

THE OLD KENT ROAD

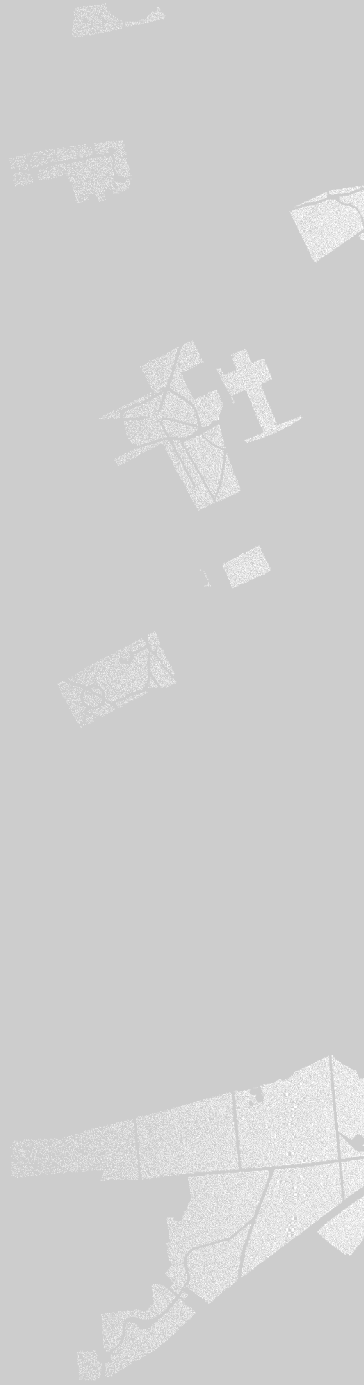
PLACE-MAKING STUDY

Appendix

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May 2016



CONSULTATION REPORT





Introduction

There were a number of audiences that the place-making study sought to engage with, namely:

- Strategic stakeholders - key officers from Southwark Council, Greater London Authority and Transport for London;
- Private businesses - landowners/developers and local businesses; and
- Local representatives and the wider public - including ward councillors, representatives from local interest groups and local residents.

The strategic stakeholders were engaged in an early workshop and attended Steering Group meetings to input to the project as it evolved.

The Employment Land Strategy ran alongside the place-making study and took the lead on engaging with local businesses.

The local representatives and the wider public already had a focus through the Community Forum and the place-making study therefore used this as the primary route for engagement.

Two workshops were undertaken as part of the place-making study with the Community Forum. The first workshop took place in September 2015 and explored the constraints and opportunities in the area and the vision local people wanted to see adopted. The second workshop took place in October and explored development scenarios for the area and the pattern of land uses.

First workshop

On 8th September 2015 the first forum workshop was held and introduced the place-making study and explored the vision for the area.

The first part of the event focused on a presentation of maps and diagrammatic material of the initial analysis of the area, explaining the geographical and historical significance of Old Kent Road and the key issues currently experienced.

During the forum two workshop sessions took place. In the first session, local stakeholders identified the constraints and opportunities on the new proposed development in the Old Kent Road. Each group was given a set of different colour pens and asked to identify the degree to which areas should change - those should be "kept as they are", "improved", "changed" and "created anew".

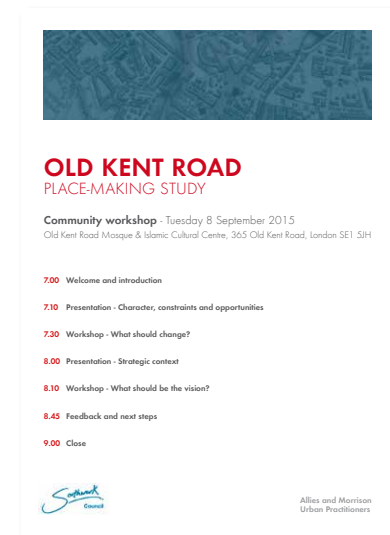
The second session asked attendees to outline a vision for the area. A set of cards with suggested ideas was provided as well as a large number of blank cards. Groups adapted the cards to choose and create a set of words which reflected their priorities for the area and the vision they wanted to see realised.

The following elements were popular messages across the groups:

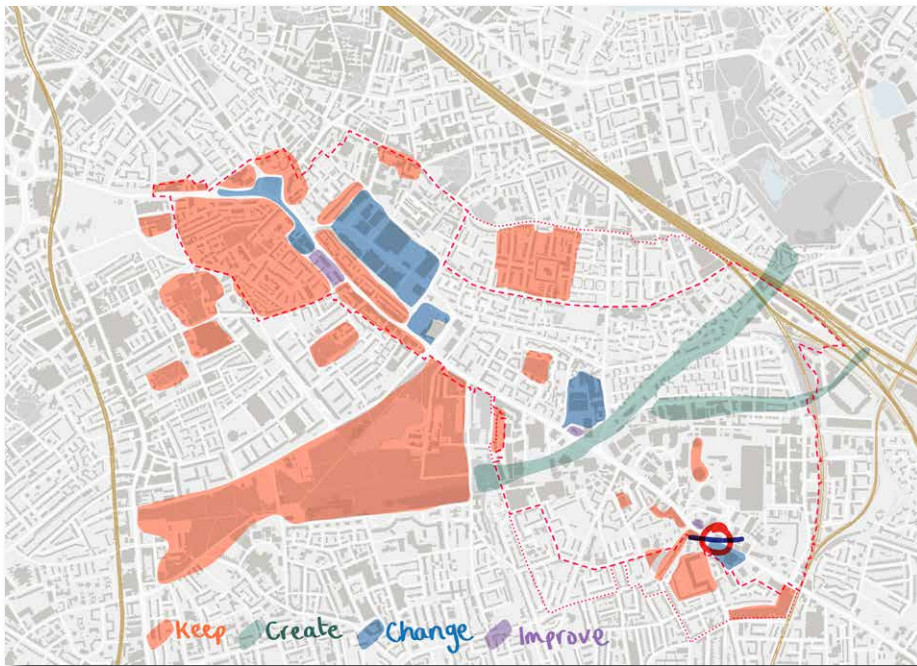
- a balance of new and existing housing;
- familiar town centres with plenty of facilities;
- a mainly cycle and pedestrian route, a lot less traffic dominated;
- for the people not the developers;



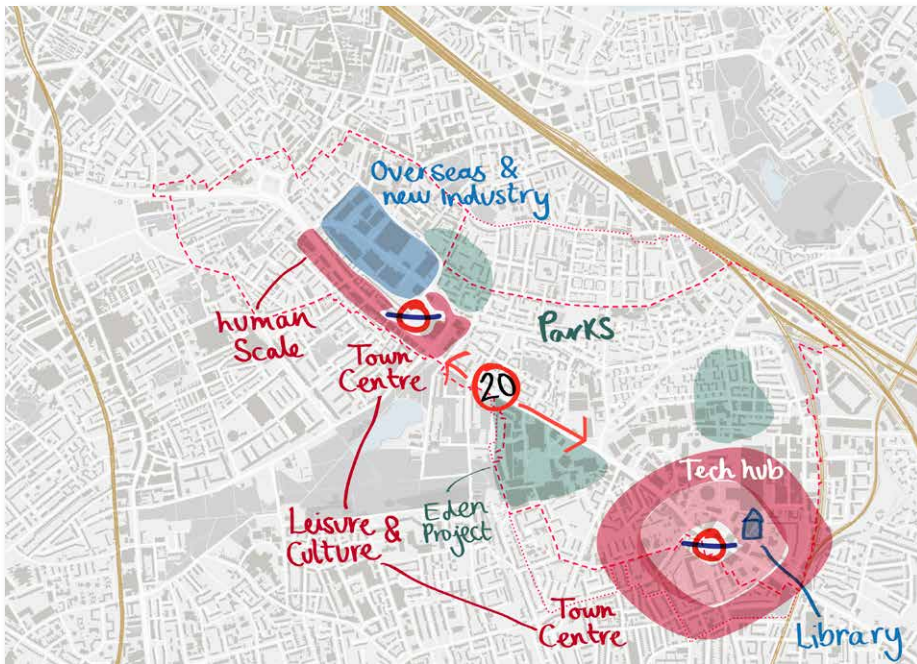
Second design workshop poster



Second design workshop programme



First session - "What should stay and what should change?"



