

# INTRODUCTION

The draft OKRD AAP provides a strategic design code for the Old Kent Road Opportunity Area. Building on the existing masterplan, the appointed project team has developed a refreshed draft masterplan and produced a Draft Design Code for the area of OKR13 - Sandgate Street, Verney Road and OLD KENT Road (south). This will help the council to refine the proposed mix of uses and adaptability of site allocation OKR13. The masterplan is not intended to be absolutely prescriptive, but its key principles will be expected to be delivered, providing the right balance between instruction and flexibility so it can robustly manage change over the whole plan period.

Design coding is one tool available to local planning authorities, communities and developers to define and deliver design quality, in addition to design guides, planning briefs, heritage characterisation studies, standards and masterplans as set out in the NPPF (National Planning Policy Framework) and planning practice guidance. The guidance is informed by the Government's National Model Design Code.

This draft Design Code applies to schemes which do not yet have planning consent and are not in phase 1 of the plan's delivery. The set of illustrated design requirements provide a toolkit with specific, detailed parameters for the physical development of the area.

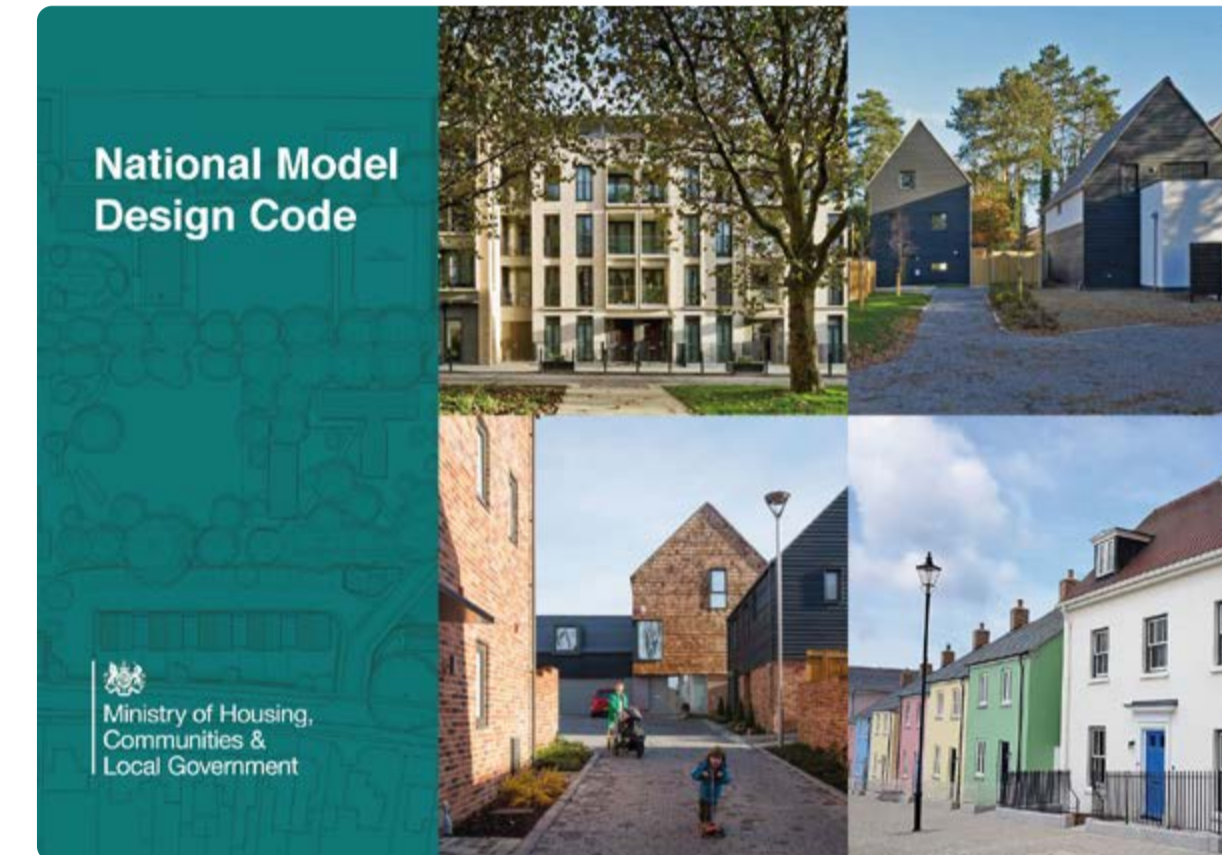
Project team appointed by SSW Council:

- Farrells- Project Lead
- Gbolade Design Studio - Architecture and Sustainability
- Exterior Architecture- Landscape
- Momentum Transport Consultancy
- Specialist advice - Savills and VU.CITY

## OLD KENT ROAD AREA ACTION PLAN

The site allocation OKR13, sits north of Old Kent Road, relatively central to the wider AAP masterplan.

The site is defined to the east by the Veolia waste centre, to the south by Old Kent Road, and to the north-west by Bermondsey Works and Verney Road.



## OLD KENT ROAD AREA ACTION PLAN 2020



# ENGAGEMENT TO DATE

Conversation with Local Businesses and Residents:

- One-to-one discussions with 20+ local businesses and landowners.
- Multiple site visits over four weeks, involving observation and incidental conversations with local people and employees.
- Email to inform about the project brief sent to local contacts.
- Met with the Bonamy / Bramcote estate TRA, Canal Grove and Bermondsey Works residents.
- A week of workshops with local school, Pilgrim's Way Primary School on the future of Old Kent Road.

Feedback - Key highlights include:

- Strong support and encouragement of greening and sustainability codes, with the creation of new parks and spaces within the study area.
- Opportunity for orchards, growing food and urban foraging to educate children.
- Emphasis should be placed on new North/South links to Old Kent Road, including potential new opening to the Bonamy and Bramcote Estate wall for direct access to the Linear Park and beyond to Old Kent Road.
- Need to ensure local businesses can stay on site and the operation and servicing of local businesses is not disrupted by new development.
- Measures to help businesses on Old Kent Road.
- Safety and security issues, street lighting improvements.
- Traffic management on Verney Road, no east entrance for HGVs towards the estates.
- School drop-off / pick-up area to be considered as well as entrance to the Bermondsey Works car park.
- Testing needed on transport capacity on all roads, considering planned vehicular numbers on site, wind studies and daylight and sunlight effect.
- Importance to celebrate diversity of uses and activities, ensuring accessibility of all users and groups.
- Consideration of the wider connections of the Linear Park to Burgess Park and Lewisham.

