

An architectural sketch of a city street scene. The scene is dominated by large, leafy trees with green and yellow foliage. In the background, there are modern buildings with large glass windows. A street with a sidewalk and a road is visible. People are depicted in various activities: some are walking, some are sitting on a bench, some are riding bicycles, and one is pushing a stroller. A white van is parked on the street. The overall atmosphere is bright and lively. The text is overlaid on the left side of the image.

OKR 3 - Mandela Way

OKR 4 - Dunton Road

Feasibility Study

Final Report - Draft Rev 3
10th July 2018

Revision	Date	Description	Prepared	Reviewed	Approved
0	26/02/18	Initial draft report	Team	MLA	KL
1	25/05/18	Draft report	MS	KL	KL
2	10/07/18	Draft report	MS	KL	KL

Note: Stated areas and figures in this document are approximate. They relate to the likely areas of the project at the current state of design. Any decisions to be made on the basis of these predictions, whether as project viability, pre-letting, lease agreements or the like, should include the due allowance for the increases and decreases inherent in the design development and the building process.

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7 - 14 Mandela Way

Introduction

Scope

This report has been prepared by Maccreeanor Lavington on behalf of the London Borough of Southwark and examines the potential capacity for the mixed-use redevelopment, consisting of distribution, industrial, employment, town centre and residential uses, for OKR 3 & 4 sites within the Old Kent Road Area Action Plan (AAP).

The brief outlines that the feasibility report will include a concept design which will inform the AAP with regards to land use mix and scale of development. The key requirements of the brief are:

- > A truly mixed-use urban neighbourhood consisting of residential, retail, employment, educational and cultural uses
- > A residential capacity of at least 2,420 new homes in OKR3 and 1,055 homes on OKR4
- > Re-provision of non-residential floorspace within the sites
- > Testing of the potential for a net increase of employment on the sites

- > A series of new public open spaces, including a park within OKR3
- > Improved connections and linkages to the wider area, including East Street and Burgess Park
- > Strengthen the townscape of Old Kent Road around OKR4
- > A new north-south link connecting East Street Willow Walk and Grange Road (in OKR3)
- > The creation of a hierarchy of urban streets and routes to provide access to the Old Kent Road for new and existing residents and businesses
- > A potential underground station, presumed to be within OKR4 for the purposes of this study
- > Social infrastructure needed to support growth, including a new primary school

Team

Client – London Borough of Southwark

Maccreeanor Lavington – Urban Design | Masterplanning | Lead Consultant

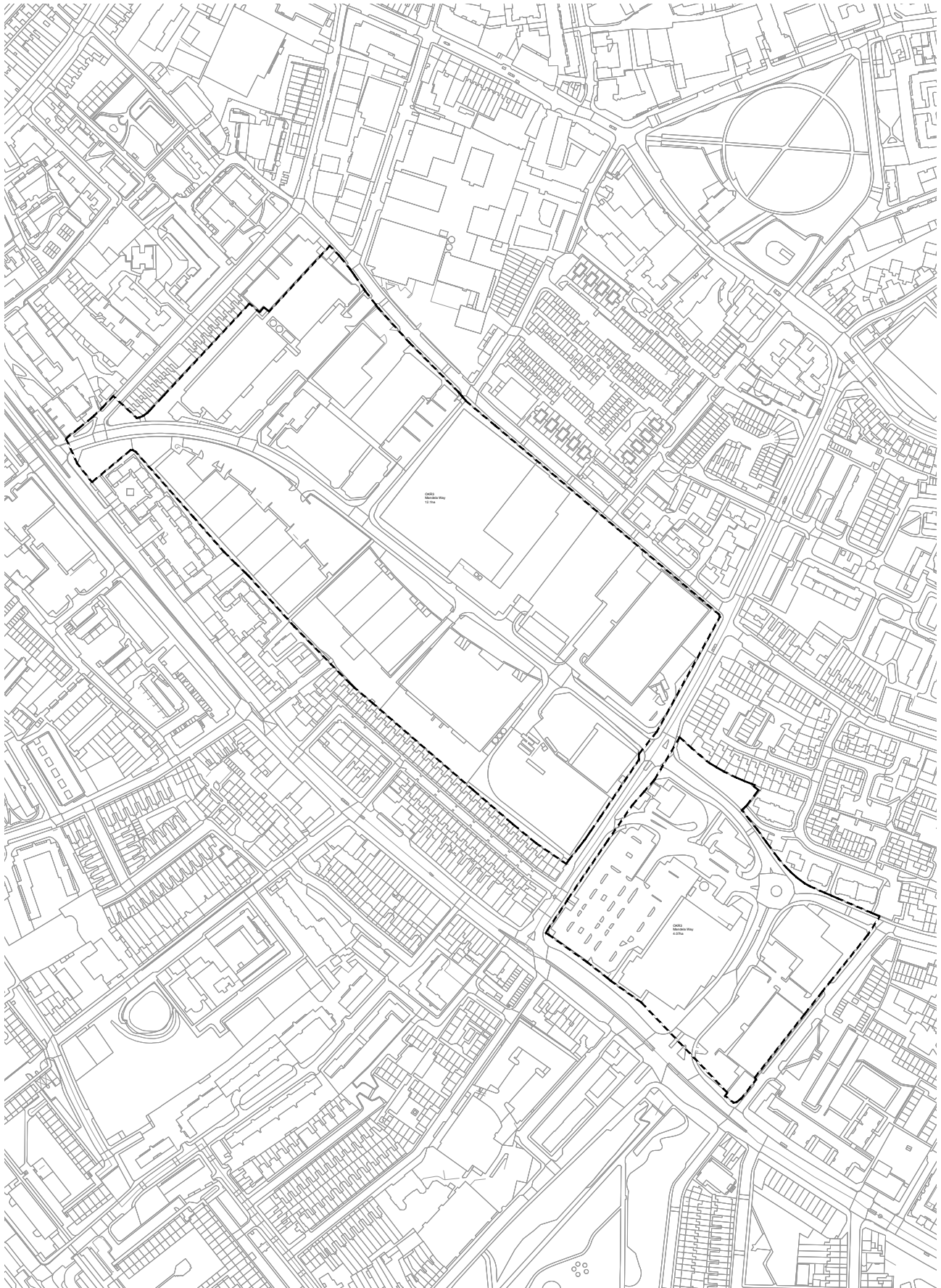
Civic Engineers – Transport Engineer

Background

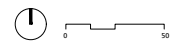
The London Borough of Southwark is producing an Area Action Plan (AAP) for the Old Kent road Opportunity Area.

The emerging AAP establishes a vision for the Opportunity Area together with detailed policies and allocations to manage growth. The growth is primarily envisaged to occur through intensification of sites currently in retail, industrial and warehousing uses, through their redevelopment to create mix-use areas which include residential, a range of commercial and employment uses, and supporting infrastructure.

This feasibility study assesses the development potential of the OKR3 and OKR4 sites, in the emerging AAP, and builds on existing masterplanning work. The intention is that this feasibility study will help shape the emerging AAP principles and assess development capacity in three dimensions.



----- Site boundary



The Site

The study area consists of two sites within the Old Kent Road AAP:

- OKR 3 - Mandela Way
- OKR 4 - Dunton Road

The sites sit just north of Old Kent Road and have a combined area of circa. 16 hectares.



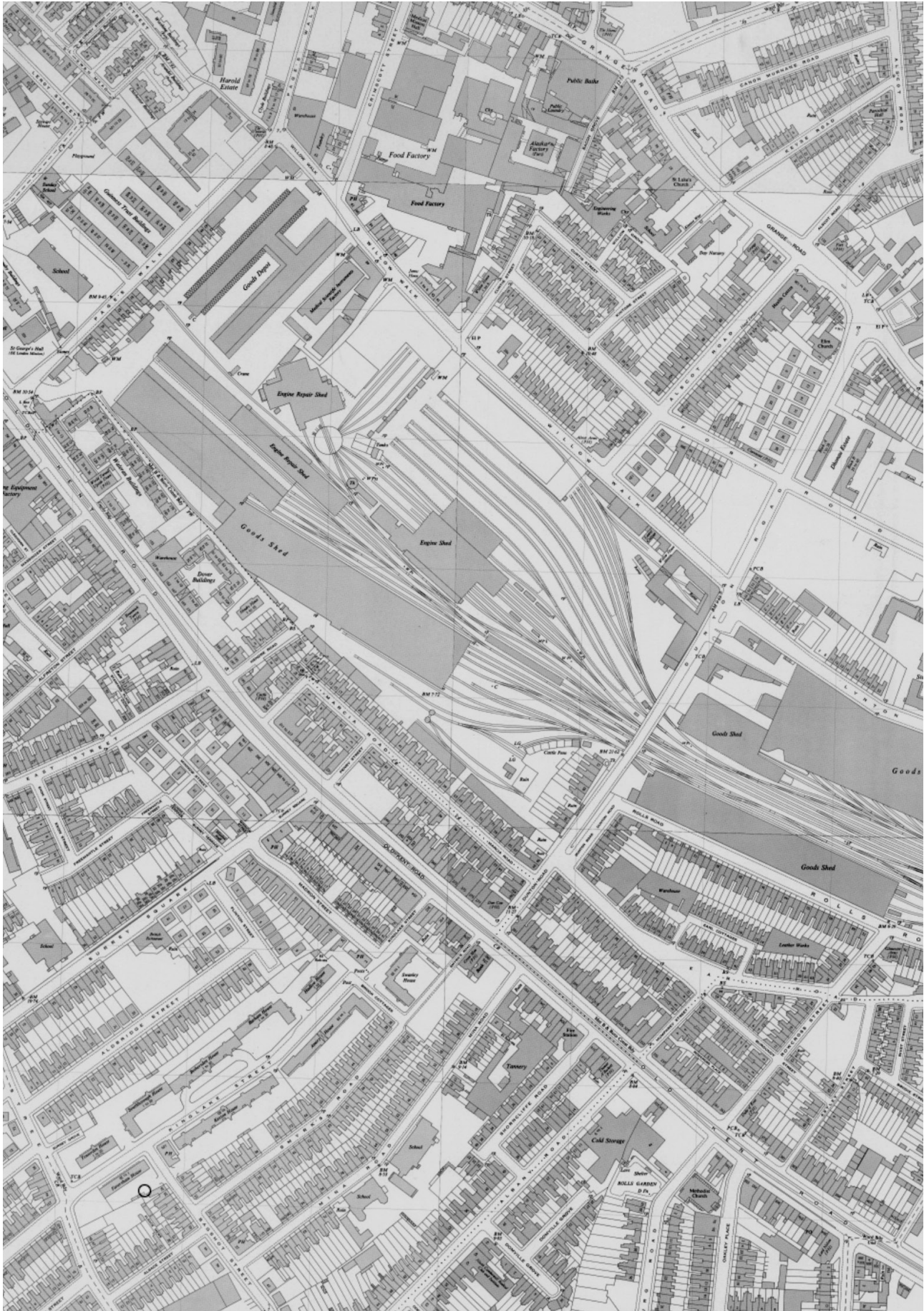
Mandela Way, looking south east





View across Tesco's park looking North





OKR3

The majority of the Mandela Way site (OKR3) is the former Bricklayers' Arms goods station and sidings which dominated the area for more than a century. Constructed in 1843-4 as a new passenger terminus and goods station, the station was closed to passenger traffic in 1852. The site continued to operate as a goods yard and locomotive repair workshop until the 1960s when the steam locomotive repair shed became surplus to requirements and was closed; however, the goods sidings continued in operational use until 1981, when the whole complex was sold. The area occupied by the goods sidings is now housing, whilst the site of the old shed has become the Mandela Way industrial estate, which opened in 1984.

Today the site is occupied by a series of low rise large industrial units and warehouses, housing a variety of businesses including the Tate Art Store, multiple distribution companies, printers and infrastructure maintenance company.

OKR4

The Dunton Road site (OKR4) is formed of two parcels; a site situated between Dunton Road and Humphrey Street gyratory; and a second site located between Humphrey Street and Rowcross Street. The area was previously terraced housing which remained until the early 1970's when it was partially demolished to make way for a car and lorry park. Subsequently in the 1990s the rest of the housing was demolished, and the sites redeveloped as large format retail stores.

A large format supermarket occupies the Dunton Road and Humphrey Street site, complete with surface car parking, which is currently operated by Tesco. In 2008 a planning application was submitted to redevelop the Tesco site with a mixed-use scheme comprising a much larger superstore and 370 new homes, however, this later withdrawn.

The Southernwood Retail Park occupies the Humphrey Street and Rowcross Street site. The retail park consists of a number of large format out of town retail sheds, and surface car parking. The site forms a back to Rowcross Street, and the Astley Estate housing.

Both developments have a poor townscape relationship to Old Kent Road, and negatively impact upon its character.



Junction of Willow Walk and 77 Dunton Road, looking North

Context

Character

The Old Kent Road is the principal street in the area, situated to the south of the sites. It is relatively wide, and is mixed use busy thoroughfare, in essence a typical London linear high street operating as part of the arterial route network.

Mandela Way is the access road for the businesses on OKR3 site. It appears to be a quiet street, with service traffic most likely limited to short periods throughout the day, leaving the street an actively used pedestrian and cycling route.

Access to Mandela Way is restricted for vehicles. At its northern end Mandela Way connects to Old Kent Road, where the Bricklayers Arms flyover starts, which results in a restricted junction due to a define central

reservation. To the south Mandela Way is linked to Old Kent Road via the Humphrey Street and Dunton Road gyratory. The gyratory encapsulates the Tesco site, and is designed as a highway intervention to allow service vehicle access to Mandela Way from the arterial road network.

To the north of the sites, the areas is characterised as a series of quiet residential neighbourhoods. However, the streets through residential areas to the north of the study area often discontinue, leaving Willow Walk, and Dunton Road as the primary vehicle means of access for these areas.

There is a single pedestrian access to the site from Old Kent Road via Hendre Road.





Tree-lined Mandela Way



Southern end of Mandela Way



Back of Southernwood Retail Park on Rowcross Street



Willow Walk looking towards Rich Industrial Estate



Old Kent Road at Tesco looking north west



Old Kent Road and Humphrey Street crossing



Street linking Mandela Way to Willow Walk



Pedestrian route linking Hendre Road to Mandela Way

Morphology

The area displays a highly diverse built character.

Residential dwellings, shops, businesses, a range of social and physical infrastructure and industrial areas are evident. The building stock is varied and from numerous eras. The area is unplanned, organic yet cohesive.

Mandela Way consists predominantly of large low-rise distribution sheds, medium scaled

industrial units, service yards and some open storage. The Dunton Road area is populated by a large format superstore, and an area of big box retail, characterised by vehicle dominated space.

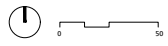
The area is characterised by a large urban grain, with limited permeability. The only pedestrian connection through the site links Hendre Road to Willow Walk.







----- Site boundary



Heritage

The site itself has no heritage designations, or conservation areas within it.

There are a small number of listed buildings adjoining the site, namely the Former Fire Station and Michael Searles White House, both on Old Kent Road. The site abuts the Page's Walk Conservation Area, which forms the north west boundary of the study area. The Old Kent Road Characterisation Study, 2015, identifies a large quantum of buildings on both Page's Walk and Old Kent Road that are considered Buildings of Architectural or Historic Interest, or Townscape Merit Buildings.



Courtyard of Peabody buildings



Page's Walk corner

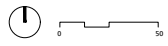
- Buildings of Historic Interest
- Buildings of Townscape Merit
- Grade II listed buildings
- Conservation Area



White House, Michael Searles, Old Kent Road



----- Site boundary



Public Open Space

There is no formal open space within the study area.

In the district there are a number of Public Open Spaces. To the north of the site is Bermondsey Spa Gardens and a new space is proposed within the London Square Bermondsey development. An entrance to Burgess Park sits on Old Kent Road, directly opposite the site. Further south, set behind

Old Kent Road, is Surrey Square Park. There is a number of small play spaces along Curtis Street / Bacon Grove towards Spa Gardens.

Within the redevelopment of the sites, there is the opportunity to establish and reinforce local access, including connections towards Old Kent Road and East Street, as well as Burgess Park.



Burgess Park entrance, Old Kent Road

- Public open spaces - green
- Public open spaces - hardscape
- Playgrounds



Waleran Flats play area,,looking towards Mandela Way



Evolving Context

London Square Bermondsey

North of OKR 3 the Rich Industrial Estate, formerly a Crosse and Blackwell factory, is currently being transformed into a mixed-use development. An number of the existing buildings are to be retained, and the scheme consists of 406 residential units within six buildings, 21,000 sqm of commercial, retail, art gallery, storage space and a small business hub.

The scheme is organised around an internal courtyard where entrances to workspaces and residential buildings are located, resulting in a new public space potentially connecting Mandela Way with Grange Road and Bermondsey Spa Gardens.

Developer	London Square
Architect	AHMM
Uses	Residential, commercial, retail, art gallery and storage floorspace
Quantum	407 units; 19,787sqm (GIA) commercial, retail, art gallery and storage floorspace





25 Mandela Way

Allies and Morrison have designed a scheme for the redevelopment of the former LB Southwark car pound, situated at 25 Mandela Way, for Firmedale Hotels. The scheme consists of a new state-of-the-art commercial laundry, commercial spaces, and residential integrated above. A planning application was submitted in October 2017. A planning consent already exists for the

site, for a scheme consisting of an operations centre, state-of-the-art eco-laundry, bakery, workshop units, warehousing and an employee crèche.

Developer	Firmedale Hotels
Architect	Allies and Morrison
Uses	Residential; retail and office/light industrial use
Quantum	231 Units; 658 sqm GIA A1 and 1,120 sqm GIA B1



Junction of Mandela Way and Old Kent road, looking towards Preston Close

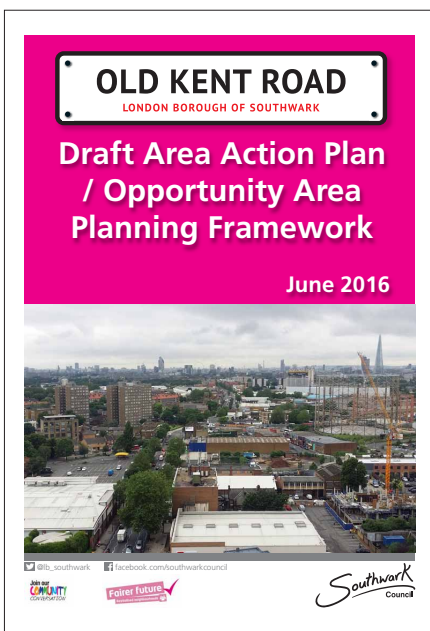
Objectives and guidance



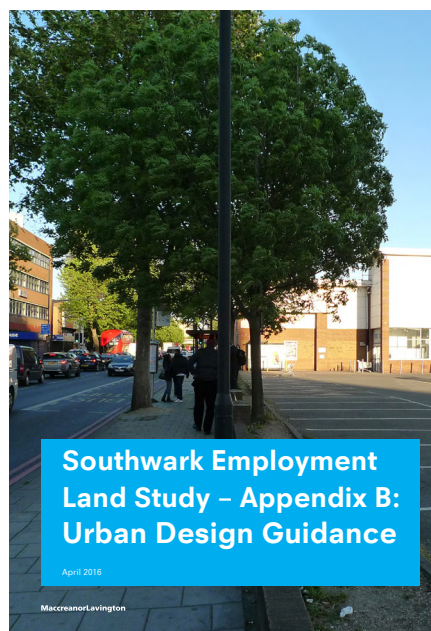
Old Kent Road
Characterisation Study
November 2015
Allies and Morrison Urban Practitioners



The Old Kent Road
Place-Making Study
Final report
Allies and Morrison
May 2016



Draft Old Kent Road Area Action Plan /
Opportunity Area Planning Framework
June 2016
London Borough of Southwark



Southwark Employment Land Study –
Appendix B: Urban Design Guidance, 2016
April 2016
Maccreanor Lavington

Introduction

This section sets out the key relevant policy messages relating to the study area. The purpose is to help ensure that principles for the emerging masterplan are aligned with this policy framework, and that the overarching vision is nested with that of the AAP.

Old Kent Road Characterisation Study

The 2015 Characterisation Study comprises part of the evidence base for the AAP.

It provides a detailed review of the character of the Old Kent Road today and its evolution. It has evolved. It seeks to establish a framework for the AAP, which will form the basis for guidance on built development, building heights, the public realm and area specific guidance

4.3 WESTERN AREA

4.3.1 Overview

This part of the study area bears the historical imprint of the old Bricklayers Arms goods station which dominated and divided the locality for more than a century. Most of the area formerly occupied by the station and sidings is now taken up by the Mandela Way industrial estate, with its large, deep plan sheds, although their low profile masks their impact in most views. The units are most prominent on Dunton Road.

The intersection with the New Kent Road, Old Kent Road and Tower Bridge Road (all busy A roads) is manifested as a lozenge-shaped roundabout, a patch of grass and trees bounded by five lanes of traffic. This island combines with the viaduct that sweeps across it to create an intensely urban experience.

Traces of the pre-industrial character of the area are evident in the late 18th century terrace houses on New Kent Road, the beginnings of speculative growth. Fragments also survive on Old Kent Road itself. These initiatives were followed in the mid to late 19th century by the terraces of Henshaw Street and Chatham Street area; then the LCC Board schools, several of which survive to serve as local landmarks. This area is being consolidated by individual, small scale residential development, contemporary in style but generally maintaining the fine grain of the area.

Elsewhere, this fine grain has been disrupted by eight-storey slab blocks from the 1950s including Offham House, Beckway Street that represented a leap in scale.

East Street threads between Old Kent Road and Walworth Road and includes a mix of local shops and flats, with intensive retail use (including the East Street market) at the Walworth end.

Six-storey Industrial housing (tenement) blocks are a major element on the north side of Old Kent Road. For the first half of the 20th century they were the largest buildings in the area, only surpassed after the Second

World War by the high rise tower blocks on the new estates.

With the exception of a terrace of redbrick flats, all the properties on Old Kent Road front the road and are entered from the pavement.