Second session - "What should the vision be?"

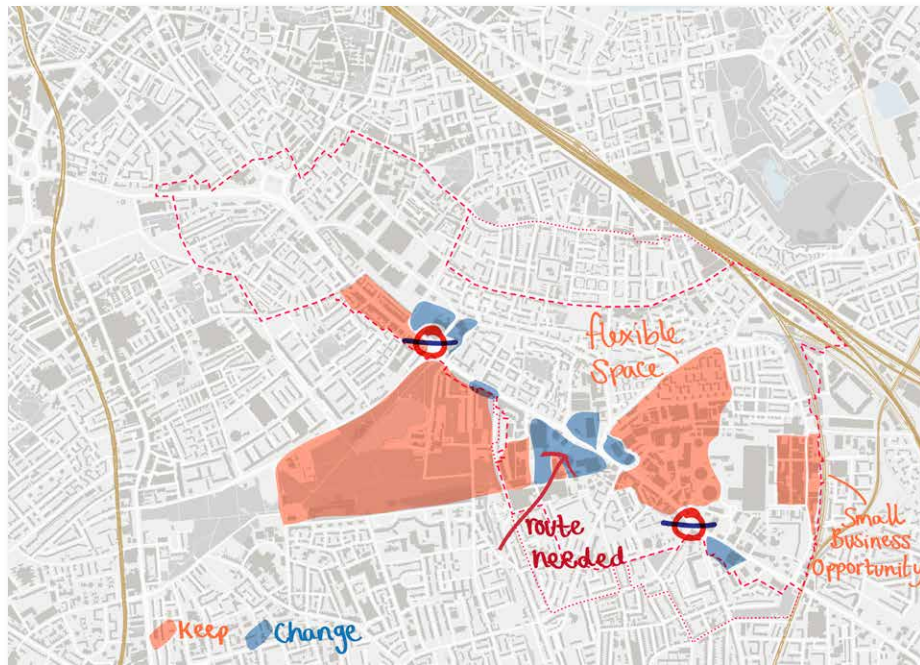


Second session - Chosen vision words

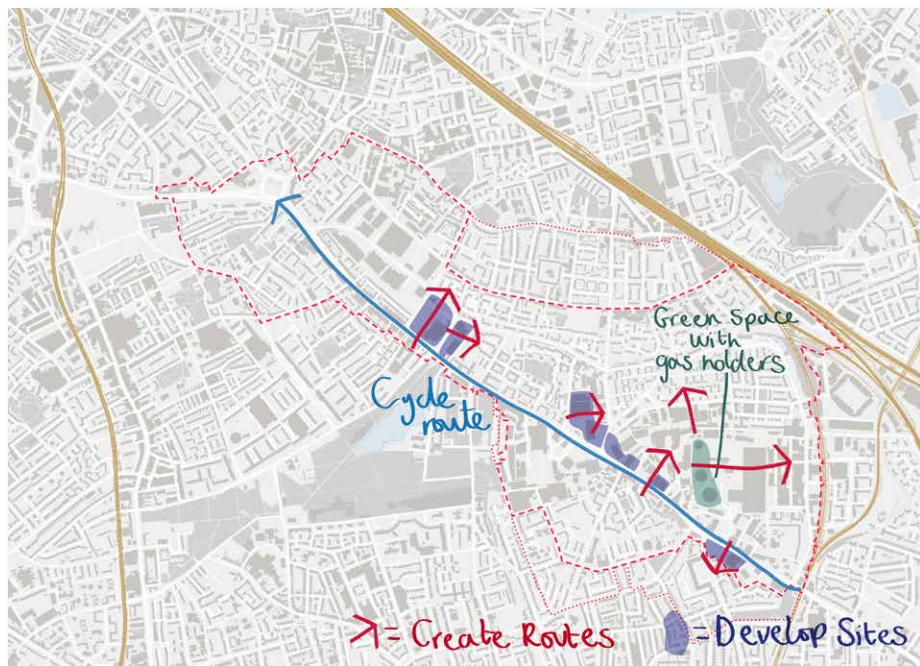
Group 1

The Old Kent Road should be an area people can live and work in, and gain pleasure from being there.

- A balance of existing and new housing
- Familiar town centres with facilities (studios/ library/doctors/schools/cultural facilities/ cinema/leisure centre)
- Safe cycling and walking routes being the main mode of travel
- Increase in green space
- Not an off-shore development, for people not for developers (not Nine Elms)
- Retain the current character and historic buildings
- A safer and greener less traffic dominated Old Kent Road
- Housing like new Notting Hill development on Edmund Street
- Lend lease housing like Trafalgar Place



First session - "What should stay and what should change?"



Second session - "What should the vision be?"



Second session - Chosen vision words

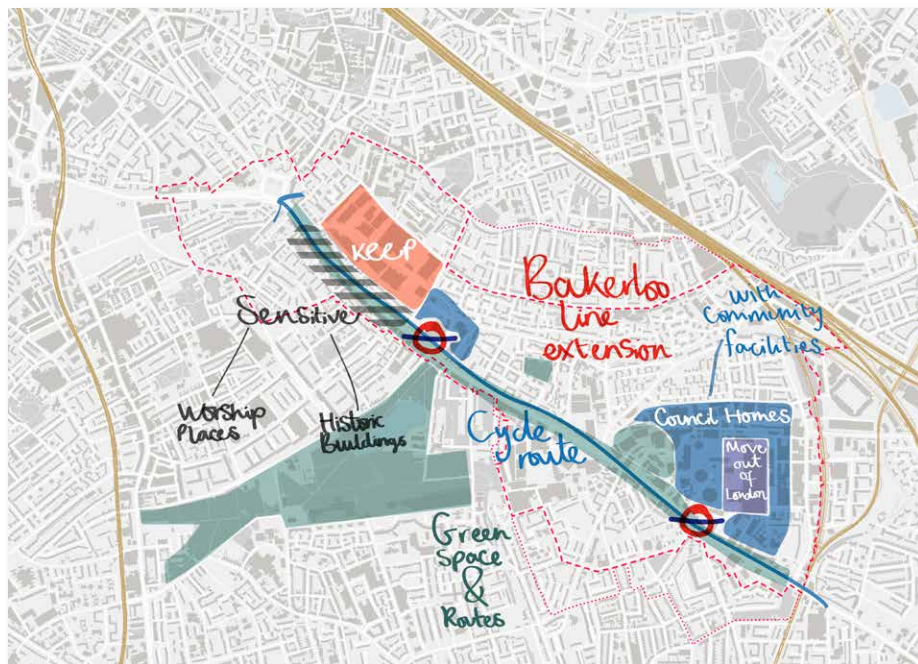
Group 2

Key points:

- Create routes
- Create a green space where the gas holders are
- Support local independent businesses
- Affordable or rent controlled space for small and medium sized businesses
- Include worship centres and community centres
- Support culture - galleries, studios, project spaces, concentration of artists
- Mix of uses, not zoning



