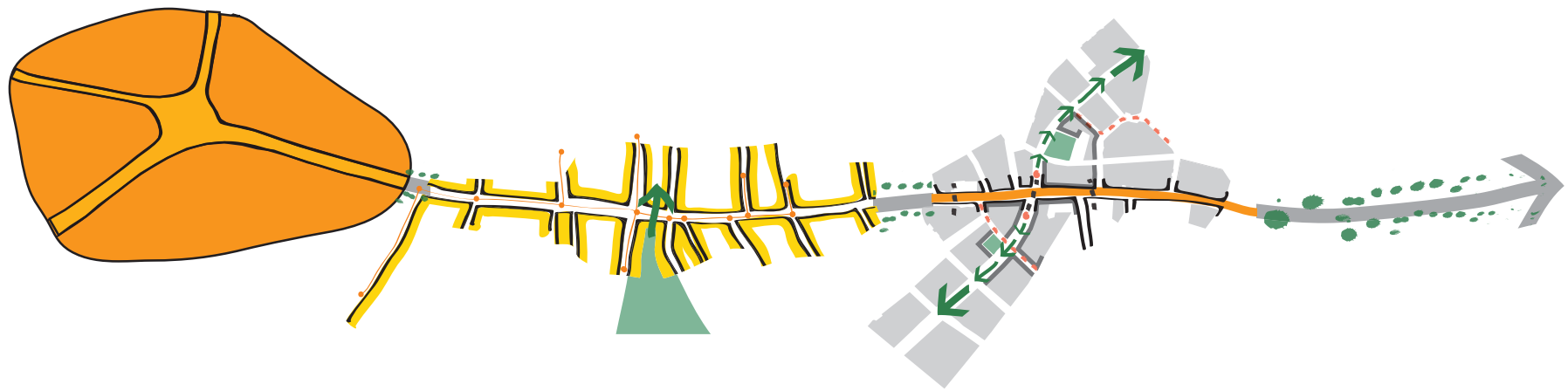


PLACE-MAKING GUIDANCE

3



BRICKLAYERS ARMS

Draw in and tighten up

Detailed studies ongoing
Major benefits to removing the flyover

EAST STREET - BURGESS PARK

Draw out the vibrancy

String the beads together
Draw Burgess Park across the road

"CANAL CROSSING"

Intensify the environment

Intense moment as "canal" crosses the road. Glimpses into the neighbourhoods

BRIMMINGTON PARK

Repurpose and revitalise

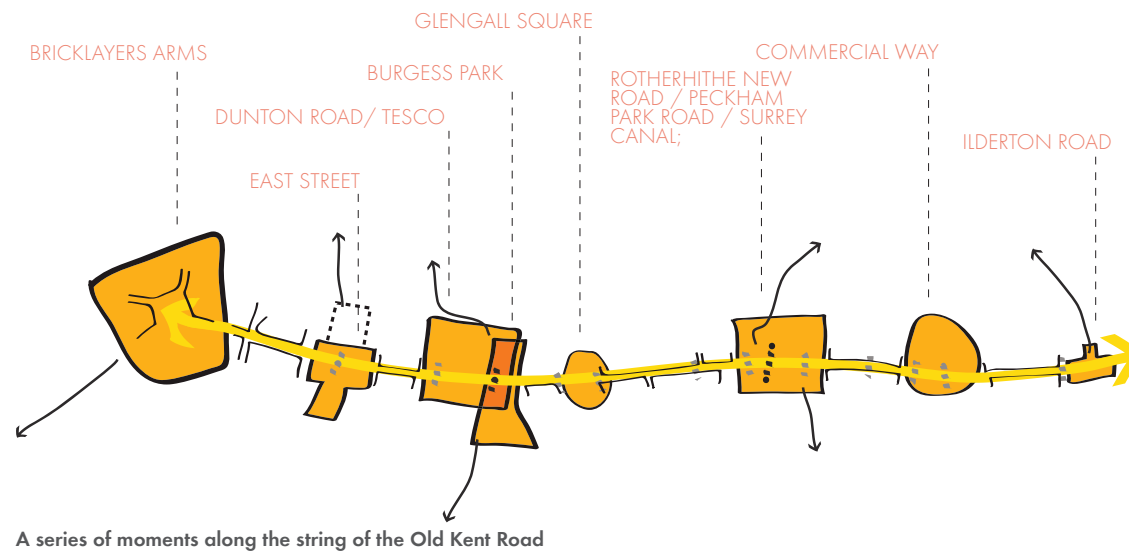
Recreate street frontage
Re-activate the streets
Emphasise the trees and the park

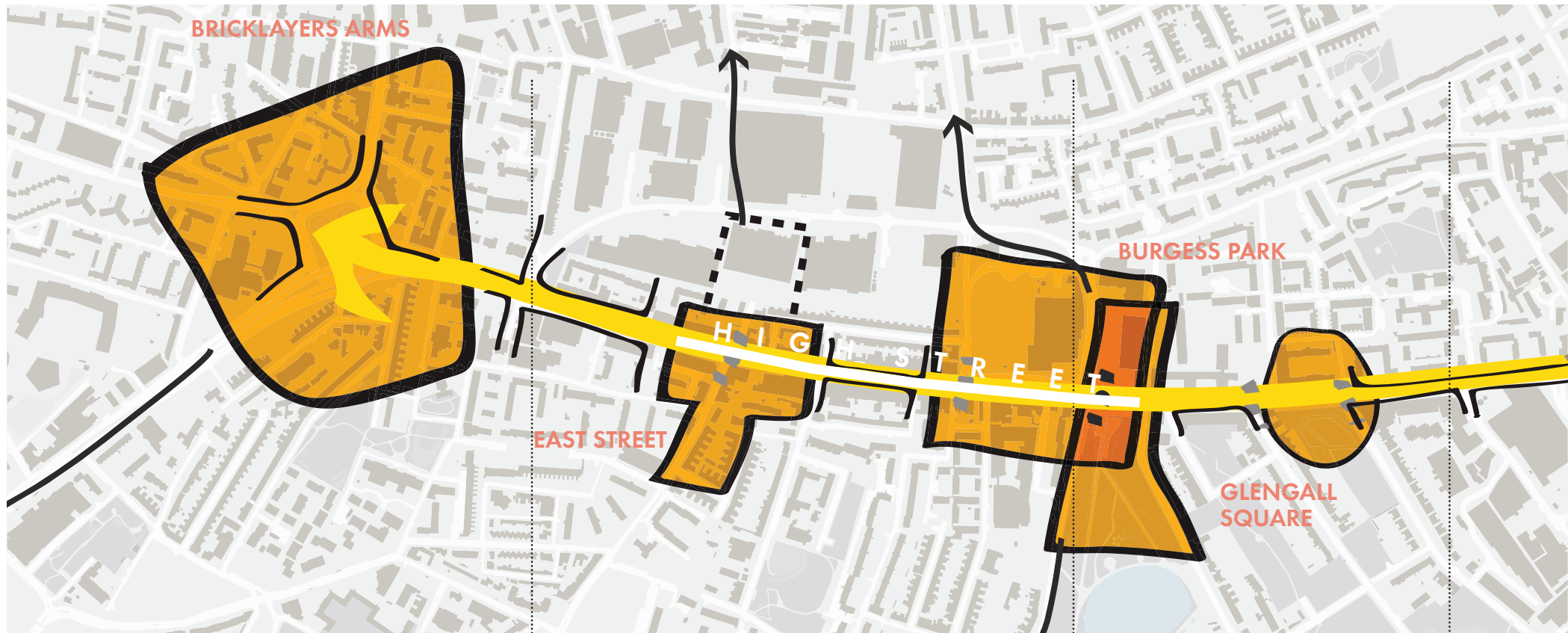
3 PLACE-MAKING GUIDANCE

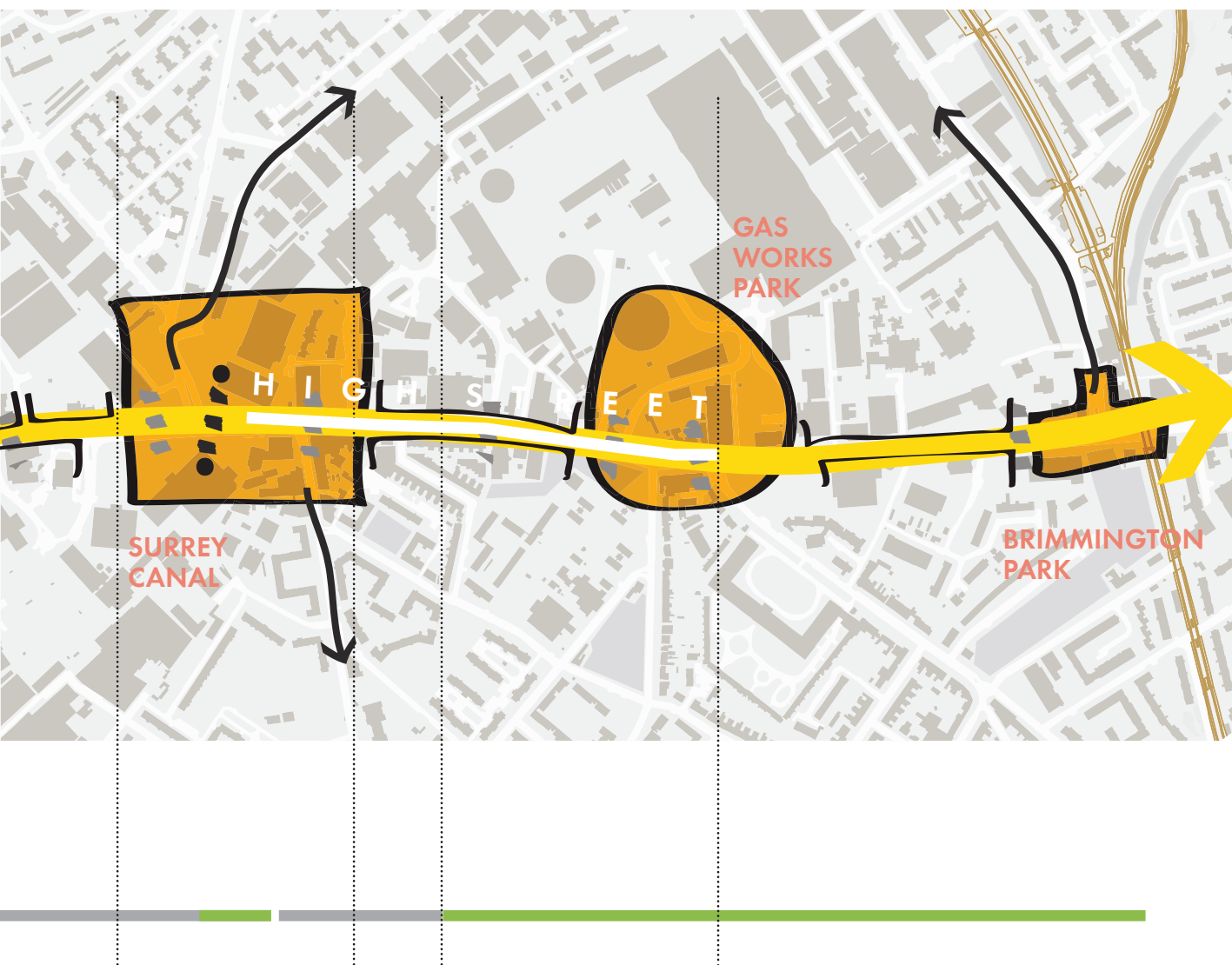
3.1 THE OLD KENT ROAD

The character and nature of the Old Kent Road could be significantly better than it currently is. Historically, the Old Kent Road was lined with high quality buildings with lots of economic and pedestrian activity along the street.

There should be some common elements that exist along its length, that intrinsically announce that one is on the Old Kent Road. However, the experience of moving along the Old Kent Road should be about passing through different places that are richly distinct.







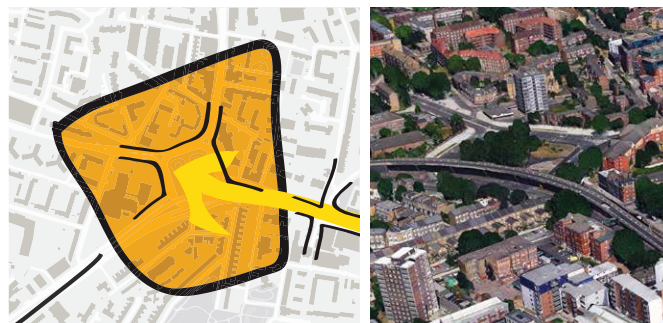
A string of places and moments

This diagram highlights a series of points along the Old Kent Road which represent opportunities to enhance existing character and introduce new elements to support the identity of each place.