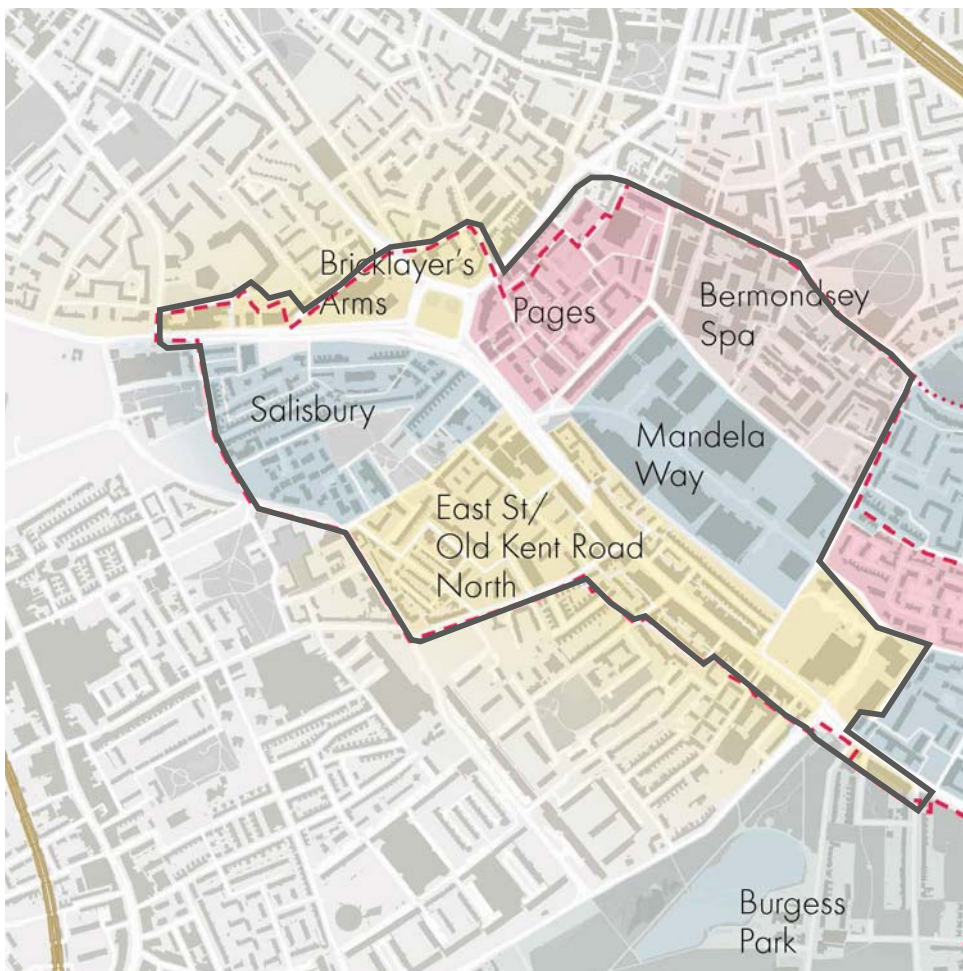
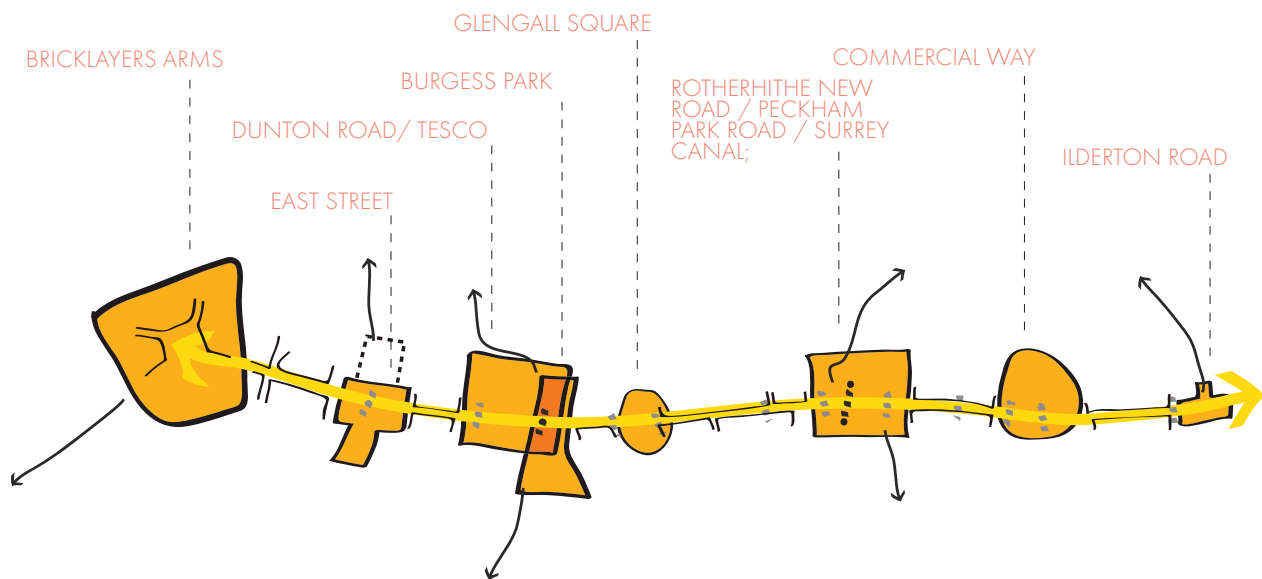


Figure 4.4: Character zones in the western area

Old Kent Road Place-Making Study

A sequence of spaces related to Old Kent Road identifies Hendre Street as High Street extension similar to East Street and the Dunton Road site to continue the High Street character, with potentially more intensive program and taller volumes.



A series of moments along the string of the Old Kent Road

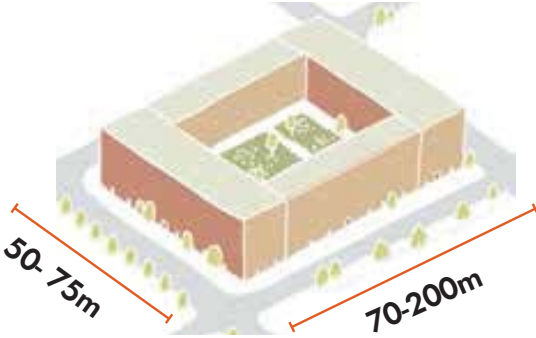
The guidance proposes the use of perimeter block typologies with a clear frontage strategy and ro-bust block sizes to accommodate potentially substantial massing and a range of residential typologies.

NEW TYPOLOGIES AND NEIGHBOURHOODS

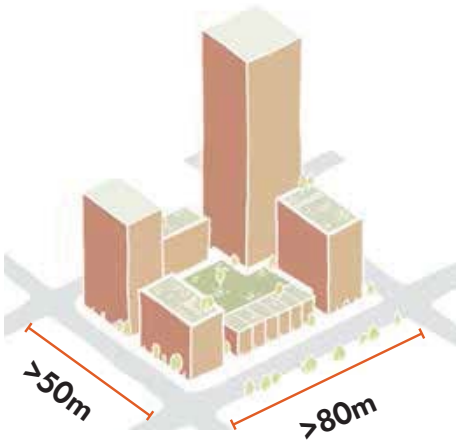
The block structure outlined for the area emphasises the successful characteristics of existing development in the area. The most successful blocks in the area are those that have stood the test of time and proved flexible and adaptable to changing demands and uses. Almost without exception, these have 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.



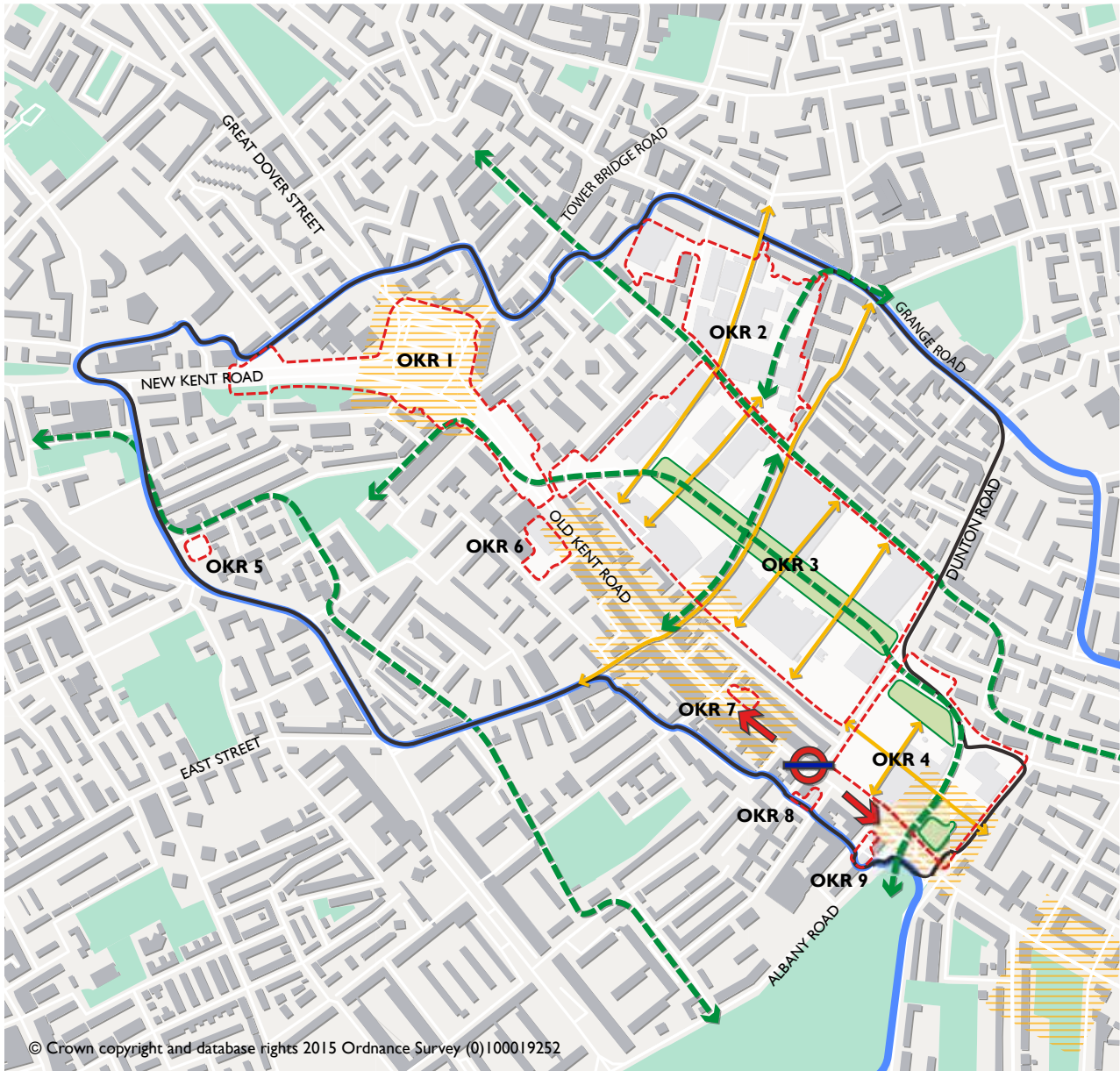
CLASSIC PERIMETER BLOCK



SUPER BLOCK

Draft Area Action Plan, June 2016

Figure 19: North area proposals











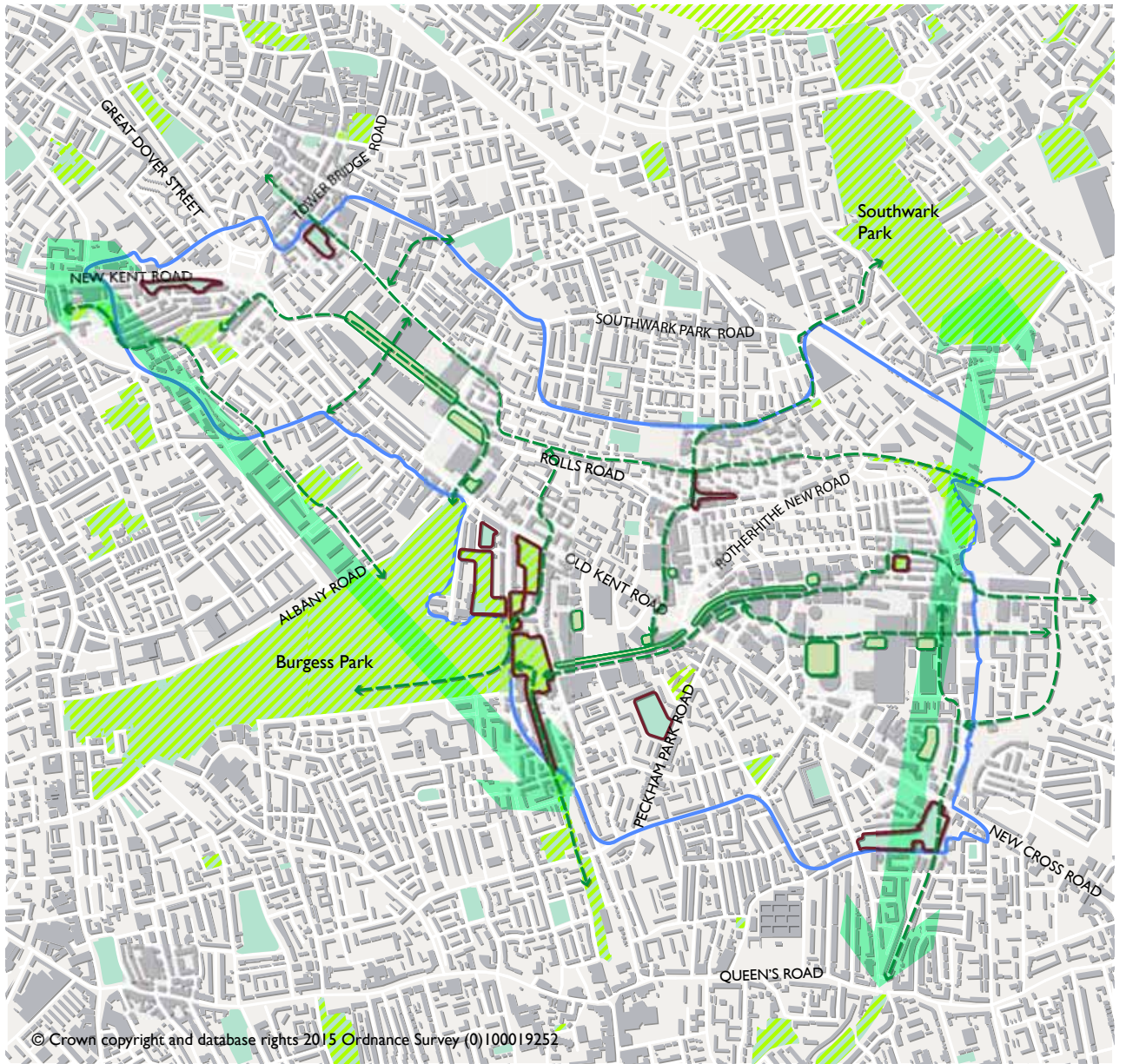
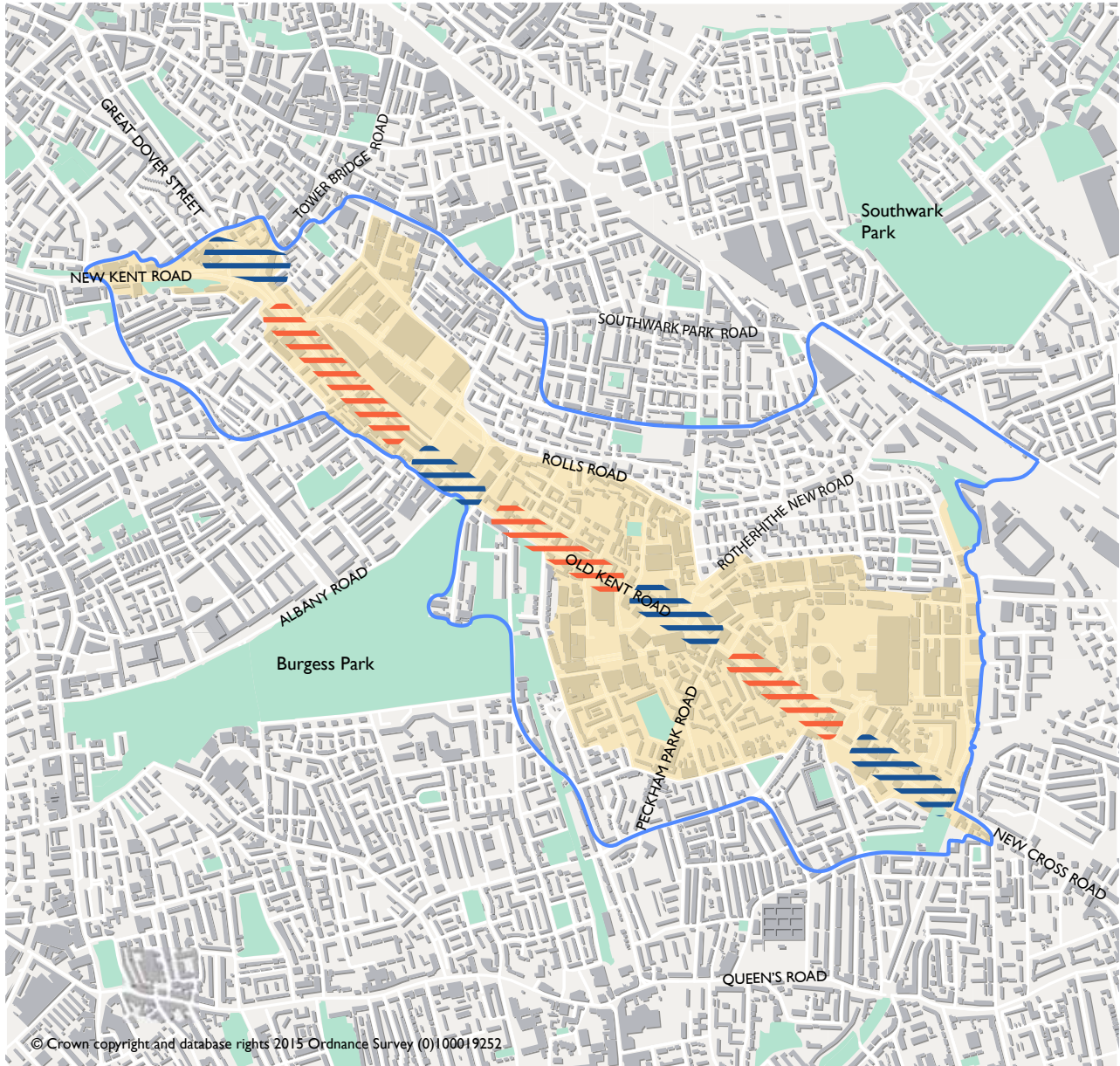
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|  | Indicative alignment of existing and proposed green links |  | Old Kent Road opportunity area |  | Opportunity for new open space |
|  | Indicative alignment of new and improved streets |  | North character area |  | Key public realm improvements |
| | |  | Proposals sites |  | Potential new tube station location |

Figure 15: Green infrastructure strategy



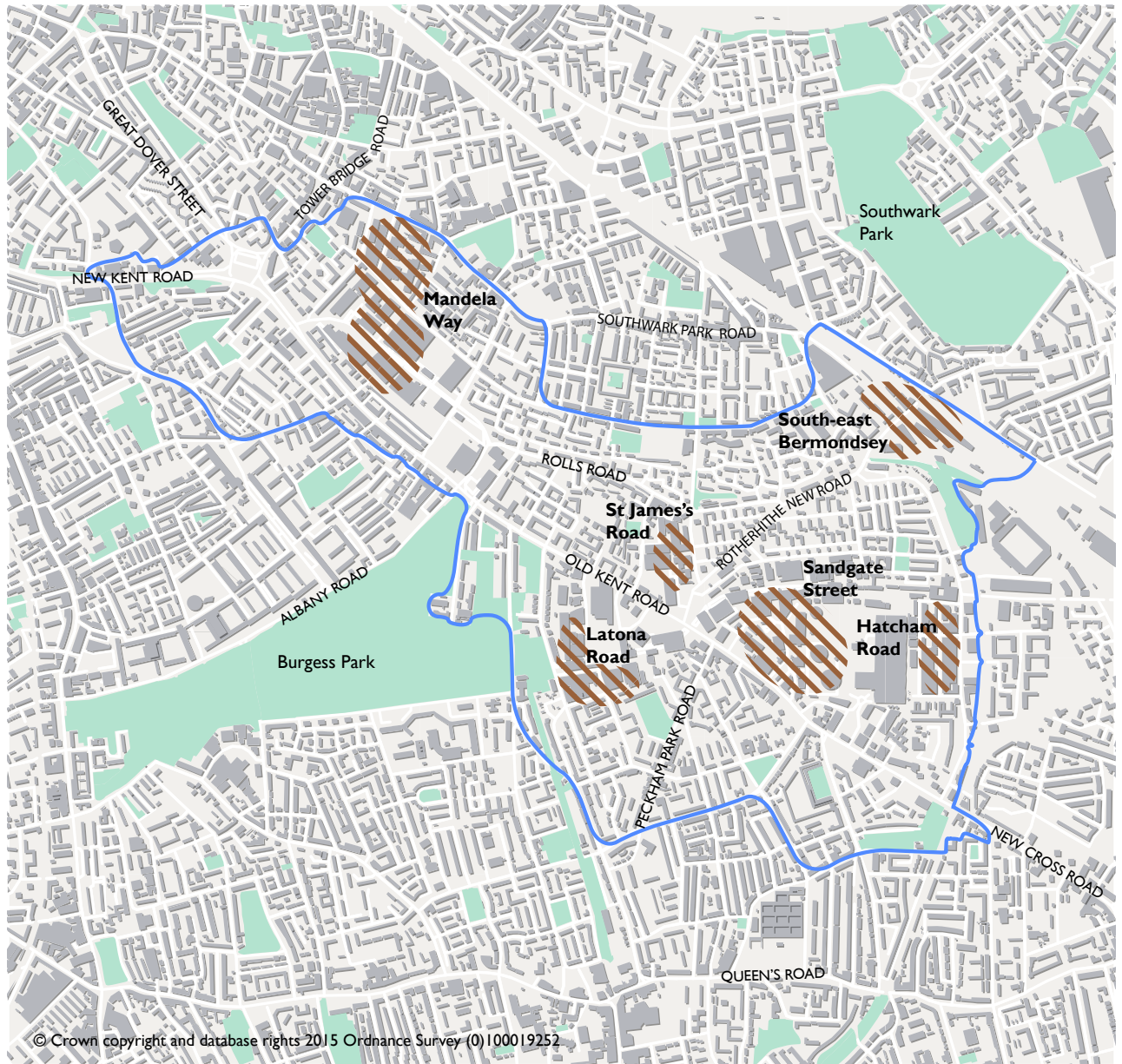
- ↔ Indicative alignment of existing and proposed green links
- Potential for open space enhancement
- Old Kent Road opportunity area
- ↔ Strategic habitat corridors
- Opportunity for new open space
- Sites of importance for nature conservation

Figure 9: Tall buildings strategy





- Old Kent Road opportunity area
- ▨ Old Kent Road frontages with generally consistent building heights
- Core area
- ▨ Areas of transformation along Old Kent Road

Figure 10 : Employment clusters



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-  Old Kent Road opportunity area
-  Employment clusters

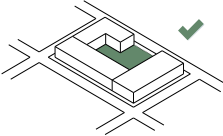
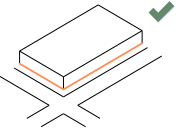
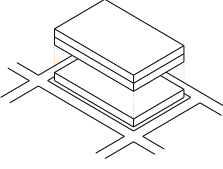
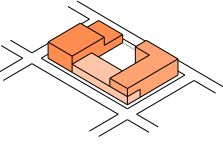
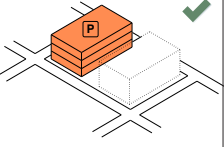

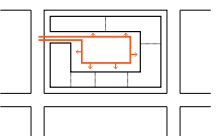
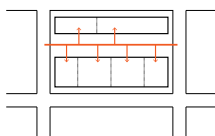
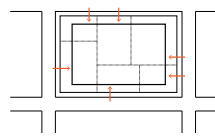


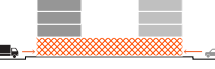


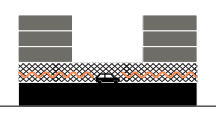

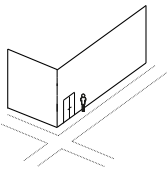
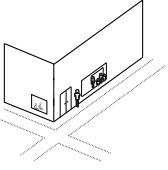
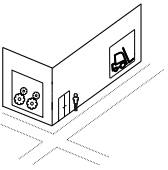
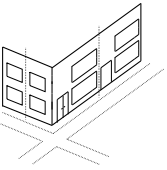
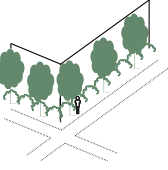
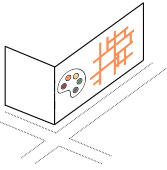
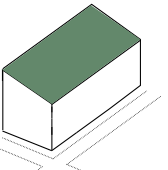
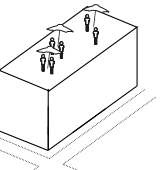
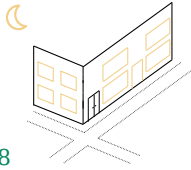
Cluster	Function	Estimated capacity for employment (B class) jobs (gross)
Mandela Way	Employment mix led by office and managed workspace which benefits from the expansion of CAZ functions. The distribution of space should reinforce the emerging cluster. Employment generating uses in the cultural and educational sectors are also appropriate in this cluster. A major educational institution would benefit from being part of the development mix in this area.	At least 4,000 jobs

Southwark Employment Land Study

Appendix B: Urban Design Guidance

The Mandela Way and Dunton Road sites are to provide a substantial amount of jobs, including the re-provision of some of the existing employment uses currently on the site.