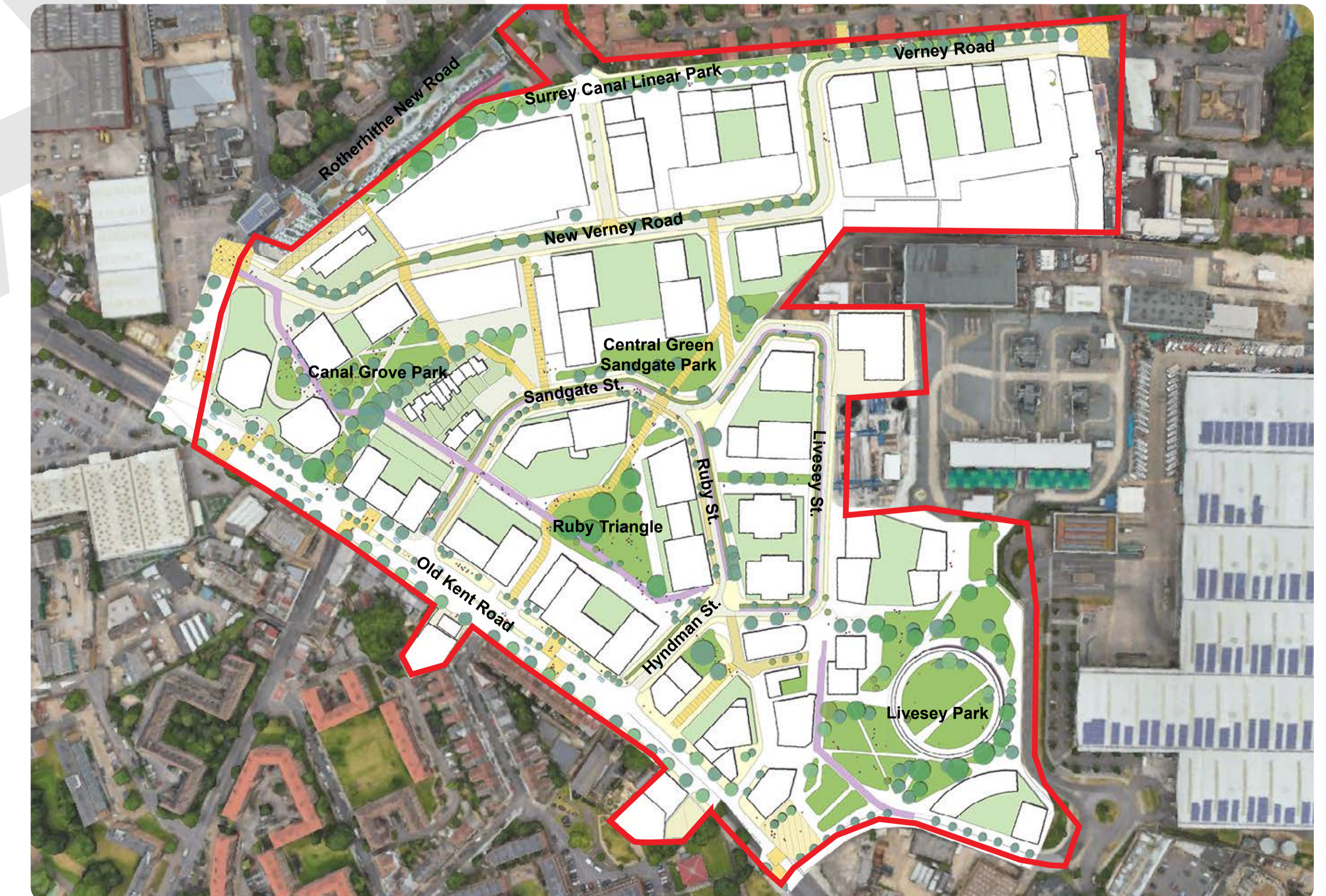


Children from Pilgrim's Way Primary School taking part in a series of workshops on the future of Old Kent Road

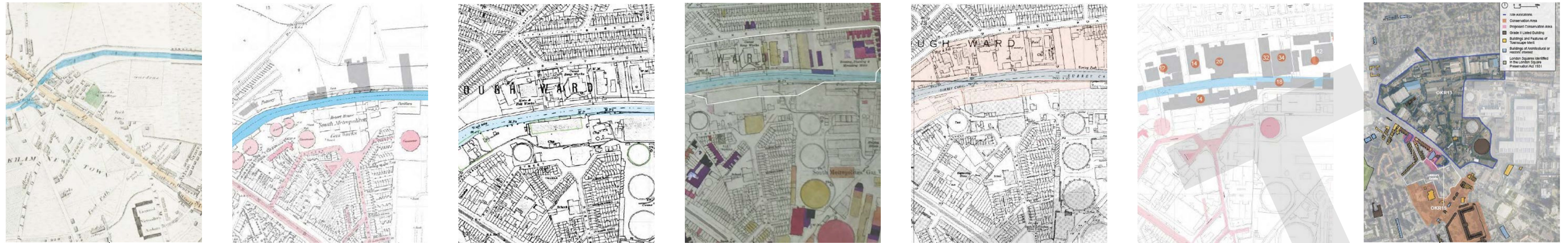


TRA Bonamy/Bramcote Estate

## REVISED MASTERPLAN



# HISTORY OF THE AREA



1800 1830

1870

1910

1940

1950

2023

## EARLY DAYS

The Old Kent Road is one of the oldest roads in Britain and can be traced back to an ancient route once used by the Anglo-Saxons. Since Roman times, the road has been the primary route between London and the Kent coast.

Old Kent Road was part of a rural setting which wasn't considered part of the London metropolis. The only significant development had been a handful of coaching inns, catering to the needs of travellers. Building occurred in an irregular pattern along the Old Kent Road with a mix of elegant Georgian terraces together with cheap housing and factories.

Completion of the Grand Surrey Canal, in the early 1800s, led to greater developments in the area. This includes the South Metropolitan Gas Company who established a new Gasworks on land adjoining the canal in the 1830s. The largest and only remaining gasholder no.13 is listed.



## INDUSTRIAL PRE-WAR

Verney Road was laid out from the early 1870s to take advantage of sites for industry and terraced housing. The earliest recorded industry in the area is the Canal Pottery built for T Smith & Co, who's work is on display as part of the V&A Collection.

Sandgate Street and Ruby Street were residential streets of tightly packed Victorian terraced housing, with shops and pubs on Old Kent Road and a school on Ruby Street. The area was bombed very heavily, and after the war these streets were redeveloped mainly for industrial use.

By 1900 The gasworks site, now controlled by Thomas Livesey and his son covered 36 acres. The gasholders represented modern technology which would change the domestic lives of ordinary people.

The early 1900s saw Victorian trams that used to support horse drawn trams, converted into electric trams.



## BOMBING EFFECTS

As with many other parts of inner London, slum clearance initiatives that begun before the war were given additional impetus by the impact of the war bombing.

As a site of great industrial value, it was a target for German bombing raids, and by 1945 large parts of the Old Kent Road had been ruined.

The OKR13 area did not suffer significant bombing compared the surrounding areas, and the Victorian gasworks survived the war.



## POST WAR DEVELOPMENT

The Old Kent Road did not suffer significant bomb damage during World War II, but redevelopment which followed had it's effects.

Town planners set out to separate housing from industry. Damaged buildings were replaced with council housing or with new industrial developments e.g. storage and distribution centres.

The canal also became redundant over time, which eventually led to filling it in. Traces of the canal can still be seen in parts.

The last tram ran down the Old Kent road in 1952, as the increasing popularity of the motorcar was bringing more vehicular traffic to the area.

In the late 70s and early 80s, more housing and factories made way for retail warehouses with large expanses of car parking.



## SITE TODAY

Between Verney Road and Old Kent Road there is a mix of medium and large sized industrial units between which accommodate around 92 businesses and nearly 1,900 jobs. The Canal Grove Cottages provide a reminder of the area's heritage.

Many of the buildings and features of industry are still present in the area today, some of which are listed such as the Canal Grove Cottages and Gas Holder No.13. With other features such as the cobblestone road, a listed gas lamp and the Royal London buildings in the area, which are considered as features of local townscape merit.

The one remaining Gasholder no.13 no longer stores gas. It will be retained in future development. A large part of the former gasworks site is occupied by Southwark's Integrated Waste Management Facility (IWMF) and the adjacent New Cross Electricity Substation.



## FUTURE OF THE AREA

In the last 10 years there has been increase construction activity in the area. There are sites that already have the benefit of planning consent and some are under construction, including schemes from multi-storey logistic space, residential led schemes, student housing etc.

Nearby the site allocation are the Ledbury and Tustin Estate regeneration schemes which were developed in consultation with the residents of each of the estates. With both applications recently approved at committee, significant residential improvements are anticipated in the area.

The key improvements for the area will include a proposed linear park along the alignment of Verney Road which forms part of the council's plan in the AAP for a Greener Belt linking key green spaces across the borough. The introduction of new open spaces, including a significant new park on the gasworks site and a pocket park to the rear of the Canal Grove cottages, will help provide parks and recreation opportunities for a growing population. Improved north south connections between Verney Road and Old Kent Road will be considered, as the area is currently impermeable, as well as revitalisation of the Old Kent Road as a high street. This will be supported by the ongoing intensification of development providing homes, workplaces, shops and leisure uses in the area as well as the proposed Bakerloo Line extension.

## THE AREA TODAY

Various hoardings, new building structures, loading bays, and parcels are all part of the site's dynamic nature, which constantly changes the way streets and spaces are utilized. There will be a significant change in the area's use and form, which is likely to continue for many years to come.

The physical reality of the buildings, streets and pavements in the area is a rough, gritty, and robust space. There are elements of fences, prohibition signs, inexpensive colour interventions and private roads.

The assemblage of warehouses, organically developed over time with no clear and efficient road network, creates a noticeable presence of big, open industrial yards for handling goods. There is however a layer of patterns, textures and materials within the urban fabric, with a contrast of brick and metal, with occasional wood and some colour. The incidental elegant historic elements on and around the site, like the Listed Gas holder and Canal Grove cottages.

There are some accidental 'oasis' of green such as the line of plane trees behind the Canal Grove cottages, as well as mature trees spread across the site. With the anticipated introduction of significant areas of new open spaces on site, there is an opportunity to regenerate the ecosystem and create a unique place.



