

# THE MASTERPLAN

The draft Old Kent Road Area Action Plan (AAP) published in 2020 provides design principles and high-level masterplans for a number of site allocations within the Old Kent Road area. Using the principles set out in the AAP, the design team is reviewing the masterplan and developing a design code to guide developments as they come forward so that the neighbourhoods evolve cohesively and with the right mix of homes, infrastructure and employment opportunities.



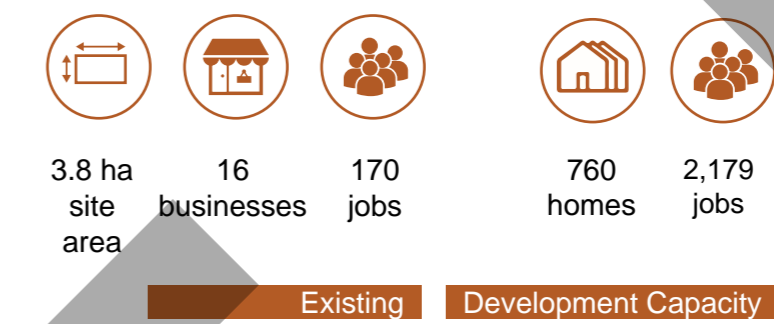
The AAP masterplan

## WHAT DOES THE AAP SET OUT?

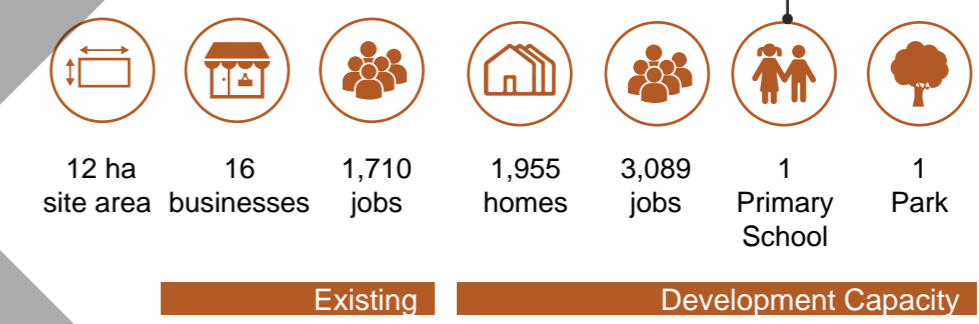
The Old Kent Road area is designated as an Opportunity Area in the London Plan capable of delivering a minimum of 20,000 new homes, over 10,000 new jobs, 9ha of new parks, civic spaces, green routes, two new tube stations and two district town centres for shopping.

The emerging Old Kent Road AAP sets out a vision as well as detailed policies and guidance to manage 'good growth' of the area. This includes housing, jobs, green spaces, and key infrastructure each area is expect to contribute. Below and opposite are the targets for the Mandela Way, Dunton Road, and Crimscott Street and Page's Walk areas set out in the AAP.

### CRIMSCOTT STREET AND PAGES WALK

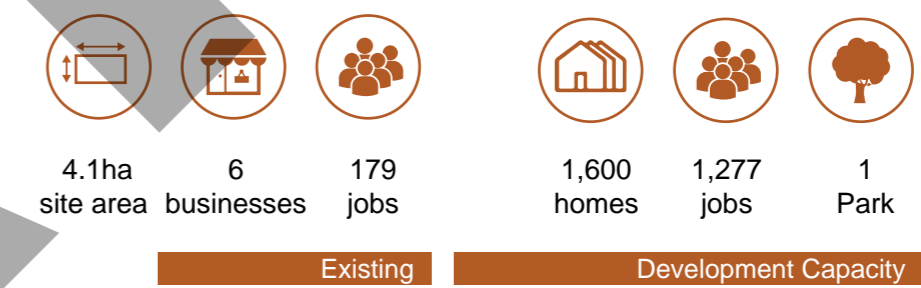


### MANDELA WAY



\*No longer required

### DUNTON ROAD (TESCO STORE AND CAR PARK) AND SOUTHERNWOOD RETAIL PARK



## WHY A MASTERPLAN REFRESH NOW?

Since the AAP was published a number of changes have taken place including developments coming forward in the planning pipeline, a drop in predicted pupil numbers and several updates to planning and building regulations. The masterplan refresh and design code will build on the good work already done by retaining the core principles established by the masterplan in the AAP. The refresh will be a 'light-touch' revision that focuses on sites which do not currently have a planning consent and are in Phase 2 of the delivery of the AAP. The elements that are the focus of the refresh as well as those which are considered 'fixed' are set out below.

### WHAT IS FIXED?

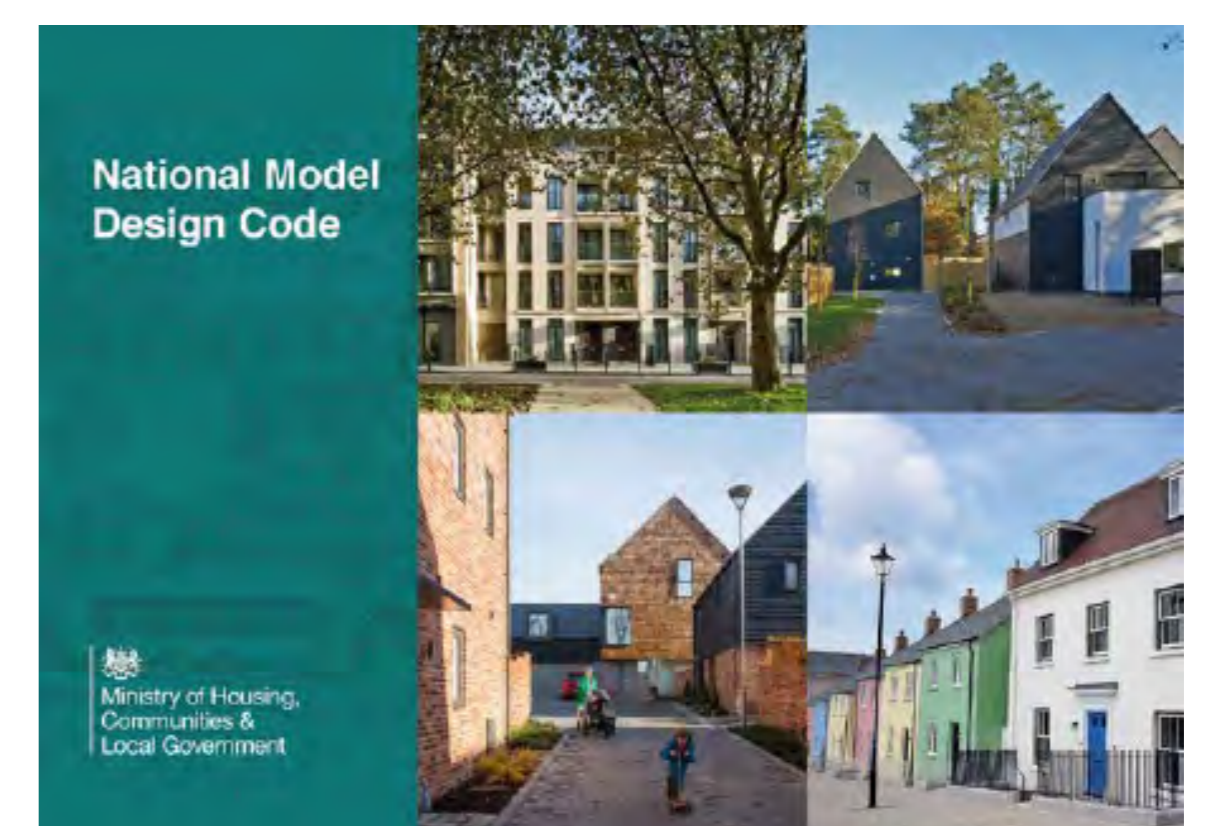
- Overall housing and employment targets
- Safeguarding the delivering of a new Bakerloo Line station on Old Kent Road
- The new c.1.5ha Mandela Way park as the central focus of the masterplan
- The general principles behind the distribution of uses and typologies set out in the AAP
- The high-level street grid including the location of primary, secondary and residential streets

### WHAT IS BEING REVISITED?

- The inclusion of developments that are under construction or have planning approval
- The omission of the primary school requirement due to drop in pupil numbers
- Distribution of massing to ensure that overall housing targets set out in the AAP and site allocations can be met
- Ground floor layouts to reflect landowner aspirations for their sites and that are suitable for employment needs
- Amendments to street profiles, servicing and active travel networks to improve connectivity across the area

## WHAT IS A DESIGN CODE?

A design code is a tool that developers, communities and local planning authorities can use to guide development. It contains detailed, area-specific guidance about how buildings, public realm and infrastructure should and could come forward in a sustainable way that contributes positively to the area's character, identity and aspirations of the community. This design code will follow the guidance set out in the National Model Design Code.



The National Model Design Code

## THE PROJECT TEAM

The masterplan and design code are being developed by a multi-disciplinary team, appointed by and working alongside Southwark Council, including:



**MACCREANOR LAVINGTON**

- Masterplanning
- Architecture typologies



**ARCHITECTURE 00**

- Workspace typologies
- Land use strategies



**DEFT:SPACE**

- Community engagement
- Activation strategy



**CIVIC ENGINEERS**

- Sustainable and active travel

# THE AREA TODAY

The site area consists of two site allocations: Mandela Way (OKR3) and the Southernwood Retail Park (OKR4) and a portion of the Crimscott Street (OKR2) site allocation. The entire area is located immediately to the north of Old Kent Road, a key arterial route and high street with a range of local services, shops and restaurants serving the wider neighbourhood. The southern end of the site fronts onto Old Kent Road and currently consists of a large-format Tesco's,

retail park, substantial car parking, vehicular traffic and relatively poor quality public realm. Mandela Way has retained its inward-facing and industrial estate character despite more traditional industry having been replaced by higher-value storage and distribution uses serving central London. The area surrounding Crimscott Street is emerging as a vibrant, mixed-use neighbourhood with new homes and creative businesses coming forward in denser, more urban development forms.

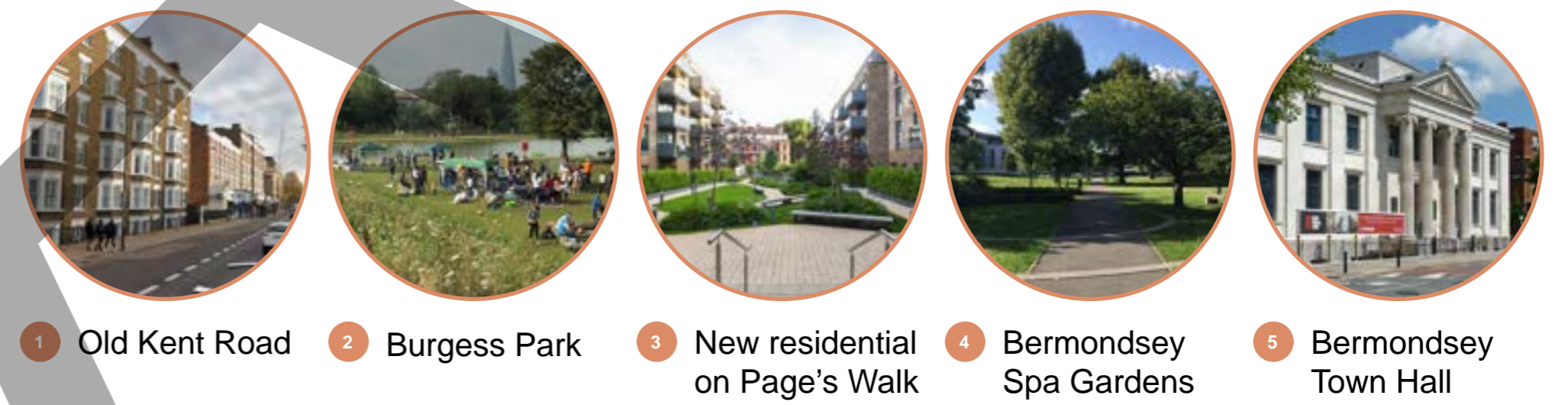


The surrounding townscape is characterised by low to mid-rise housing punctuated by green spaces

## CHARACTER + TOWNSCAPE

Old Kent Road has retained some of its traditional high-street character and is largely populated by 2-3 storey buildings with shops, local services and restaurants on the ground floor. However, its strategic role in connecting to central London has resulted in a vehicle dominated environment with low-quality public realm. The surrounding residential neighbourhoods typically comprise between 2-4 storey buildings in a range of typologies from Victorian terraces to mid-century council homes.

The site itself is currently a mix of single-storey industrial sheds, large-format shopping more typically of out-of-town retail locations, surface car parking, and service yards. The area is however undergoing transformation with newer residential and commercial developments coming forward around Crimscott Street and several planning applications and approvals coming forward within the site for high-density, mixed-use residential as well as stacked industrial uses.



Page's Walk



Marcia Road



Crimscott Street



Old Kent Road and Mandela Way junction



Mandela Way and Dunton Road junction



Mandela Way DPD site

# HISTORIC CONTEXT

Old Kent Road has a rich history that can be traced back to Roman times, built as strategic trade route between London and the South East coast. The majority of the area of the Mandela Way site (OKR3) became the former Bricklayers' Arms goods station built in 1843-4 as new passenger terminus and goods station. The area occupied by the goods sidings was replaced by housing, whilst the site of the old shed has become the Mandela Way industrial estate, which opened in 1984.



EARLY DAYS - 1746

Old Kent Road had been a rural thoroughfare as shown in John Rocque's 1746 map of London. Old Kent Road was paved in Roman times as a key trading connection between the settlement and the south-east coast



INDUSTRIAL PRE-WAR 1868-73

During the industrialisation period, housing in the area became more densely occupied. Bricklayers' Arms railway station was opened in 1844 as part of a rail network that connected suburbs to central London.



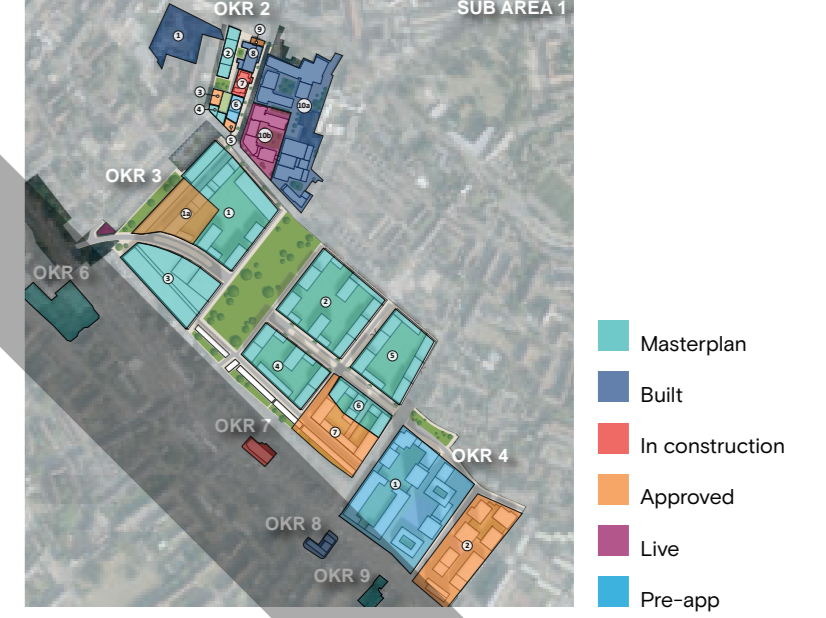
POST WAR 1949-51

By the 1850s Bricklayers' Arms had become a goods-only line. The site continued to operate as a goods yard and locomotive repair workshop until the 1960s when the steam locomotive repair shed became redundant and was closed.