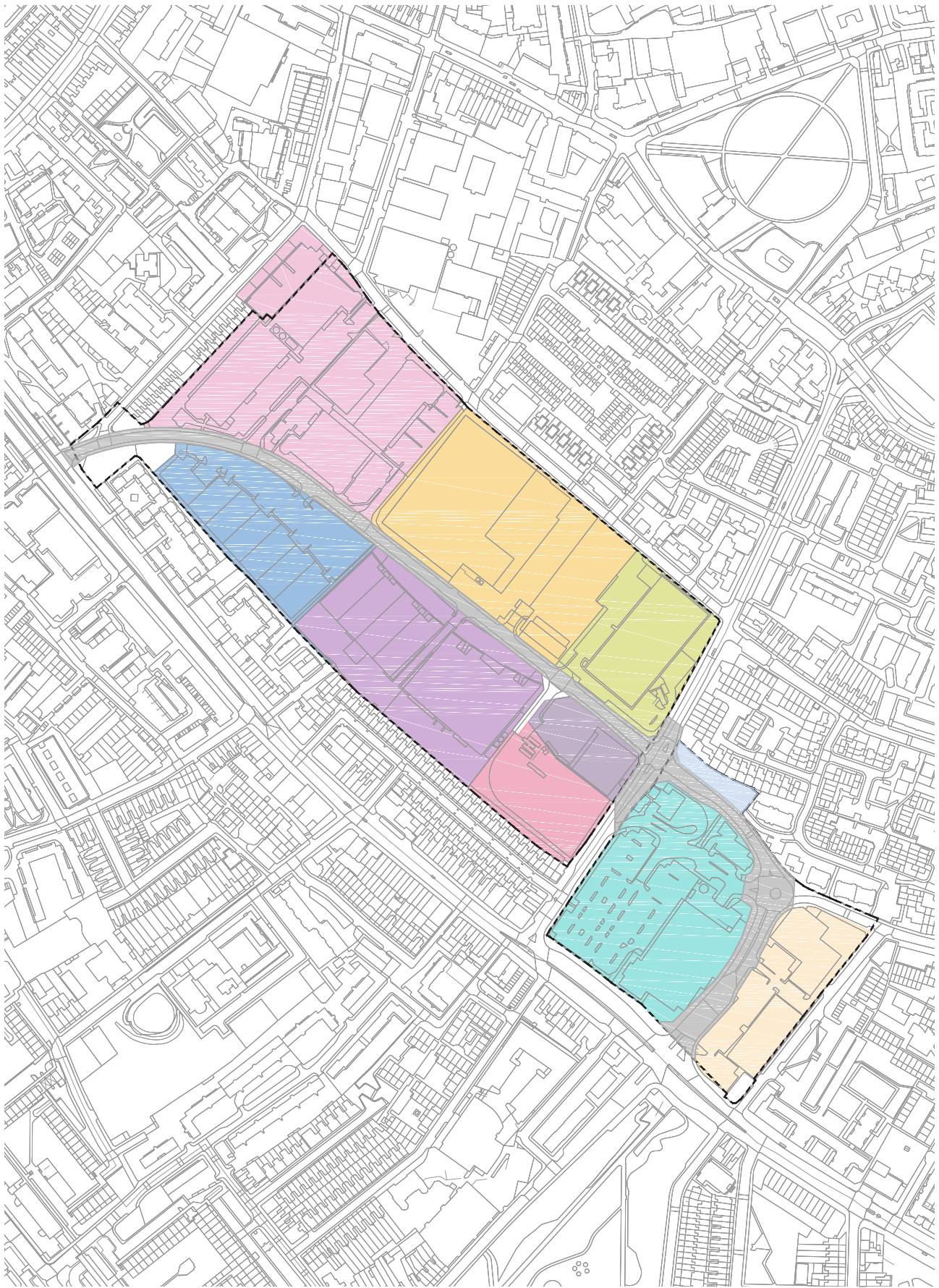
An appendix to Part 2 of the Southwark Employment Land Study offers guidance for the design of efficient and attractive mixed-use urbanism that allows residential and employment uses to co-exist in a meaningful way.

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



Junction of Old Kent Road and Dunton Road, looking east

Analysis



----- Site boundary



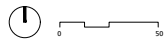
Ownership

Key to the feasible study and the creation of a deliverable masterplan is understanding and acknowledging the pattern of existing land ownership on the sites. Land ownership for the principal plots within the sites are mapped opposite.

- OKR3.1 – Duchy of Lancaster
- OKR3.2 – City of Westminster
- OKR3.3 – Tate
- OKR3.4 – Royal Mail Pension Fund
- OKR3.5 – John Lyon’s Charity
- OKR3.6 – Conway
- OKR3.7 – Southwark Council
- OKR3.8 – Firmdale
- OKR4.1 – Invesco
- OKR4.2 – Strathclyde Pension Fund
- OKR4.3 – Quadron Investments Ltd



----- Site boundary



Existing Employment Uses

Most of the businesses within Mandela Way are operated from shed-type spaces with a small portion of facade dedicated to a front office.

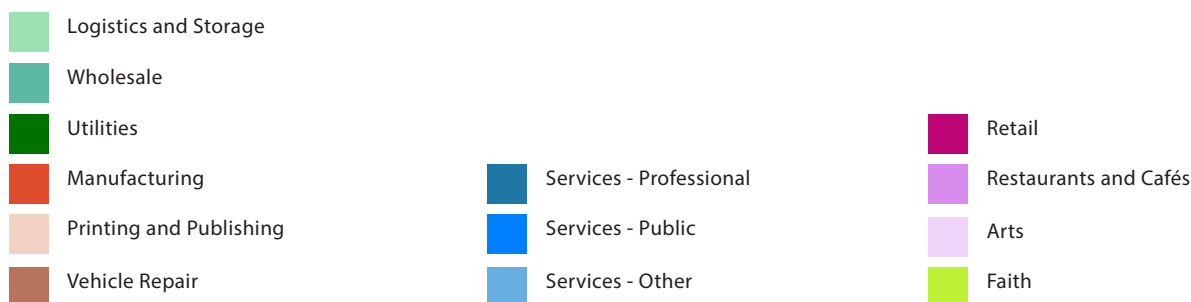
South-west of Mandela Way the buildings are quite consistent in size and spatial typology, with relative-ly active office frontages set back

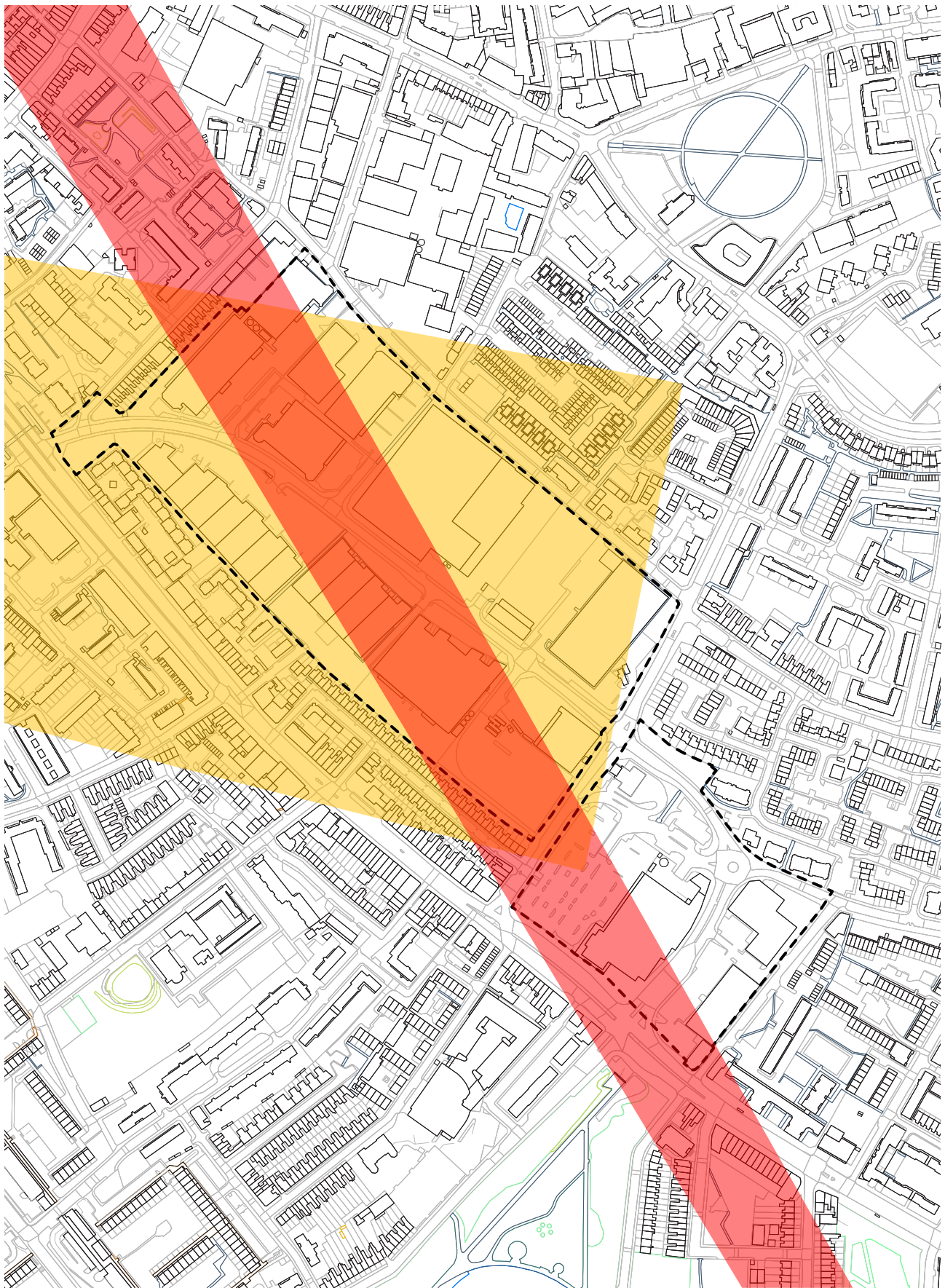
from Mandela Way, with service yards to the rear. North-east side with mostly businesses with large sheds and small front office.

OKR 4 has mostly big-box type retail that has very little active frontage and is dominated by large amounts of surface parking.

Site	Owner	Company name	Type of business	GEA area of shed space [m ²]	GEA area of office space [m ²]	Total GEA area [m ²]	
OKR3	OKR3.1 – Duchy of Lancaster	1	Metropolitan Police	Storage & transport	11,385	3,496	14,881
		2	TNT	Parcel delivery service			
		3	Royal Mail	Parcel delivery service			
	OKR3.2 – City of Westminster	4	DPD Depot	Parcel delivery service	11,458	3,165	14,623
		5	Dixon & Roe	Paper Distributor			
		6	LDN Dia-a-Ride	Transport service provider			
		7	Go ahead group	Transport service provider			
	OKR3.3 – Tate	8	Tate	Art Depot	6,155	1036	7,191
OKR3.4 – Royal Mail Pension Fund	9	SIG London	Construction	9,172	3,286	12,458	
	10	Medequip Technology	Equipment provider				
	11	Transworld Couriers	Courier service				
OKR3.5 – John Lyon’s Charity	12	Yodel	Parcel delivery service	4,648	1,230	5,878	
	13	Parliamentary Press	Publishing				
OKR3.6 – Conway	14	Stationary Office	Publishing	4,648	1,230	5,878	
OKR3.8 – Firmdale	15	FM Conway	Construction	1,411	394	1,805	
Total		16	-	-	44,229	12,607	56,836
OKR4	OKR4.1 – Invesco	16	Tesco	Grocery & Retail	5,120		5,120
		17	Argos	Catalogue Retailer			
	OKR4.2 – Strathclyde Pension Fund	18	Sports Direct	Retail	4,277		4,277
		19	CarpetRight	Retail			
	OKR4.3 – Quadron Investments Ltd	20	DFS	Furniture Retailer			
Total		21	-	-	9,397	9,397	
Grand Total					53,626	12,607	66,233

GEA is an approximate estimation only





----- Site boundary



Protected Views

The Mandela Way site is within the backdrop to the London View Management Framework LVMF protected vista 23A.1, from the Bridge over the Serpentine in Hyde Park towards the Palace of Westminster. This is likely to mean that buildings no higher than 24 storeys (assuming 3m floor to floor) would be permitted on the Mandela Way site within the area of the cone of view.

The LB Southwark view of St Pauls Cathedral from Nunhead Cemetery crosses the Mandela Way and Dunton Road sites and would also restrict building heights, however, this height restriction is not explicit and will require further investigation in order to determine its influence on the redevelopment of the sites.

LVMF View 23A.1		
Camera AOD	22.0m	
Background Wider Setting Consultation Area (BWSCA)	75.8m	
Height between ground level and the BWSCA		
	OKR3 easterly side	OKR3 westerly side
	73.3m	69.7m
Storeys – assuming 3.2m floor to floor	22	21

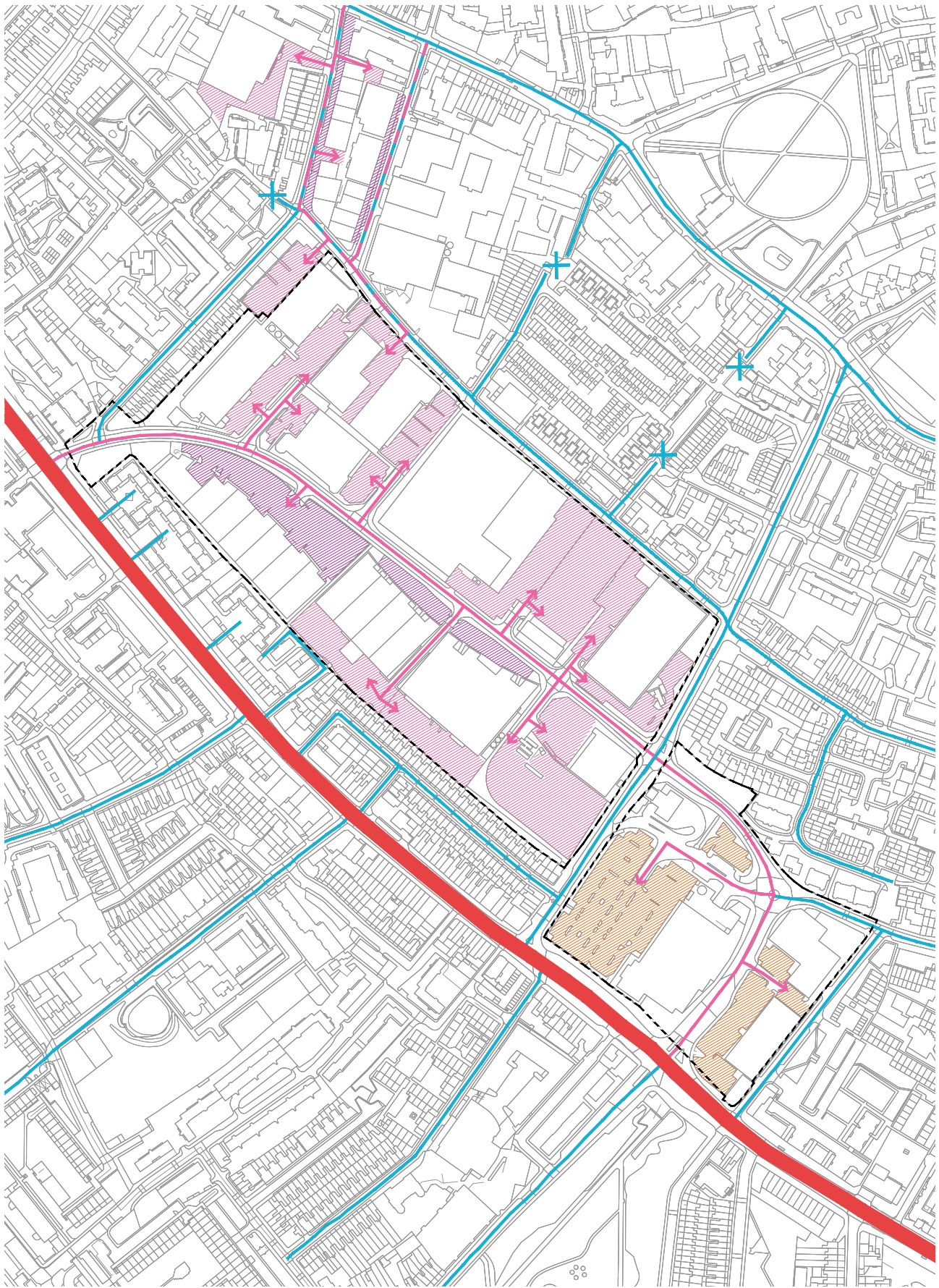
LBS View 2: Nunhead Cemetery - (New Southwark Plan, Annexes)		
Camera AOD	22.0m	
Defining point at St Paul’s Cathedral AOD	52.1m	
Height between ground level and the Landmark Viewing Corridor		
	OKR3 southern side	OKR3 northern side
	53.7m	52.9m
Storeys – assuming 3.2m floor to floor	16	16
	OKR4 southern side	OKR4 north west side
	53.9m	53.7m
Storeys – assuming 3.2m floor to floor	16	16



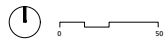
LVMF View 23A.1



LBS View 2: Nunhead Cemetery



----- Site boundary



Access & Movement

Mandela Way operates as the primary service access route, with the street experiencing points of intensive use for limited periods. However, for the majority of the day Mandela Way does not seem to have heavy vehicle traffic

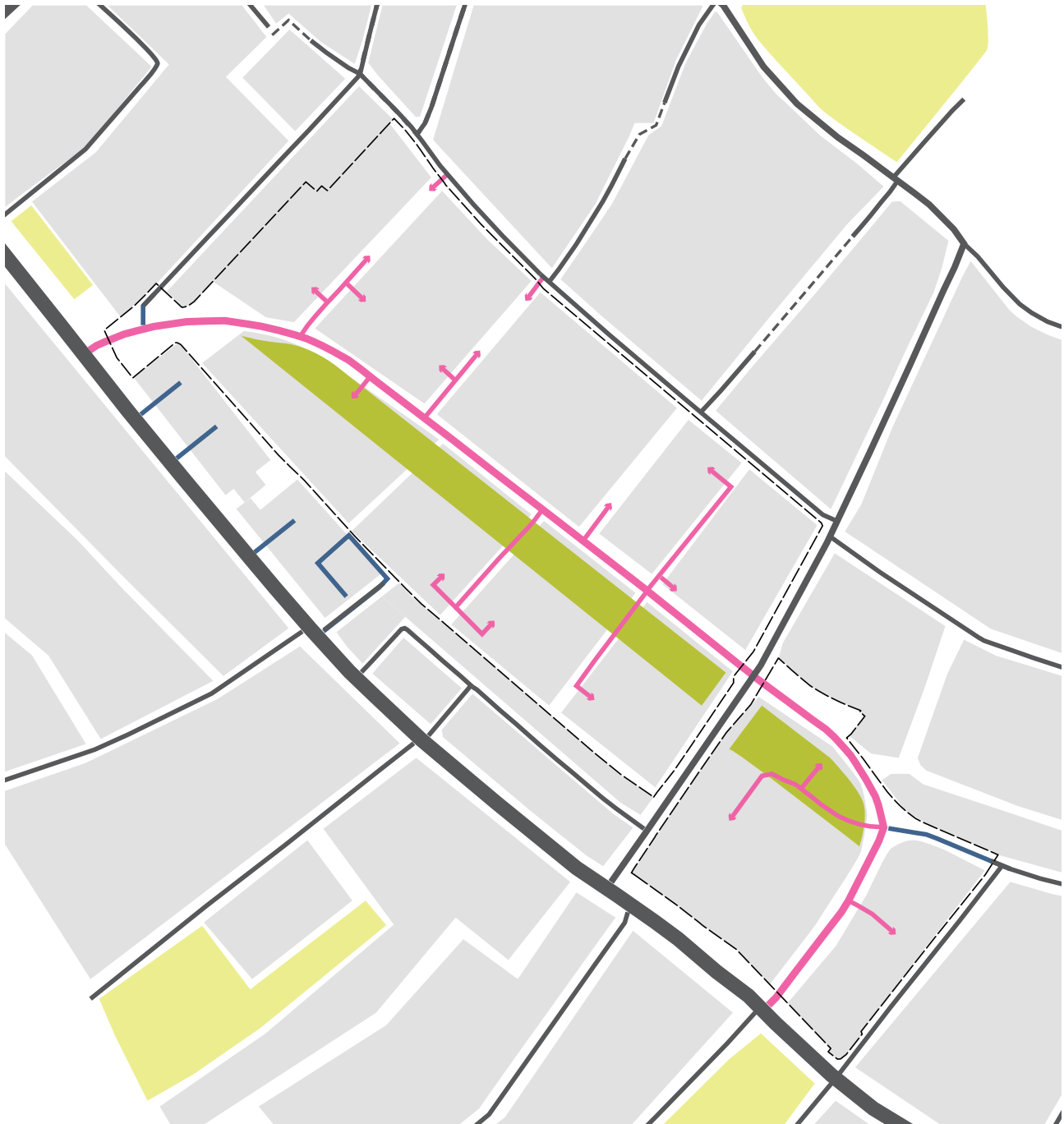
and is relatively calm, especially in comparison with Dunton Road or Old Kent Road itself. There is a limited amount of servicing access of Willow Walk, to units in the north west end of the Mandela Way site.



Traffic on Mandela Way

- Old Kent Road
- Residential vehicular access
- Service access
- Service Yard
- Forecourt
- Retail Parking

AAP, June 2016, linear park option



- Service access
- Residential street
- Park

The AAP, June 2016, identifies that Mandela Way has the opportunity to deliver a new open space in the form of a local park.

The park is conceived as a linear space, operating as part of a green link, joining Salisbury Row Park to Burgess Park.

