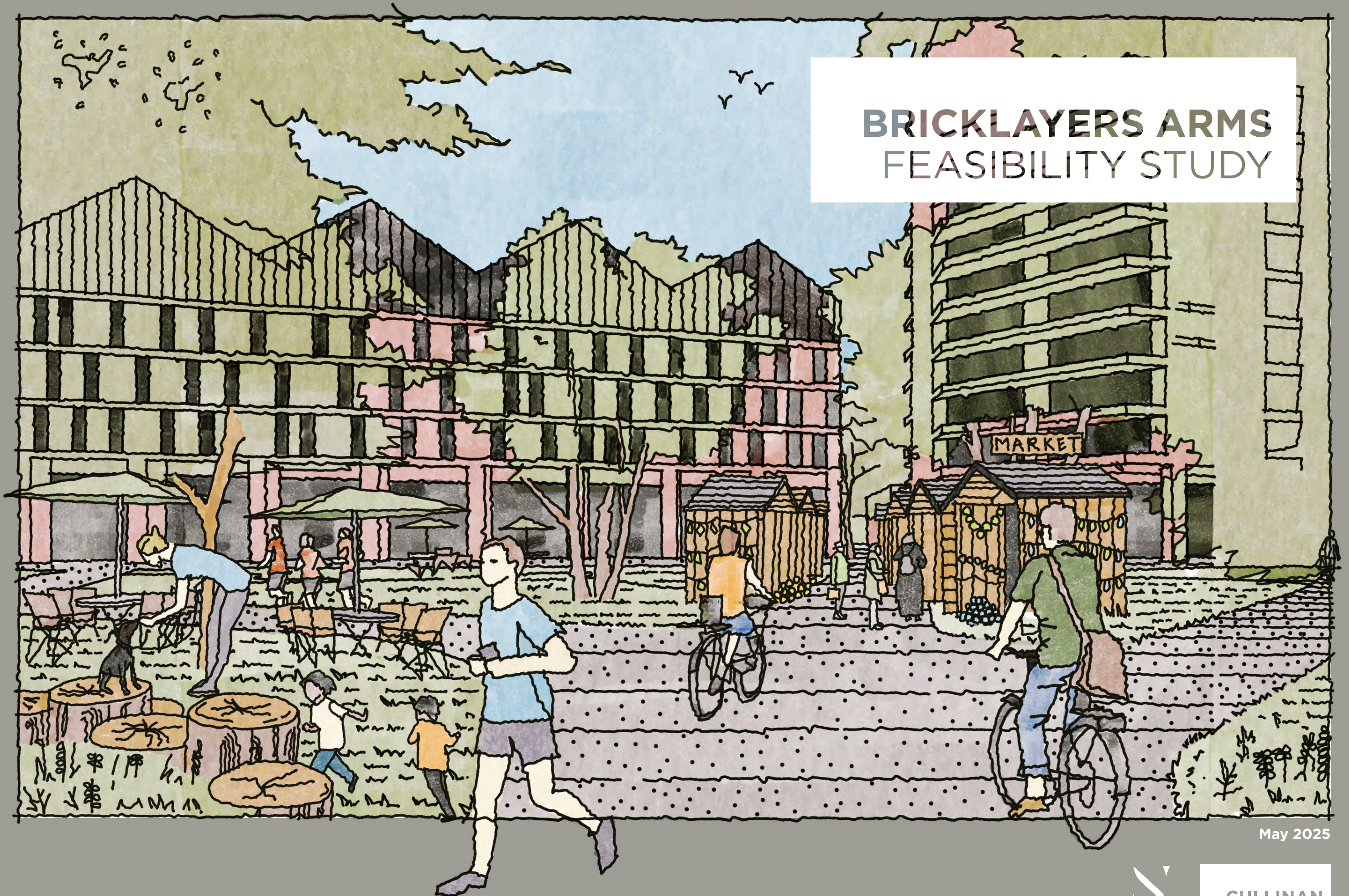


# BRICKLAYERS ARMS FEASIBILITY STUDY



May 2025

turkington martin

Native  
Studio

CULLINAN  
STUDIO



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Date	Revision	Author	Checked	Reviewed
12.03.2025	First issue			
28.05.2025	Updated to Client's comments	KG	RL	

# 1.0 INTRODUCTION

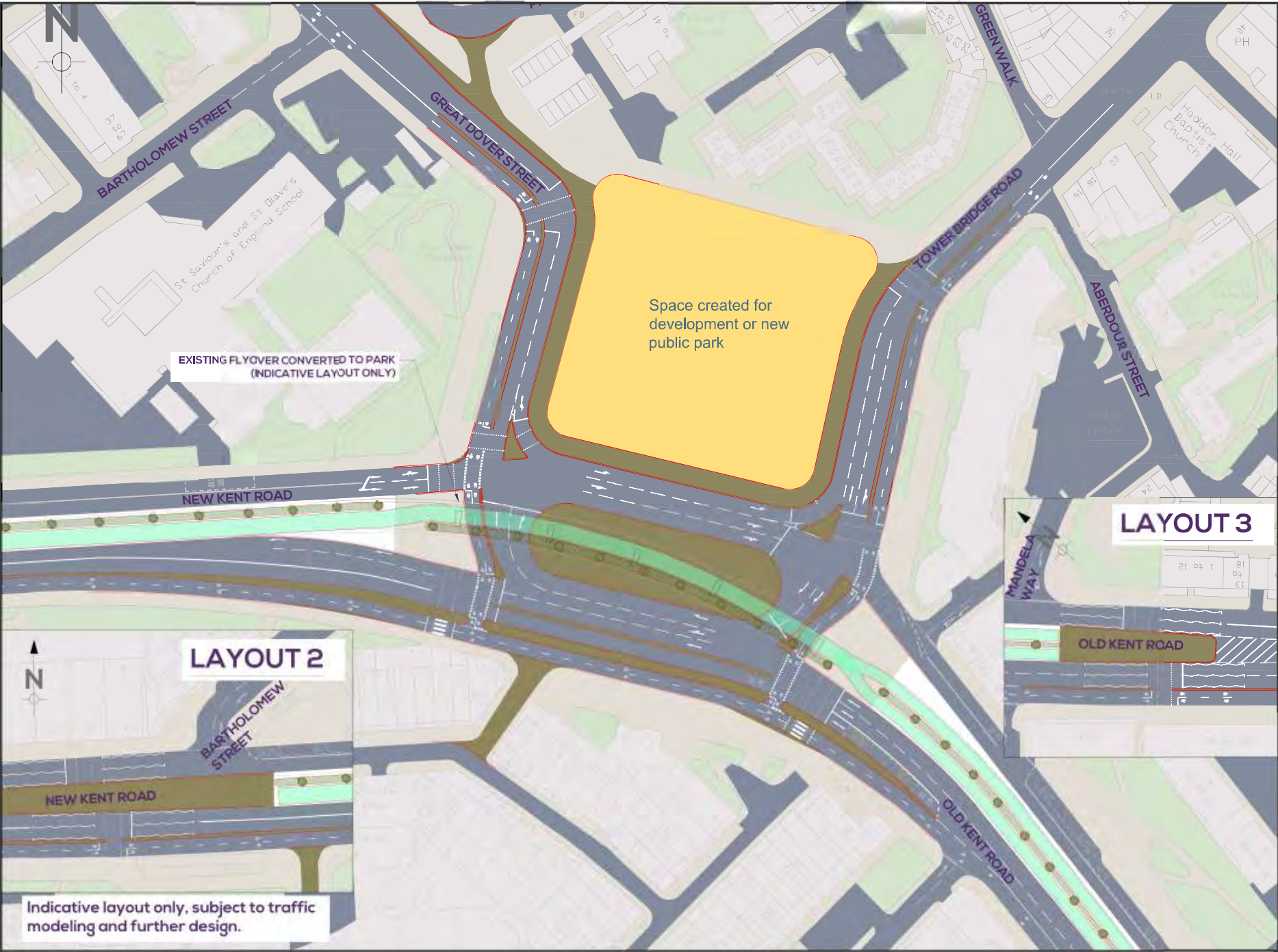
# 1.1 Introduction

Following a competitive process LB of Southwark, our team comprising Cullinan Studio as Masterplan Architect and lead consultant, Native Studio as Consultation and Public Realm experts, and Turkington Martin as Landscape Architects, were selected to develop this Feasibility Study for the Bricklayers Arms Gyratory beginning in July 2024. This report is the result of our investigations, analysis, and discussions with the local community and expert consultees. The client team for Southwark met with our team regularly throughout the Study and have brought in TFL and the GLA to comment of proposals at the appropriate time.

We held meetings with our LB of Southwark clients on the following days:  
17 Jul 24 / 20 Aug 24 / 11 Sep 24 / 8th Oct 24 / 11 Oct 24 (Site Visit: Abutments) / 17 Oct 24 / 23 Oct 24 / 24 Oct 24 (with GLA) / 7 Nov 24 / 11 Nov 24 (with TFL) / 18 Nov 24 / 22 Nov 24 / 28 Nov 24 / 11 Dec 24 (Engagement Day at Forma gallery) / 16 Dec 24 (Community Review Panel / 27 Feb 24 (Final Report)

The Study takes as it's starting point the Metis proposal to close the northern arm of the Gyratory to reconnect it to the north, and transform the flyover into a linear park (Option 7b in the feasibility report of May 23 - see plan drawing on the right).

Our brief asked us to look at the potential for development that would be appropriate in scale to the context, and to find functions and arrangements for facilities and improvements to the setting of the Gyratory that would create real benefit to the local community.



Above: Caption describing the picture.



## 2.0 SITE ANALYSIS

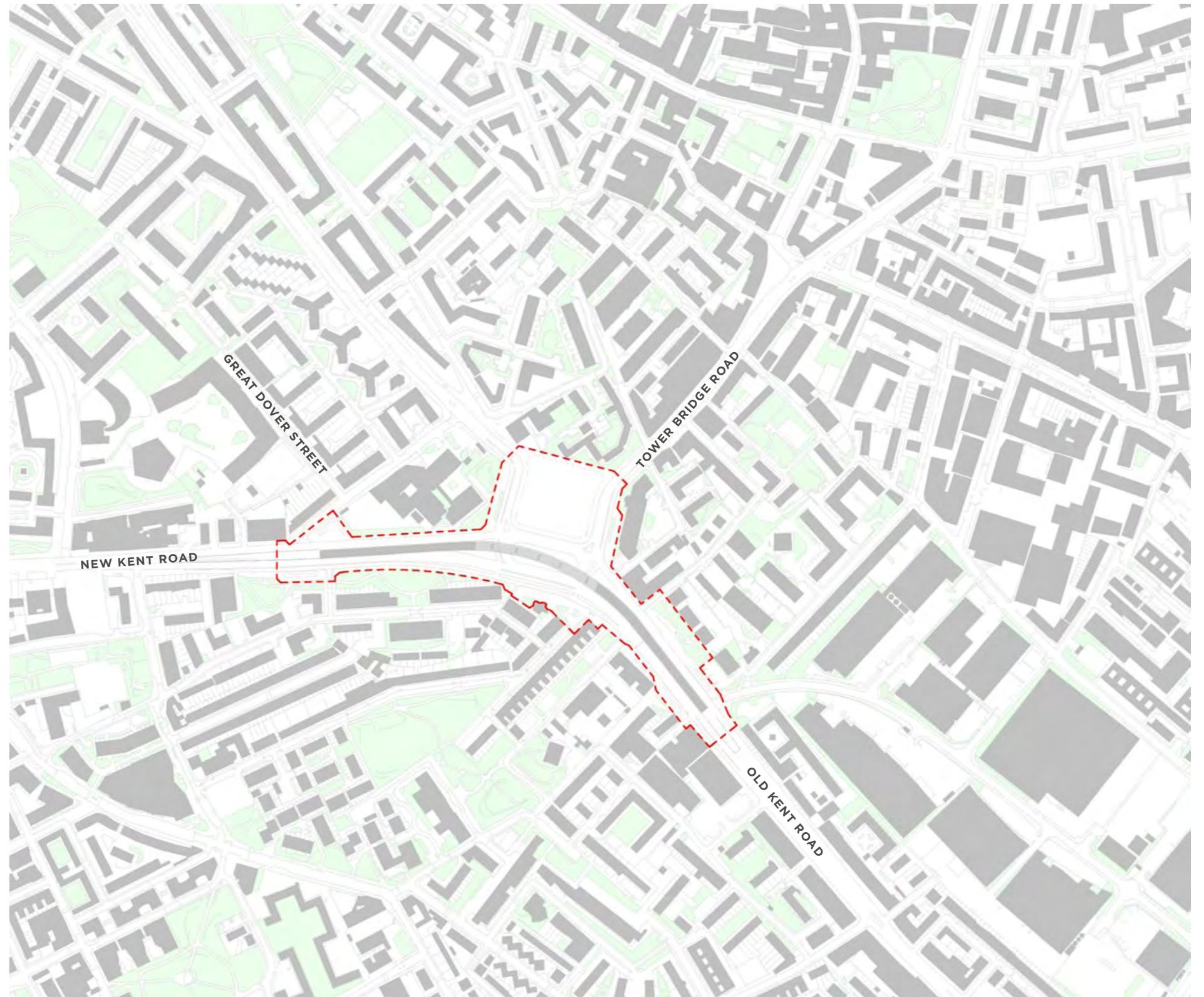


## 2.1 The Bricklayers Arms Site

The Bricklayers Arms Gyratory occupies a prominent position in South London, as a key intersection in the city, between Elephant and Castle, Tower Bridge, Borough and the Old Kent Road.

It acts as a Gateway to the city for traffic coming to London from Kent and the channel ports to the East.

As an important and large scale element of transport infrastructure the Gyratory also has a significant negative impact on the surrounding communities, with severance, noise and air pollution as all key problems for local people, local businesses and visitors.

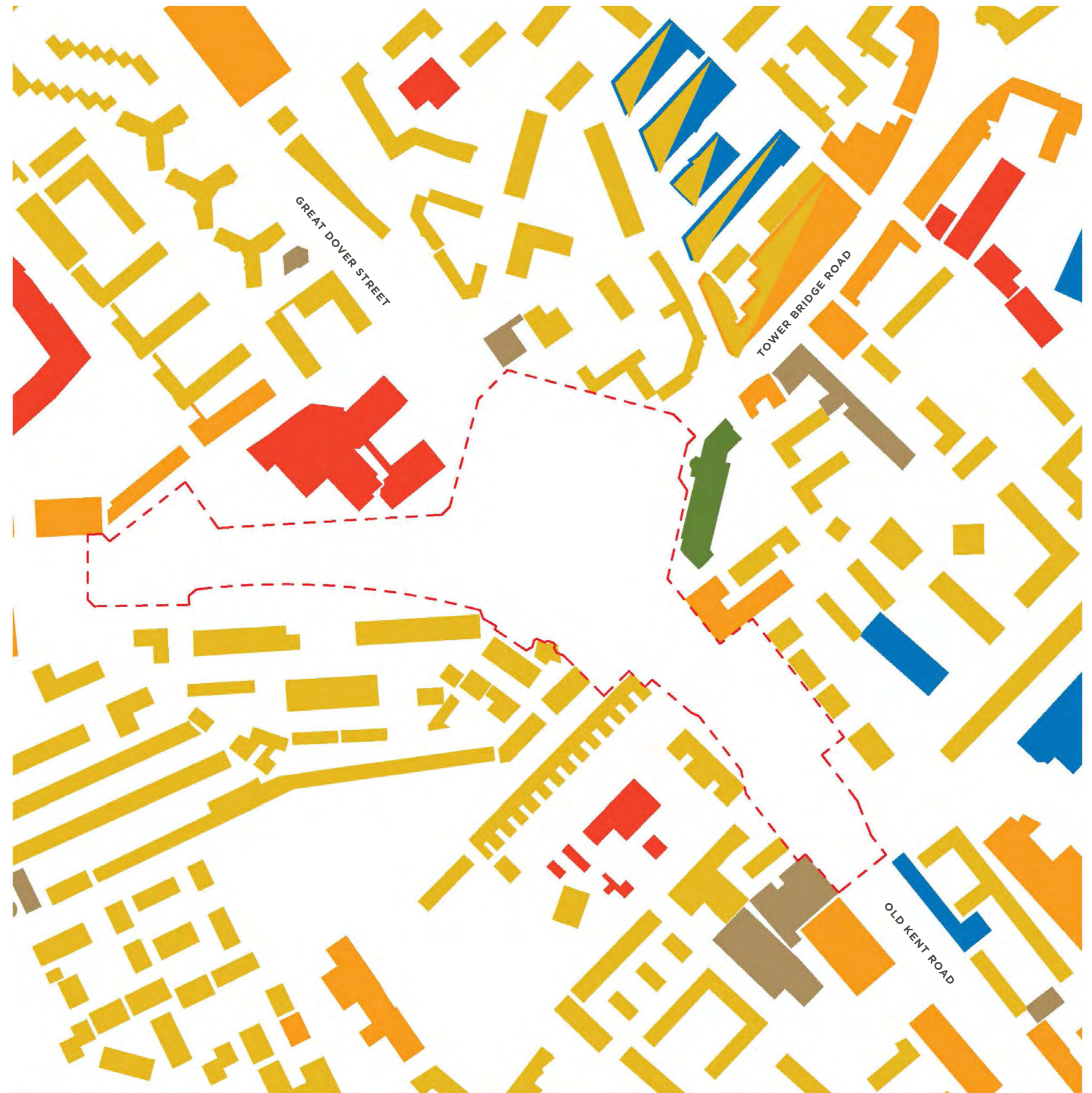




## 2.2 Surrounding Uses

The Bricklayers Arms area is home to a diverse community with varied needs and desires. To the east of the Gyratory is the Tower Bridge Care Home, to the north is the Haddonhall Housing Estate and Forma Art Gallery, and to the west lies the St Saviour's and St Olave's Church of England Girls' Secondary School.

We have been listening to the many local groups and residents, to understand how they use the area, and to find out what they would like to see in a reimagined Bricklayers Arms.





## 2.3 Historical Context

This 1950s historical map, above right, shows how the buildings north-east of Old Kent Road were typically orientated to be in alignment with this key route, prior to the construction of the gyratory.

In the drawing below right, Conservation areas immediately south of the gyratory and further to the north protect Georgian and Victorian terraced streets.



1950's Map overlaid with the Gyratory



Context and Conservation Areas to the South and North of Bricklayers Arms

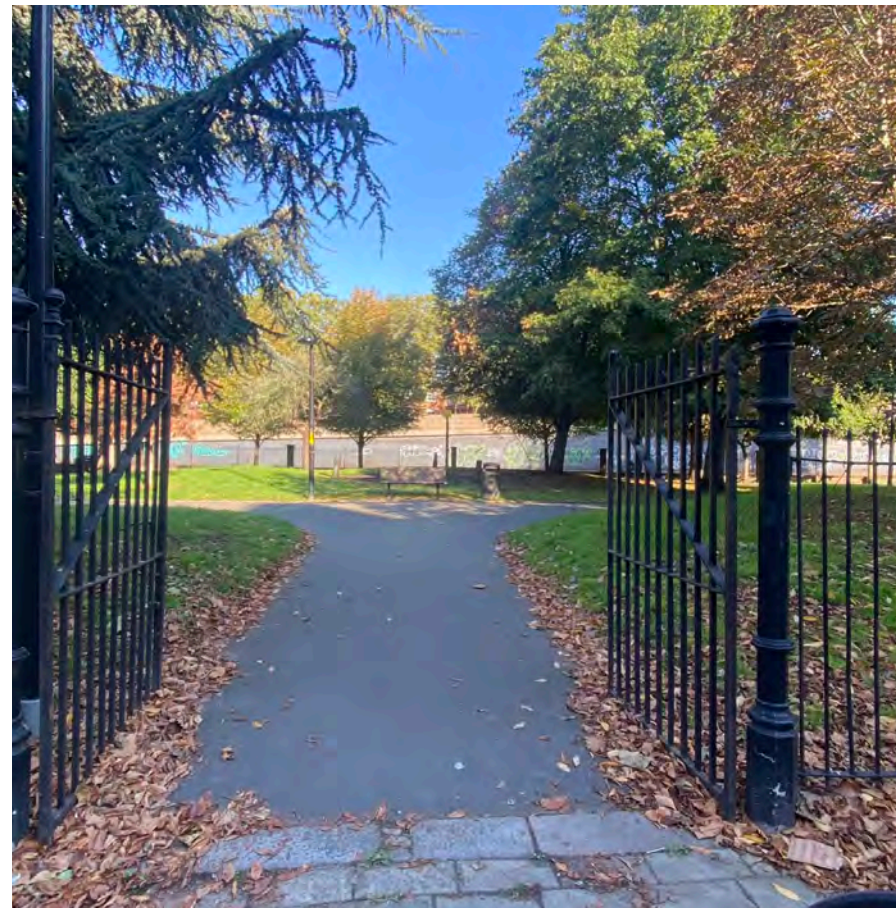
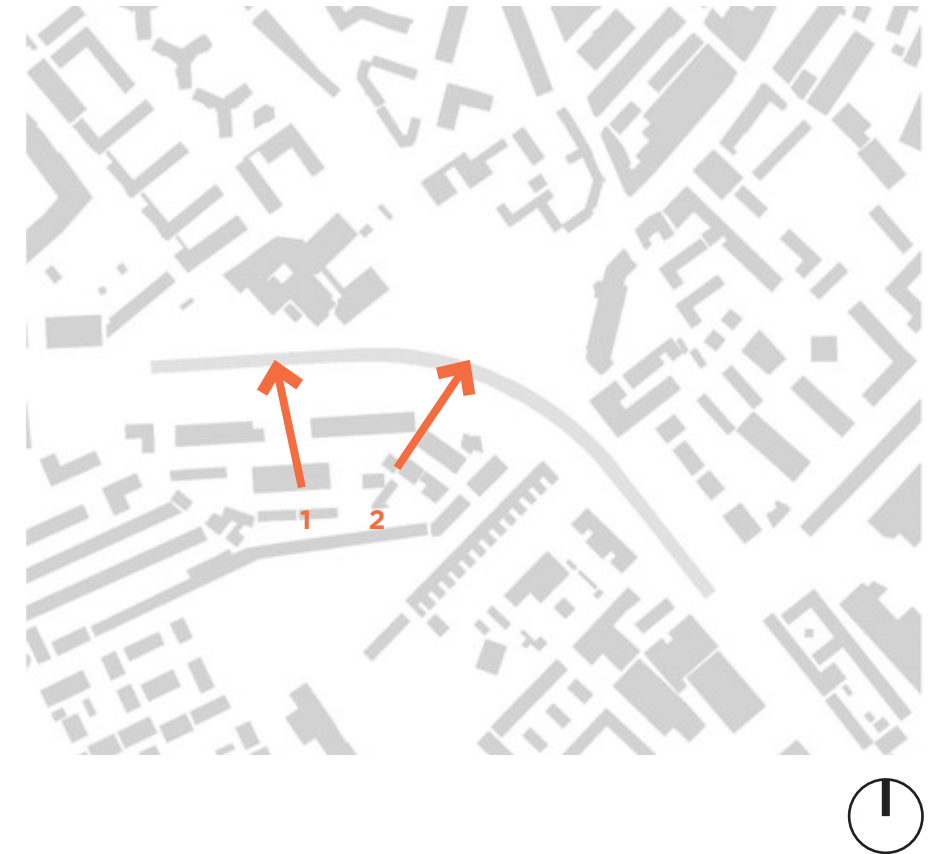


## 2.4 Walking Around the Neighbourhood

Our team has walked around the area to familiarise ourselves with the site and the surrounding neighbourhood. We have organised site walks with the Walworth Society and Green Links, as well as with local residents. These have been invaluable in gaining a deeper understanding of the potential opportunities to improve the site.

View 1 - a break in the houses along Searles Road provides access to Paragon gardens that runs parallel to New Kent Road. The rising flyover road can be seen in the distance forming an imposing physical and visual barrier between the north and south.

View 2 - a further break in houses where Paragon Mews meets Searles Road offers a key view of the flyover that has risen to a height that also allows a view through to the gyratory landscape beyond.



**VIEW 1** - View to western end of flyover across Paragon Gardens



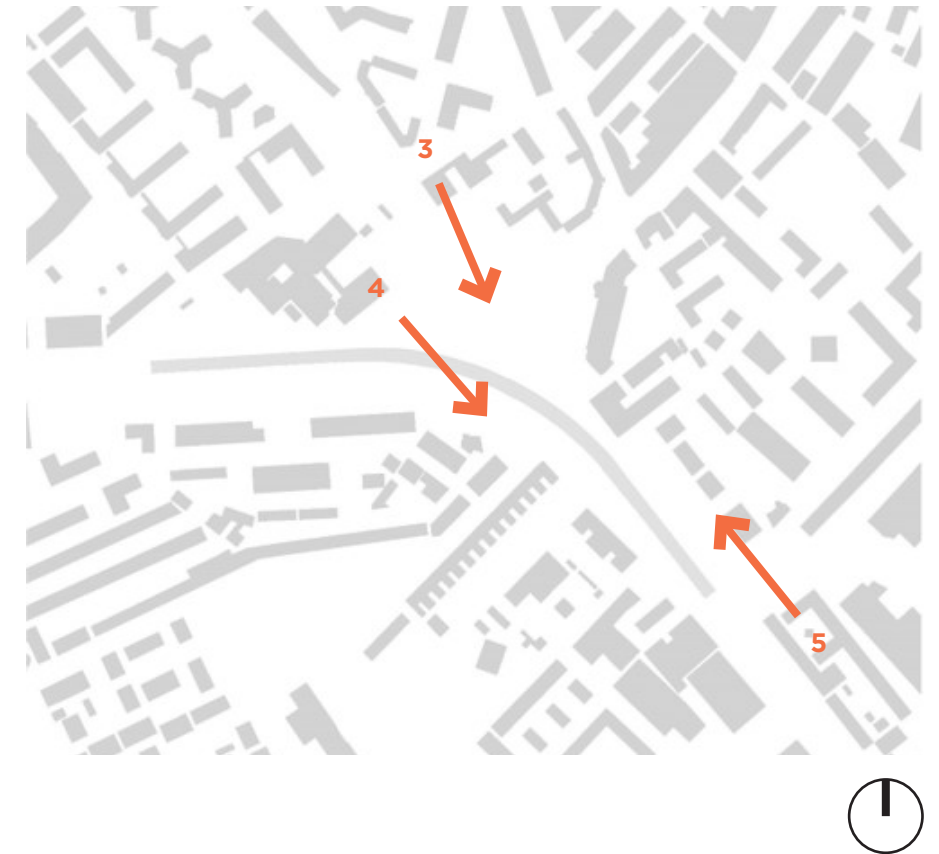
**VIEW 2** - View from Paragon Mews to flyover



View 3 - an elevated view from the Forma Gallery roof terrace that offers a sheltered place away shielded from the noise of the gyratory.

