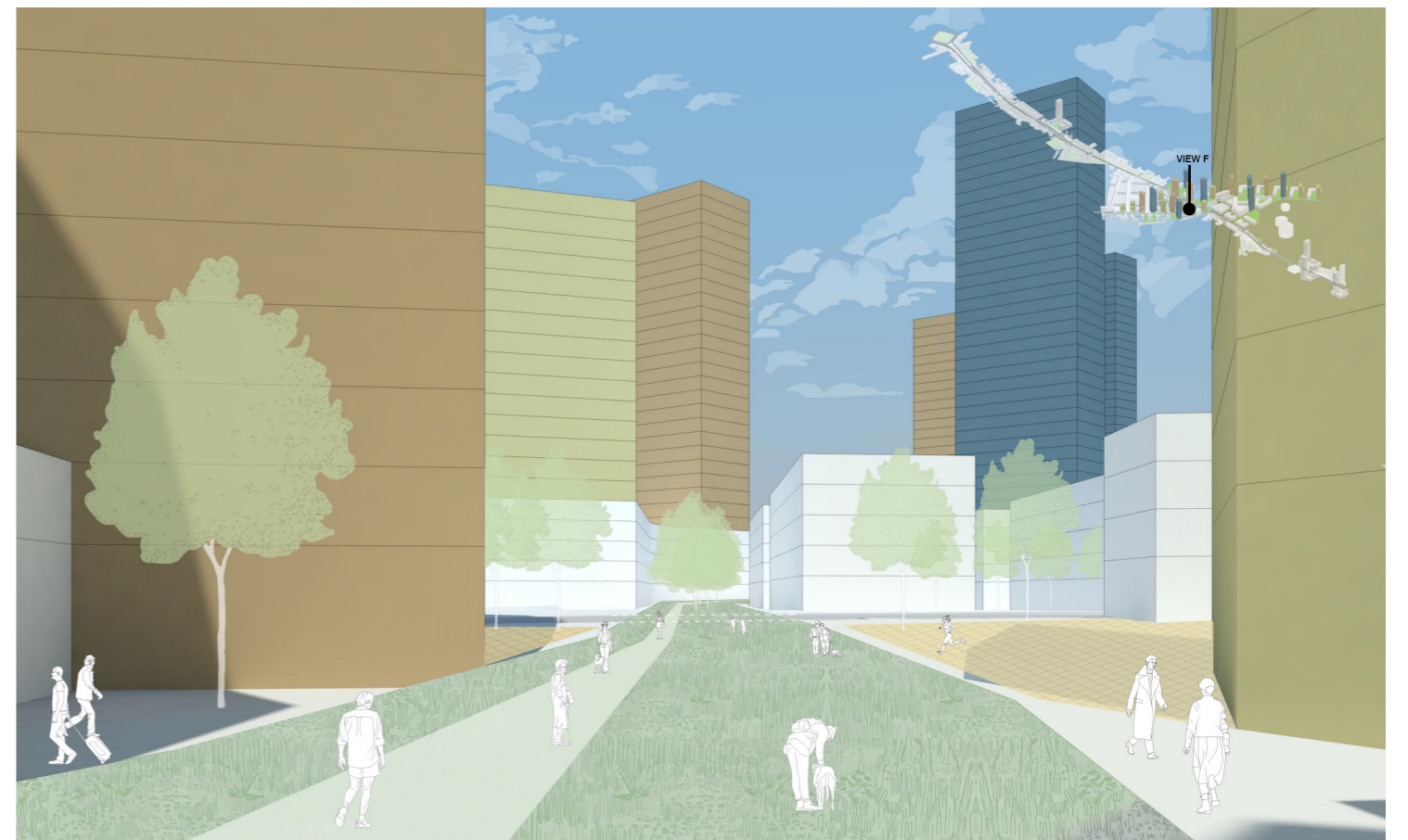
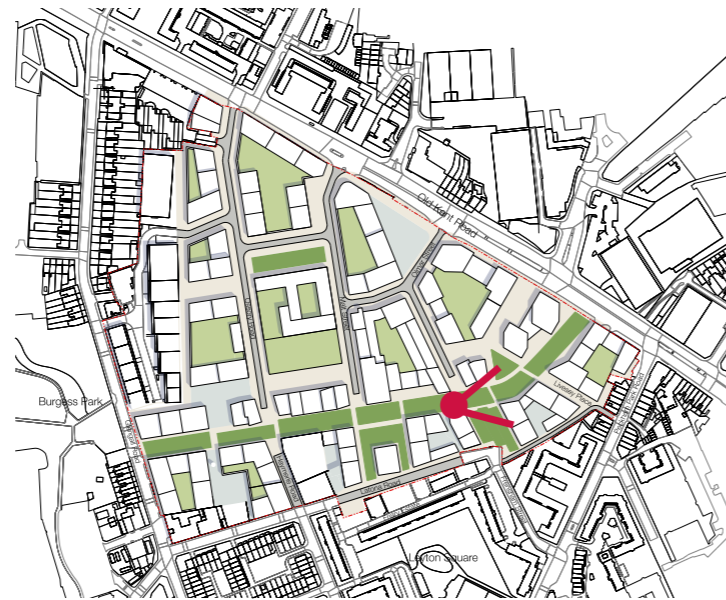
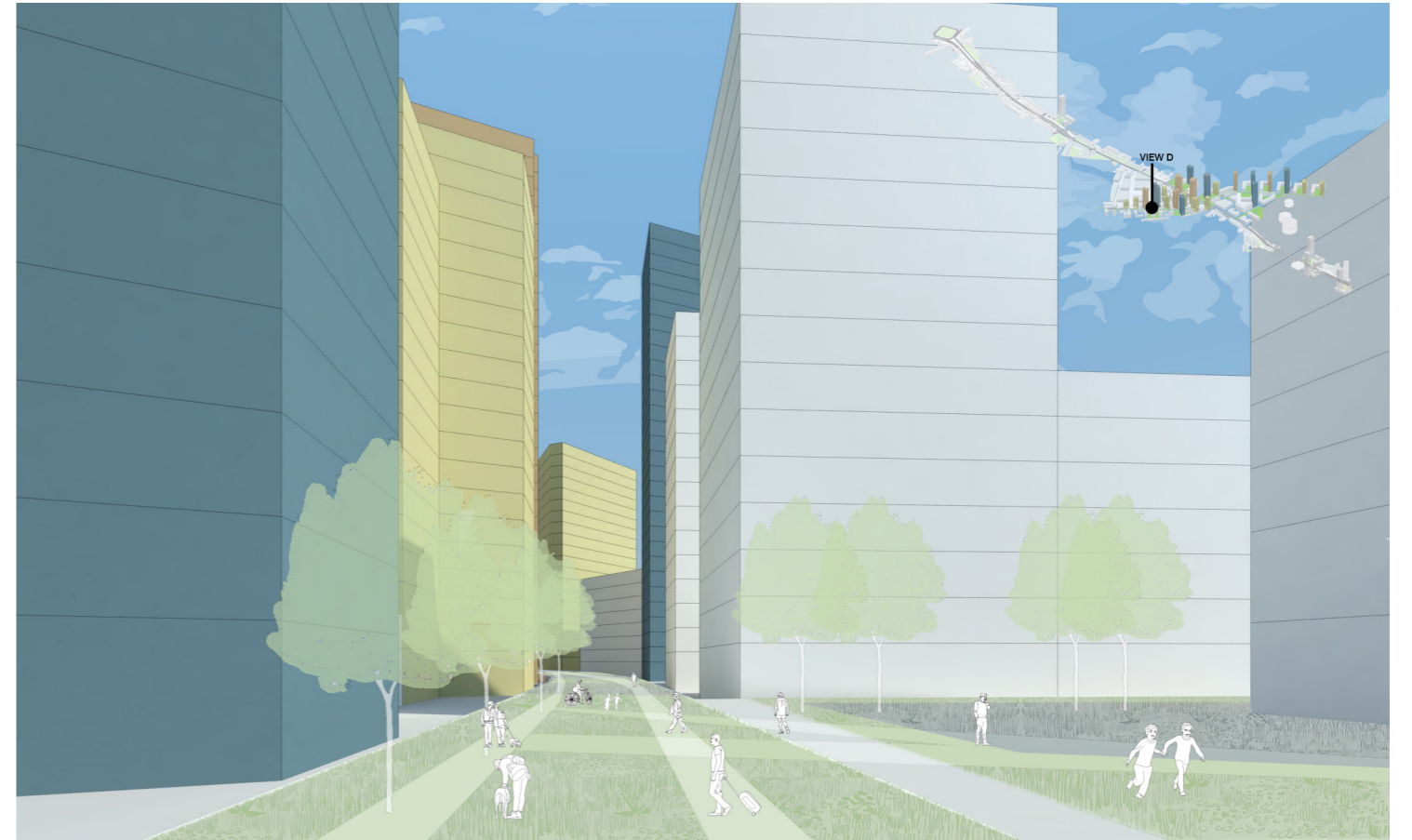