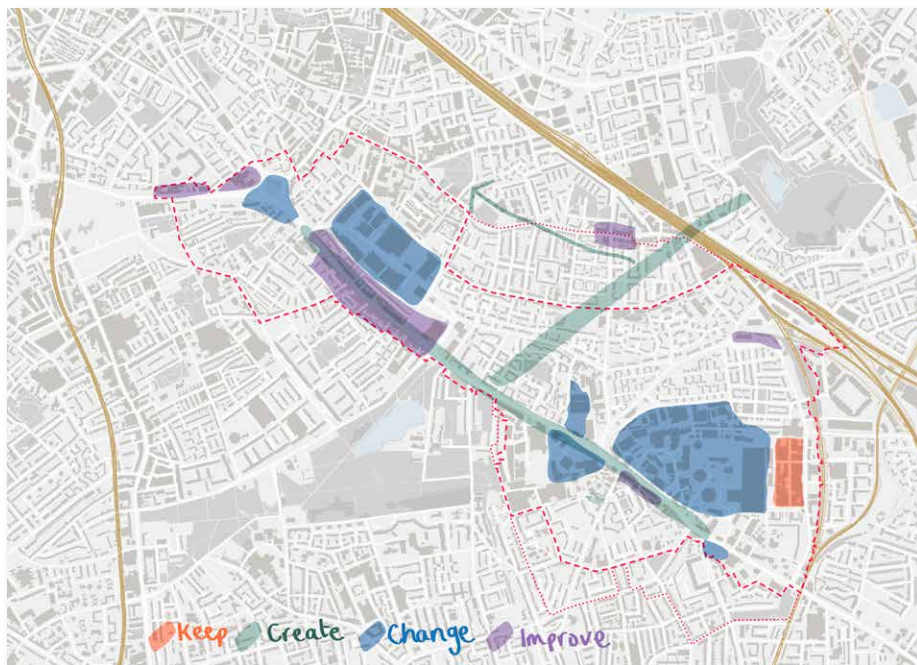
First session - "What should stay and what should change?"



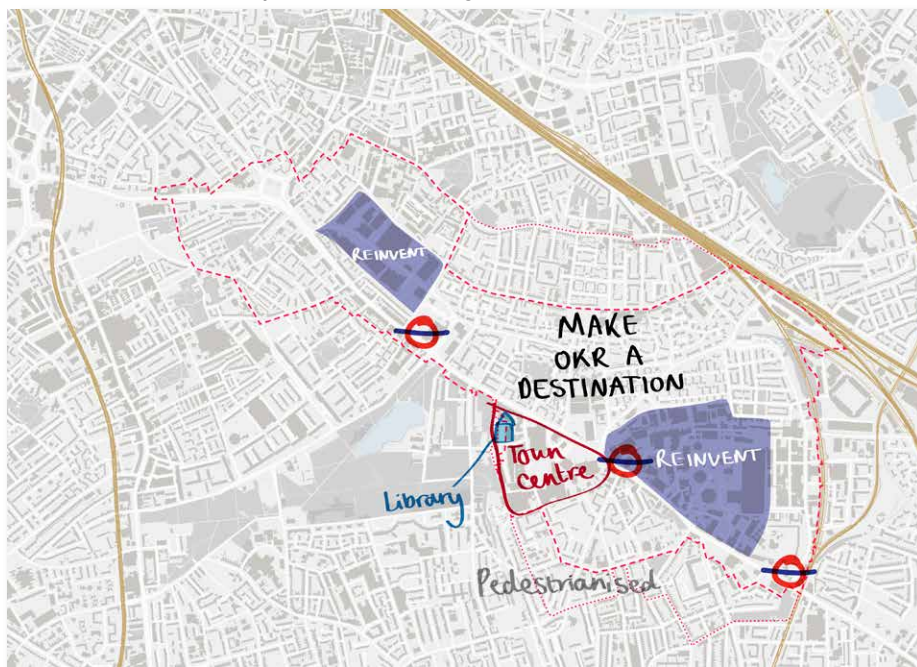
Second session - "What should the vision be?"

Group 4

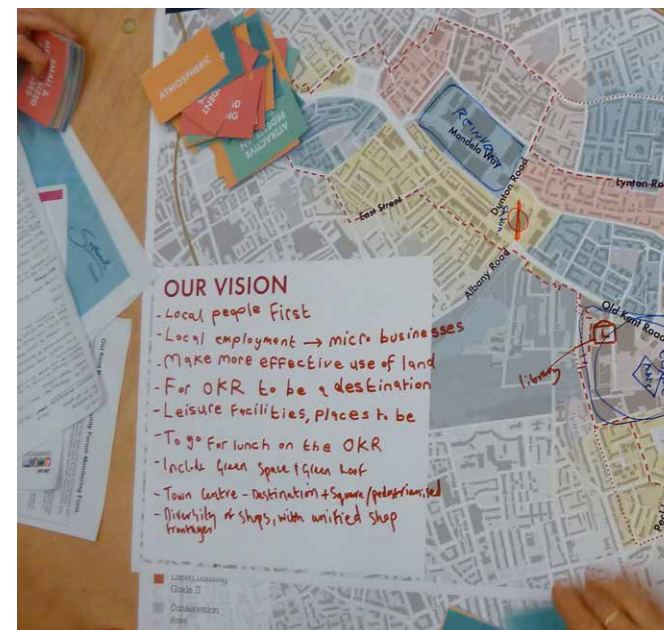
- Sensitive to existing worship places and historic buildings
- Bakerloo line extension
- Green spaces, routes and play areas
- New Council houses, with community facilities, leisure facilities and a theatre
- Affordability
- New station – shops around the station, like Clapham Junction
- More activities from Mandela Way to eastern industrial area, redevelop site and add different employment opportunities
- If it's going to be high rise it should be of high architectural quality (15+ storeys)
- Find your limit – combination of low and high rise
- Social infrastructure
- Pollution congestion – more people will increase this
- Open up the railway arches
- New technologies enterprise



First session - "What should stay and what should change?"