View 4 - the island below the flyover covers a significant area (approximately 20m x 60m) and there is an opportunity to use this space to serve the community.

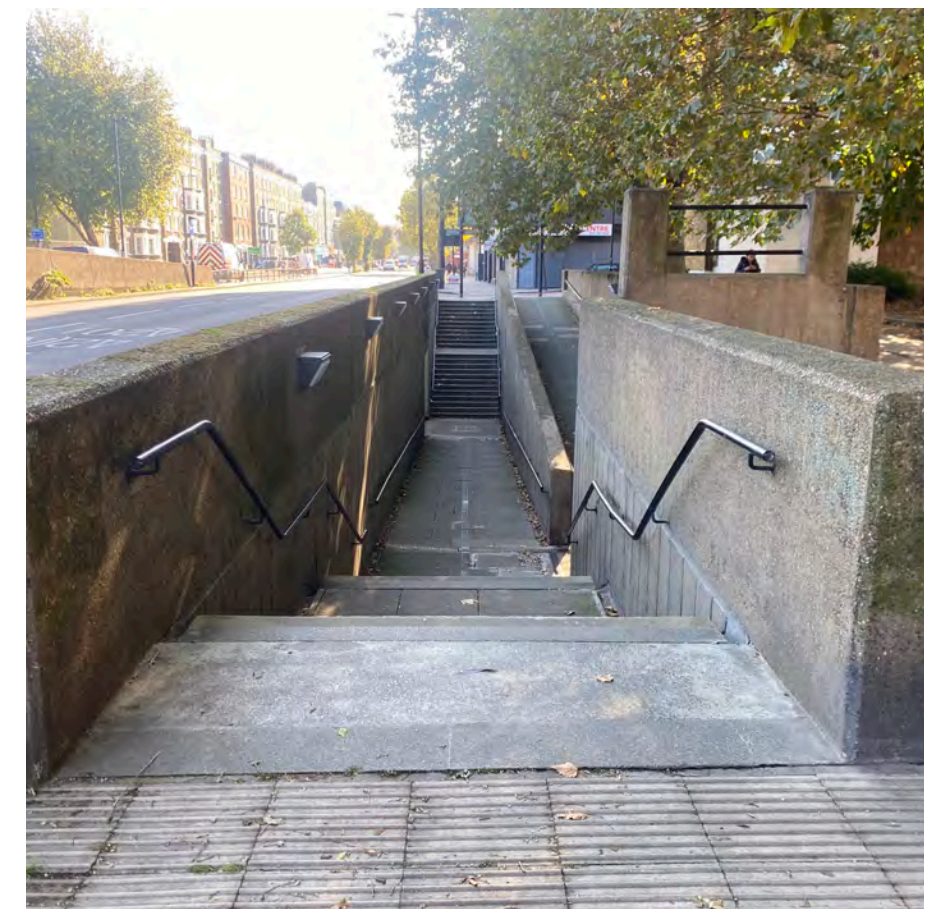
View 5 - the existing access to the subways have many blind spots that make use of the route feel unsafe. There is space adjacent to all the subway entrances to potentially reconfigure the access to make a more inviting, welcoming entrance.



**VIEW 3** - from the Forma Gallery roof towards flyover.



**VIEW 4** - view from under central area of flyover to Old Kent Road



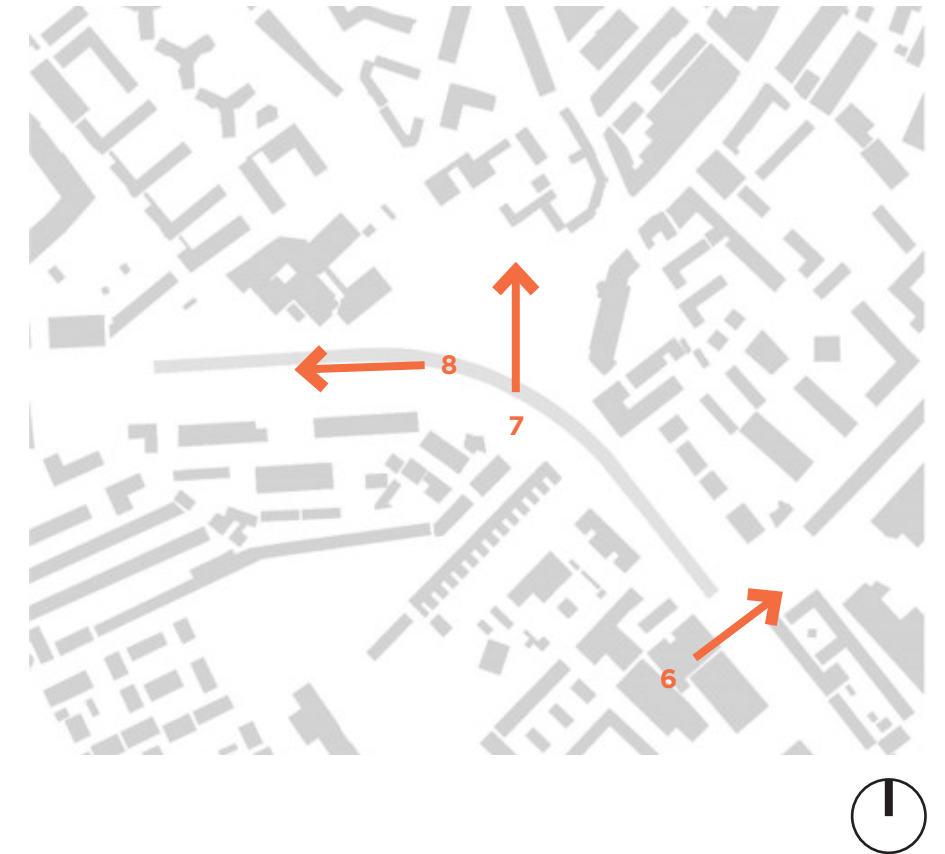
**VIEW 5** - view of pedestrian subway on east end of Flyover.



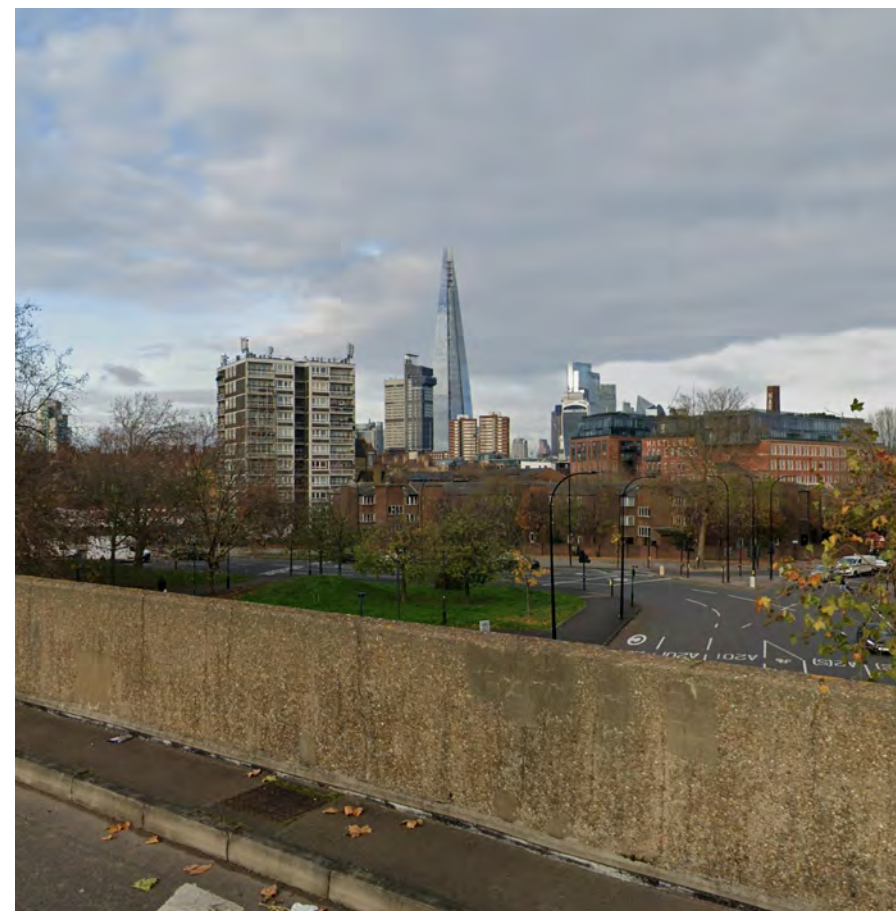
View 6 - the existing subway is an important crossing point but it looks unloved and unlovable. It feels unsafe and attracts illicit dealing. It could be transformed using light, art, and by opening up the access ramps to be more welcoming, let in daylight and views of nature.

View 7 - the potential for raised panoramic views of the city from a pedestrian space on the flyover suggest a public space or garden curated for/by the local community.

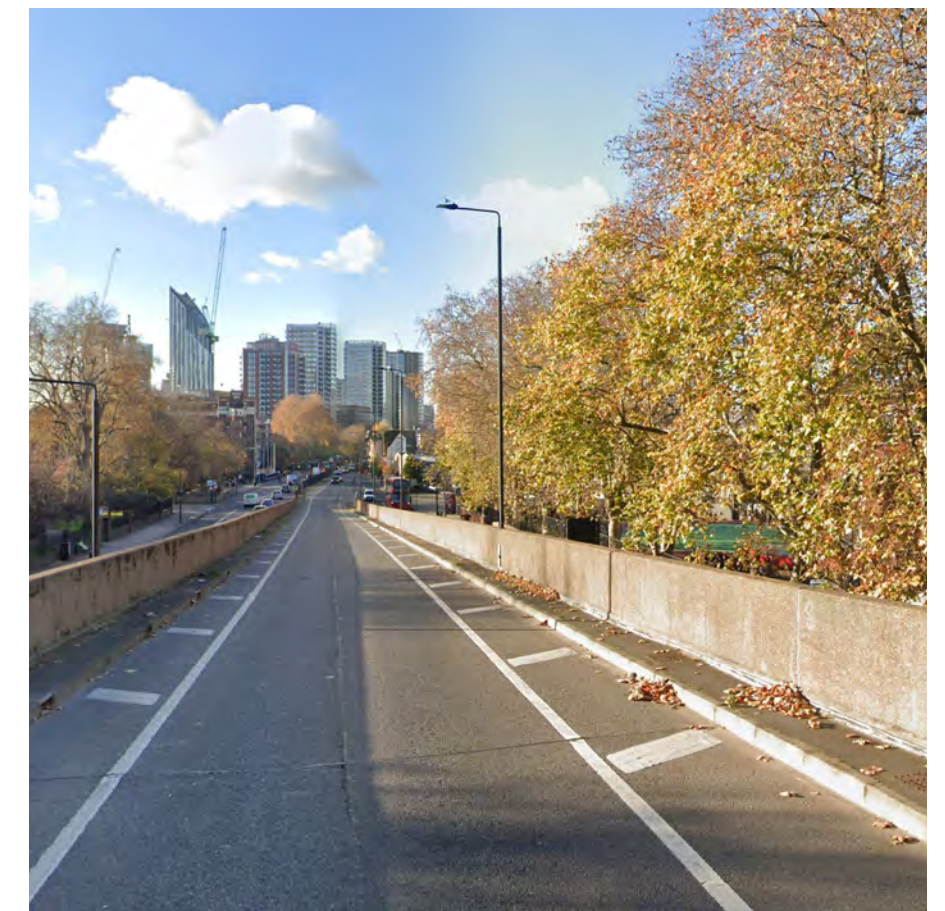
View 8 - a linear garden could be added onto the ramped wings of the flyover - here the west ramp frames the view towards Elephant and Castle.



**VIEW 6** - view along eastern subway under Old Kent Road.



**VIEW 7** - on flyover looking towards London and the Shard.



**VIEW 8** - on flyover looking towards Elephant and Castle.



## 2.5 Precedents

Our team have also looked at other existing gyratories in London that have been reconfigured, to understand how similar issues that are experienced at the Bricklayers Arms are addressed. These examples show how changing the island into a peninsula can release land for potential development, make better connections and accessibility, and improving the outlook and setting of both old and new buildings.

Each precedent is shown at the same scale, with the Bricklayers Arms gyratory included for comparison. Each had its own driving purpose for the transformation: Trafalgar Square was replanned to reconnect the famous square with the National Gallery to the north; Elephant and Castle reconnects the island within the gyratory to a major redevelopment of the shopping centre; and at Old Street a new underground station has its entrance on what was once traffic lanes on the north west side of the gyratory.

Similarly the Bricklayers Arms Gyratory has this opportunity: to prioritise green infrastructure; create a new linear park on the flyover; to reconnect the island to the north - releasing land for development; and improve pedestrian and cycling connections and access across the site. We went into the first consultation to hear the local residents, businesses and stakeholders ideas and views on how to go about a masterplan for a reimagined Bricklayers Arms.



BRICKLAYERS ARMS



ELEPHANT AND CASTLE



TRAFALGAR SQUARE



OLD STREET



# 3.0 CONSULTATION 1



3.1 Consultation Session 01

ENGAGEMENT SESSION 01 WAS HELD ON 26TH SEPTEMBER 2024

Publicity and an associated survey for those who could not attend in person was distributed in the 2 weeks running up to the event in the following ways:

- Digitally - Event publicised through the OKR website. Digital Survey on Southwark’s associated survey platform
- Post - Flyers posted through letterboxes in immediate vicinity [noted that some did not receive this]
- Email - Leading community members, including TRA heads and leads of local groups were contacted.
- In person - Local businesses were visited by the team to encourage attendance.

Key stakeholders identified and targeted for attendance included:

- RESIDENTIAL

  - Leathermarket JMB
  - The Paragon Searles Rd TRA
  - Haddonhall Residents
- LOCAL GROUPS

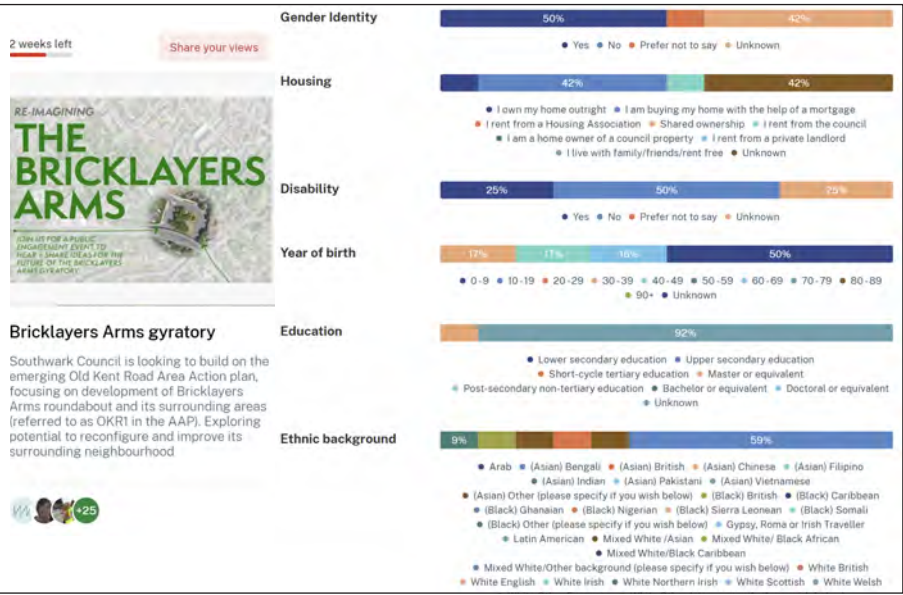
  - Walworth Green Links
  - Walworth Society
  - Southwark Living Streets
- SCHOOL

  - St Saviours & St Olave’s School
- BUSINESSES

  - Shops +offices in vicinity

The demographics of the methods can be summarised as follows:

- Digital responses: Of the 45 respondents, most preferred not to note their ages, gender or backgrounds.
- Engagement Day responses: Of the 40 attendees 54% were male; 46% female. Mostly residents attended with some local businesses. Age range was 16-70+ with the majority of attendees over 56.
- School responses: Views captured of 23 girls ages 14-16. 80% from BAME background.



SESSION 01 DETAILS



Event Publicity

STAKEHOLDER	TIME	VENUE	ACTIVITY
All day exhibition - open to all [team to arrive on site from 9.45am]	11AM-6.45PM	Roundhouse meeting room	Model + boards, interview style
Invited walk with Walworth Society and Green links - Jeremy Leach	12.30-1.30pm	Site and surrounding area - walk to be developed by Jeremy	LUNCHTIME WALK
Resident walk	1.30-2.30pm	Site and surrounding area - walk to be developed by Jeremy	LUNCHTIME WALK
School - St Xavier	12-3.30PM	School	VR session
VR workshop for kids	5PM onwards	Roundhouse meeting room	VR session
Local Businesses	5-5.45PM	Roundhouse meeting room	Presentation and WORKSHOP around model + boards, interview
Residents	6-6.45PM	Roundhouse meeting room	Presentation and WORKSHOP around model + boards, interview

Session timetable



The walking tour for invited groups + residents came together for the walking tour led by head of Walworth society Jeremy Leach.



Workshop with students at St Saviour’s & St Olave’s School 23 girls, aged 15-16 years, mix of ethnicities (majority Black/ Black African took park in an early ideas workshop to inform the feasibility study for the Bricklayer’s Arms opportunity area. In groups of 5, the girls used VR and mapping to communicate their lived experiences and ideas on how to improve the area.





3.2 Consultation Event with Model

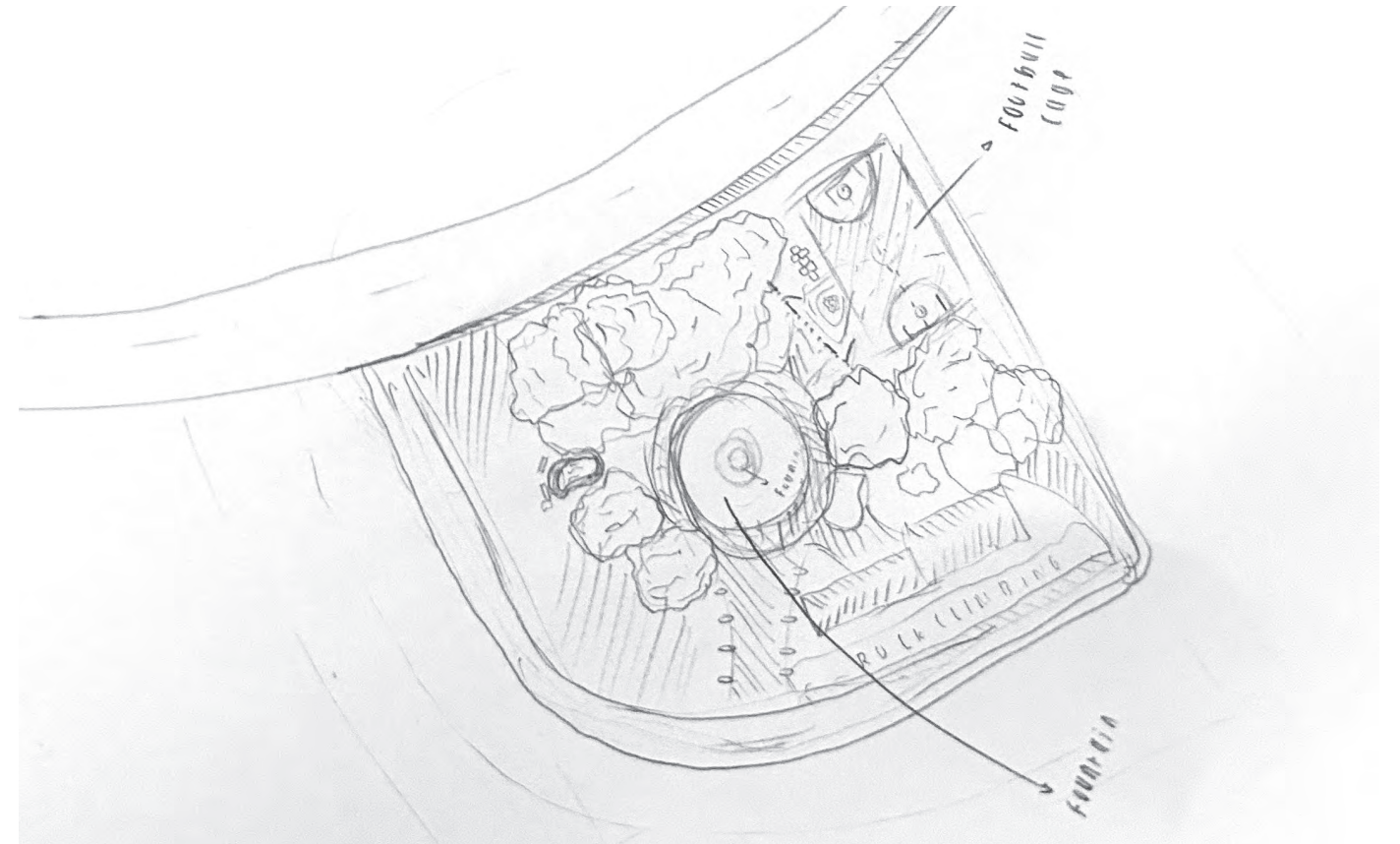
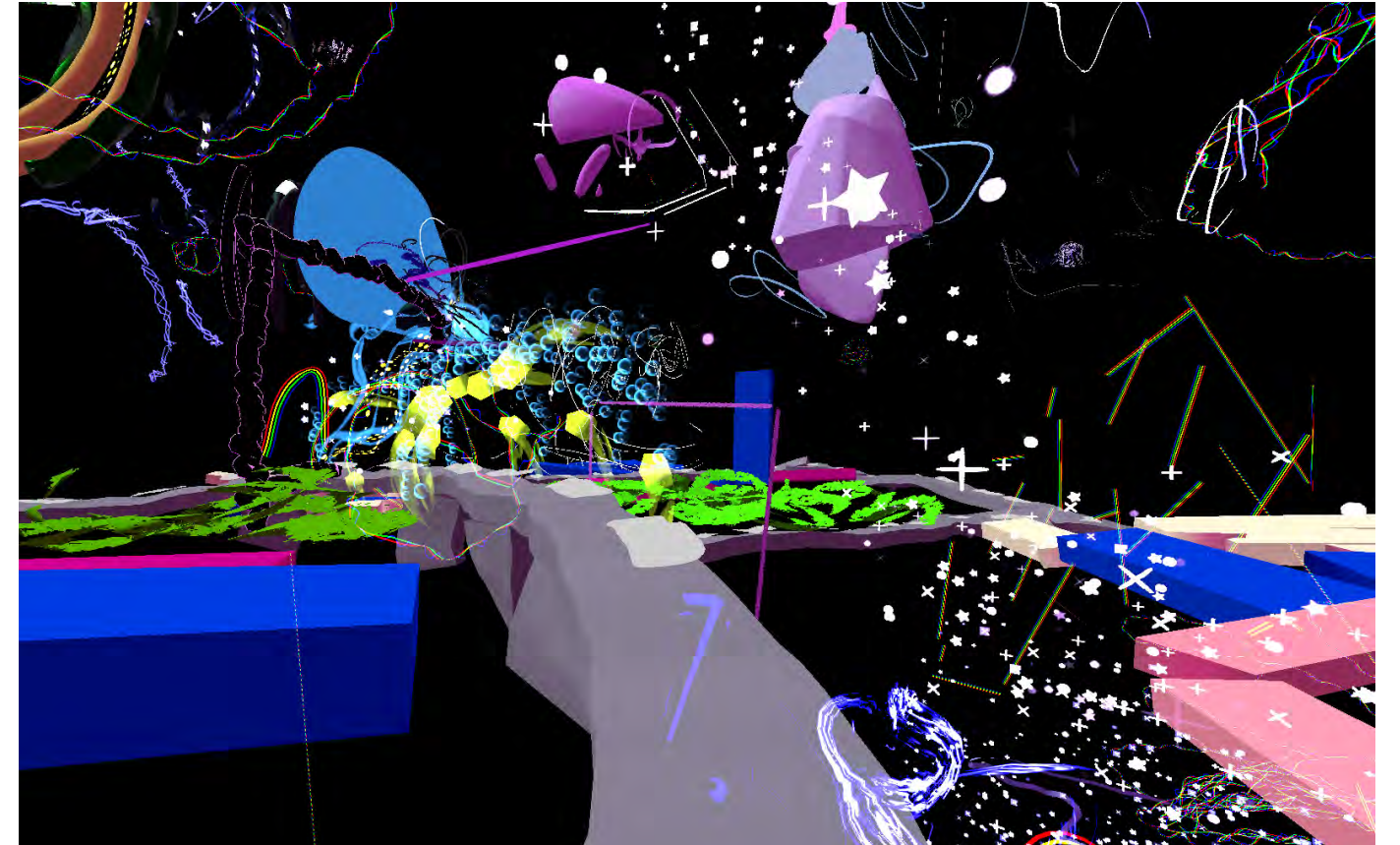
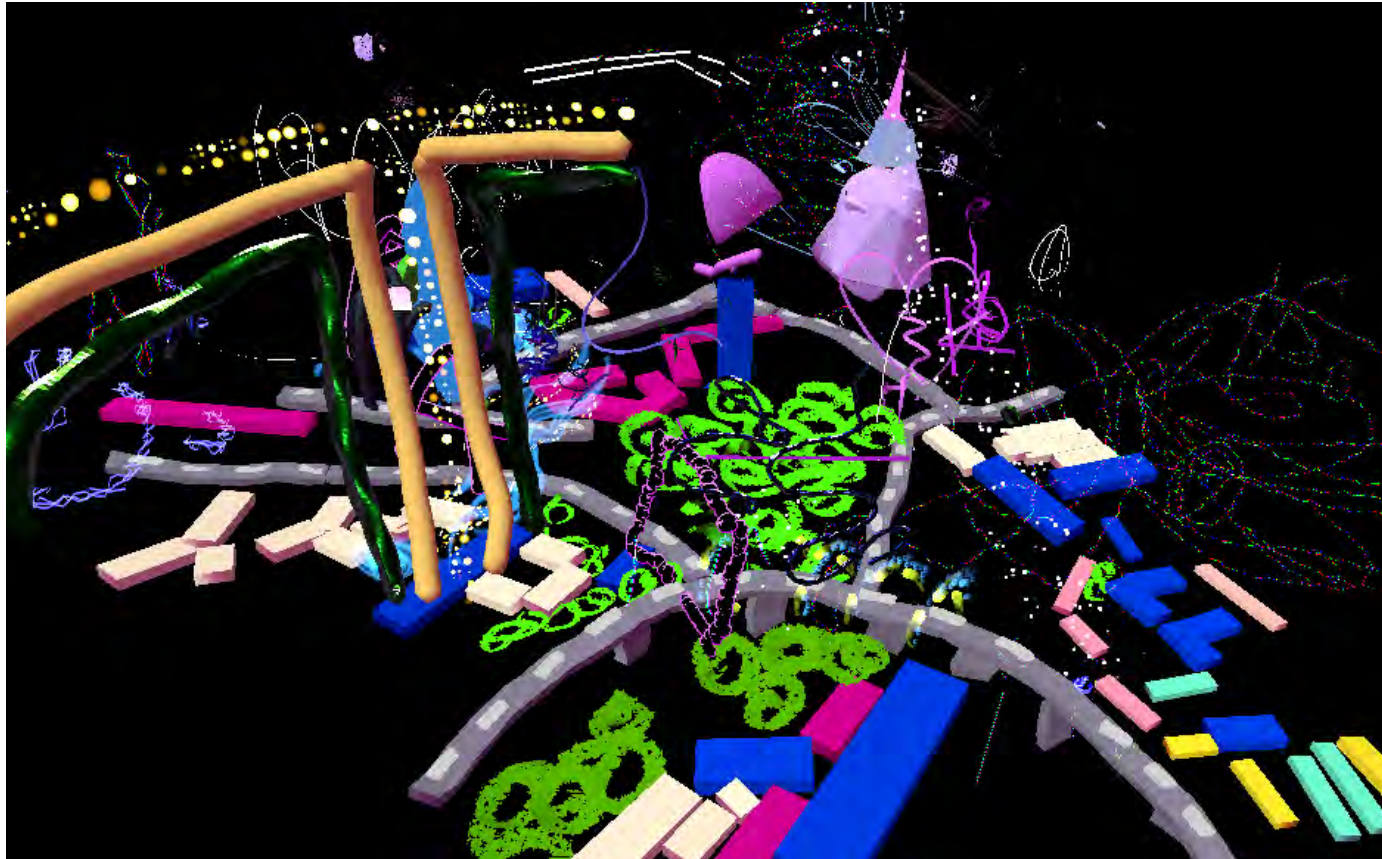


### 3.3 Consultation Boards with Feedback

[illegible]



### 3.4 Imagery from school workshop - VR and Sketching exercise





# 3.5 Consultation Session 01 Outcome

## ENGAGEMENT SESSION 01 FEEDBACK

Feedback from the Engagement Event, the school workshop, the walking tour and the online platform have been noted in a full report which has been appended to the end of this document. To summarise we have absorbed the feedback and noted recommendations from the various engagement events together, separating out those that emerged directly from the School to differentiate between the specific needs of the School to those of the wider community.