## 5.10 Views

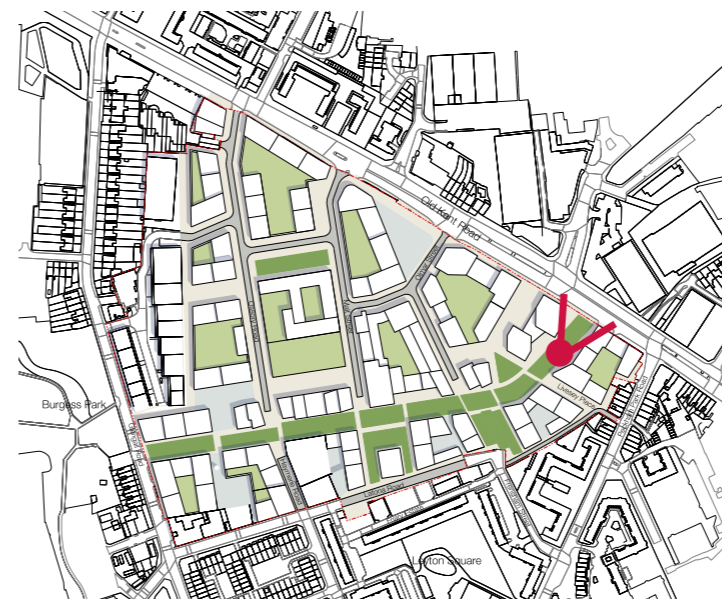
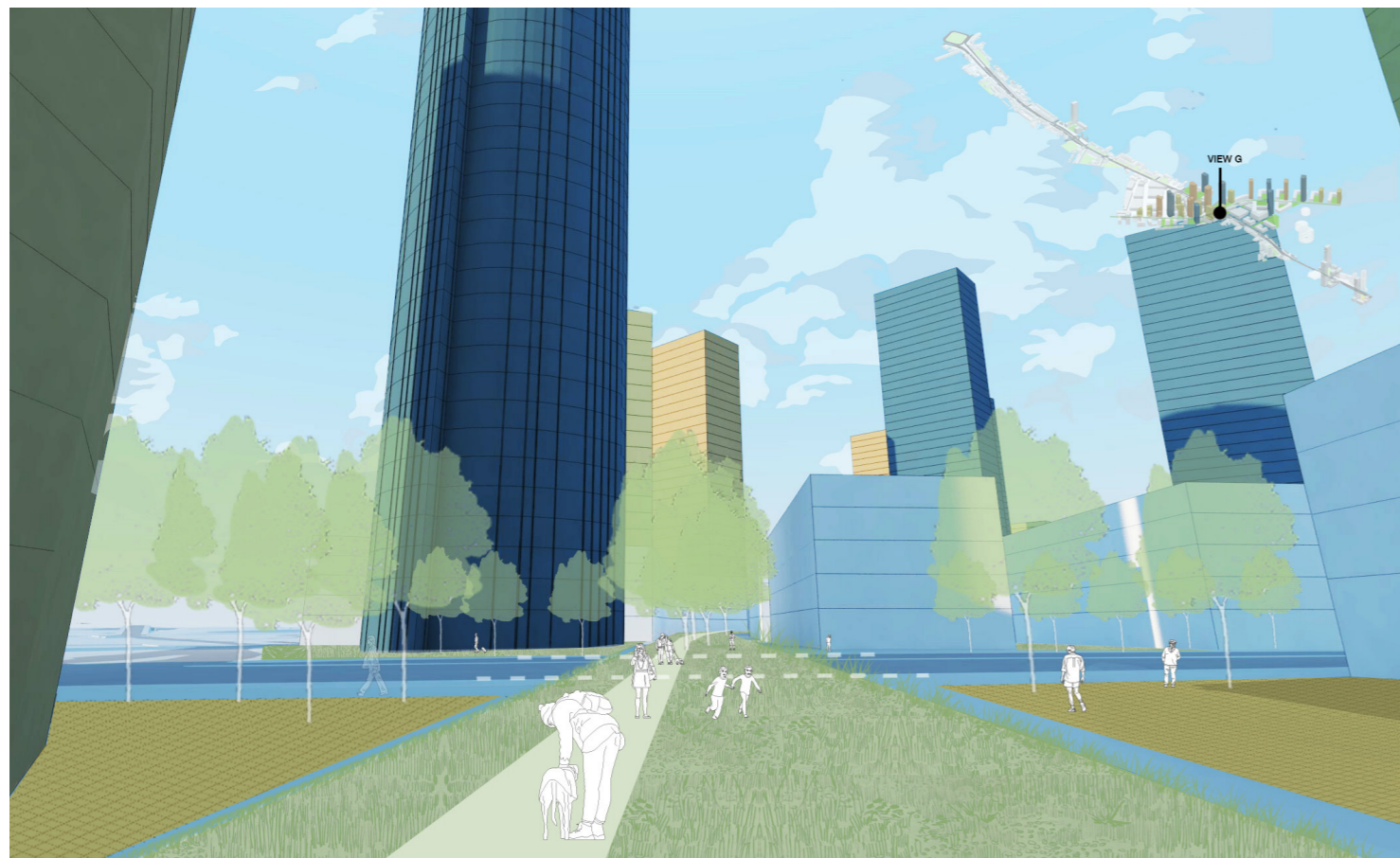
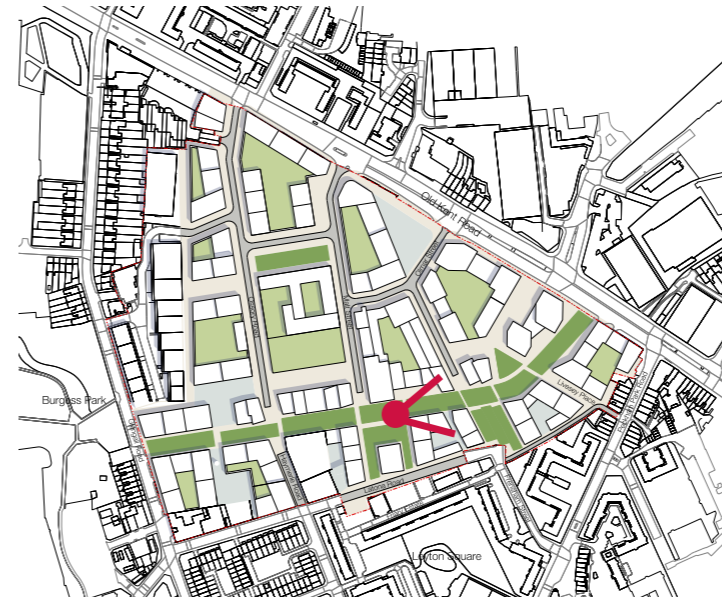
The following views illustrate the pedestrian route through the Surrey Canal Linear Park.





















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## 6.0 Appendix

### 6.1 References

#### Historical notes

Historical context within this document has been sourced from a number of secondary and tertiary sources, and is provided for background information only. The principal source for Section 3.2 is the online resource Wikipedia.

This document has not been fact checked or verified against primary historical sources and should not be cited as a reference for this purpose, nor should any policy or planning decisions be made on the basis of this historic information.

#### Area Action Plan (AAP)

A number of graphics and references have been sourced from the draft Area Action Plan / Opportunity Area Planning Framework published by Southwark Council in June 2016.

#### Local Development Study (LDS)

The LDS was prepared by Southwark Council and published in March 2017



Figure 132: OKR10 Local Development Study March 2017

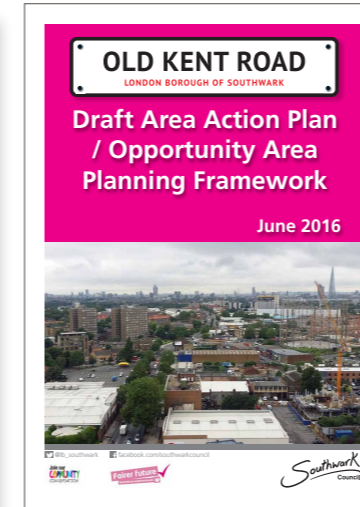


Figure 133: OKR10 AAP June 2016











## 7.0 Appendix 2: Latona Road salt depot site

### 7.1 The site

The site is currently in use as a salt depot for the London Borough of Southwark's highways team.

This site falls within the band of the masterplan designated as having a traditional grain of yards, alleyways and courtyards. The buildings adjacent to the site up to the junction with Glengall Road are creative industry space to be retained and enhanced.

Within the urban block, but on an adjoining site, there is a factory chimney which is considered as an important historical asset of the site and should be retained and enhanced, with the removal of mobile telecoms antennae.

There are plans to redevelop the rest of the adjacent sites to deliver a mix of employment space and residential homes. The Glengall Road site is currently in pre application discussions.

The brief for the Latona Road site is:

- at least 1,500 sqm of B class space (potentially light industrial, small workshops/artist studios)
- Residential use above



Figure 134: Latona Road salt depot aerial photograph

- Glengall road site: employment and residential
- Buildings to be retained
- Site 15 - Latona Road depot: employment and residential
- Site 14: potential for employment and residential



## 7.0 Appendix 2: Latona Road salt depot site

### 7.2 Design principles

The vision for this site is to create a development with a mix of employment and residential use which helps to expand the creative industrial grain of yards, courtyards and alleyways from Latona Road to Old Kent Road.