- > Proposed linear park would be cut with frequent streets to allow access to building and to service employment uses
- > Linear park crosses Dunton Road, limiting the opportunity to create a positive build frontage towards this busy road
- > The retention of employment uses in combination with the its linear nature limits the ability to create a residential setting



Fuel 24hrs

TESCO

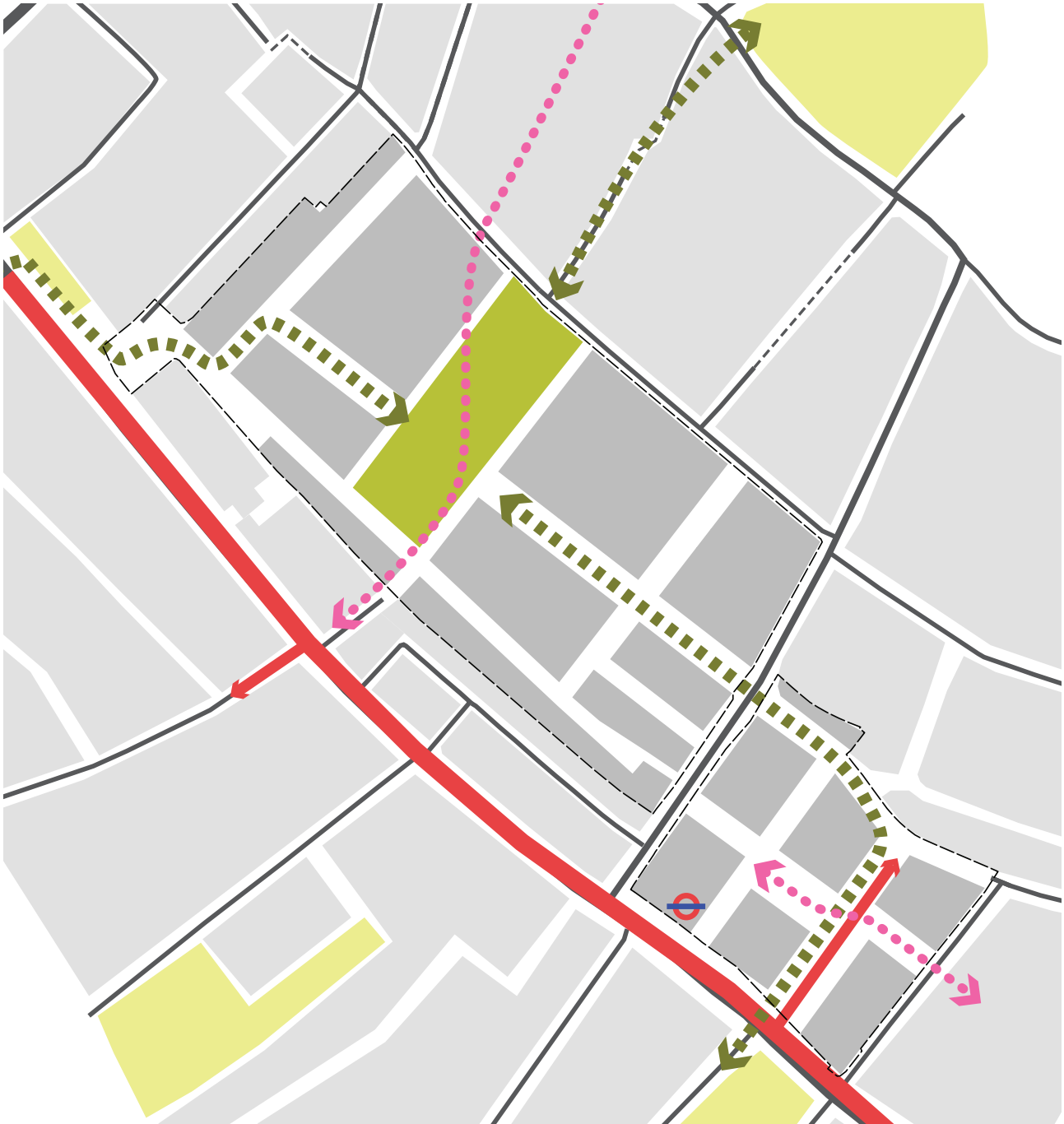
Pay at pump

Fuel 24 hrs
Pay at pump

Tesco Petrol station, looking toward Dunton Road

Strategic Response

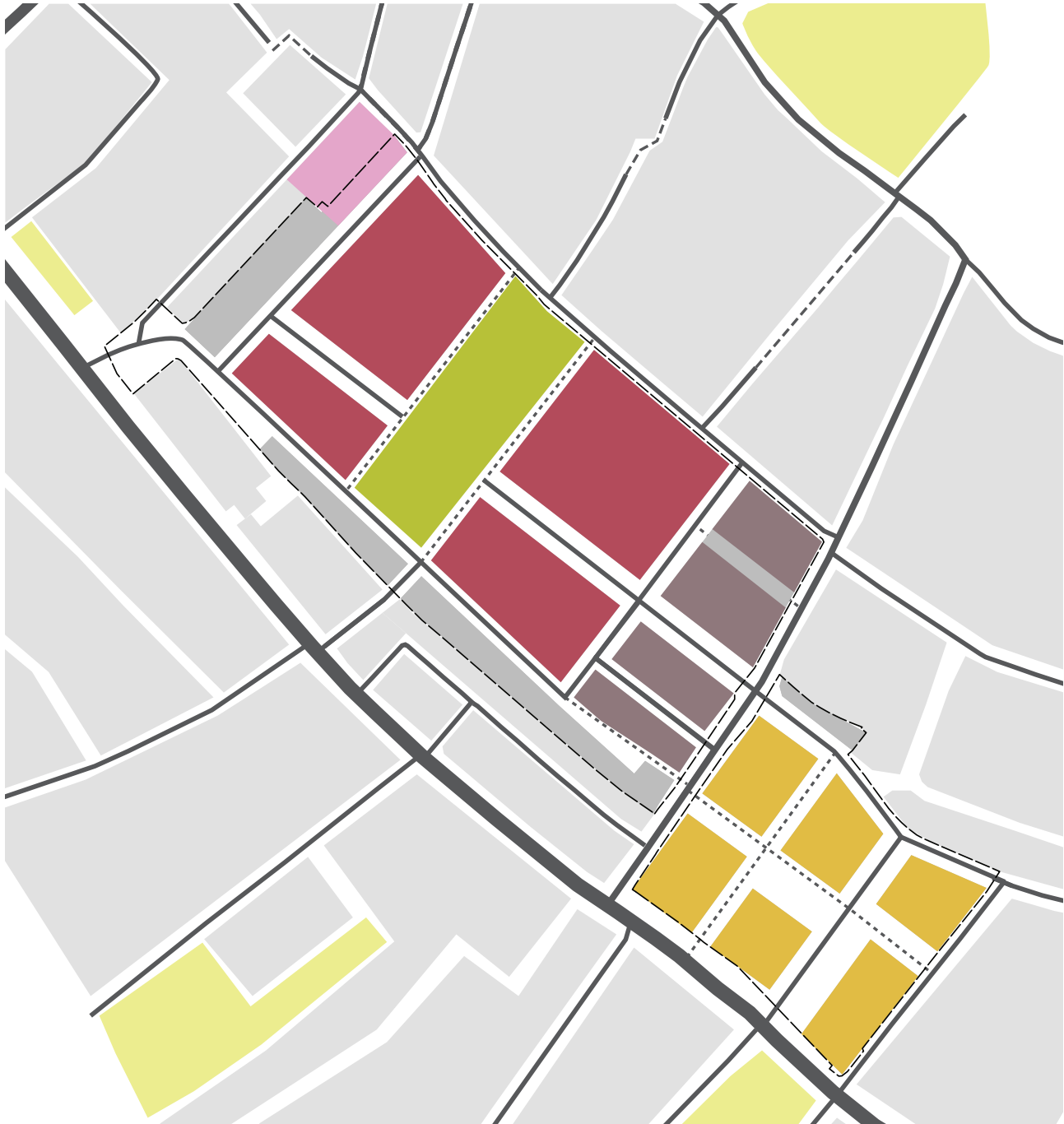
Concept Block Layout



Design Principles

- > OKR 3 block sizes based on existing grain, and ownership
- > keeping large blocks offers the opportunity to accommodate similar uses / companies as the ones currently on site
- > OKR 4 block sizes are smaller, a medium scaled urban grain to accommodate different employment uses and town centre uses
- > The park is turned to create a legible pedestrian connection from East Street towards Rich Estate and Bermondsey Spa garden
- > The park is located at the centre of the area, in order to create a distinct residential setting whilst providing optimal access to existing residents
- > Mandela Way conceived as a working green boulevard, creating a green link through to Burgess Park

Clustering Uses










- Distribution and Storage
- Small Industrial Units
- Office / Studio
- Town Centre

Principles

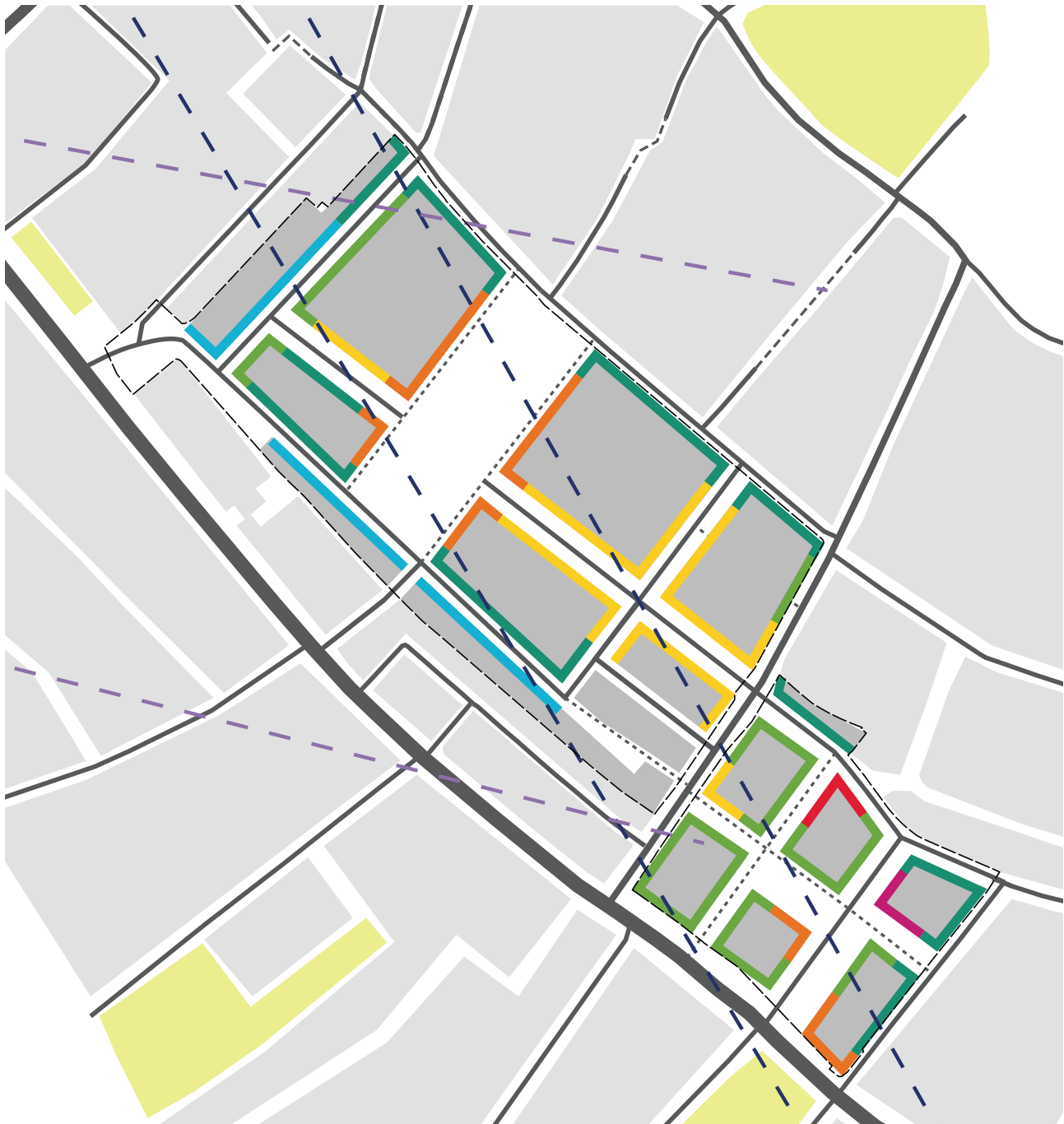
- > A series of different employment clusters are proposed
- > Northwest cluster with workspaces, studios and SME type of spaces referring in character and scale to Rich Estate proposal
- > Central cluster with robust blocks potentially to accommodate types of businesses similar to the ones currently on site
- > Southeast cluster with light industrial, workspaces, studios and SME type of spaces
- > OKR 4 cluster with a medium scaled urban grain and ground floor program including retail, cafes, office and workspaces

Frontages



- | | |
|--|--|
|  Distribution and Storage |  Residential |
|  Small Industrial Units |  School |
|  Office / Studio |  Tube station |
|  Town Centre | |

Massing Strategy

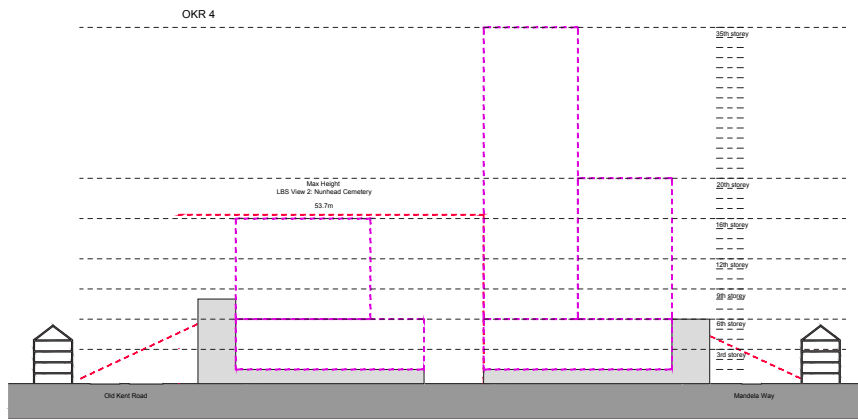
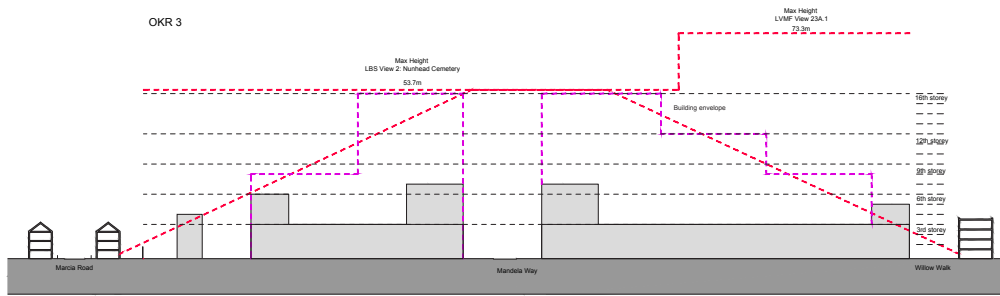


- Up to 4 floors
- Up to 5 floors
- Up to 8 floors

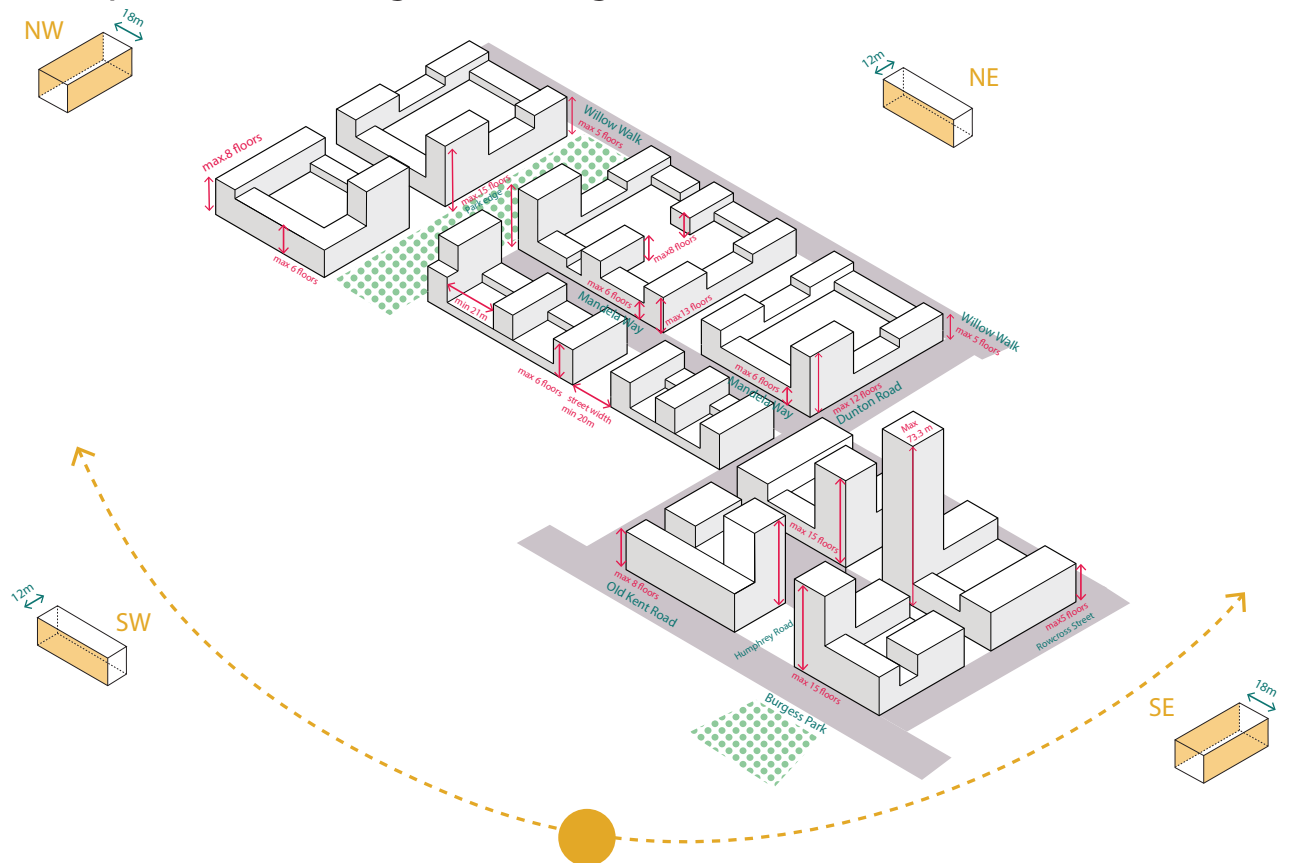
- Up to 12 floors
- Up to 15 floors
- Up to 21 floors

- Up to 35 floors
- LVMF View 23A.1
- LBS View 2: Nunhead Cemetery

Building Envelope



Principles for massing modelling



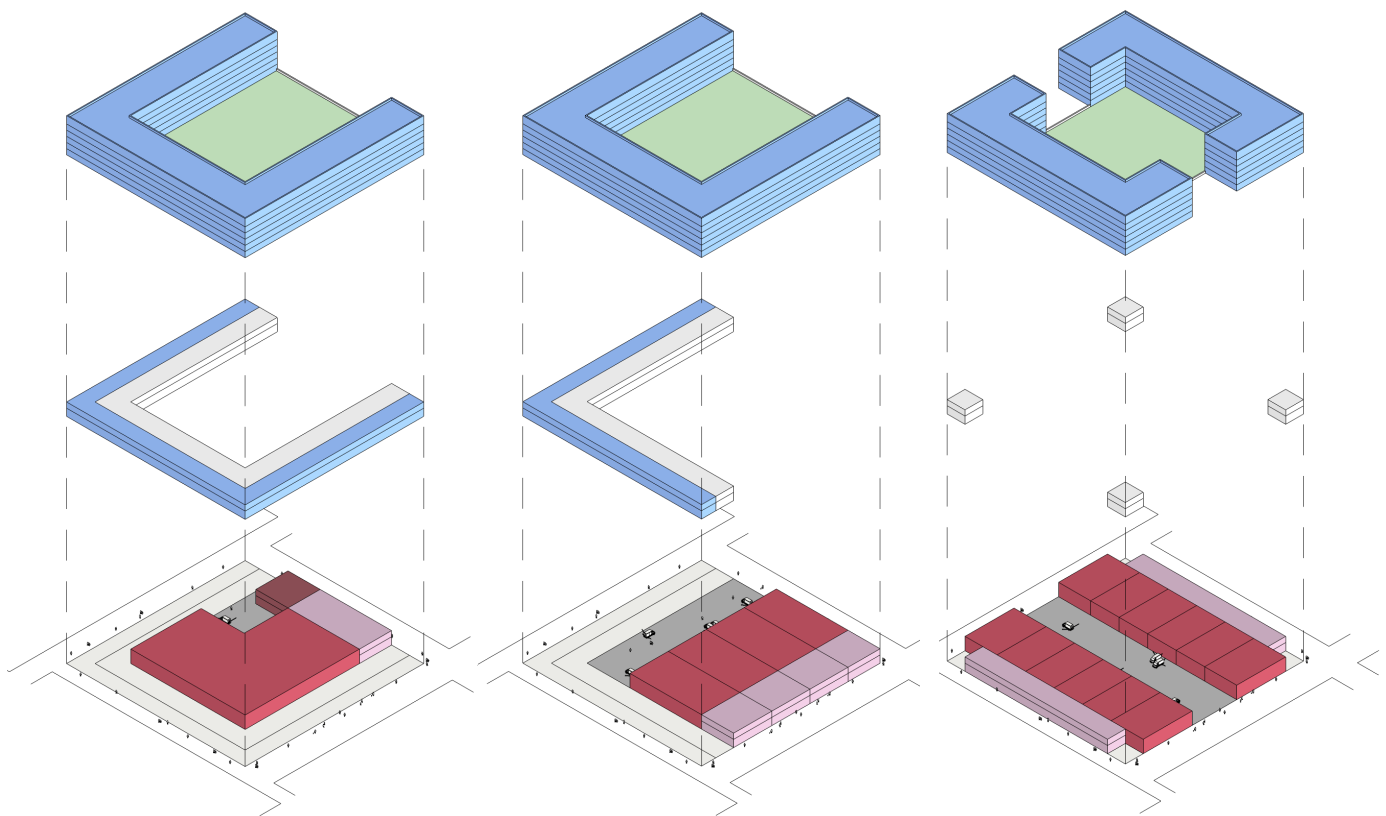


Willow Walk looking south east

Block Typologies

Illustrative blocks

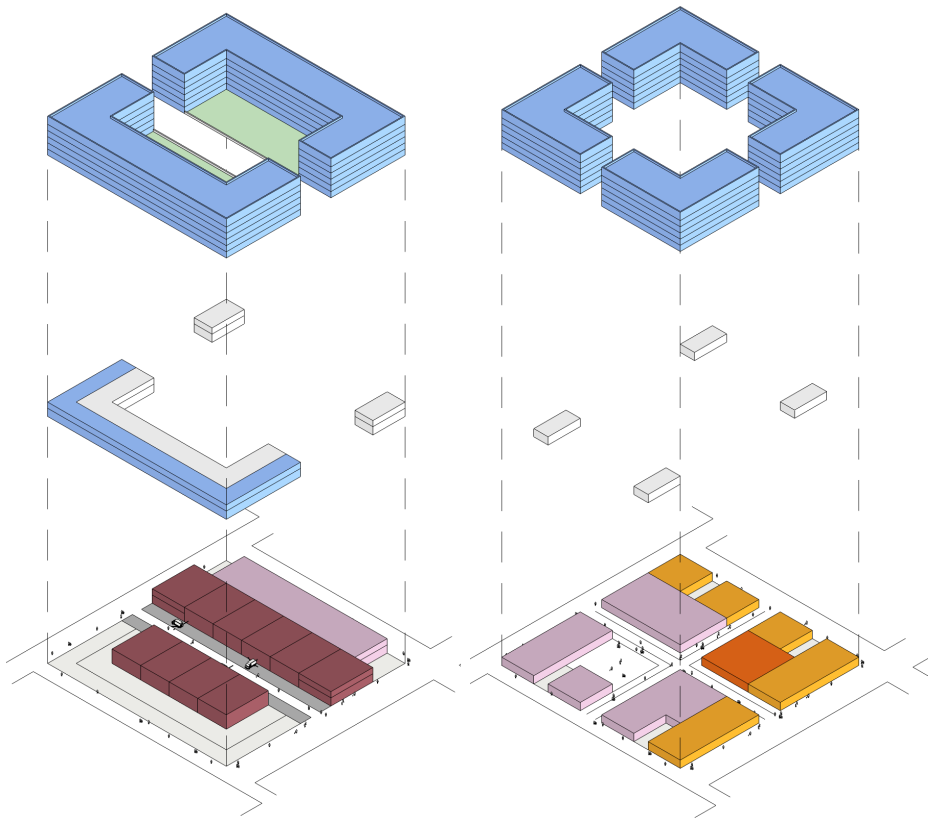
Study of typical mixed-use blocks



- > Ground floor with large scale shed type space for a single company
- > Internal service yard
- > Front office towards the street
- > Maisonettes along the perimeter facing existing residential or park
- > Apartments above

- > Ground floor with shed type spaces for a multiple companies
- > Internal service yard shared by all companies
- > Front offices towards the street
- > Maisonettes along the perimeter facing existing residential or park
- > Apartments above

- > Ground floor with shed type spaces for a multiple companies
- > Access to sheds via the internal through street and service yard
- > Front offices towards the street
- > Apartments above



- > Internal forecourt-type street
- > Workspaces that don't require front of shop facing the internal street
- > Maisonettes or office type spaces along the perimeter
- > Apartments above

- > Ground floor with mix of uses
- > High street retail towards Old Kent Road and Humphrey Street
- > Cafe, smaller retail and work spaces towards the internal pedestrian streets
- > Apartments above

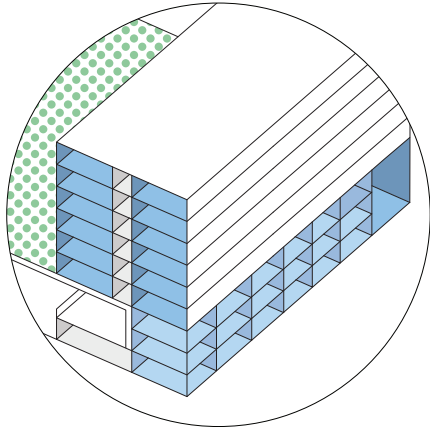
Storage and distribution

Large floorplates units with height floor to ceilings. Servicing is provided on plot in the form of covered yards. Integrated in to urban blocks, with active element of the programme utilised to activate the urban realm. Further uses are combined, such as small office-type space or small retail units, in order to bring active uses to what would otherwise be blank elevations, or backs.