An area of change with multiple construction sites



Fences and edges outlining the public realm



A broad mix of building scales and uses



A rare oasis of green in a largely industrial area (former Surrey Canal)



Brick and metal as the predominant materials



Mature trees opposing large industrial buildings



Signs and roads disruption



Presence of street art and murals on temporary structures



Scale and contrast of traditional buildings and structures (Gasholder)

## CONSTRAINTS & OPPORTUNITIES

### CONSTRAINTS

- 1 Old Kent Road is currently busy, loud and polluted
- 2 Multiple access points into the site for heavy HGV vehicles
- 3 Big infrastructure (Veolia, New Cross Substation) interrupting connections and breaking urban grain
- 4 Difference in levels on south edge of plots facing Verney Road and existing servicing road (New Verney road)
- 5 Limited open space provision
- 6 Tarmac dominated environment, lack of permeable surfaces, un-inviting and cluttered public realm, poor wayfinding
- 7 Limited North South connections between Old Kent Road and Verney Road
- 8 Poor traffic management, confusion in the access restriction to HGVs going east (the Estates)

### OPPORTUNITIES

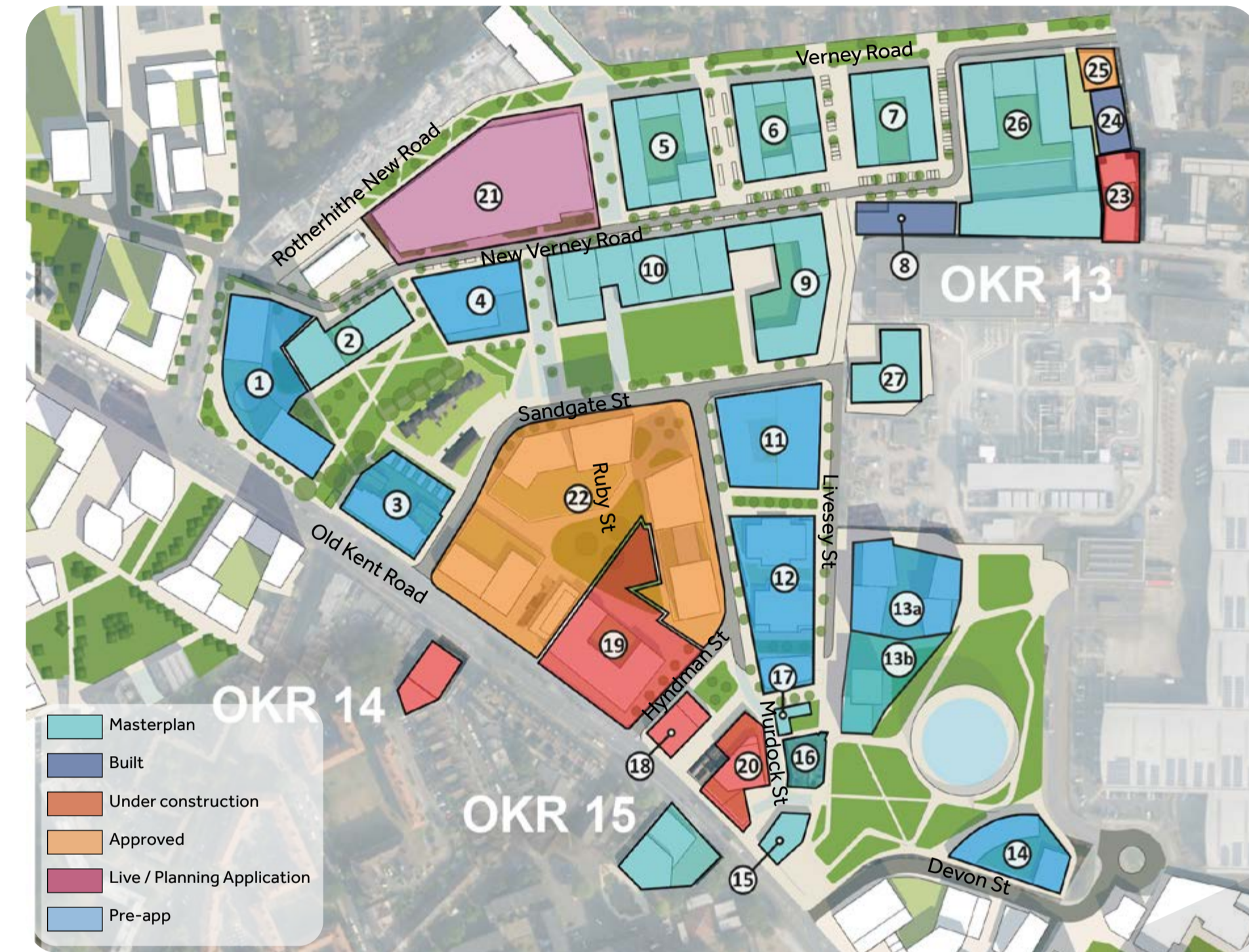
- 9 Mature trees spread around the site to be retained and setting to be improved
- 10 Presence of rich heritage elements such as the gasholder, cobbled street, and buildings along Old Kent Road
- 11 Green network - emerging parks (Livesey, Verney Road Park, Canal Grove Park, Ruby ) and opportunity for proposed new green spaces and links
- 12 Future public transport connections (Bakerloo Line Extension)
- 13 Proximity to central London, high demand for both employment and residential uses, with a strong and vibrant community of businesses and organisations on site



## MASTERPLAN REVISIONS

Following the publication of the OKR13 masterplan as part of the Old Kent Road AAP, development activity in the area has increased. Several sites have applied for planning permission or are in pre-application discussions. The illustration below illustrates the status of specific sites in the context of the current AAP masterplan.

### CURRENT AAP MASTERPLAN WITH SITES UNDER CONSTRUCTION, APPROVED OR IN PLANNING



Verney Road Logistic Hub, British Land, Site 21



Credon House, Site 25



Student block, Site 18

## THE AAP - AREA ACTION PLAN

The design codes do not seek to change the general principles of the masterplan in terms of overall height, massing, density or use. The masterplan has been refreshed to reflect some of the recent changes in use on specific sites and the street network, with the aim to retain the alignment of the existing streets on site where possible.

### OKR13

#### SANDGATE STREET AND VERNEY ROAD



### SITES - OKR13

#### SANDGATE STREET AND VERNEY ROAD

Site Vision - This area will be transformed into a mixed new neighbourhood with a diverse range of uses. While its character will change, it will continue to provide lots of jobs within a range of business spaces, including standalone industrial buildings, large warehouses that are integrated into mixed use buildings, small and medium sized industrial spaces and offices. New parks, a primary and secondary school, indoor sports hall, a possible health hub, access to shops and other facilities on Old Kent Road and a short walk to a tube station will make the area a great place to live and work. Verney Road will be partially closed and servicing routes redirected into the site which will make way for the new Surrey Canal park. This will include a new park around the listed Canal Grove cottages retaining the row of mature trees. Gasholder no.13 will become a feature of a large new park and we will explore opportunities for its use as an outdoor swimming pool.



### KEY MASTERPLAN CHANGES



#### Key proposed changes to the AAP masterplan:

1. To ensure the masterplan is relevant and accurate, approved and advanced schemes are included in the masterplan.
2. Comprehensive study of existing street alignments and levels, with the retention of existing street alignments where possible.
3. Transport study defining street profiles, alignments, and widths.
4. Landscape study for a refreshed and enhanced green space strategy. This includes provision of a new Central Green and direct north/south links, as well as retention of existing trees across the site.
5. Consideration of different options for the school site, given the current drop in school numbers.
6. Potential retention of Action house building.
7. Indicative phasing to understand the anticipated level of the incremental changes across the site.



# THE PROPOSED MASTERPLAN

## CHARACTER AREAS



OKR13 can be divided into three intersecting Character areas, as a response to:

- Access to open space provision
- Main streets and links
- Building scale and typology
- Open space provision
- Phasing – incremental change

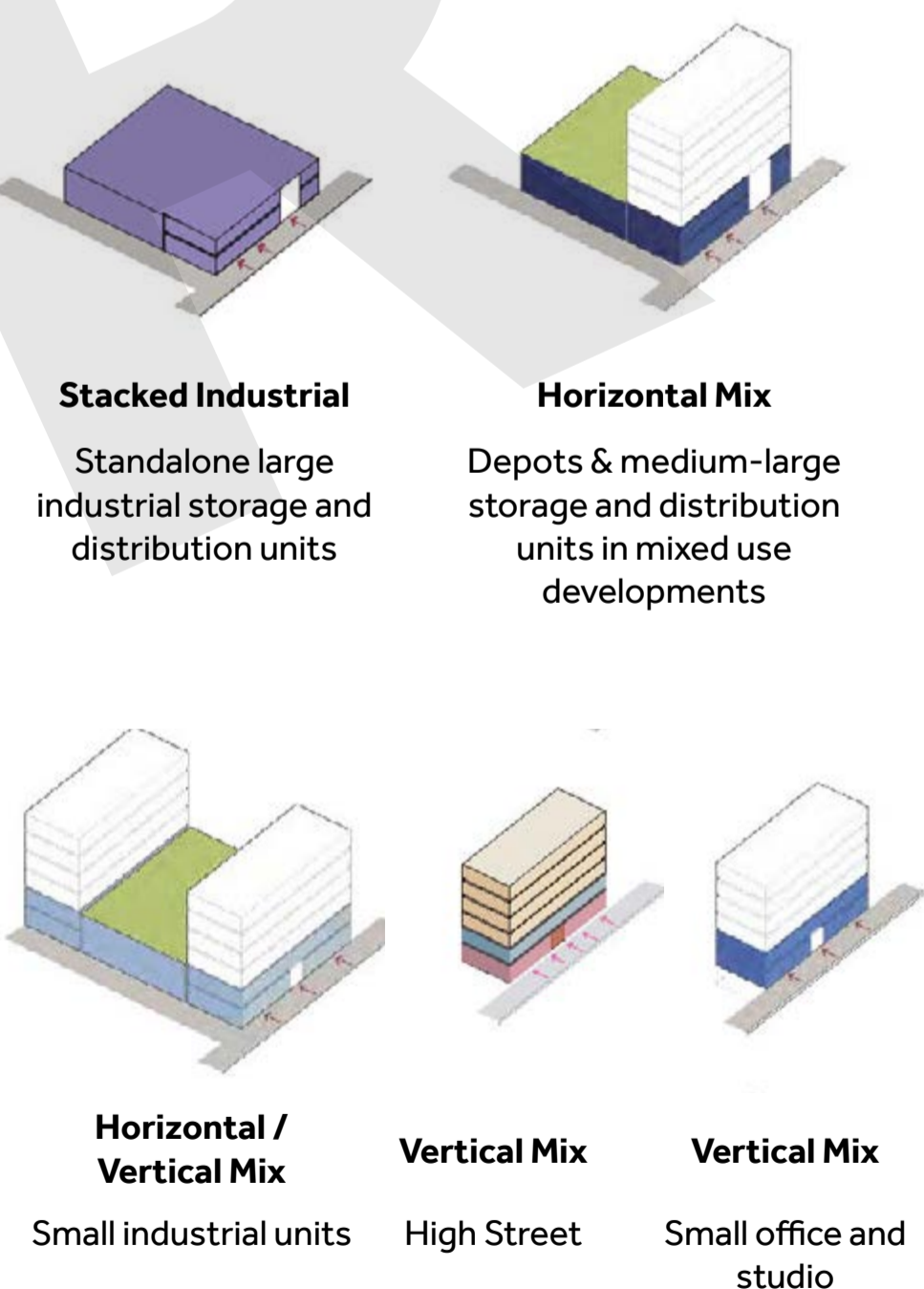
**Old Kent Road area** - this is the area where development has already started to take shape. The new developments enable new open spaces, perpendicular to and visible from Old Kent Road. Higher buildings are marking key route intersections and new green spaces, such as the Ruby Triangle and Livesey Park.