## RECOMMENDATIONS FROM SCHOOL

- **DESIRED IMPROVEMENTS**  
More Shops and Activities: The girls wanted more **affordable shops and activities for all ages**.  
Greening and Art: They consistently mentioned the need for more greenery, water features, and public art to make the area feel more creative and inviting.  
**Better Lighting and Seating:** Improving the lighting and adding seating were seen as key for making public spaces safer and more usable.  
Seamless Connections: A desire for better integration between the area and **more modern developments** like London Bridge and Elephant Park.
- **IDEAS FOR IMPROVEMENT:**  
Flyover Improvements: Some liked the idea of transforming the flyover with **greenery, seating, and shops** to make it a safer, more attractive space.  
School Modernization: One student suggested expanding and modernizing their school, though space constraints were noted. There are repeated calls for better, **more intelligent lighting**, especially in subways and underpasses, to improve safety.



## RECOMMENDATIONS FROM ENGAGEMENT

- The range of feedback suggested a set of principal themes that could be addressed in the development of the feasibility study. These included:
- **FLYOVER AND TRAFFIC**  
We will look at the potential for the flyover, exploring opportunities it presents as suggested - orchard gardens, social spaces with commercial use etc. We will consider art interventions to soffit and edges of the flyover.  
We also require METIS to investigate an alternative approach for diversion of the traffic and the roundabout, as discussed within the workshop. It is advised that greater detail on the traffic flows is brought to the next engagement session to feedback to stakeholders, as well as the potential for a tram and the location of public transport hubs to address business needs. METIS should examine the possibility of adjusting timings of crossings to allow greater time for pedestrians to cross the roads in their entirety.
  - **CYCLING AND PEDESTRIAN ACCESS**  
We will consider how the new proposals can create clear, direct and safe cycle and pedestrian routes, improving the site's connections, particularly north-south  
We will look at the existing underpasses and how these could be enhanced for better use.
  - **GREEN SPACES AND GREENING**  
We will investigate various greening strategies and approaches to connect to existing green links, and explore reducing widths of footways to allow more planting around the three remaining sides. We will consider strategies for vertical planting both to the school boundary and peripheries of the flyover
  - **LIGHTING AND SAFETY**  
We will consider the positioning of buildings and spaces to ensure views for surveillance, safety, incorporating opportunities for lighting schemes, wayfinding and other measures to enhance safety.
  - **NOISE AND POLLUTION**  
We will explore measures to reduce noise and traffic pollution on surrounding housing through the position of interventions, which could include planting, screens, combining them with measures for climate adaptation.  
Ensure adequate widths are incorporated to allow for street level planting to reduce pollution

- **HOUSING AND SOCIAL INFRASTRUCTURE**  
We will explore how housing can be introduced to the site in a way that improves the conditions of the site through sheltering noise/pollution, whilst also providing new homes that are pleasant to live in. We will consider how new uses for the gyratory can be a catalyst for encouraging more social interactions across the many local groups and residents/visitors and seek to enhance north-south connections.
- **COMMERCIAL USE**  
The engagement raised the desire to incorporate commercial uses into the proposal, to help with surveillance, activation, social environments, community cohesion. These may also be integrated into the greening strategy and suggested green spaces.  
With a more intuitive and optimised route, we will consider how the gyratory could become a destination- a place to visit and enjoy. Whereby, any implementation will provide benefits for people, those visiting and currently living nearby, as well as future residents.
- **HISTORIC, CULTURAL AND ARCHITECTURAL VALUE**  
Looking at the existing cultural context, places and qualities described in the engagement session, we will look to integrate these in the proposed design. This will include unique features that relate to the identity of the area, from architectural details to public art, reflecting the diversity of the existing communities, both in terms of their aesthetic qualities and in how spaces are used.  
We will look to reflect some of the historical qualities of the site in a contemporary context, building on the existing identity of the area to create a contemporary response that reflects the unique diversity of the area that is valued by existing communities.

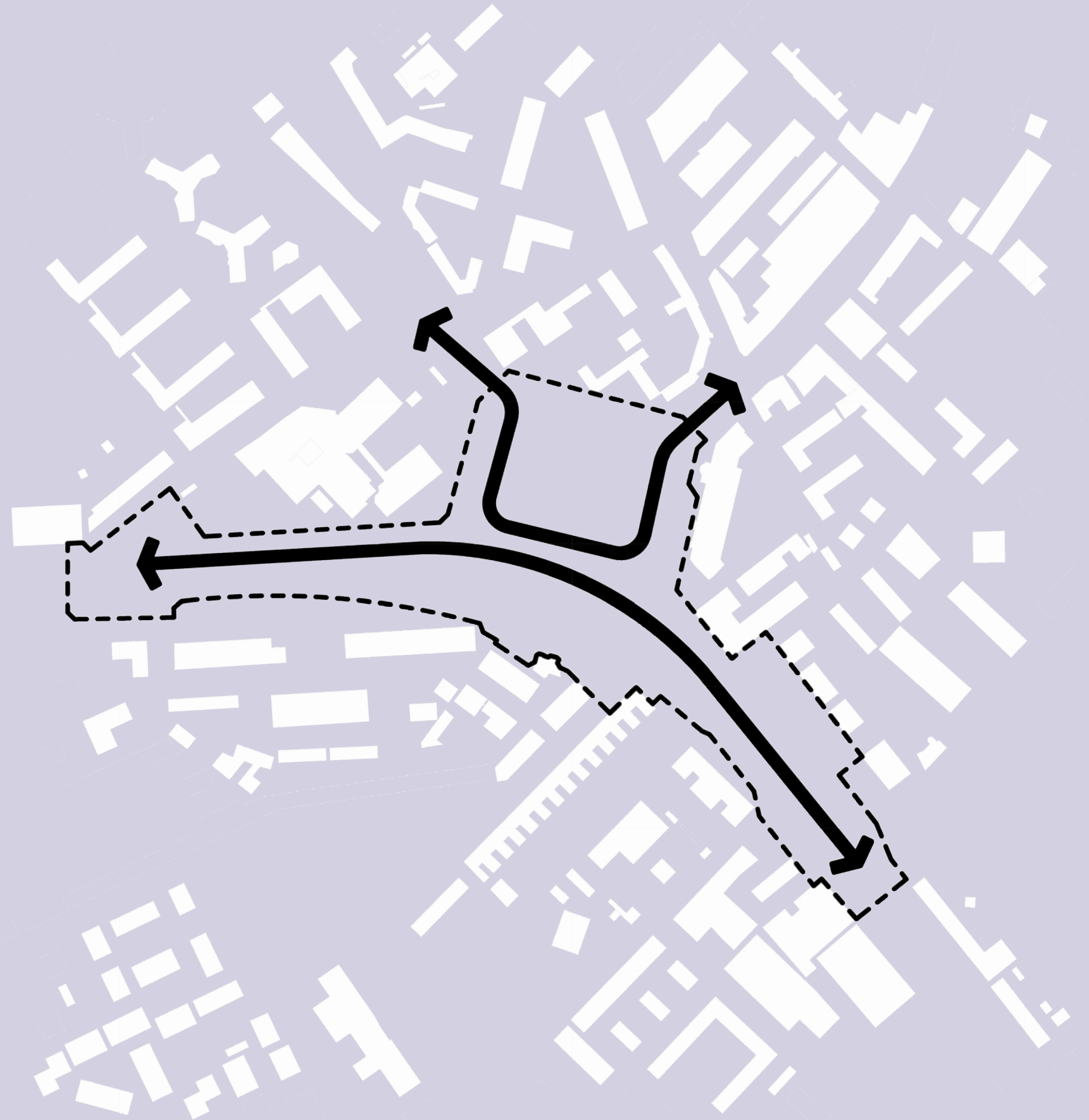




# 4.0 MASTERPLAN PROPOSALS



## 4.1 Flyover

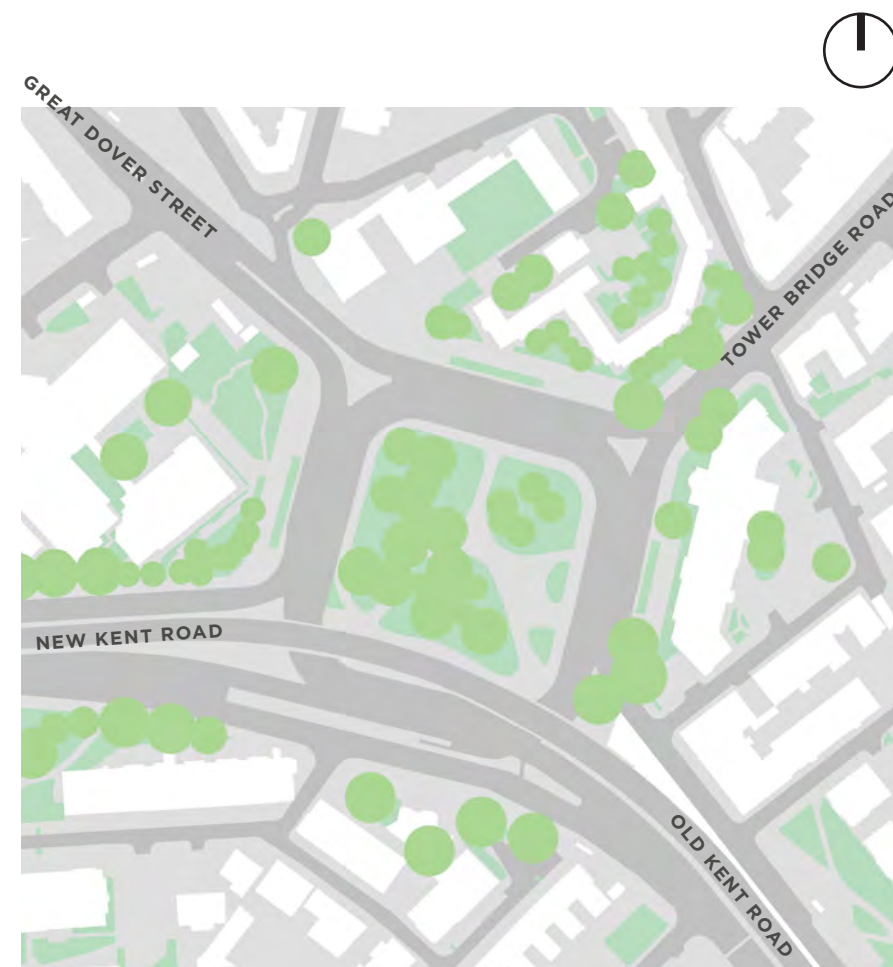




## 4.1.1 Reconfiguration of the Gyratory

TFL and their transport consultant Metis had looked at ways to reconfigure the road layout of the gyratory to reduce the size of the roundabout, releasing land that could be used for new development and public realm improvements, and re-using the flyover as a pedestrian-only garden space. All cycle lanes (shown in blue) would be separated from motorised traffic to improve safety for cyclists.

The reconfiguration will result in the removal of some existing trees. The design approach aims to minimise any impact on the existing trees. New tree planting within the park and to the surrounding streets will compensate for the loss.



EXISTING GYRATORY LAYOUT



PROPOSED GYRATORY LAYOUT

Proposed Road Layout

Proposed Cycle Lanes



# 4.1.2 Precedents for the Flyover Garden

The design strategy is predicated on transforming the flyover into an elevated park for local residents and visitors. To ensure the garden is fully accessible, the team has explored various ways it can

be easily and safely reached.

The precedent images below show different ways that could be used to take people up to and down from the flyover garden. The planting can be used to create different types of spaces to support a variety of uses.



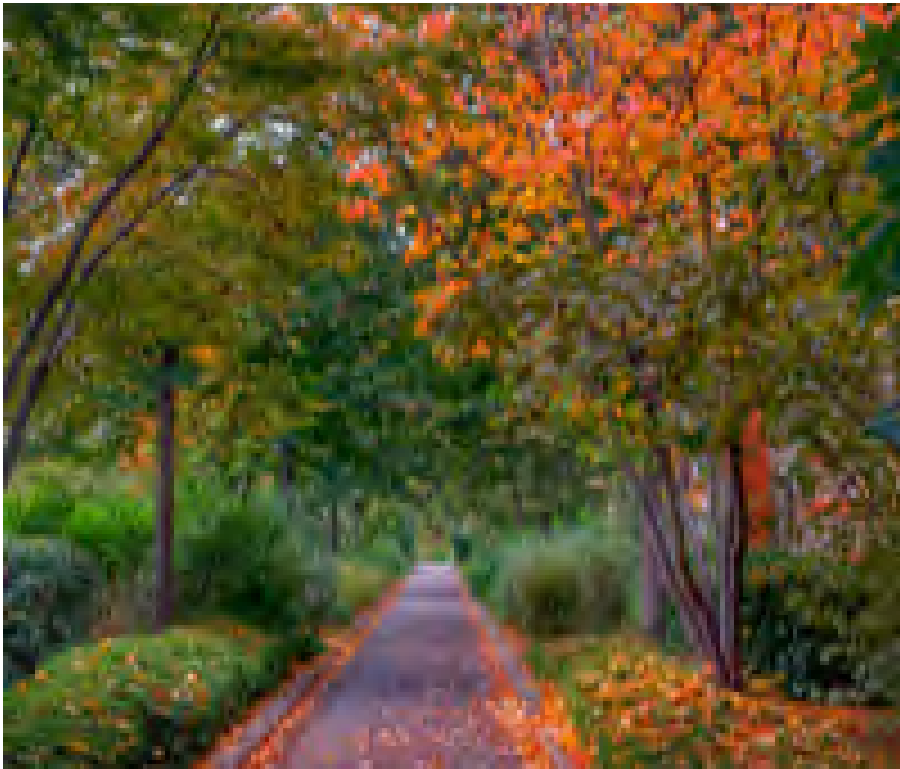
Stair and lift access to a pedestrian flyover



Landscape can be integrated with access



Informal, social spaces can be integrated with access



Once above, another world could be created



Integrated planting and a social space to gain a new perspective

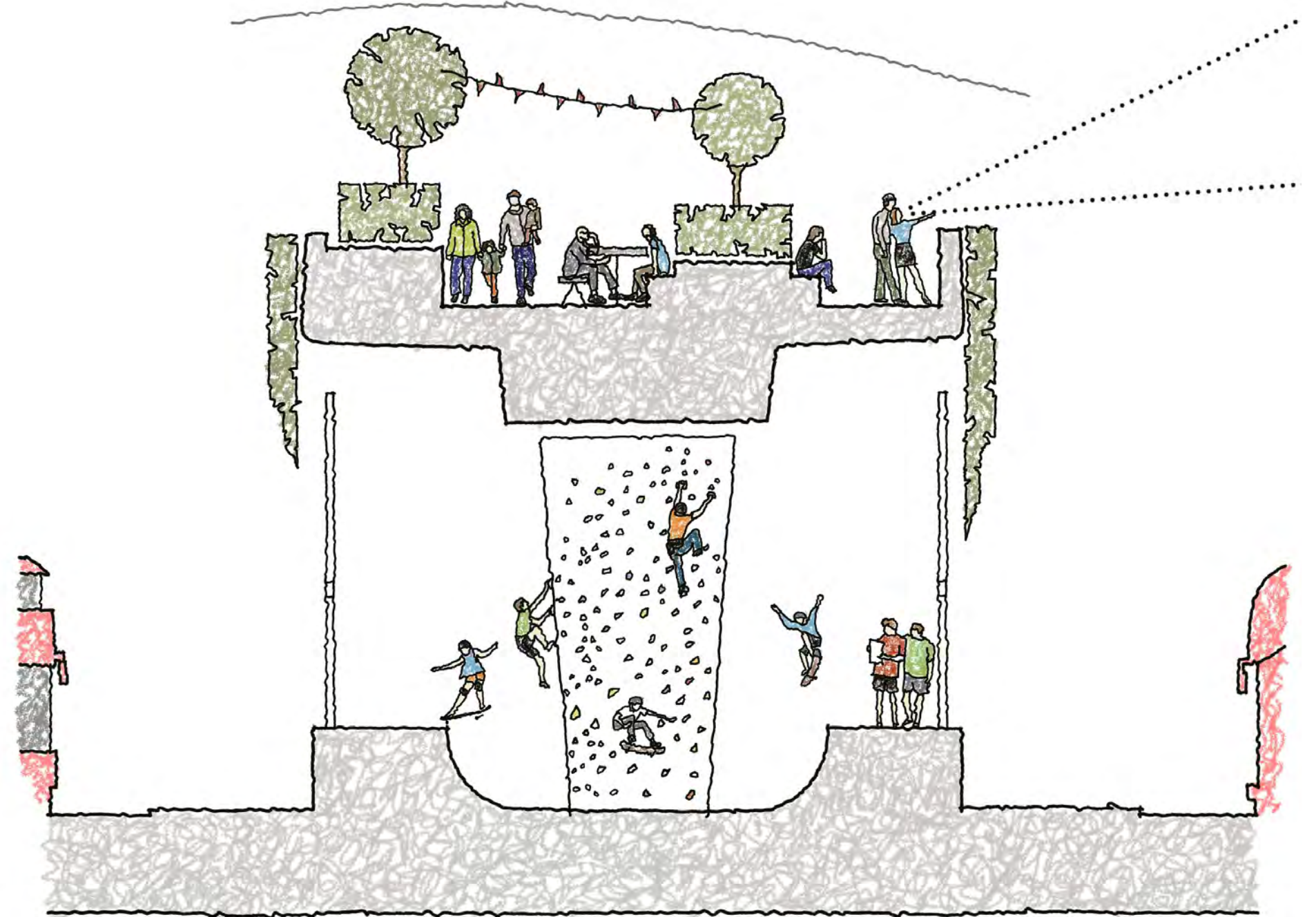
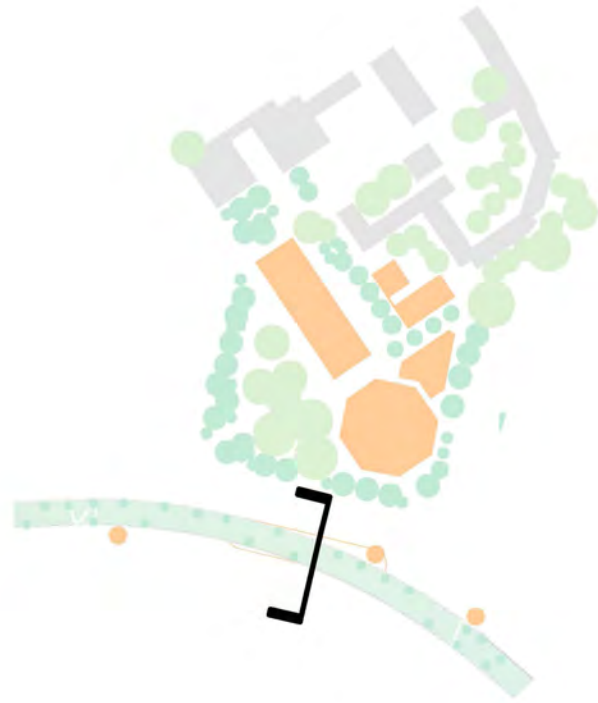


Planters and undercrofts



### 4.1.3 Active Flyover and Undercroft

Above, the flyover structure could support a new public garden – a place to stop, take in the views and maybe even enjoy communal dining, using food grown and prepared by the community.



Below, shielded from the traffic nearby, the flyover structure could be transformed as a climbing wall, and the space between as a skate park. The flyover could be used as a canvas to showcase local artists.





# 4.1.4 Flyover and surrounding opportunities

Through analysis and engagement, a number of areas emerged that provide opportunities for intervention. These interventions could include public realm features including parklets, public artworks, play interventions etc. The areas in question are highlighted below:





# 4.1.5 Flyover, Green Spaces and Connections

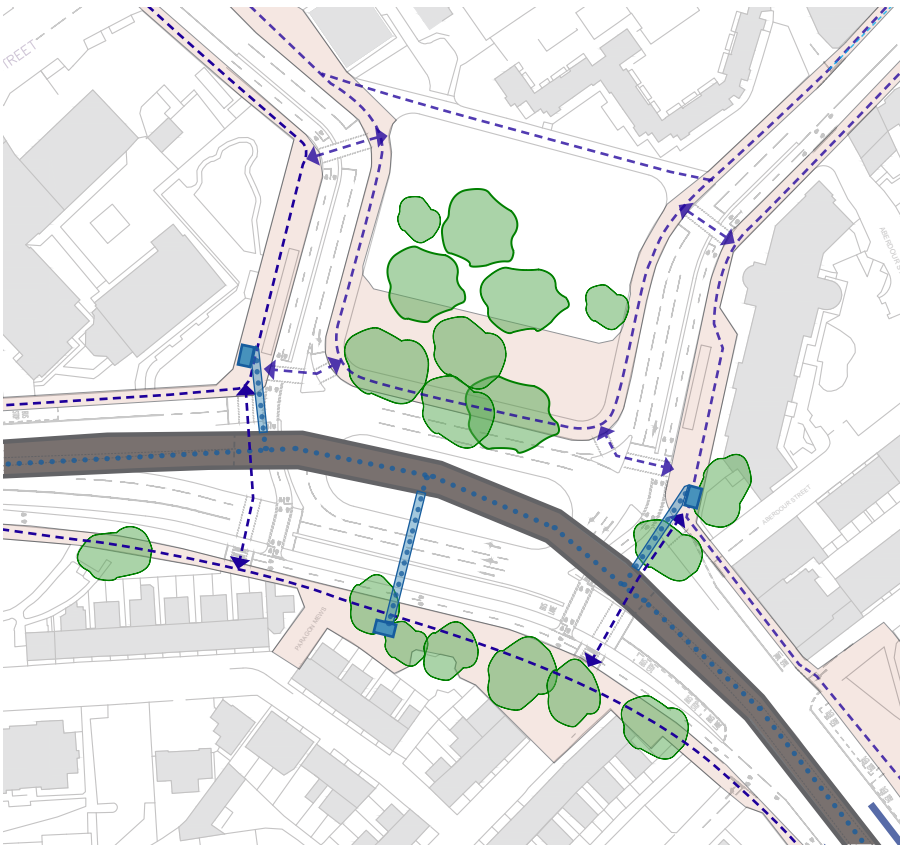
A range of strategies for access to the flyover have been explored below. Options for Ramps, lifts and staircases have been positioned in areas identified as spaces for public realm intervention and also feature within proposed and existing access routes that allow for minimum amount of road crossing. Further to this, the proposals allow for the access to the flyover to address the severance caused by the main road, serving as a new route to cross it - allowing the flyover to become a place of connection. The option decided upon is a result of consideration of spatial requirements, budgets, as well as access, security and maintenance requirements.