1984 - PRESENT

With the closure of the depot, the goods sidings land was re-built as housing, while the depot has been redeveloped as a trading estate served by a new road, Mandela Way. It consists of large low-rise distribution sheds with service yards and some open storage.



FUTURE OF THE AREA

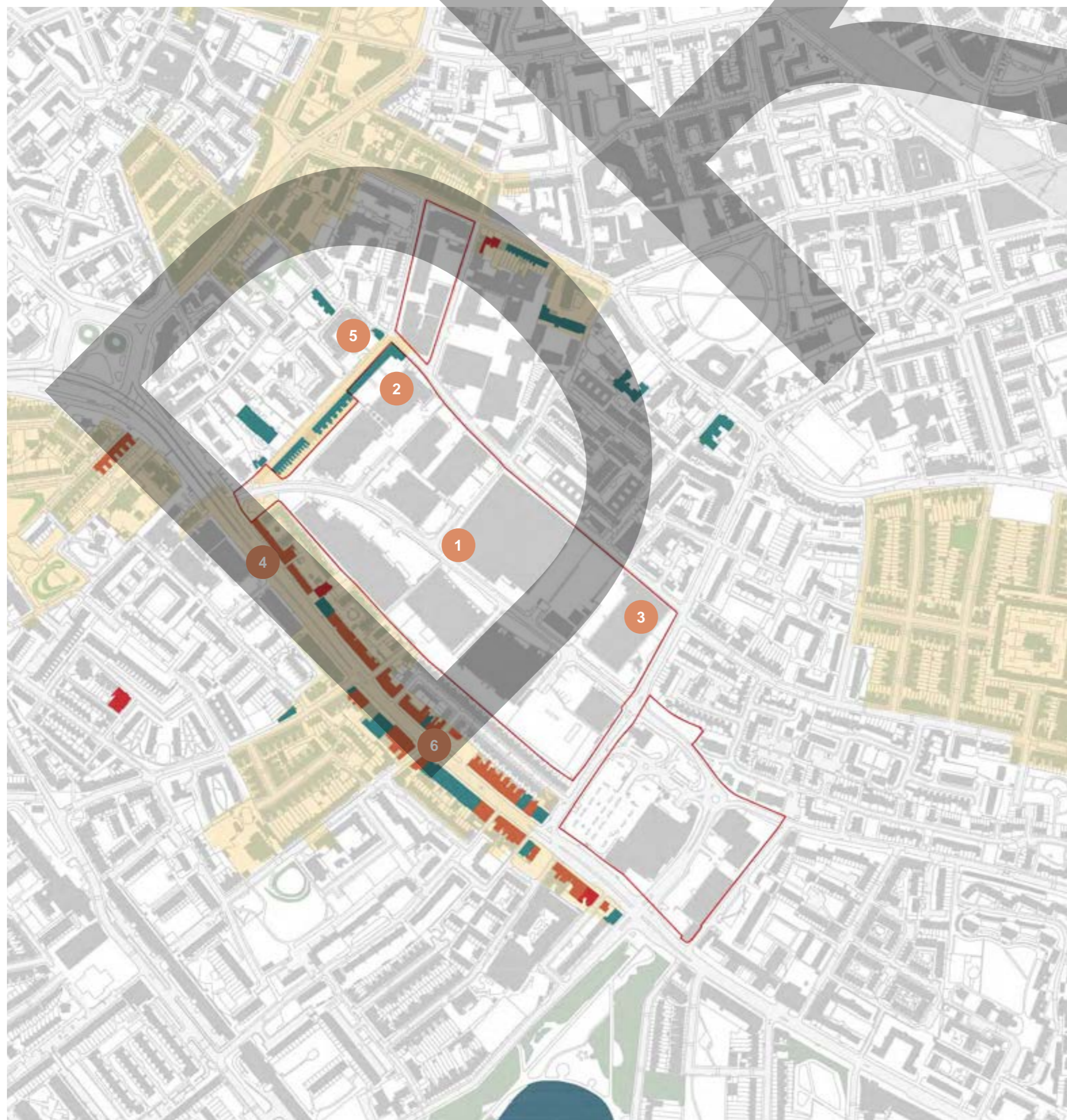
Following Old Kent Road AAP, a number of schemes have come forward across the site. The vision for Mandela Way is a mix of employment spaces, industry, new homes and a new public park. Crimscott St and Page's Walk will support the emerging creative sector.



## HERITAGE

The area displays a highly diverse built character. The site itself has no heritage designations, or conservation areas.

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.



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



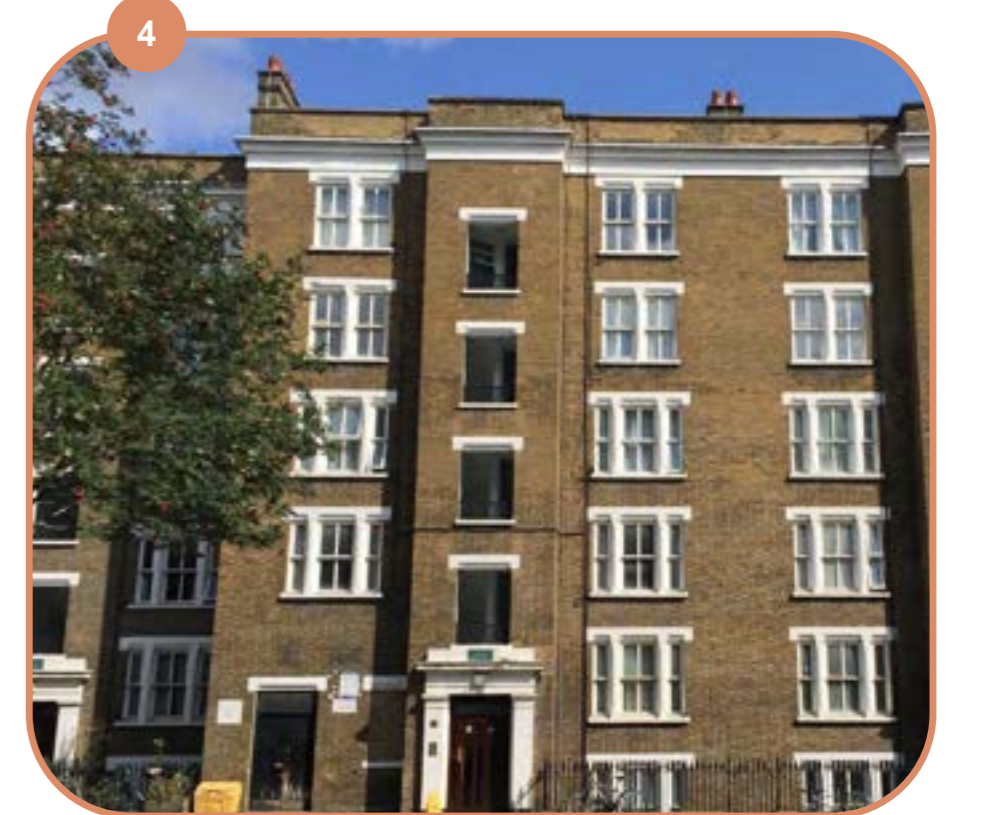
Bricklayers' Arm Station Building



Willow Walk and Pages Walk corner



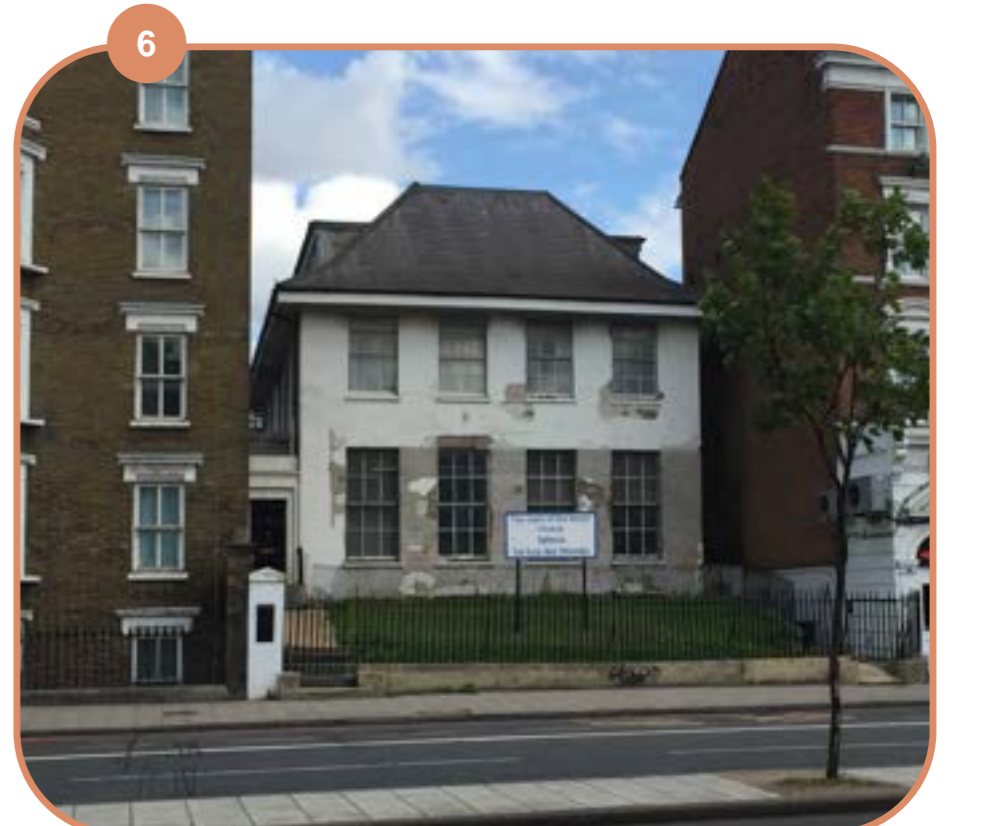
Remnants of the brick wall of Bricklayers Arms depot



Courtyard of Peabody buildings



Page's Walk corner



White House, Michael Searles, Old Kent Road

# A. BUILT FORM

The vision for the Mandela Way area is that it will transform into a mixed-used neighbourhood that supports both existing and new employment uses at ground floor with new homes above. Delivering a large number of new homes while retaining existing industry will require development to explore innovative forms of urban blocks.

## KEY DESIGN CODES

### URBAN BLOCKS

- A1** Designs should support the delivery of residential and industrial on the same plot through a mix of vertical and horizontal co-location in urban blocks which:
  - Make efficient use of land
  - Optimise site density without an over-reliance on tower elements
  - Clearly define streets with development aligning to back-of-pavement
  - Achieve a good form factor through regular, rectangular geometry
- A2** Urban blocks should have a clearly defined:
  - Base that represents internal uses, relates to the human scale of the street and provides animation through active uses, positive residential frontages and architectural detailing
  - Podiums that provide large-format floorspace suitable for the existing employment uses within Mandela Way, space for ancillary uses (i.e. cycle and waste stores) and are wrapped by active and residential uses
  - Upper levels that provide significant new homes which maximise dual aspect units through a mix of gallery access and corridor layouts
- A3** Architectural design should be reflective of the different uses while maintaining overall cohesion through the base, podium and upper levels for example through materiality, rhythm or detailing.
- A4** Loading and servicing of industrial and employment uses should be consolidated within the podiums within internal service yards to minimise impact on streets. Less-sensitive uses including cycle stores, bin stores, storage or mechanical spaces should be used as a buffer to residential or workspace.



**A1** Base, podiums and strategically placed height



**A5** Transition towards lower context



**A9** Simple rectangular forms typically achieve good form factors and efficiencies



**A3** Ground floor design reflective of use

### HEIGHTS AND DENSITY

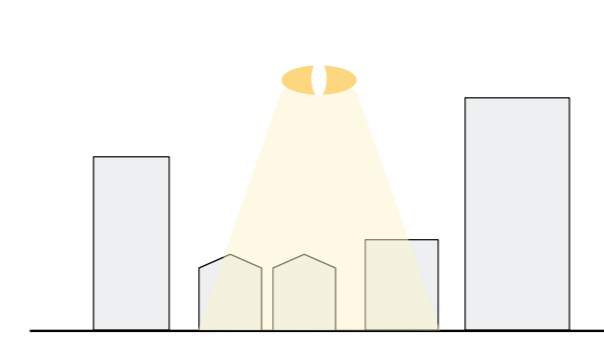
- A5** The maximum building heights should:
  - Provide a consistent datum of between 6-10 storeys with strategically placed taller elements
  - Transition towards the lower-rise surrounding residential context along Willow Walk, Marcia Road and Page's Walk.
  - Preserve the local and London Plan view corridors
- A6** Densities should be achieved through compact urban form without relying overly on tall elements. To deliver significant new homes, densities higher than the surrounding context are considered appropriate with a min of 250dph.
- A7** The scale of urban blocks should respond to the character and width of streets or spaces that they front onto.
- A8** Tall elements may be appropriate but should:
  - Be in line with the tall building strategy set out in the AAP
  - Preserve local and LVMF viewing corridors.
  - Be strategically located to mark key spaces or junctions
  - Form part of the urban block as opposed to stand-alone elements
  - Provide active frontages to all street-facing elevations
  - Could be positioned on the north and east edges of plots to limit overshadowing

### FORM AND MASSING

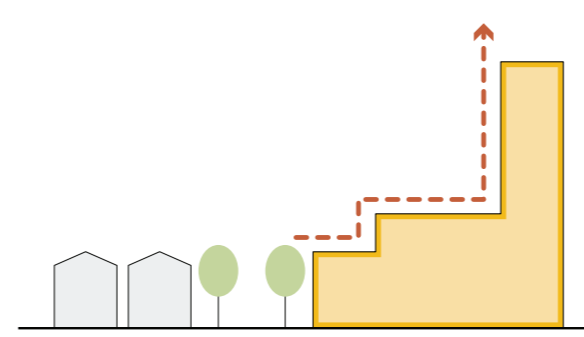
- A9** Massing should be rectilinear geometry that promotes structural efficiency, flexible ground floor employment space, and rational layouts of homes.
- A10** Massing should be oriented to optimise daylight and sunlight to dwellings, shared amenity spaces and the public realm by:
  - Introducing breaks in south orientated façades of min 10m wide
  - Stepping down along southern edges of podiums
  - Positioning taller elements to avoid overshadowing podium spaces other homes



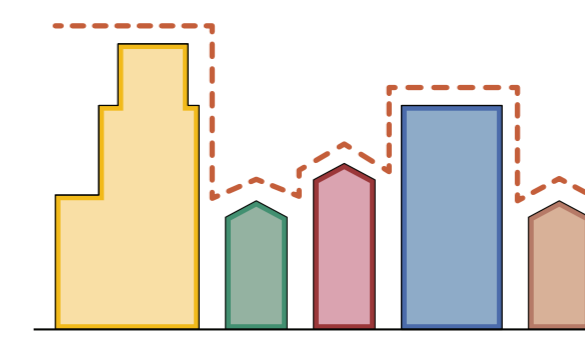
Indicative masterplan massing showing one way in which housing and employment targets could be achieved inline with the design code principles



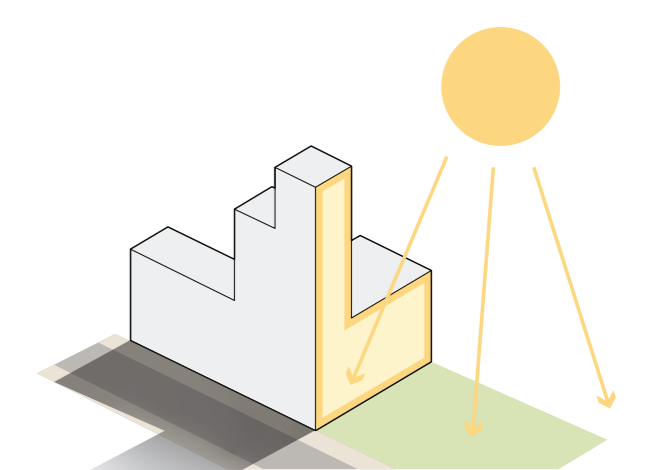
**A5** Respect view corridors



**A5** Transition to lower context



**A8** Dynamic skylines



**A10** Orientation for microclimate

# B. TYPOLOGIES AND LAND USE

Mandela Way is currently a thriving industrial area with a range of medium to large-scale businesses. While the overall floorspace should be retained, the masterplan must also deliver a significant number of new homes for Southwark ranging from 4 bedroom family homes to starter apartments. These should be brought forward alongside supporting social and community infrastructure.