**Surrey Canal Linear Park** – stitching together the existing Bonamy and Bramcote estates, Bermondsey Works and John Keats school on the north with the mixed use, industrial and residential on the south of the new park. Buildings open and slope down towards the north.

**Sandgate/Ruby central area** – Buildings gravitate around the new Central Green, as a transition zone between the busy Old Kent Road area and the new landscape corridor of the Surrey Canal Linear Park. Massing to slope down between higher buildings on the south and lower on the north edge.

## BUILDING TYPOLOGIES AND LAND USES

It is important that development provides a range of commercial spaces including shops, offices, small, medium and large sized industrial and warehousing units and that these can be integrated into a mixed use area.



## BUILDING HEIGHTS GUIDANCE



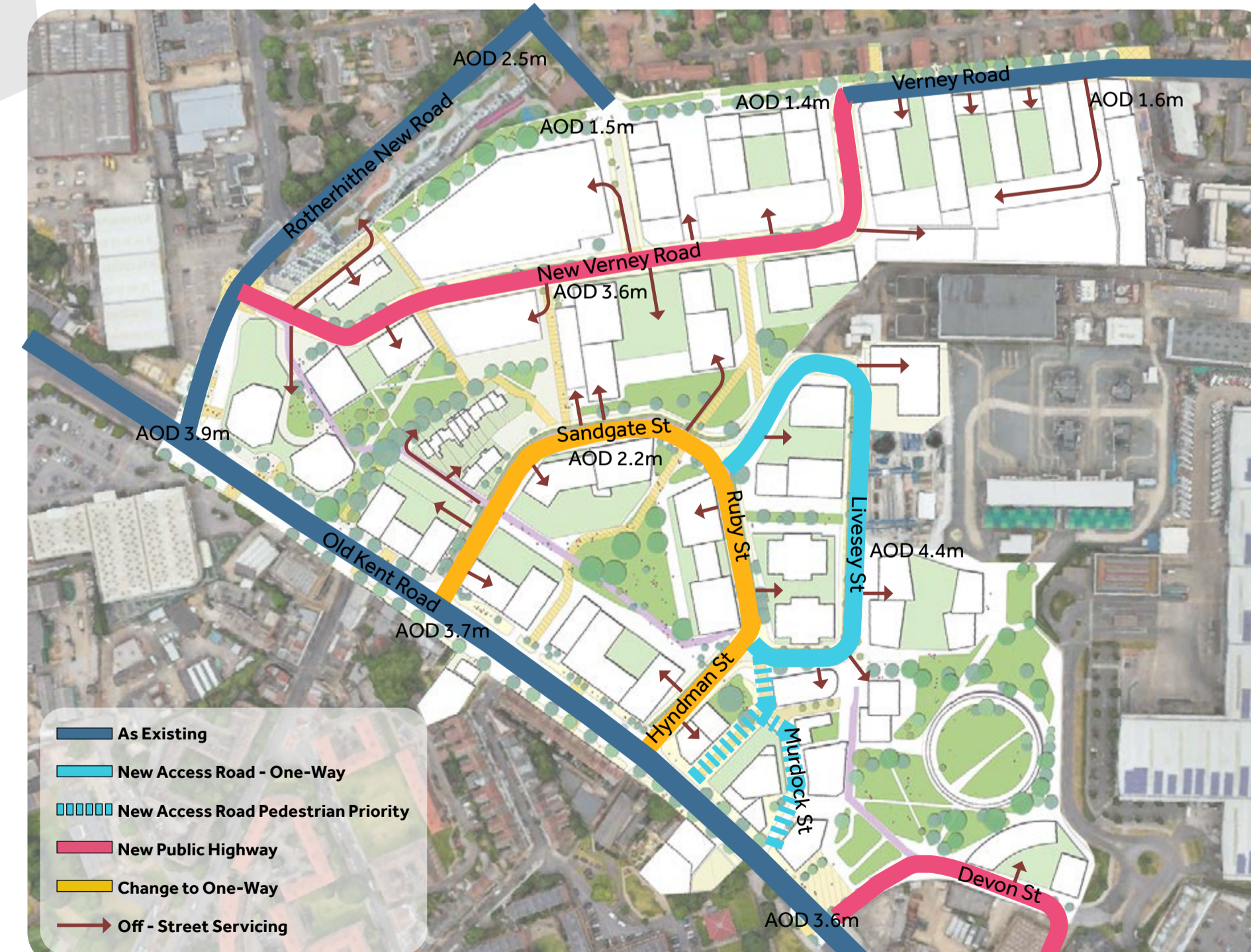
In line with the 'Stations and Crossings' strategy, the height and scale of development in this area should be greatest at the 'crossing' where Rotherhithe New Road/St James's Road meets Old Kent Road, and should reduce towards the interface between new development and surrounding residential neighbourhoods.

- The key elements of the building heights strategy here are:
- The tallest 'Tier One' buildings should be located close to Old Kent Road, around the point where the Surrey Canal Park crosses the road and in conjunction with the Ruby Triangle open space proposed towards the centre of the site;
  - With the exception of the tallest buildings at the 'crossing', building heights on Old Kent Road frontage should generally be between eight and 15 storeys. There is also some potential for 'Tier Two' and 'Tier Three' buildings at key junctions along this frontage. These will be located in a "hit and miss" composition with eight and 10 storey sections of development separating these Tier Two and Three buildings;
  - The setting of the listed gasholder should be enhanced by opening up views of it from Murdock Street and Old Kent Road and the Ledbury Estate.
  - Building heights immediately adjacent to the gasholder at Rich Estates site and on the council's landholding should remain lower than the listed structure itself, in order to retain its prominence in the townscape. A 'Tier One' and a 'Tier Two' building will be located to its north;
  - Building heights should also reduce immediately adjacent to the Canal Grove cottages in order to respect their more domestic scale; and
  - The stand alone industrial buildings on the edge of the Strategic Protected Industrial Land should be of an appropriate scale, driven by the nature of their potential uses. The stand alone buildings on the edge of the SPIL would be up to six storeys in height.

## SERVICING AND ROAD NETWORK PLAN

Servicing should be rationalised to more effectively serve multiple commercial units. This will be achieved by realigning Verney Road to the south and by creating a new service road, New Verney Road, and Livesey Street, connecting Ruby Street to Verney Road. Servicing to shops should not take place from Old Kent Road.

All developments should have off-street servicing facilities that access from one or more of the above options. A Controlled Parking Zone will be introduced.



**Sandgate Street** will be made one way running clockwise from Old Kent Road to Ruby Street and Hyndman Street. This will allow wider footways and the introduction of loading bays and bus stands if required. To the north of Sandgate Street, a new east-west walking and cycling route will link Canal Grove Park to the Surrey Canal Park, Verney Road and on to Ilderton Road.

The **Ruby Street** junction with Old Kent Road will be closed and work as a two way cul-de-sac to retain servicing and delivery function. There will be some loading bays.

The **Murdock Street** junction with Old Kent Road will be closed and work as a two way cul-de-sac to retain servicing and delivery function. This will include the provision of some on street loading bays. There will be access to the new Livesey Street.