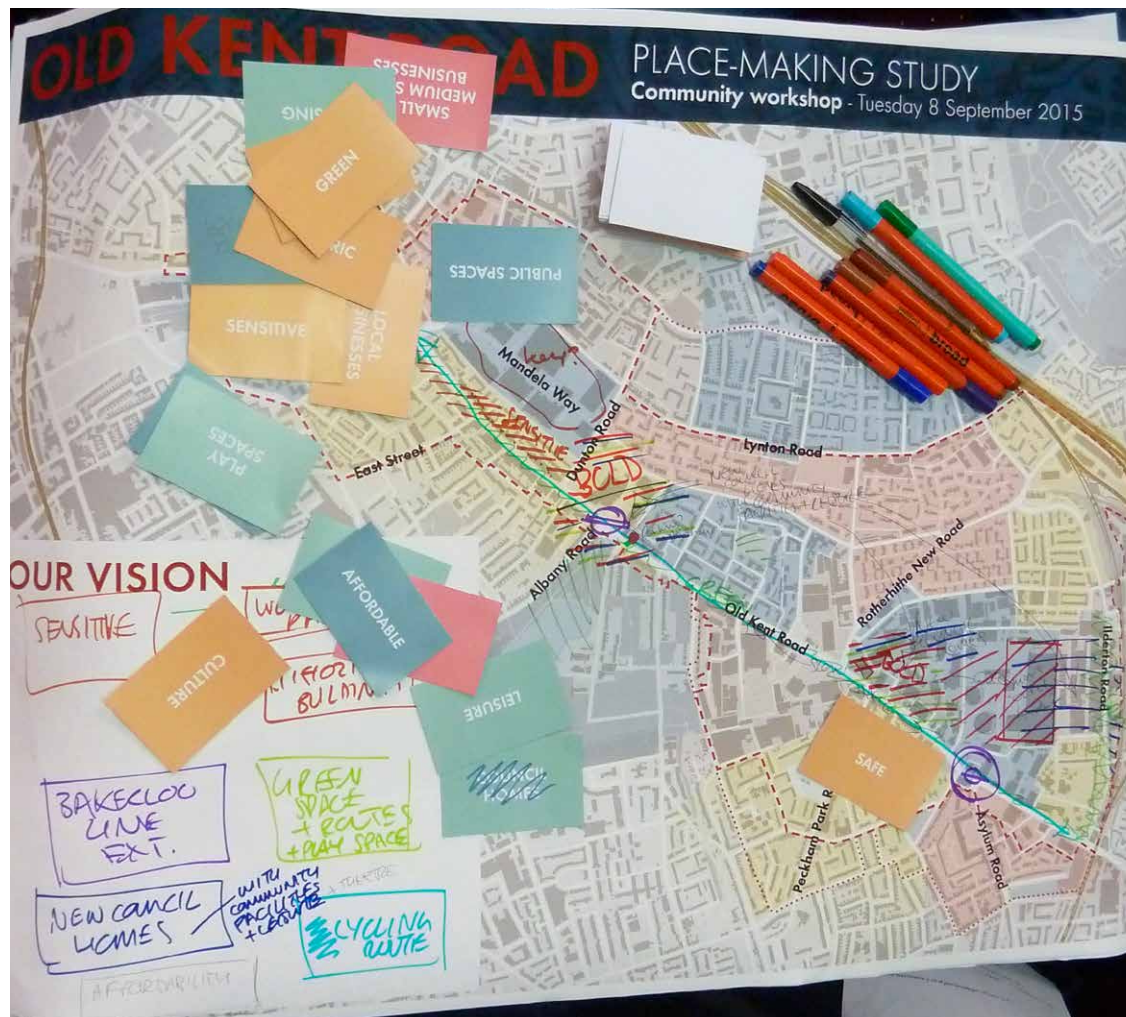
Second session - "What should the vision be?"



Second session - Chosen vision words

Group 5

- Local people first
- Local employment – Micro businesses
- Make more effective use of land
- For the Old Kent Road to be a destination
- Leisure facilities, places to be
- To go for lunch on the Old Kent Road
- Include green spaces and a green roof
- Town centre to be a destination with a square/ pedestrianised
- Diversity of shops with unified shop frontages



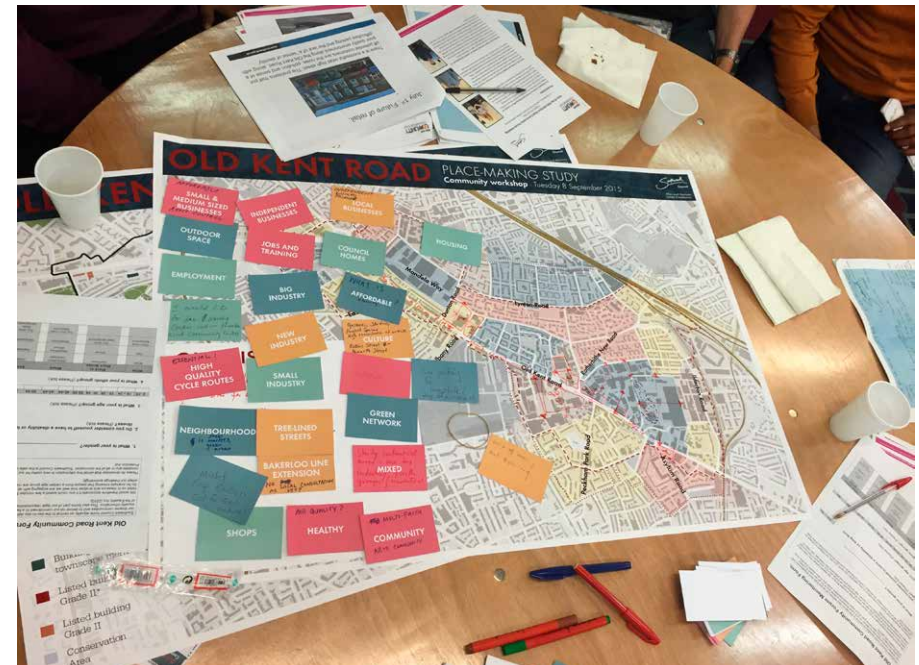
Group 6 (Vision only)

- New council homes
- Bakerloo line extension
- Sensitive culture identity
- Affordable housing
- Safer neighbourhoods
- Play spaces in the neighbourhoods
- Public spaces
- Green infrastructure



Group 7 (Vision only)

- Higher buildings only of high quality
- More council homes
- Social infrastructure, for example pubs
- Communal green spaces
- Sustainable approach of design
- Attractive pedestrian routes
- Good noise insulation
- Promotion of leisure activities such as cycling
- More jobs and training
- Better noise insulation
- Creation of a green network, enhance the green character of the area.
- Promote small and medium size businesses
- Shops around the station
- More activities from Mandela Way to eastern industrial area
- Social infrastructure
- Improved overground rail and re-use of rail arches



First workshop - vision for the Old Kent Road

Conclusions:

- Local people focused
- Local businesses and employment
- More effective use of the land
- For Old Kent Road to be a destination
- Diversity – of shops, of activities, of people
- Sensitive
- New affordable homes
- Bakerloo line extension
- Green network underpinning change
- Major change (lets not be too precious)
- Mixed use
- A balance of existing and new housing
- Familiar town centres with a range of facilities – culture, schools, libraries, leisure centres – not just shops
- Green character
- Retain current character and historic buildings

Second workshop

The second Community Forum Workshop took place on 3rd November 2015. The event was an interactive exercise to explore how the proposed new homes and jobs could be accommodated in the area. Each group was asked to create their own version of the scheme. Using as a design tool a set of plastic coloured bricks and maps, people were handling units in a physical way on the base map of the area.

The complex information set down onto the maps by each group was analysed and overlayed in order to see the common messages throughout the groups. Understandably some of the workshop suggestions contradict each other, as we were able to bring together a wide variety of opinion and individual perspectives.

The workshop discussions were made under the assumption that there is a potential of 20,000 new homes and 1,000 new jobs in the area. Each group was given a specific amount of bricks representing the total demand and then were asked to allocate each use and different densities on the base map.

Apart from allocating different uses and densities in order to achieve the goal, each group had to take into consideration other vital needs, such as the conservation of sensitive historical townscape, the creation of safer, greener neighbourhoods, the support of local communities and businesses, the connectivity of the area and the location of the Bakerloo Line extension station.

The second workshop was a "Planning for Real" style event which challenged local stakeholders to identify where growth and change should happen. Common themes were:

- The road itself should be a more attractive place for cyclists and pedestrians - a "lot less traffic dominated";
- Development should be "for the people not the developers";
- The creation of a new route on the historic path of the Surrey Canal was strongly endorsed by all groups;
- The creation of generous new parks on the gas works site and Mandela Way were also well supported;
- High density residential development was often placed with open space, suggesting the consultees see this as an important part of the trade-off decision;
- A number of groups placed high density residential development on the Old Kent Road itself, with some locations indicated by multiple groups such as Cantium Retail Park and Tesco / Southernwood Retail Park; and
- Retail on the Old Kent Road was strongly supported, alongside a desire to see active ground floor uses and local services throughout the area.