## KEY DESIGN CODES

### LAND USES

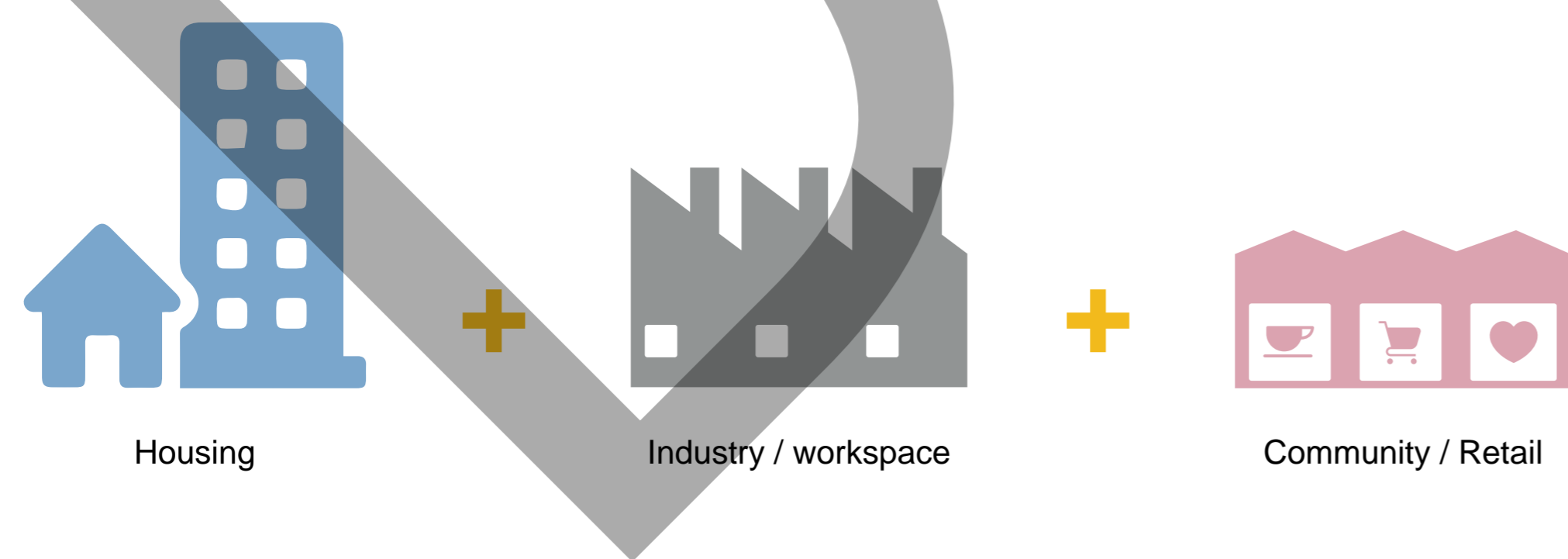
- B1** The use and type of activity should align with the AAP vision for an employment and residential mixed used neighbourhood.
- B2** Clustering of similar uses could be encouraged to increase their visibility and contribute to the following character areas:
  - Town centre: commercial, retail, leisure and community uses should be clustered along Old Kent Road and the proposed station entrance.
  - Mandela Way: storage and distribution uses should be located along Mandela Way.
  - Crimscott Street: office and studio spaces should be located here to support the emerging creative hub. Consideration could be given to supporting connections with life-sciences.

### FRONTAGES

- B3** The use and type of activity at ground floor should support the character and profile of the street or public space.
- B4** Within the town centre commercial or community uses should form a minimum of 60% of active frontages to maximise activity within this area.
- B5** Industrial and commercial uses along Mandela Way, Dunton Road and Willow Walk should maximise passive surveillance, activity and interest in the public realm by locating active uses facing the street including showrooms, offices, main entrances and workshops.
- B6** Industrial and employment uses that typically have large areas of black façades should be wrapped by active uses including residential, offices, studios or commercial spaces. Areas of inactive frontages could be animated with planting, detailing or public art.

### MIXED-USE BUILDINGS

- B7** Combined multiple uses within the same building (co-located uses) is an effective way of supporting local industry and new homes but careful consideration should be given to the relationship between uses. Buildings that co-locate employment or industrial uses with residential should:
  - Provide buffers between sensitive uses and noise generating activity. This could be achieved by using ancillary uses including waste and bikes stores as a buffer and providing a planted build-up on podiums.
  - Residential cores and soil pipes should be suitably placed in order to avoid disrupting employment floorspace at ground.
  - Servicing of industrial uses should be separated from ground floor residential uses by consolidating service access from Mandela Way
  - Air intakes and service ducts should be located on Mandela Way or within podiums and incorporated into the design of buildings
  - Consider including timed or restricted servicing hours to avoid peak commuting times or noise generating activities during the night.

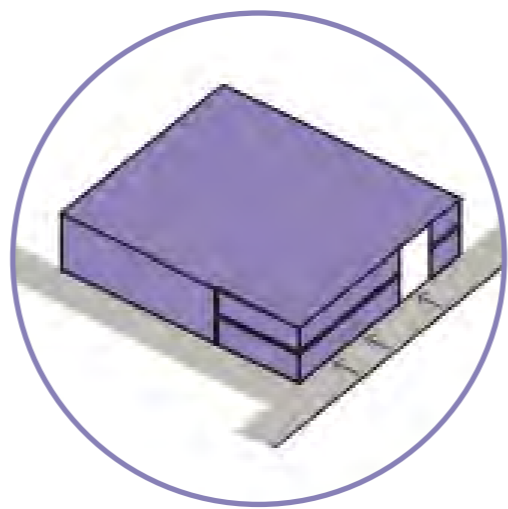


### MEANWHILE USES

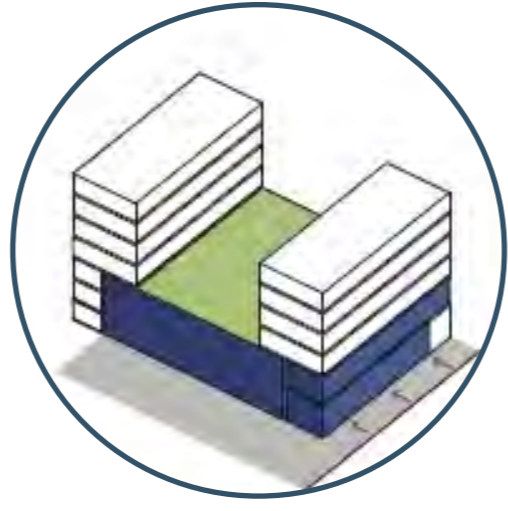
- B8** Vacant sites or sites under-development should be considered for temporary 'meanwhile' uses to bring animation and activity to the area and help catalyse interest in the early stages of the plan. Uses could be curated to help reinforce the area's identity as a 'productive, making' neighbourhood.



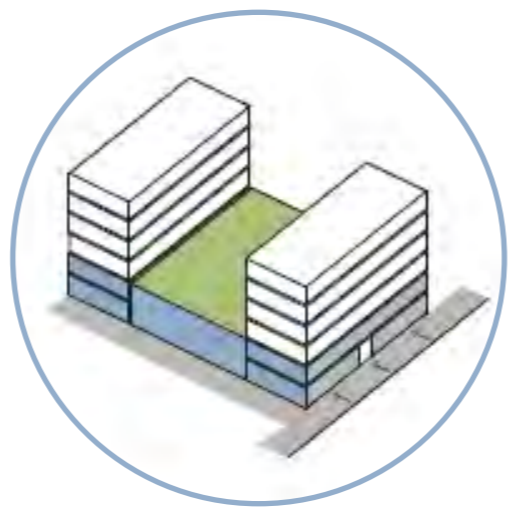
Camden Collective provides temporary, affordable workspaces and studios in vacant buildings or on vacant sites which could support the emerging creative and start-up industries in the area.



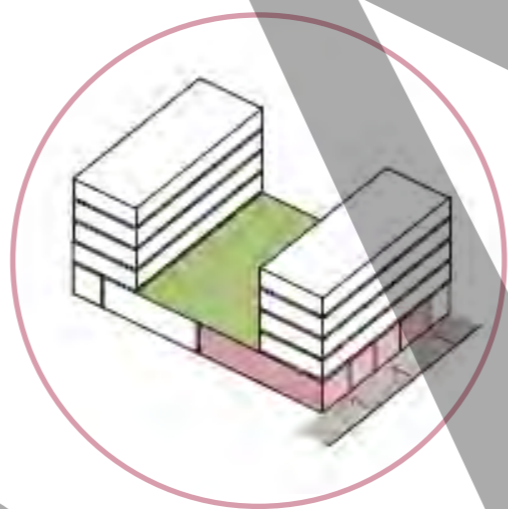
Stacked industrial



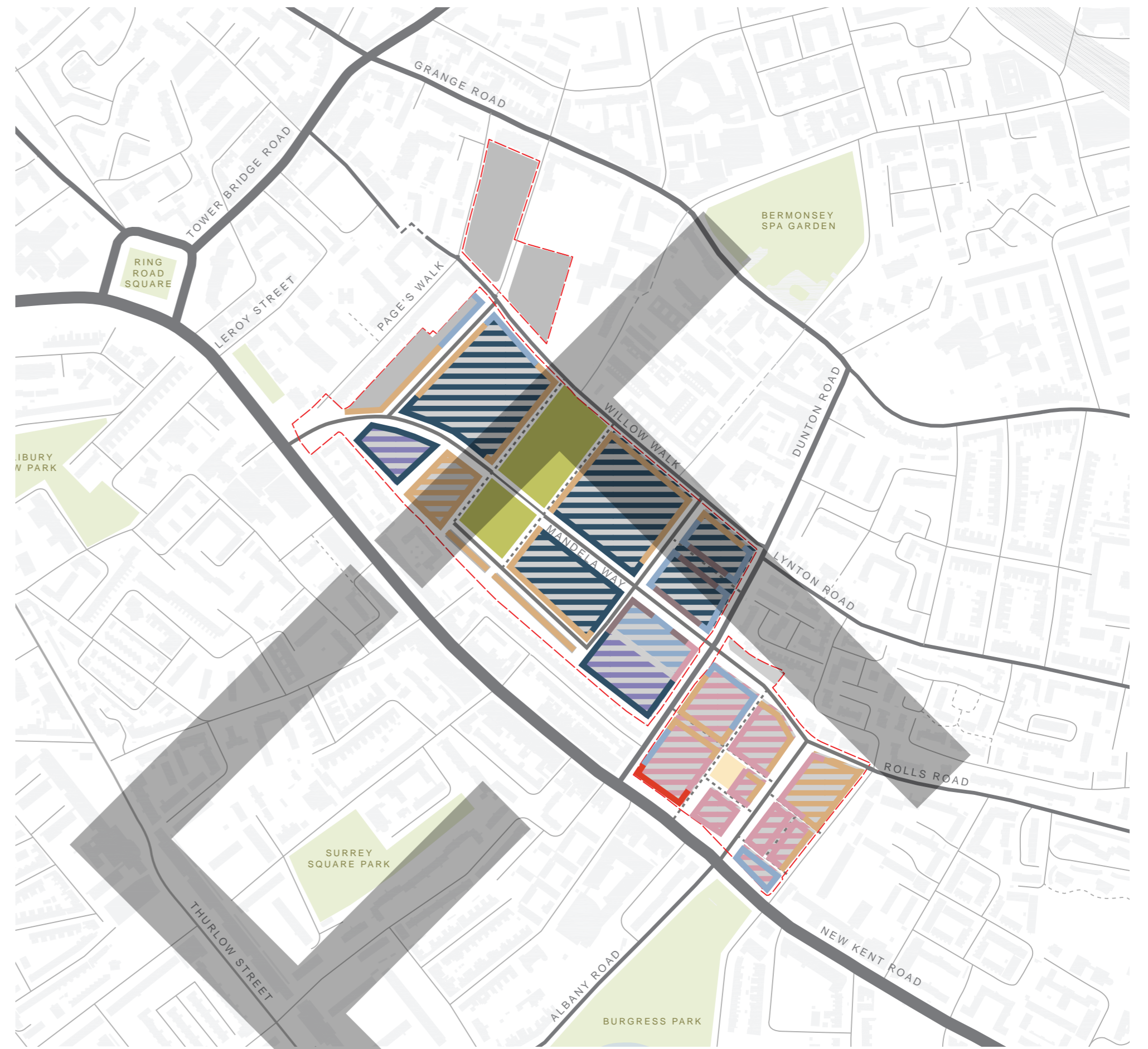
Distribution + storage



Office / studios



High street mix



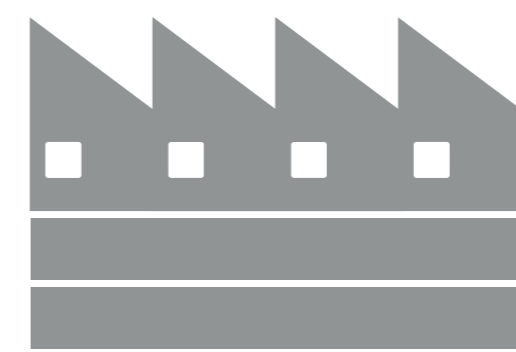
**Site area**

**Typology**

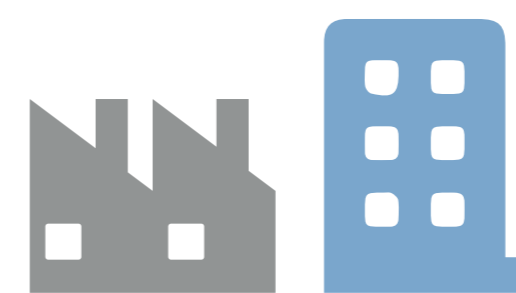
- Stand alone stacked industrial
- Distribution and storage horizontal mix
- Small industrial horizontal/vertical mix
- Small office / studio
- High street vertical mix