**Verney Road** will be partially realigned to provide a new service access to the ground floor commercial and upper floor residential uses south of its current alignment. This will allow the existing Verney Road to be changed into the Surrey Canal Park. This new layout will deter rat running, improving the environment of the John Keats Primary School and Bonamy Estate, whilst providing vehicle access to the existing and new residents and businesses. This change will need to be phased, with the new road being completed before the park could be opened, to ensure there was no disruption to existing residents or business users.

**Livesey Street** This new road will be one way going south and provide commercial servicing access to the eastern side of the mixed use blocks that face Ruby Street and to the standalone multi storey industrial block on the gas works site.

**Devon Street** - When the new Livesey Street is fully operational, the junction of Devon Street and Old Kent Road will be stopped up turning Devon Street into a two way cul-de-sac. The area between Devon Street and Murdock Street will be redesigned to ensure the new Livesey Park is an entirely pedestrian area.

# A. SUSTAINABILITY AND REGENERATIVE DESIGN

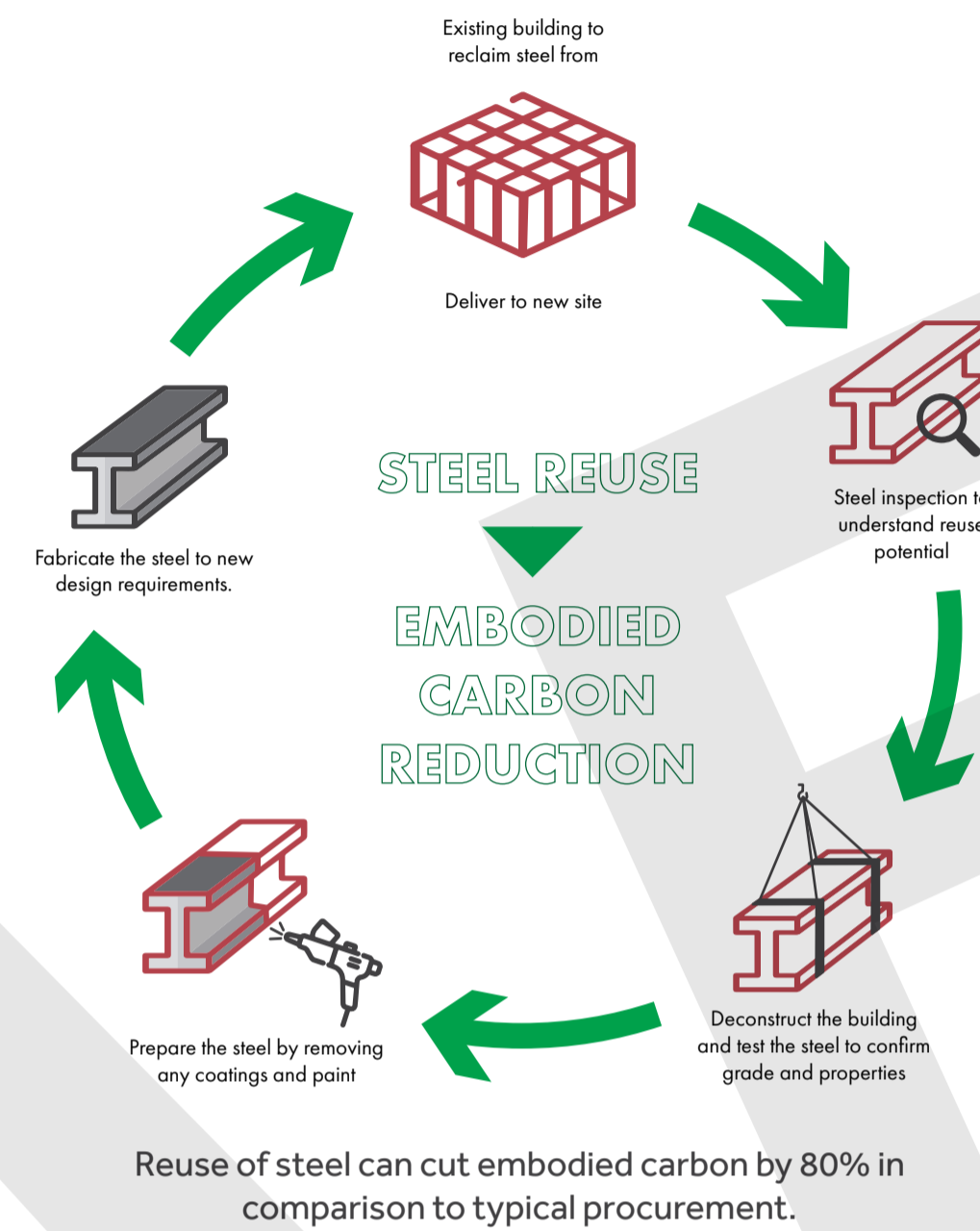
Southwark Council have declared a Climate Emergency, committing to becoming carbon-neutral by 2030; and have dedicated to their Fairer Future Commitments across seven key themes to achieve the Southwark 2030 vision.

Sustainability is at the beginning of this guidance to ensure that all design decisions are made with these overall goals, running as the golden thread through each section. Furthermore, the following codes aim to guide designers moving towards a regenerative approach by reversing ecological damage with a net-positive impact on the natural environment.

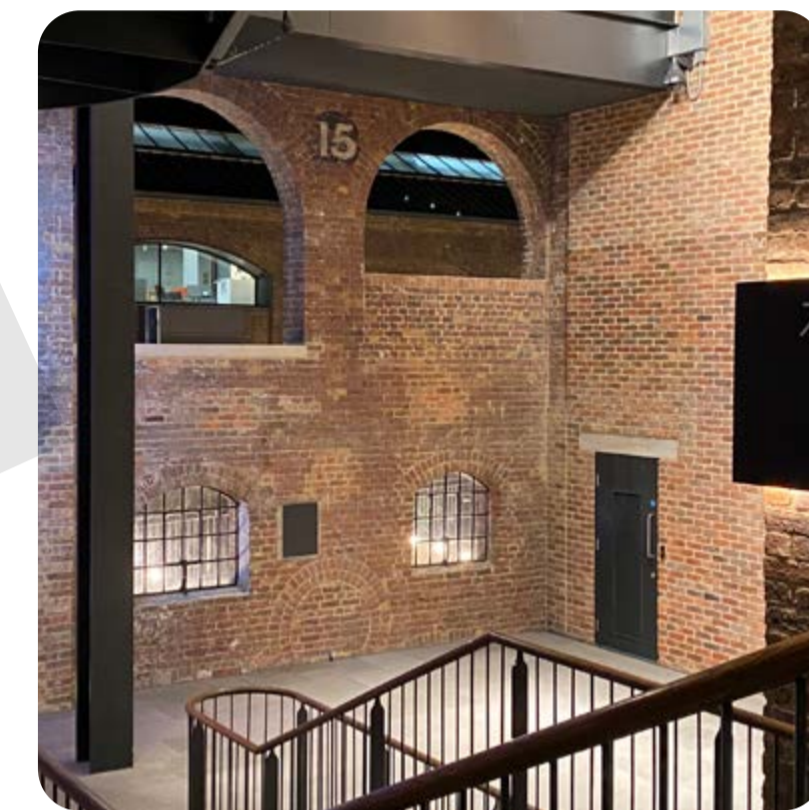
## KEY DESIGN CODES TO INCLUDE:

- A1** A simple/ compact building form with a form factor of <1.5 should be targeted. The form factor is the ratio of thermal envelope surface area to the treated floor area and determines how much heat is lost from a buildings' fabric.
- A2** A fabric-first approach must be adopted with expected u-values for walls, roofs and floors ranging between 0.10 – 0.158W/m2.K; and fenestration u-values will be ranging between 1.1 – 0.8W/m2.K (triple glazing), in line with LETI guidance.
- A3** An Operational Energy Target of 35 kWh/m2/yr (residential) and 55 kWh/m2/yr (commercial) should be targeted; and an Embodied Carbon Target of <625 kgCO2e/m2 (residential) and <750 kgCO2e/m2 (commercial) should be targeted, subject to relevant GLA requirements.
- A4** To reduce the overheating, south-facing windows could be smaller than north, east, and west-facing facades, or could be recessed to take advantage of shading. External shading devices, such as louvres, overhangs, vertical fins, or similar integrated features, could also be allocated to fenestration as required.
- A5** Inset balconies should be located to south-facing elevations to provide shading and reduce challenges from overheating. Projecting balconies could be located to north-facing elevations so residents can take advantage of solar gain once on these spaces.
- A6** The building line at upper floors (podium and above) could be set-back to allow for useful solar gain along the streets and existing neighboring buildings, such as the Bonamy and Bramcote Estate and Canal Grove.
- A7** Appropriate acoustic surveys to be considered in the design of the building (for example British standards - for housing in a presence of noise from industry (BS 8233:2014), refer to section F of the code for more information..
- A8** Overall, development should encourage circular economy principles and enable a sustainable approach, including the reuse of local materials from demolishing existing structures, repurposed steel and high quality resource-efficient construction brick made from inert recycled input materials
- A9** A retrofit approach and adaptive reuse of existing structures to minimize demolition should be considered where suitable, such as Action House studios or the retrofit of existing industrial units in the short term. Retrofits should consider installation of an air source heat pump/connection to DHN, PVs, rainwater harvesting and green roofs.
- A10** Sustainability best practice is encouraged, following relevant guidance, such as: LETI guidance; RIBA 2030 Climate Challenge; and other industry wide sustainability certifications.
- A11** All developments must future proof a connection to a low carbon District Heating network where feasible (DHN).
- A12** Provision for electric charging infrastructure across the site and developments must be considered, supporting the use of electric vehicles for servicing, delivery and personal uses.