An L-shaped block will sit on the corner defining the street frontage towards Latona Road and Haymerle Road.

This L-shape corner arrangement frees up the internal area of the site and creates a shared yard space which can be used by the adjacent sites. This space can be accessed from Latona Road on the western end of the site.

Ideally, the development of the site directly to the north will create another access from the future linear park (currently Bianca Road) to create filtered access between Latona Road and the Park. Agreement between the adjoining landowners should be sought by Southwark in order to enshrine this principle.

The building has a single storey plinth which allows for employment use in a deeper plan and that will open up to the yard. There will be a residents' garden on top of this podium on the first floor.

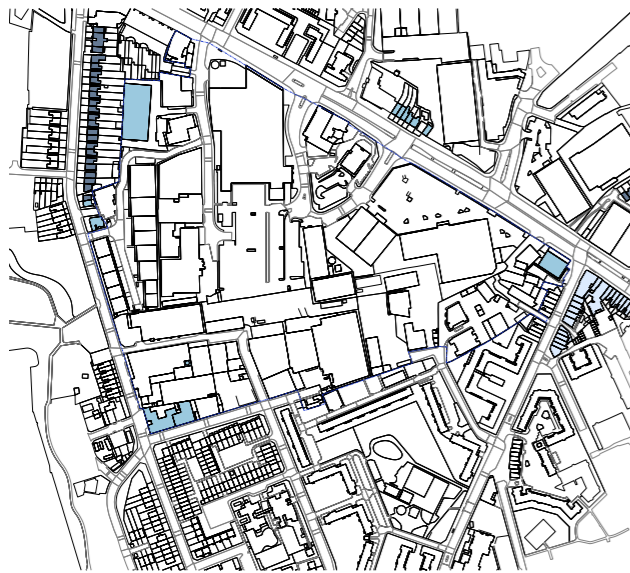


Figure 135: OKR10 buildings with local interest

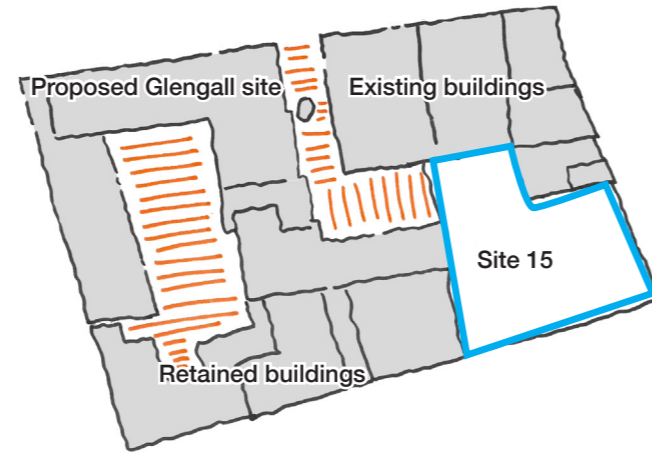


Figure 136: The site

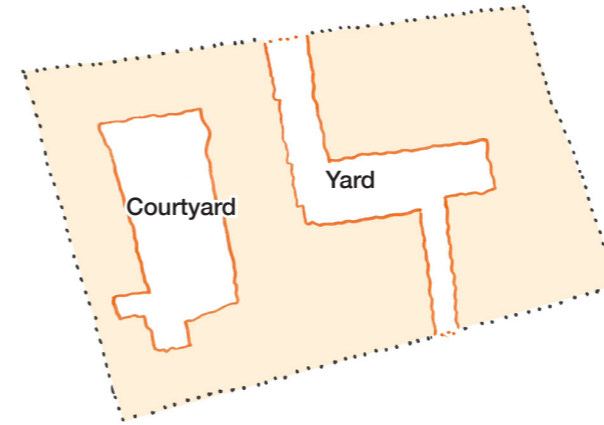


Figure 137: Shared yard space created between multiple sites

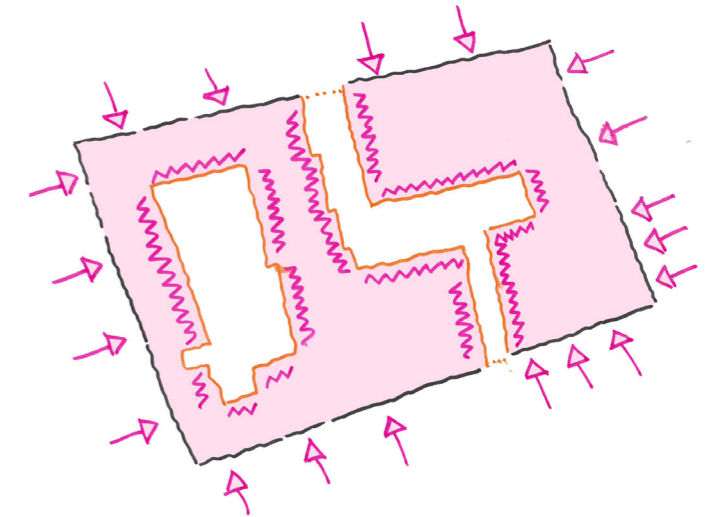


Figure 138: Creative workspaces delivering an active frontage



Figure 139: Indicative site layout



Figure 140: Indicative site layout including site 14



## 7.0 Appendix 2: Latona Road salt depot site

### 7.3 Scale and massing

The building massing is comprised by three elements:

- One storey base of deeper footprint
- 5 storey of L-shaped footprint, two of employment and three of residential
- A set back top floor creating roof terraces

The massing of the block will help create a transition between the Malt Street development and the retained buildings on the Latona Road - Glengall Street junction. There are plans to add two storeys to the adjacent retained Space Studios building, which will help to reinforce this height transition.



Figure 141: Massing

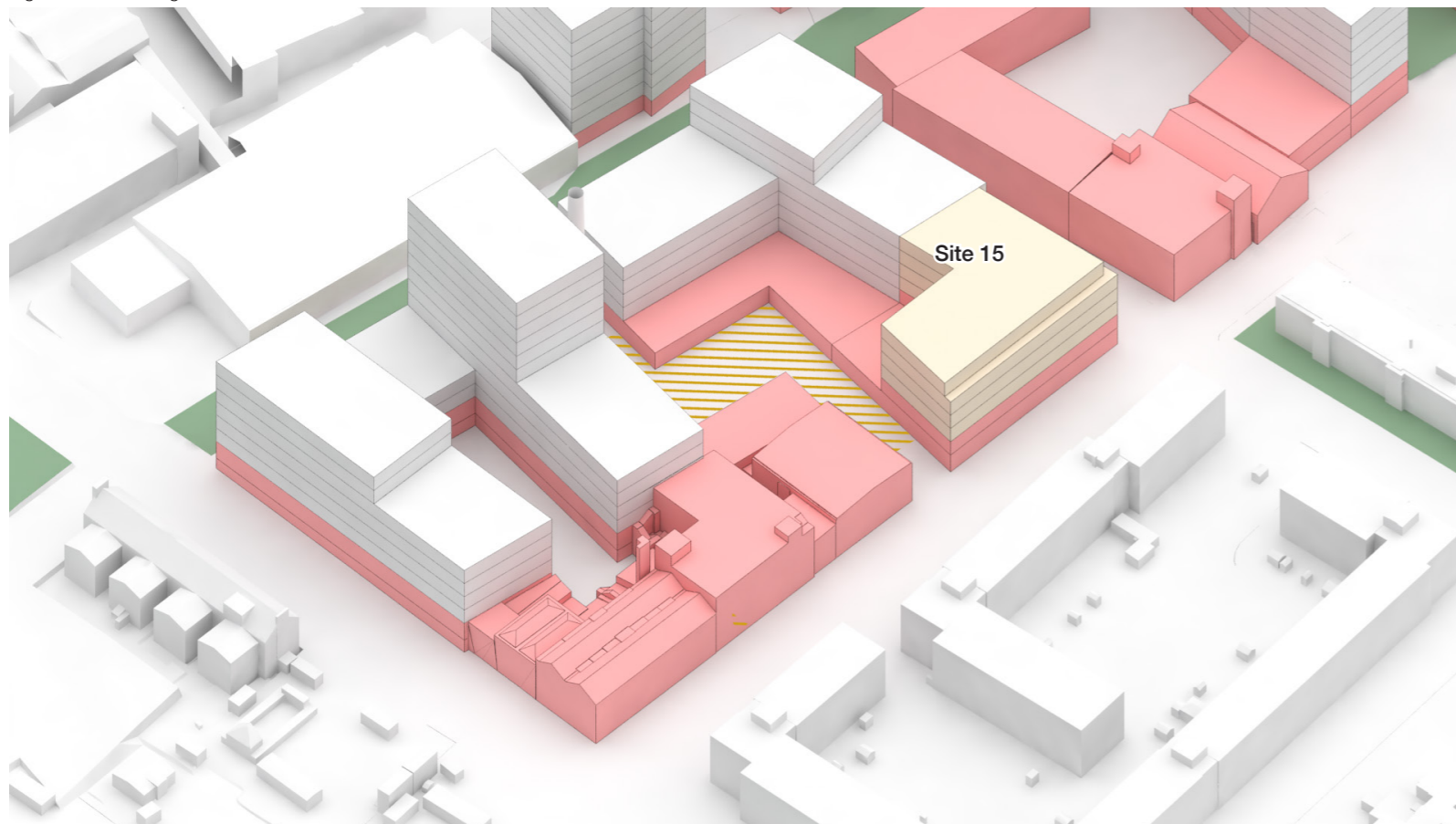


Figure 142: Massing



## 7.0 Appendix 2: Latona Road salt depot site

### 7.4 Layout

The indicative plans show paired cores at lower level, with dedicated lifts and stairs serving the two uses. It may be possible to design a common core and lobby subject to the detailed design and management of the building.