**Frontage (ground floor use)**

- Residential ground floor
- Town centre retail or community
- Active industrial frontage
- Office / studio space
- Station frontage



**B6** Stacked industry



Horizontal mix



**B7** Vertical mix



**B4** Vertical town centre mix



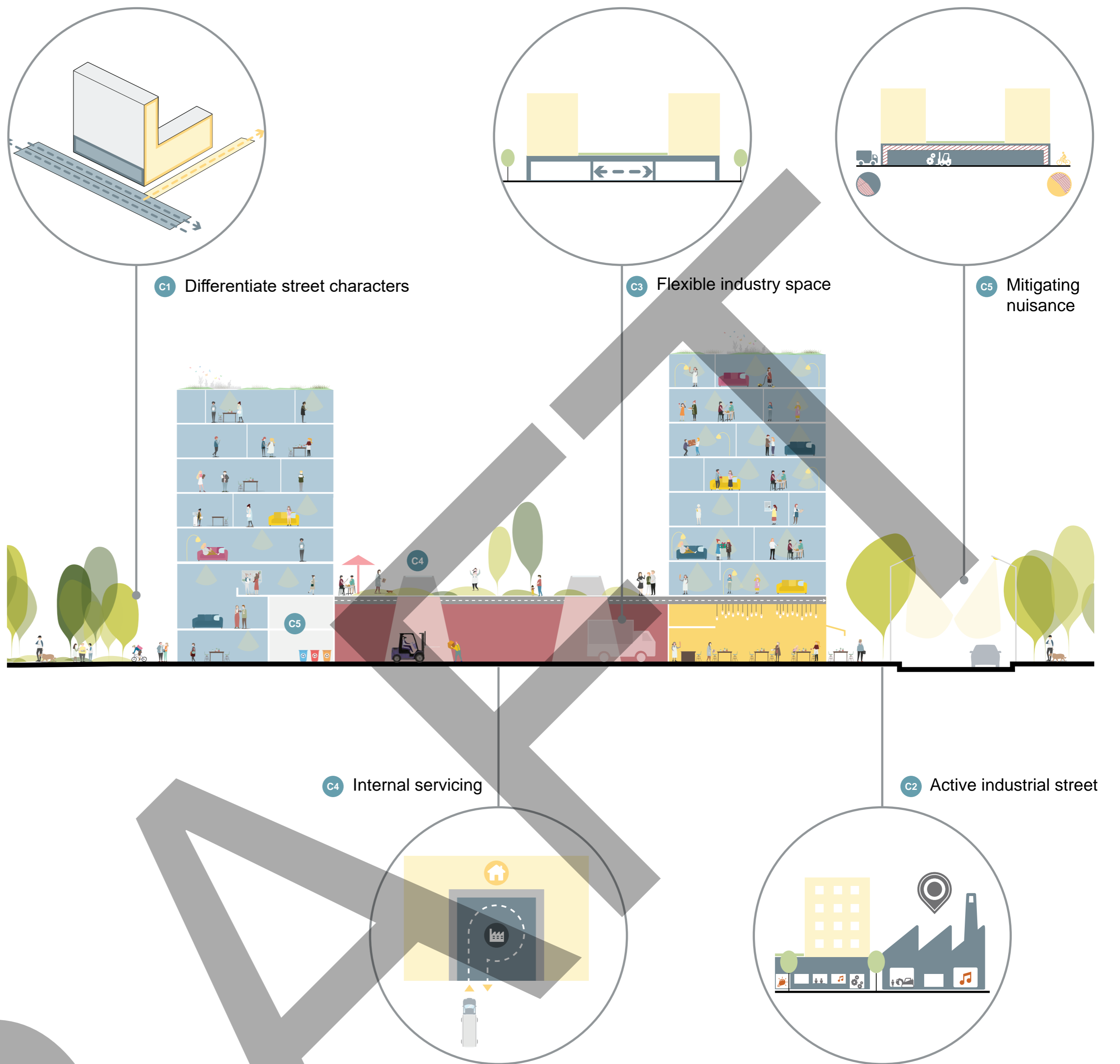
# C. WORKSPACE

The area around Mandela Way is home to a strong mix of industry and an emerging office and creative sector. The existing large-format industrial uses are essential to the functioning of Southwark and wider London. The Mandela Way corridor will be the focus for these larger distribution and storage uses while smaller industrial units, workshops and studios will be clustered around Crimscott Street and the former Rich Estate. Close to the proposed station, new office space and studios can profit from good connectivity and amenities.

## KEY DESIGN CODES

### FLEXIBLE WORKSPACE

- C1** Mandela Way should primarily suit industrial businesses ranging from heavier storage and distribution uses to smaller industrial units for SMEs. Closer to the station, higher density flexible office and studio space supporting the SIL but also suitable on the high-street should take precedence.
- C2** Vehicular access to super-block typologies, ventilation extract, and any off-street loading should be consolidated along Mandela Way or internal servicing streets. Separate staff and visitor access into the large anchor businesses should be provided on these streets.
- C3** Industrial podium levels should be double or triple height 6-10m to accommodate industrial uses such as those already existing on the site. Where typologies provide deep ground floor plots, ancillary uses should be consolidated below stacked residential towers above in order to maximise unobstructed efficient space with large spans that minimise the requirement for columns.
- C4** Flexibility and adaptability should be designed into ground floor units through exposed services or raised floors and non-structural partitions for non or lighter industrial units, and (for heavier industrial units) yard configurations and daylight penetration that supports multi-tenant occupation in case of any future subdivision.
- C5** Mitigating nuisance between industrial activity and residential must be priorities through adequate sound-proofing barriers, within-block servicing and considered yard configurations, mechanical extract, and through controlling hours of operation.



### STORAGE / DISTRIBUTION

- C6** When Storage and distribution activity is accommodated on the ground floor:
  - Large units of 1,000+ sqm should be prioritised with ability to be subdivide.
  - 8-10m floor to ceiling heights with gated vehicular access (ins & outs) of 8-10m
  - Adequate internal service yards should provide both private van parking and either vehicular through routes or 20m+ turning circles within yard - avoiding any HGVs or large vans reversing out along Mandela Way.
  - Spaces unobstructed by residential units above should limit column and service ducts wherever possible.
  - Where several levels of industrial are stacked, service lifts should be accessible directly from the service yard loading bays.
  - Spaces should be fitted out as shell and core

### SMALL LIGHT INDUSTRIAL

- C7** When small industrial activity is accommodated on the ground floor:
  - Units of 5,000 sqm or less should be prioritised.
  - Around 6m floor to ceiling heights with minimum 3.7m high and 2.4m wide roller shutter entrance for deliveries. Positioning on mezzanines to ancillary space located to activate street.
  - Units in square proportions and avoiding columns - if deep high density working should be provided in close proximity to daylight. There may be potential for subdivision and formulation of hybrid spaces to include an element of office space.
  - Units may be stacked above ground floor, with large servicing lifts to facilitate deliveries.
  - Within internal servicing streets, dedicated perpendicular parking or within unit parking should be provided.
  - Shell and core fit-out with tenant input or light touch CAT A style specification, including: 3 phase power with independent metre, Mechanical ventilation, Heating and Cooling, metered water point and Sprinklers.

### STUDIO / RETAIL

- C7** When studio & offices and/or retail & leisure uses are accommodated within plots:
  - Varying Unit sizes of 150 - 500 sqm should be prioritised with flexibility to be subdivided or expanded
  - 3-4m floor to ceiling heights with some generous double height along high-streets.
  - Natural daylight should be prioritised with ancillary space provided at within the rear of the unit
  - Maximise the number of street frontages by locating smaller units at the corners and larger units within the centre of the plan.
  - Spaces should be fitted out to allow small businesses to occupy them without the prohibitive costs incurred by a "shell and core" strategy. This will require a "Cat A" style specification, including: Lighting and electrics with 3 phase available, Mechanical ventilation, Heating and Cooling, Kitchenette and Toilet facilities; Sprinklers for ease of fire strategies.



**Mandela Way logistics hub, Southwark**  
A stacked, last-mile distribution hub focussed on sustainable modes of delivery. High quality materials and large windows create a positive frontage that makes reference to an historic industrial character.



**Kaap Noord, Amsterdam**  
Medium-sized light industrial units are arranged around a central, shared service yard minimising the impact of yard-based activities on the surrounding area.



**Workstack creative studios, Charlton, Greenwich**  
Fit-out with simple, robust materials these studios provide high-levels of natural to units stacks over 5 floors. Occupiers include furniture makers, knitwear producers, workwear manufacturers and a bicycle/motorcycle workshop.

# D. HOMES

New homes will be combined in an unprecedented way with workspace and employment to create a truly mixed-use neighbourhood. Combining these uses at this scale will require careful thought to ensure both the functionality of employment space and the quality of new homes. Overall the area aims to deliver over 3,500 new homes for Southwark in a diverse mix of residential typologies ranging from 4 bedroom terraced houses, ground-floor maisonettes and one, two and three bedroom apartments.

## KEY DESIGN CODES

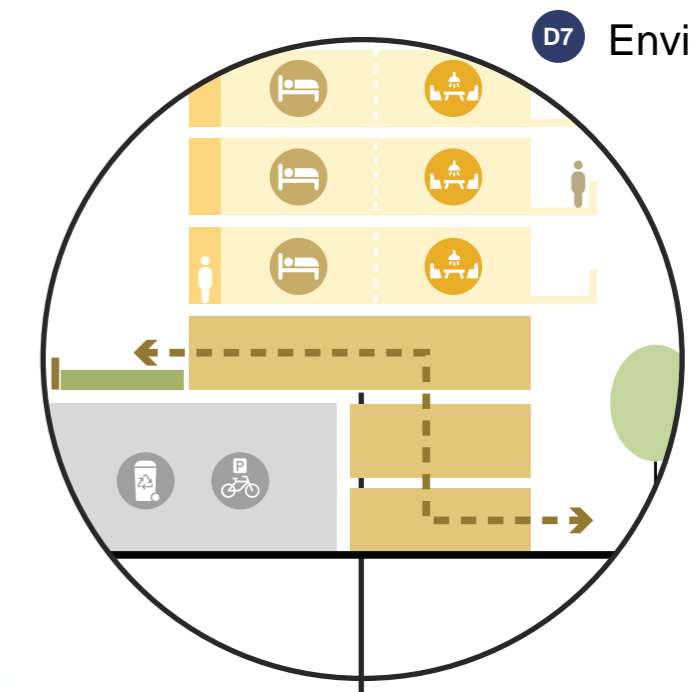
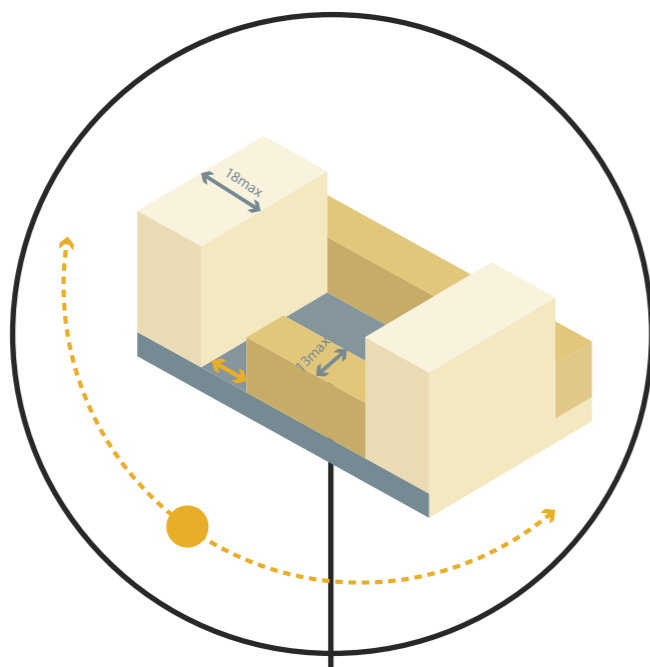
### HOMES WITHIN MIXED-USE URBAN BLOCKS

- D1** Employment uses should be wrapped by either ground floor homes with front doors to the street or small employment spaces.
- D2** Shared residential entrances and lobby spaces should be accessed directly from the street, with a clear address, and on the most important frontage or on a prominent corner.
- D3** Residential podiums should be zoned into areas for different activities which could include younger years play space, communal gathering spaces, exercise equipment, food-growing opportunities and covered spaces.
- D4** Shared amenity spaces could be included on rooftops. This could include covered areas for small gathering, raised planters for food growing, or exercise areas. Where green areas or planting is included these should be low-maintenance species. Playspace should preferably be located on podiums.
- D5** All residents should have access to shared amenity spaces within podiums and any amenity space located on roofs should be accessible to all units sharing that core.
- D6** In a high density environment, homes will have a close relationship to each other. Adequate privacy should be provided to private amenity spaces and could be provided by:
  - Half-inset or inset balconies
  - Privacy screens to balconies
  - Winter gardens
  - Planted buffers to front gardens or podium terraces