Each highlighted node should be the focus of public realm improvements. They coincide with the "stitch" points previously identified, and are therefore locations where crossing the road should be made much easier. The two sides of the road should be brought together to operate as one complete street.

The section between East Street and Burgess Park will see significant investment and a step change in its role as a high street serving the western neighbourhoods in this area. The high street will include a series of moments of differing character from tightly drawn retail frontages to a much stronger presence and window to Burgess Park on the road.

The section between Rotherhithe New Road and Commercial Road will also operate as a core piece of high street. This section of high street will also be made up of a series of moments with differing character. The section of historic frontage including the Royal London Buildings and the former Livesey Museum will be celebrated and complemented with high quality frontage on the north side of the road, whilst the Surrey Canal route will cross the road in an understated manner providing glimpses to entice people on to it.



Bricklayers Arms

This is a key junction, and no matter what adjustments are made to the junction in the future, it will continue to have a strategic role in keeping traffic moving through this part of London.

The surrounding neighbourhoods should respect the status of the junction. Buildings should not turn their backs on it, but instead confidently address it.

The junction is a wide space which could be much better enclosed. The land should be used more efficiently to generate space for buildings that frame the roads and junction. The environment for pedestrians and cyclists should be improved, allowing greater permeability and a higher quality public realm generally.

It is a key junction on the Old Kent Road and may be appropriate for taller buildings, subject to sensitivities such as impacts on the background of the strategic view of the Palace of Westminster from Hyde Park and the settings of local heritage assets such as the listed Driscoll House on New Kent Road.



East Street to Burgess Park

The section from East Street through to the entrance to Albany Road and the entrance to Burgess Park will be a core piece of High Street on the Old Kent Road. The surviving historic retail frontage will be reinforced and supported with high street format units throughout the section.

There will be strong retail activity on both sides of the Old Kent Road, and a transformation of the big box retail into High Street format shops.

The junction with East Street will be given greater importance with the extension of East Street across the Old Kent Road - connecting Hendre Street to Curtis Street - with retail activity spreading north and south of the junction with the Old Kent Road.

A key change in this section will be a higher frequency of pedestrian crossings to support its role as a high street and centre for the community. The presence of new tube station entrances will reinforce the connections between the two sides.



The grain of development will be fine and tight, clearly enclosing the street. Opportunities to re-use and refurbish the key historic buildings to support the high street should be prioritised, such as The White House and the Thomas a Becket public house. The character of this section will be underpinned by the remaining historic fabric, which will be juxtapositioned with significant new development on the north side of the Old Kent Road between Dunton Road and Burgess Park.



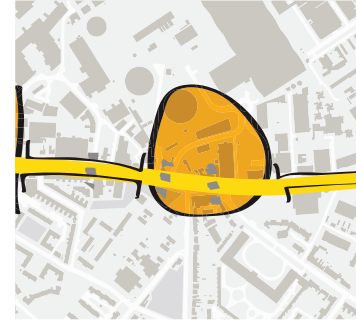
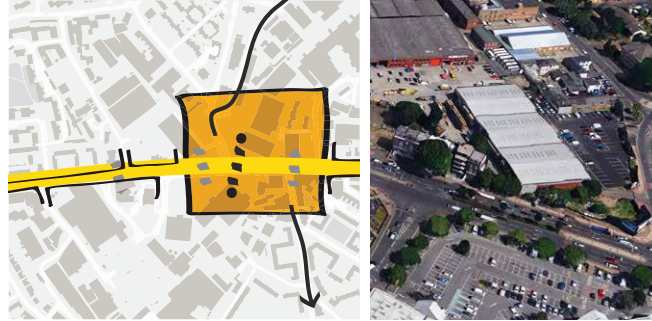
Re-use of historic buildings like The White House should underpin the character of the high street

Glengall Square

Immediately to the east of Burgess Park, the Old Kent Road has a quieter character, with residential uses predominating, even at ground floor level. There is less definition to the road in this section, and an opportunity exists to repair boundaries and support the existing character.

The green space between Trafalgar Avenue and Glengall Road was created as part of the Burgess Park clearance, but is an unfulfilled part of the vision. As such, it has struggled to fulfil its potential. Its boundary treatment along the edge of the Old Kent Road is particularly poor.

It is proposed that the relationship between the street and the park is enhanced. New entrances and landscape improvements would bring the park's presence alive and transform its role in shaping local identity.



Ossory Road to Commercial Way

Between Ossory Road and Commercial Way a core section of high street will be recreated. A responsive shift away from large scale industrial uses and retail warehouses to high street and new residential neighbourhoods will take place.

From Ossory Road to Rotherhithe New Road the Old Kent Road will be re-framed with new development fronting onto generous pavements edging the street. The environment along the road will be transformed creating a high quality focus for the new and existing neighbourhoods in this area.

The section between Rotherhithe New Road and Peckham Park Road represents a key join along the route, facilitating connections across Old Kent Road to the north and south. This join will in the future be just as important a crossing point for pedestrians and cyclists as it is for vehicles today. The nature of the section will change fundamentally as the line of the former Surrey Canal is drawn through and across Old Kent Road. This new connection will have an understated, but important, impact on the character of this section.

The Old Kent Road will tighten back down to its historical proportions east of Peckham Park Road, with the character of the surviving historic section reinforced and complemented by development on the north side. Crossing points will be increased and the greener character reinforced with further street tree planting.

Around Commercial Way and Asylum Road the introduction of a new tube station will shift the intensity of land use and the character of the section. Where gaps in street frontage exist, new development will come forward, with glimpses of the historic gas holder(s) to the north.



Ilderton Road and Brimington Park

The entry point into the borough from the east is low key. It is a classic fringe area with an undecided character.

Significant new development around this area, not least the New Bermondsey development to the north, will make the junction with Ilderton Road much more important. At present the junction and the wider section of the Old Kent Road it sits within has relatively poor street enclosure and environment. There are, however, some important assets which could be celebrated much more in the character of this space. A pair of early Victorian listed villas sit back from the road on the south side, adjacent to the entrance to Brimington Park which is very understated. In addition, the listed Clifton Terrace sits just to the west of the park.

This section should see much stronger frontage on to the street and major landscape improvements to the junction and pedestrian areas. Any opportunities to activate or remove the podium under the Tustin Estate to provide stronger street frontage should be explored. The street trees currently work hard to enclose the street, and they should be given more space to flourish.



3.2 GREEN INFRASTRUCTURE NETWORK

A core part of place-making in the Old Kent Road area will be reinforcing the network of green infrastructure. There needs to be a good spread of parks and green infrastructure generally across the area - to meet the needs of existing and new residents and workers.

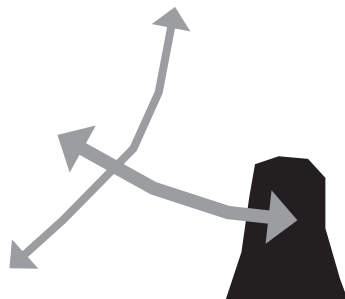
The strategy involves introducing some key new pieces:

- Mandela Green;
- Burgess Park;
- former Surrey Canal;
- Gasworks Park; and
- Brimington Park.

In addition to these, a number of smaller spaces will be established to support needs closer to people's doorsteps.

The third part of the strategy is to introduce new connections that enable much easier and more attractive access to existing and new spaces.



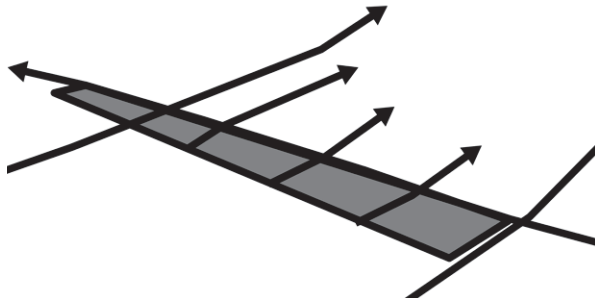


Burgess Park

- Stretch the park across the Old Kent Road to give it much greater presence and impact on the street. Create a new space on the north side of the Old Kent Road and introduce a new wide crossing between the existing park entrance and the new space to the north.
- Introduce street trees throughout the section of the Old Kent Road between Dunton Road and Ossory Road to emphasise the presence of Burgess Park.
- Enhance the "leftover" element of Burgess Park between Trafalgar Avenue and Glengall Road. The space should have a more formal edge and entrance from Old Kent Road, and introduce new functions such as a small play area to support the uplift in local population.
- Improve the "leftover" part of Burgess Park on Glengall Terrace, establishing this as a park in its own right. Reinforcing the boundary treatment and entrances to this space will support its role as an important asset on the Old Kent Road. Opportunities to introduce new functions to this space, such as a play area, should be explored.



The presence of Burgess Park should be celebrated



Mandela Green

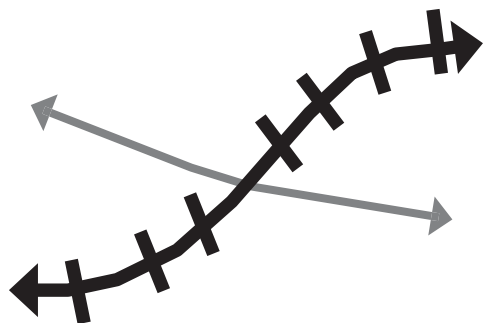
- The step change in the accessibility of the area as a result of a Bakerloo Line extension would support the redevelopment of the Mandela Way industrial area.
- A "comprehensive" approach to the area would likely be needed to deliver the transformation.
- This area could accommodate a new piece of city, delivering a new scale of development to the area and a new mix of activities including office/workspace, flatted development and retail - bridging the gap between Bermondsey and the Old Kent Road.
- This new piece of city would include a major new open space at the heart of the development. This would be a series of spaces, together able to perform a variety of functions for commercial and community uses.



Mandela Way industrial area today (© Google)



Mandela Green should take inspiration from spaces such as Sara D Roosevelt Park in New York (© Google)



Surrey Canal

- Revive the canal route making it the backbone of the area - a new kind of street for the area with clear pedestrian and cycle priority.
- The route will link a chain of open spaces that would connect across the area from Burgess Park to Gasworks Park and on, ultimately, to Southwark Park
- First and foremost the route must provide an attractive pedestrian and cycle route, facilitating easy crossing of the Old Kent Road as part of an updated junction and signalling design.

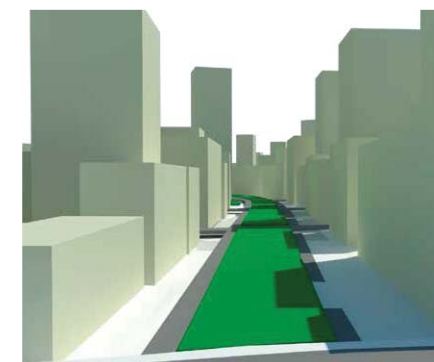


Indicative illustration of route

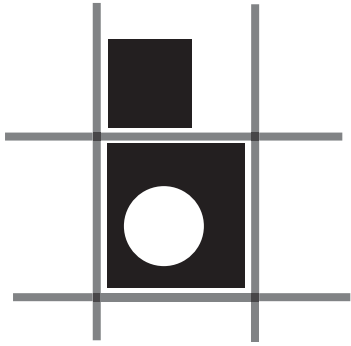
- The route must also operate as a street, supporting vehicular access throughout, albeit stopping short of providing access on and off Old Kent Road itself.
- Buildings will front on to the route, providing the opportunity for a variety of uses and activities to populate the street and the spaces.
- The green spaces or linear gardens can vary in character from central gardens which operate as small pocket parks or recreational spaces to green planted spaces attached to one side of the street. Colebrooke Row in Islington provides a comparable example for how the spaces could vary along the route.
- The spaces along the route itself would be around 20m in depth, and vary in length determined by the street block structure.
- The route will also link larger spaces positioned adjacent or set back from the route - thereby providing an important green spine. These larger spaces could form squares, parks or allotments.



Linear routes such as Colebrooke Row / Duncan Terrace in Islington illustrate how the Surrey Canal route could operate simultaneously as a street, cycle and pedestrian route and a series of gardens and small parks (© Google)



Indicative view of the route looking from Burgess Park east



Gas Works Park

- The gas works has always been an important and identifiable area in the Old Kent Road area. In order to maintain its presence but embrace the new development of the area, one of the three gas holders should be maintained and the area reappropriated into a park.
- This park will form the heart of the new residential neighbourhood to be established in this location. It will provide a useful tool in the transition between the Old Kent Road high street and the residential-led areas to the north.