Residential homes facing the street feature inset balconies to reinforce the 'warehouse' commercial aesthetic and urban block form. It is recommended that this design code is carried through around the wider urban block.

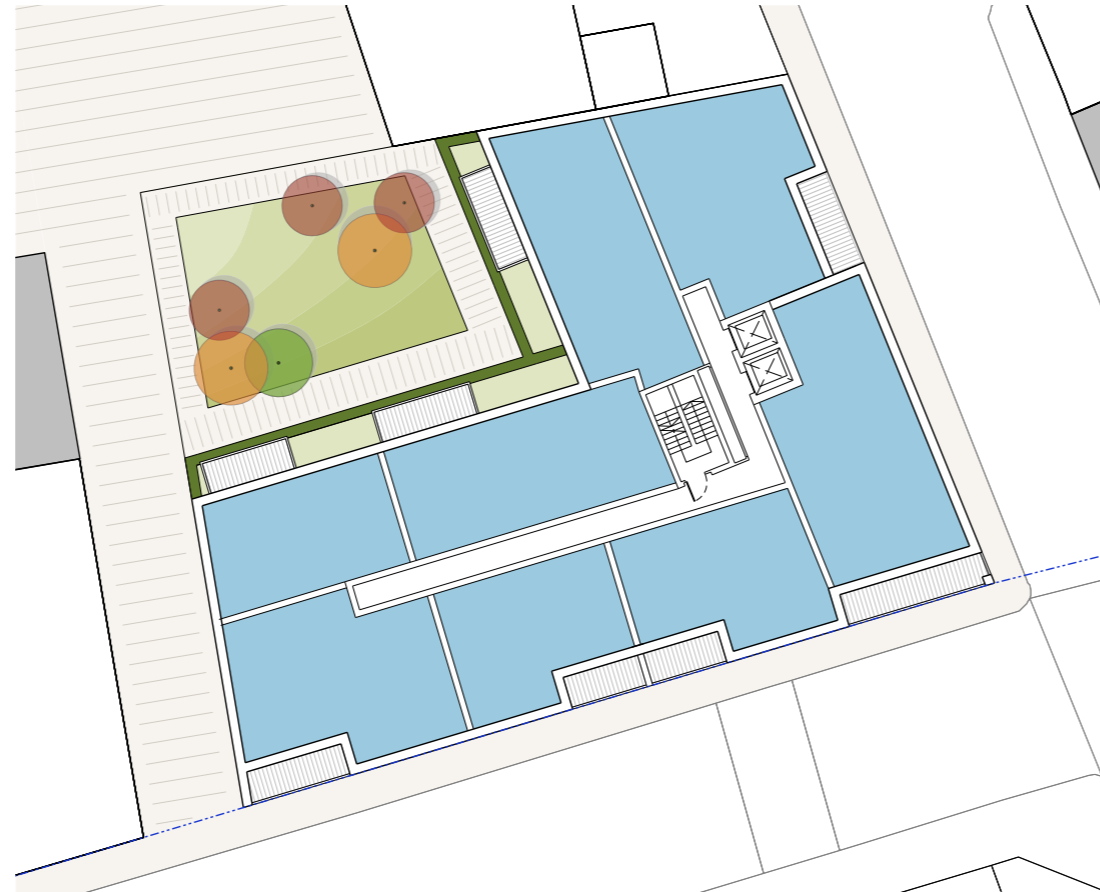


Figure 143: Levels 03, 04 and 05

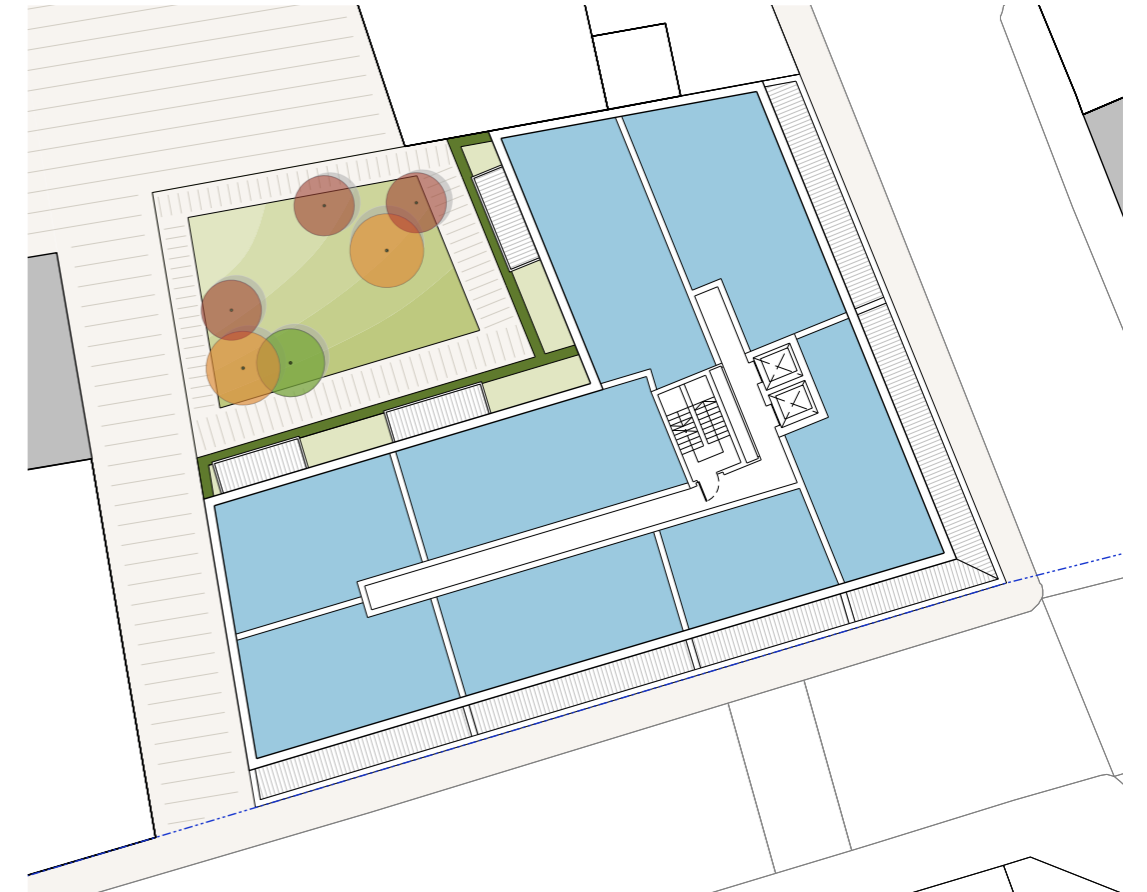


Figure 144: Level 06

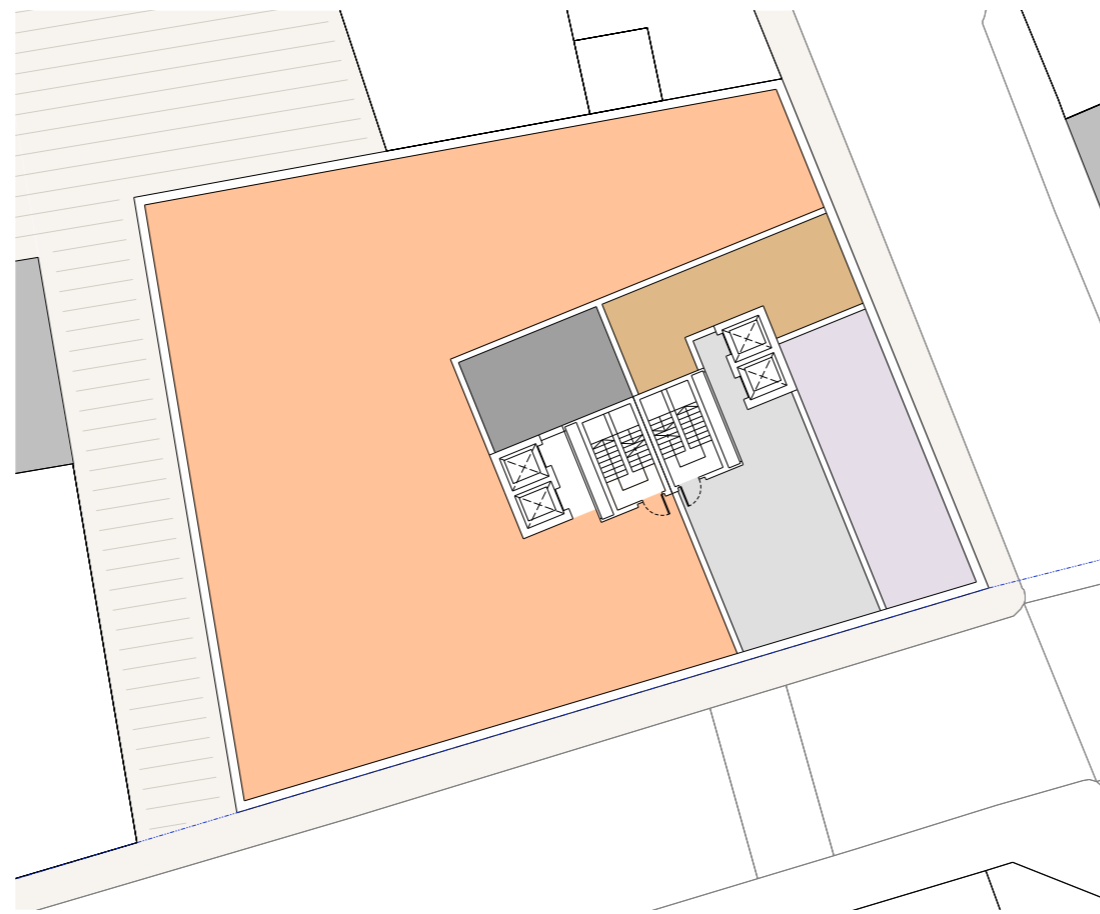


Figure 145: Ground floor

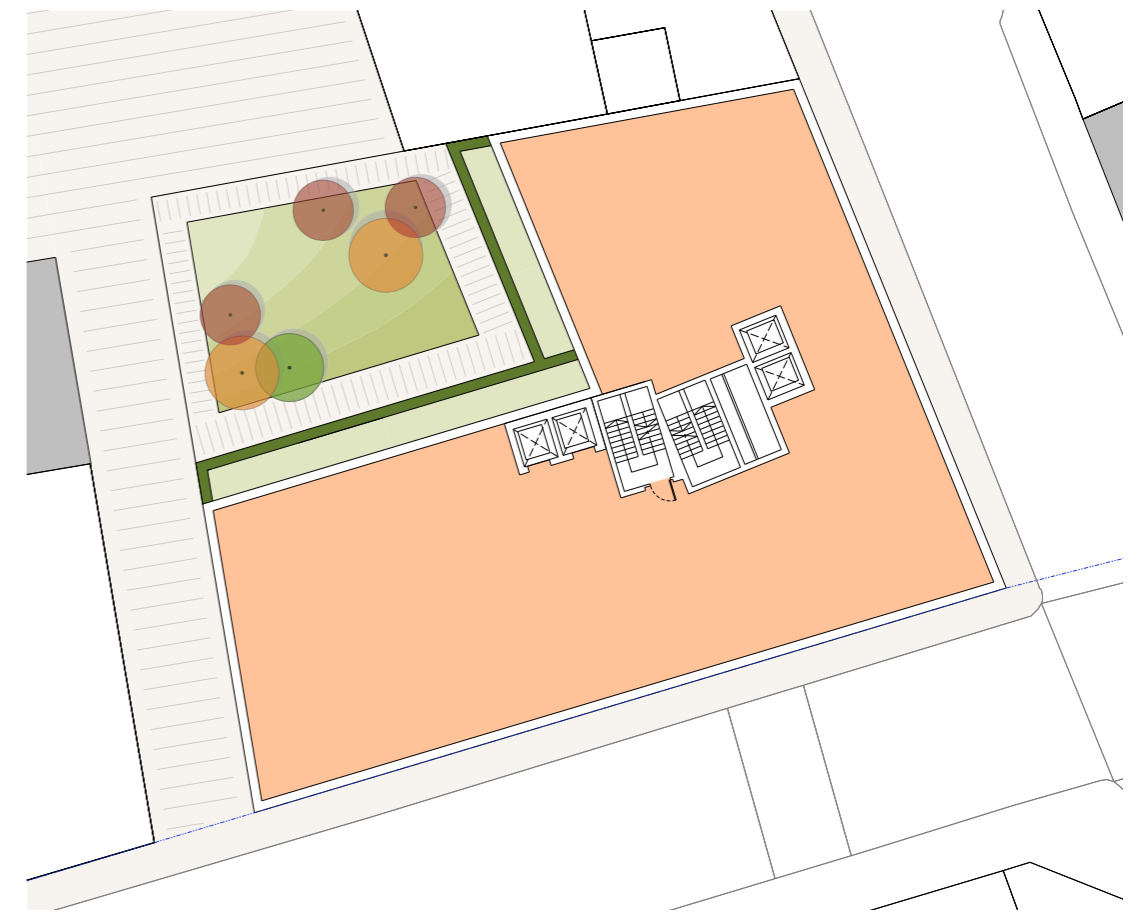


Figure 146: Levels 01 and 02

- Employment space
- Refuse
- Bike store
- Plant
- Residential



7.0 Appendix 2: Latona Road salt depot site

7.5 Amount

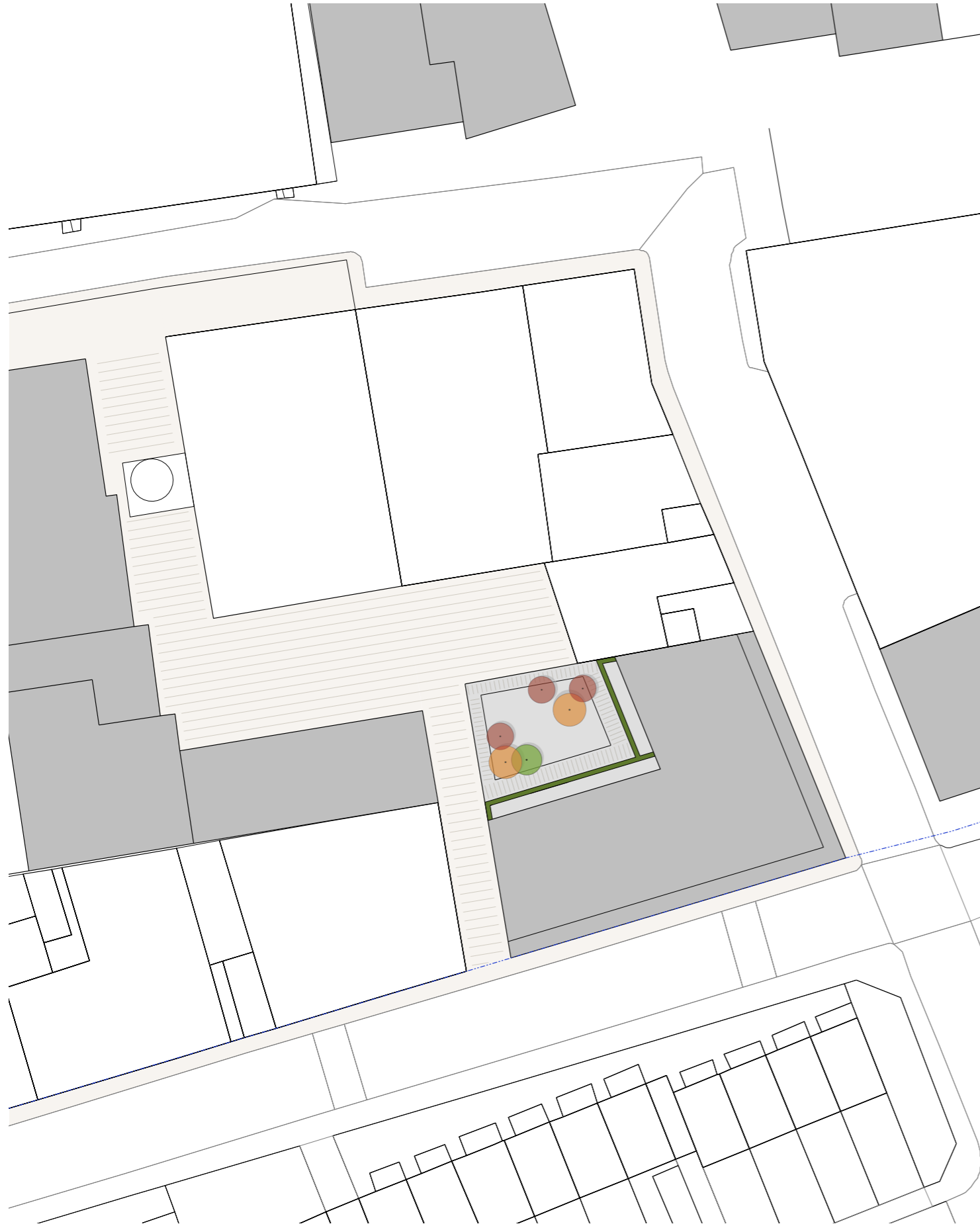


Figure 147: Site plan - Roof level

Level	EMPLOYMENT		RESIDENTIAL		
	GEA	GIA	GEA	GIA	NIA
	sq.m	sq.m	sq.m	sq.m	sq.m
00	701.03	659.39	279.42	264.99	
01	691.98	635.39	36.60	36.60	
02	691.98	635.39	36.60	36.60	
03			694.34	634.06	537.94
04			694.34	634.06	537.94
05			694.34	634.06	537.94
06			616.08	562.81	467.77

<b>TOTAL</b>	<b>2,084.99</b>	<b>1,930.17</b>	<b>3,051.72</b>	<b>2,803.18</b>	<b>2,081.59</b>
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32 homes



## 7.0 Appendix 2: Latona Road salt depot site

### 7.6 Character

The indicative character for Latona Road is based on a modern interpretation of a mid-rise warehouse building, with a large gridded frame and regular composition.