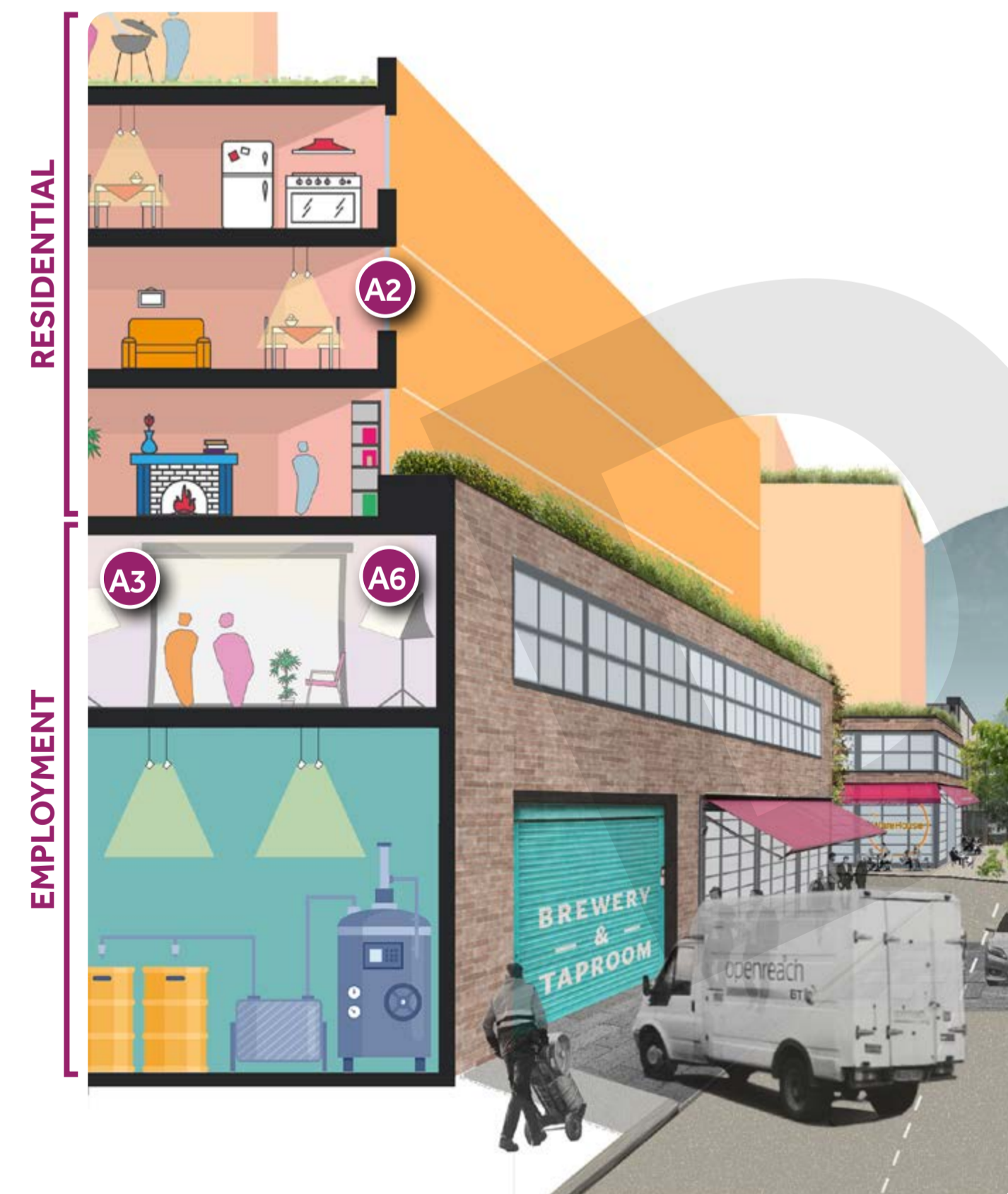
## A8 CIRCULAR ECONOMY



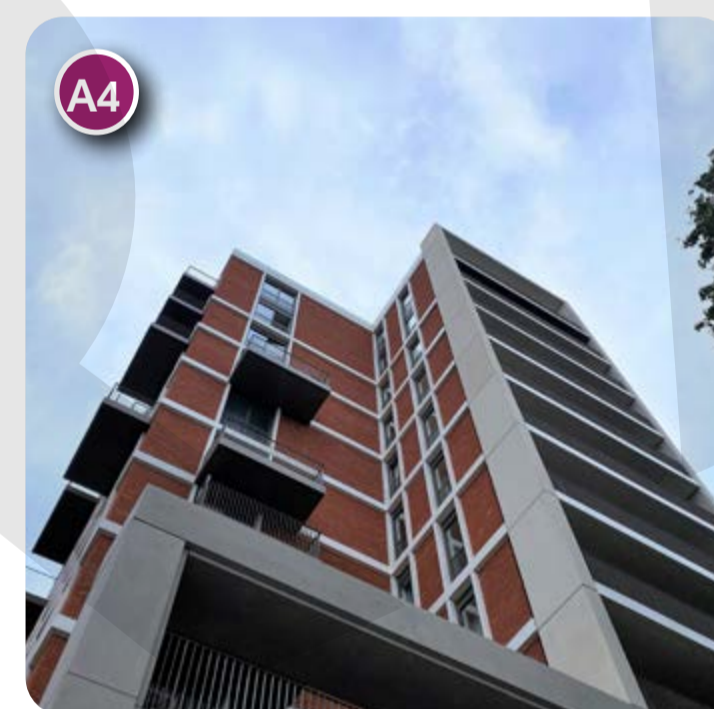
High-quality resource-efficient construction bricks made from inert recycled input materials.



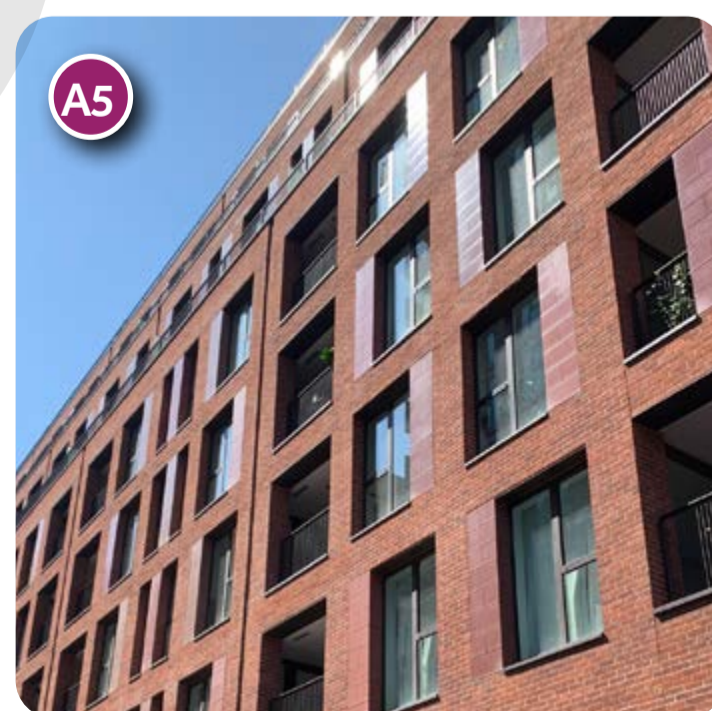
Reuse of existing building material



Compact building forms.



Window sizes addressing orientation and external overhang framing to assist in preventing overheating.



Design of the balconies reflecting the solar orientation.