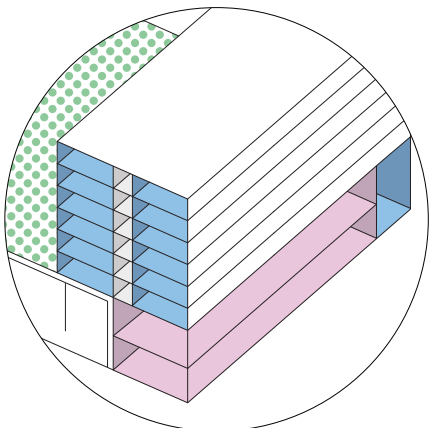


Integrating into urban blocks

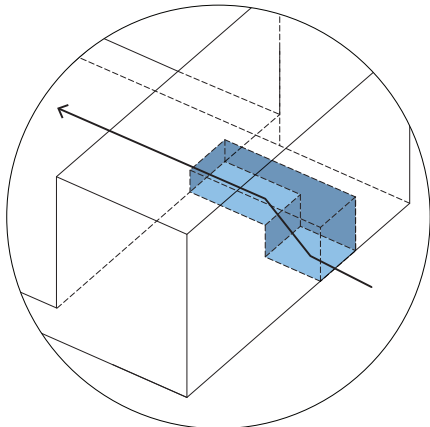
Alternative active ground floors uses



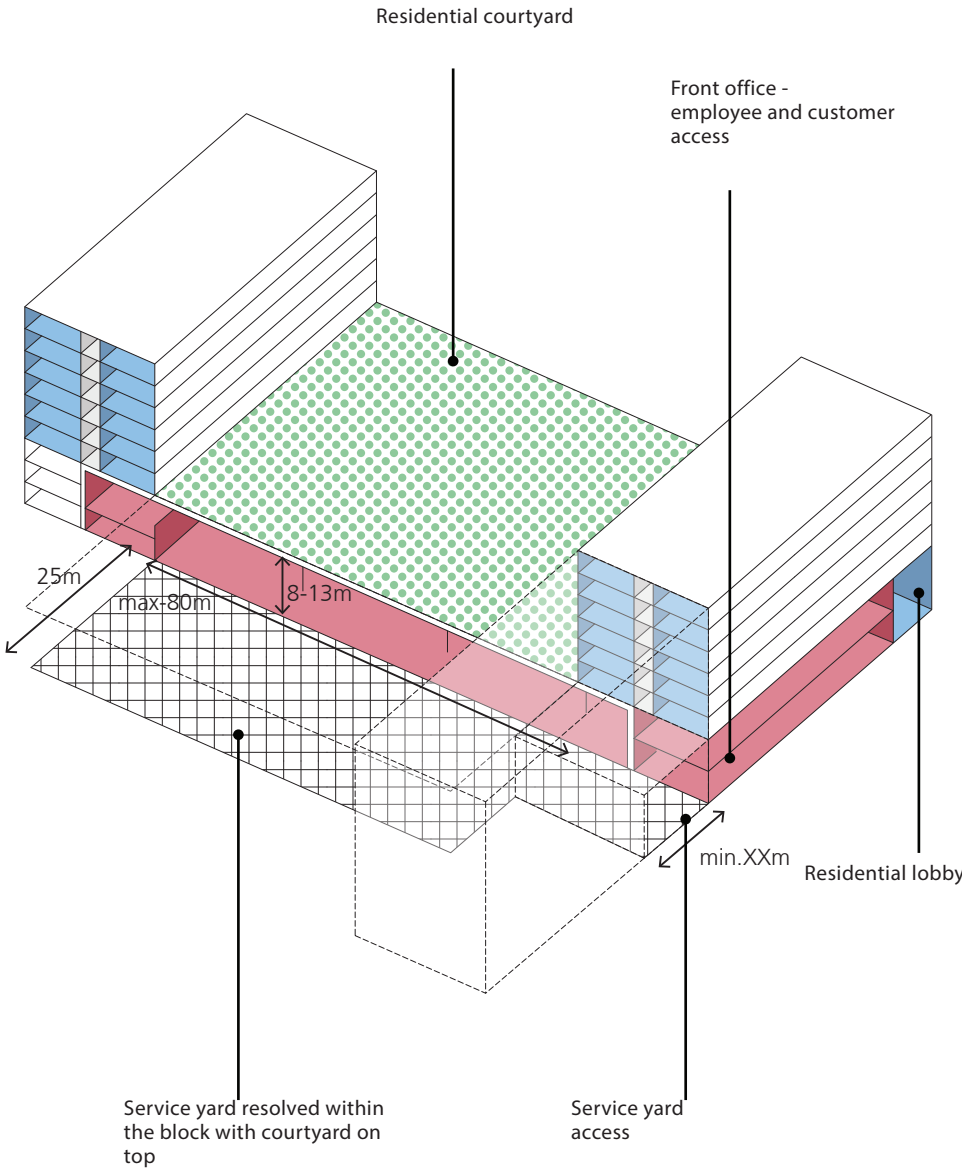
Maisonettes



Office / Studios

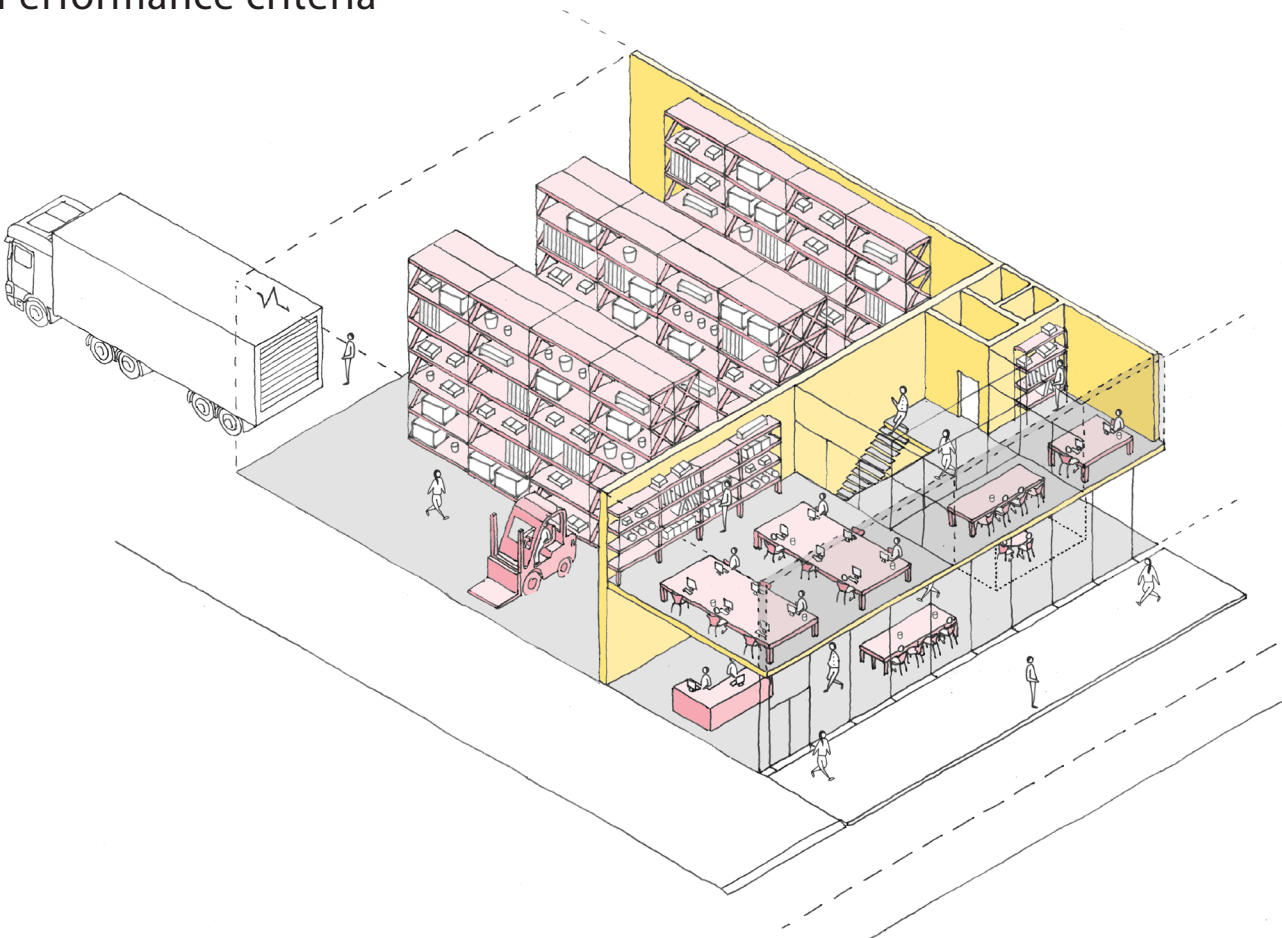


Some residential buildings are accessed from courtyard levels via super-lobbies



- Distribution and Storage
- Residential
- Ancillary spaces

Performance criteria



Key features

- > Large floorspace with potential for mezzanine levels and subdivision to include an office space
- > Groups of sheds arranged around shared HGV access

Typical uses

- > Large-scale storage facilities
- > Wholesale operations
- > Distribution centres

Dimensions

Floor to ceiling height

- > 6-8m for double height space; with potential for a mezzanine level
- > For larger spaces 10-13m is preferable

Unit plan dimensions

- > 15-20m deep for single aspect
- > 40-80m for dual aspect
- > Office elements no deeper than 5m
- > Square proportions ideally, up to 3:1 proportion long to short
- > Predominantly column-free space with large clear spans

Size range

- > Over 500m²

Layout

Uses arrangement

- > Allowance for a 2-storey office facility flanking one of the boundary walls
- > Separate staff / visitor access

Frontage

- > Generally better to be located away from primary streets
- > Office space can create some positive street frontage

Stacking

- > Some opportunity to stack, though efficient upper floor delivery logistics is a key consideration

Clustering

- > Benefits from efficiency of shared delivery space
- > Some benefits from neighbouring similar uses

Servicing & access

Entrances

- > Individual ground floor direct access for pedestrians and vehicle loading/unloading
- > Upper floor units require direct access by HGV or equivalent servicing provision

Transport connections

- > Vehicular connectivity relevant for deliveries

Deliveries and loading

- > Approximately 15m deep bay for deliveries, plus 12m clear turning space for HGVs
- > Roller shutter door at least 4m high, and 2.4m wide

- > Service bay can be shared with other similar uses

- > Space for HGV access
- > Potential dock loading for HGVs
- > Smooth surface for internal to external movements

Servicing

- > Drainage from floor areas
- > 3-phase power
- > Heating to office areas
- > Radiant heating for work areas
- > Water supply
- > Extract system

Environmental

Daylighting

- > Daylight required for office spaces
- > Maximise daylight penetration to shed space through high windows and roof-lights

Ventilation

- > Natural ventilation required for office spaces
- > Ability to have mechanical ventilation for shed space

Noise

- > Detrimental levels of noise on different neighbouring uses must be mitigated through sound-proofing, utilising intermediary uses such as parking levels, and through controlling hours of operation

Air quality

- > Extract units likely required if delivery and loading area is covered

Small industrial units

Small industrial uses with medium to height floor to ceilings. Serving is provided on plot either via a yard or from the street. The typology is positively integrated in to the urban block structure, and is actively programmed to activate the urban realm. Residential uses are combined above. Possible users include printers, food & drink manufacturing and small scale manufacturing.



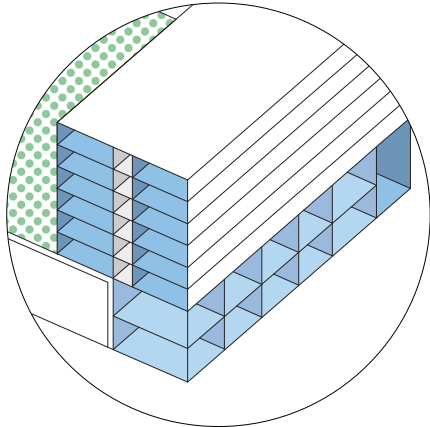
New light-industrial spaces with residential above, Bow Enterprise Park, London



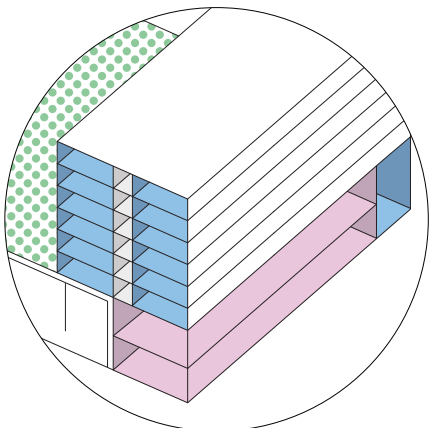
Small industrial units with residential above, Van Meekerenstraat, Rotterdam

Integrating into urban blocks

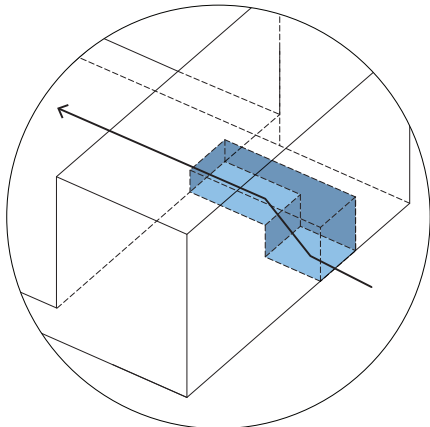
Alternative ctive ground floors uses



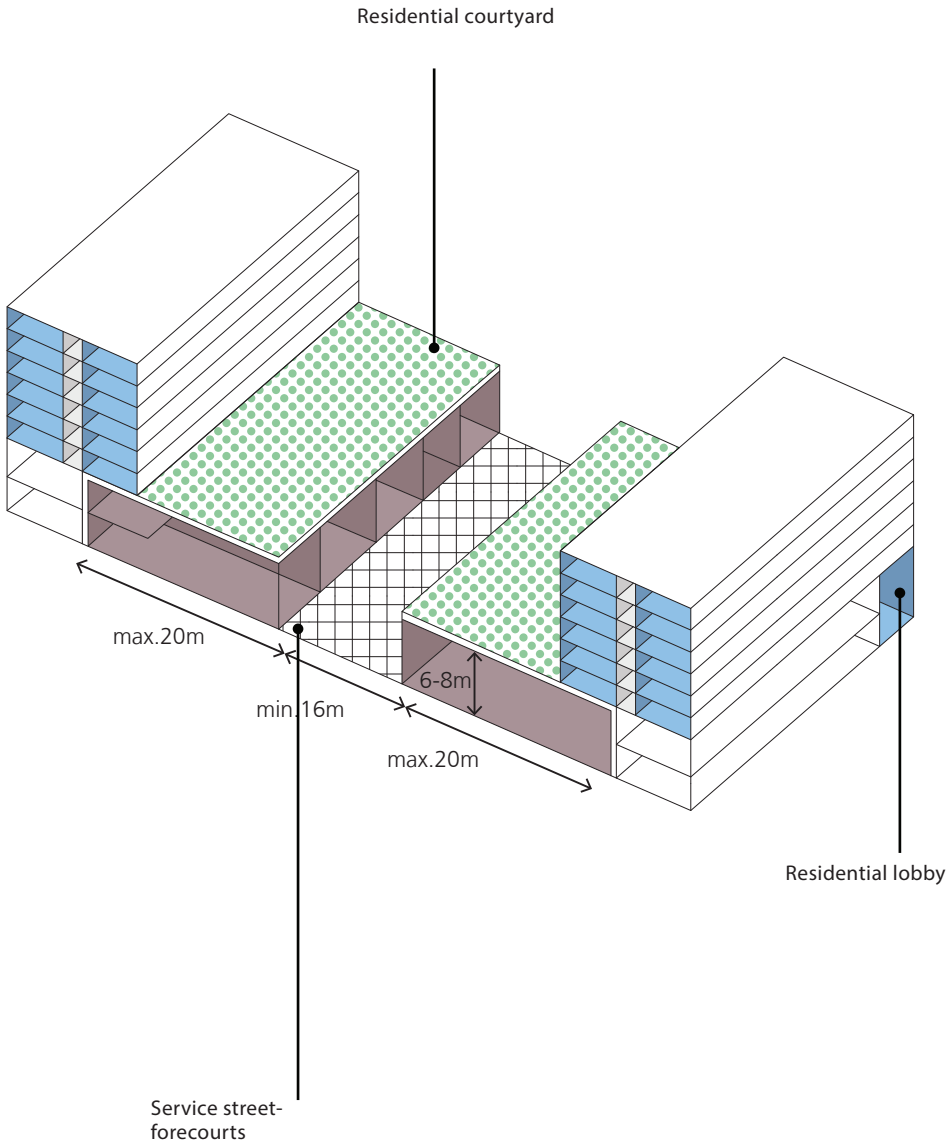
Maisonettes



Office / Studios

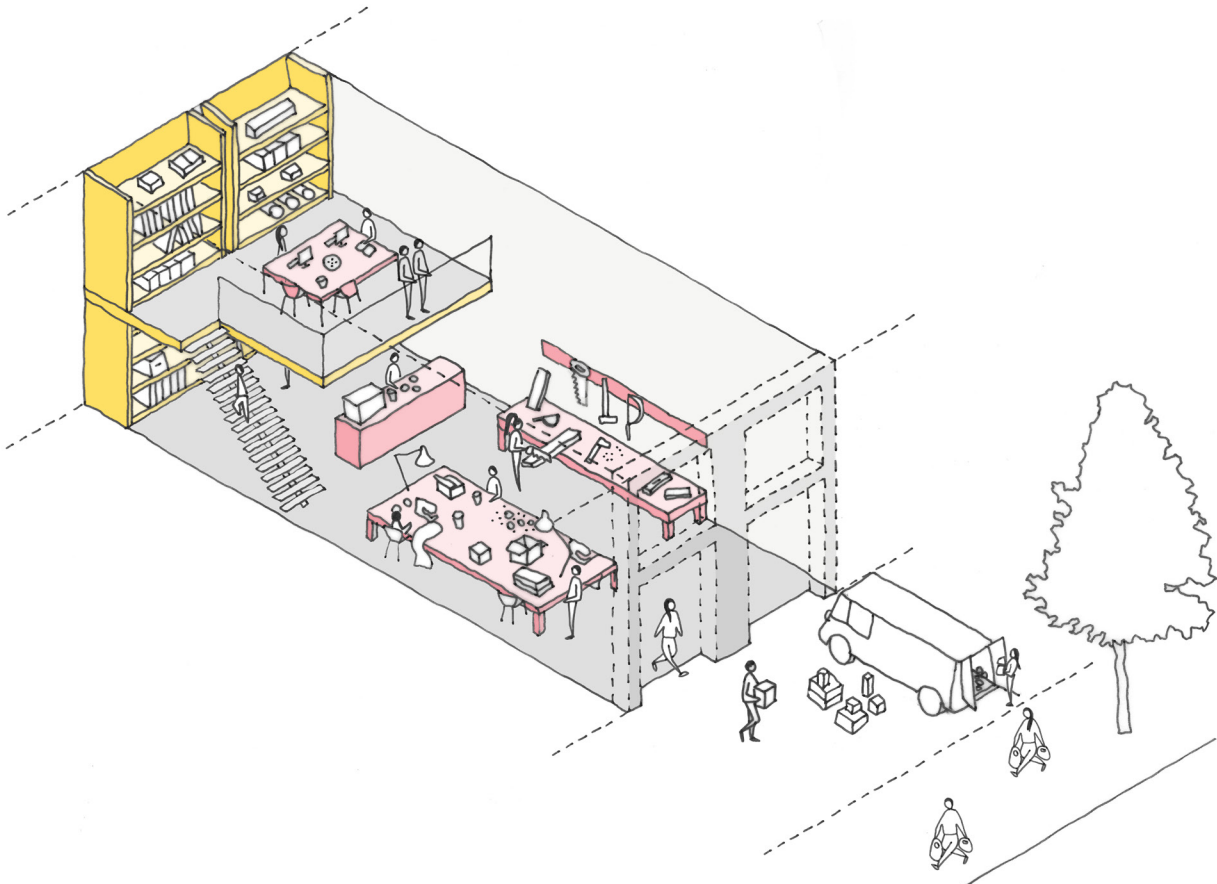


Some residential buildings are accessed from courtyard levels via super-lobbies



- Small industrial unit
- Residential
- Ancillary spaces

Performance criteria



Key features

- > Individual spaces with potential for mezzanine levels and subdivision to include an office space
- > Shared facilities such as toilets
- > Entrance from the street, with some potential for stacking with access via shared circulation

Typical uses

- > Small-scale manufacturing
- > Small-scale storage & wholesale
- > Food & drink manufacturing

Dimensions

Floor to ceiling height

- > 6-8m for double height space; with potential for a mezzanine level
- > Minimum 4m high space without mezzanine

Unit plan dimensions

- > 15-20m deep for single aspect
- > Office elements no deeper than 5m
- > Square proportions ideally, up to 3:1 proportion long to short
- > Predominantly column-free space

Size range

- > Up to 500m²
- > Typically 150-200m²

Layout

Frontage

- > Generally better to be located away from primary streets
- > Some frontage created by access, with potential activity spill-out into forecourt space

Stacking

- > Some opportunity to stack, though delivery logistics is impacted

Clustering

- > Benefits from efficiency of shared delivery space
- > Some benefits from neighbouring similar uses

Servicing

Entrances

- > Ideally individual ground floor direct access for pedestrians and vehicle loading/unloading
- > Upper floor units require a dedicated large service lift

Transport connections

- > Vehicular connectivity relevant for deliveries
- > Benefits from easy pedestrian / cycling / public transport access
- > Deliveries and loading
- > Approximately 16m deep yard space for deliveries, plus loading area
- > Roller shutter door at least 3.7m high, and 2.4m wide
- > Service bay can be shared with other similar uses
- > Space for 7.5 ton vehicle access, with occasional HGV access

Servicing

- > Drainage from floor areas
- > 3-phase power
- > Heating to office areas
- > Blow air heating for work areas
- > Water supply

Environmental considerations

Daylighting

- > Daylight required for office spaces
- > Potential for daylight penetration to industrial space through tall windows, and through dual aspect where possible

Ventilation

- > Natural ventilation required for office spaces
- > Ability to have mechanical ventilation for shed space

Noise

- > Detrimental levels of noise impacting different neighbouring uses must be mitigated through sound-proofing, utilising intermediary uses such as parking levels, and through controlling hours of operation

Small office and studios

Small to medium scaled conventional office space, provided either as standalone units with front doors of the street, or a series of small collective spaces. The space is provided within urban blocks at lower levels, with residential positioned above.