KEY

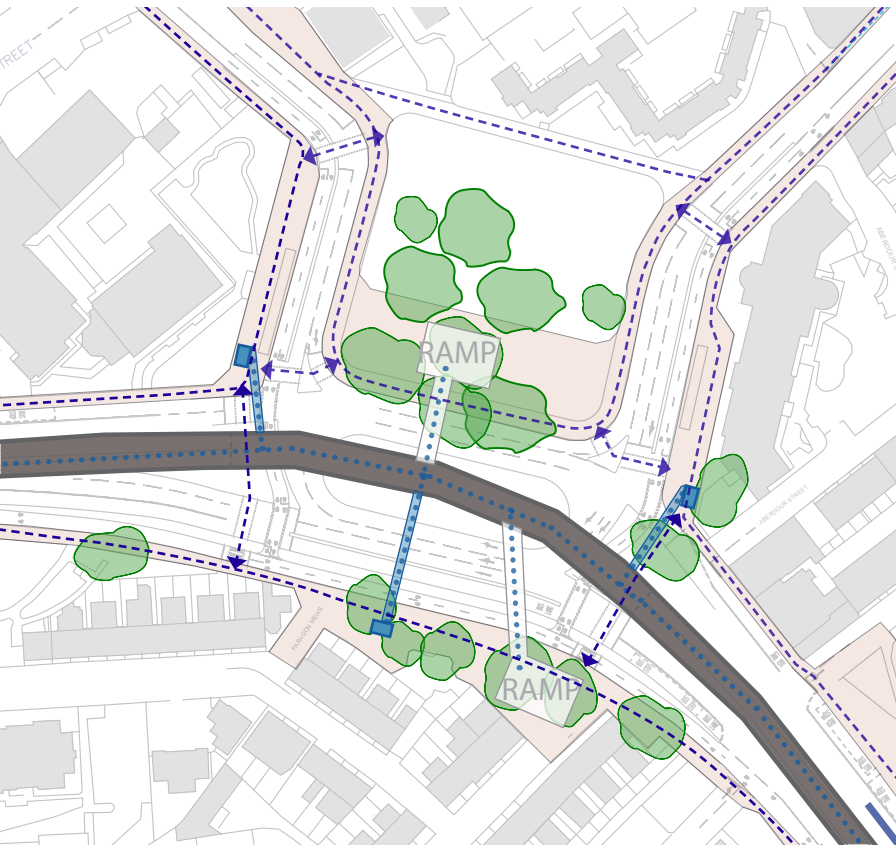
Vehicular route

 Ground level route

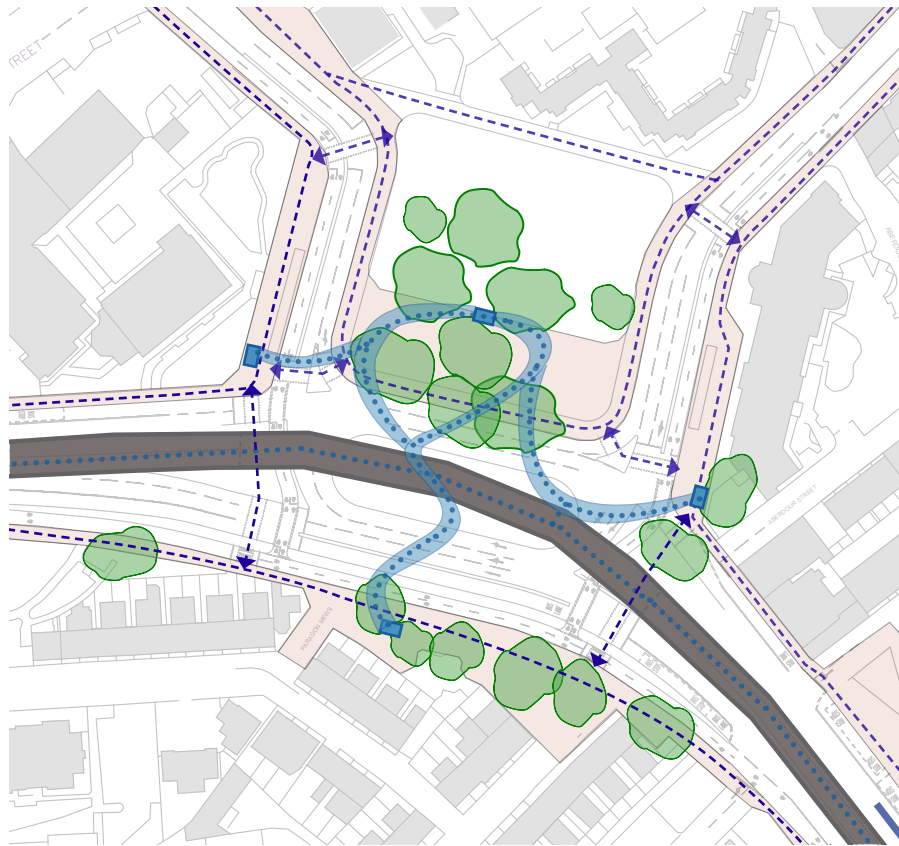
**Option 01** - Lifts at key access points with bridges at flyover level to mitigate requirement to cross roads



**Option 02** - Lifts and 2x ramps at key access points with bridges at flyover level to mitigate requirement to cross roads. Ramps take up significant space within the public realm.



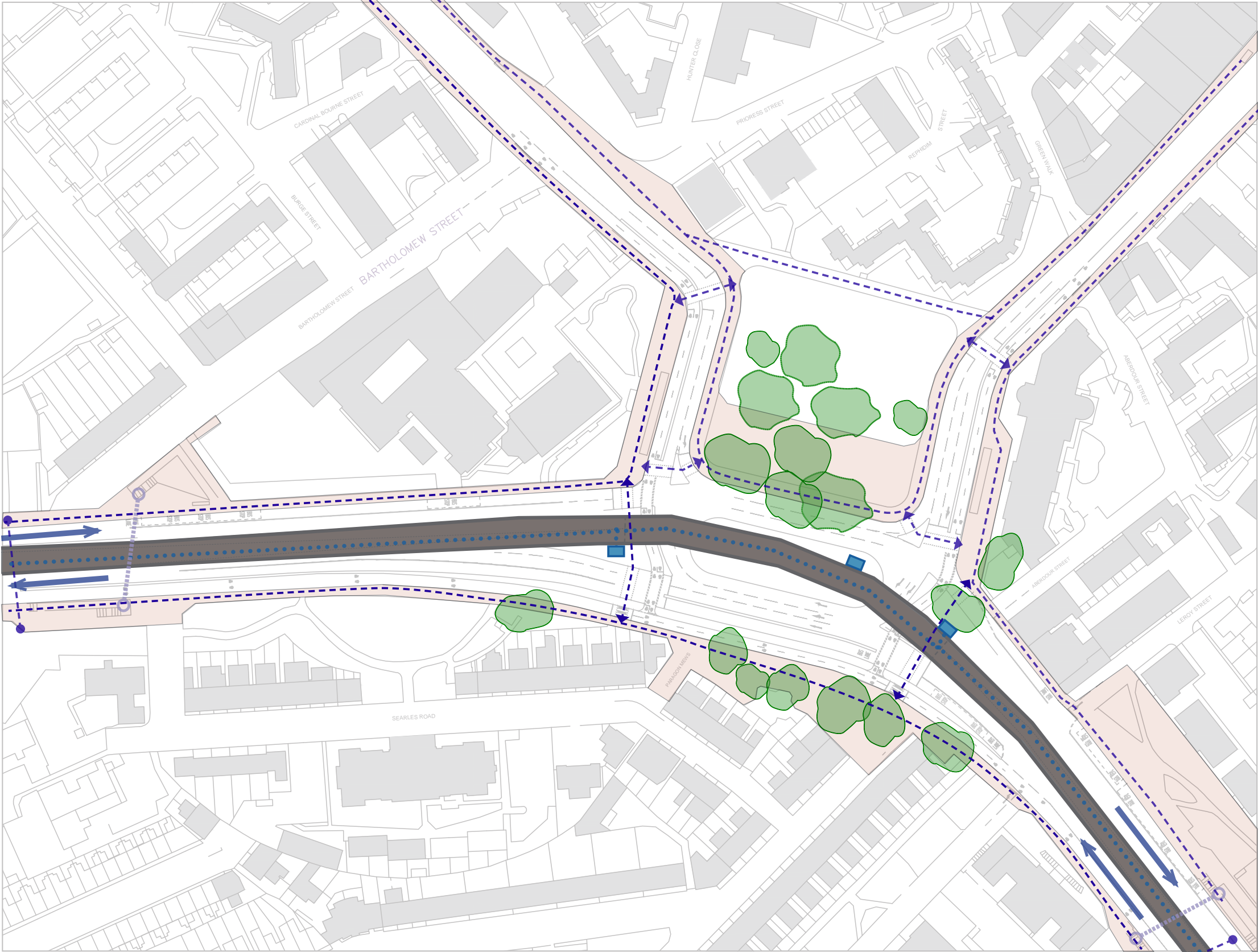
**Option 03** - Lifts at key access points with bridges at flyover level to create a tree walkway above the site. Creating a new area for public realm and viewing points.





# 4.1.6 Access to the Flyover

Having explored a range of ideas on how the flyover might be accessed, the proposed positioning and access points around the gyratory were agreed upon by Southwark. These are shown in blue to the east and west of the gyratory, on north and south edges and one in the centre.

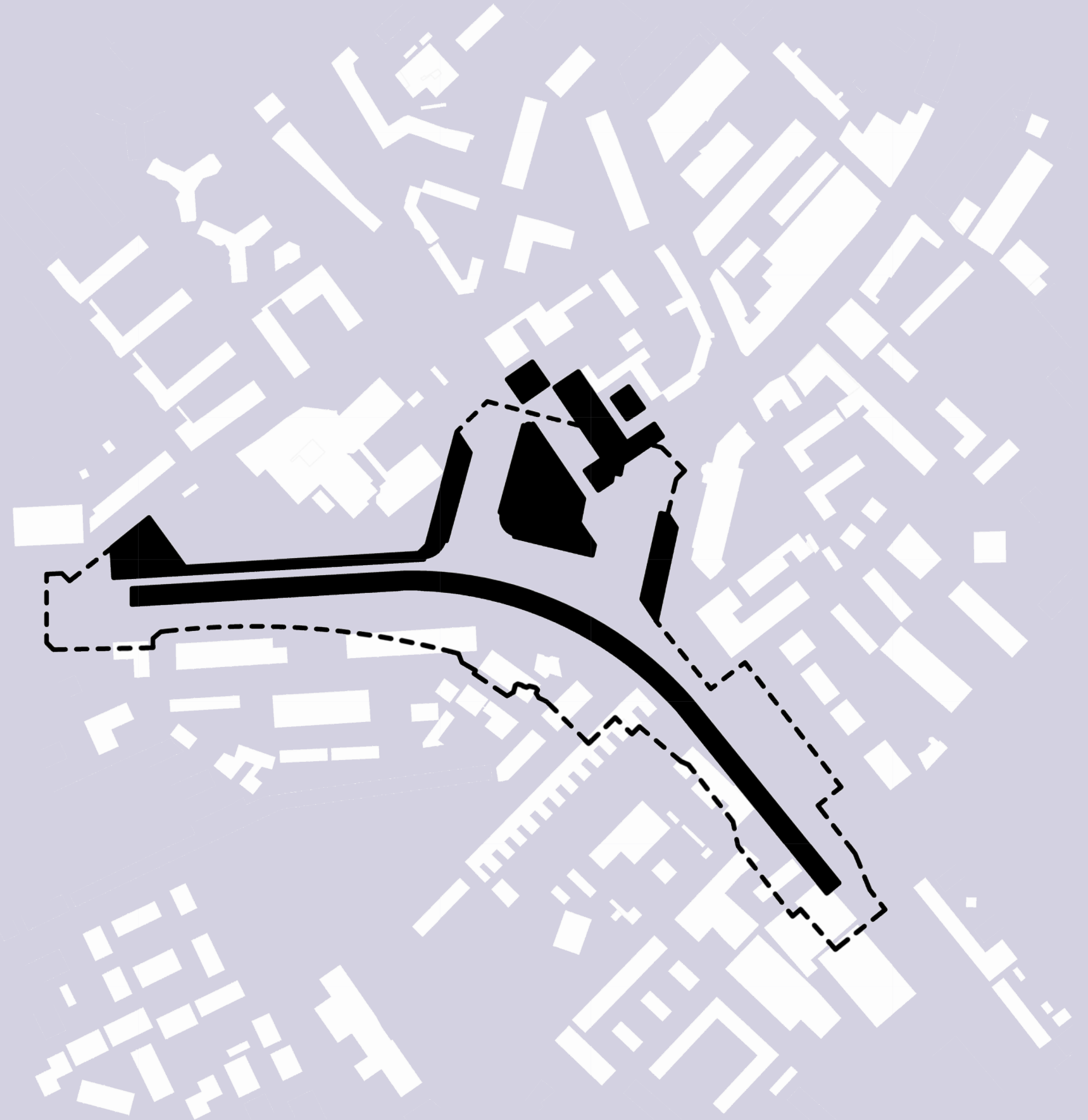


**KEY**

- Vehicular route
- - - Ground level route
- . . . . . Below ground route
- . . . . . Flyover level route
- Public realm
- Lift + stair



## 4.2 Public Realm: Green Spaces and Connections





## 4.2.1 Green Links

The new Gyratory lies at the heart of a network of existing green spaces. This image explores how links can be made between the existing public spaces and tree lined streets and how the Bricklayers Arms site could be integral to this series of routes and connections as a green, contributing to the wider GLA Healthy Streets programme.



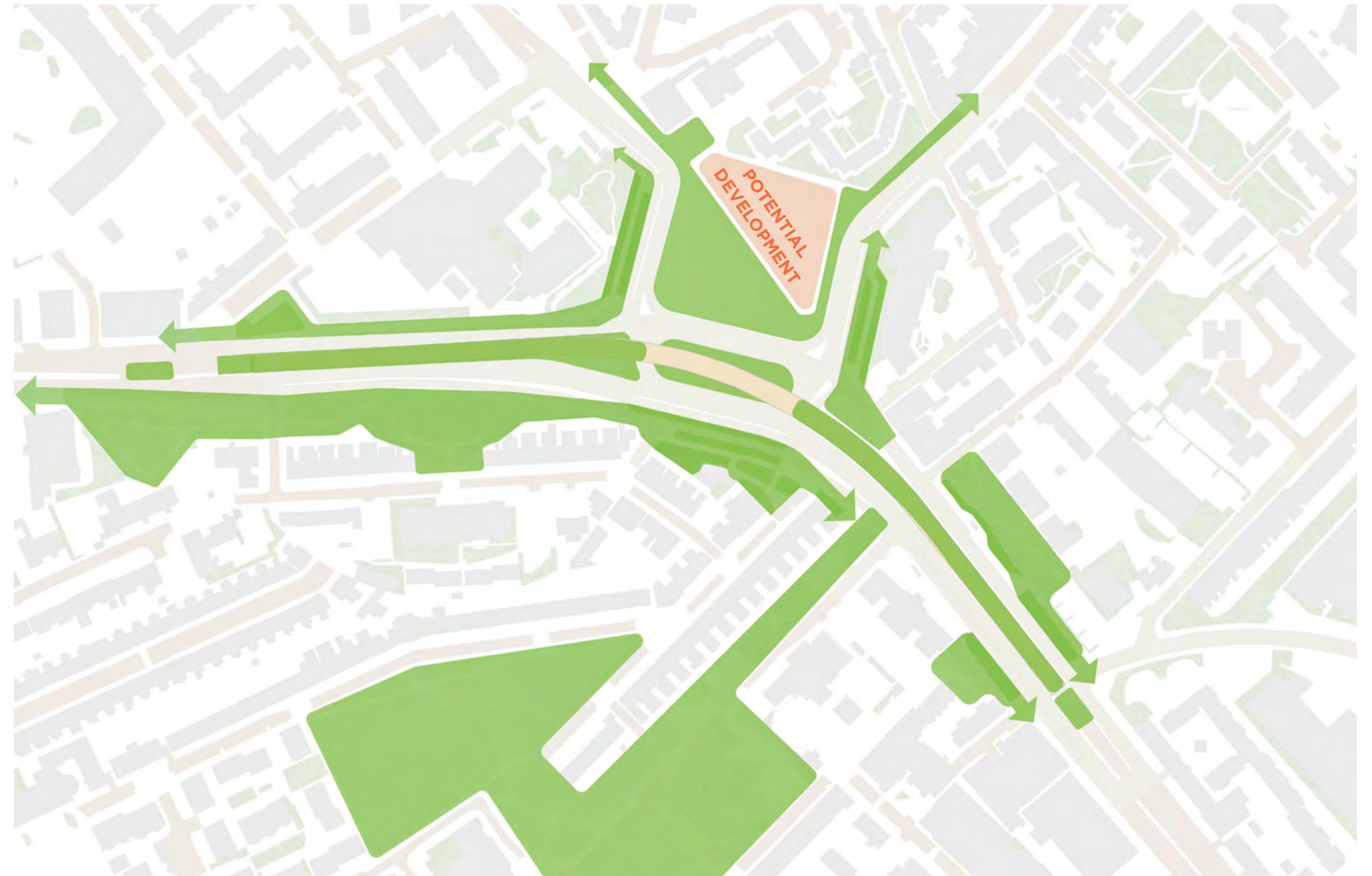


## 4.2.2 Green Connections with the Wider Context

The reimagined Bricklayers Arms provides the opportunity to contribute to the wider greening of the area and make connections with existing local green spaces. This will help to break down the barriers to movement across the area and present Bricklayers Arms as a green lung.

This image starts to suggest how the edges to the roads could be planted to provide protection to pedestrians and soften the harsh environment. This would be provided by new planting and by supplementing the vegetation that exists within and around the edges of the site.

The green connections will be designed to benefit the health and wellbeing of pedestrians and to provide wildlife corridors.





### 4.2.3 An Active Public Realm

The activities to the ground floor spaces will positively support and encourage the use of the open public realm by the local community and visitors from further afield. The proposal will support different types of spaces to suit a wide and diverse range of people. These ground floor spaces and activities can be managed to maximise the shelter that buildings can provide from traffic noise. They can connect with existing routes to the north west and north east creating a hub of activity at the intersection.



Building and planting shields



Sheltered raised gardens



Vibrant pedestrian route



Tree-lined activity walk

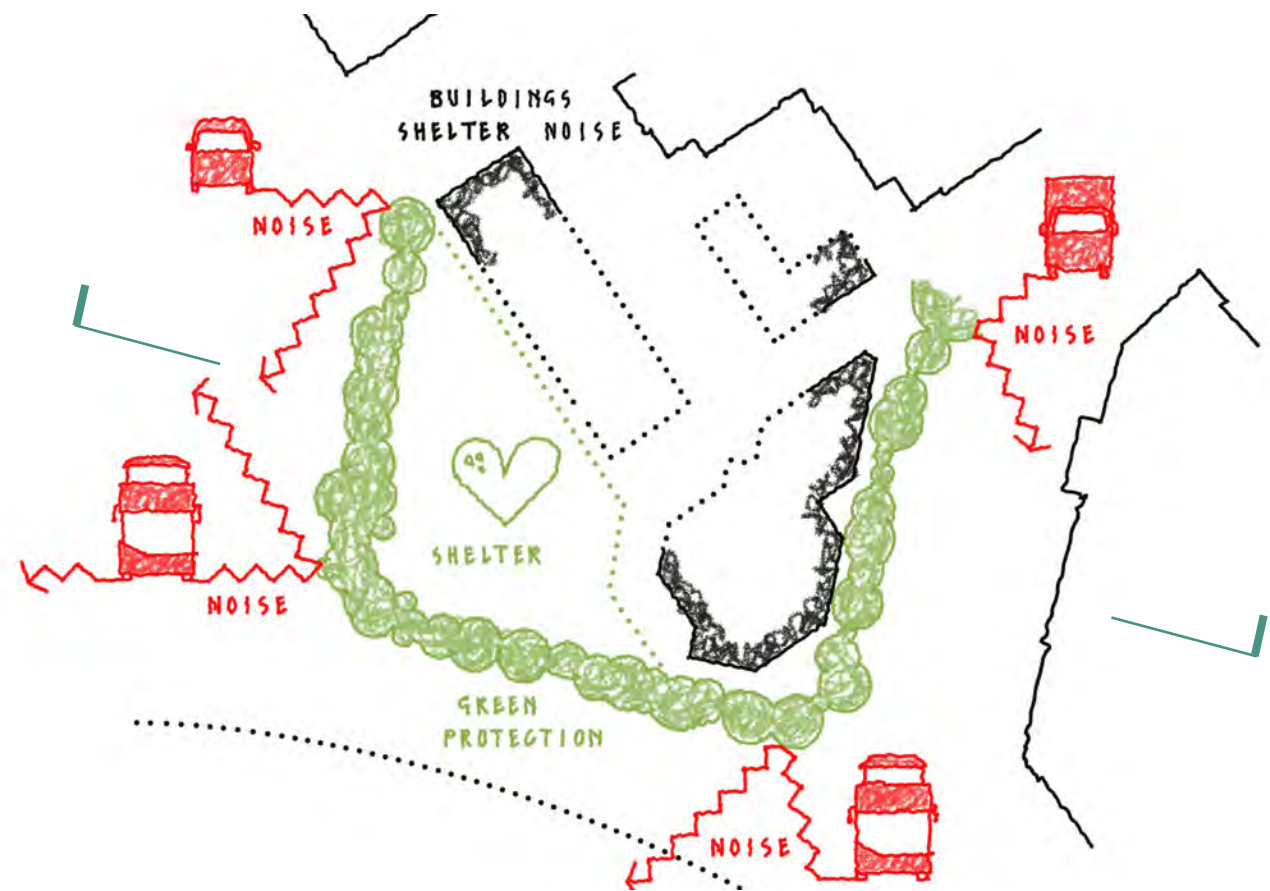


4.2.4 A Protected Centre

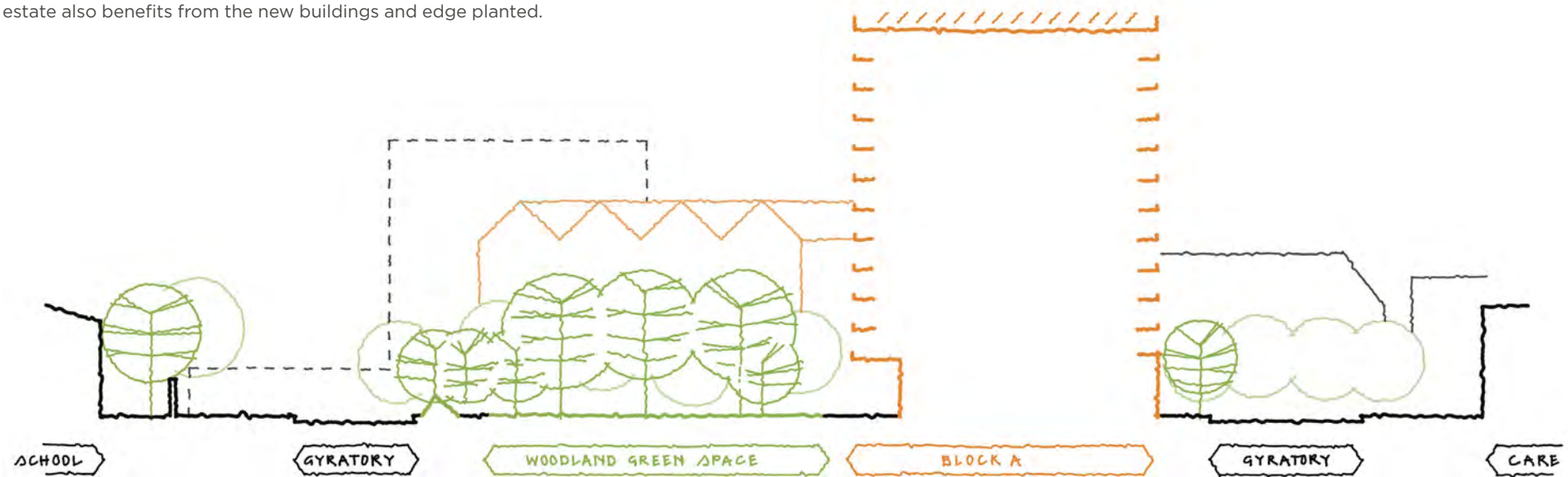
As part of the greening strategy the existing footways to the remaining three sides can be reduced in width to allow additional planting. The road side planting has the opportunity to act as rain gardens, taking inspiration from the 'Grey to Green' initiative in Sheffield city centre and at Canning Town, as the example shown opposite. The planting will be supplemented with trees.

This treatment can be replicated around the peninsula edge. This strategy will improve the pedestrian and cycling experience walking around the site as well as providing a degree of protection and separation for the new park.

The buildings are arranged to provide active frontages. The building facing Tower Bridge Road will shelter the internal streets and courtyards from the road traffic.



Sheltered green development - buildings and planted edges provide shelter to the wooded public space both acoustically and visually from the busy roads. The existing Haddonhall estate also benefits from the new buildings and edge planted.



This section shows the buildings and planted edges providing a protected woodland green space at the heart of the scheme.



Green street edges



## 4.2.5 Overall Landscape Masterplan

The overall landscape masterplan is set within the wider context and illustrates the public realm aspiration for Bricklayers Arms.

The surrounding streets are planted and drained into rain gardens. Clear pedestrian routes are framed with new vegetation, with safe crossing points around and into the central park.

The existing retained trees are supplemented with new tree planting to create a lush park character with new seating, paths and safe places to dwell.

Flyover Park provides an elevated experience for pedestrians, who will be able to take a leisurely stroll through a planted garden, with views out and incidental seating and activities along the way. Access is from either end and within the centre via lifts.

New paved courtyards and squares will encourage people to meet, sit and enjoy the new places created by the active ground floor uses.

The new buildings respond to the historic street pattern, creating positive and active frontages to the park and Tower Bridge Road. Clear safe routes and spaces are formed by the architecture creating a legible and connected public realm.

- Existing retained trees
- Proposed indicative trees
- Existing green spaces
- Proposed Green Spaces
- Proposed Green Roof
- Proposed Road Layout
- Proposed Cycle Lanes
- Proposed pedestrian routes
- Vehicle turning head
- Proposed Buildings
- Proposed Lift





## 4.2.6 Landscape Plan Ground Level

At ground level the flyover structure has the opportunity to also be used in a number of ways. At the lower level as the flyover crosses the carriageways an enclosed active space can be created as a unique place accessed only from the upper level park directly via a lift.

The solid sections of the flyover at each end, whilst dividing each side of New and Old Kent Roads, offer a fantastic opportunity to be opened up for managed public use.

Within the peninsula, new pedestrian routes clearly connect through the site to road crossings at each corner, allowing a planted edge up to the carriageway.

The new public realm responds to the internal uses creating an active and engaging setting.

- 1 Additional planting to surrounding streets
- 2 Lifts up to Flyover Park
- 3 Lift between park & central managed amenity space
- 4 Active managed spaces below flyover
- 5 Planted edge to carriageway around park edge
- 6 New park with paths and incidental nature routes
- 7 Activity band with outdoor games, table tennis, etc
- 8 Central space for group activities and performances
- 9 New street connection from Tower Bridge Road
- 10 New street connection from Tower Bridge Road





4.2.7 Landscape Sections



SECTION Aa

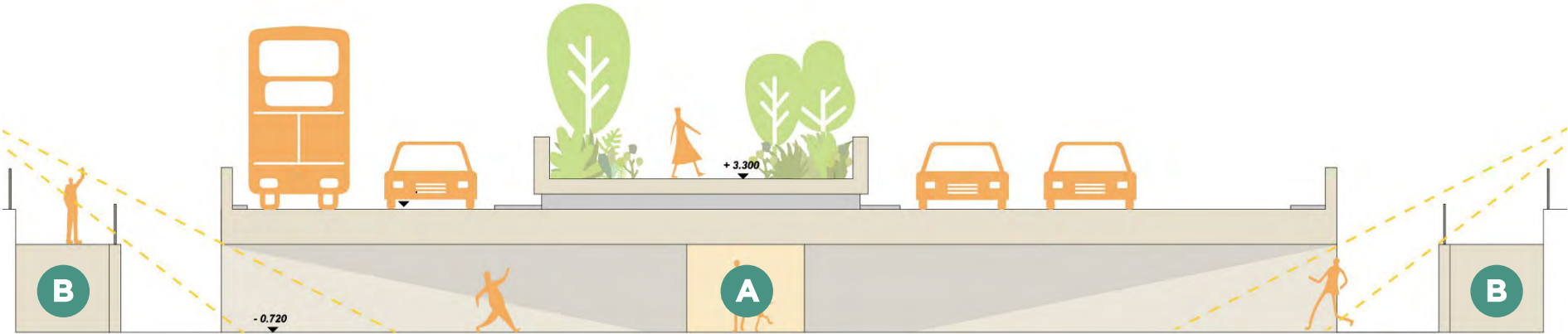


SECTION Bb



# 4.2.8 Improvements to Existing Subways

The proposals explore how the existing subway could be connected to the flyover garden at each end via a new ramp. There are opportunities to introduce better lighting and colour to improve the setting of the subways encouraging more use, and in turn making them feel safer.