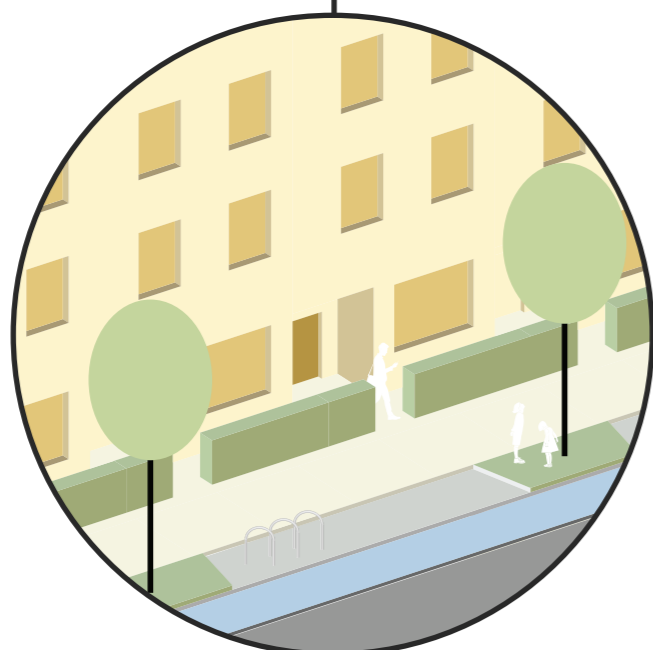
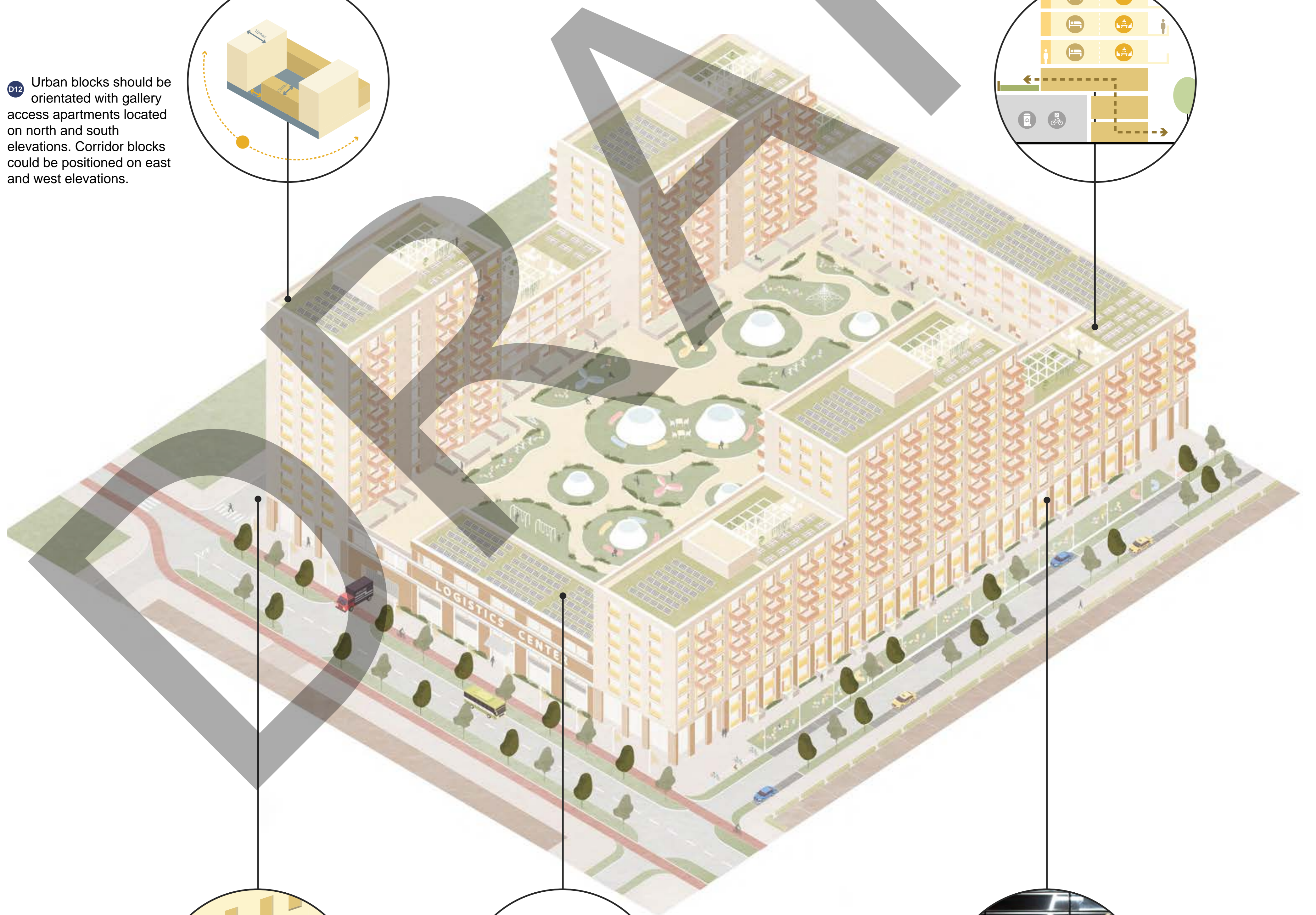
### INDOOR RESIDENTIAL QUALITY

- D7** Homes should be designed to balance daylighting and overheating caused by excessive windows. Passive-design strategies should be prioritised over mechanical solutions and could include:
  - Orientation of the block
  - All rooms have at least one fully openable window
  - Bedroom windows designed to be left open overnight
  - Overhangs and horizontal shading devices on south elevations
  - Vertical shading devices on west and east façades
  - Moveable external shutters
- D8** Layouts should be designed so that the majority of habitable rooms are a maximum of 3.5m deep to provide good daylighting levels. Bathrooms, stores and circulation spaces can be located in deeper parts of the plans.
- D9** A minimum of 60% of homes should be dual-aspect units and there should be no single-aspect units on either north-facing elevations or noisy streets including Mandela Way. Different ways to achieve dual-aspect units in an urban block could include (Fig. X):
  - Ground floor maisonettes that connect through to the podium level
  - Gallery access apartments
  - Through-flats and corner units in deeper blocks
- D10** Bedrooms should be located on quieter, podium-facing elevations where possible.
- D11** Where possible, dwelling within the plinth could have higher ceilings >2.7m to improve natural daylight.

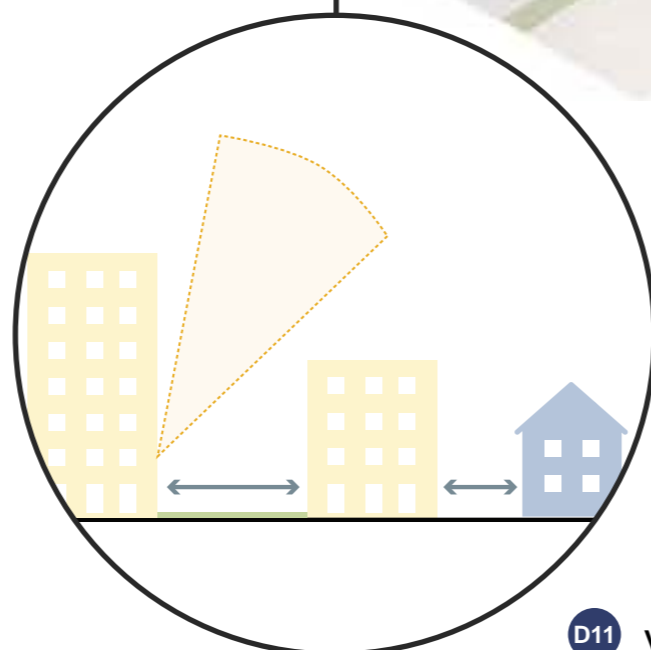
**D12** Urban blocks should be orientated with gallery access apartments located on north and south elevations. Corridor blocks could be positioned on east and west elevations.



**D7** Environmental quality



**D1** Residential streets



**D11** Views, daylight and aspect



**D1** Activate ancillary spaces

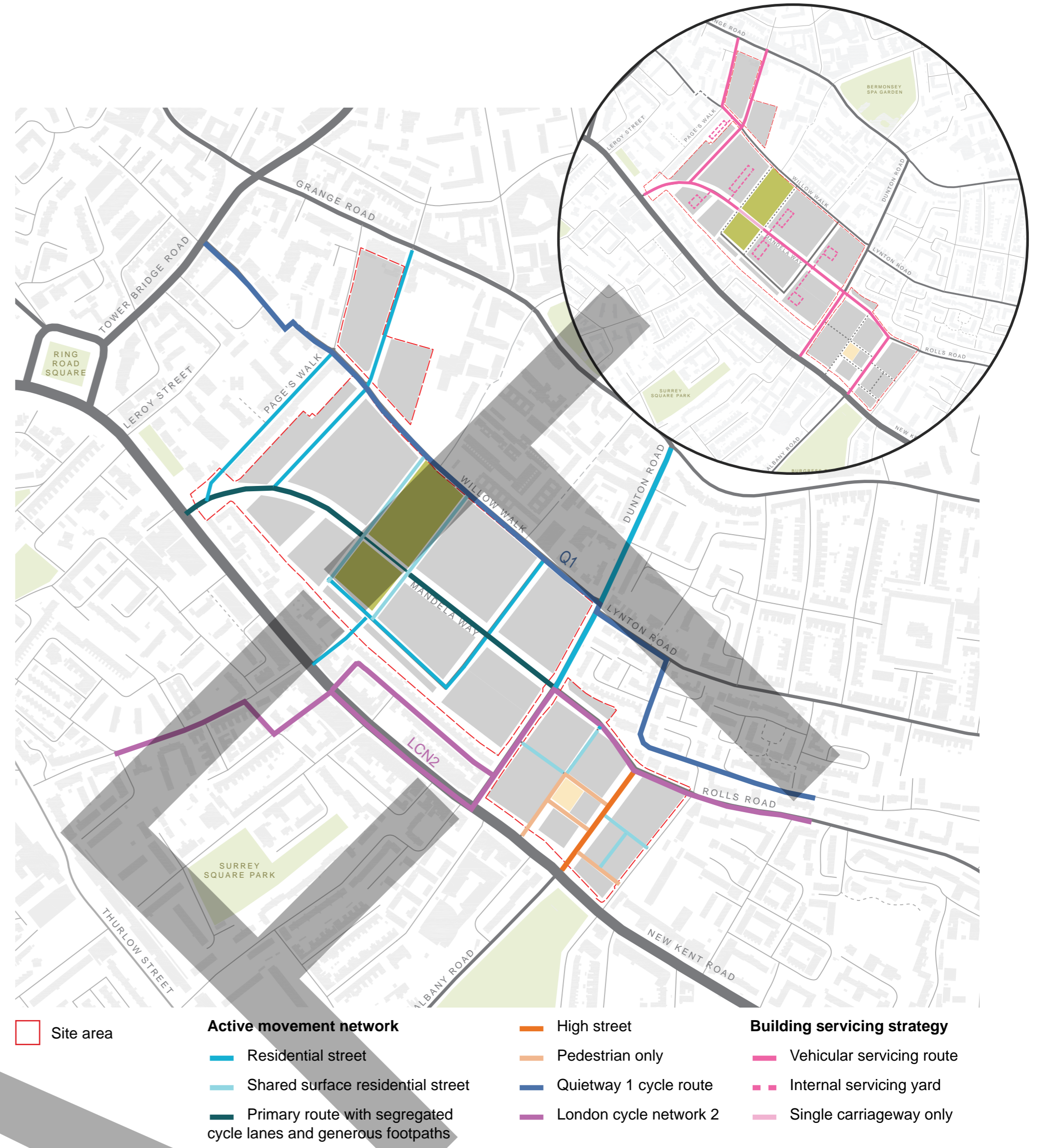
# E. MOVEMENT

The existing urban street grid will be largely retained with some added routes to increase permeability and provide access to new development. Active travel will be prioritised with new and improved cycling and walking infrastructure, green streets and safer junctions. Servicing will be consolidated from Mandela Way and managed internally within blocks wherever possible.

## KEY DESIGN CODES

### MOVEMENT NETWORK PRINCIPLES

- E1** The movement network should reinforce the highly accessible street network in the Old Kent Road by reinstating east-west connections from Willow Walk through to Marcia Road in line with the movement network diagram opposite.
- E2** The movement network and street profile design should encourage people to walk and cycle with clear, continuous and accessible cycle and footpaths that connect to the surrounding cycling network, existing and proposed nearby transport hubs.
- E3** Crossings that prioritise pedestrian and cycle movement over vehicular movement should be provided and aligned with active travel desire lines. Table junctions could be considered in the locations on the diagram opposite to provide continuity at crossings for pedestrians and cyclists. At busier junctions along Dunton Road, Humphrey Street and Mandela Way and Old Kent Road footpaths could be widened to provide waiting zones for pedestrians. Single-stage crossing should be prioritised and guard rails, for example currently on Humphrey Street, should be avoided.
- E4** Main entrances to buildings and residential cores should be from primary streets and could be located on corners to increase their visibility. Primary streets should have a minimum of 1 no. main entrance.
- E5** In the short term before wider traffic improvements are completed and the park can be fully delivered, the width of the Mandela Way carriageway should be reduced through the park to a one-way vehicular route of max 3m width. Traffic control measures including table crossings could be introduced through the park (tbc). Cyclist and walking routes should be continuous.
- E6** The entrances to internal service yards for employment uses should be from Mandela Way to reduce heavier goods vehicle movements along residential streets. A maximum of 2 service entrances could be considered per plot.