Existing view

Indicative illustration of park space



King's Cross gas holder (Source: Bell Phillips Architects)



Gas Works Park Seattle (Source: City of Seattle Parks and Recreation)

Brimmington Park

- The park is 1.79ha and used to be covered by small factories and housing, when these buildings were demolished the site was reclaimed and over the years turned into a park.
- The park is growing into its footprint and has engaged local community spirit. Enhancing the role of this park as the area changes will have real benefits.



Brimmington Park today

New Bermondsey

To the east of the area is a major new development area that will facilitate the onward linkages of the Surrey Canal route and further links north to Southwark Park:

- This 30 acre industrial site will be transformed to create a place combining housing, jobs, sports facilities, office spaces and creative industries.
- The development will provide 2,000 new jobs, 2,400 new homes, a network of transport links including a new Overground station, bus routes and walking and cycling links.
- This change requires a response on the western side of the tracks. The junction between Surrey Canal Road and Ilderton Road will become a node for new retail and community uses alongside new homes.



New Bermondsey proposals (Source: Renewal)

3.3 A REVITALISED HIGH STREET

The Old Kent Road will be the focus for high street retail once again. The core of shopping frontage will be within two key sections. These two sections build on the surviving high street frontage and are each supported by a new tube station. They are located as follows:

- **East Street - Burgess Park:** this takes in the section from East Street down to Burgess Park. New retail development will be introduced on the north side to transform the existing big box retail sites into street fronting high street blocks.
- **Old Kent Road - Gasworks:** this covers the section from Marlborough Grove down to Commercial Road. Here the transformation will be more dramatic, with both sides of the road seeing major redevelopment and a fundamental shift from warehouse style retail to high street format.

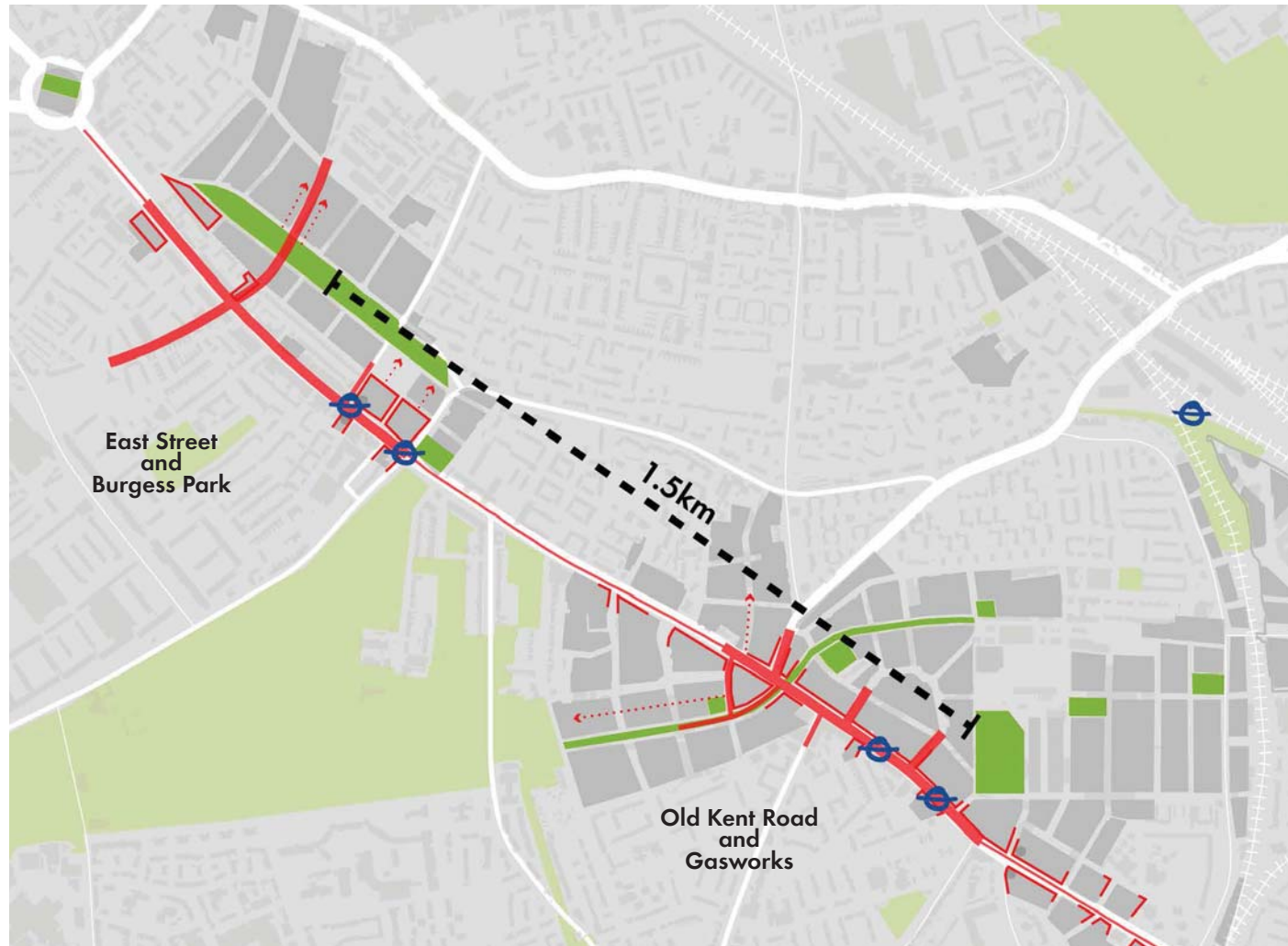
In both sections, existing good quality high street frontage is to be retained and enhanced. Much of the character and identity of the high street will be formed by these key pieces, and they therefore need the investment to shine alongside the sections of new development.



Dover Flats frontage, part of the East Street - Burgess Park town centre



Royal London Buildings at the heart of the Old Kent Road town centre

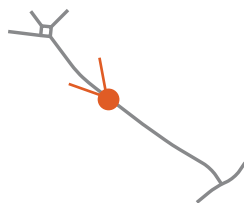


Centres relationship

- Proposed green areas
- Existing green areas
- Core high street
- Proposed retail frontage
- ⋯ Potential for retail provision off high street to serve local needs



Proposed view - the Old Kent Road looking west from Burgess Park



Existing view

EAST STREET AND BURGESS PARK

The section of the Old Kent Road between East Street and Burgess Park already operates as a retail centre for local residents. The intention is to build on this foundation and grow this section into a successful high street.

This section of high street will form the heart of a redefined area. Whilst much of the area to the south of the Old Kent Road will stay in its current form as a successful residential area, the area to the north of the Old Kent Road will be transformed.

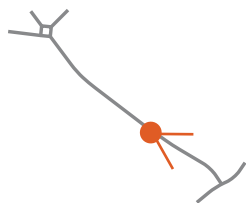
The large retail units around Dunton Road and Humphry Street will make way for new development, with replacement retail in a more traditional high street format. As part of this redevelopment, a new station on the Bakerloo Line could be established with entrances potentially around Burgess Park and Dunton Road.

This new station could also facilitate the redevelopment of industrial land to the north of the Old Kent Road around Mandela Way. This section could deliver 4,000 homes and create a new piece of city between Bermondsey and the Old Kent Road.

The high street and the adjoining streets will draw positively on the central location in London. The scale of existing elements such as the mansion blocks on the north side of the Old Kent Road will be extended deeper into the area. In addition, new towers will be introduced, with long views over the parks to the south, and north to the city.



The Old Kent Road looking west



Existing view

THE OLD KENT ROAD AND GASWORKS

A new tree-lined street will weave its way through the area evoking the line of the historic Surrey Canal. Linked into this will be a series of new mixed use residential areas and neighbourhood parks and squares. The Surrey Canal Path will be a series of linear gardens - a street with a continuous belt of green spaces of varying types and roles.

New space for existing and future businesses and industries will be created within mixed use streets, and the gas works will become the focus for a new park. The Gas Works Park will form an important focus for the new residential neighbourhoods on the north side of the Old Kent Road.

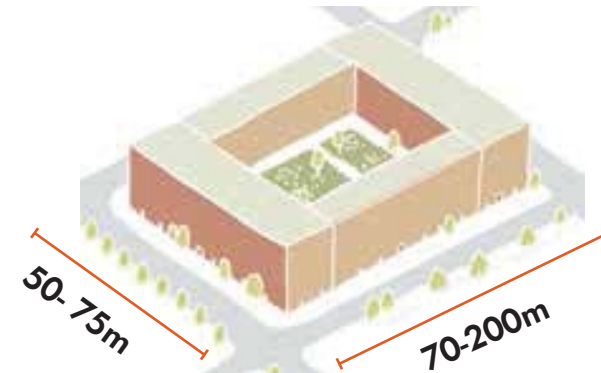
A change in the scale and intensity of development will take place in this area. On the Old Kent Road itself, new buildings will confidently address the street with sections such as between Ossory Road and Rotherhithe New Road completely transformed.

3.4 NEW TYPOLOGIES AND NEIGHBOURHOODS

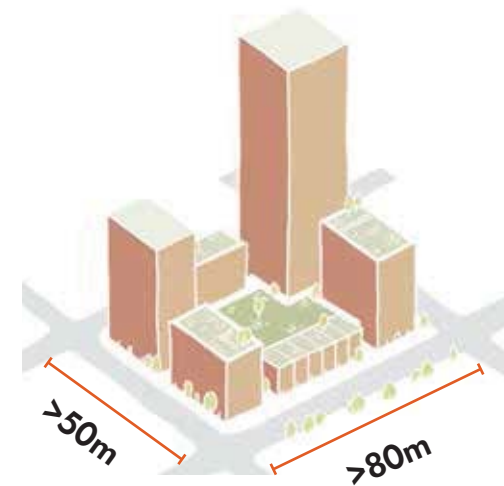
The block structure outlined for the area emphasises the successful characteristics of existing development in the area. The most successful blocks in the area are those that have stood the test of time and proved flexible and adaptable to changing demands and uses. Almost without exception, these have been perimeter block in format – where fronts address the street and backs are contained within the block.

The classic perimeter block dimensions can also support higher densities and a range of uses by mixing building typologies within them. These “super blocks” allow for a range of typologies to be included all addressing the street. Where taller buildings are appropriate the blocks have the capacity to accommodate two taller elements on the diagonal. The frequency of the super blocks needs management to ensure good access to daylight and sunlight.

There are examples of these higher density block structures in other areas of Southwark and across London. The images opposite illustrate the range of higher densities these can support, from 150 dwellings per hectare up to 500 dwellings per hectare.