Section through new opened subway route

A: New route from subway level to provide direct access to the flyover without crossing  
B: Existing subway, remodelled to provide a safe passage through



Subway on Old Kent Road



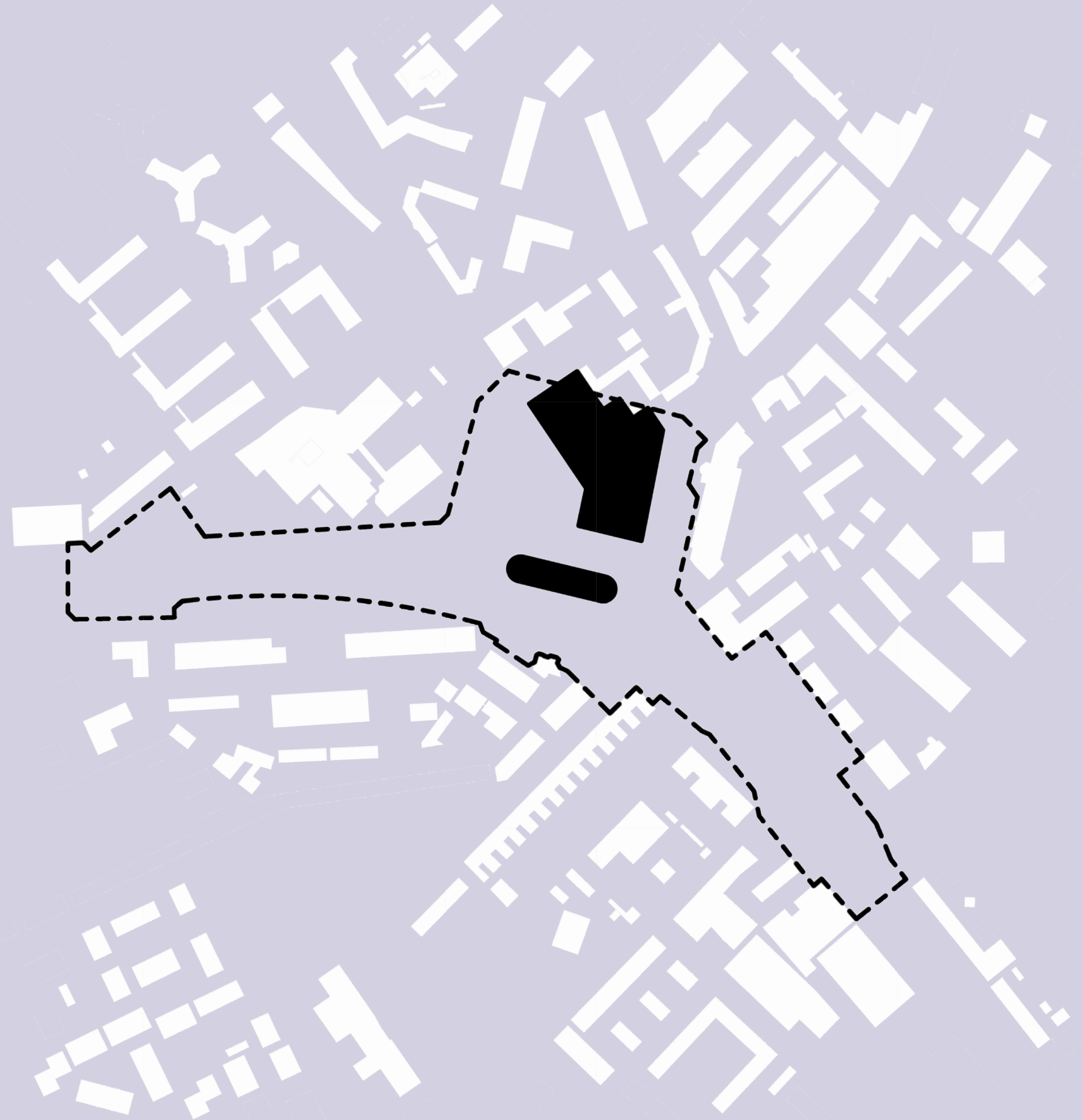
Subway on New Kent Road



Sheltered pedestrian spaces at ground/subway level



## 4.3 Masterplan Options





### 3.3.1 Bricklayers Arms at the Intersection of Key Routes and Views

The Bricklayers Arms is located at the intersection of five major routes and vistas:



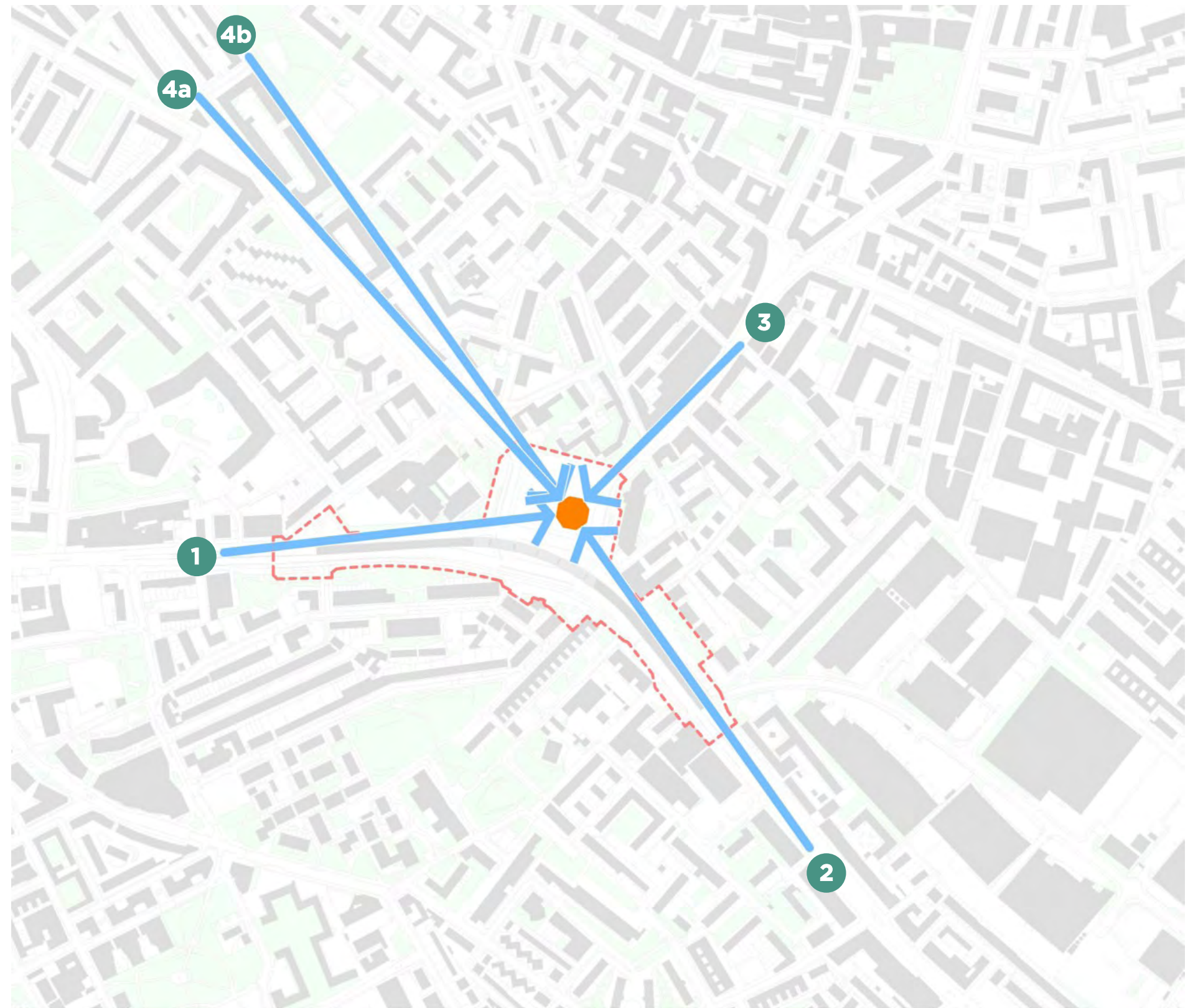
**1. From the west** - alongside the Flyover on the New Kent Road from Elephant and Castle.



**2. From the south east** - the approach along Old Kent Road



**3. From the north east** - the approach from Tower Bridge Road



Proposed built forms ■

#### **4. From the north west**

**4a** approaching via Great Dover Street or

**4b** the popular cycle route along Tabard Street (not illustrated)

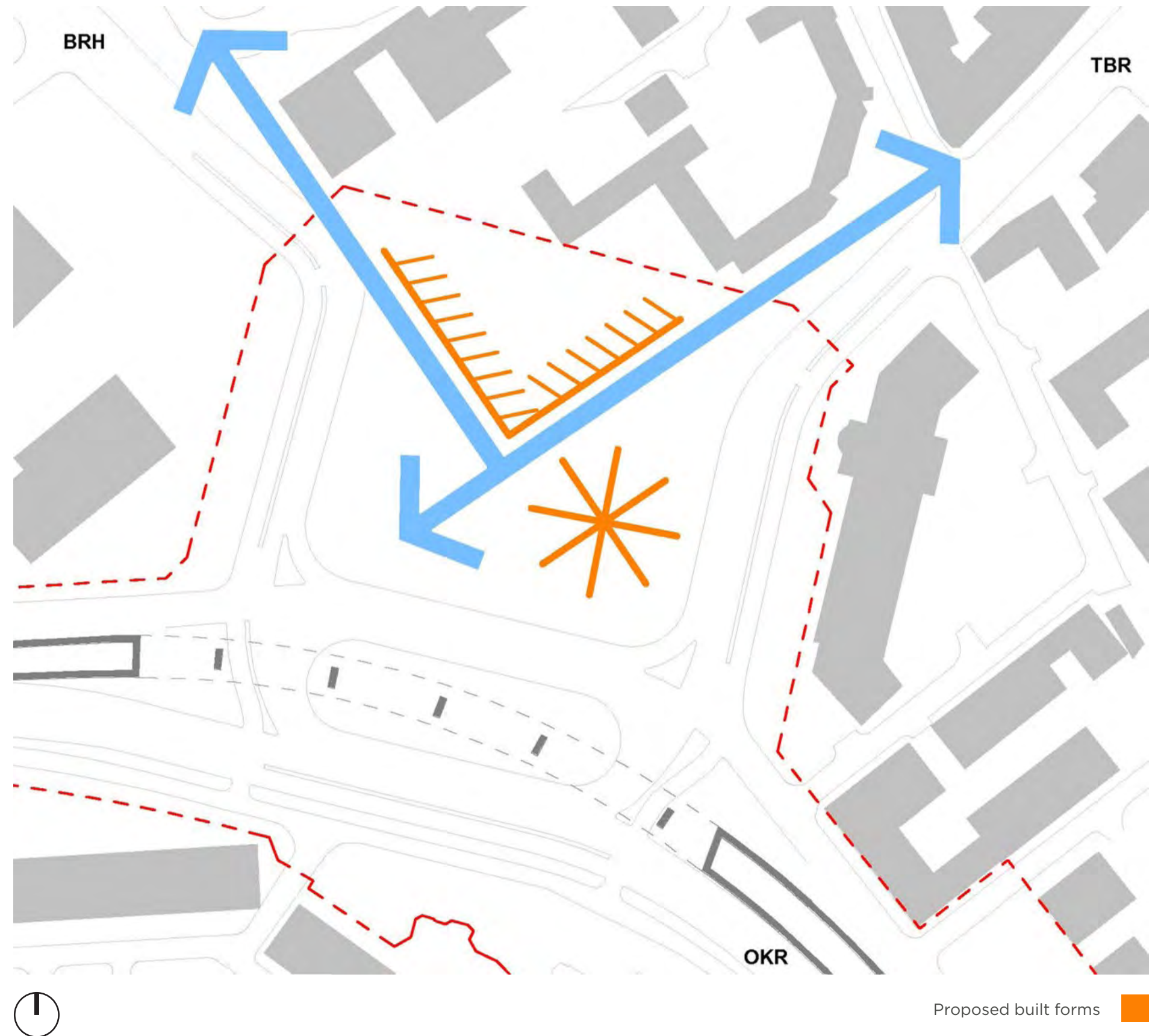


### 4.3.2 Repairing the Urban Grain

The urban design of this area of London generally corresponded to a diagonal street pattern running northwest and northeast. The proposal aims to respect the orientation of the existing buildings that preceded the imposition of the Gyratory to help tie the new proposals into the surrounding context.

This leads to 3 masterplan principles:

- 1 Complete the frame of built form as an 'edge' to the existing mature trees of the peninsula, as indicated in this diagram, noting that this preserves the great majority of the mature trees.
- 2 Extend the natural alignment of pedestrian movement onto the site from Great Dover Street (north west) and Tower Bridge Road (north east) They meet at a central location on the peninsula to activate a new civic space
- 3 Create a landmark building adjacent to the meeting point of these two routes that can act as the 4-way marker to the principal approaches to the Bricklayers Arms.





### 4.3.3 OPTION 1: Residential Led

The proposals explore 2 options.

Option 1 shows a scheme that is predominantly residential

Option 2 shows a scheme that provides a dedicated affordable workspace building, with less homes.

These options demonstrate the flexibility of the urban design approach whereby different blocks at different scales can easily accommodate different uses.



BRICKLAYERS ARMS, SOUTHWARK - ACCOMMODATION SCHEDULE						
Feasibility phase, DRAFT						
OPTION 1						
CULLINAN STUDIO						
02/12/2024						

QTY	Storeys	1B2P	2B4P	3B5P	TOTAL Homes	TOTAL Commerical
Building A (Tower)	12	31	30	11	72	2
Building B (Linear)	6	8	24		32	8
Building C (Street edge)	2					2
Building D (Terrace)	3			5	5	3
TOTAL		39	54	16	109	15

AREA	Storeys	Housing (m <sup>2</sup> )*	Commercial (m <sup>2</sup> )*	TOTAL (m <sup>2</sup> )*
Building A (Tower)	12	9040	790	9830
Building B (Linear)	6	2880	1440	4320
Building C (Street edge)	2		490	490
Building D (Terrace)	3	520	260	780
TOTAL		12440	2980	15420

\* Areas include circulation and ancillary spaces



### 4.3.3 OPTION 1: Ground Level

A 12-storey octagonal residential block becomes a focal point to the five major routes into the site. A 2-storey commercial block extends out to the North West to make a street edge on one side with a new pedestrian route on the other, connecting Tower Bridge Road with the public woodland garden to the west of the scheme. Two further buildings tie the site back into the geometry of the Haddonhall Estate to the north; 3-storey houses and a 6-storey workspace/ residential block form a new courtyard garden and working yard.

- 1 Broad pedestrian place created as pavement on Tower Bridge Road leads through to the new wooded park.
- 2 Retail/commercial frontage to Buildings C and D brings activity to pedestrian street.
- 3 Central space for events.
- 4 Park area.
- 5 Arcaded base to residential tower A with retail/ commercial units.
- 6 Arcade to building B with retail/commercial units opening south west onto new park.
- 7 Broad street/yard with controlled vehicle access. Events space.
- 8 New garden front to Forma Gallery.
- 9 Active uses on island beneath flyover reached from above by lift.
- 10 Active managed internal spaces below flyover.



- Retail or commercial
- Proposed circulation
- Proposed homes or residential ancillary space
- Pedestrian approaches



### 4.3.3 OPTION 1: Typical Upper Level

The upper floors to each of the blocks accommodate 1, 2 and 3-bedroom homes that are all dual aspect.  
The flyover becomes a public garden accessed at the ends or via stair and lift cores indicated by the blue dots.

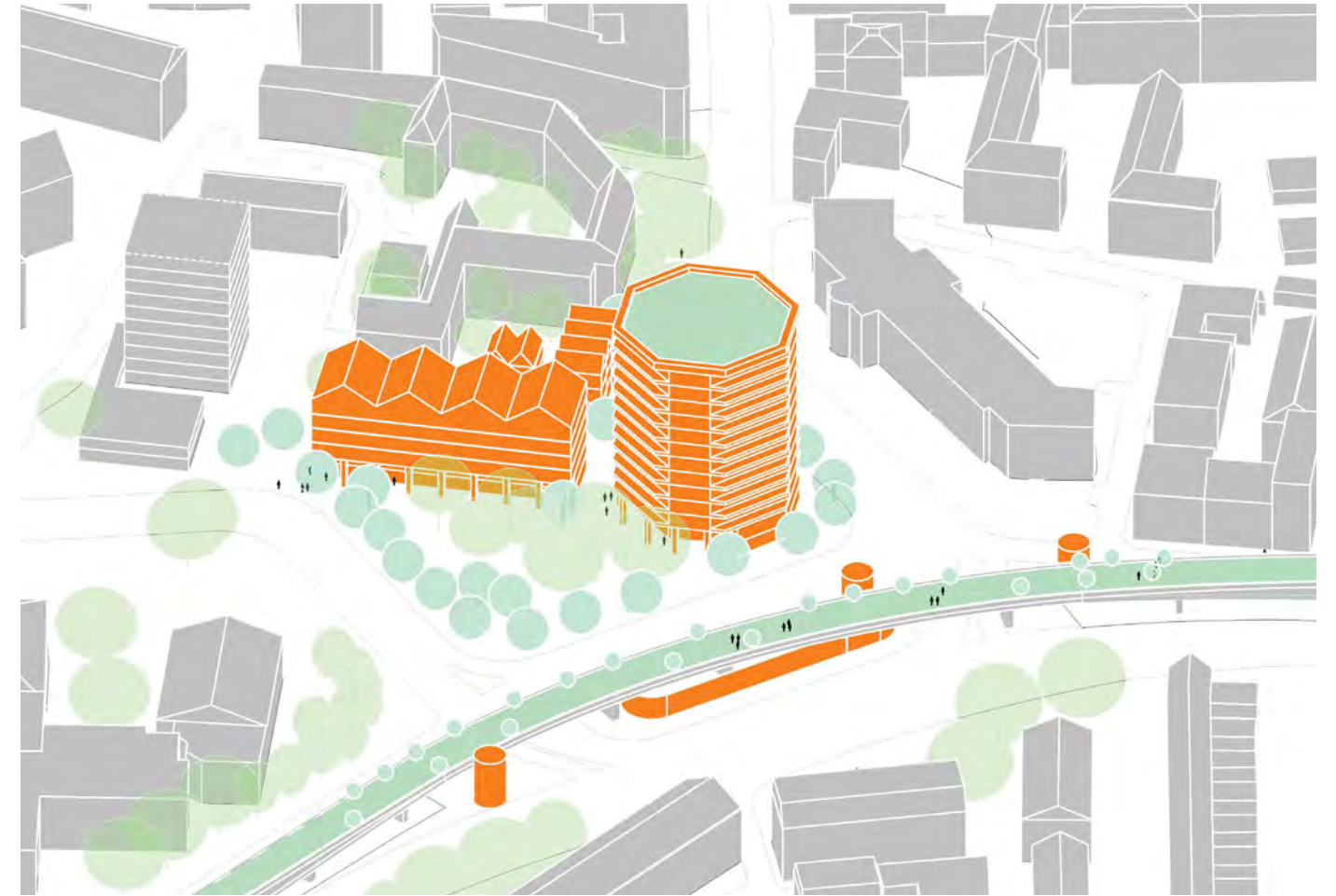
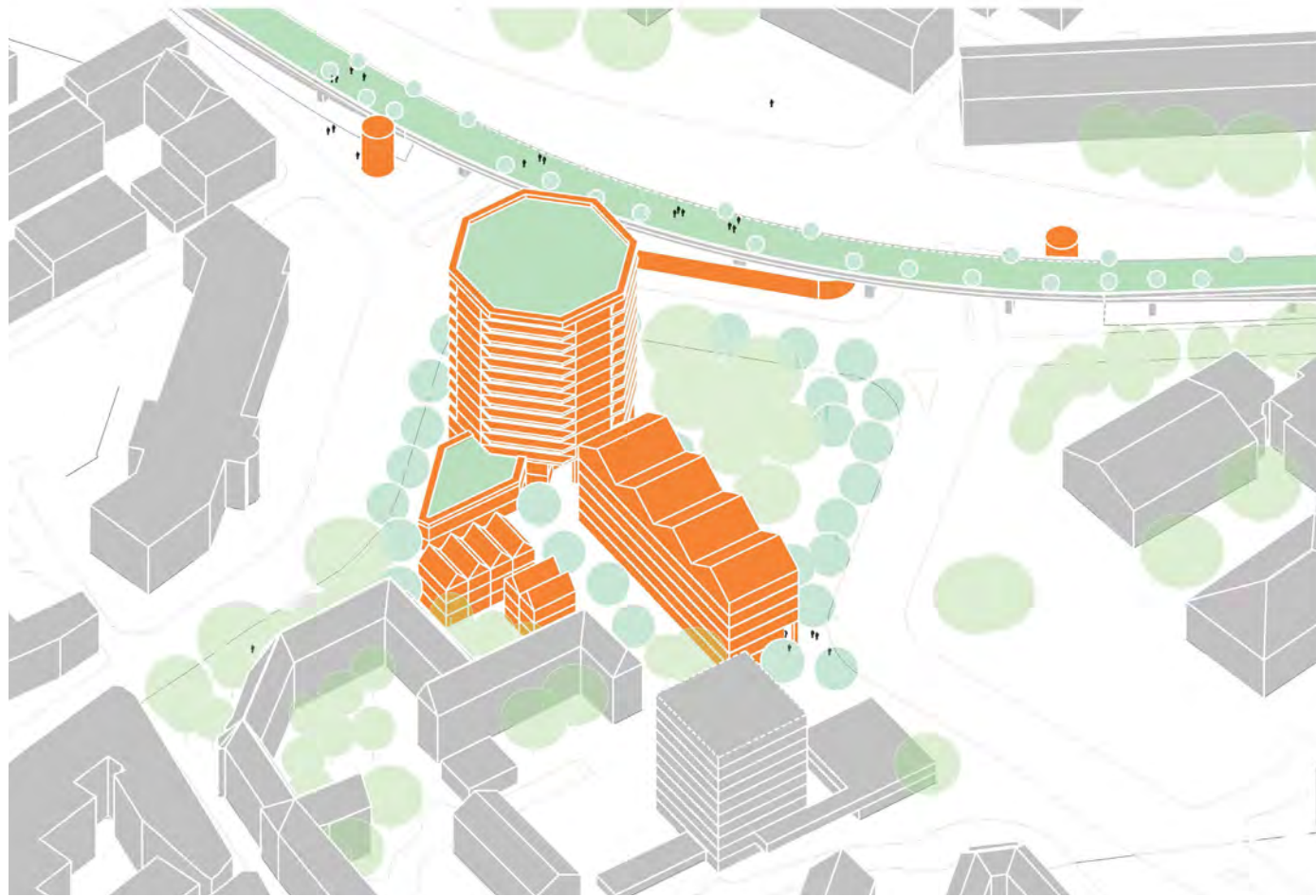
- A** There are 8 residential apartments in a mix of 1, 2 and 3 bed dual aspect homes.
- B** These deck access apartments are entered from the north east side of the building. Their main living spaces will look over the new park to the south west.
- D** Residential corner building.
- 1** Access (lift and stairs) between flyover and island undercroft area below.
- 2** Flyover lift and stair access from the principal pedestrian crossings on either side of the gyratory.
- 3** New public garden and civic space on the existing flyover structure.






### 4.3.3 OPTION 1: Overview

Aerial views from the north-west (left-hand image) and south-west (right-hand image) showing the massing of buildings.



Proposed built forms 



### 4.3.4 OPTION 2: Workplace Led

There is a need for affordable small scale commercial space in Southwark. Option 2 explores how a dedicated commercial building could address this demand.



BRICKLAYERS ARMS, SOUTHWARK - ACCOMMODATION SCHEDULE						
Feasibility phase, DRAFT						
OPTION 2						
CULLINAN STUDIO						
26/11/2024						

QTY	Storeys	1B2P	2B4P	3B5P House	TOTAL Homes	TOTAL Commerical
Building A (Tower)	12	43	43		86	
Building B (Linear)	3					16
Building C (Street edge)	2					2
Building D (Terrace)	3					6
TOTAL		43	43	0	86	24

AREA	Storeys	Housing (m <sup>2</sup> )*	Commercial (m <sup>2</sup> )*	TOTAL (m2)*
Building A (Tower)	12	8500	1330	9830
Building B (Linear)	3		1785	1785
Building C (Street edge)	2		490	490
Building D (Terrace)	3		870	870
TOTAL		8500	4475	12975

\* Areas include circulation and ancillary spaces



### 4.3.4 OPTION 2: Workspace Yard - Ground Level

This alternative option looks to increase the proportion of non-residential uses, where the new buildings to the north become 3-storey commercial/workspace units - fronting onto a yard that could host various activities.

- B**  
**D** Buildings B and D are 3 storey workspace units.
- 1** Broad pedestrian place created as pavement on Tower Bridge Road leads through to the new wooded park.
- 2** Retail/commercial frontage to Building **C** brings activity to this pedestrian street.
- 3** Central space for events.
- 4** Park area.
- 5** Arcade base to residential tower **A** with retail/commercial units.
- 6** Arcade to building **B** with workspace units opening south west onto new park.
- 7** In this option the yard would give access to the workspace units. It could also be curated to hold occasional events in a robust paved space with new trees on the north east side.
- 8** New garden front to Forma Gallery.
- 9** Active uses on island beneath flyover reached from above by lift.
- 10** Active managed internal spaces below flyover.





4.3.4 OPTION 2:  
Workspace Yard - Upper Levels

The upper floors of octagonal building A are residential apartments, as Option 1. The upper floors of buildings B and D are workspace units of different sizes, accessed by stairs and decks on the north east side.

- A** There are 8 residential apartments in a mix of 1, 2 and 3 bed dual aspect homes.
- B** Upper levels of workspace units.
- D** Upper levels of workspace units
- 1** Access (lift and stairs) between flyover and island undercroft area below.
- 2** Flyover lift and stair access from the principal pedestrian crossings on either side of the gyratory.
- 3** New public garden and civic space on the existing flyover structure.