The material palette is suggested as brickwork with bronze or dark coloured metalwork in keeping with an industrial pedigree and the local context.

It is intended that the ground floor frontages will open up to the streets and to the courtyard, allowing the creative maker uses to spill out and occupy the public realm, creating a rich contribution to the townscape.

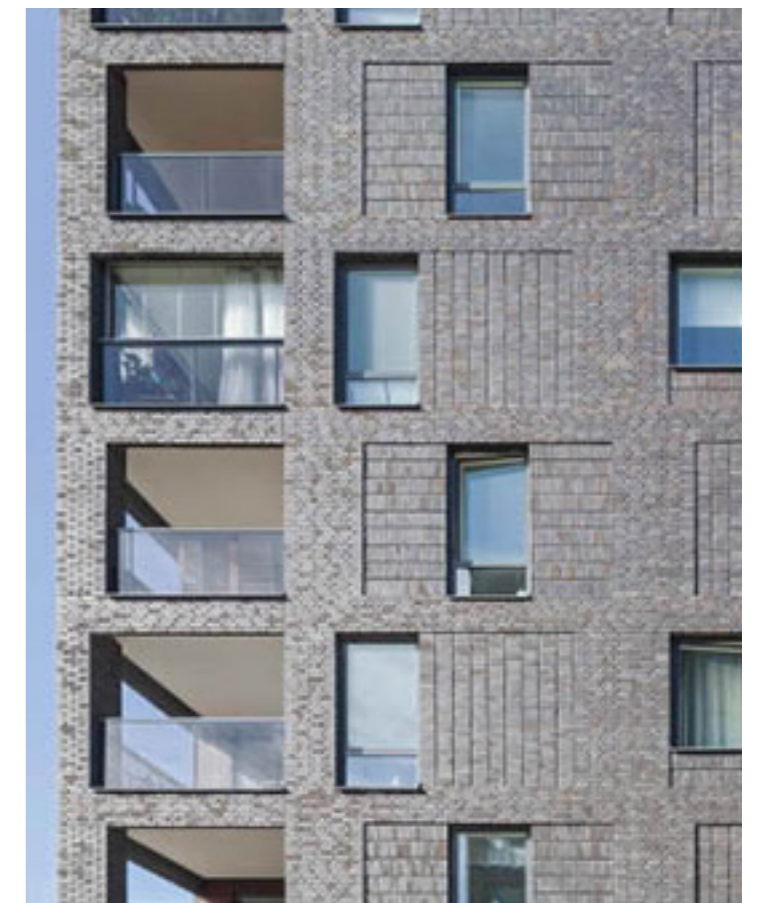


Figure 148: Precedent contemporary developments illustrating the character of the architecture





Figure 149: Sketch illustrating the character of the development















## 8.0 Appendix 3: Frensham Street depot site

### 8.1 The site

The site is located at the end of Frensham Street. The existing buildings on site currently accommodate the council's building services department.

The site is located within the identified band of transitional grain and therefore will be key for mediation between the existing buildings and the proposed developments.

There is an opportunity for height identified in this site due to the adjacent open space and junction of key routes.

The brief for the site is:

- 4,000 sqm of mixed use including health centre, educational and employment spaces
- Public realm contributing to the linear park
- Residential accommodation

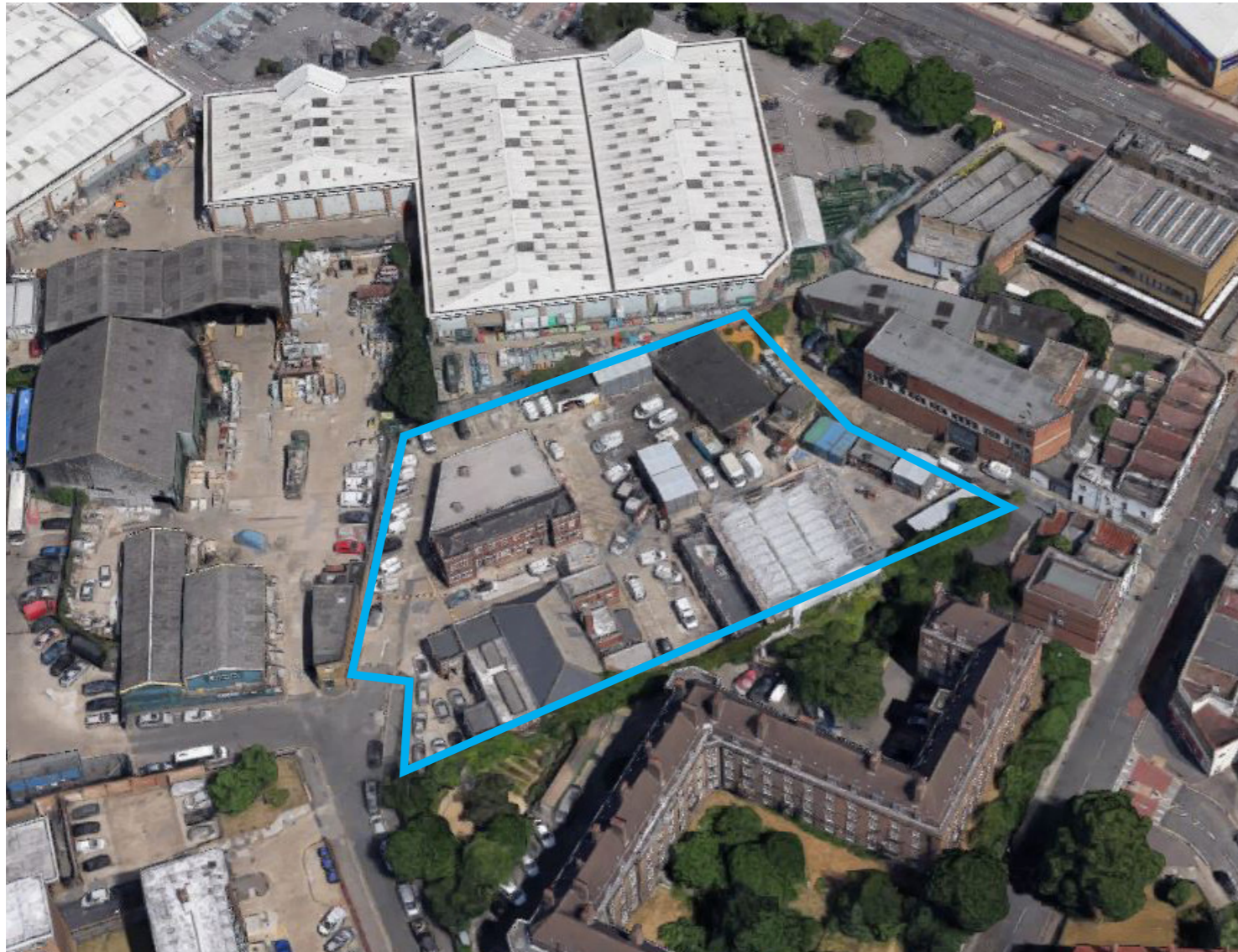


Figure 150: Site location existing aerial photograph



Figure 151: Northfield House



Figure 152: View from Frensham Street to the junction with Peckham Park Road



Figure 153: Northfield House community garden



## 8.0 Appendix 3: Frensham Street depot site

### 8.2 Design principles

#### Location

The site is located at the junction of Latona Road and Frensham Street. Therefore, the site is located in the transition from the existing grain to the new development grain.

#### Vision

The vision for this site is to create a development with a mix of health, educational and employment space at lower levels, with residential use on the upper floors.

#### Site arrangement

The proposed massing steps back on its northern frontage to allow for the linear park to have enough width. The west of the plot sets back to allow for a large green open space to the south of the Linear Park.

The plot is arranged to expand the band of yards and alleyways between Latona Road and Old Kent Road. It is intended that this yard will be permeable, with controlled public access to the 'forum' at the centre.

The built form is set back from the boundary wall with Northfield House to provide public access between Latona Road, Frensham Street and Livesey Place.

#### Uses

The uses on the ground floor will be health and educational. Both uses should have a dual frontage to both the public exterior and semi-private interior of the plot, avoiding a 'back'. This will encourage the creation of an animated street frontage as well as a vibrant yard.

#### Green basin

The green space to the west of the plot should have a community bias, and is an opportunity for a community growing space for local residents and volunteer groups.