CLASSIC PERIMETER BLOCK



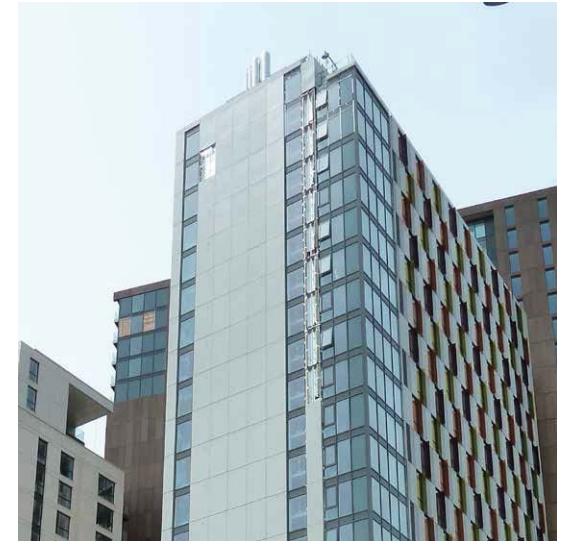
SUPER BLOCK



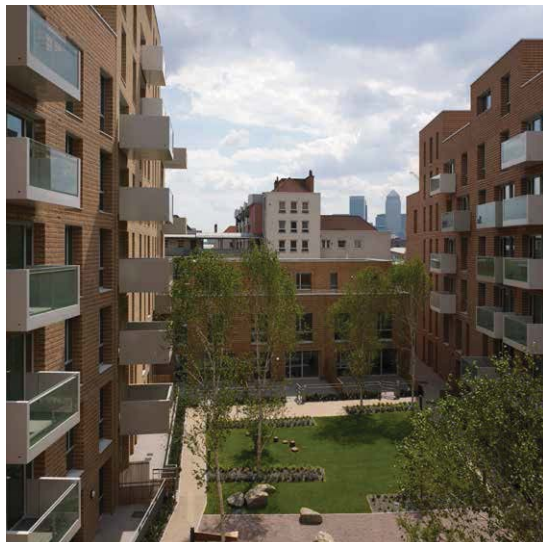
Coopers Road
c. 150 dwellings/ha



Trafalgar Place
c. 200 dwellings/ha



West Grove / Elephant Park (Source: Lend Lease)
c. 300 dwellings/ha



St Andrews
c. 320 dwellings/ha

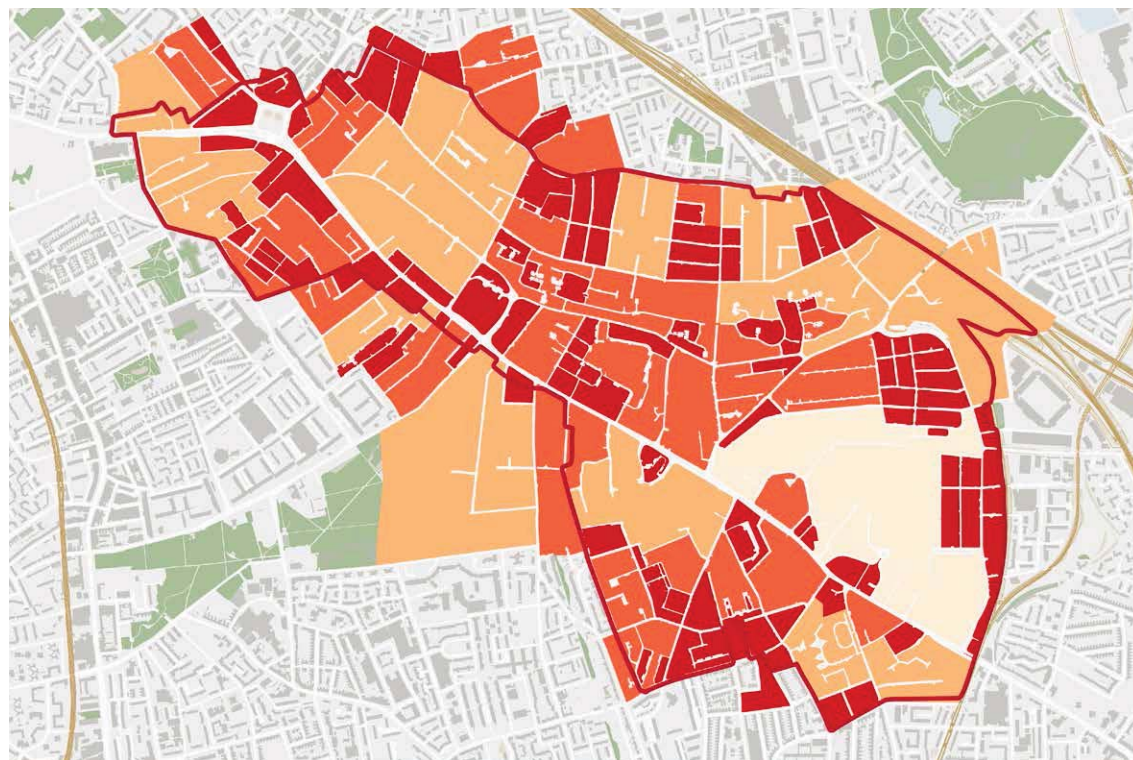


Canada Water Regeneration (Source: Sellar)
c. 300 dwellings/ha



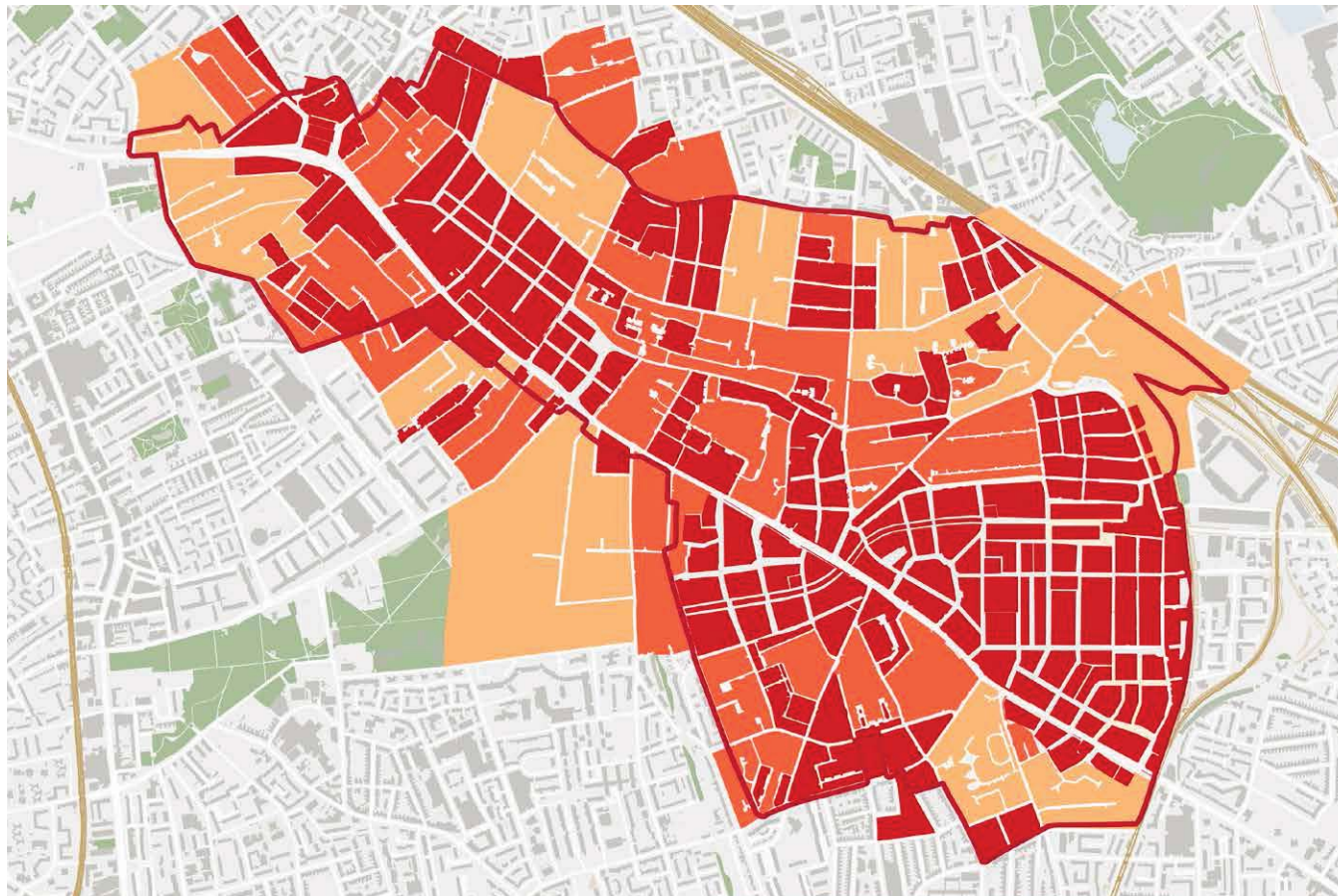
Keybridge House
c. 460 dwellings/ha

The dimensions of the street blocks outlined in the framework draw from the successful blocks in the area, but are also informed by new formats emerging across London. The key therefore is to take the very best from the classic perimeter blocks found in the area and introduce more blocks of these smaller dimensions to introduce more streets and connections, thereby increasing the permeability of the area.



- Block perimeter
- 105 - 550 sqm
 - 550 - 1,200 sqm
 - 1,200 - 2,700 sqm
 - 2,700 - 6,200 sqm

Existing pattern of block size



Proposed pattern of block size

MIXING USES

Introducing a mix of uses in areas has many benefits, not least ensuring more activity at different times of the day and a more efficient use of land. Shifting towards mixed use blocks rather than single use blocks will support active and safe streets in the long term.

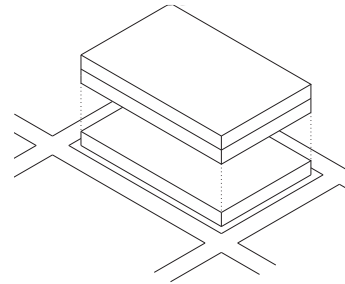
There are many examples of mixed use blocks in the local area, particularly on the Old Kent Road itself with residential uses above shops. In the future other uses should also be mixed, including office and industrial uses. Increasingly, community facilities including health centres and schools can be mixed with other uses. However, the relationship between the uses needs to be considered very carefully to ensure that each of the individual uses can operate successfully. For example, with schools it is important to think about issues such as privacy, avoiding overlooking of play areas, as well as servicing and access. Office and industrial uses also raise issues which should be considered.

There is a particular need in the area to pro-actively create new space for existing and new businesses. The legacy of business activity in the area must continue, and this will require sensitive planning. In particular, innovative responses will be needed to deliver industrial mixed use blocks.

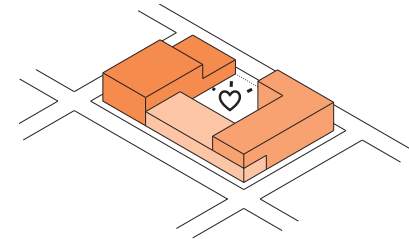
The way in which each use is accommodated will be critical to its success. The following guidelines provide some advice about the considerations that apply to mixing employment and residential uses. The types illustrate how uses can be mixed. Depending on the kinds of uses it can be beneficial to provide employment uses in separate or interlocked blocks to help resolve issues around servicing, access and noise.

GENERAL GUIDELINES

Stack employment uses when possible



Cluster similar sectors

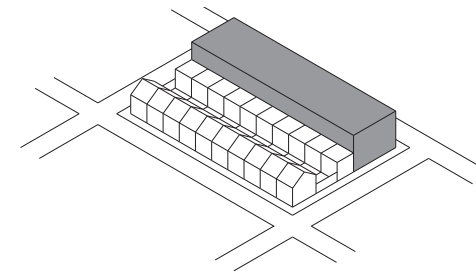
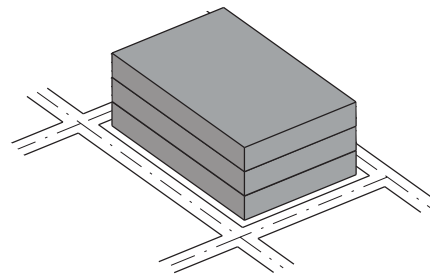


MIXED USE TYPES

Stand-alone Employment Use

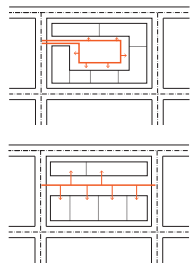


Horizontal mix - Independent



Guidance prepared by Maccreanor Lavington Architects for LB Southwark

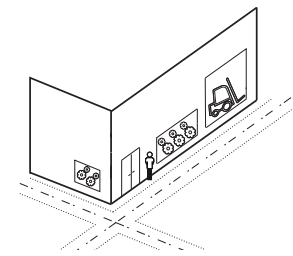
Integrate servicing on site



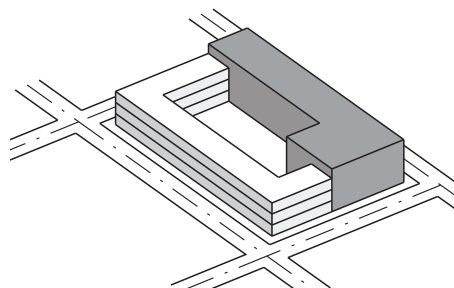
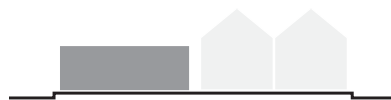
Resolve servicing conflicts between different users



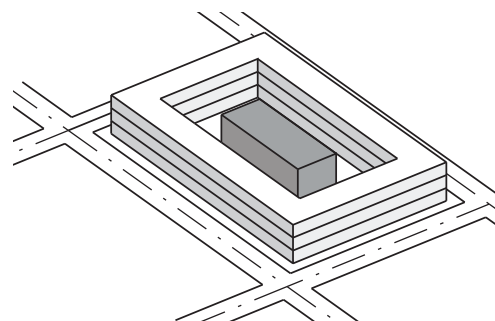
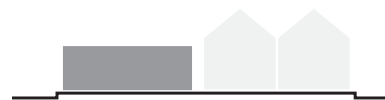
Activate frontages