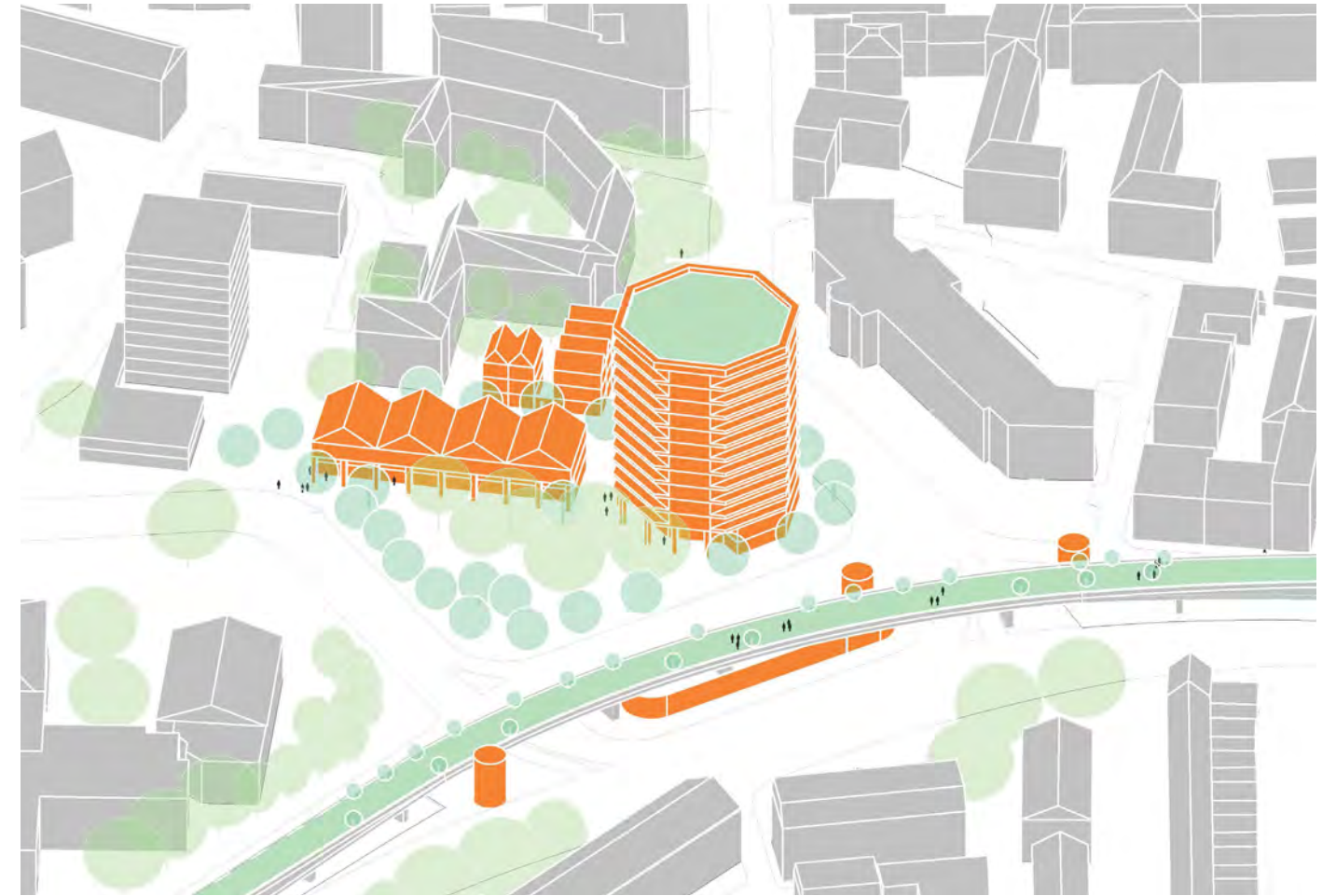
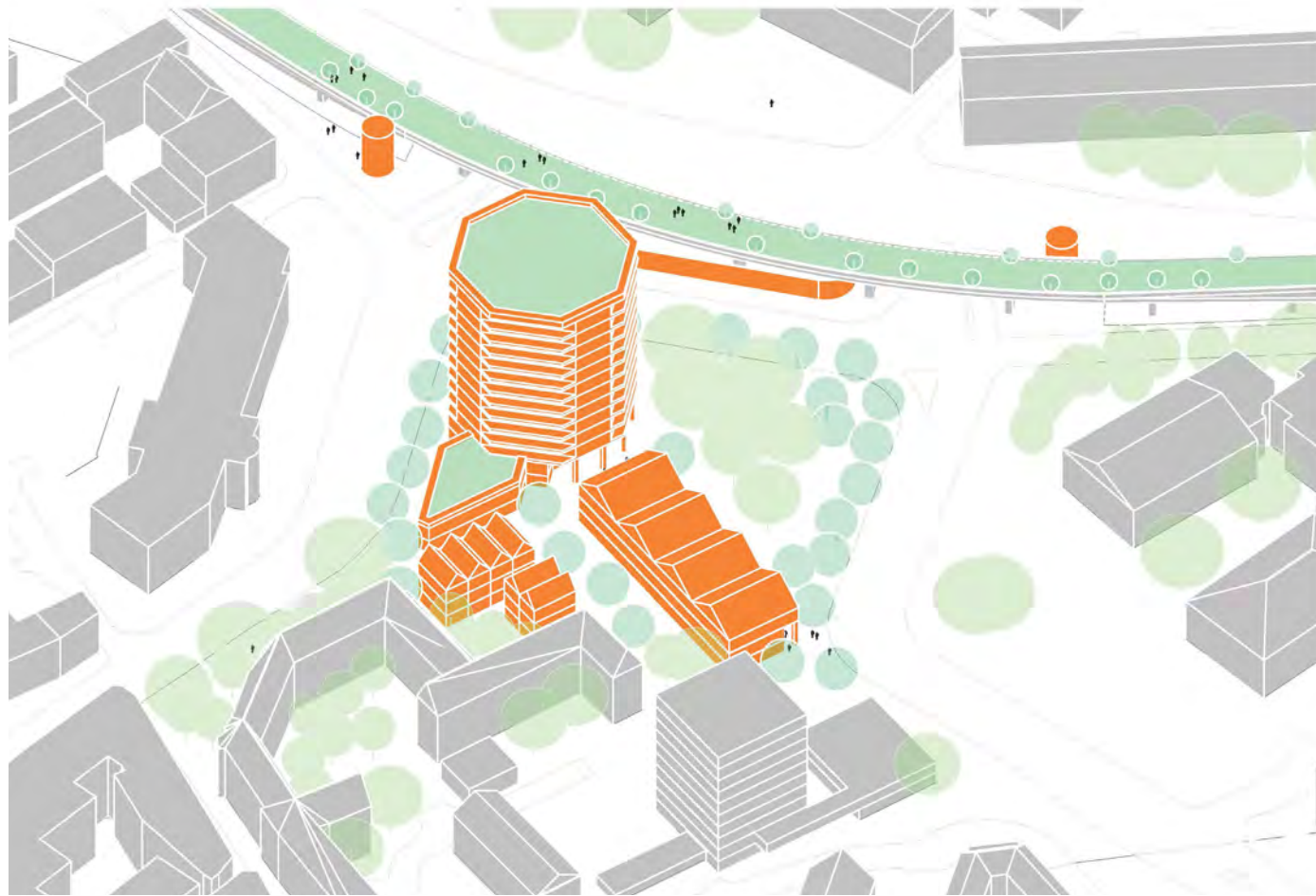


- Retail or commercial
- Proposed circulation
- Proposed homes or residential ancillary space



## 4.3.4 OPTION 2: Overview

Aerial views from the north-west (left-hand image) and south-west (right-hand image) showing the massing of buildings and the effect of lowering the 6-storey residential building to 3 storey workspace units.

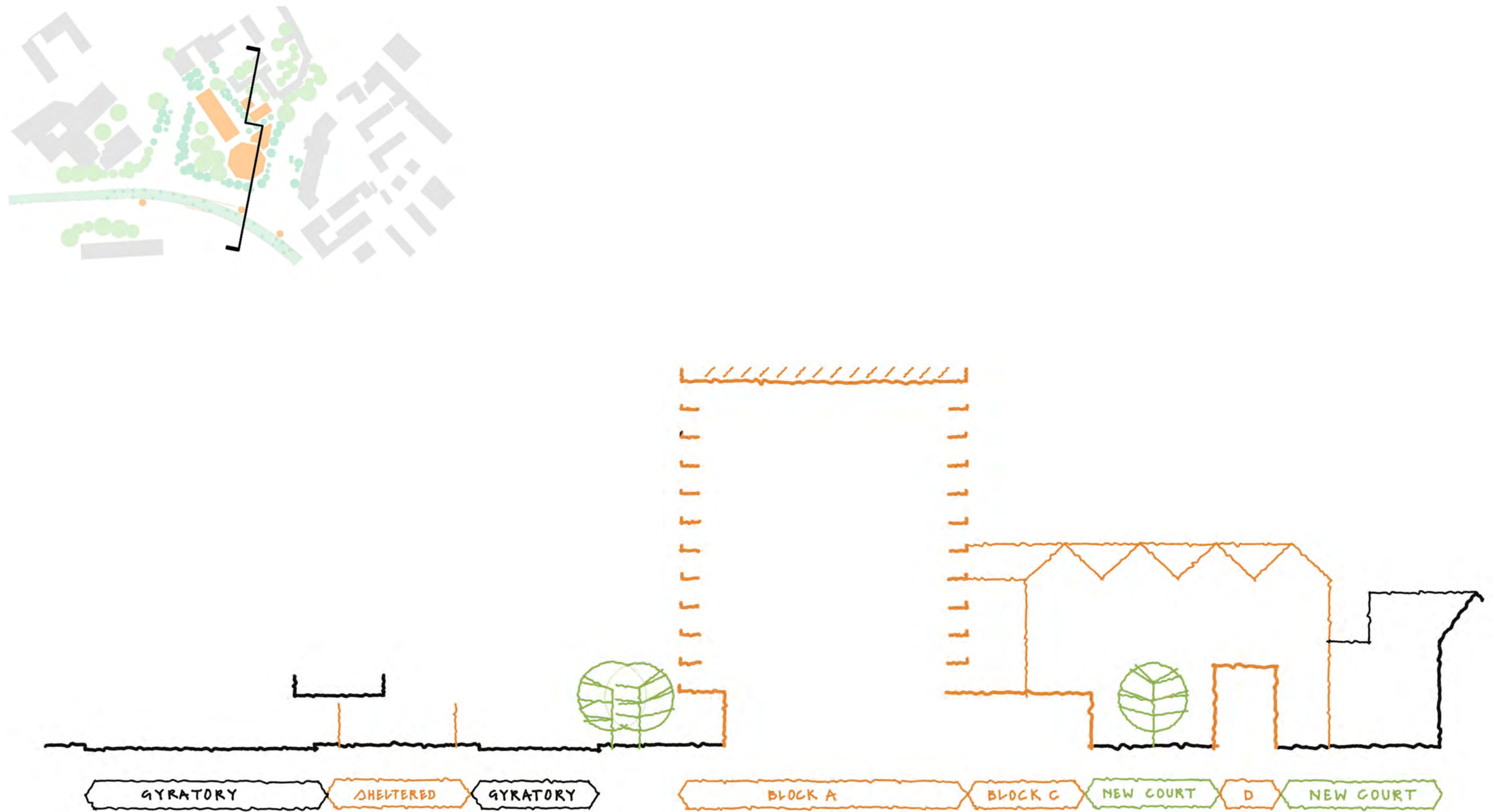


Proposed built forms 



### 4.3.5 Urban Green Spaces

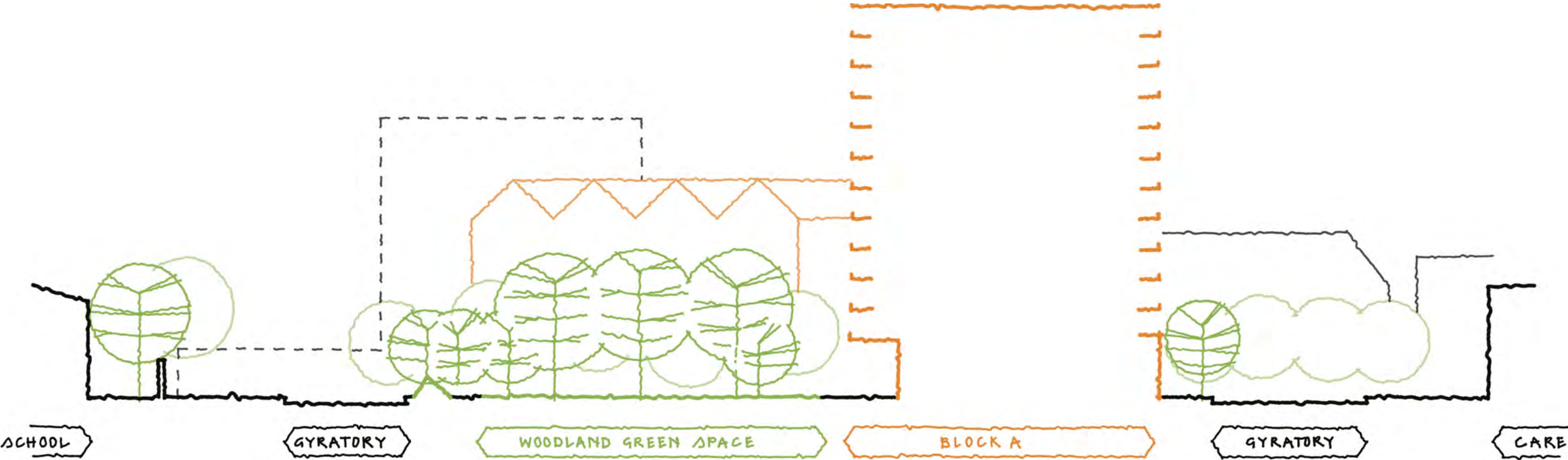
This section cuts through the 12-storey block with a 2-storey cloister at its base





### 4.3.5 Urban Green Spaces

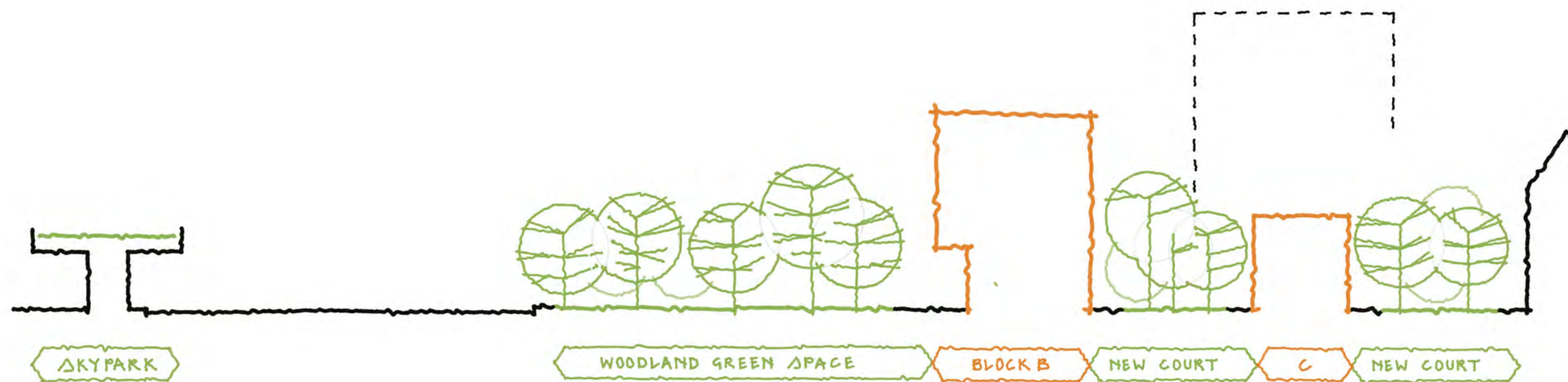
This section cuts through the central wooded garden space protected on all sides with planting and new buildings.





### 4.3.5 Urban Green Spaces

This section illustrates how the proposals create new public and semi-public spaces, where each will be able to develop their own unique character.

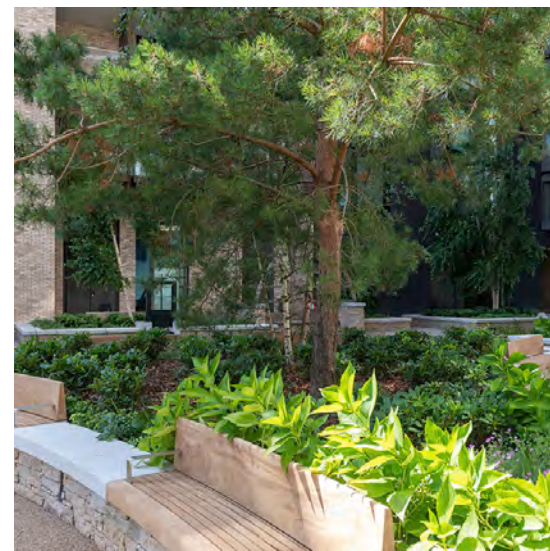
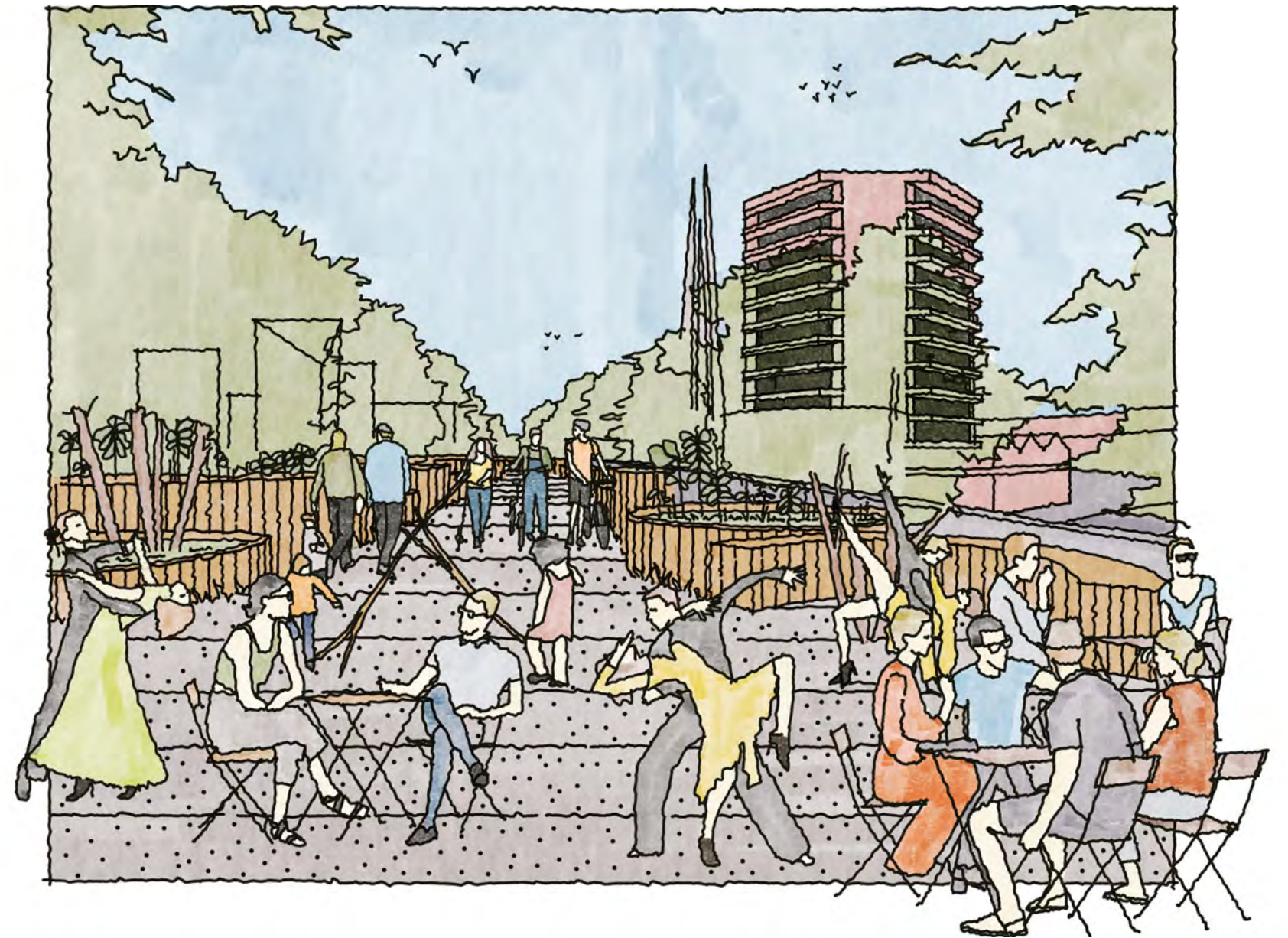




### 4.3.6 View of the Flyover garden

By removing the traffic from the flyover, the space could be transformed into a new walking route, and an elevated garden - away from the bustling traffic below - stretching from Old Kent Road in the east towards Elephant and Castle in the west. Planting would be used to frame public spaces with seating, activities and food, looking directly into the canopy of mature trees of the gyratory, and to the city's landmarks beyond.

The drawing on the right suggests that the high central area on the flyover (around 10m wide) could be curated in this way as a shared public space. The images below are just a few of the many possibilities for activities and events that could be imagined and developed with local residents and interest groups.

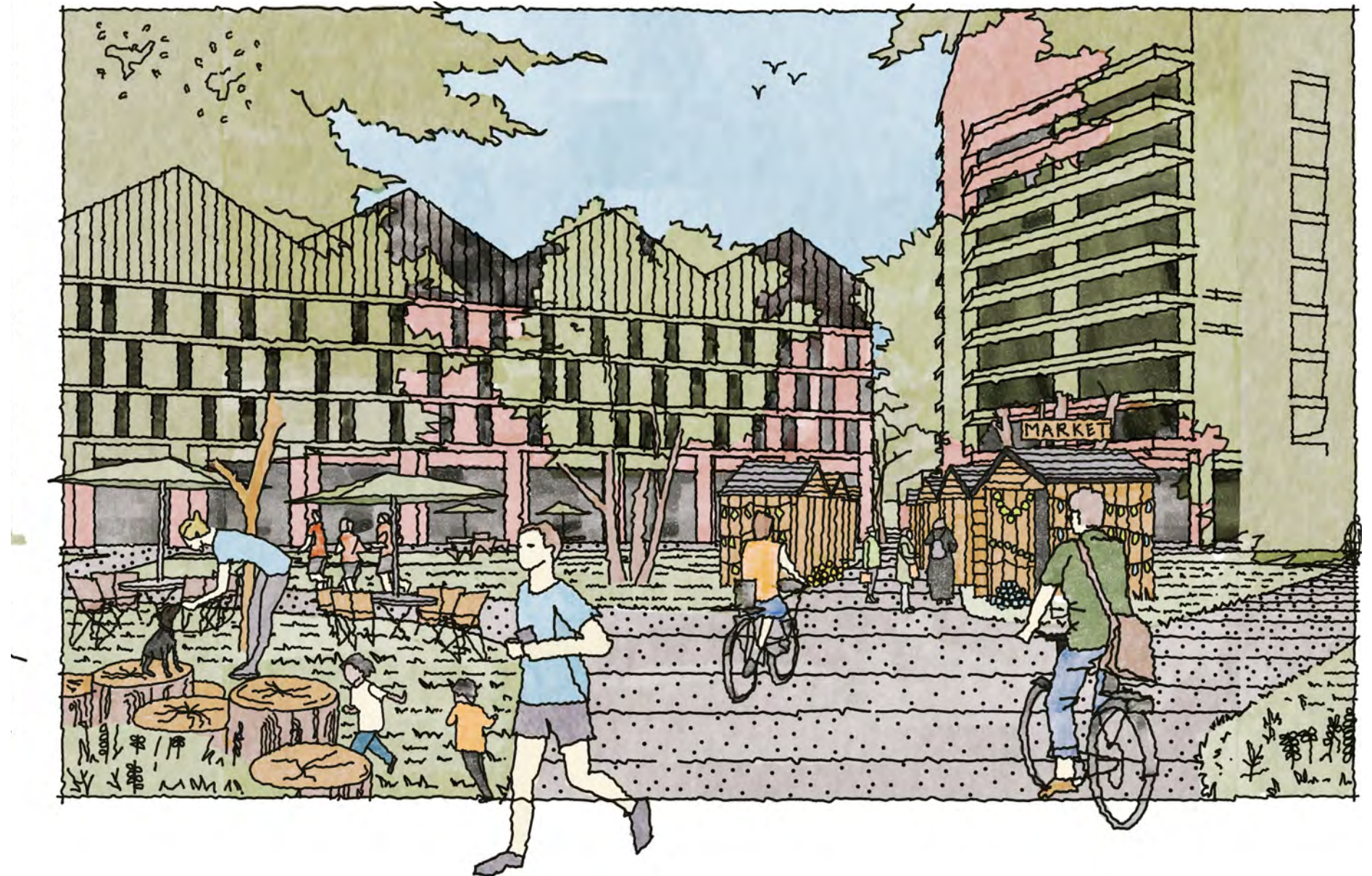




## 4.3.7 View of the woodland

The existing woodland area will be retained at the heart of the scheme. The public spaces will benefit from the proposed new buildings and landscaping to the edges providing a buffer to the traffic.

The drawing on this page looks east from the heart of the wooded peninsula to the proposed new mixed use and residential buildings. The ground floor needs to embrace commerce and community activities that will establish it as a dynamic place for local people.







### 4.3.8 Servicing of Buildings

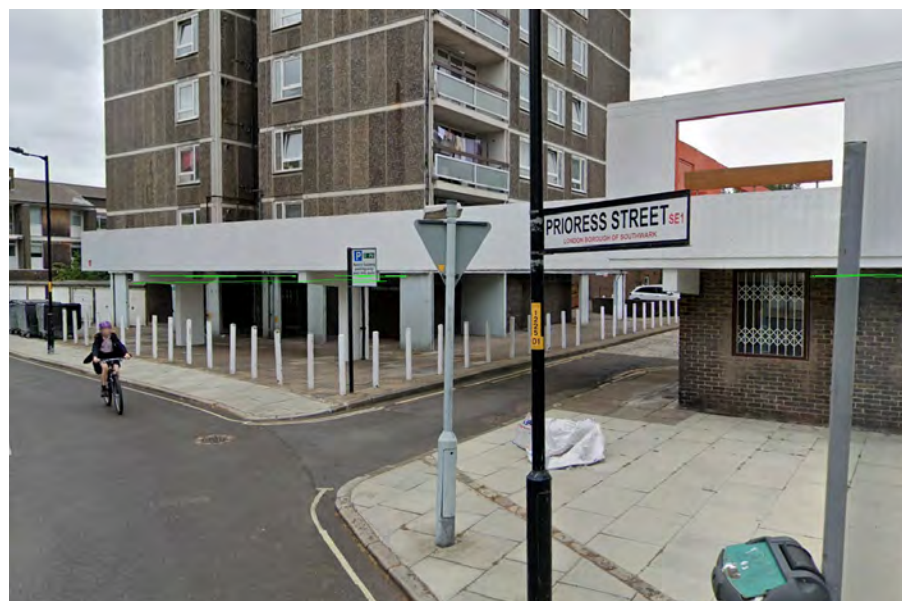
The two diagrams illustrate some initial thoughts on how the new buildings could be serviced.