Small studio spaces within a collective building, small individual units ideally suit for creative

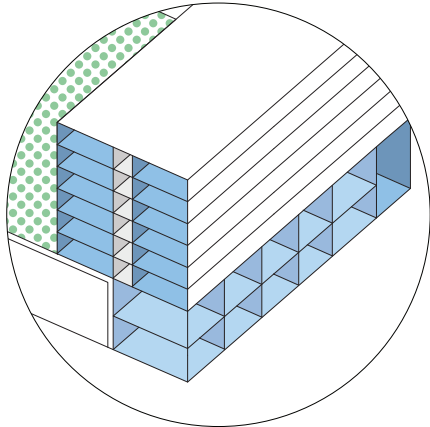
uses such as artist, makers, publishing, music, film and media production, graphics etc.

Servicing provision all types is street based. Dedicated office buildings can also be accommodated, if deemed necessary, provided they form integral elements of the urban block structure and are located back edge of pavement.

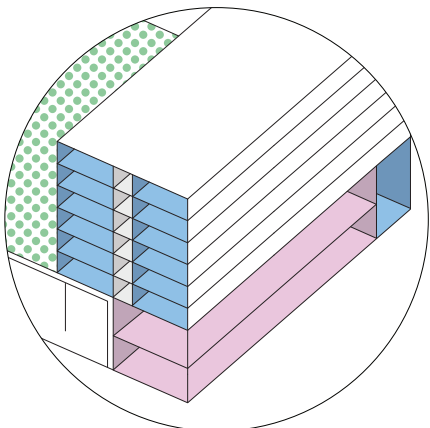


Integrating into urban blocks

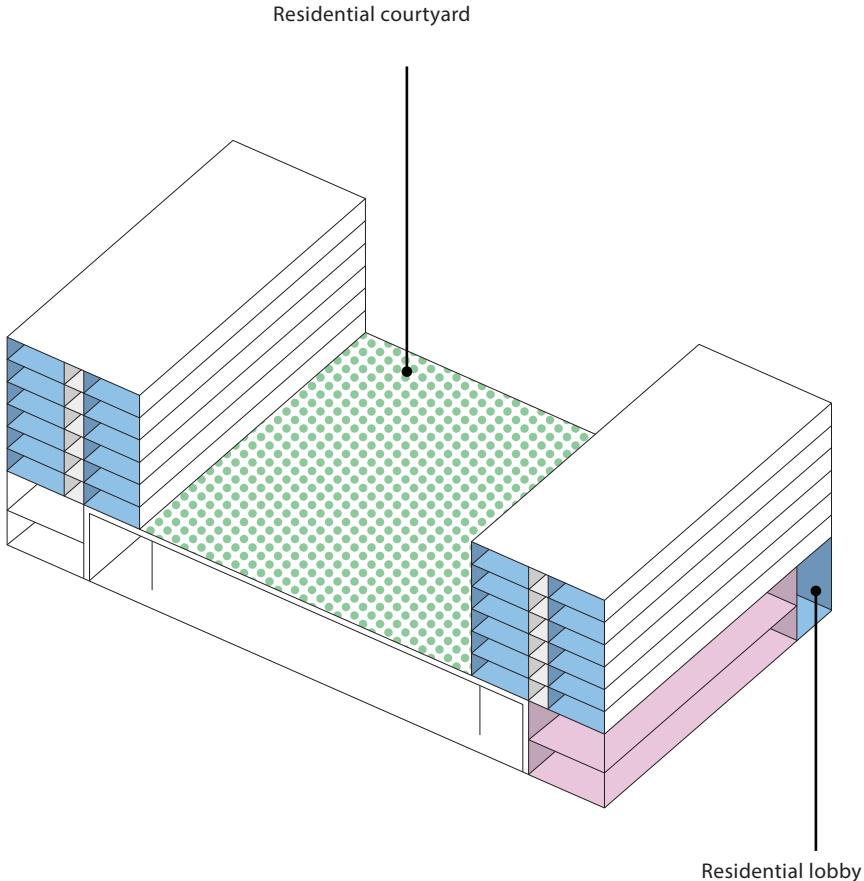
Alternative ctive ground floors uses



Maisonettes

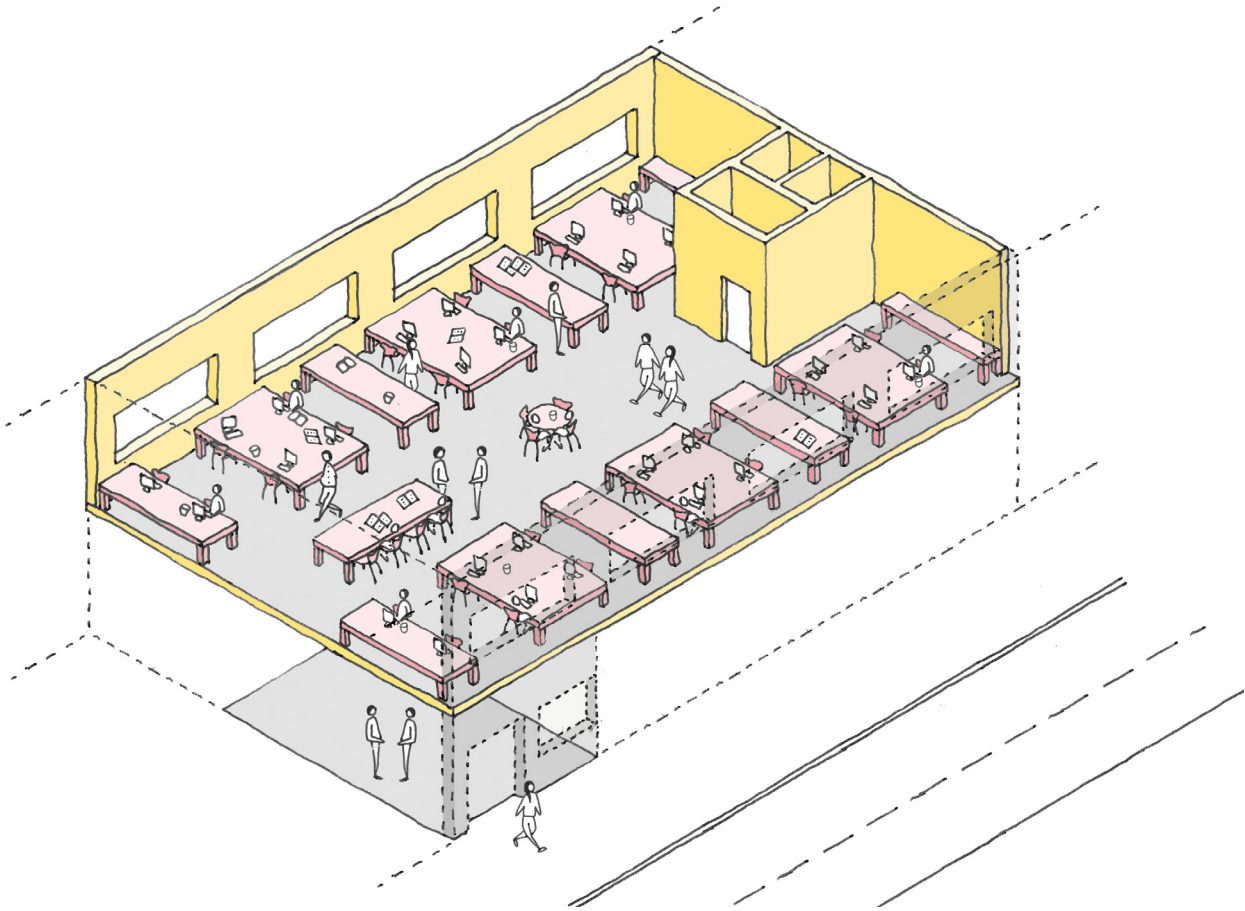


Office / Studios



- Office / Studio
- Residential
- Ancillary spaces

Performance criteria- Small Office



Key features

- > Naturally ventilated B1(a) office
- > Shared open plan floorspace with subdivisions by desk or cluster of desks
- > Shared facilities such as meeting spaces, toilets, kitchenette
- > Shared entrance lobby

Typical uses

- > Professional and business support services
- > Other conventional office-based operations

Dimensions

Floor to ceiling height

- > 2.9-4.4m ceiling height, generally 3.5m

Unit plan dimensions

- > Single aspect offices no deeper than 7m
- > Dual aspect, open plan, offices can be arranged around a central, shared circulation without wall division, with an ideal overall depth of 12m
- > Square proportions ideally, up to 2:1 proportion

Size range

- > Up to 500m², comprising shared floorspace for individuals and groups
- > Potential for sub-divided spaces typically 10-150m²

Layout

Frontage

- > Can benefit from primary street presence, and can also be arranged around a shared courtyard

Stacking

- > Units can be stacked, and arranged around shared circulation

Clustering

- > Best suited to clustering of similar uses to allow interaction

Servicing

Entrances

- > Shared entrance lobby
- > Ground floor frontage possible
- > Transport connections
- > Benefits from easy pedestrian / cycling / public transport access

Deliveries and loading

- > Provision for intermittent car / van delivery access, with occasional 7.5 ton vehicle access

Servicing

- > Power to individual units
- > Heating can be via blow air heaters per unit
- > Water supply can be per unit or at a shared kitchenette
- > Fast internet access is essential

Support uses

Refreshment

- > Benefits from a shared café / eatery, typically public

Environmental considerations

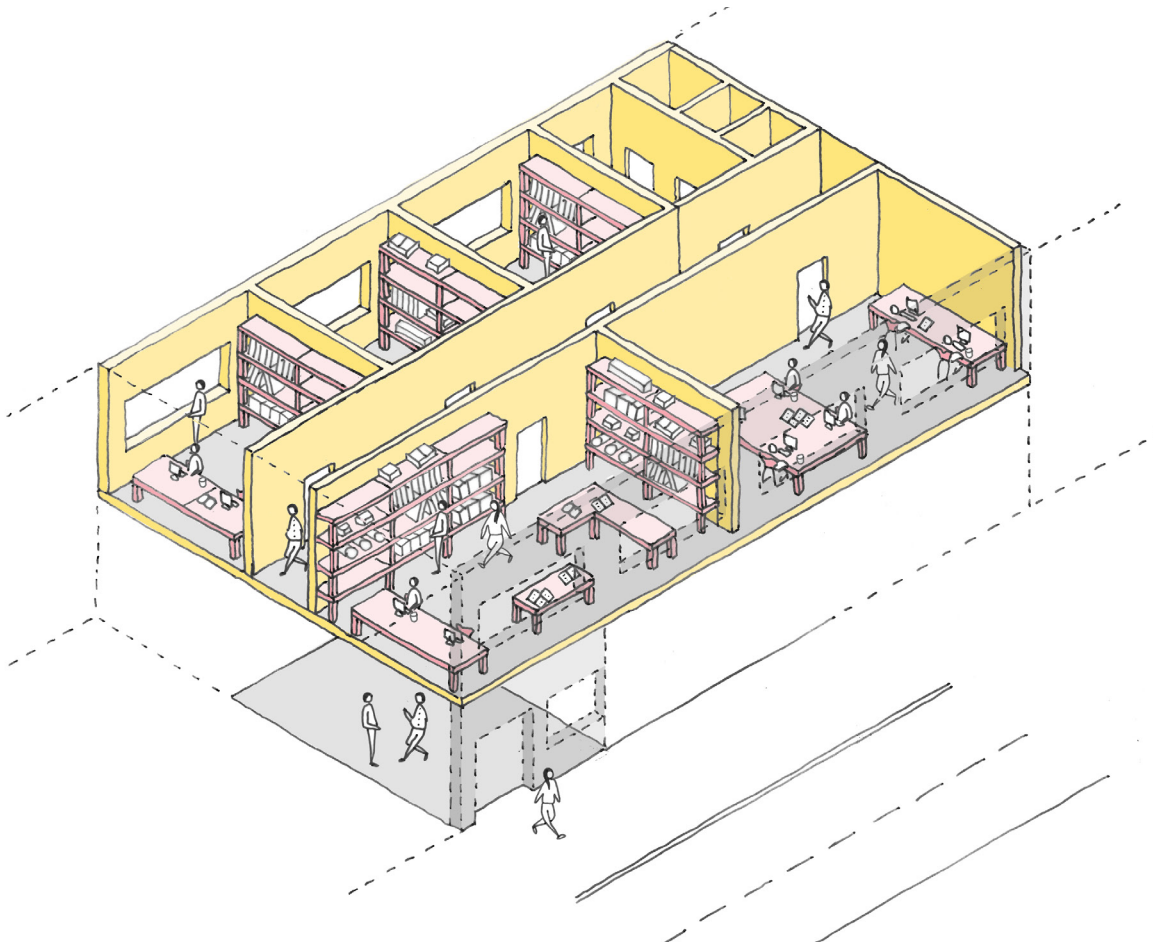
Daylighting

- > Daylight required for office spaces
- > Maximise daylight penetration to spaces through tall windows, and through dual aspect where possible

Ventilation

- > Natural ventilation required for office spaces

Performance criteria- Studio



Key features

- > Naturally lit individual studio spaces with potential for further subdivision and sharing
- > Shared facilities such as toilets, kitchenette
- > Shared entrance lobby

Typical uses

- > Artist studios
- > Creative sector services
- > Small-scale makers

Dimensions

Floor to ceiling height

- > 2.9-4.4m ceiling height, generally 3.5m

Unit plan dimensions

- > Single aspect studios no deeper than 7m
- > Single aspect studios can be arranged around a central, shared circulation
- > Dual aspect blocks, with a central corridor space, should have studios no deeper than 7m, creating ideally a 15m, maximum 17m, deep block overall
- > Square proportions ideally, up to 2:1 proportion, and ideally width greater than depth

Size range

- > Up to 150m²
- > Small studios typically 10-60m²
- > Large studios typically 60-150m²

Layout

Frontage

- > Small studios can benefit from primary street presence, and can also be arranged around a shared courtyard
- > Large studios better to be located away from primary street frontage

Stacking

- > Units can be stacked, and arranged around shared circulation

Clustering

- > Best suited to clustering of similar uses to allow interaction

Servicing

Entrances

- > Ideally ground floor access for large studios to allow delivery
- > Shared entrance with corridor access
- > Individual ground floor frontage possible
- > Upper floor units require a dedicated large service lift

Transport connections

- > Benefits from easy pedestrian / cycling / public transport access

Deliveries and loading

- > A dedicated space for shared car / van delivery access, with occasional 7.5 ton vehicle access

Servicing

- > Power to individual units
- > Heating can be via blow air heaters per unit
- > Water supply can be per unit or at a shared kitchenette
- > Fast internet access is essential

Support uses

Refreshment

- > Benefits from a shared café / eatery, typically public

Environmental considerations

Daylighting

- > Direct daylight required for studio spaces
- > Maximise daylight penetration to spaces through tall windows, and through dual aspect where possible

Ventilation

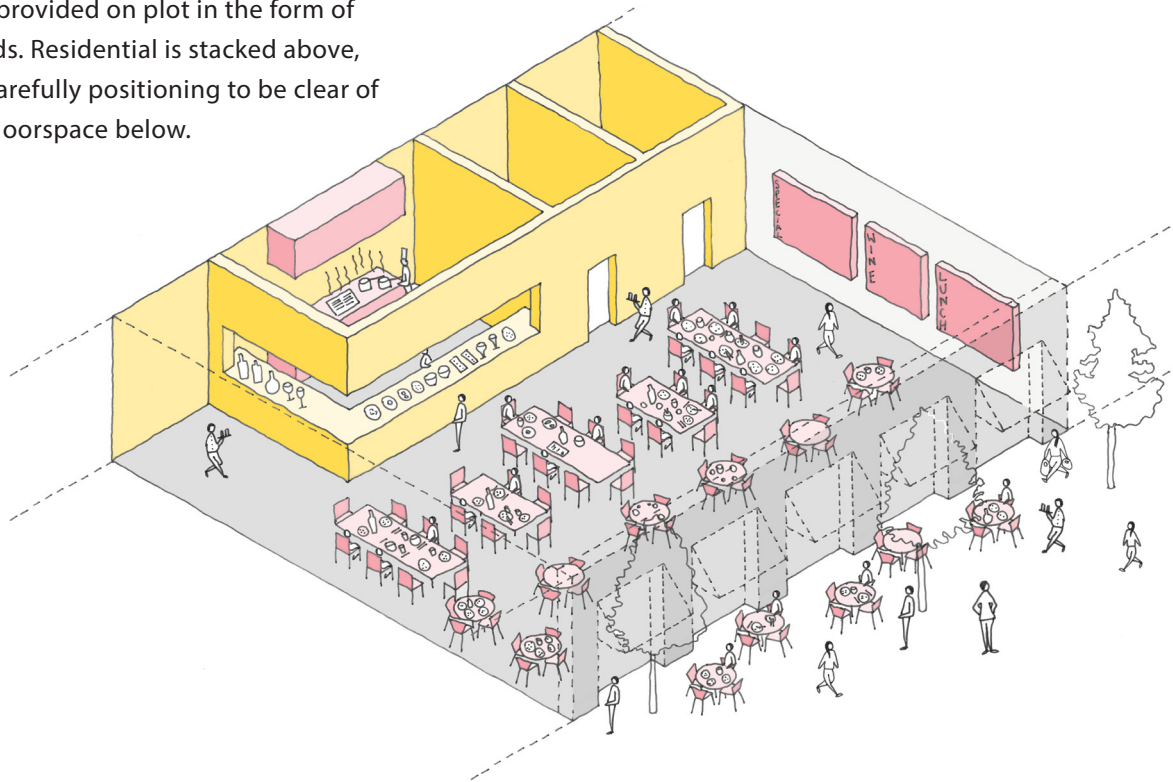
- > Natural ventilation required for studio spaces

Noise

- > Detrimental levels of noise on different neighbouring uses must be mitigated through sound-proofing

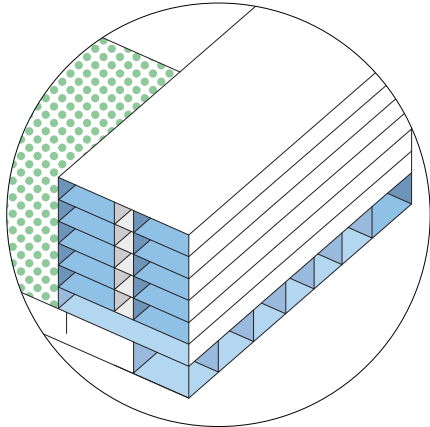
Town Centre

Larger uses are positioned at the centre of urban blocks, with smaller retail and business uses used to wrap the big boxes, bring definition and activity to the urban realm. Commercial car parking can either be provided in basements, or at first floor integrated into podiums above ground level sales floors. Servicing is provided on plot in the form of covered yards. Residential is stacked above, with cores carefully positioning to be clear of large retail floorspace below.