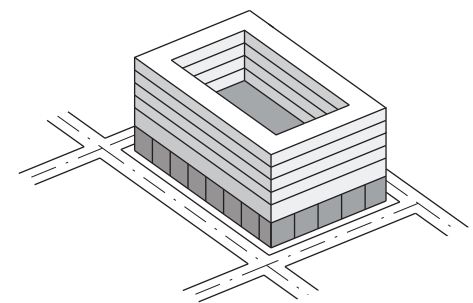
Horizontal mix - Interlocked



Horizontal mix - Enclosed



Vertical mix

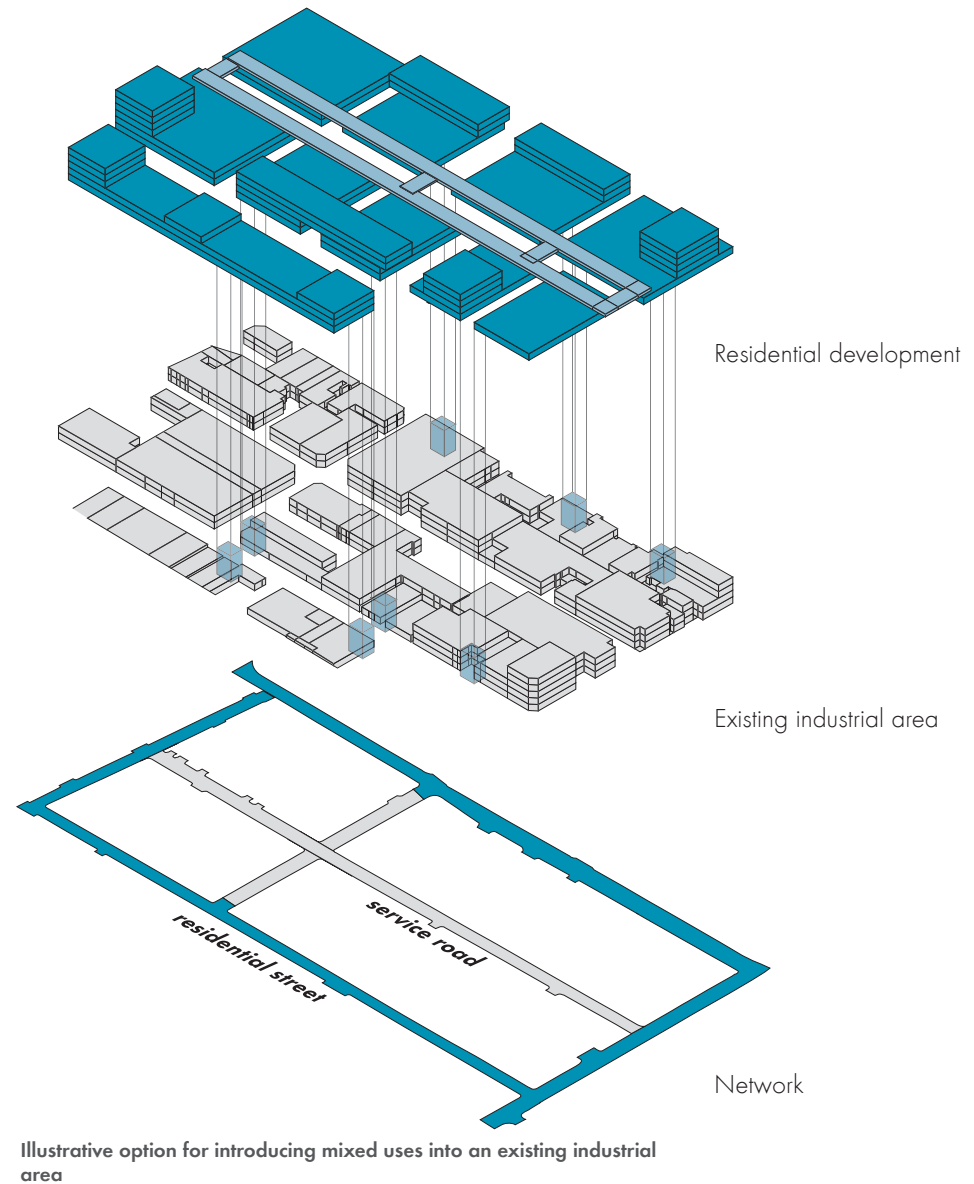


TYOLOGY EXAMPLES

Intensifying the provision of space and the activity it generates for the street environments will require a new mix of typologies in the area. The historical high street blocks on the Old Kent Road provide useful examples for mixing retail and office use with residential development.

The wider spectrum of employment uses will necessitate drawing on examples from further afield and emerging best practice.

Key community assets such as new schools should be placed adjacent to the town centres and alongside open spaces to support their access to external space. The use of courtyard space within school blocks and roof space needs to be carefully optimised to deliver secure play space.



RETAIL MIXED USE



Bermondsey Square development mixes retail, leisure and residential uses (Source: Stephen Marshall Architects)

OFFICE MIXED USE



Southwark Street office building introduced into mixed use block with hotel and retail uses

INDUSTRIAL MIXED USE



Leven Road Acme Studios development mixes workshops at ground floor and residential above (Source: Acme Studios, Photo: Gary Weston, 2009)

COMMUNITY MIXED USE



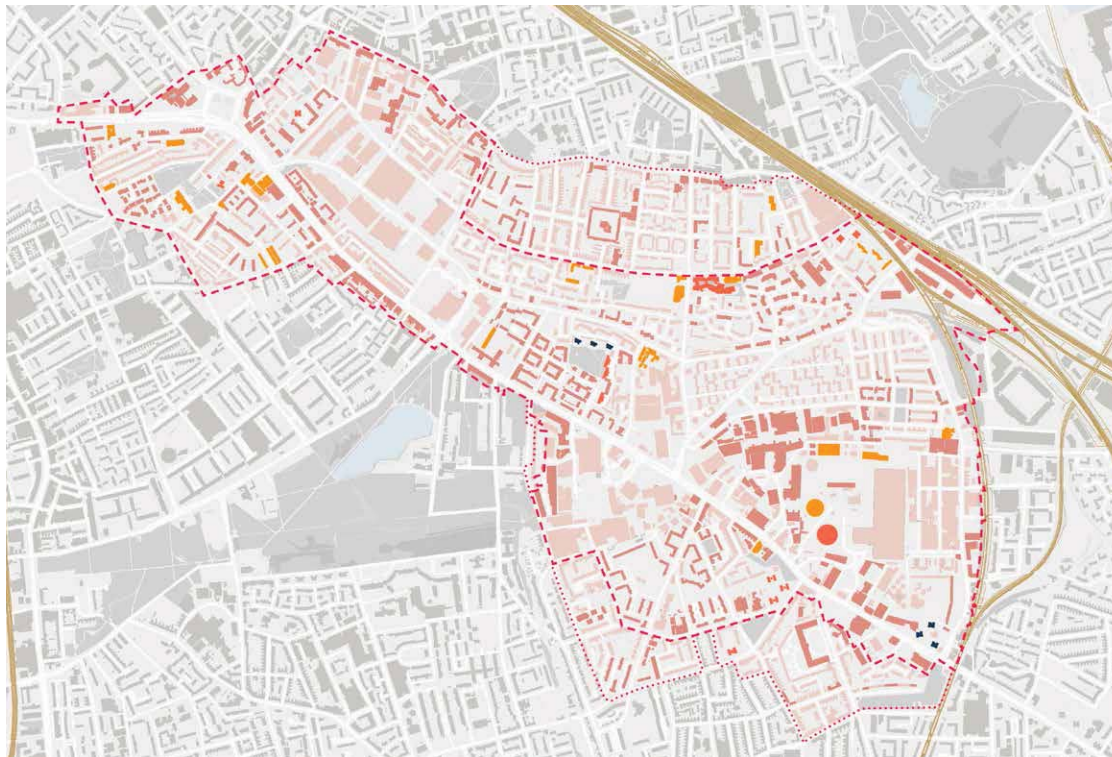
The Plimsoll Building at King's Cross mixes a primary school at ground and first floor with residential above

3.5 DENSITY

BUILDING HEIGHTS

Whilst the existing area has an average height of between three and four storeys, this masks the presence of many much taller elements. The scale of development is anticipated to increase significantly to accommodate the intensification envisaged.

A “datum level” of six to seven storeys is suggested across the area. This will significantly increase the amount of development, but will maintain a scale proportionate to local streets. This datum level will then allow taller elements to be introduced across the area within a strong base structure.



Existing floor heights

- 1 - 3 floors (3-9m.)
- 4 - 6 (12-18m.)
- 7 - 10 (21-30m.)
- 11 - 15 (33-45m.)
- 16 and more

Tall buildings definition:
Taller than 30m (approx. 10 storeys)

There are four key points where the existing character will be transformed. Between these key points the frontages should comprise consistent heights reflecting the datum height. Overall there should be a pleasing rhythm to the Old Kent Road, not a wall of development all the way along the route. The transformational points are located around important junctions along the route. Here taller elements may be appropriate as part of a fundamental shift in character.

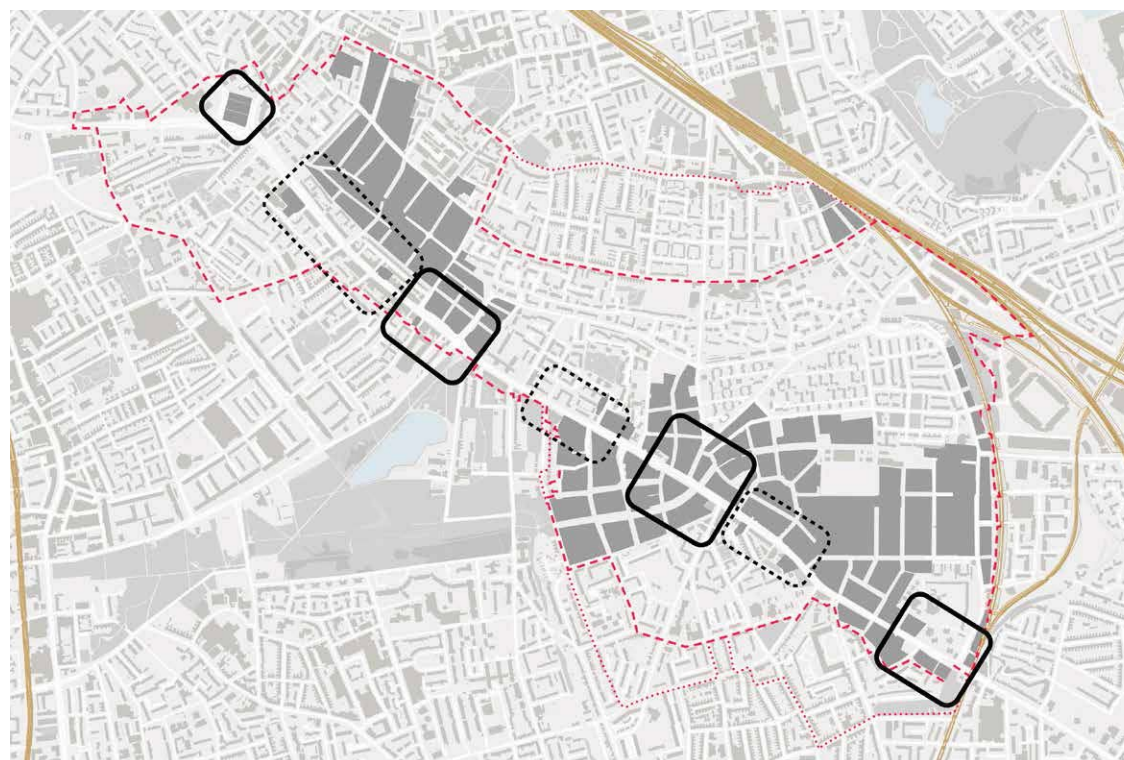
In the hinterland, there is scope for tall buildings, particularly in large areas of developable land which have the potential to create a new character. One of the benefits of building high is that it creates scope to free up space at ground level and create more public realm and there is particular scope for tall buildings to be focused around new open spaces which are planned including Mandela Green, the former Surrey Canal link and the Gasworks Park. In the east of the area the presence of the viaduct, the transformative development which is set to take place around Surrey Canal Road and the important junction between Ilderton Road and Surrey Canal Road also generate potential for some taller buildings in that area.