Second design workshop poster

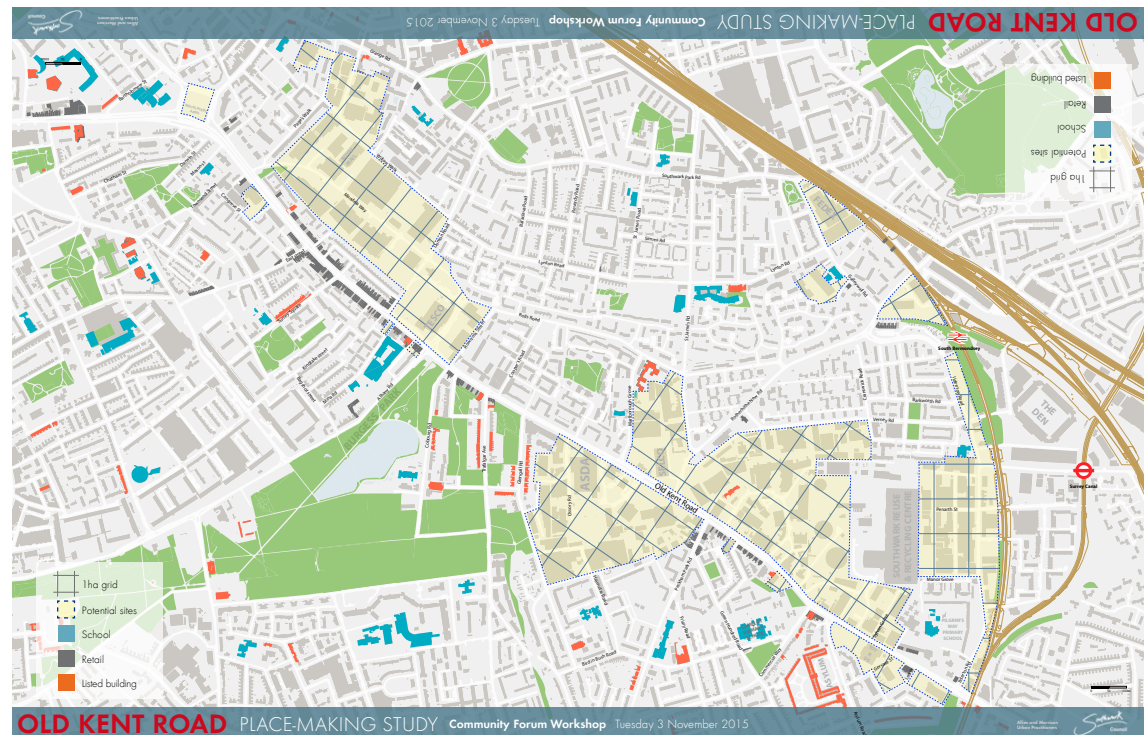


Second design workshop programme

Potential development areas

Each group was given the following plan as a worksheet that was used as a base on which they had to design their own development scenario.

- A range of potential sites under consideration
- Primarily focused on industrial and retail parks
- Grid represents 1ha squares



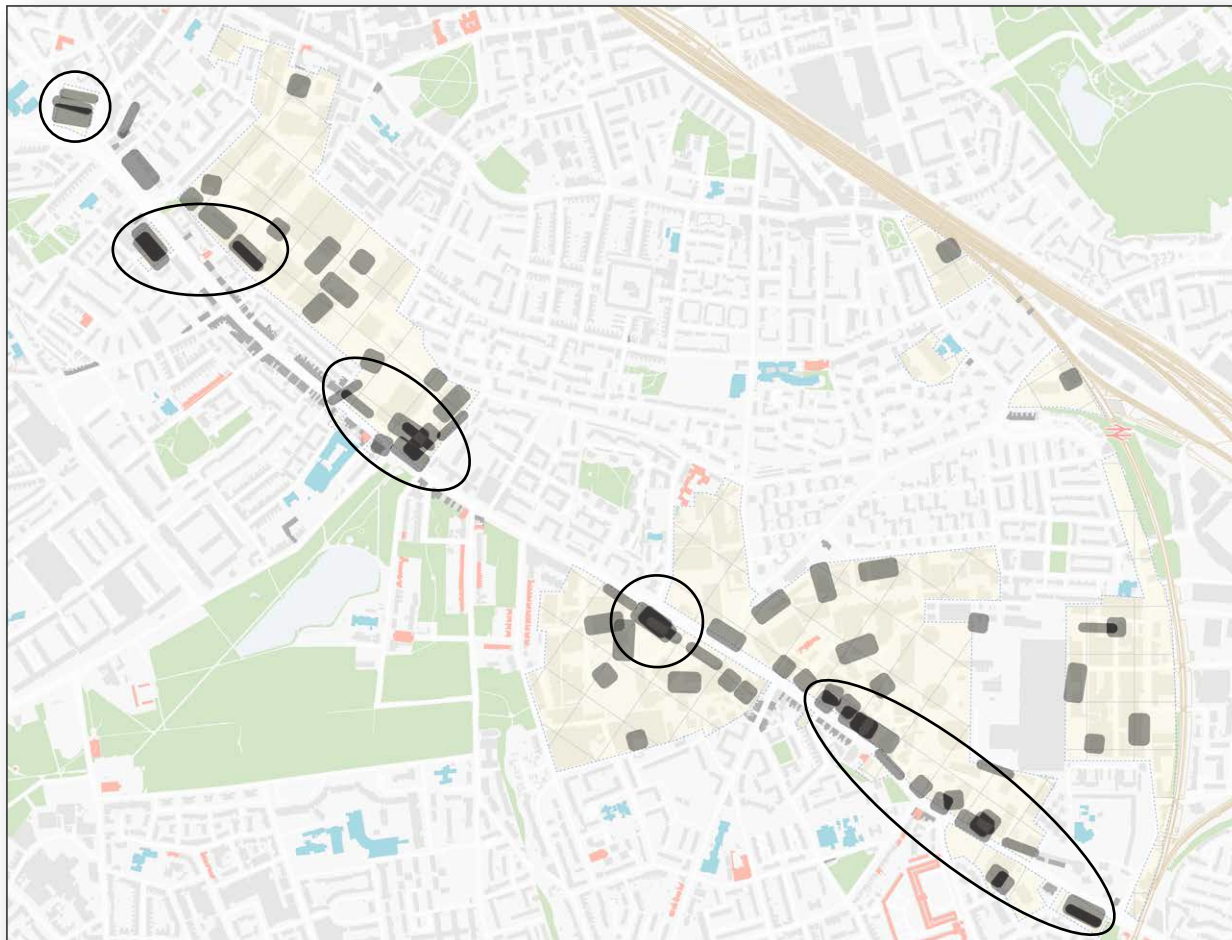
The exercise

Each of the five groups created their own version of a development scenario. The accumulation and comparison of the different solutions reveals common ideas on where the new stations should be located and land uses distributed. More specifically each group was instructed to:

- Choose the location of the two stations
- Draw the connections or new routes they would like to be created in the area
- Identify some key areas where they wanted to introduce open space
- Identify where they would like to locate community uses
- Identify where they would like to see town centres / shopping
- Place the employment blocks in those areas where they would like to see offices, studios, light industrial activities
- Place the medium and high density housing blocks where they would like to see residential uses