### STREET TYPOLOGIES

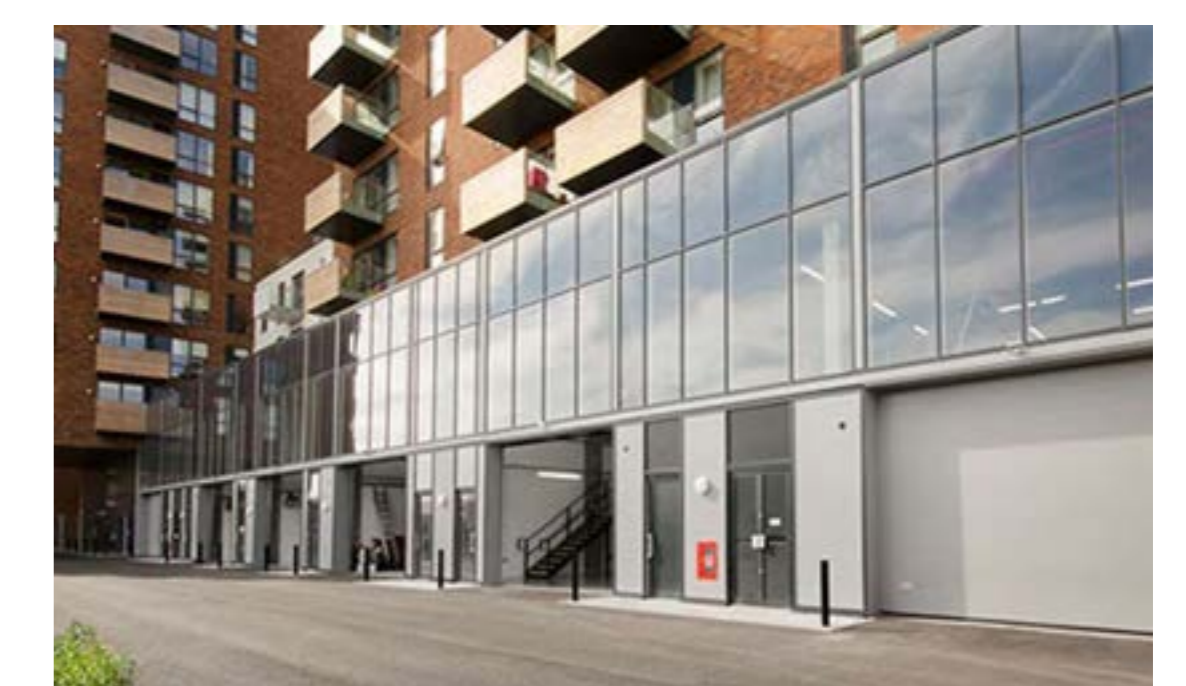
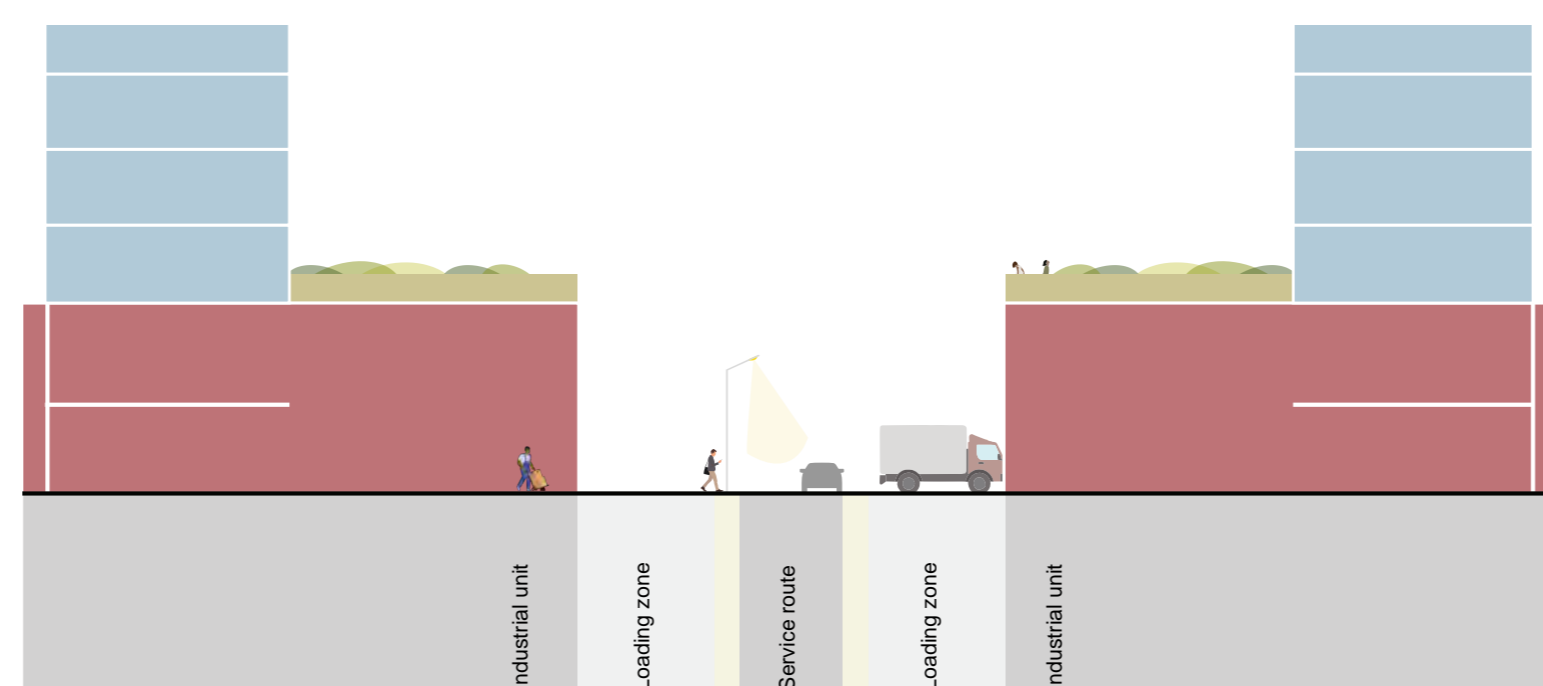
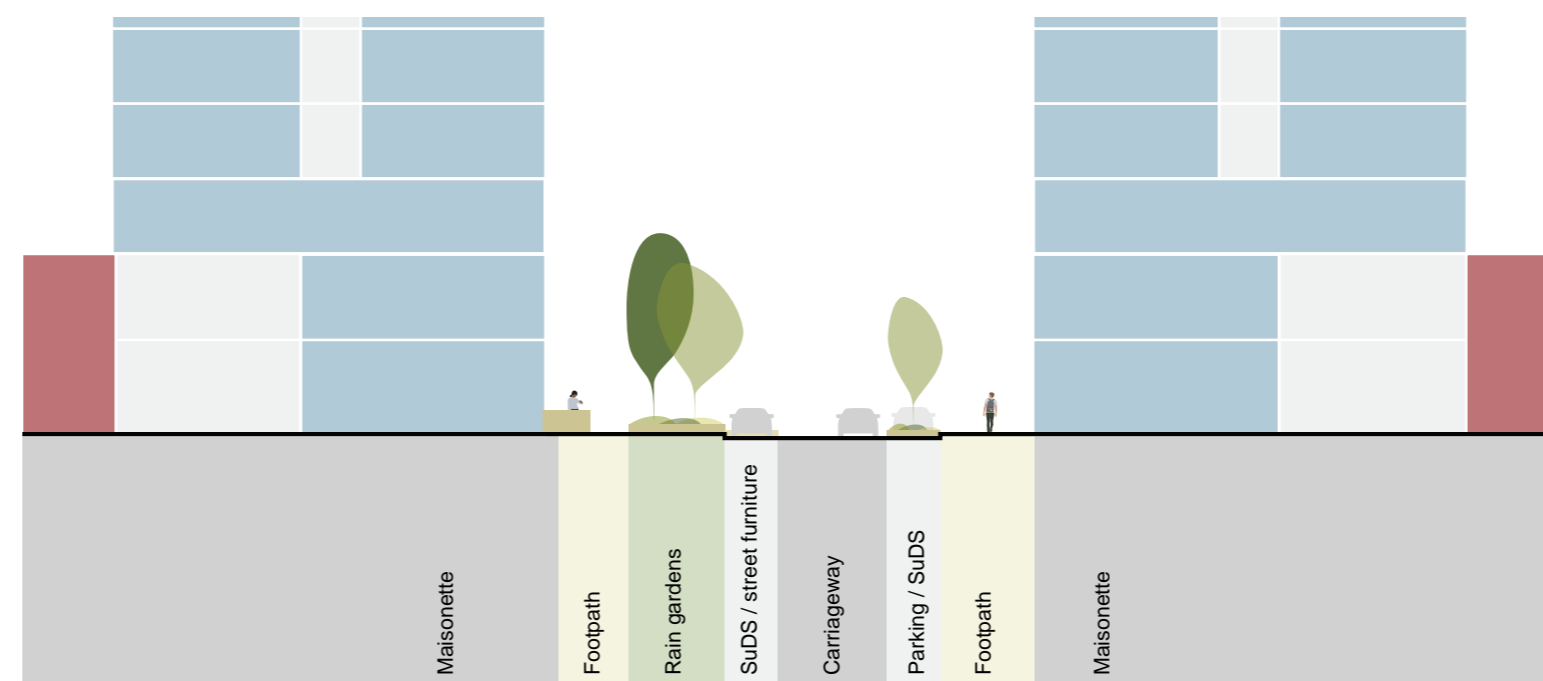
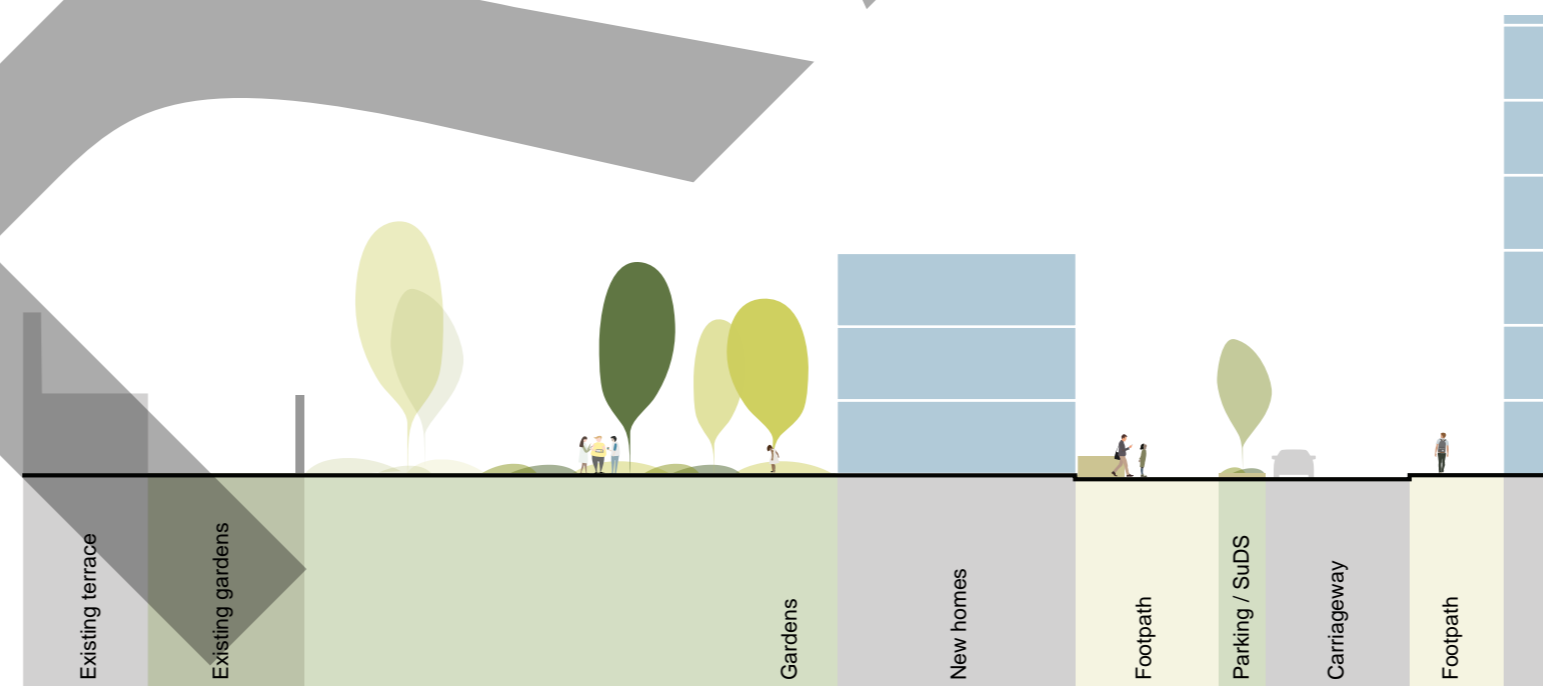
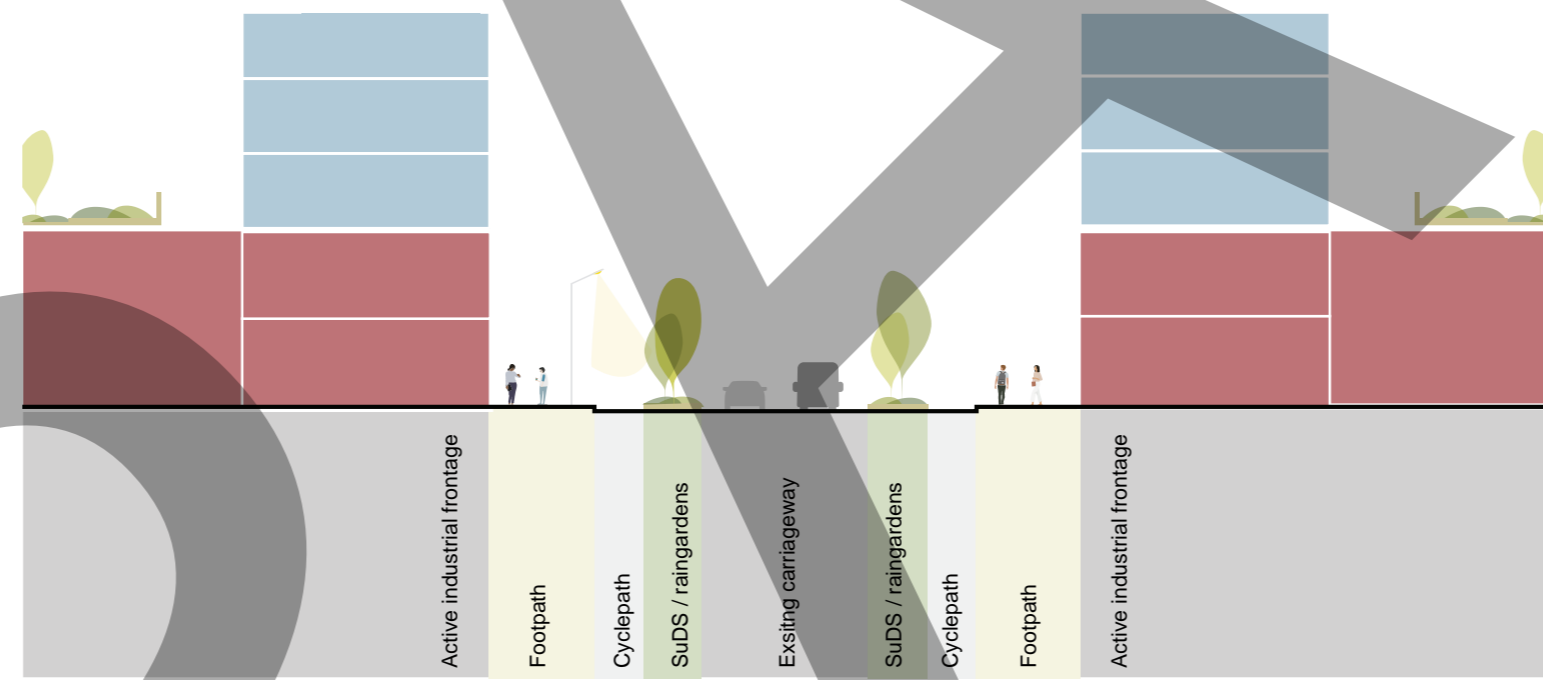
**E7** The design of streets should reflect the street network hierarchy diagram, character of the area and land uses. This indicative profile for key streets below illustrate minimum recommended provision for cycling routes, footpaths and urban greening that should be incorporated.

**E8 Mandela way:** a green boulevard, connecting Old Kent Road to the new Mandela Way Park. The existing carriageway position is retained by an enhanced profile proposed to accommodate cycle lanes, a SuDS corridor and larger footpaths. At the park, the carriageway will be reduced to a single lane with traffic control measures introduced to slow vehicles. The wider street profile could accommodate buildings up to 10-12 floors.

**E9 New parallel street to Page's Walk:** 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.

**E10 New residential streets:** are designed as a slow streets with traffic control measures to reduce vehicle speeds including tree planting, build-outs and table crossings. The street is generously scaled to allow for ground level maisonettes complete with useably scaled defensible zones.

**E11 Internal service yard:** situated of 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.





# F. PUBLIC SPACE

The masterplan proposes a large new primary public open space for the neighbourhood, the Mandela Way Park. This is complemented by a network of green residential streets designed as public spaces and a new urban square for the town centre.

## KEY DESIGN CODES

### PUBLIC OPEN SPACES

- F1 Key public open spaces are designed to support varied activities that reflect their location, surrounding uses and role in the wider open space network as illustrated opposite.
- F2 Urban greening should be incorporated into the profile of all primary and active travel routes and should include retaining all existing mature street trees, providing new street trees to achieve a canopy cover of 30% (TBC). Streets could also include additional landscape features including SuDs, swales or raingardens, vertical planting on inactive frontages
- F3 Small-play, communal planting zones, and seating opportunities could be embedded within the design of residential streets to help foster community engagement.
- F4 Design of playspace should follow Play England: 'Design for Play' and Fields in Trust benchmarks which could be met as illustrated opposite and includes:
  - Doorstep play (100m) should be incorporated within each development plot at ground or podium
  - Local and neighbourhood play (400m/1000m) areas should be incorporated in Mandela Way park and could include multi-use games areas, bike tracks or natural play opportunities.