Existing tall buildings in the area, such as those on the Tustin Estate, Ledbury Estate and Avondale Square are around 20 storeys, creating a contextual height for tall buildings in the area. Buildings of around this height will be appropriate in certain locations, subject to their impact on the surrounding environment such as the setting of heritage assets, the local microclimate and amenities of neighbouring residents. Buildings which are taller than this may also be appropriate, but would need to have more

significant regeneration benefits and a positive impact on the skyline. Tall buildings at the northern end of the Old Kent Road will need to consider impacts on the background of the view of the Palace of Westminster from the Serpentine Bridge in Hyde Park, identified in the London View Management Framework.

In some instances it will be appropriate to step height back from the street facade to manage the impact on the street environment and maximise the views across the area's open spaces.

- ⊙ repair and reinforce
- transform



Proposed pattern of heights (indicative only)

OPTIONS AND CAPACITY

4

4.1 EVOLUTION OF OPTIONS

The study has considered a wide range of options for the area. A key consideration has been the impact of a Bakerloo Line Extension.

At the outset, the study considered four broad scenarios:

- Bakerloo line extension with one station in the area;
- Bakerloo line extension with two stations in the area – both on the Old Kent Road;
- Bakerloo line extension with two stations in the area – both located to the north of the Old Kent Road; and
- No Bakerloo line extension.

The extent and intensity of development has also been a key parameter explored through the options. The Bakerloo Line Extension would improve the accessibility to the area which would create an opportunity to increase the number of homes and jobs. It will increase the land values, helping to make retail and industrial land more attractive for mixed use redevelopment. The development of new homes and jobs will be expected to help pay for the construction of the line through mechanisms such as the Community Infrastructure Levy. The delivery of an extension to the Bakerloo line would likely draw in more sites for redevelopment than could otherwise be considered.

The options therefore explored the differing extents of redevelopment. Some options, for example, involved future-proofing the block structure to enable the long term redevelopment of the Southwark Integrated Waste Management facility (IWMF), others did not.

Medium and high density scenarios were explored as part of the options development.

1. No Bakerloo Line Extension option

Under this option it would be likely that some sites are not redeveloped or would take much longer before they are redeveloped. This would apply to the higher value land such as the retail and distribution parks. A number of sites would be likely to stay in their current use. This includes Southwark Integrated Waste Management facility (IWMF) and the Mandela Way industrial area. It is likely there would be fewer homes because transport accessibility is not as good. More land would stay in industrial use and there would be less potential to generate new jobs in offices. Overall there would be fewer new jobs generated than in other options. There would also be fewer opportunities to create new green spaces, if larger areas such as Mandela Way do not come forward for redevelopment. However, there would be opportunities to create smaller open spaces such as pocket parks.

2. Single station option

This option would help provide more development potential in the middle of the Old Kent Road around the Cantium Retail Park and Currys/PC World. However, it would not take best advantage of the construction of the Bakerloo Line Extension and some areas in the opportunity area, such as Mandela Way, would continue to be remote from a tube station.

3. Two stations north of the Old Kent Road option

This option looks to position the first station as far west as possible to support the existing residential neighbourhoods and potential new development sites in the western section. The first station would be

located within the Mandela Way area and would therefore maximise the development potential of these sites. This option then positioned the second station at Peckham Park Road which also maximised the potential of the development sites in the central section.

4. Two stations on Old Kent Road option

This option explored the station locations favoured by Transport for London which identified Dunton Road / Tesco as the earliest point that a station could be achieved on the Old Kent Road itself. The second station was then determined by the need to be equidistant between this station and New Cross. This option ensures the interchange potential for the new line is maximised by being on Old Kent Road. The disadvantage of this option is less of the development opportunities are located in close proximity to the new stations.

A variant of this option would be to move the south station towards the rail viaduct and open a new overground station at the viaduct (there was previously a station called Old Kent Road and Hatcham in this location). This would provide a benefit in establishing an interchange with the overground. The disadvantages would be the proximity of the new tube station to the next station on the line at New Cross, as well as the proximity of the overground station to both the New Bermondsey Station and Queens Road, Peckham.



Option 1: No Bakerloo Line Extension



Option 2: Single station



Option 3: Two stations north of Old Kent Road
Investigation of different positions for the stations (indicative only)



Option 4: Two stations on Old Kent Road

Following a series of iterations based on testing with a client stakeholder group and two workshops with the community forum three core options have been defined:

1. High scenario based on two new stations on a Bakerloo Line extension running along the Old Kent Road
2. Medium scenario based on two new stations on a Bakerloo Line extension running along the Old Kent Road
3. Low scenario based on existing and committed improvements to public transport (i.e. no Bakerloo Line extension).

Key factors which have been the subject of extended testing and discussion as part of the options development are:

- The provision of employment space – the location, extent and type of employment space.
- The scale and massing of development appropriate on the Old Kent Road itself.
- The provision of public and private open space.



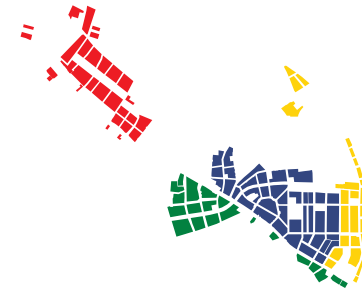
Options development at second Community Forum workshop

4.2 FINAL OPTIONS

HIGH SCENARIO

The high scenario is based on two new stations on a Bakerloo Line extension running along the Old Kent Road.

This option considers what the area could deliver under a very high density scenario.

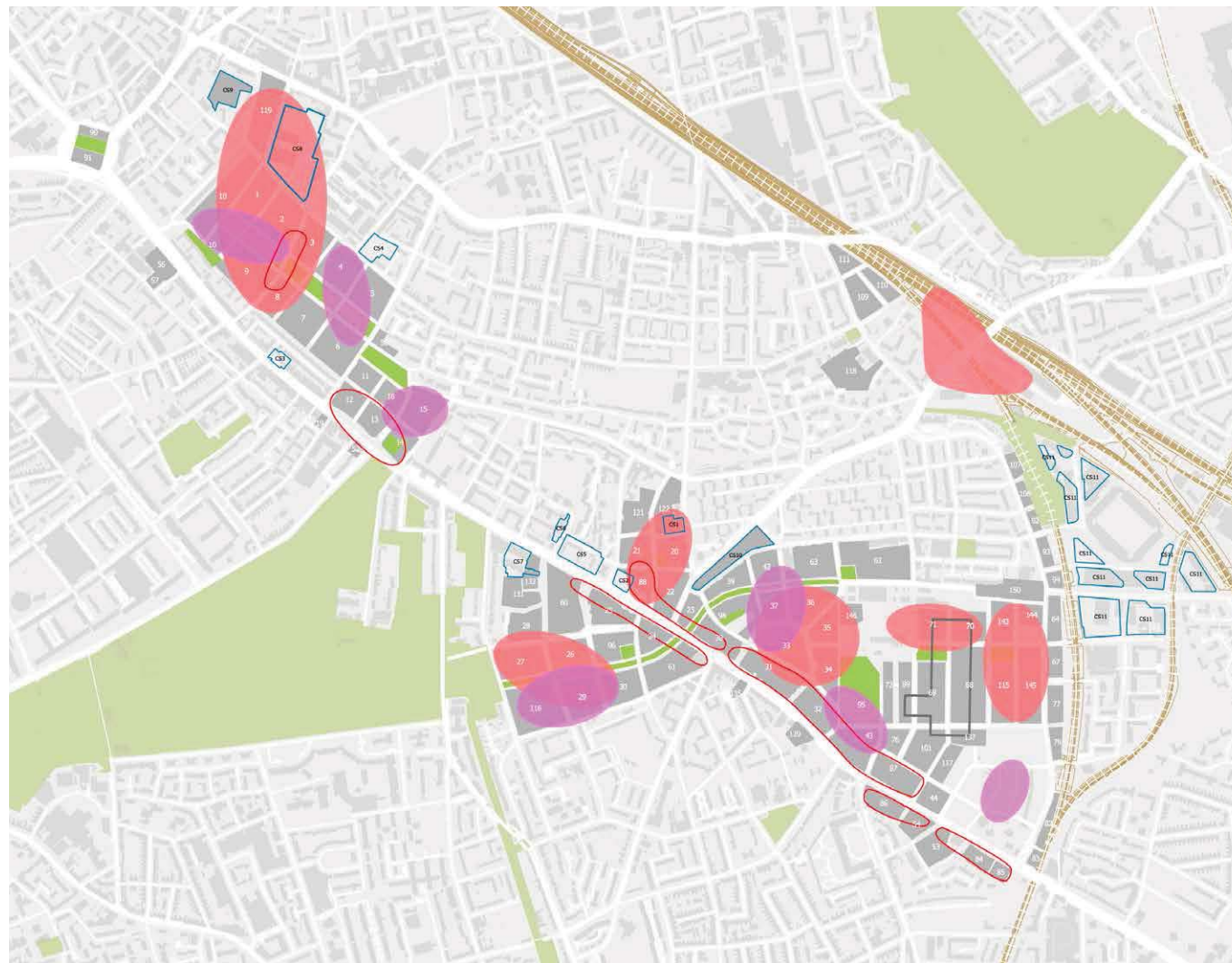


Broad Area	Resi Sqm	GIA	NIA	Units	Employment Sqm	GIA	NIA	School Sqm	GIA	Retail and Leisure Sqm	GIA	Culture Sqm	GIA
Mandela Way	476,567	428,911	308,816	4,412	35,057	31,552	22,717	13,889	12,500	19,347	17,413	4,059	3,653
Gas works and North of Old Kent Road	772,726	695,453	500,726	7,153	18,790	16,911	12,176	3,660	3,294	14,508	13,058	0	0
Acorn Wharf and South of Old Kent Road	432,485	389,236	280,250	4,004	13,464	12,118	8,725	5,533	4,980	15,856	14,270	0	0
Ilderton Road	332,113	298,902	215,209	3,074	15,112	13,601	9,793	0	0	0	0	0	0
SUM	2,013,891	1,812,502	1,305,002	18,643	82,424	74,181	53,410	23,082	20,773	49,712	44,740	4,059	3,653

INDICATIVE ONLY

Other Proposed and Consented schemes															
Scheme Name	Resi Sqm	GIA	NIA	Units	Employment Sqm	GIA	NIA	School Sqm	GIA	Retail and Leisure Sqm	GIA	Culture Sqm	GIA	Phasing	Detailed Areas
CS1 - Universal House	3,673	3,306	2,380	34							283			2015-2020	Six Bridges
CS2 - Bathhouse				27											
CS3 - Petrol station	3,781	3,403	2,450	35										2015-2020	OKR
CS4 - Willow Walk	8,102	7,292	5,250	75										2015-2020	Crimscott
CS5 - George Elliston House	1,404	1,264	910	13										2015-2020	Six Bridges
CS6 - Avondale Sq	1,944	1,750	1,260	18										2015-2020	Six Bridges
CS7 - 434-452 OKR	9,182	8,264	5,950	85										2015-2020	Cantium
CS8 - Rich Estate	43,858	39,472	28,420	406	16,000	14,400						4,000			
CS8 - Lena Fox House	1,296	1,167	840	12	16,000	14,400						4,000		2015-2020	Crimscott
CS9 - Marshall House	8,858	7,972	5,740	82											
CS10 - Bermondsey works	17,068	15,361	11,060	158					4,395						
SUM	99,167	89,250	64,260	945	32,000	28,800	0	0	4,395	0	283	8,000	0		
SUM (including proposals)	2,113,058	1,901,752	1,369,262	19,588	114,424	102,981	53,410	23,082	25,168	49,712	45,023	12,059	3,653		

INDICATIVE ONLY



Land use allocation

INDICATIVE ONLY

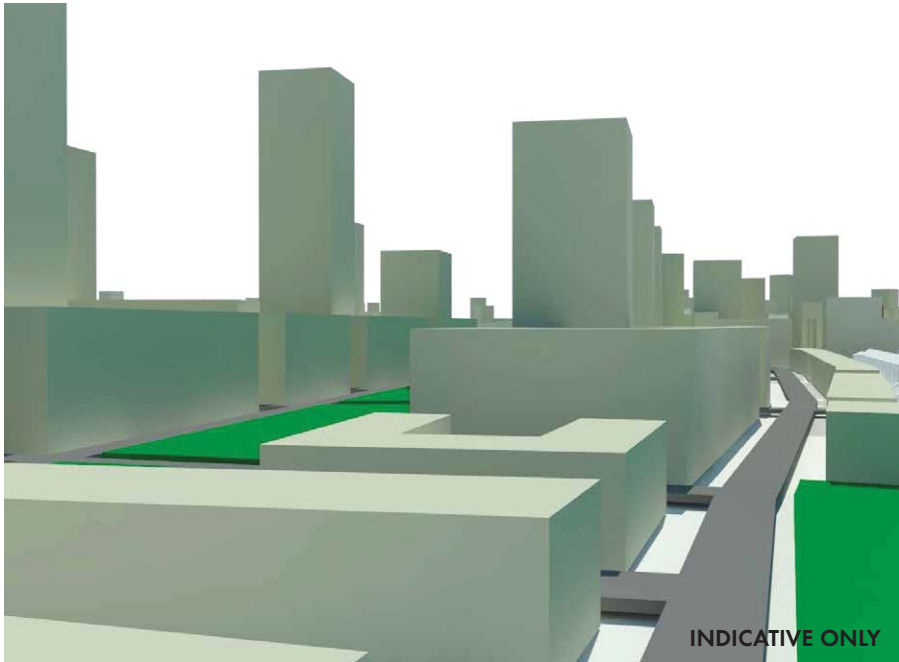
- Employment clusters
- School / culture
- Park
- Retail and leisure
- Other proposed and consented schemes



Looking south from Bricklayers Arms end of Old Kent Road



Surrey Canal looking west from Verney Road area



Development between Mandela way and Willow Walk



Surrey Canal looking east from Burgess Park



INDICATIVE ONLY

Old Kent Road looking north from Asylum Road



INDICATIVE ONLY

Looking south from Verney Road towards the gasworks



INDICATIVE ONLY

Old Kent Road looking south from Peckham Park Road



INDICATIVE ONLY

Old Kent Road looking south from East Street

MEDIUM SCENARIO

The medium scenario is based on two new stations on a Bakerloo Line extension running along the Old Kent Road.