The diagram immediately to the right shows how a refuse lorry could access the new working yard via Rephidim Street and reverse back towards the residential block.

The diagram on the far right shows an alternative approach where a turning point is introduced to reduce the reversing distance.



Forward motion   
Reversing 





4.3.9 Summary of the Masterplan



- Proposed buildings
- Proposed indicative trees
- Proposed pedestrian surfaces
- Proposed green spaces
- Proposed road layout
- Proposed cycle lanes





# 5.0 CONSULTATION 2



# 5.1 Consultation Session 02

ENGAGEMENT SESSION 02 WAS HELD ON 11TH DECEMBER 2024 - IT AIMED TO TO TEST PROPOSED IDEAS TO RE-IMAGINE THE BRICKLAYERS ARMS THAT EMERGED FROM SESSION 01.

Publicity was distributed in the 2 weeks running up to the event in the following ways:

- Digitally - Event publicised through the OKR website. Digital Survey on Southwark’s associated survey platform
- Post - Flyers posted through letterboxes in immediate vicinity [noted that some did not receive this]
- Email - Leading community members, including TRA heads and leads of local groups were contacted.
- In person - Local businesses were visited by the team to encourage attendance.

Key stakeholders identified and targeted for attendance included:

- RESIDENTIAL

  - Leathermarket JMB
  - The Paragon Searles Rd TRA
  - Haddonhall Residents
  - Surrounding Residents
- LOCAL GROUPS

  - Walworth Green Links
  - Walworth Society
  - BATRA
  - Southwark Nature Society
  - Southwark Living Streets
- BUSINESSES

  - Shops + Offices in vicinity
  - Cultural institutions including FORMA + VEDANTA
- SCHOOL

  - St Saviours & St Olave’s School

Other Individuals consulted:  
**Jeremy Leach:** Head of Southwark’s Walworth Society and Green Links, with whom a private, focussed consultation was held.  
**Diana Cochrane:** Local historian, built environment and conservation specialist. A walk around the local area to understand surrounding context and history took place.

- The demographics of the methods can be summarised as follows:
- Digital responses:** Of the 9 respondents, most preferred not to note their ages, gender or backgrounds, though age ranges noted were 30-69 and at least 50% of respondents were male. The digital feedback provided came from mostly residents and some businesses.
  - Engagement Day responses:** Of the 35 attendees, 62% were male and 38% female. The event was attended principally by residents and some local businesses. A higher number of local businesses attended than in the previous session. The age range was from 16-70+ with an equal distribution of age ranges between 36-70+ and only a handful under the age of 36.

## SESSION 02 DETAILS



Event Publicity

STAKEHOLDER	TIME	VENUE	ACTIVITY
All day exhibition - open to all [team to arrive on site from 9.45am]	11AM-7PM	FORMA art gallery	Model + boards, interview style
Plant surgery	11AM-7PM	FORMA art gallery	Plant surgery available to visitors all day
Local business focus	1.30-2.30pm	FORMA art gallery	Presentation and WORKSHOP around model + boards, interview
Local residents and community group focus	12-3.30PM	FORMA art gallery	Presentation and WORKSHOP around model + boards, interview
Local business focus	5-5.45PM	FORMA art gallery	Presentation and WORKSHOP around model + boards, interview
Local residents and community group focus	6-6.45PM	FORMA art gallery	Presentation and WORKSHOP around model + boards, interview

Session timetable



Focused walking session with historian Diana cochrane



Highlighting the previous the strong theme of green spaces that emerged from the previous consultation, a plant surgery was present at the engagement session. Visitors could bring their plants for advice on best care, and had the opportunity to take a plant for their home or business.



## 5.1 Consultation Session 02

FOLLOWING SESSION 01, A NUMBER OF PREVALENT THEMES EMERGED WHICH FORMED THE BASIS FOR THE APPROACH TO THE DESIGN PROPOSALS PRESENTED AT THE ENGAGEMENT .

The Key themes were as follows:

### 01 - FLYOVER + TRAFFIC

- Traffic Management
- Visibility + presence
- Flyover proposals

### 02 - GREEN SPACES, CYCLING + PEDESTRIAN MOVEMENT

- Uses of green spaces
- Integration of cycling lanes
- Pedestrian crossings + safety

### 03 - LIGHTING, SAFETY, NOISE + POLLUTION

- Lighting for visibility + plants
- Inclusive design
- Noise mitigation measures

### 04 - HOUSING, SOCIAL INFRASTRUCTURE + COMMERCIAL OPPORTUNITIES

- Housing tenure
- Design preferences
- Commercial focus
- Urban amenities

### 05 - HISTORIC, CULTURAL + ARCHITECTURAL VALUE

- Historical references
- Cultural value through events, art, sculpture
- Community participation in cultural planning
- Architectural and cultural priorities

A model indicating the proposed massing was included, and visitors had the opportunity to adjust and comment upon the proposals. The model helped to identify additional issues and opportunities within the area experienced by the different stakeholders.



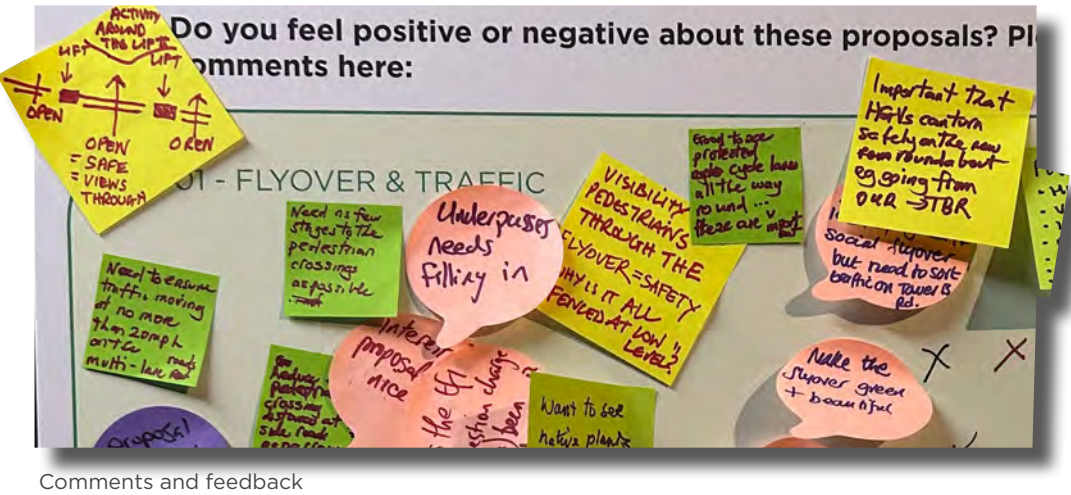
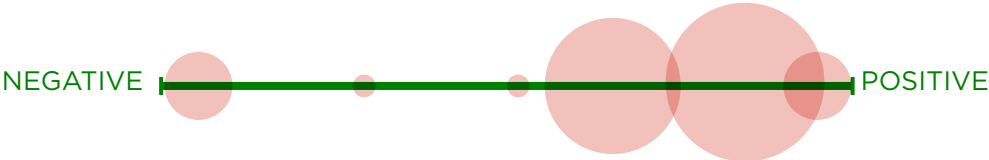


# 5.2 Consultation Session 02 Feedback

WITHIN THE RESPONSES TO THE THEMES, CLEAR AREAS OF FOCUS EMERGED + ASSOCIATED RECOMMENDATIONS

## 01 FLYOVER + TRAFFIC:

- Traffic Management:**
  - 1 - Speed Control: Limit traffic speed to 20mph.
  - 2 - HGV Safety: Ensure HGV's can safely navigate new roundabouts
  - 3 - Traffic Flow: Address traffic issues on Tower Bridge Road.
  - 4 - Congestion Charge: Is there a possibility of a TFL congestion charge?
- Visibility + presence:**
  - 1 - Visibility around flyover + roundabout: The importance of open, safe views around any new lifts and flyovers was highlighted. Low level fencing should be well lit and not obstruct the openness of the site.
  - 2 - Presence + uses: The presence of the flyover is seen as obtrusive and creating a severance in the area. There was a strong desire for the reduction of overall road presence with prioritisation of alternative uses suggested, generally encouraged. The desire for a nightclub or leisure offer within the flyover was generally seen as positive.
- Flyover Proposals:**
  - 1 - Green + social spaces: There was principally positive support to transform the flyover into a green, beautiful area with parks, cafés, outdoors gyms and robust landscaping. Inspiration may be drawn from New York's high line and the incorporation of art and well-being initiatives are encouraged.
  - 2 - Traffic + Road use: Some suggested the side road of the flyover be adapted for two-way traffic. It was also suggested that part of the flyover is kept for a cycle route if appropriate.
  - 3 - Social Benefits: Encourage activities like incidental play and community interaction.



Comments and feedback

# Re-imagining the Bricklayers Arms

## 01 - FLYOVER & TRAFFIC

### Comments from our first consultation

- 'South-North connection is needed - green connections.'
- 'Walking and sitting on seats and benches. Better access for pedestrians.'
- 'Too much traffic, not enough pedestrian provisions.'
- 'More affordable shops and activities for all ages.'

### Responding to your comments



Proposed gyratory road layout



Greened 'high-garden' and active under-croft

### What activities would you like to see on a re-imagined flyover?



Under-croft parties



Open air cinema



Wild planted edge



Planted and seated walks



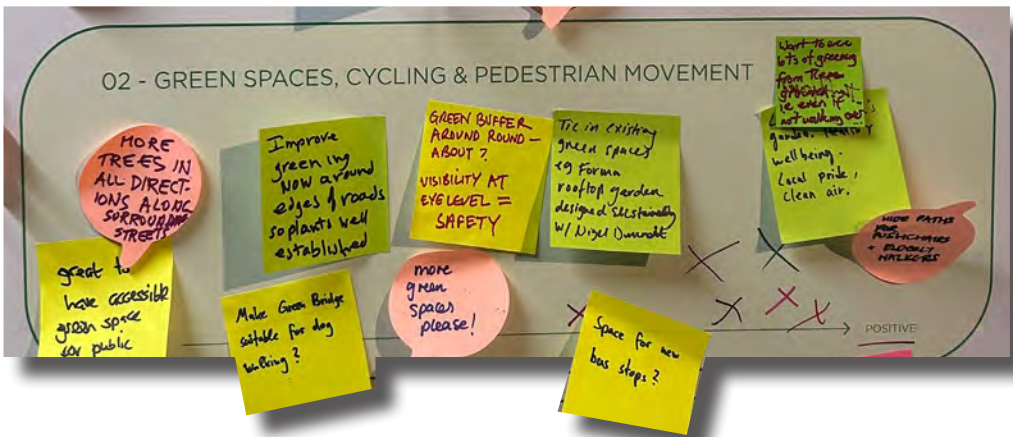
# 5.2 Consultation Session 02 Feedback

WITHIN THE RESPONSES TO THE THEMES, CLEAR AREAS OF FOCUS EMERGED + ASSOCIATED RECOMMENDATIONS

## 02 GREEN SPACES, CYCLING + PEDESTRIAN MOVEMENT

- Green Spaces**
  - 1 - In and around flyover: there was an emphasis on making the flyover and areas surrounding it, green and beautiful and a space for biodiversity to flourish - liaising with local groups including Southwark Nature, BATRA.
  - 2 - Landscaping features: There was a concern around the height of hedges that could limit views and the openness of the surrounding spaces, threatening the feeling of safety. Features as mentioned on the flyover to be incorporated in newly created green spaces such as cafés, robust landscaping, diverse seating areas to accommodate a range of people with different physical abilities. Areas of shelter and water are also encouraged to address climate adaptation.
  - 3 - Uses: There is a desire for the area to serve as a social and community space with a variety of activities for different age groups, with scenic views and surroundings.
- Cycling:**
  - 1 - New cycle lanes: There is strong support for protected cycle lanes throughout the area. Changes to improve cyclist safety and accessibility to encourage more usage is positive, but this should not dominate the public realm.
  - 2 - Cycle route integration: Cycle routes near the flyover should tie into existing routes where possible.
  - 3 - Prioritisation: The reduction of road infrastructure and encouragement of more cycle friendly alternatives was welcomed, but this should not be at the detriment to the movement of pedestrians or mobility scooters.
- Pedestrian Movement:**
  - 1 - Improved crossings: Reduce stages in pedestrian crossings. Ensure they are placed at key positions e.g. bottom of flyover. Reduce pedestrian crossing distances at side roads to enhance safety and ease of use.
  - 2 - Underpasses: There was mixed feedback on underpasses - many suggested these be filled in for safety, others suggested the proposals for them would be positive. There was specific concern regarding safety for women and issues including long-term lighting maintenance and purposeful vandalism. Higher level crossing were seen as positive. There are opportunities where the underpasses emerge for public space interventions to address some of the existing anti-social behaviour that is disturbing to residents.
  - 3 - Views: Ensure open, safe views for pedestrians around lifts and flyover areas, addressing concerns about fencing and visibility with special features such as [The Tank](#) - an art installation of a tank by Mandela Way that was re-painted monthly - be brought back.

NEGATIVE ————— POSITIVE



Comments and feedback

## Re-imagining the Bricklayers Arms

### 02 - GREEN SPACES, CYCLING & PEDESTRIAN MOVEMENT

#### Comments from our first consultation

- 'Would love to have more green pathways to explore.'
- 'Openness of roundabout and current visibility.'
- 'Green corridor so pedestrians could link both sides of the roundabout.'
- 'Get rid of the flyover or turn it into a garden.'

#### Responding to your comments



Proposal - Public realm



Creating green links



Wooded urban shelter

#### A variety of different types of public spaces



Building & planting shields



Sheltered raised gardens



Vibrant pedestrian route



Tree lined activity walk

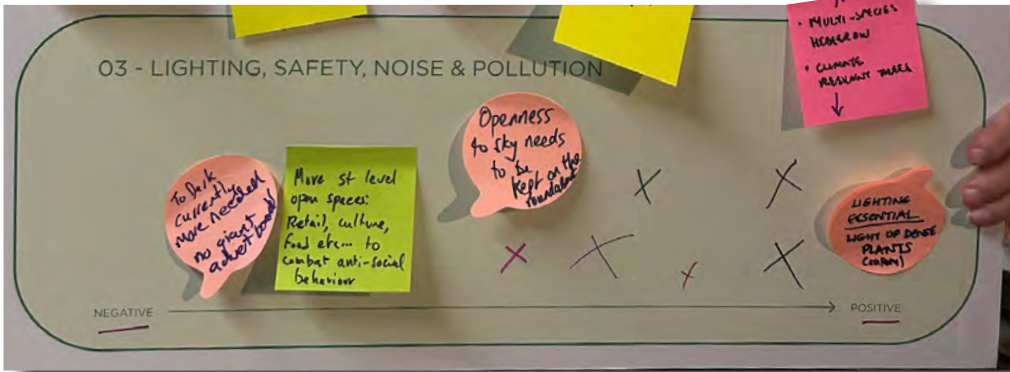
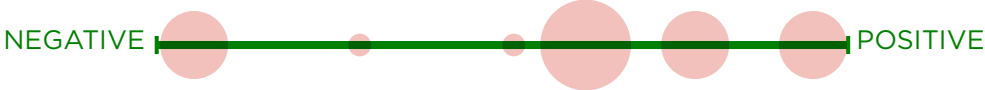


# 5.2 Consultation Session 02 Feedback

WITHIN THE RESPONSES TO THE THEMES, CLEAR AREAS OF FOCUS EMERGED + ASSOCIATED RECOMMENDATIONS

## 03 - LIGHTING, SAFETY + NOISE POLLUTION:

- Lighting**
  - 1 - For visibility: The lighting strategy will be essential to illuminate dense plants and ensure safe visibility. Lighting can also become an opportunity for interesting light installations to uplift the area and draw people in.
  - 2 - For plants: Lighting solutions must also minimise glare or excessive brightness and be sensitive to planting and any developing species or habitats.
- Inclusive Design**
  - 1 - Accessibility: There is a concern that the design may accommodate closed spaces that limit movement and use for those with less able-bodied. Paths and routes should be designed to accommodate pushchairs, elderly uses and those with limited mobility.
  - 2 - Open spaces: Openness to the sky, especially on the roundabout should be maintained to improve safety perception and visibility. General visibility across through and across the roundabout and flyover should be maintained and enhanced as much as possible.
  - 3 -Anti-social behaviour: Street level open spaces as shown are positive and help to create activity hubs and deter anti-social behaviour.
- Noise + Pollution:**
  - 1 - Planting: While not mentioned significantly, the promotion of multi-species hedgerows and climate resilient trees will assist in the long-term reduction of pollution and creation of natural noise barriers. This must be balanced with the issues of visibility and openness around the site..



Comments and feedback

# Re-imagining the Bricklayers Arms

## 03 - LIGHTING, SAFETY, NOISE & POLLUTION

### Comments from our first consultation

'Improve the sense of safety in the area.'

'Feel friendlier with less pollution with planting.'

'Better, more intelligent lighting, especially in underpasses.'

'Subways don't feel safe.'

### Responding to your comments



Proposal - Sheltered pedestrian spaces at ground/subway level

A: NEW ROUTE FROM SUBWAY LEVEL TO PROVIDE DIRECT ACCESS TO THE FLYOVER WITHOUT CROSSING  
B: EXISTING SUBWAY, REMODELLED TO PROVIDE A SAFE PASSAGE THROUGH  
C: EXISTING SUBWAY, REMODELLED TO PROVIDE A SAFE PASSAGE THROUGH

### Creating comfortable public spaces & routes



Public artwork      Improved subway lighting      Green street edges      Vibrant and safe night-life



5.2 Consultation Session 02 Feedback

WITHIN THE RESPONSES TO THE THEMES, CLEAR AREAS OF FOCUS EMERGED + ASSOCIATED RECOMMENDATIONS

04 HOUSING, COMMERCIAL INFRASTRUCTURE + COMMERCIAL OPPORTUNITIES - RECOMMENDATIONS

- Housing**
  - 1 - Affordability: There is a strong demand for affordable and social housing.
  - 2 - Residents: Housing should serve the local community primarily, avoiding luxury-only developments. It should cater to diverse groups (not just students) and also address the needs of young people.
  - 3 - Tenure: Mixed-use developments should prioritise affordable, high-quality housing rather than small flats or very tall towers.
- Residential design preferences**
  - 1 - Typology: There is a preference for high-street-style, low-rise buildings over towers, maintaining an urban typology cohesive with the surrounding context.
  - 2 - Density: Denser, higher buildings may be acceptable if they create more communal spaces and offerings for local communities and groups.
  - 3 - Privacy: Privacy to and impact on surrounding buildings, most prominently the care-home residents, should be considered in planning and positioning of proposed buildings, especially high-rise structures.
- Commercial spaces**
  - 1 - Community Focus: An emphasis should be given on creating affordable workspaces, studios and creative spaces for the community. Areas under the flyover were also suggested as potential places for creative hubs or workspaces. Free, non-commercial spaces for leisure and community were identified as highly desirable.
  - 2 - Mixed-use vibrancy: Commercial and entertainment and leisure spaces both day and evening are suggested to promote footfall, support social cohesion and to create a vibrant destination that is lacking from the area. Retail spaces and late night venues were suggested to enhance variety. .
- Urban Amenities**
  - 1 - Public Toilets: These should be included in the redevelopment to reduce antisocial behaviour such as urination in public spaces like tunnels. Accessible and clean facilities would improve the usability of urban spaces for all.
  - 2 - Culturally specific urban amenities: Amenities to serve the diverse demographic of the area were highlighted and encouraged, including food provisions, community, religious spaces, beauty services, space for carnival etc.
  - 3 - Existing urban amenities: Models like Elephant Park were noted as suitable for students but not necessarily other demographics, suggesting room for improvement in path sizing and safety measures.
  - 4 - Other provisions: Other provisions including sheltered or heated spaces, water provision, phone charging areas for public use were also encouraged, some of which exist on Bermondsey Street close-by..

NEGATIVE POSITIVE



Comments and feedback

Re-imagining the Bricklayers Arms

04 - HOUSING, SOCIAL INFRASTRUCTURE & COMMERCIAL OPPORTUNITIES

Comments from our first consultation

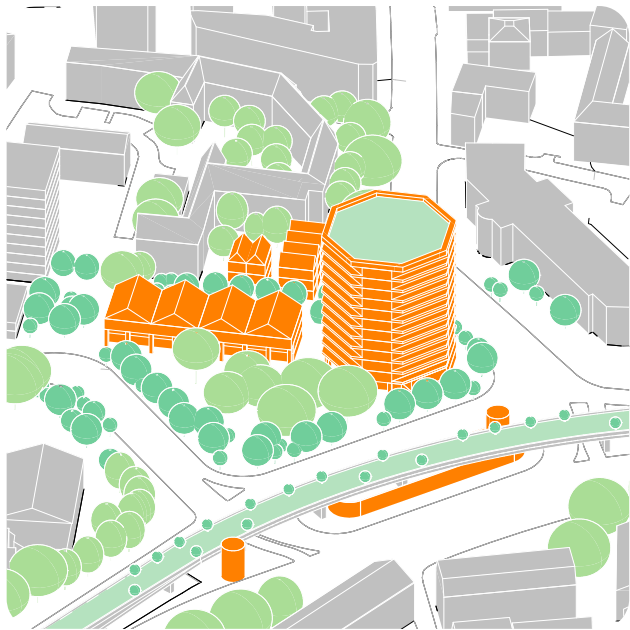
- 'Area needs more affordable housing.'
- 'Lack of things for older children and teens.'
- 'A place for people to live in and flourish.'
- 'Commercial uses for the green space - e.g. street festival.'

Responding to your comments



Ground level: Workshop led option

- RETAIL OR COMMERCIAL
- PROPOSED CIRCULATION
- PROPOSED HOMES OR RESIDENTIAL



Overview: Workshop led option

- PROPOSED BUILT FORM

Active building frontages, creating busy street scenes



Active communal yard



Flexible workspaces



Raised outdoor spaces



Sheltered domestic courtyard



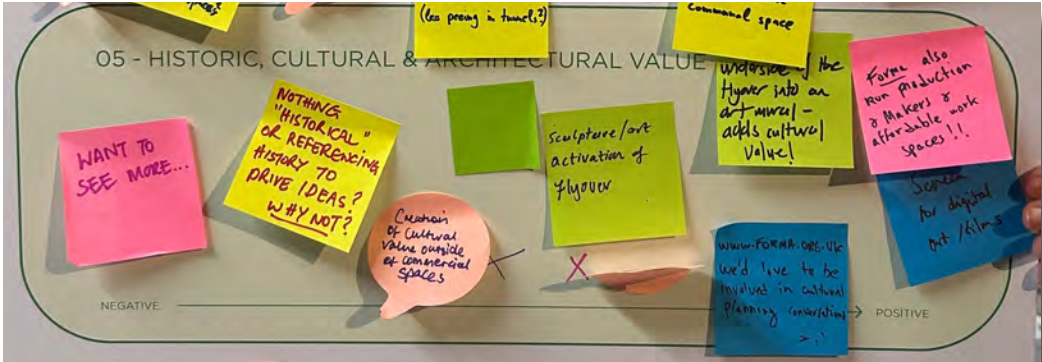
# 5.2 Consultation Session 02 Feedback

WITHIN THE RESPONSES TO THE THEMES, CLEAR AREAS OF FOCUS EMERGED + ASSOCIATED RECOMMENDATIONS

## 05 - HISTORIC, CULTURAL + ARCHITECTURAL VALUE - RECOMMENDATIONS:

- Historical references**
  - 1 - Historical acknowledgement: A lack of historical references or acknowledgement in the current plans was noted. There is a desire for more ideas driven by the historical nature of the site to influence the design and development as it progresses. A reference to the original road layout has been made but was not evident in the information presented.
  - 2 - Narratives: There is a call to explore deeper historical and cultural narratives to enrich the redevelopment and create deeper connections to the area's identity. Including the historic public house and the nearby conservation areas.
- Cultural Value**
  - 1 - Art and Sculpture: Suggestions to activate spaces under the flyover with murals or sculptures to create cultural landmarks. These may serve as focal points for community identity and pride. Ideas suggested around such themes were positively responded to.
  - 2 - Public Screens: The idea for public screens for displaying digital art of film further underscores a push for dynamic community-centred cultural spaces and was positively received - as long as appropriate measures are made to ensure such spaces are safe from surrounding traffic.
  - 3 - Event spaces: Proposals for events that bridge diverse groups (e.g. housing and play areas) highlight the role of shared cultural experiences in fostering social cohesion and are encouraged - e.g. space for carnival/ event procession.
- Community participation in cultural planning**
  - 1 - Local groups: Organisations including FORMA, tenant groups and BATRA have expressed interest in engaging with cultural planning conversations asking for consistent collaboration between developers and cultural groups to share the area's cultural framework and programming.
- Architectural and cultural priorities**
  - 1 - Safety: There were suggestions to activate spaces under the flyover with murals or sculptures to create cultural landmarks. These may serve as focal points for community identity and pride.

NEGATIVE POSITIVE



Comments and feedback

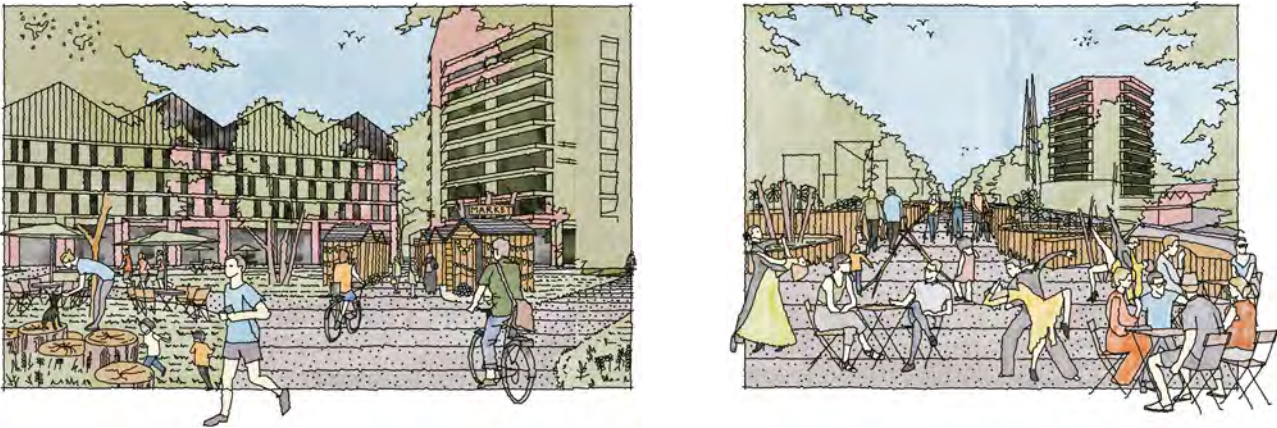
## Re-imagining the Bricklayers Arms

### 05 - HISTORIC, CULTURAL & ARCHITECTURAL VALUE

#### Comments from our first consultation

- 'Many historic buildings in the area are great.'
- 'Intersection of many different communities and cultures.'
- 'Community orientated schemes - gardens.'
- 'Fine architecture - Jam Factory Driscoll House, Babcock.'