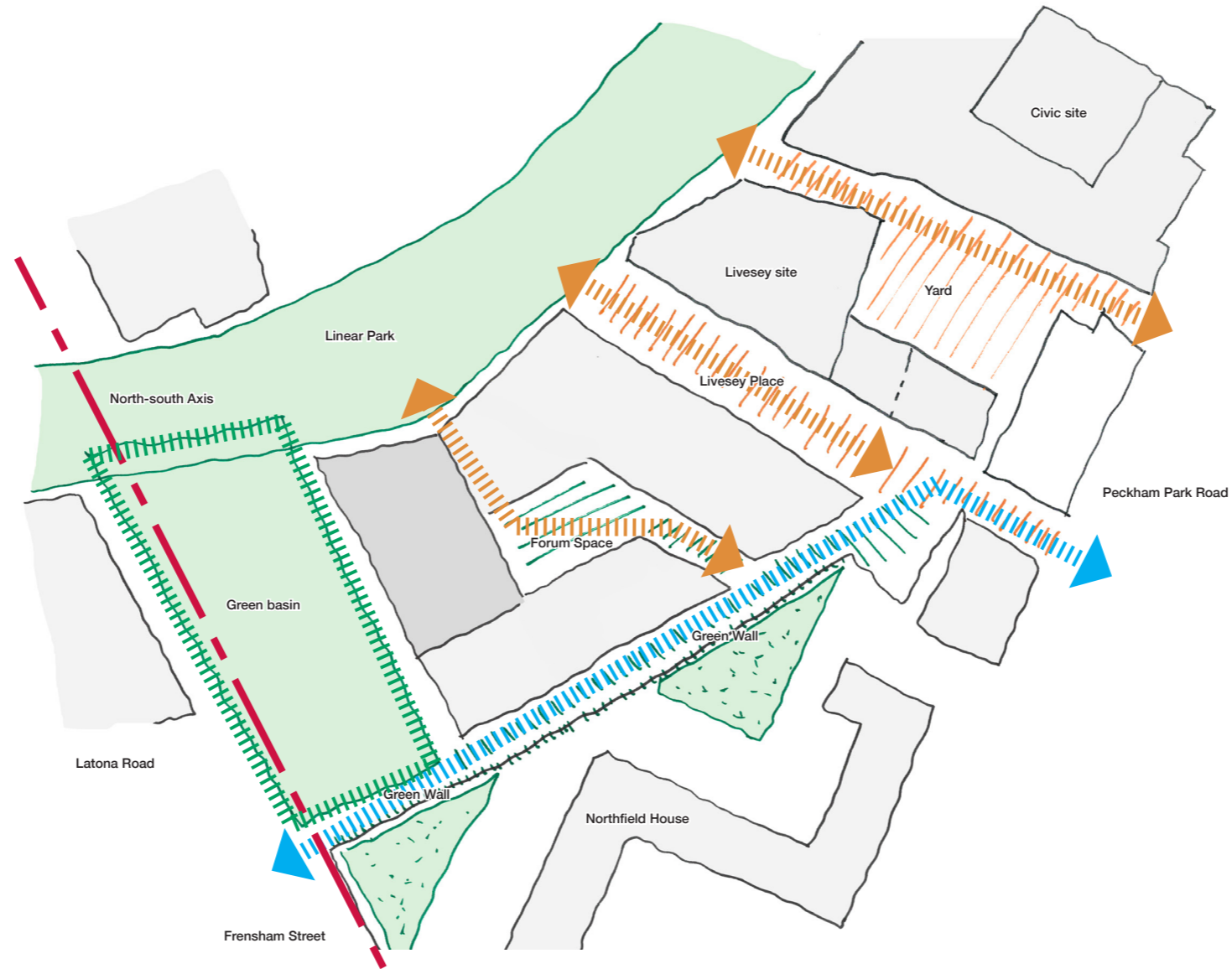


Figure 154: Site strategy diagram

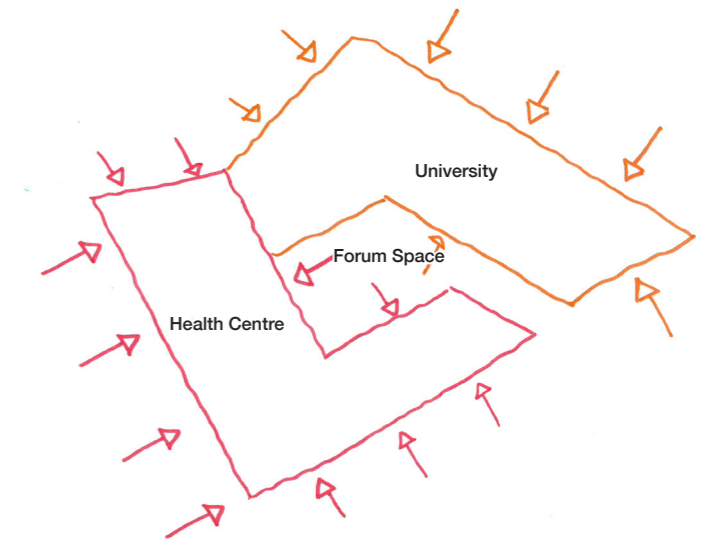


Figure 155: Multiple frontage ground floor uses



Figure 156: Community Gardening projects in Southwark (Time & Talents / New Leaf)



## 8.0 Appendix 3: Frensham Street depot site

### 8.3 Massing and scale

There is an opportunity to locate a tall element on this site, as identified on the tall building strategy, since the location meets the following criteria:

1. The building arrangement allows for enough open space for the tall building to sit in.
2. The site is located on an axis which connects the hinterland of OKR10 with Latona Road and Peckham Park Road, at a key junction with the Linear Park.
3. The site should deliver a high amount of health and educational uses.

The tall element is located on the west of the site fronting the linear park and the green open space.

The south of the site has a reduced massing of three storeys which responds to the proximity of the site to the Friary Estate. The rest of the massing is at a shoulder height of 8 storeys.