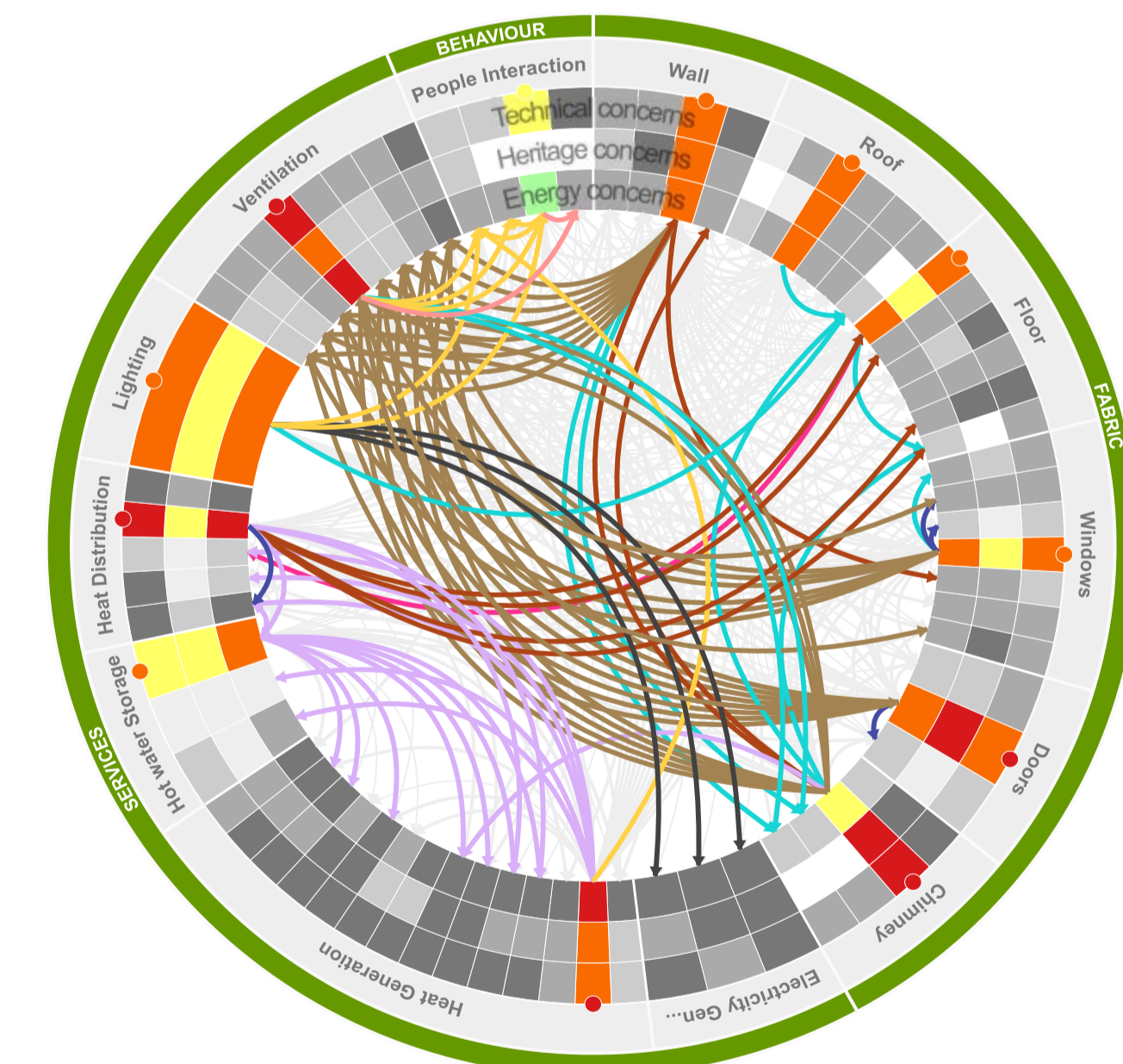


Building breaks and setback to maximise daylight into courtyards and streets.

## A9 RETROFIT AND ADAPTIVE RE-USE APPROACH



Retention and retrofit of existing buildings such as Action House Studios.



Colour key  
**Concerns**  
 Minor concern (Green), Medium concern (Yellow), High concern (Orange), Major concern (Red)  
**Measure to measure linkages**  
 Measure options (Blue), Thermal coherence (Light Blue), Airtightness (Cyan), Human Health/Fabric Health (Purple), Heating issues (Pink), People issues (Yellow-Orange), Monitoring and maintenance (Red), Hidden services (Magenta), Electricity issues (Light Blue)

'Responsible Retrofit Guidance Wheel' assists on identifying 'unintended consequences' such as: interstitial condensation and ventilation challenges.

## B. NATURE

The site today has limited green infrastructure (GI) with an existing greenway connected to OKR and including mature trees protected under TPO. There are other mature trees under TPOs dispersed unevenly throughout the site, which are intended to be retained and reinforced by introduction of more trees shaping a canopy network across the site. A new network of green spaces have been indicated on the site to evenly distribute access and visibility of green space across the neighbourhood. Other key Challenges and Opportunities are summarised below and explained through the following codes and diagrams:

### TREES

Tree Canopy is limited and disconnected, including a number of trees under TPO and a range of other trees of different ages and species randomly located across the site. Opportunity to retain the TPO protected and mature trees and diversify the palette with proposed trees.

### ROOFTOPS

There are no green roofs within the site at the moment.

### OPEN SPACE AND PARKS

Green space is limited to a green walk accessed from Old Kent Road.

### BIODIVERSITY

The site today is short of diverse plant species and therefore offers very limited

support for wildlife.

### SUSTAINABLE URBAN DRAINAGE

Provision of SuDS including permeable paving should be considered where appropriate.

### CLIMATE RESILIENCE

All species that form the soft landscape palette shall be selected to be resilient to:

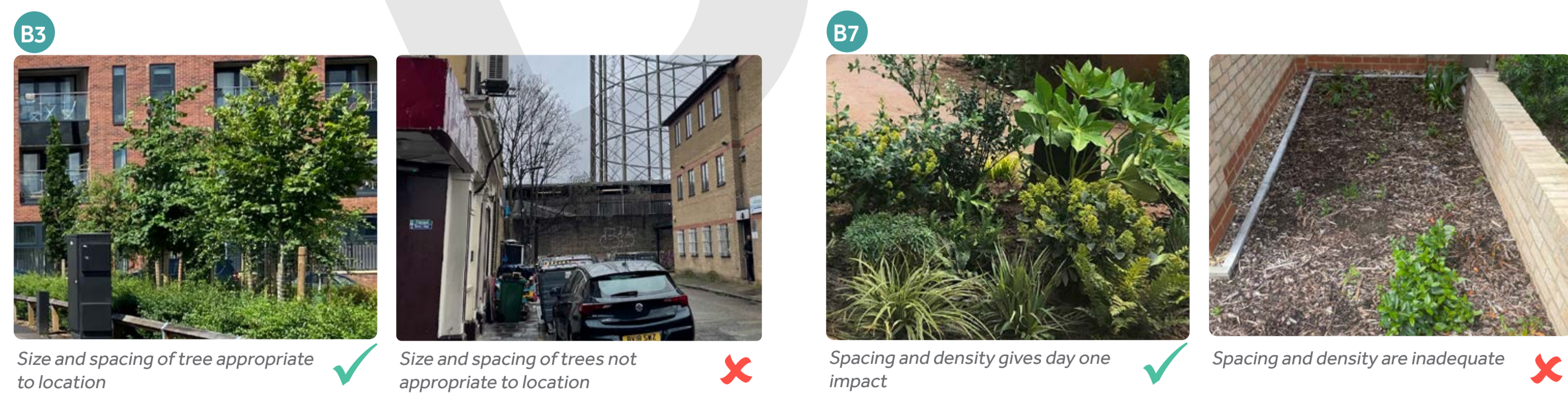
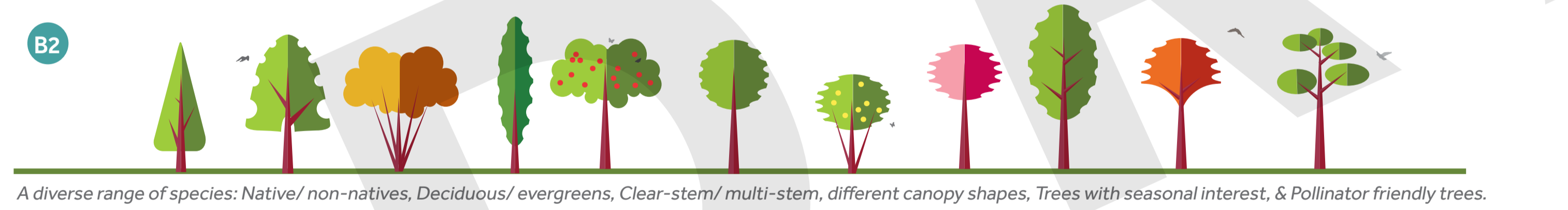
- Any future threat of climate change, in as far as what is known at any given point of time
- Drought and any potential water shortage, whether from man made or natural causes
- Disease or pests that might threaten the longevity of any plant