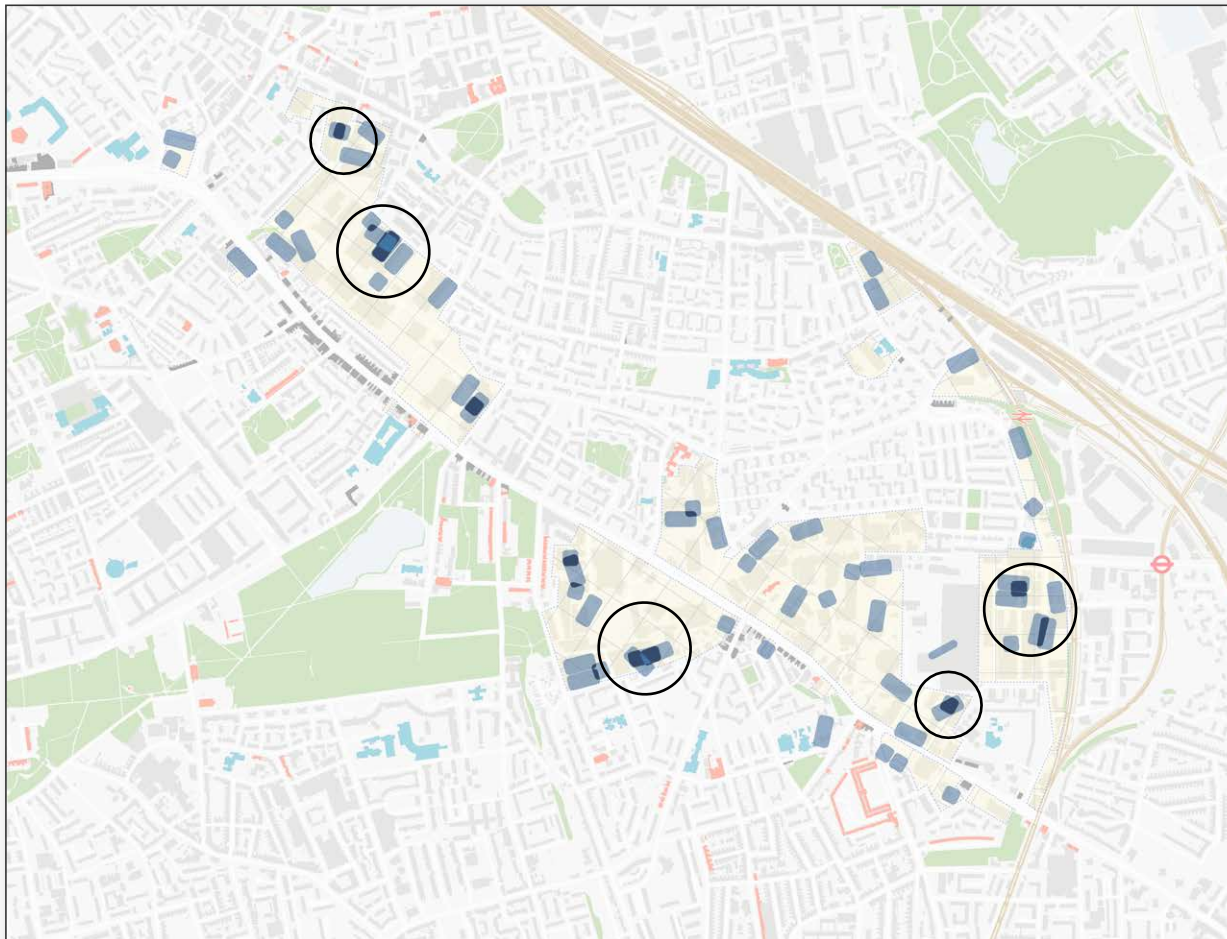


combined suggested station locations



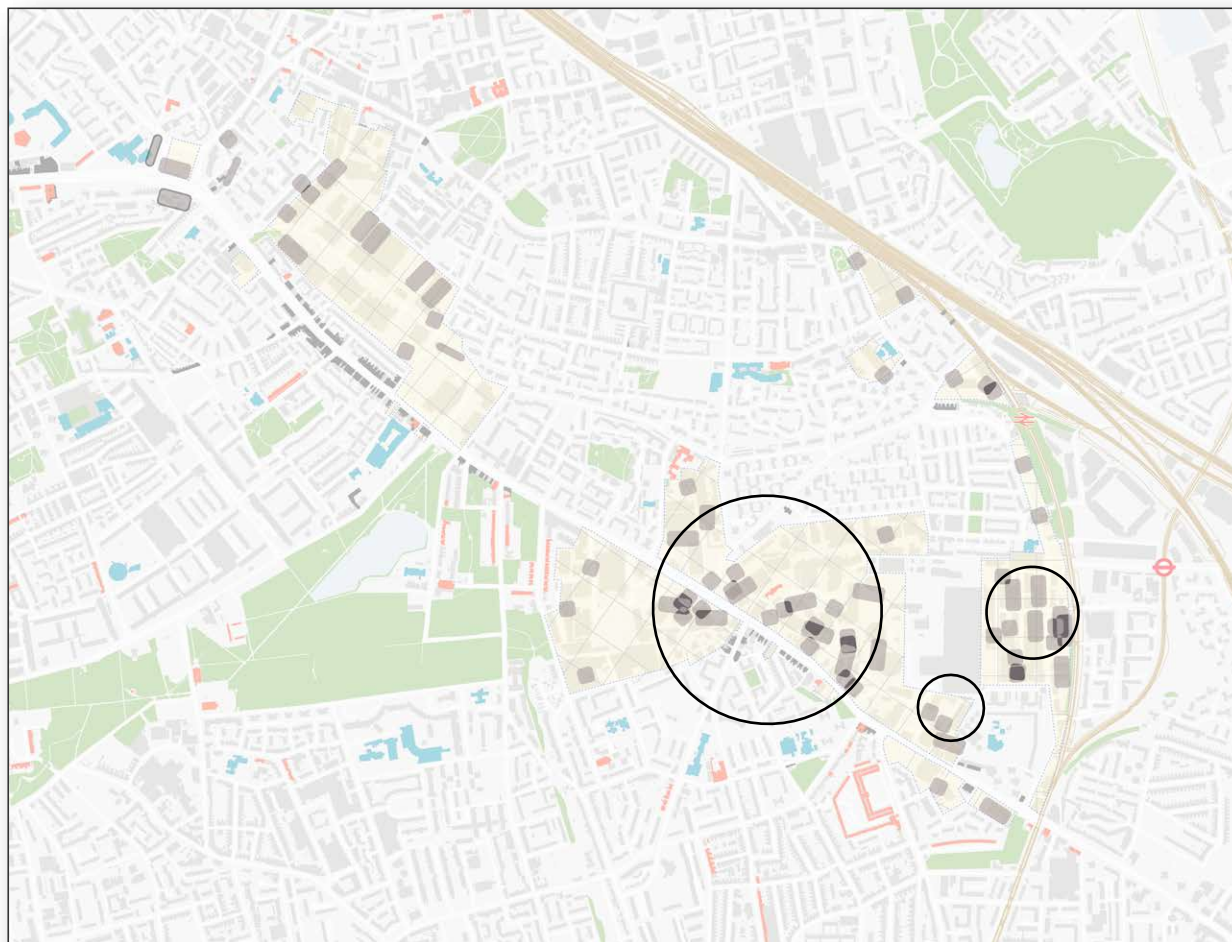
- Most retail locations are towards the high street of Old Kent Road
- Road junctions are usually selected as retail areas