#### Responding to your comments



#### What activities would you like to see on a re-imagined gyratory?



Communal gathering/ meals

Community gardening

Activities, dancing & parties

Play & artistry



# 5.2 Consultation Session 02 Feedback

WITHIN THE RESPONSES TO THE THEMES, CLEAR AREAS OF FOCUS EMERGED + ASSOCIATED RECOMMENDATIONS

## 06 OTHER COMMENTS + THEMES

- **Urgency + Clarity**  
PURPOSE: There is a call to move forward with plans and a request for a clearer purpose to be communicated to the relevant audience. Who is the project for?
- **Environmental initiatives**  
ENHANCEMENT: There is a desire to focus on improving the south-side of the roundabout to reduce pollution as well enhancing green edges around the site and existing spaces.
- **Community Programming**  
SUPPORT: Appropriate financial support for free community events and the potential to embed existing local projects in the scheme will add cultural value. Could there be DIY planting or surgeries for food growing?
- **Public Art**  
LOCAL ARTWORK: Proposals for local school involvement in designing artwork for flyover pillars and adding murals or artwork to the flyover underside.
- **Local spaces**  
LOCAL EDUCATION: There is a desire for workshops, such as carpentry or plumbing, and more space for community activities.
- **Inclusion**  
CONSIDERING INCLUSIVITY IN THE CONTEXT: A note that communities around Old Kent Road are diverse with conflicting interests, and that these differences should be considered in planning, as new communities typically form over time.



The original Bricklayers Arms pub - to be drawn from as the design progresses.



Public art in South Bermondsey

# Re-imagining the Bricklayers Arms

## BRICKLAYERS ARMS// Proposed Masterplan

Following a first consultation on the 26th of September, we have summarised the main themes mentioned and responded to them through architectural proposals.



The Gyratory re-imagined

- PROPOSED BUILDINGS
- PROPOSED PEDESTRIAN SURFACES
- PROPOSED VERTICAL CIRCULATION
- PROPOSED TREES
- PROPOSED ROAD LAYOUT
- PROPOSED CYCLE LANES

## Planted landscapes to enrich public spaces



Garden seating



Communal garden sitting



Industrial green spaces



Plants used as screening



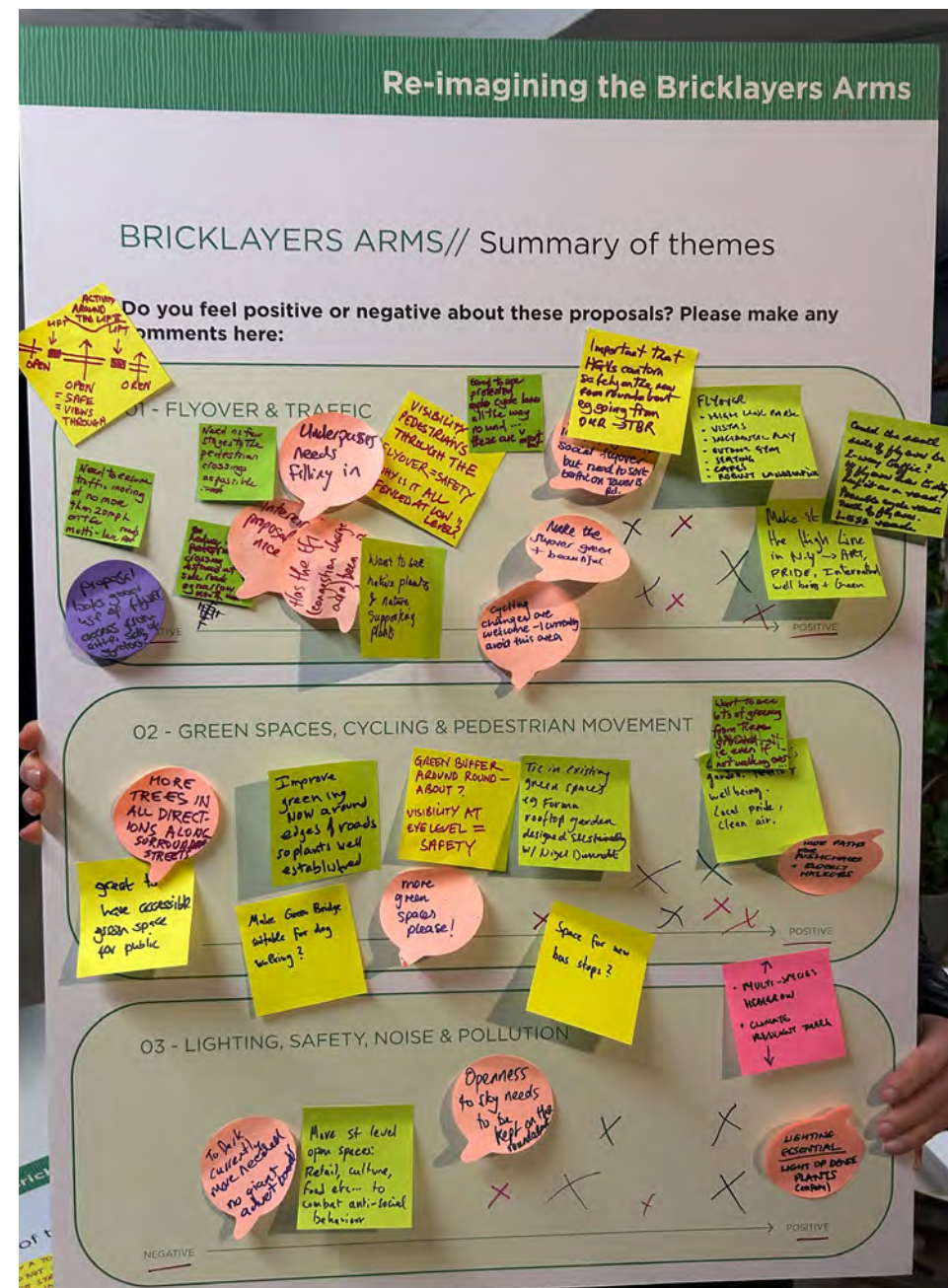




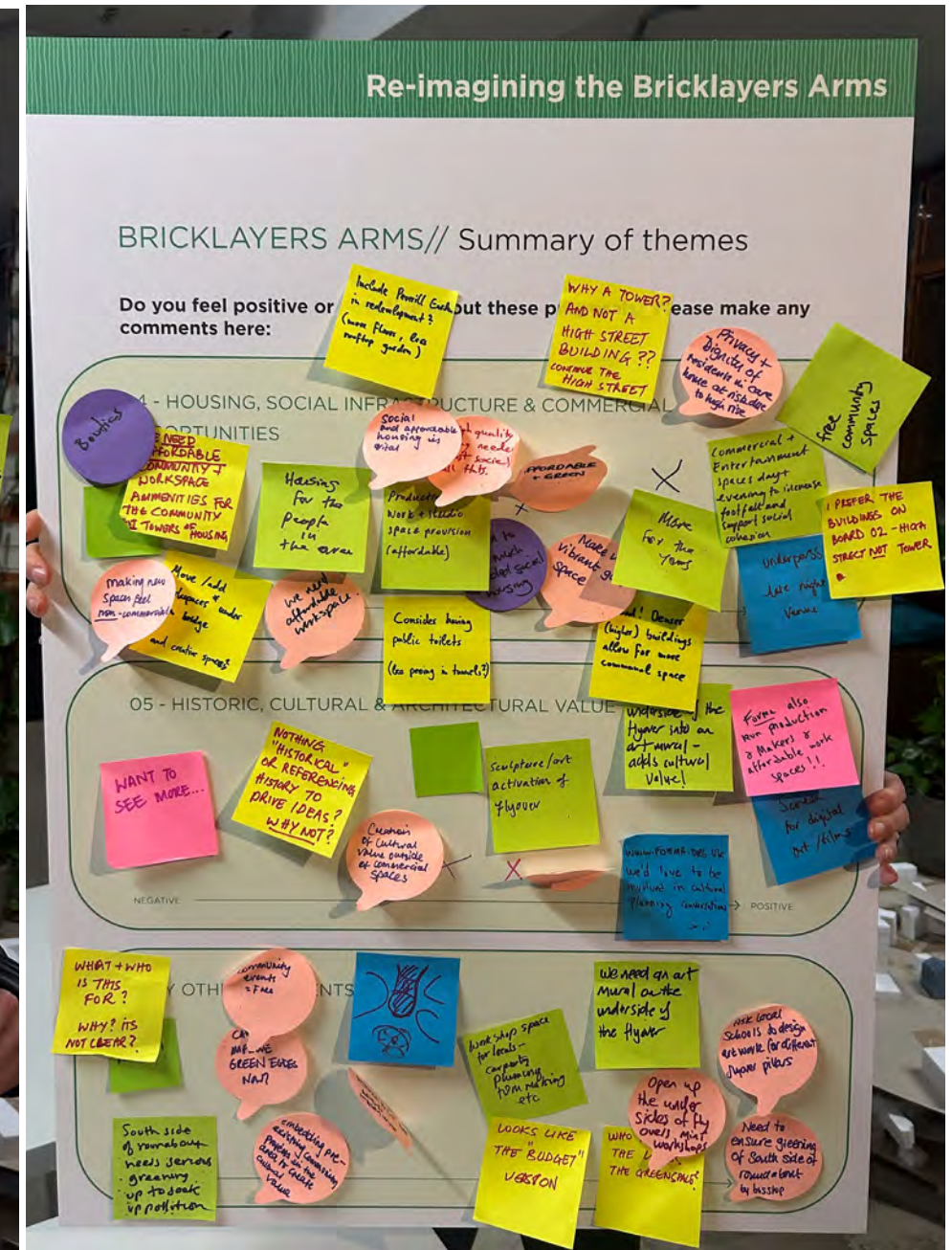
## 5.3 Consultation Session 02 Outcome

### KEY TAKEAWAYS

- **TRAFFIC:** LIMIT SPEED to 20mph; improve HGV SAFETY and traffic FLOW; consider a congestion charge.
- **VISIBILITY:** Ensure OPEN VIEWS; REDUCE FLYOVER IMPACT; explore leisure uses.
- **FLYOVER:** Transform into green spaces; suggestions to adapt roads for two-way traffic and cycling; promote community activities.
- **GREEN SPACES:** Add greenery, biodiversity, and community features.
- **CYCLING:** Build protected lanes, ensuring cyclist and pedestrian balance allocated space.
- **PEDESTRIAN MOVEMENT:** Improve crossings - their position and extent. Ensure safe, well-lit underpasses.
- **LIGHTING:** Provide safe, glare-free lighting that supports plants and habitats.
- **INCLUSIVE DESIGN:** Ensure accessible, open spaces that promote safety and deter anti-social behaviour taking inspiration from references.
- **NOISE AND POLLUTION:** Use diverse planting to reduce noise and pollution, balanced with the need to preserve openness and visibility.
- **HOUSING:** Focus on affordable, community-based housing with diverse, high-quality options.
- **COMMERCIAL SPACES:** Create affordable, mixed-use workspaces and vibrant areas with retail and leisure.
- **URBAN AMENITIES:** Provide accessible public toilets. Improve amenities for all demographics - e.g. food, services.
- **HISTORICAL REFERENCES:** Incorporate site history and cultural narratives in design.
- **CULTURAL VALUE:** Use art, murals, and digital screens to build community identity and social cohesion.
- **COMMUNITY PARTICIPATION:** Involve local groups in cultural planning to reflect the area's identity. Support local events, workshops, and food-growing projects, ensuring inclusivity for diverse communities.
- **CLARITY:** Move forward with clear purpose and provide clarity on target audience - e.g. who is this for?
- **ENVIRONMENT:** Reduce pollution, litter and enhance green spaces, especially on the south side of the roundabout.



Feedback boards from Consultation





# 5.4 Community Review Panel

## Old Kent Road Community Review Panel

### Report of Community Review: Bricklayers Arms Masterplan

Monday 16 December 2024  
231 Old Kent Road, London, SE1 5LU

#### Panel

Gurmeet Sian (chair)  
Shelene Byer  
Simon Donovan  
Rebecca Lefort  
Rahul Mani  
Saidat Oketunde  
Sarah Osei  
Sydney Simms  
David Stoker

#### Attendees

Tim Cutts	London Borough of Southwark
Colin Wilson	London Borough of Southwark
Adrian Harvey	Frame Projects
Yingli Tang	Frame Projects

#### 1. Project name and site address

Bricklayers Arms Gyratory, Old Kent Road.

#### 2. Presenting team

Roddy Langmuir	Cullinan Studio
Sanaa Shaikh	Native Studio
Mike Martin	Turkington Martin

#### 3. Planning authority briefing

The site includes the Bricklayers Arms gyratory, flyover, and surrounding land. Southwark Council received funding to carry out feasibility studies to explore the potential to rationalise the highway network to create more land for housing, repair a historic stretch of high streets, and stitch the site back into its surrounding neighbourhoods. Architects have been appointed to work on a masterplan.

The proposal would redevelop the roundabout and flyover by reconfiguring the road network, unlocking land to the north of the site for development and public realm enhancements. Under this plan, the road would connect from Great Dover Street and Tower Bridge Road, bypassing the northern section of the roundabout, and instead linking directly to Old Kent Road. The gyratory falls within the Old Kent Road Opportunity Area and is a site allocation in the Area Action Plan.

The first public engagement event, held in late September, garnered much interest from the local community. Building on their responses and ideas, the architects have refined the options. A second public engagement exercise was held on 11 December, to seek further views on those options. Officers would welcome the panel's comments on the kind of green spaces that are needed in the area, which kind of shops and services would be most valuable here, and how Bricklayers can be made a cherished public space for the neighbourhood.





# 5.4 Community Review Panel

## 4. Community Review Panel's views

### Summary

The Community Review Panel thanks the design team for bringing the scheme to review at an early stage in its development. It is broadly supportive of the proposals, which are an exciting opportunity for the area, provided they can be made a success. The conversion of the flyover into a public space is broadly supported, and the ideas presented for uses of the flyover undercroft are a helpful starting point. The site is subject to significant traffic noise and disruption, and the recognition of the need to screen the new public spaces is welcome. To make a success of the new public spaces, active and dynamic management will be critical and should ideally be provided by a community-owned trust.

While the general approach is supported, there are some concerns about the impact of the proposals on traffic flows and bus services. A car-free scheme is accepted in principle, but the knock-on effect of visitor parking should be acknowledged and addressed, and space should be allowed for delivery vehicles and taxi drop-off. The proposed building heights and massing appear to be appropriate for this site, but the scheme must reflect the heritage and diversity of the area, both in its architecture and its uses. A holistic strategy for environmental sustainability should be developed that includes making the most of opportunities for renewable energy generation.

The site is at an important junction within this part of London and the scheme has the potential to act as a connector, both between other places and between this community and the wider area. It will be important, as the scheme develops to think more about the communities and people living beyond the red line. The involvement of local people will be key to the success of the scheme, and the engagement that has been undertaken so far is welcome. However, additional, innovative measures will be needed to reach the very diverse communities that make up the area, and particularly small businesses.

### Public space proposals

- The panel broadly supports the proposals to create additional public space in the area. It feels that the converted flyover could become an attractive destination and valuable asset to the area, bringing in visitors and providing local residents with opportunities to meet and relax.
- To enhance the attractiveness of the flyover space, opportunities should be explored for institutions, such as the Imperial War Museum, to locate outdoor exhibits here.
- It will be important to activate the lower-level spaces in the evening, as well as the daytime, bringing life to the streets and creating a buzz around the area.
- The ideas presented for the flyover undercroft are interesting, but the panel feels that the proposals should allow for experimentation, with no uses locked in from the start.
- If the public spaces are to be pleasant and enjoyable to use, then sheltering them from traffic noise will be essential.
- Any seating provided in the public spaces should be located and orientated to be useful and enjoyable.
- The proposals create a number of spaces, and the panel would like to see clearer definition of what is publicly accessible and what is private or semi-private.

### Connections

- The space sits at the junction of a number of dynamic neighbourhoods and the proposals could unlock connections to them, to more effectively integrate the northern end of Old Kent Road with the wider area.
- To be successful, the scheme should seek to attract footfall from Tower Bridge Road and from Elephant and Castle, as well as making connections to Maltby Street market.
- While improvements to the subways would be positive, the panel notes that they are very unpopular with some local people, who feel them to be unsafe. Alternative access arrangements to the repurposed flyover should be considered, so that everyone can enjoy the new space and access it easily and comfortably.
- The panel notes that the pedestrian experience is currently unsatisfactory and feels that the scheme should ensure that routes are made as direct and pleasant as possible.

### Management and maintenance

- The panel are largely supportive of the greening of the flyover but feels that the management of the new green space will be critical to its success.
- It would prefer to see a management organisation other than the local authority take on the responsibility. Ideally, this should be a community trust that can involve local people and bring dynamism to the curation of the spaces.
- If such a community trust can be established, the panel would like to see the assets transferred to it, so that they can be commercially exploited to support the costs of management and maintenance. For example, the space could accommodate a café or climbing wall that could generate an income.
- Beginning to develop a management organisation now could help to generate interest in the scheme and support efforts to engage the community and other stakeholders.

### Community benefit

- The potential for the scheme to attract new visitors to the area is positive, but this needs to be balanced with ensuring that the existing community also benefits from and feels ownership over the development.
- The proposals should give particular attention to safeguarding local businesses, ensuring that they can benefit from the changes. This could be a matter of making space available to them within the development, or improving connectivity to their existing locations, so that they benefit from any increase in footfall.
- The panel welcomes the work to engage the local community that has been carried out so far. This should continue and intensify, so that the proposals can bring real benefits to local people.
- However, to reach the wide range of communities within the area, and particularly the small business community, additional and innovative approaches will be required.

### Building form and uses

- The panel is comfortable with the proposed scale and massing of the buildings, and feels they are appropriate and proportionate in this location.
- The panel feels that a mixed-use scheme would be most appropriate on the site, combining workspace with new homes. However, it notes that it will be essential to tailor the commercial offer to market demand so that the spaces are occupied and can thrive.
- The panel would be keen to see the architecture reflect local character. The proposals should embed the heritage and diversity of the area, so that the development is grounded in place. This should include both the buildings and their uses.

### Traffic and car parking

- The changes to the gyratory system and enabling redevelopment are broadly supported by the panel. However, there are some concerns about the impact of the changes on local traffic flows in what is already a congested part of London.
- The car-free nature of the scheme is accepted in principle, but the panel notes that visitors to residents are likely to drive to the site, putting pressure on neighbouring streets.
- If the flyover is to become a destination, there are likely to be additional pressures for car parking. The potential for some permit-controlled visitor parking should be considered, in addition to any Blue Badge parking required.
- Similarly, adequate provision must be made for deliveries and taxi drop off, if a car-free scheme is to be made to work.
- The area is subject to very high levels of traffic noise, and rigorous analysis of this should inform the site layout and approach to screening.
- The area is also a major route for blue light vehicles. The panel would like to see options explored for restricting the use of sirens where possible, to protect residents from unnecessary disturbance.

### Environmental sustainability

- Opportunities for including photovoltaic panels or other renewable energy generation in the scheme should be explored. A holistic approach to environmental sustainability should be developed as part of the scheme's evolution.

### Programme and delivery

- The timescale for delivering the scheme, once agreement and funding have been secured, needs to be understood, as it is likely to disrupt the neighbourhood for a prolonged period. Clarity over how this will be managed will be important to keeping the local community engaged in the development.

### Next steps

- The panel would welcome the opportunity to see the scheme again, later in its development, if that would be useful to the officers and the design team.



## 5.5 Social Value

VARIOUS SOCIAL VALUE ACTIVITIES WERE CARRIED OUT, ENGAGING WITH BOTH VISITORS TO THE ENGAGEMENT SESSIONS AND DIRECTLY WITH THE ADJACENT SCHOOL

### SOCIAL VALUE ACTIVITIES:

- **VR Activity at St Saviour and Olave's School on Engagement Day 01**  
A workshop with students on 26th September at their school to explore opportunities and constraints of the Bricklayer Arms. Using sketching, discussion and VR activities to uncover students thoughts on the area and how it may be enhanced. The VR activity included a lecture on Artificial Intelligence and interactive session with AI and VR expert Batuhan Bintas - founder of VR SME Imaginatrix. Imaginatrix conducts workshops and education sessions to explore alternative ways of education through Virtual Reality and Artificial Intelligence.
- **VR activity at Engagement Session 01 for the public**  
Opportunity for visitors to the Engagement session on 26th September to explore opportunities and constraints of the Bricklayer Arms through using Virtual Reality.
- **Plant Surgery at Engagement Session 02 held on December 11th 2024**  
A plant surgery was held at the engagement session where visitors were invited to bring their plants to ask about plant health, looking after green spaces in their homes, and the opportunity to take a plant home - free of charge.
- **Education Day to share professions at St Saviour and Olave's School held on 27th February 2025**  
Native Studio and Turkington Martin presented to students in year 9 and year 10 at the school to talk about the different professions associated with the built environment and take questions from students relating to potential future careers.



Education Day at St Saviour's school - sharing built environment professions



VR activity at Engagement Session 01

### Year 10 Bricklayers Arms Project

On Thursday 26th September, students in Year 10 were able to take part in a workshop that was very close to home. I was contacted by Sanaa Shaikh who is the Director of Native Studios. Native Studios has been given the huge job to help re imagine The Bricklayers Arms. Sanaa wanted to hear the views from our students who live and go to school in the local area, this was an excellent opportunity for our students to give their views about The Bricklayers Arms. The workshop also gave our students the chance to work with a company called Imaginatrix they specialise in design using VAR set. Our students were able to see their thoughts and design come to life using headsets. I know this is the beginning of our work with Native Studios, our students are keen to make sure their ideas become reality.

Mr Young



St Saviour's Newsletter highlighting the VR activity that took place



Plant Surgery



5.5 Social Value

Southwark 2030 Goal	Measure Reference	Measure	Unit	Proxy value	Total Social Value commitment	Contract quarter 1		Contract quarter 2	
						Delivered Social Value (please quantify your targets using the unit shown in column D)	Supporting evidence (please review the evidence requirements in the guidance tab)	Delivered Social Value (please quantify your targets using the unit shown in column D)	Supporting evidence (please review the evidence requirements in the guidance tab)
A good start in life	NT8	Support for students at local educational institutions	no. staff volunteering hours	£17.48	40	£209.76	(1) Breakdown of hours spent by staff volunteering = <b>4 hours delivery (4 members of staff at 1 events), 8 hours prep = 12 hours</b> (2) Dates, locations and the types of relevant initiatives. (3) Names of partner organisations where appropriate. <b>Native Studio, Cullinan Studio. Imaginatrix</b>	£209.76	(1) Breakdown of hours spent by staff volunteering = <b>4 hours delivery (4 members of staff at 1 events), 8 hours prep</b> (2) Dates, locations and the types of relevant initiatives. (3) Names of partner organisations where appropriate. <b>Native Studio, Cullinan Studio.</b>
A strong and fair economy	NT10	Employment of new apprentices	no. weeks	£309.73	10	£3,097.30	(1) Anonymised list of relevant people (apprentices) employed. <b>Apprentice SCr Employed to work directly on contract.</b> (2) Relevant working time (weeks spent on apprenticeship) per person. <b>Apprentice spent 10 weeks working directly on the contract.</b> (3) Qualification level for each apprentice. <b>Level 7 Apprentice Architect</b> (4) Information on the accredited training provider for each apprentice. <b>Institute of Continuing Education (ICE), University of Cambridge</b>		
A strong and fair economy	NT101	Spend with local ethnic minority-owned SMEs in the supply chain	£	£1.27	£0.00	£17,907.00	(1) Breakdown of £ spent: <b>Native Studio fees - Director Sanaa Shaikh 100 hours at £87/hour and Architectural Assistant 100 hours at £54/hour. = £14,100</b> (2) Goods/services procured. <b>Community Engagement Specialist</b> (3) Name, postcode, industry and company size (small or medium) of suppliers in the defined local area. <b>Native Studio, SE16 3FN, Architecture/Construction industry, Micro/Small practice</b>		
A healthy environment	NT119	Support for green spaces, biodiversity or ecosystems	£ invested inc. time, materials, equipment etc	£1.00	£0.00			£10,830.00	(1) Details and breakdown of resources invested for relevant initiatives = <b>4 hours prep + 2 hours delivery x 2no. staff + cost of plant donations</b> (2) Dates, locations and types of initiatives. <b>Community Hall, Resident's Plant Surgery and Plant Donations for local community</b> (3) Names of partner organisations where appropriate: <b>Turkington Martin, Gardening Group, Native Studio, Cullinan Studio.</b>



## 6.0 NEXT STEPS



## 6.1 Next Steps

This study has examined the potential capacity for development at the Bricklayers Arms. Buildings are shown to highlight fronts, backs, typology, using simple massing diagrams to help offer an appreciation of relative scale.

Landscape proposals follow the desire to tackle the expanses of tarmac and pavement in the gyratory head on, with SUDS, rain gardens, green edges, green infrastructure and a linear park on the flyover.

These proposals have also been discussed with some of the key stakeholders and with the local community. The discussions have brought forward a number of recommendations for further exploration:

To comprehensively progress the future of the Gyratory, there are a number of things that will need to be done:

1. For proof of concept from traffic and public transport impacts, the Council will work with TfL to develop the next stage of the base plan in their process.
2. Cost and value work to establish viability.
3. Develop design work to RIBA 2.
4. Develop a list of potential Quick Wins - eg advance planting within pavement line / subway access improvements etc. The image on the right highlight some of these potential quick wins.
5. Develop Meanwhile plans for underused spaces.
6. Research on potential funding Streams and Partnerships.

In order to deliver good growth, the Mayor is proposing to extend the Bakerloo line from Elephant and Castle to Lewisham and beyond, serving Old Kent Road and New Cross Gate Opportunity Areas. A two phase housing delivery plan with the Greater London Authority (GLA) and TfL has therefore been agreed. The BLE is anticipated to be delivered from 2030, and housing delivery will be phased based on the commitment to and construction of the BLE. Phase 2 comprises the 10,500 additional homes within the plan area that would be delivered following the signing of a contract for the BLE's construction. The homes in Phase 2 would then be completed between 2030 and 2042. The development of the Bricklayers Arms would fall within Phase 2.

Improvements to the surrounding area, particularly the greening and landscaping could be delivered earlier and funding to secure this would need to be explored.