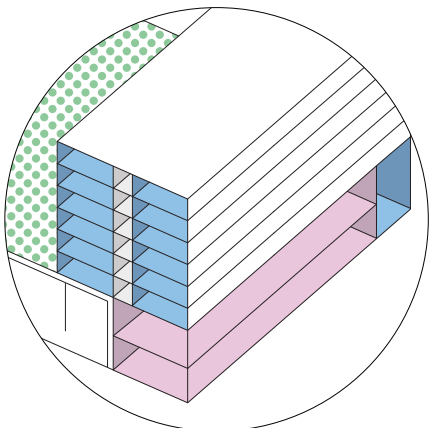


Integrating into urban blocks

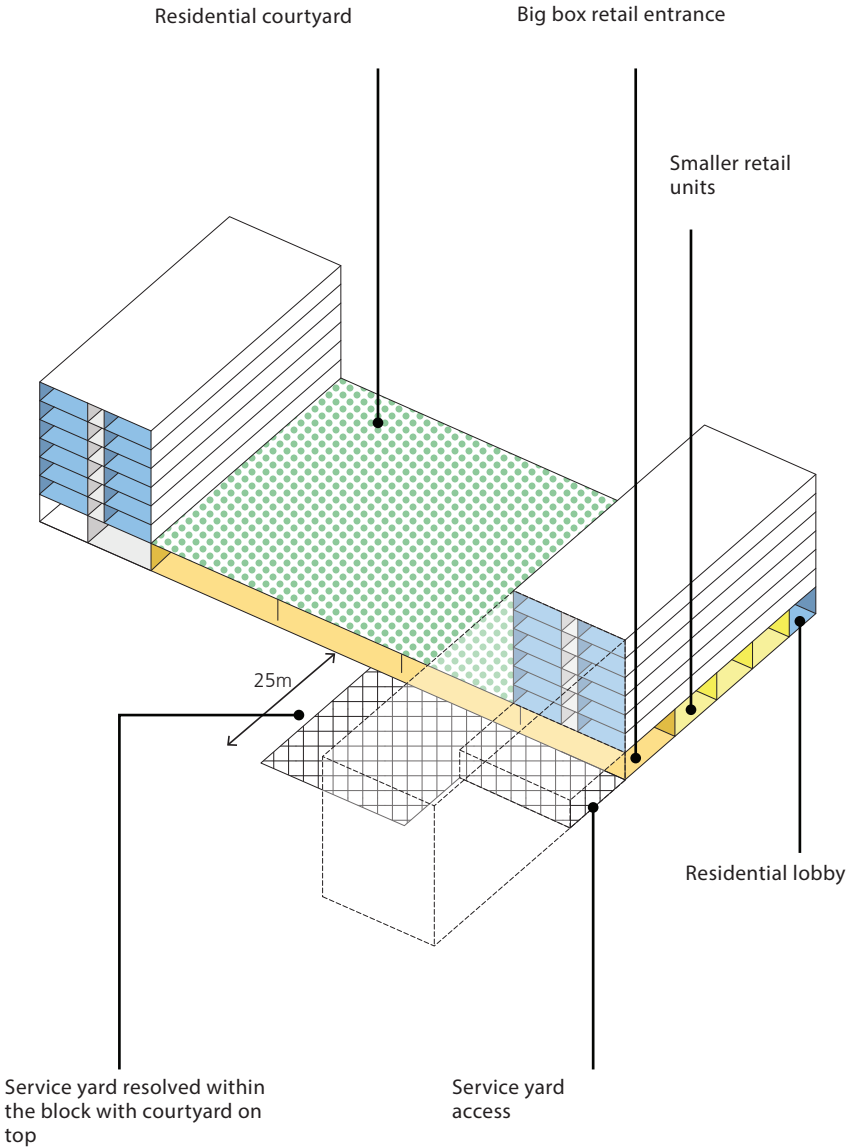
Alternative ctive ground floors uses



Maisonettes



Office / Studios

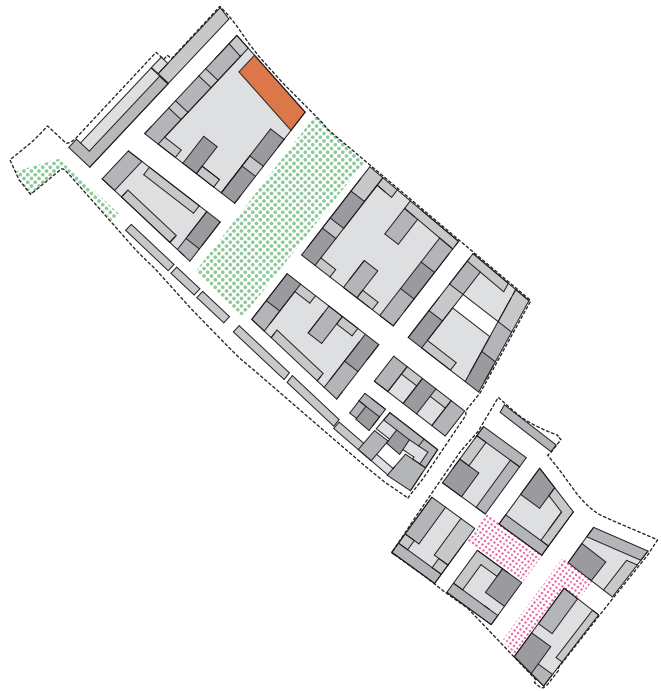


- Big Box Retail
- High Street Retail
- Residential
- Ancillary spaces

School

A new primary school is required as part of the redevelopment of the area. The school is conceived as an integrated stacked urban school. It is positioned in the north of the plan, in order that it can have a civic relationship with the new park, and is in close proximity to existing residential areas. The primary outdoor space for the school is provided in an exclusive courtyard on the podium of the urban block. Additional space would be provided within the park, and available to share with the community outside of school hours.

Preferred location



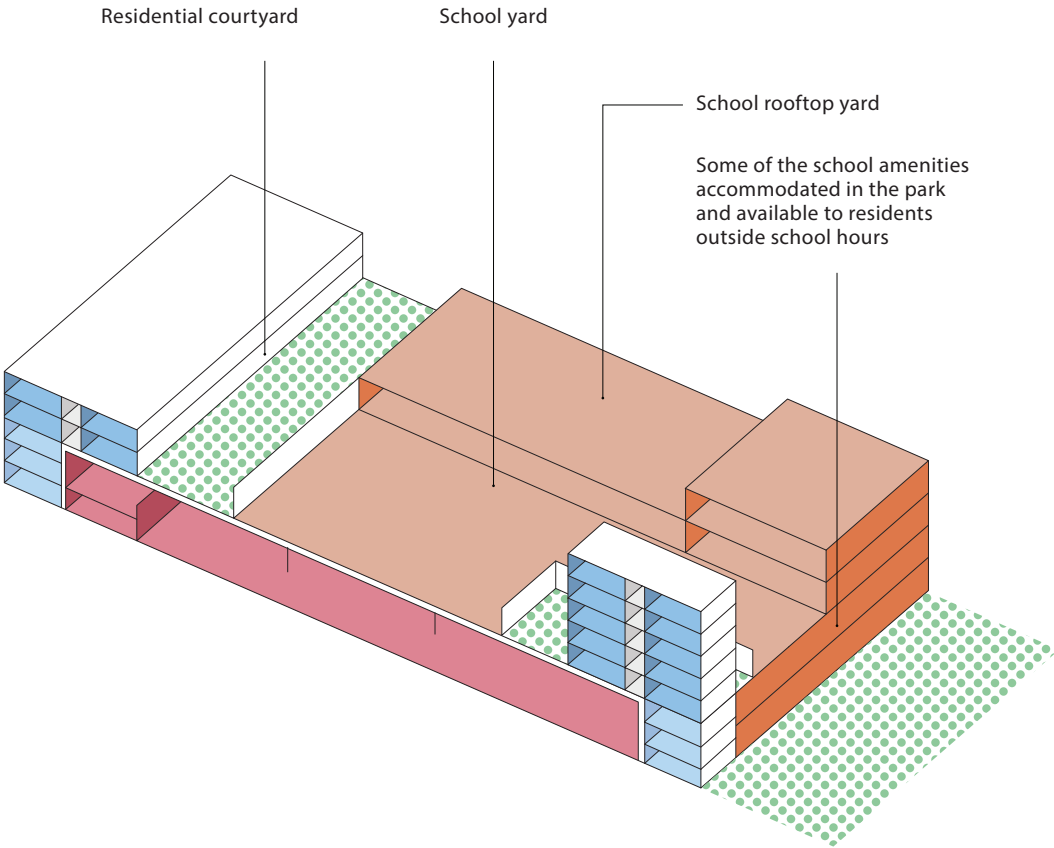
Alternative location - in the Park

An alternative option for the school was considered. This option positioned the school within the Park adjacent to the Tate. There is an opportunity for the co-located school and the Tate to heighten the civic qualities of the park.

The disadvantages of this option are that it would reduce the size of the park, create non-active edges onto it and breaks up its geometry.

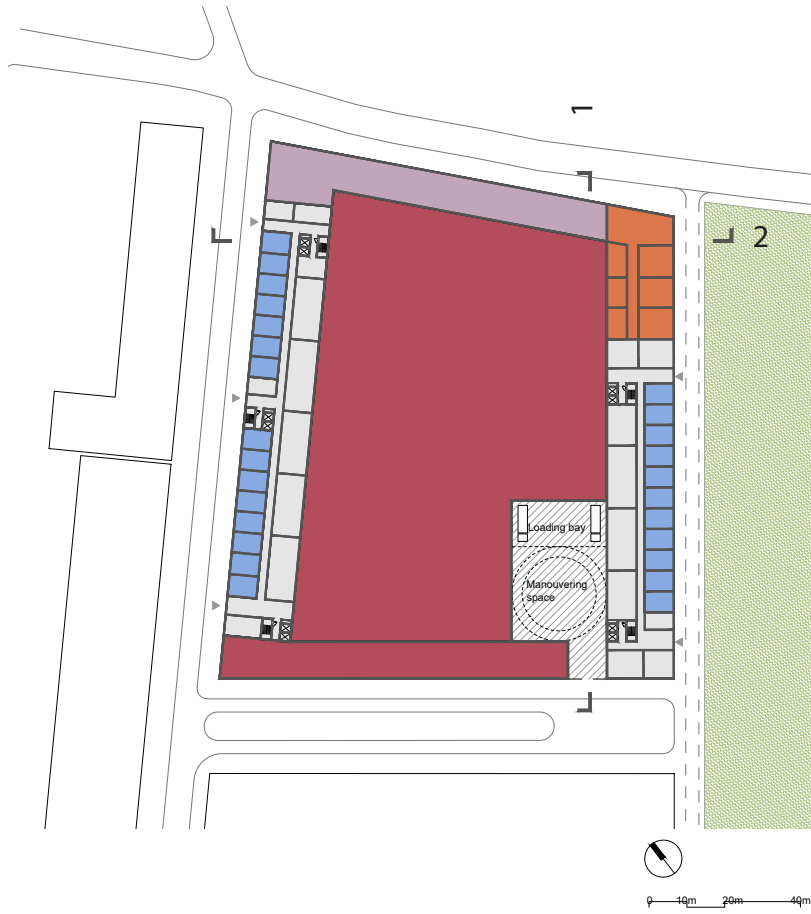


Preferred solution - integrated into an urban block

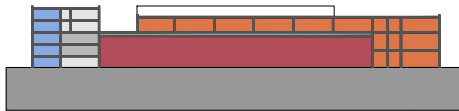


- School
- Storage and Distribution
- Residential
- Service yard
- Ancillary spaces

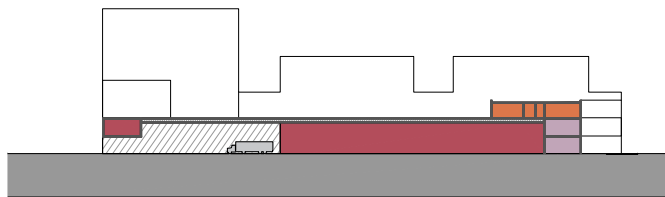
Ground Floor



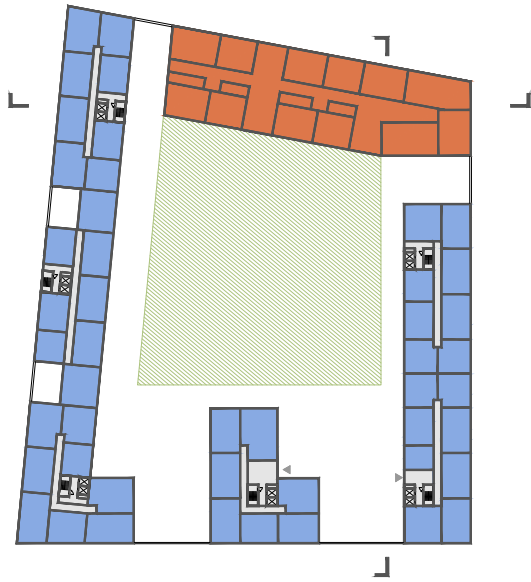
Section 1



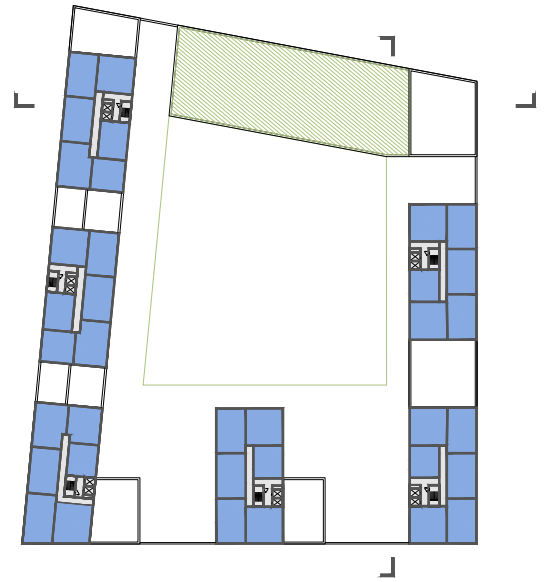
Section 2



2nd School Floor /
3rd Residential Floor



Typical Residential Floor



- School
 - Residential
 - Ancillary spaces
- Storage and Distribution
 - Service yard



Charles Dickens Primary School, Southwark, Maccreanor Lavington










School and sporthall, Rive de Seine, France, Chartier Dalix Architectes



Willow Walk looking south east

Movement and Access



-  Old Kent Road
-  Town Centre
-  Town Centre - pedestrian
-  Servicing Street
-  Servicing Street Internal
-  Residential Street
-  Residential Street - shared surface

Strategy

A streetscape strategy is proposed that creates a legible and attractive urban network – a permeable and equitable network of connections that reinvigorates links to the wider area and threads these into a new dynamic neighbourhood

The masterplan proposes to create a network of streets; streets will act as the primary public spaces, forming a hierarchy of typologies, in order to ensure high-quality, connectivity and legibility within the public realm.

Our approach emphasises defining a vision for a truly integrated mixed-use urban neighbourhood, that is comfortable, lively and with public spaces that are organised in easily understood networks. In order to realise this vision, existing networks, relationships and context have been reviewed. An integrated, multimodal network of streets and public spaces connect with the surrounding streets, with an emphasis on maximising pedestrian and bicycle connectivity.

Routes and Connections principles aim to maximise the activity in the public realm, and to minimise the potential negative effects of servicing activity on the quality of the public realm. Routes and Connections will cover movement across the masterplan, including access and servicing strategies, and approaches to sustainable transport

All streets are designed to prioritise and accommodate cycling and walking.

Access & Servicing

The masterplan proposes a series of changes to the primary access road network, in light of the vision to create an intensified truly urban mixed-use neighbourhood, that is focused on walking and cycling. Two moves underpin the evolution of the area from a highly configured car-borne environment, to an mixed, inclusive, healthy and equitable piece of central London:

Firstly, Mandela Way is proposed to be truncated by the new park, create a boulevard street in two parts, creating a quite walking and cycling route, an enhanced sociable and green public realm, whilst provide serving access to business. The highway should be kept open on Mandela Way to serve existing industrial units until existing access arrangements have been reorganised. After which the road can be stopped up to complete the park.

Secondly, the masterplan proposes the downgrading of the Dunton Road and Humphrey Street gyratory, to create a series of town centre focuses civic spaces and streets.

The reconfigured Mandela Way remains the principal means to services the businesses within OKR3. The northern section maintains its direct connection to Old Kent Road. Access to the Old Kent Road for the southern section is via Dunton Road

Residential access and servicing is carefully composed to operate independently from major servicing activities associated with storage and distribution, small industrial uses. Primary access is off Willow Walk via a series of residential focused perpendicular streets, or the two streets which front the Mandela Way Park edge. All perpendicular streets join and allow access to the Marcia Road Parallel Street.

Servicing

The modified Mandela Way is maintained as the primary access routing for servicing storage and distribution, small industrial uses.

All storage and distribution uses are serviced within the curtilage of their own plot. Servicing, parking and layover all occur within covered service yards set within the plots.

Small industrial uses are serviced into two ways. Either via dedicated linear yards, shared between a group of units, or a forecourt condition where a servicing area is provided between the back edge of the pavement and the units.

Retail and commercial servicing for larger uses within OKR4 would be provided by on plot in fully integrated service yards. Access for commercial servicing would be routed from Dunton Road and the easterly end of Mandela Way.

Smaller retail and commercial units would be subject to a managed time based solution, with servicing occurring from the street at controlled times. .

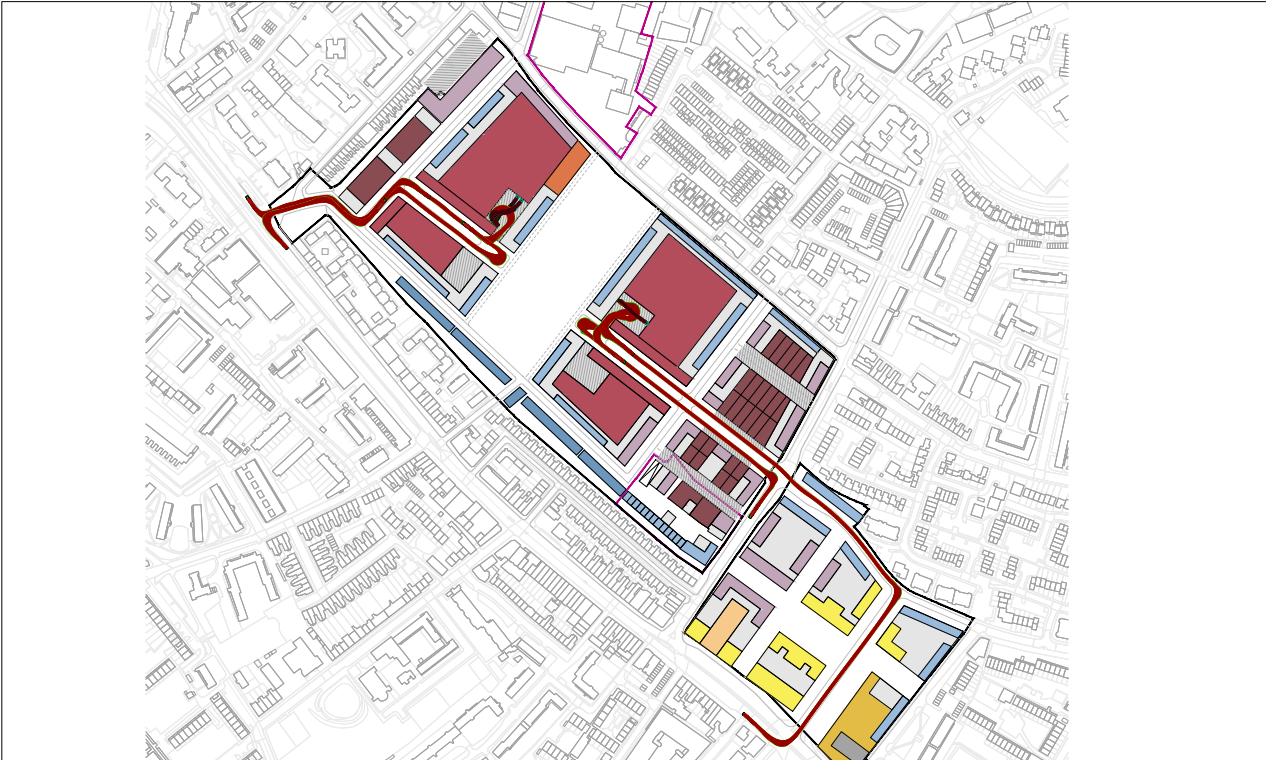
Car Parking

The masterplan is conceived as a dense central area urban development, and therefore minimal residential car parking norms have been assumed and tested. No provision for built, or basement, car parking has been accounted for within the masterplan. All car parking is provided on street, and the design of the street sections accommodates a suitable quantum, including blue badge spaces, to support the density of residential proposed.

Tracking

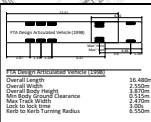
Tracking has been undertaken to test the suitability of the masterplan from a servicing perspective. A number of differing services vehicles have been tested, and the testing demonstrates that, in principal, that the proposed street configuration and sections are operable.

Tracking drawings are included opposite.



Contract Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and the specification.
2. This drawing should not be scaled.
3. All dimensions are to be verified by the contractor on site.
4. All discrepancies should be reported to the C.A. prior to the commencement of the works.



NO.	DESCRIPTION	DATE	BY	CHKD BY
1	Issue for Information	11/12/20 </td <td>AB</td> <td>SK</td>	AB	SK
2	Issue for Information	11/12/20	AB	SK

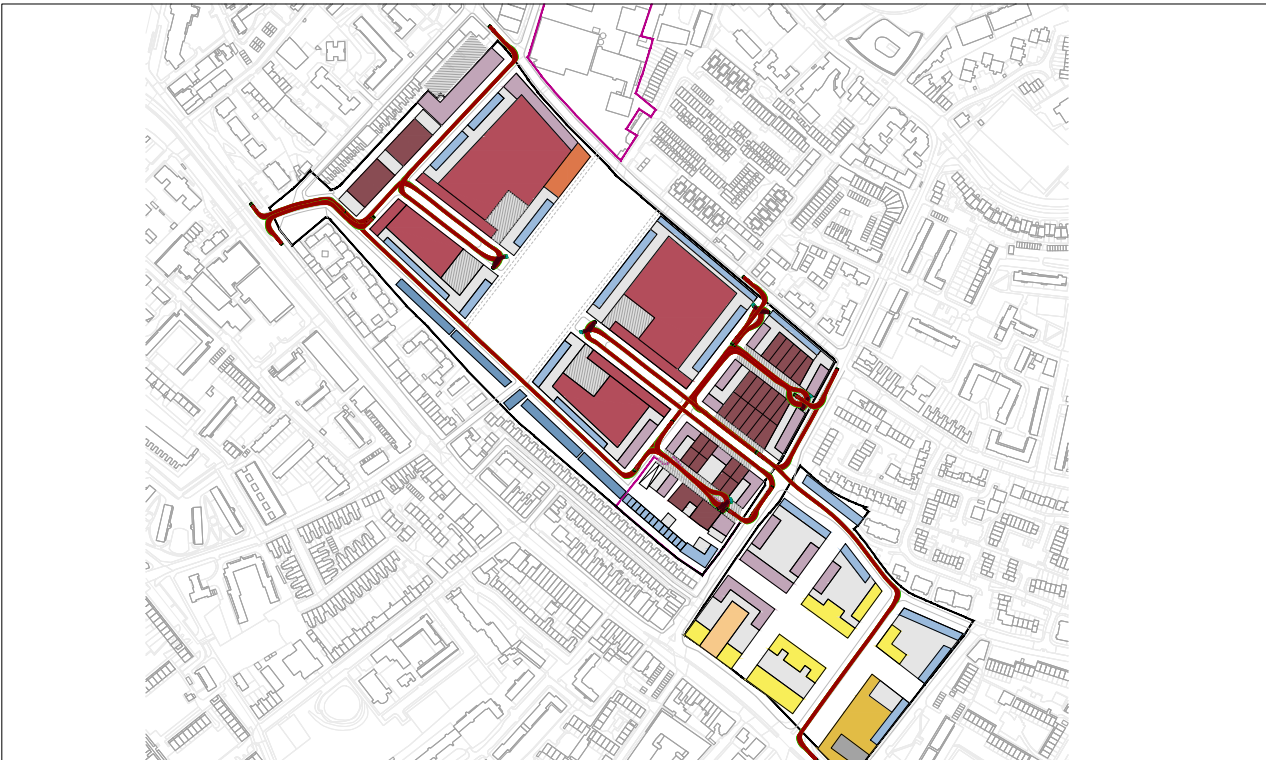
Old Kent Road Distribution Centres, Southwark

Vehicle Tracking:
Articulated Lorry

Civic Engineers
www.civicingineers.com

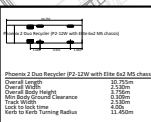
INFORMATION

Project Name	TR0001
Sheet	P02



Contract Notes

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NO.	DESCRIPTION	DATE	BY	CHKD BY
1	Issue for Information	11/12/20	AB	SK
2	Issue for Information	11/12/20	AB	SK

Old Kent Road Distribution Centres, Southwark

Vehicle Tracking:
Refuse Truck

Civic Engineers
www.civicingineers.com

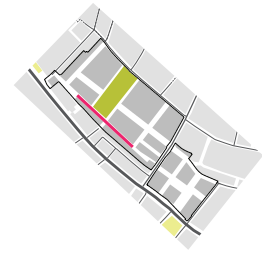
INFORMATION

Project Name	TR0001
Sheet	P02

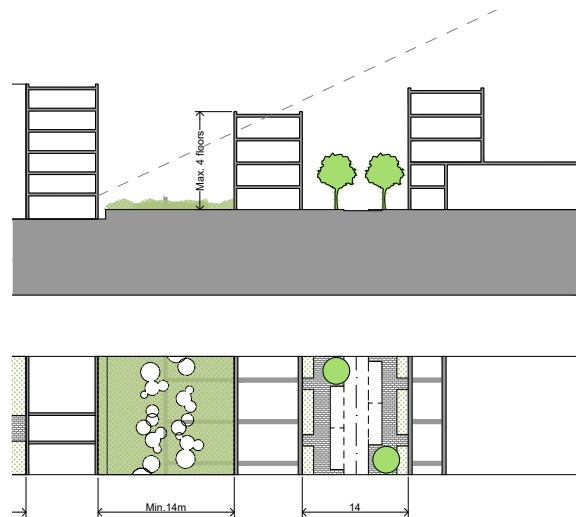
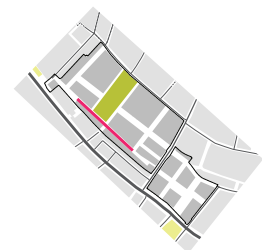
Key street sections

Marcia Road Parallel Street

A new street parallel to Marcia Road, which encapsulates its rear condition, to create a new residential street with a focus of front doors on the street. The street is defined to have a similar character as Marcia Road, whilst accommodating a set change in scale to allow for taller buildings.