Retail locations - overlay of all groups suggestions



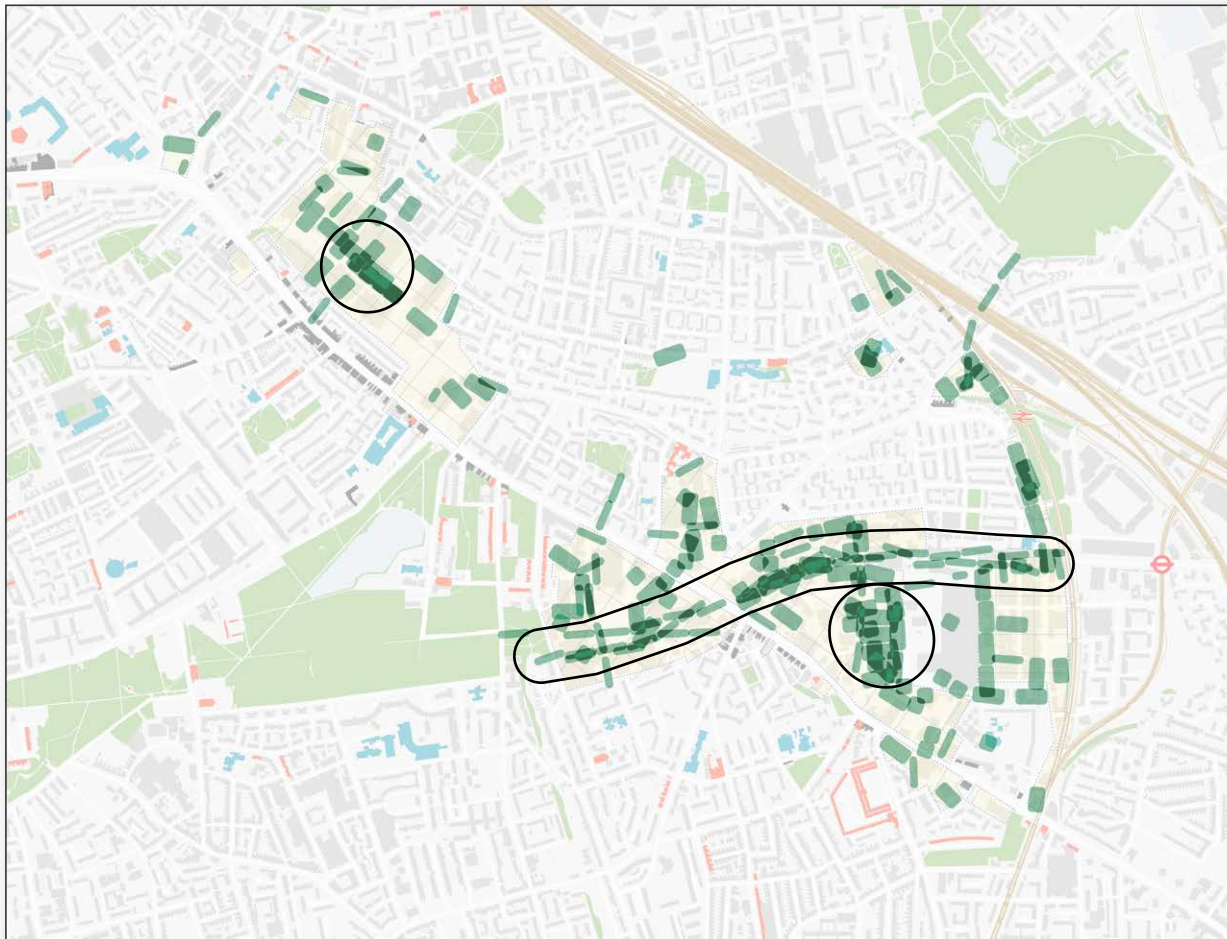
- Located on existing industrial sites
- Sporadically placed in most of the developable areas

Community use locations - overlay of all groups suggestions



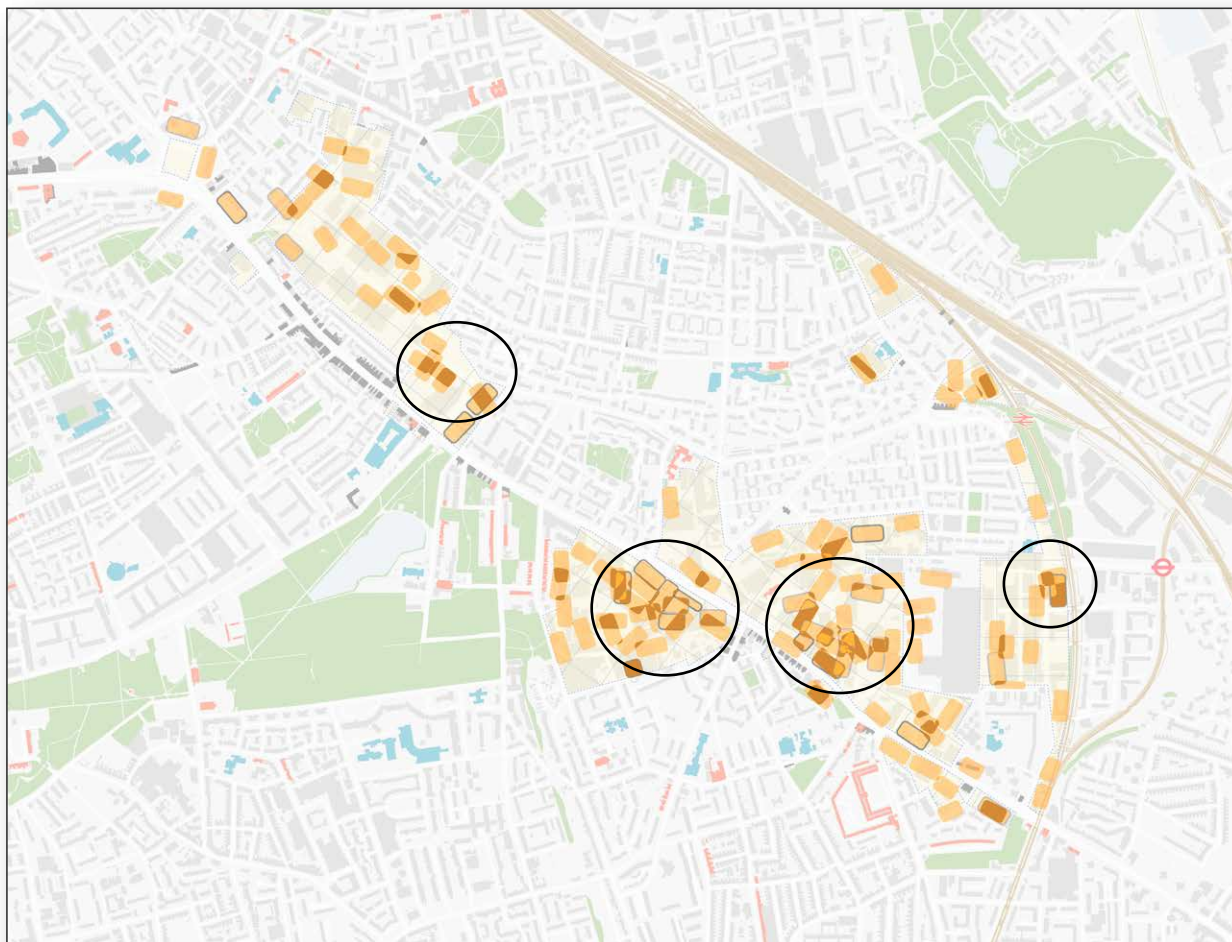
- Located in existing industrial places
- Accumulation towards the high street