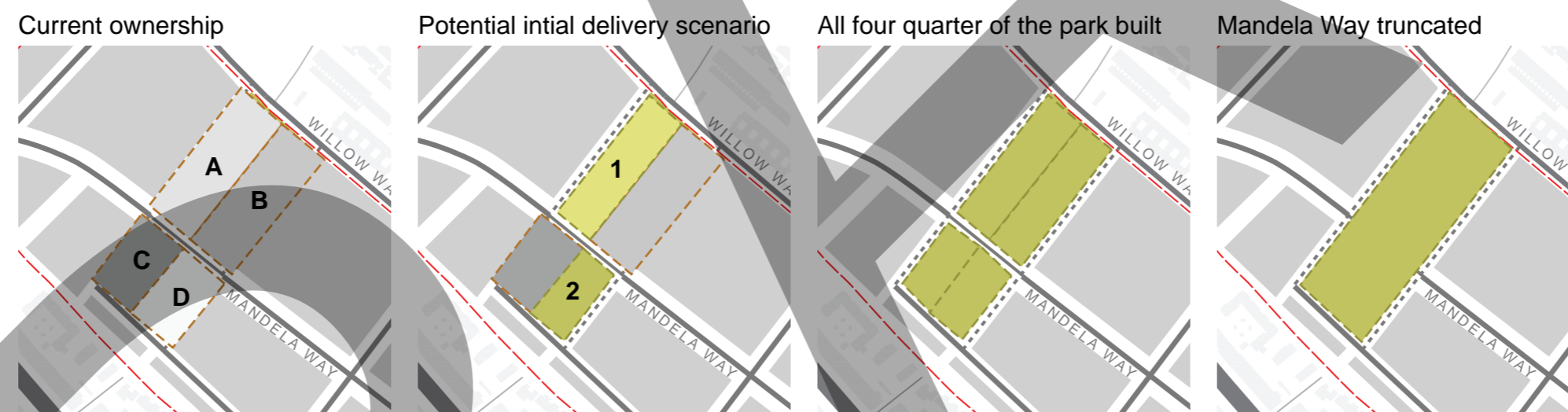
### LANDSCAPE AND PLANTING

- F5 Planting along streets and public spaces should support creating a network of green infrastructure that links existing and proposed green spaces as illustrated opposite.
- F6 Surface water run-off should be managed as close to where it falls through the use of 'Sponge-City principles', a layered system that manages water by integrating roof, façade, street and public realm.
- F7 Planting within podiums, along east-west streets or north elevations should be shade-tolerant and planting on roofs and less accessible spaces should be drought-tolerant and not include trees.



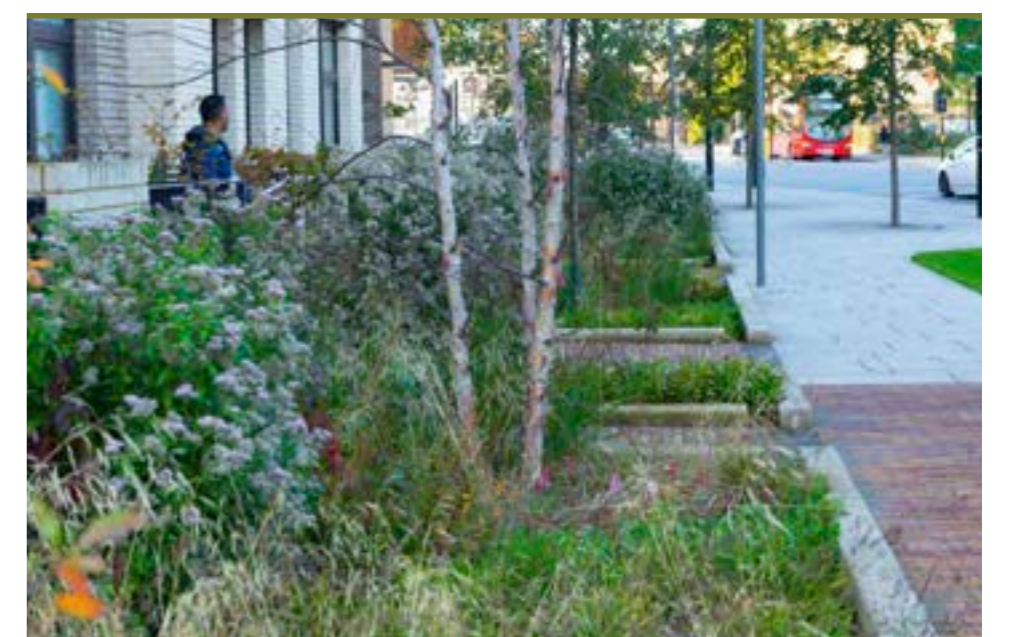
## Mandela Way Park

F8 Mandela Way park should be an expansive open public space that supports neighbourhood life and well-being with a range of physical and social activities including places for children to play, exercise, opportunities for food growing, and more formal spaces for local community events and gathering.



The proposed Mandela Way park is currently in 4 ownerships. This may require the park to be delivered in phases with Mandela Way being retained through the park until all four sites come forward. At this stage it would be possible to close Mandela Way through the park and reduce vehicular traffic.

## Residential streets



## New urban square

F9 Humphrey Street square should be a more formal urban square that supports activity within the town centre by providing a robust, hard-landscaped area with planters, places to sit and dwell and meet. It should allow for a spill-out zone for cafes and shops of minimum 2m and could also provide formal and informal seating areas. It should be well-lit, overlooked and activated on all sides.



## Shared podium landscapes

F10 Communal gardens and podium spaces should provide semi-public landscaped spaces for use by all residents and should include opportunities for young play, areas for sitting and social interaction and opportunities for local food growing. Planting could be accommodated in raised planters to reduce loadings and deck structure.



# G. CHARACTER

The area today is more a collection of identities rather than a cohesive neighbourhood. Mandela Way area has a strong industrial character of an inward-facing trading estate with single-storey blocks set back behind fence lines with forecourts or inner service yards. Along Old Kent Road, the Southernwood Retail park and Tescos has an 'out-of-town' shopping character with expanses of parking and architecture more reflective of suburban areas. Around Crimscott Street a more urban, mixed-use centre is emerging with new, denser residential and offices spaces forming a vibrant hub. Rather than trying to create a unified character across the whole area, the masterplan will build on and enhance each area's individual identity to create distinct neighbourhoods that reflect their use profile, heritage and aspirations.

## KEY DESIGN CODES

### CHARACTER AREAS

- G1** The character of streets and buildings should reflect the uses, street profile and role of the different areas of the masterplan.
- G2** **Mandela Way** should be transformed into a vibrant mixed-use employment and residential neighbourhood with ground floor industrial uses fronting onto Mandela Way. Within Mandela Way:
  - Facades should provide positive frontages along the entire street with frequent windows, main entrances and planting.
  - Materials could draw from a more industrial palette (and playful) of corrugated metal, painted steelwork, concrete, or render.
  - Public realm should provide a continuous row of street trees and SuDs. Smaller planters could be provided as a buffer to ground floor windows.
- G3** **Residential streets** within Mandela Way should be quiet streets with a more domestic and intimate character and scale.
  - Building form and massing should avoid overshadowing residential streets and could step back at upper floors.
  - Facades should have regular entrances to ground floor homes and defensible zones of planting low walls.
  - Materials could be from natural sources in warmer tones including brick and stone.
  - Public realm should incorporate small-play and seating areas and softer landscape elements.
- G4** **The town centre** should be transformed from an out-of-town retail centre character to an urban high street with active uses.
  - Building form and massing should be aligned to plots, rectangular forms consistent with urban contexts.
  - Facades should incorporate active frontages along main routes and primary the new square.
  - Public realm should be hard-landscaped with street trees and any soft planting incorporated within raised planters.
- G5** **Crimscott Street** area should build on the emerging office and hub by support lighter creative, industrial and workspaces.
  - Building form and massing should respond to the predominant datum of 6-8 storeys and consider stepping back at upper levels responding to the narrower streets.
  - Primary materials should be brickwork drawing from the local context.
  - Public realm is largely streets and pavements. Seating, cycle parking, bins and planting should consolidated into a zone to minimise clutter on predominantly narrow routes.

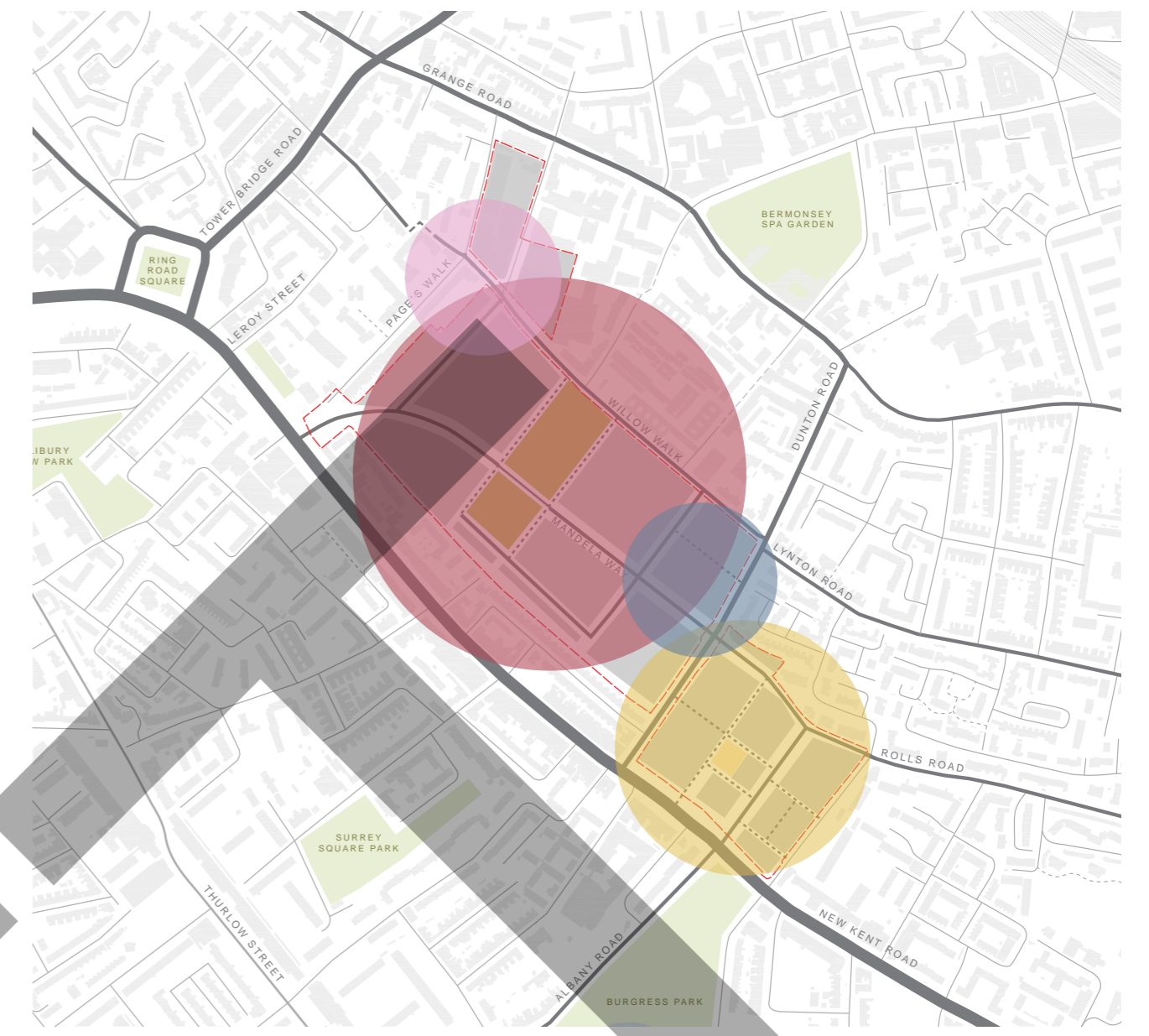
### ARCHITECTURAL FORM

- G6** The base, podium and upper levels of buildings can be expressed with different architectural treatments but should be read as a cohesive block.
- G7** The solidity of the building should be continued through to the ground and can include piers, columns, or punctuated walls.
- G8** Simple orthogonal forms that reflect industrial buildings are preferred and undercutting, cantilevers, architectural gestures or protrusions more characteristic of either suburban development or 'iconic' buildings should be limited.
- G9** The tops of buildings may be either a simple parapet or articulated as a clear architectural element. However, visible overhangs should be avoided. Roofs should be proportioned generously (min 2m) to avoid a chopped-off look.

### DETAILING

- G10** Building detailing should be simple, robust and easy to maintain. Consideration should also be given to the replacement of materials with shorter lifespans.
- G11** Windows could be a repeated pattern set in a grid to reflect the industrial heritage of the area. Window mullions should be limited, slim and read as part of the glazing of the building.
- G12** Neighbouring buildings should adopt different but complementary approaches to materialisation and colour so that the area comes forward with a cohesive identity but avoids an 'identikit' appearance.
- G13** Each development should have a limited material palette which could be based on one predominant material, one accent material and one colour and material for window and door frames.
- G14** Different functions may be expressed visually. This could be through different window proportions, scale, or a subtle shift in material palette, while maintaining overall visual cohesiveness.

- Character areas
- Town centre
  - Mandela Way
  - Crimscott quarter
  - Small industry transition zone



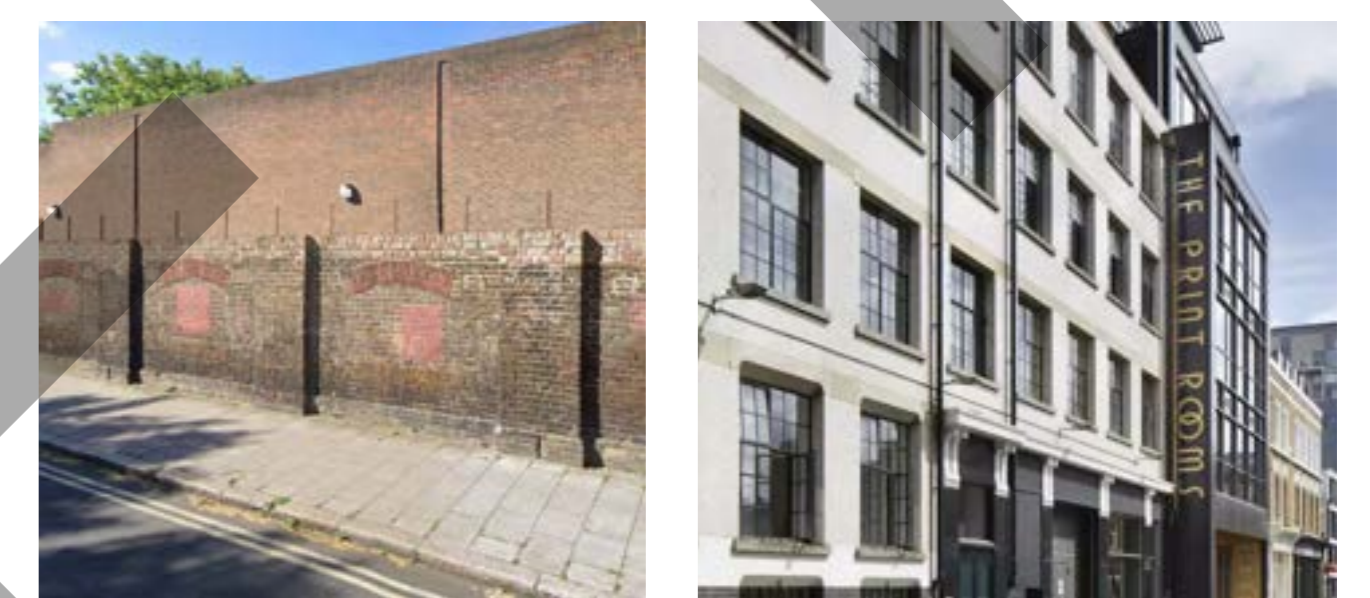
**G2** Mandela Way: and active industrial ground floor.