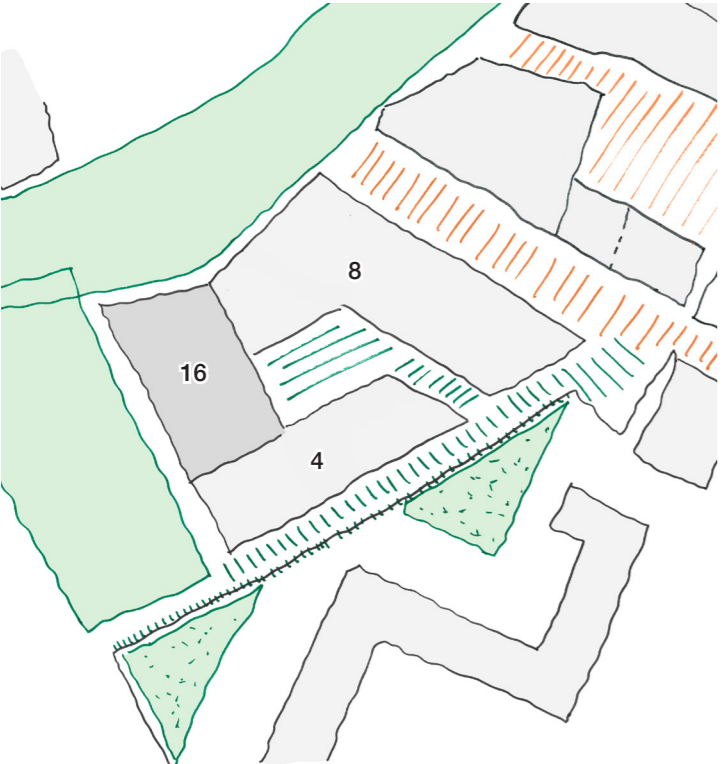


Figure 157: Plot height plan

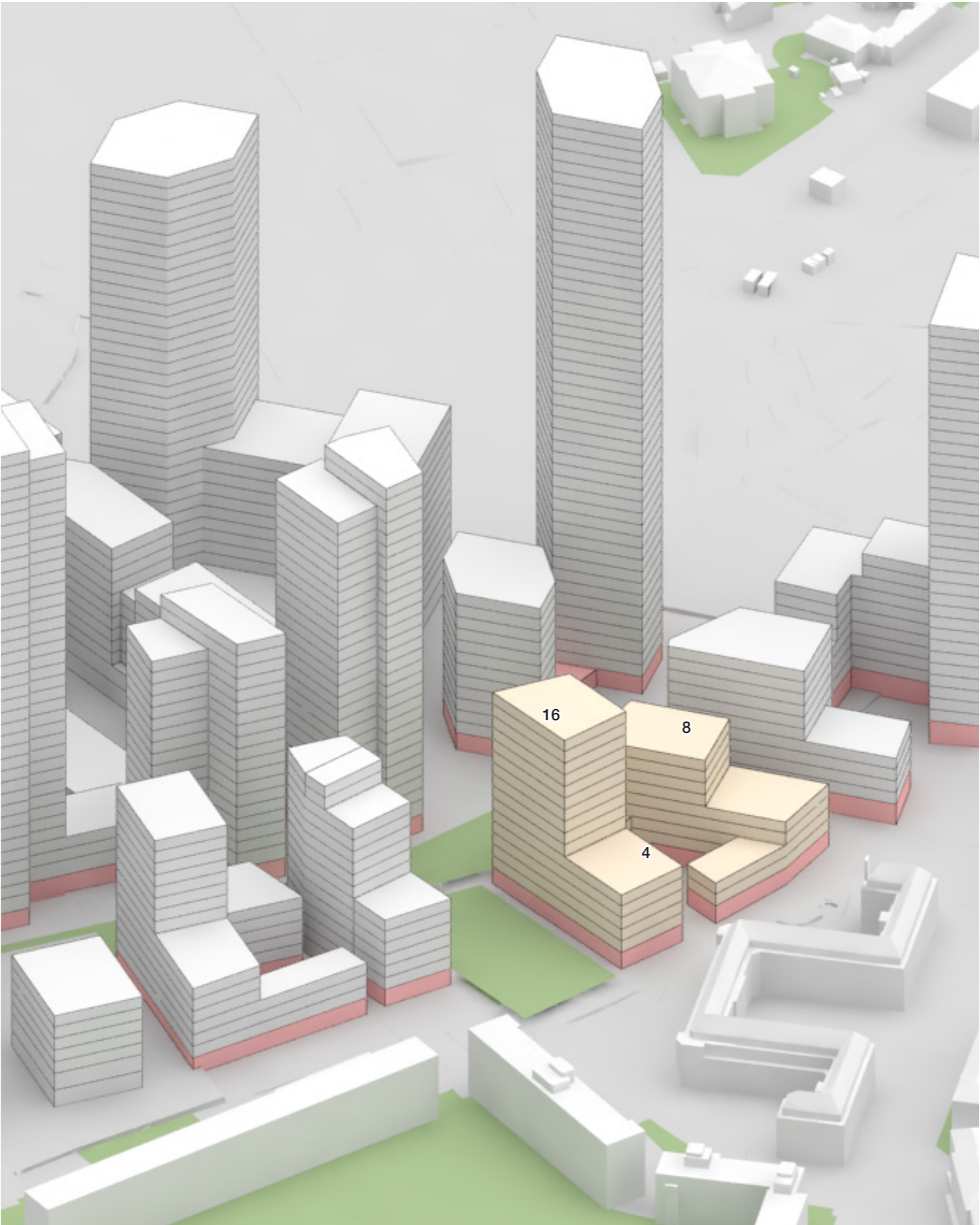
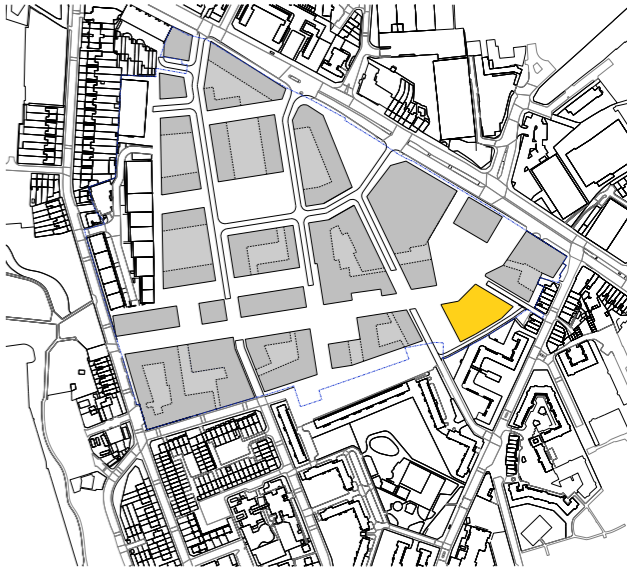


Figure 158: Plot height 3D massing



**Key**

■	Tier 3 plot	predominantly up to 8 storeys with potential for taller elements, eg +/- 12 storeys in larger blocks
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Figure 159: Frensham Street Depot height allocation



8.4 Layout

Ground floor



Health centre / Commercial space  
Educational

Figure 160: Ground floor



First to third level



Figure 161: First to third level



# 8.0 Appendix 3: Frensham Street depot site

Fourth to seventh level



Figure 162: Levels 04-07



Upper levels

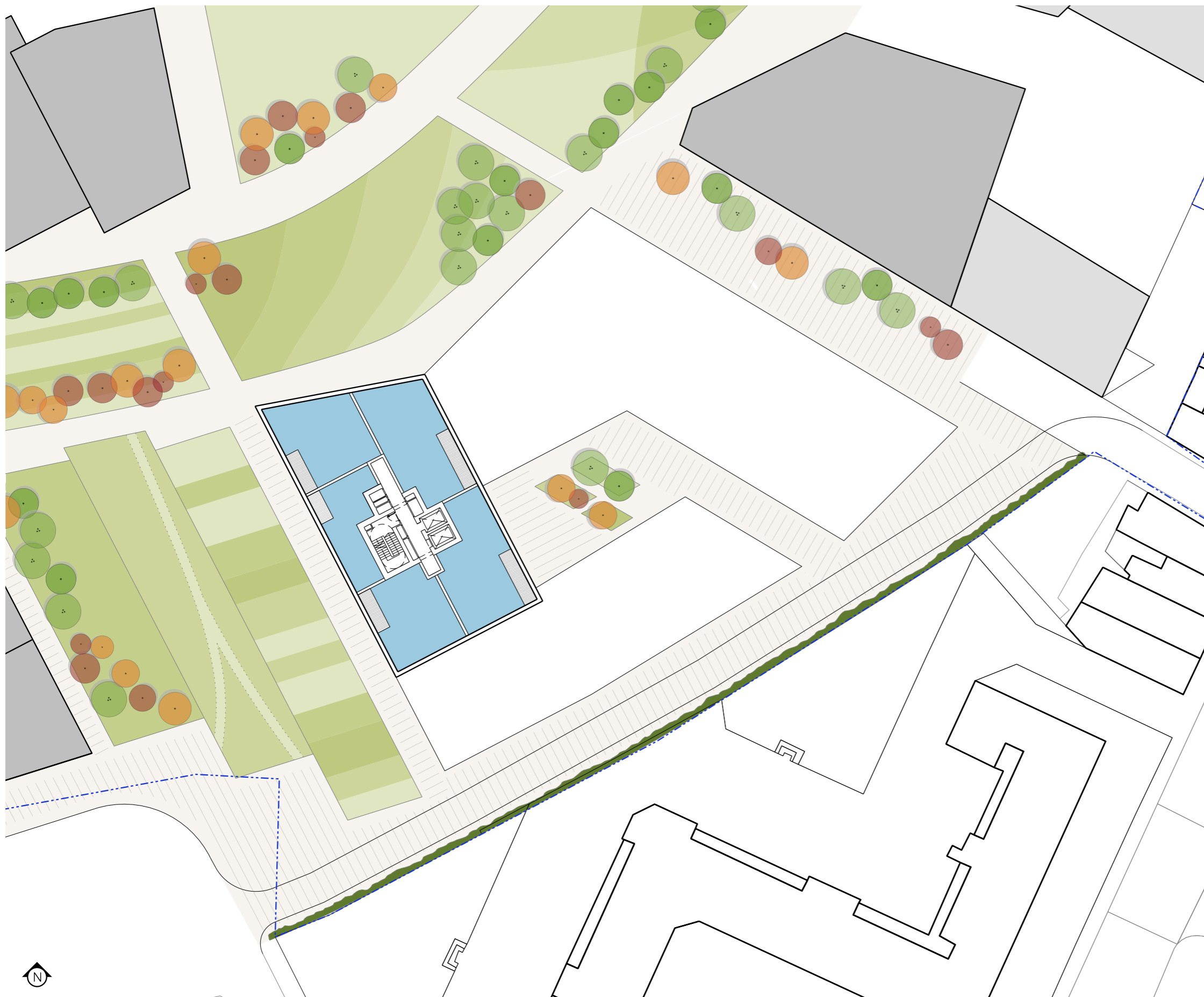


Figure 163: Upper levels



## 8.0 Appendix 3: Frensham Street depot site

### 8.5 Character

As a tall building emerging from the warehouse grain of the transitional band, it is intended that the building will have a defined plinth, or shoulder level, and emerge with a strong gridded facade treatment.

The primary material should be brick and masonry, with 'natural' coloured metal cladding to higher levels or to express special elements within the university and health centre uses. Bold primary colours are to be avoided in favour of a more classic palette.



Figure 164: Precedent images illustrating the character of the development





Figure 165: Sketch illustrating the character of the forum yard



8.0 Appendix 3: Frensham Street depot site

8.6 Amount

Level	HEALTH CENTRE / COMMERCIAL		UNIVERSITY		RESIDENTIAL		
	GEA	GIA	GEA	GIA	GEA	GIA	NIA
	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m	sq.m
00	930.51	860.20	702.91	657.39	353.69	333.90	
01	1,055.32	982.02	903.82	844.97	117.43	117.43	
02	1,055.32	982.02	903.82	844.97	117.43	117.43	
03	1,055.32	982.02	903.82	844.97	117.43	117.43	
04					1,538.03	1,439.53	1,158.97
05					1,538.03	1,439.53	1,158.97
06					1,538.03	1,439.53	1,158.97
07					1,538.03	1,439.53	1,158.97
08					550.17	506.51	411.90
09					550.17	506.51	411.90
10					550.17	506.51	411.90
11					550.17	506.51	411.90
12					550.17	506.51	411.90
13					550.17	506.51	411.90
14					550.17	506.51	411.90
15					550.17	506.51	411.90
<b>TOTAL</b>	<b>4,096.47</b>	<b>3,806.26</b>	<b>3,414.37</b>	<b>3,192.30</b>	<b>11,259.46</b>	<b>10,496.39</b>	<b>7,931.08</b>

104 homes