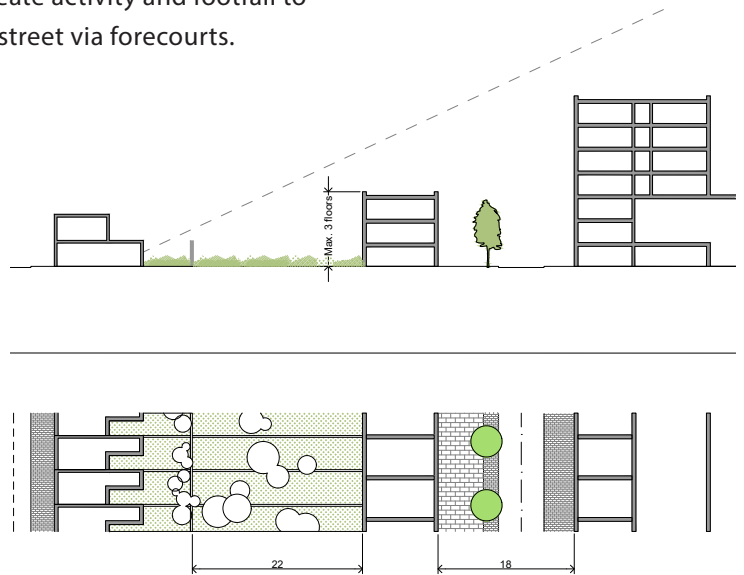
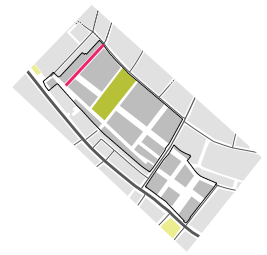


The street continues north west and form a completes urban block with the Peabody Buildings. The positioning of the street and the proposed massing have been carefully considered to ensure that the existing amenity of the Peabody Buildings is maintained.



Page's Walk Parallel Street

A new street parallel to Page's Walk is proposed, which forms a complete urban block with it. The street is reasonably offset from Page's Walk which allows for a step change in massing. The street is a mixed street, with workspaces at ground on the northern side, with residential above. Front doors punctuate the workspace, designed to create activity and footfall to the street. Servicing for workspaces is from the street via forecourts.



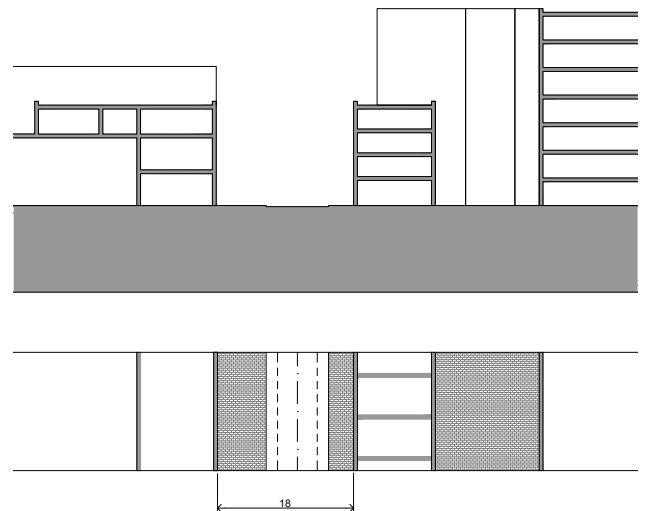
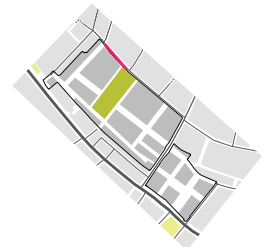
Willow Walk

Willow Walk is relatively quiet, tree-lined residential street, with buildings up to 4 floors.

New volumes on Rich Estate will be up to 7 floors.

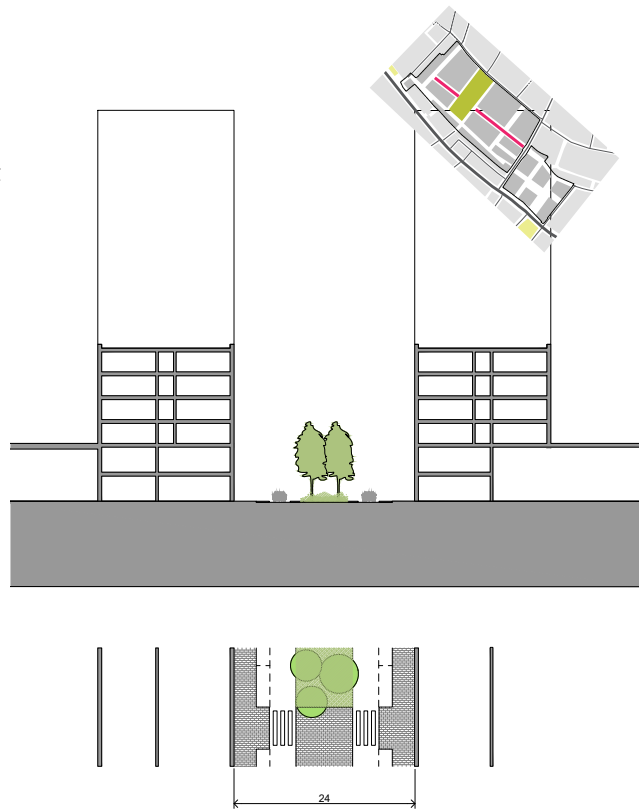


School integrated in residential block



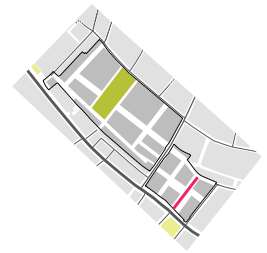
Mandela Way - OKR 3

A green boulevard, linked in to the new Mandela Way Park. A spacious profile is proposed, with sufficient space to accommodate servicing access to employment use along Mandela Way, whilst providing a generous green space and dedicated walking and cycling routes linking Old Kent Road to Dunton Road. The profile accommodates buildings up to 10-12 floors.



Humphrey Street

Section through new public space shows proposed 4-storey tower in the background. The profile allows for a new linear hard public space, in support of a new town centre, activated with retail, leisure and civic uses.

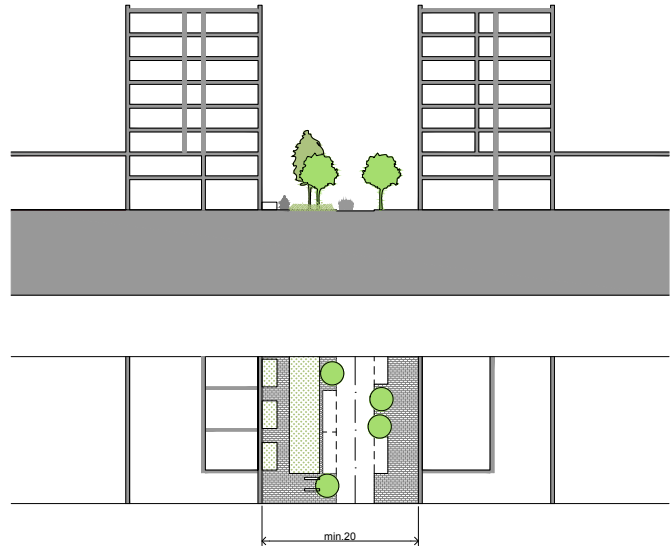
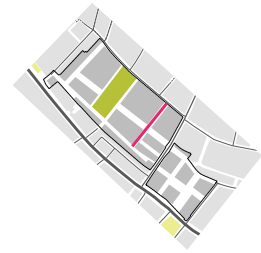


Turftmarkt in The Hague



New Residential Street

A new street parallel to Dunton Road, linking Willow Walk to Mandela Way is proposed. Mixed-use in character, it is designed as a slow street. The street is generously scaled to allow for ground level maisonettes complete with useably scaled defensible zones. The southern side is defined, and activated, by a series of office / studio uses at the lower levels.

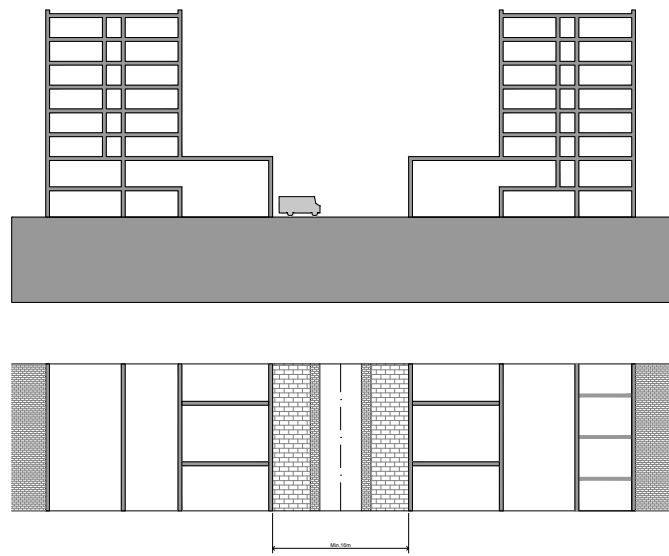
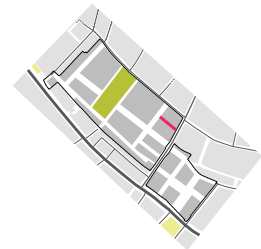


Working Yard

Situated off Dunton Road is a cluster of small industrial units, configured around an internal linear courtyard. The Workspace courtyards are designed to complement the larger scaled distribution and storage uses, and augment the existing local ecosystem.



Bow Enterprise Park, London

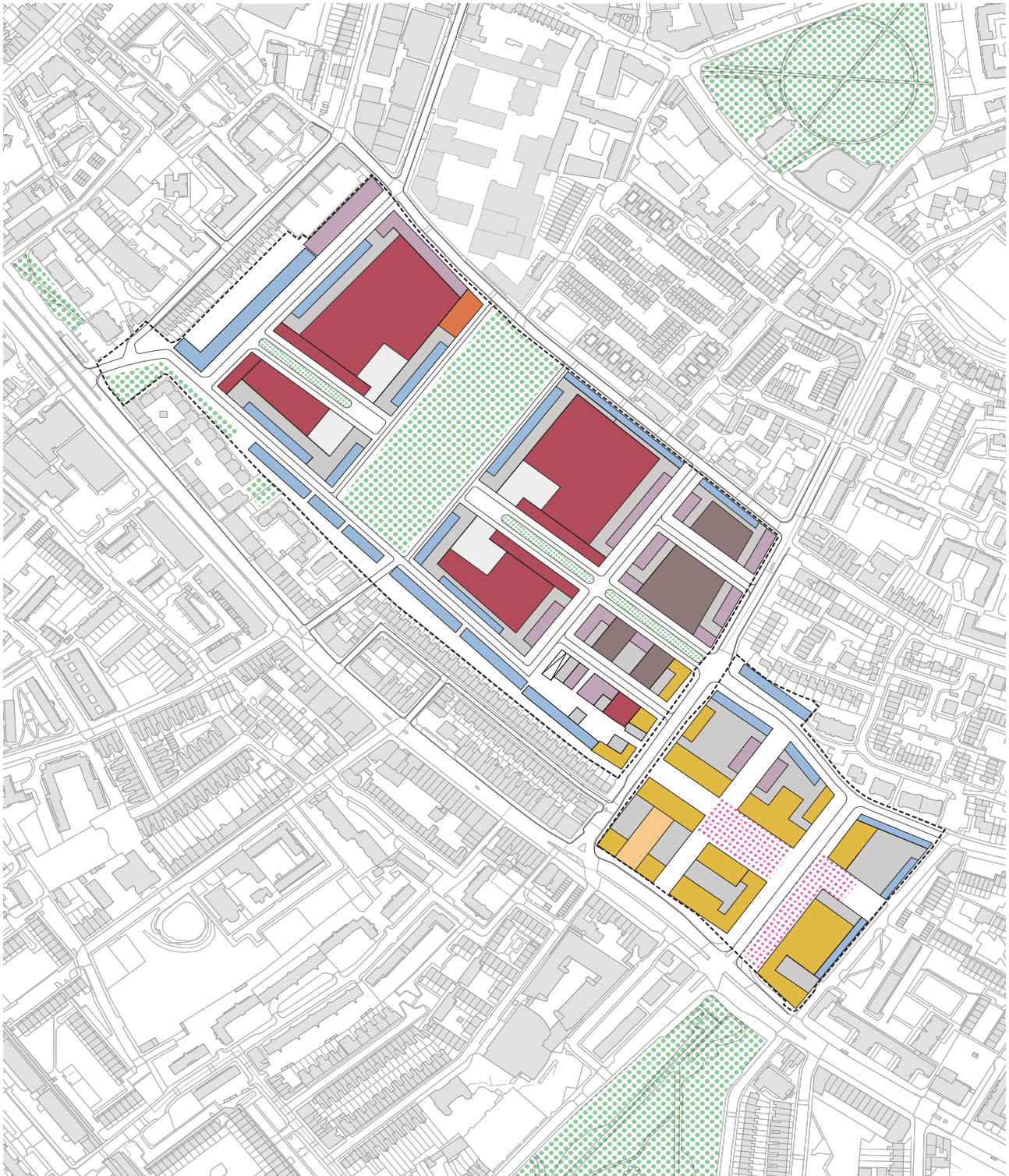












Marcia Road entrance, viewed from Dunton Road

The Masterplan

Ground floor



- | | | |
|--|--|---|
|  Distribution and Storage |  Town Centre |  Residential |
|  Small Industrial Units |  School |  Residential ancillary |
|  Office / Studio |  Tube station | |

Upper floor



Massing





Accommodation schedule

AAP Targets

Sites		Residential					Employment					Education			Retail / leisure			Train Station	
Site	Area	Apartments [GEA]	Houses [GEA]	Residential Ancillary [GEA]	GEA [m ²]	GIA [m ²]	units	Offices B1a [GEA]	Industrial B1c [GEA]	Distribution and Storage B8 [GEA]	GEA [m ²]	GIA [m ²]	Primary School [GEA]	GEA [m ²]	GIA [m ²]	Retail [GEA]	GEA [m ²]	GIA [m ²]	GEA [m ²]
OKR3	12.08				252,406	227,165	2,420												
OKR4	4.07				110,037	99,033	1,055												
Total	16.15				362,443	326,198	3,475												4,000 JOBS

The Masterplan

Sites		Residential					Employment					Education			Retail / leisure			Train Station	
Site	Area	Apartments [GEA]	Houses [GEA]	Residential Ancillary [GEA]	GEA [m ²]	GIA [m ²]	units	Offices B1a [GEA]	Industrial B1c [GEA]	Distribution and Storage B8 [GEA]	GEA [m ²]	GIA [m ²]	Primary School [GEA]	GEA [m ²]	GIA [m ²]	Retail [GEA]	GEA [m ²]	GIA [m ²]	GEA [m ²]
The Masterplan																			
OKR3																			
OKR3.1 Duchy of Lancaster	2.82	38,276	3,683	2,268	44,227	39,804	424	8,095	0	9,650	17,745	15,971	3,330	3,330	2,997	0	0	0	0
OKR3.2 City of Westminster	2.43	40,806	6,276	2,753	49,835	44,852	478	0	0	8,993	8,993	8,094	0	0	0	0	0	0	0
OKR3.3 Tate	1.37	17,676	6,105	1,801	25,582	23,024	245	0	0	2,725	2,725	2,453	0	0	0	0	0	0	0
OKR3.4 Royal Mail Pension Fund	2.00	26,053	8,922	1,865	36,840	33,156	353	846	0	4,767	5,613	5,052	0	0	0	0	0	0	0
OKR3.5 John Lyon's Charity	1.16	27,841	714	1,731	30,286	27,257	290	3,365	4,184	0	7,549	6,794	0	0	0	0	0	0	0
OKR3.6 Conway	0.43	14,884	0	821	15,705	14,135	151	1,580	1,366	0	2,946	2,651	0	0	0	391	391	352	0
OKR3.7 Southwark Council		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OKR3.8 Firmedale**	0.70	24,466		3,346	27,812	25,031	230	871	956		1,827	1,644	0	0	0	0	0	0	0
TOTAL	12.08	190,002	25,700	14,585	230,287	207,258	2,171	14,757	6,506	26,135	47,398	42,658	3,330	3,330	2,997	391	391	352	0
OKR4																			
OKR4.1 Invesco	2.16	74,609	765	5,467	80,841	72,757	775	638	0	0	638	574	0	0	0	7,031	7,031	6,328	1,084
OKR4.2 Strathclyde Pension	0.96	49,244	1,006	2,763	53,013	47,712	508	0	0	0	0	0	0	0	0	3,601	3,601	3,241	0
OKR4.3 Quadron Investments Ltd.	0.12	3,088	0	0	3,088	0	30	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	4.07	126,941	1,771	8,230	136,942	123,248	1,313	638	0	0	638	574	0	0	0	10,632	9,569	1,084	0
GRAND TOTALS	16.15				367,229	330,506	3,484	15,395	6,506	26,135	48,036	43,232	3,330	3,330	2,997	11,023	9,921	1,084	0

Sites		TOTAL				Public Open Space provision [ha]	m ² /apt
Site	Area	GEA [m ²]	GIA [m ²]	Floor Area Ratio (FAR)	units /ha		
OKR3	12.08					based on 5m ² /unit requirement	
OKR4	4.07						
Total	16.15	TBC	TBC	215	1.74	5.0	

Sites		TOTAL				Public Open Space provision [ha]	m ² /apt
Site	Area	GEA [m ²]	GIA [m ²]	Floor Area Ratio (FAR)	units /ha		

The Masterplan

OKR3							
OKR3.1 Duchy of Lancaster	2.82	65,302	58,772	2.31	150	0.21	
OKR3.2 City of Westminster	2.43	58,828	52,945	2.42	197	0.72	
OKR3.3 Tate	1.37	28,307	25,476	2.07	179	0.24	
OKR3.4 Royal Mail Pension Fund	2.00	42,453	38,208	2.12	177	0.29	
OKR3.5 John Lyon's Charity	1.16	37,835	34,052	3.27	251		
OKR3.6 Conway	0.43	19,042	17,138	4.42	350		
OKR3.7 Southwark Council		0	0			0.20	
OKR3.8 Firmdale**	0.70	27,812	25,031	3.97	329		
TOTAL	12.08	279,579	251,621	2.31	180	1.67	

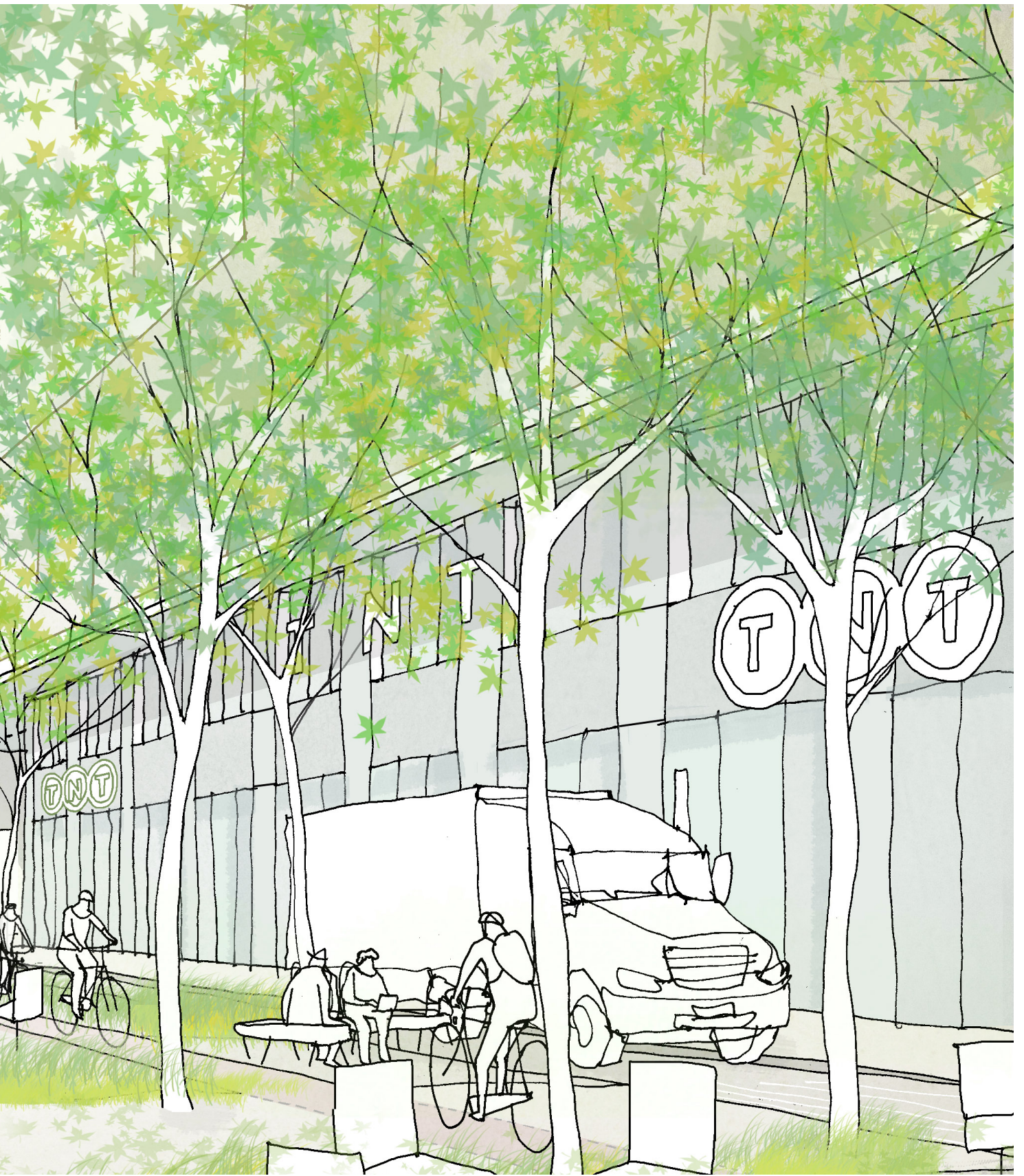
OKR4							
OKR4.1 Invesco	2.16	89,594	80,635	4.15	359	0.26	
OKR4.2 Strathclyde Pension	0.96	56,614	50,953	5.88	528	0.19	
OKR4.3 Quadron Investments Ltd.	0.12	3,088	2,779	2.60	250		
TOTAL	4.07	149,296	134,366	3.67	323	0.45	

GRAND TOTALS	16.15	428,875	385,988	2.66	216	2.11	6.1
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Artist Impressions



Impression of Mandela Way, looking towards the new park





Impression of the new street behind Pages Walk, looking towards Rich Estate



Impression of Rowcross Street, looking towards Burgess Park

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