Employment use locations - overlay of all groups suggestions



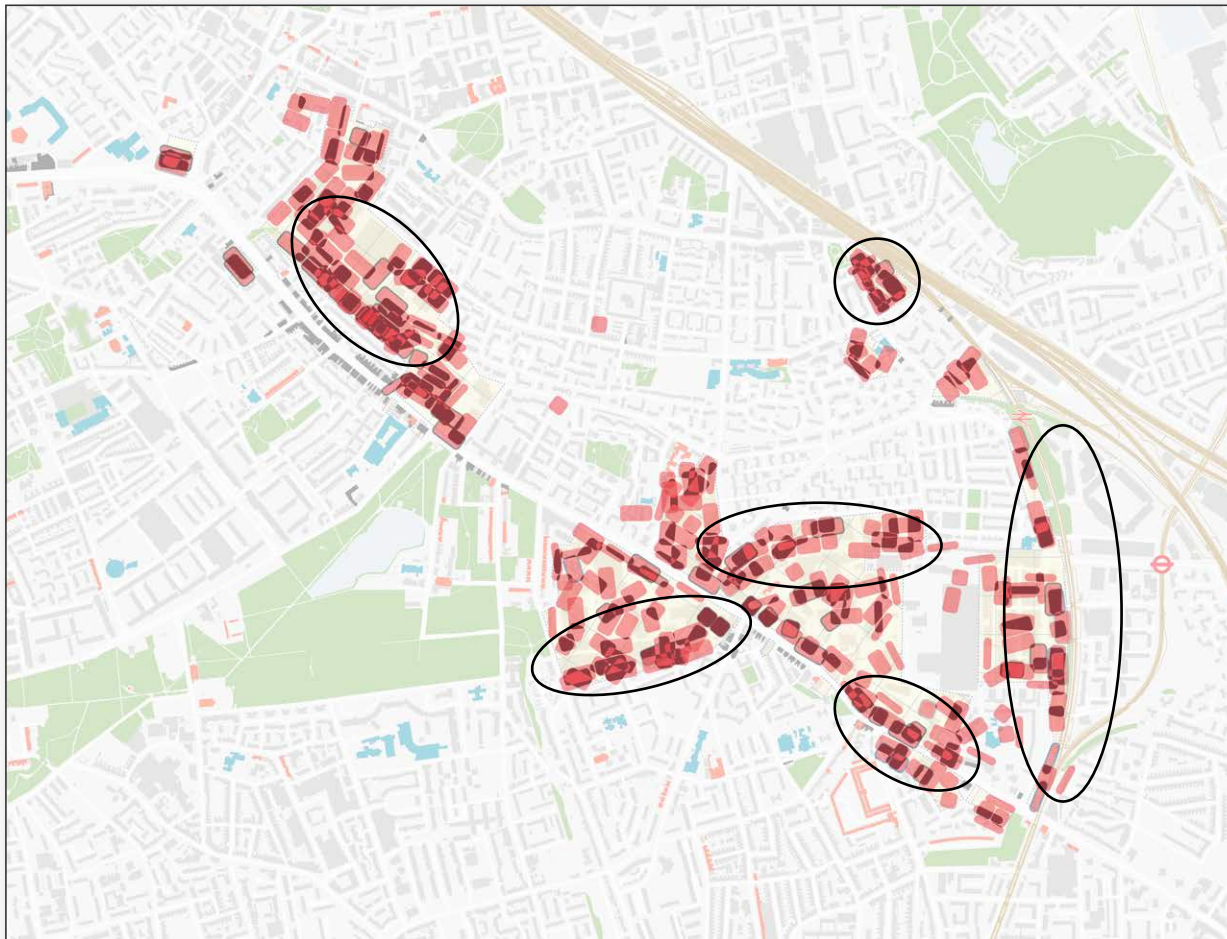
- Most green areas are accumulated in the hearts of each developable area
- The idea of the Surrey canal green area is included by most groups

Green spaces locations - overlay of all groups suggestions



High density residential locations - overlay of all groups suggestions

- South east part of Old Kent Road is mostly selected for high density residential development, especially closer to the high street
- Some development is also proposed at the fringe areas and borders of the development areas.

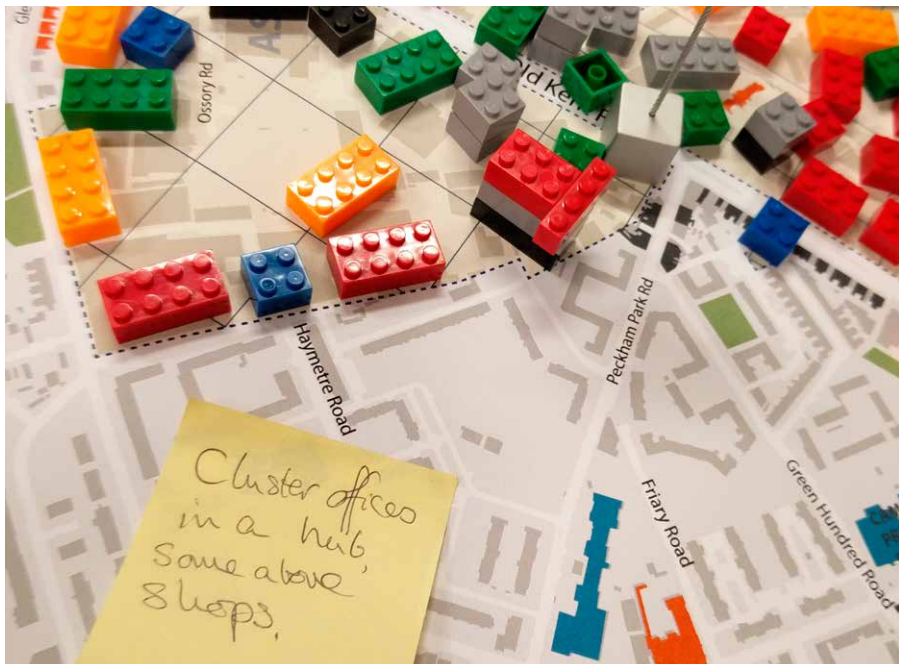


- Close to the high street
- In the perimeter on developable areas
- Following the Surrey canal green path

Medium density residential locations - overlay of all groups suggestions



Second design workshop



Second design workshop



Conclusions:

- Two Bakerloo stations should be at a reasonable distance apart along the Old Kent Road, and make sense in terms of distance from Elephant and Castle station as well as New Cross.
- How much space an underground station would require was considered and whether it could go near new retail uses.
- Create stronger east west links leading to the stations.
- Locate community land uses around tube stations.
- There should be high density buildings close to and around the tube station but not too many buildings in close proximity to each other - it is a fine balancing act to achieve.
- Creating a green route from Burgess Park towards the south of the area was regarded as essential; joining up with Southwark Park.
- Put in place a green route running east to west along Trafalgar Avenue.
- Careful design for any buildings adjoining the waste recycling area.
- Southwark Recycle Centre is not liked very much; and local residents asked if there was potential for it to be relocated elsewhere.
- Creating accessible mixed use community hubs including homes, leisure centres, retail space, schools and jobs was considered very important.
- Care should be taken when building residential immediately adjoining the Old Kent Road as traffic noise and disturbance limits the quality of the accommodation.
- Most preferred options for buildings were medium density buildings. High rise was supported but the siting, and design, of such large buildings needs very careful consideration.
- Some people wanted to keep some of the older industrial buildings but also add housing uses. The preferred industrial land area alongside Ilderton Road was subject to much discussion.
- Retain historic buildings as a basis for linking the whole built environment together.
- Keep low density buildings further back from the Old Kent Road, some concentrated behind ASDA, and immediately around Mandela Way.
- Mixed use employment and residential development should happen around the Royal Mail site and Pages Walk area.
- Consider removing the flyover, for instance replace Bricklayers Arms with residential development.
- Keep the small retail units along the main road.