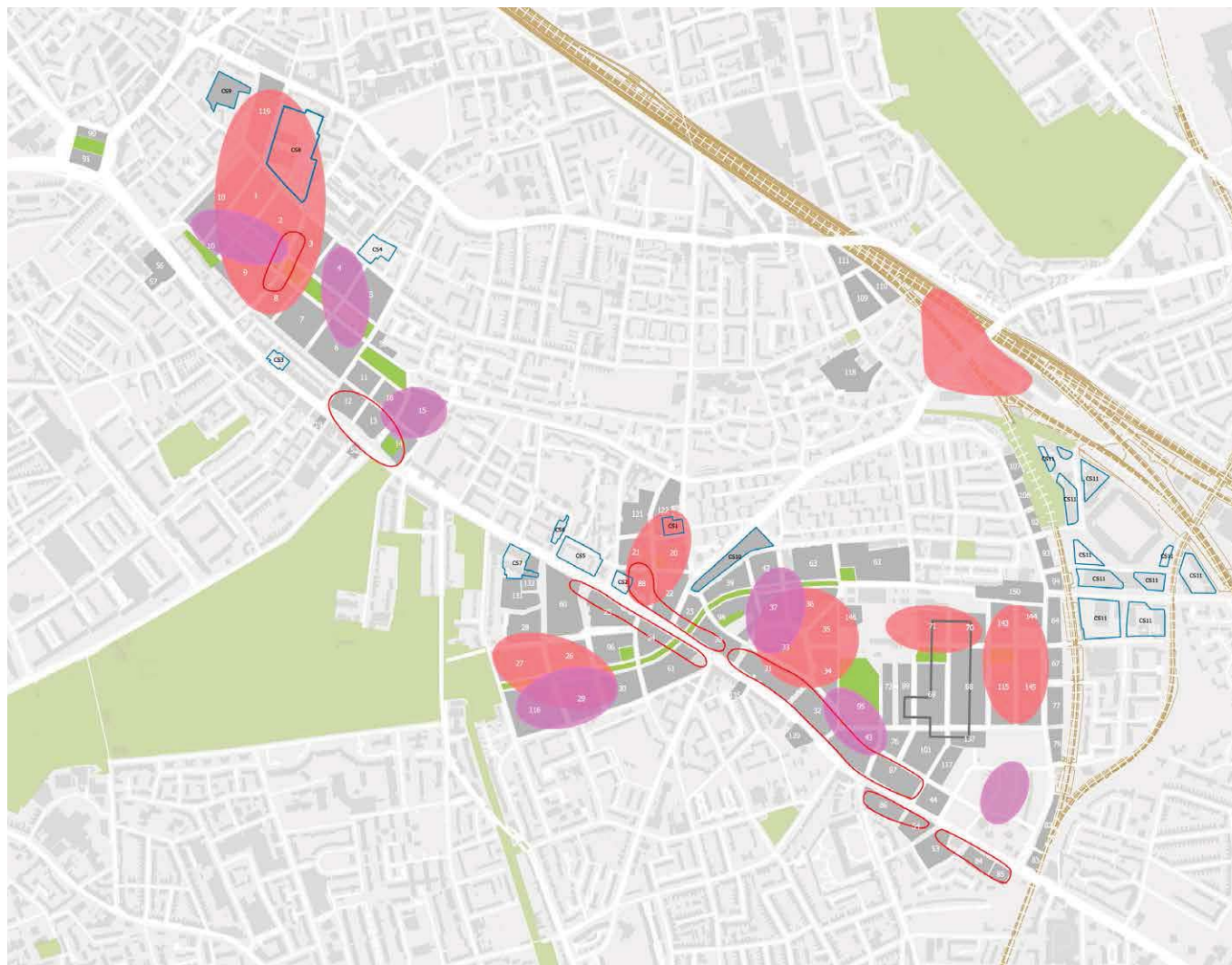


Broad Area	Resi Sqm	GIA	NIA	Units	Employment Sqm	GIA	NIA	School Sqm	GIA	Retail and Leisure Sqm	GIA	Culture Sqm	GIA
Mandela Way	344,024	309,622	222,928	3,185	24,090	21,681	15,610	13,889	12,500	19,347	17,413	4,059	3,653
Gas works and North of Old Kent Road	597,846	538,062	387,404	5,534	14,243	12,818	9,229	3,660	3,294	14,508	13,058	0	0
Acorn Wharf and South of Old Kent Road	299,760	269,784	194,244	2,775	13,467	12,121	8,727	5,533	4,980	16,550	14,895	0	0
Ilderton Road	233,717	210,346	151,449	2,164	9,821	8,839	6,364	0	0	0	0	0	0
SUM	1,475,348	1,327,813	956,025	13,658	61,621	55,459	39,930	23,082	20,773	50,406	45,365	4,059	3,653

INDICATIVE ONLY

Other Proposed and Consented schemes														
Scheme Name	Resi Sqm	GIA	NIA	Units	Employment Sqm	GIA	NIA	School Sqm	GIA	Retail and Leisure Sqm	GIA	Culture Sqm	GIA	Phasing
CS1 - Universal House	3,673	3,306	2,380	34							283			2015-2020
CS2 - Bathhouse				27										
CS3 - Petrol station	3,781	3,403	2,450	35										2015-2020
CS4 - Willow Walk	8,102	7,292	5,250	75										2015-2020
CS5 - George Elliston House	1,404	1,264	910	13										2015-2020
CS6 - Avondale Sq	1,944	1,750	1,260	18										2015-2020
CS7 - 434-452 OKR	9,182	8,264	5,950	85										2015-2020
CS8 - Rich Estate	43,858	39,472	28,420	406	16,000	14,400						4,000		
CS8 - Lena Fox House	1,296	1,167	840	12	16,000	14,400						4,000		2015-2020
CS9 - Marshall House	8,858	7,972	5,740	82										
CS10 - Bermondsey works	17,068	15,361	11,060	158					4,395					
SUM	99,167	89,250	64,260	945	32,000	28,800	0	0	4,395	0	283	8,000	0	
SUM (including proposals)	1,574,514	1,417,063	1,020,285	14,603	93,621	84,259	39,930	23,082	25,168	50,406	45,648	12,059	3,653	

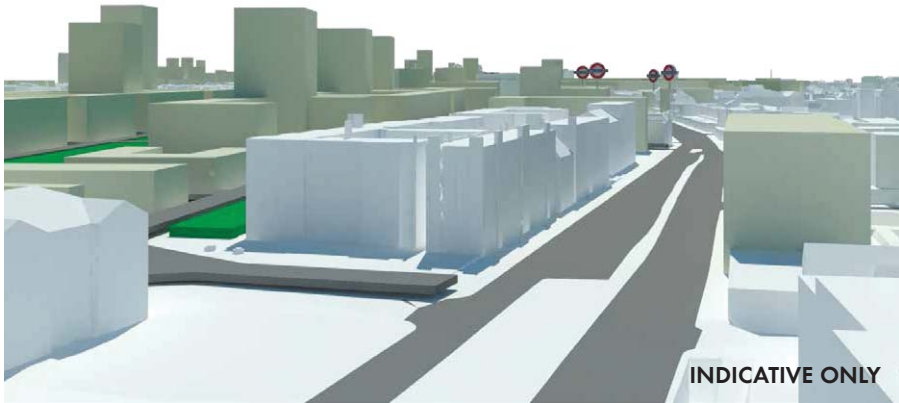
INDICATIVE ONLY



Land use allocation

INDICATIVE ONLY

- Employment clusters
- School / culture
- Park
- Retail and leisure
- Other proposed and consented schemes



Looking south from Bricklayers Arms end of Old Kent Road



Surrey Canal looking west from Verney Road area



Development between Mandela way and Willow Walk



Surrey Canal looking east from Burgess Park



Old Kent Road looking north from Asylum Road



Looking south from Verney Road towards the gasworks



Old Kent Road looking south from Peckham Park Road



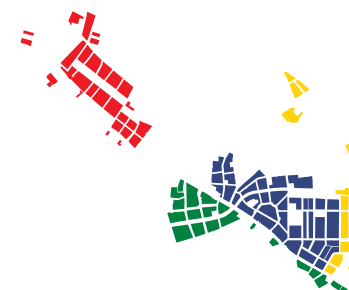
Old Kent Road looking south from East Street

NO BAKERLOO LINE EXTENSION SCENARIO

The No Bakerloo Line Extension scenario based on existing and committed improvements to public transport (i.e. no Bakerloo Line extension).

Sites which are unlikely to be more complex and expensive to bring forward have been excluded from this option.

This includes the recycling centre and some of the larger retail sites. An alternative development option for the Tesco site is assumed which keeps the Tesco store in situ and in operation. Development is inserted to support the relationship to the Old Kent Road.