**G3** Residential streets



**G4** Town centre



Above left: remaining wall to Bricklayers' Arms. Right: Rhythm and proportions of industrial uses carried through to extension. Below: existing palette of industrial materials within Mandela Way.



Active residential streets that incorporate small play, planting, defensible zones and accessible parking within the street profile.



More formal, hard-landscaped area supporting urban life.

# H. SUSTAINABILITY

Sustainable places should balance environmental, economic, and social factors. This means providing employment opportunities and amenities that support daily life close to where people live, ensuring streets support active lifestyles, and lowering our impact on the environment by achieving net-zero carbon in construction and use and making space for nature in all developments. As such, sustainability is a thread that runs through all design codes and this section provides additional guidance to help developments reduce impact on the natural environment.

## KEY DESIGN CODES

### MICROCLIMATE

**H1** Designs should prioritise passive solutions to provide good microclimates within homes, the public realm and amenity spaces. This should include:

- Orienting blocks to maximise daylighting into homes, on podiums and key public spaces
- Mitigating overheating through cross-ventilation, material selection and incorporating solar shading devices on southwest and western facades.
- North, south and south-west facing homes should be dual-aspect to reduce the risks of overheating and improve daylight / sunlight provision.
- Aligning balconies with orientation.

**H2** Mixed-use urban blocks at this scale are an emerging and innovative solution. Post-occupancy evaluations should be undertaken with residents and commercial occupiers to understand how buildings are used in practice during the early stages of the masterplan and the feedback used to inform later stages of development.

**H3** The percentage of glazing should relate to the orientation of the external façade and should balance daylighting, solar gain and views.

### ENERGY IN USE

**H4** Building envelopes play a significant role in reducing energy demand and buildings should use a 'fabric-first' approach.

**H5** The thermal line of the building should be as consistent in plan as possible with unheated spaces grouped together. Protrusions outside of the building thermal lines or excessive stepping in and out of the façade should be avoided.

**H6** Recognised standards such as Passivhaus help to ensure build quality and close the performance gap between predictions and energy consumption and should be encouraged.

**H7** Developments should use simple, compact geometries that achieve a form factor of less than 2.0 to optimise heat gain and loss.

**H8** New developments should allow for connection to Southwark's District Heating Network. (?)

**H9** Green roofs and SuDS should be incorporated on all developments to help maintain stable internal temperatures, reduce urban heat island effect, increase biodiversity, and improve flood resilience.

**H10** The design of roofs should be carefully considered to enable incorporating air source heat pumps and for approximately 40% of roof areas to be covered by PV panels. Solar panels should be oriented approximately 30 degrees due south and avoid overshadowing between panels.

**H11** Developments should provide end-users with metering and monitoring systems that track resource and energy consumption.

### EMBODIED CARBON

**H12** Reinforced concrete buildings should aim for a closer structural grid of 6x6m and regular geometry to increase structure efficiencies and reduce depths of floor-slab.

**H13** Consider providing load-bearing balconies to reduce structural loading.

**H14** Locate heavier MEP elements on the ground floor.

**H15** Developments should aim to avoid transfer structures as much as possible by maximising repetition between floors and aligning the structure throughout.

**H16** Basement structures are carbon and material intensive and challenging to reuse and should be avoided.

**H17** Flexibility should be embedded into buildings to maximise the opportunities for reuse in the future. Proposals could illustrate how different uses could come forward in the same spatial configuration or strategies for reuse of industrial spaces.

### RESOURCES

**H18** Buildings that look attractive, are well-loved, weather well, have a longer lifespan and require limited maintenance are the most sustainable. Materials should be prioritised that are vernacular to residential developments within Southwark and have been shown to weather well in the London climate including brick and stone.

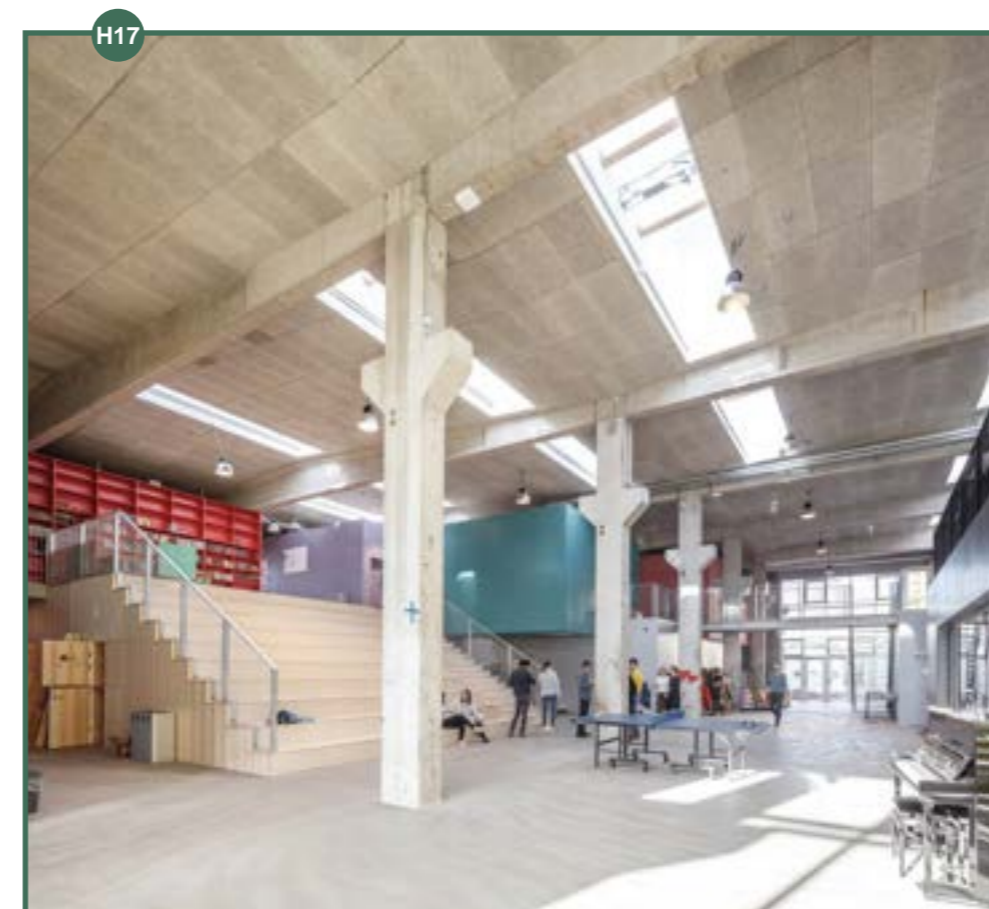
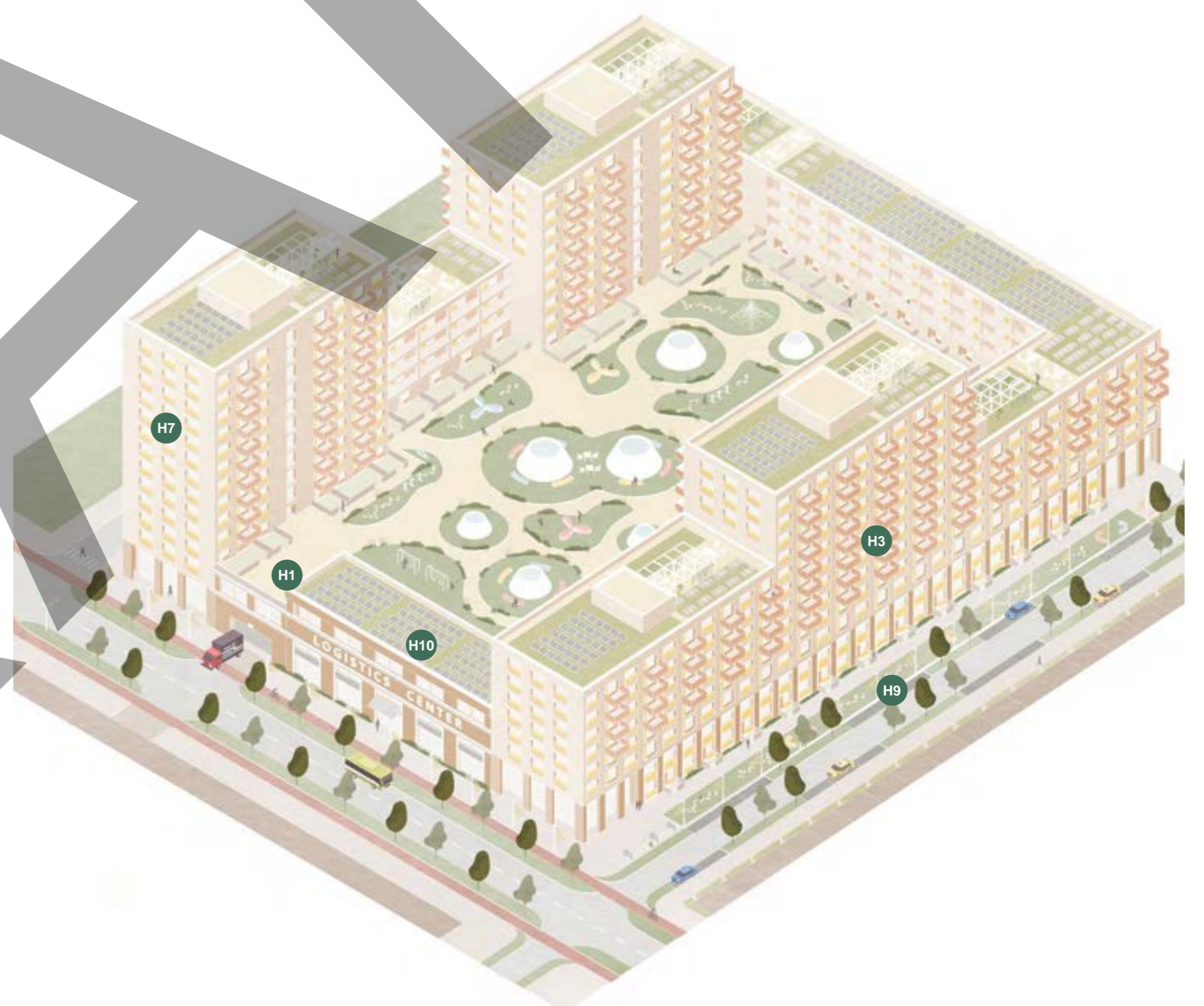
**H19** Consideration should be given to recycling of existing building systems in Mandela Way to be replaced within new developments within the site area.

**H20** Buildings should be designed with disassembly principles by considering how elements with different lifespans can be removed and replaced. This could include avoiding bonded assemblies and composite cladding systems, building in layers or modular and avoiding complicated geometry or detailing that requires bespoke elements.

**H21** Materials should be selected based on the following hierarchy:

1. Reused or recovered materials
2. Materials with high recycled content
3. Rapidly renewable materials with lower embodied carbon
4. Renewable materials with higher embodied carbon (further away)
5. Materials from non-renewable sources

**H22** Drinking water fountains should be installed in Mandela Way park and on podiums in large mixed-use developments.



# SUPPORTING HIGH-QUALITY, MIXED-USE

WHAT CHARACTER SHOULD MANDELA WAY PARK HAVE?

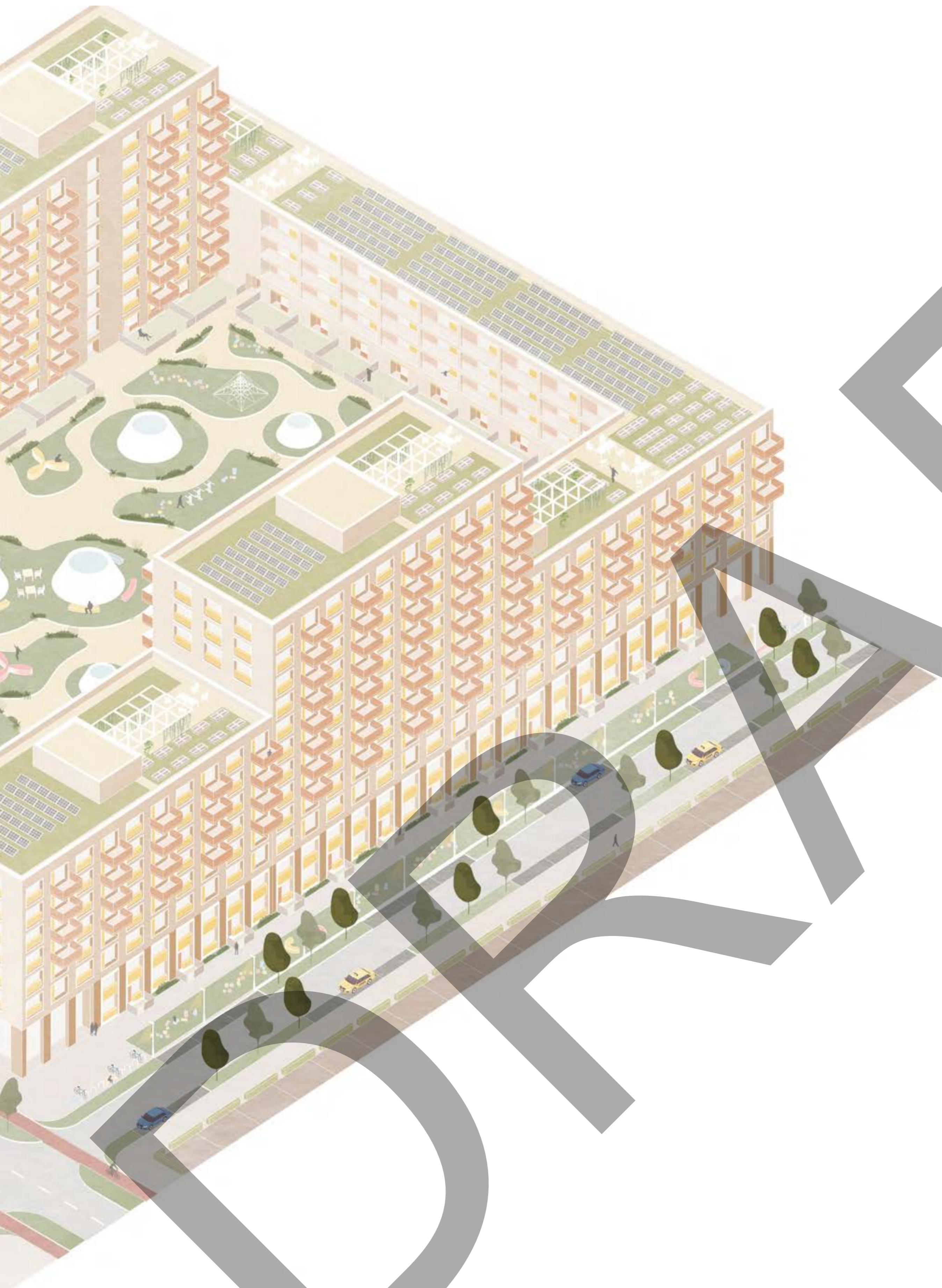
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HOW CAN THE CHARACTER OF THE LOCAL AREA BE EMBEDDED IN NEW DEVELOPMENTS?

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# USE URBAN BLOCKS



WHAT SHOULD BE INCLUDED  
IN THE DESIGN OF STREETS?

WHAT FACILITIES OR AMENITIES SHOULD BE INCLUDED IN THE AREA?