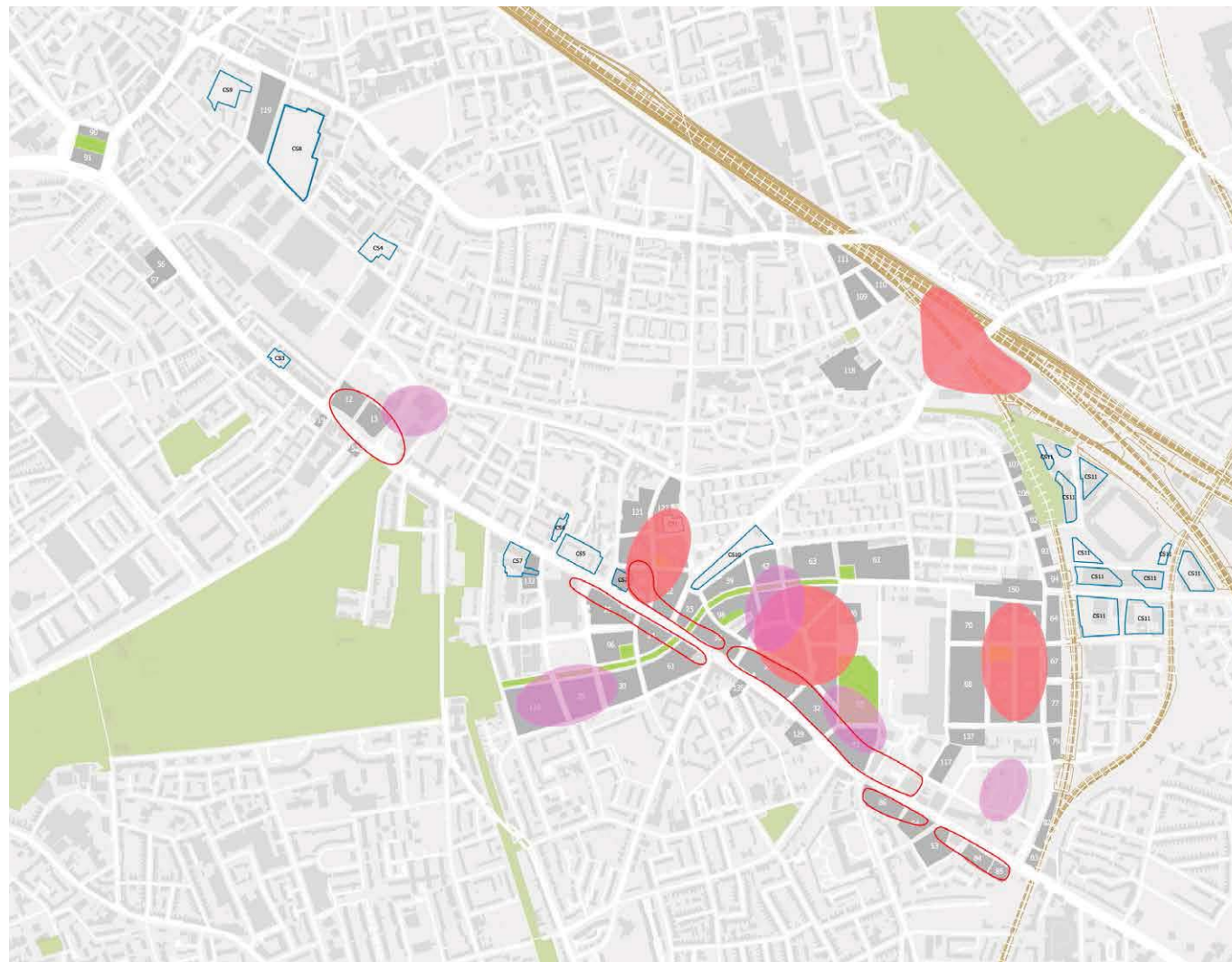


Broad Area	Resi Sqm	GIA	NIA	Units	Employment Sqm	GIA	NIA	School Sqm	GIA	Retail and Leisure Sqm	GIA	Culture Sqm	GIA
Mandela Way	69,472	62,525	45,018	643	0	0	0	0	0	7,595	6,836	0	0
Gas works and North of Old Kent Road	376,463	338,817	243,948	3,485	13,469	12,122	8,728	3,660	3,294	11,619	10,457	0	0
Acorn Wharf and South of Old Kent Road	203,608	183,248	131,938	1,885	19,852	17,867	12,864	0	0	11,281	10,153	0	0
Ilderton Road	265,182	238,664	171,838	2,455	9,821	8,839	6,364	0	0	0	0	0	0
SUM	914,726	823,254	592,743	8,468	43,142	38,828	27,956	3,660	3,294	30,495	27,446	0	0

INDICATIVE ONLY

Other Proposed and Consented schemes														
Scheme Name	Resi Sqm	GIA	NIA	Units	Employment Sqm	GIA	NIA	School Sqm	GIA	Retail and Leisure Sqm	GIA	Culture Sqm	GIA	Phasing
CS1 - Universal House	3,673	3,306	2,380	34							283			2015-2020
CS2 - Bathhouse				27										
CS3 - Petrol station	3,781	3,403	2,450	35										2015-2020
CS4 - Willow Walk	8,102	7,292	5,250	75										2015-2020
CS5 - George Elliston House	1,404	1,264	910	13										2015-2020
CS6 - Avondale Sq	1,944	1,750	1,260	18										2015-2020
CS7 - 434-452 OKR	9,182	8,264	5,950	85										2015-2020
CS8 - Rich Estate	43,858	39,472	28,420	406	16,000	14,400						4,000		
CS8 - Lena Fox House	1,296	1,167	840	12	16,000	14,400						4,000		2015-2020
CS9 - Marshall House	8,858	7,972	5,740	82										
CS10 - Bermondsey works	17,068	15,361	11,060	158					4,395					
SUM	99,167	89,250	64,260	945	32,000	28,800	0	0	4,395	0	283	8,000	0	
SUM (including proposals)	1,013,893	912,504	657,003	9,413	75,142	67,628	27,956	3,660	7,689	30,495	27,729	8,000	0	

INDICATIVE ONLY



Land use allocation

INDICATIVE ONLY

- Employment clusters
- School / culture
- Park
- Retail and leisure
- Other proposed and consented schemes



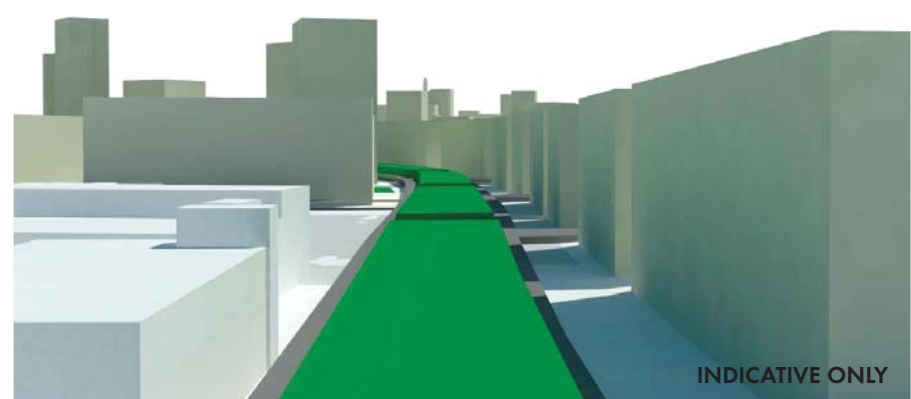
Looking south from Bricklayers Arms end of Old Kent Road



Surrey Canal looking west from Verney Road area



Development between Mandela way and Willow Walk



Surrey Canal looking east from Burgess Park



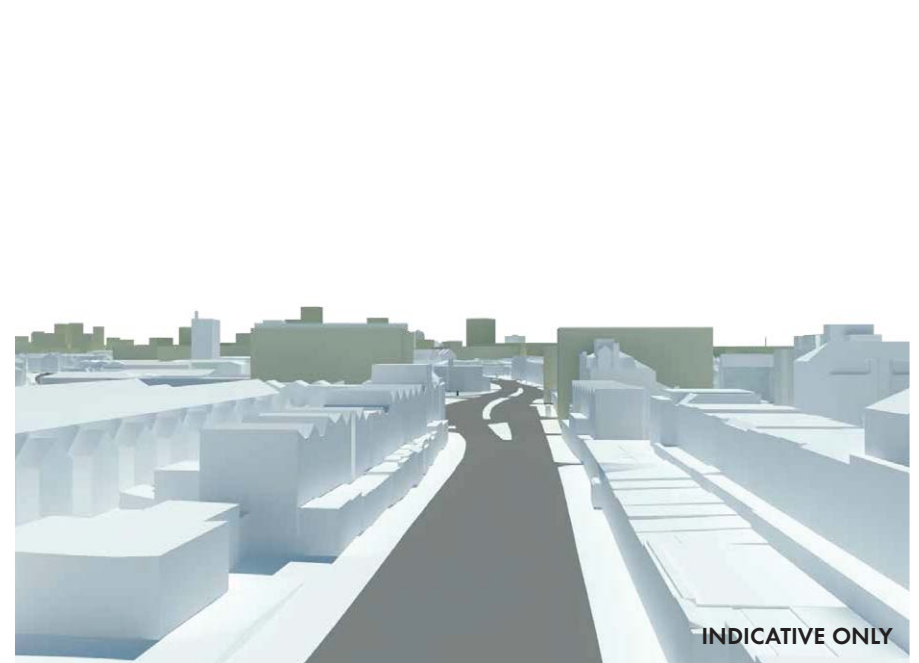
Old Kent Road looking north from Asylum Road



Looking south from Verney Road towards the gasworks



Old Kent Road looking south from Peckham Park Road



Old Kent Road looking south from East Street

4.3 DELIVERY STRATEGY

Implementation of the proposals for the Old Kent Road is likely to require a protracted delivery timescale, having regard to the scale of change envisaged, and also the nature of proposals for some of the more challenging sites (such as the Southwark Integrated Waste Management facility) which are only likely to be brought forward in the longer term. In addition, while there is undoubtedly development which can be delivered within the Study Area in the short-term, reflecting the existing momentum for change, this process may accelerate (or landowners/developers may be able to refine their proposals), once there is certainty regarding matters such as whether or not the BLE will be delivered, station locations and the associated timescales.

There may also be some development which is most likely to occur once the BLE is delivered. With this in mind, and the fact that BLE is likely to become operational by 2030 at the earliest it is likely that full, comprehensive change, may require a period of some 20 to 30 years for its implementation. Such timescales may also mean that some sites experience more than one change in character. At Cantium Retail Park, we understand that Aviva may be contemplating either a short term solution (with sub-division of the former B&Q store), or a longer term solution based upon comprehensive mixed use development.

Delivery of the proposals is likely to be undertaken via a variety of means. Larger sites which are in single ownership may potentially be capable of being brought forward by individual landowners/developers. These may include sites such as the Cantium Retail Park, with the retail park owned by Aviva, and other larger sites as the gas works and Southwark Integrated Waste Management facility (though these are both likely to represent longer term development opportunities given the specific constraints associated with the sites). This may also apply to owner-occupied sites e.g. Tesco, Asda and Toys R Us.

For Council owned sites, and other sites which are in public ownership, the Council/other public sector land owners may wish to undertake an appropriate marketing/developer selection exercise in order to identify a development partner or – in some cases – they may wish to undertake direct development themselves for example of affordable housing or community facilities.

Where land ownership is more fragmented – for example in the vicinity of the Sandgate Street industrial area, or on Hatcham Road, then there may be a need for developers to assemble sites, in order to ensure comprehensive delivery, and given the fact that some of the existing owners may lack expertise or



Recent development on the Old Kent Road



Gas holders

appetite to promote development themselves.

In due course, the Council will be preparing an Area Action Plan/Opportunity Area Planning Framework (AAP/OAPF) for the Old Kent Road. This will be a statutory development plan which will therefore be a material consideration for future planning applications which are submitted across the study area. This may impose specific requirements in terms of the location and range/mix of uses (including infrastructure and public realm as well as commercial uses and residential), as well as guidance on matters such as density, storey heights etc.

We anticipate that this further work will also be accompanied by a detailed viability study which may in turn translate into further guidance regarding the Council's CIL requirements for the study area, for example. In this context, individual developments will need to pay an appropriate share of the costs associated with new infrastructure provision, required to support high quality, comprehensive change within the study area – for example in terms of the provision of schools, public realm and other community infrastructure. This is, of course, in addition to any CIL which may be required to help fund the cost of BLE. In addition to the AAP/OAPF, we anticipate that the Council may well prepare more detailed planning guidance for key sites or areas within the Study Area.

While the mechanisms required to support delivery are likely to vary from site to site, and indeed over time as the regeneration of the Old Kent Road progresses, we envisage that there will be a need for individual landowners/developers to work together, via mechanisms such as Collaboration Agreements and Equalisation Agreements, so that appropriate, comprehensive development can be delivered, which meets both the Council's planning requirements and which is also likely to maximise viability and development returns. For example, where significant new public realm or infrastructure is envisaged (such as the proposed new green space at Mandela Way) these mechanisms can help to ensure that the principles of high quality place-making can be achieved.

Specifically, such mechanisms can incentivise landowners to co-operate and bring forward their sites for development, and help to ensure that individual owners do not feel disadvantaged as might otherwise be the case if, for example, an individual landowner were to have a disproportionate quantum of low value uses or infrastructure/public realm allocated to their land, hence acting as a disincentive to its development, even though these uses may be of significant benefit, or vital, to the wider scheme. Where co-operation of this nature fails to occur,

then there may be a role for the Council/GLA to use their Compulsory Purchase Powers (or use the threat of CPO) in order to encourage landowners to bring forward appropriate proposals, and/or adopt a more positive approach to discussions with their neighbours, and to ensure that development is not stymied by site owners' unrealistic value expectations.

Any CPO will require a strong planning policy backdrop in order to maximise the chance of success. Given the protracted delivery timescales envisaged, which may encompass more than one economic cycle, it is likely that thinking regarding delivery mechanisms will need to change and evolve over time - for example as market conditions change and the regeneration of the study area progresses, as individual sites change ownership, and as new opportunities (and competing developments) emerge. CIL levels across the study area are also likely to be set/change a number of times, over the lifetime of the project.

Allies and Morrison Urban Practitioners is not responsible for nor shall be liable for the consequences of any use made of this Report other than that for which it was prepared by Allies and Morrison Urban Practitioners for the Client unless Allies and Morrison Urban Practitioners provides prior written authorisation for such other use and confirms in writing that the Report is suitable for it. It is acknowledged by the parties that this Report has been produced solely in accordance with the Client's brief and instructions and without any knowledge of or reference to any other parties' potential interests in or proposals for the Project.