### PLAY SPACE

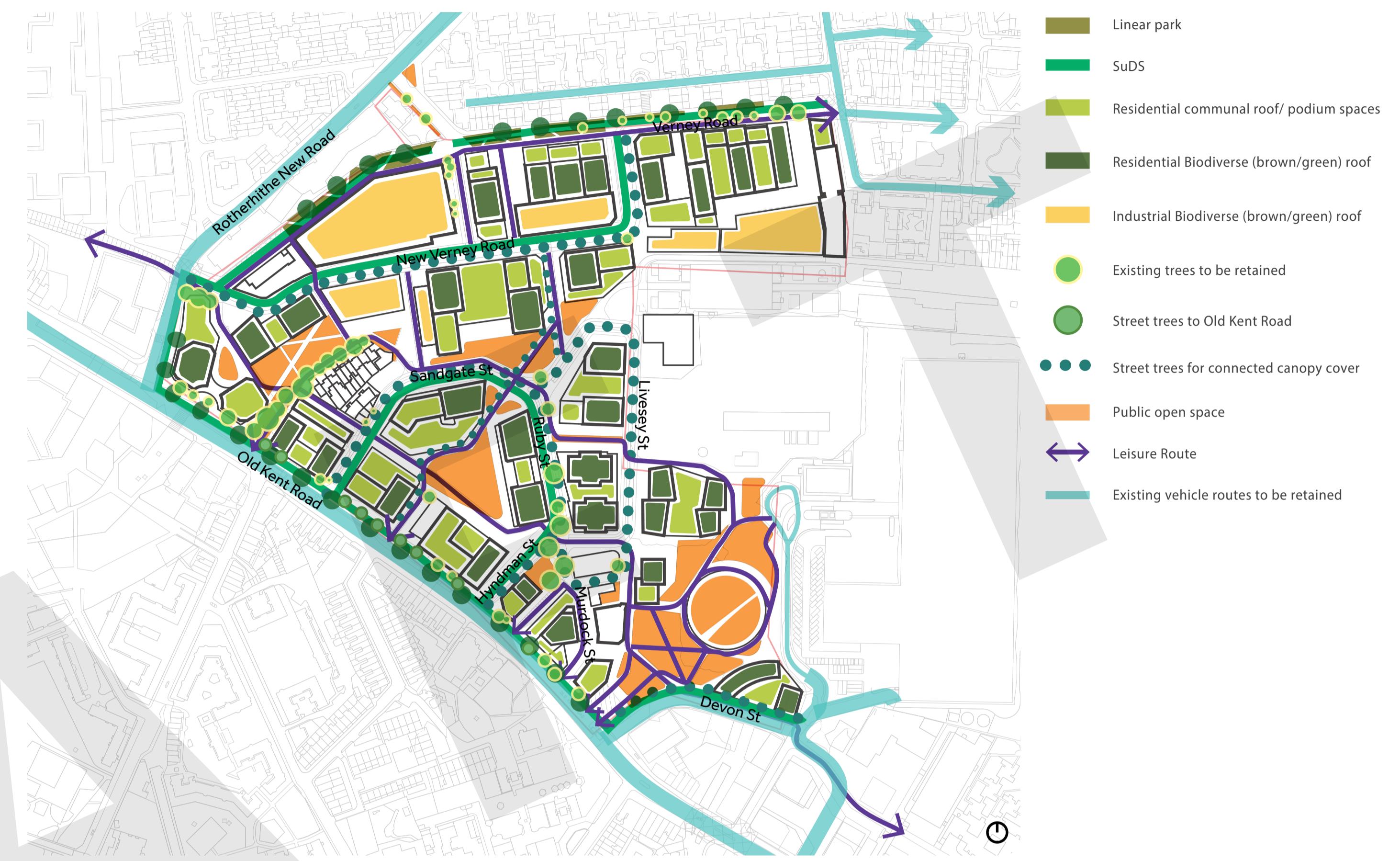
There are no play space within the site at the moment.

### KEY DESIGN CODES TO INCLUDE:

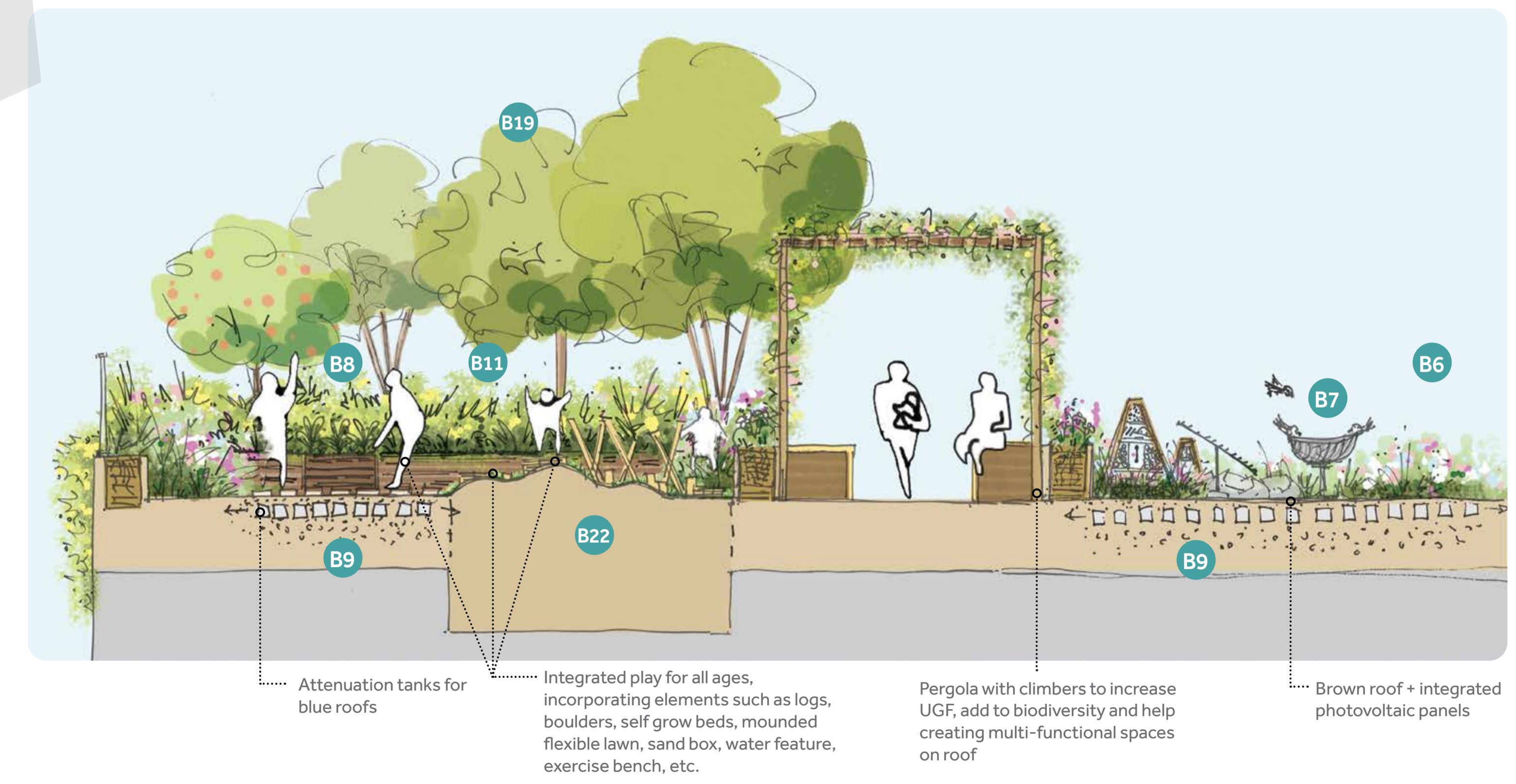
- B1** New developments should contribute towards 30% tree canopy coverage across the area. This connected tree canopy will create a "habitat network" across the neighbourhood.
- B2** The soft landscape proposals, including all trees, must specify a diverse range of species, including a mix of evergreen and deciduous plants to create all year-round interest, a mix of native and non-native species, and provide a source of nectar, pollen and other food sources for a range of invertebrates and birds. A broad, inclusive mix of plants appealing to all senses (sight, hearing, smell, touch and taste) should be considered in planting schemes to provide for needs of all generations and abilities.
- B3** All trees under TPO and other existing mature trees must be retained, and new Tree planting should respond to existing palette, while enhancing biodiversity and being planned in relation to the character, location and space available for trees and rooting zones. Larger species of street trees should be considered for roads and smaller ones for the Green Links.
- B4** Biodiversity Net Gain (BNG) of minimum 10% must be achieved.
- B5** All primarily residential developments should aim for an Urban Greening Factor of 0.4 and the primarily industrial (commercial) developments should achieve 0.3 UGF score to meet GLA requirements.
- B6** 50% of all new roofs should be either amenity planting, green or brown.
- B7** Biodiversity should be a key focus at all landscape spaces, including streets, public open spaces and developments' ground floor, roof and podium levels. Adequate plant size, density and rooting volume should provide day one impact.
- B8** Food production should be considered in all schemes incorporating edible trees and planting, community allotments, beehives and greenhouses.
- B9** Provision of SuDS including blue roofs, rain gardens, bio-swales, retention ponds, and permeable paving should be accommodated where appropriate within the public realm and all developments. Rain gardens should be considered on all streets and permeable paving on all Green Links as well as on the pavements, where possible.
- B10** Provision of SuDS including blue roofs, rain gardens and permeable paving should be accommodated where appropriate.
- B11** All species that form the soft landscape palette should be selected to be resilient to:
  - Any future changes to climate, in as far as what is known at any given point of time
  - Drought and any potential water shortage
  - Disease or pests that might threaten the longevity of any plan.



### LANDSCAPE INFRASTRUCTURE PLAN



### ROOF SECTION



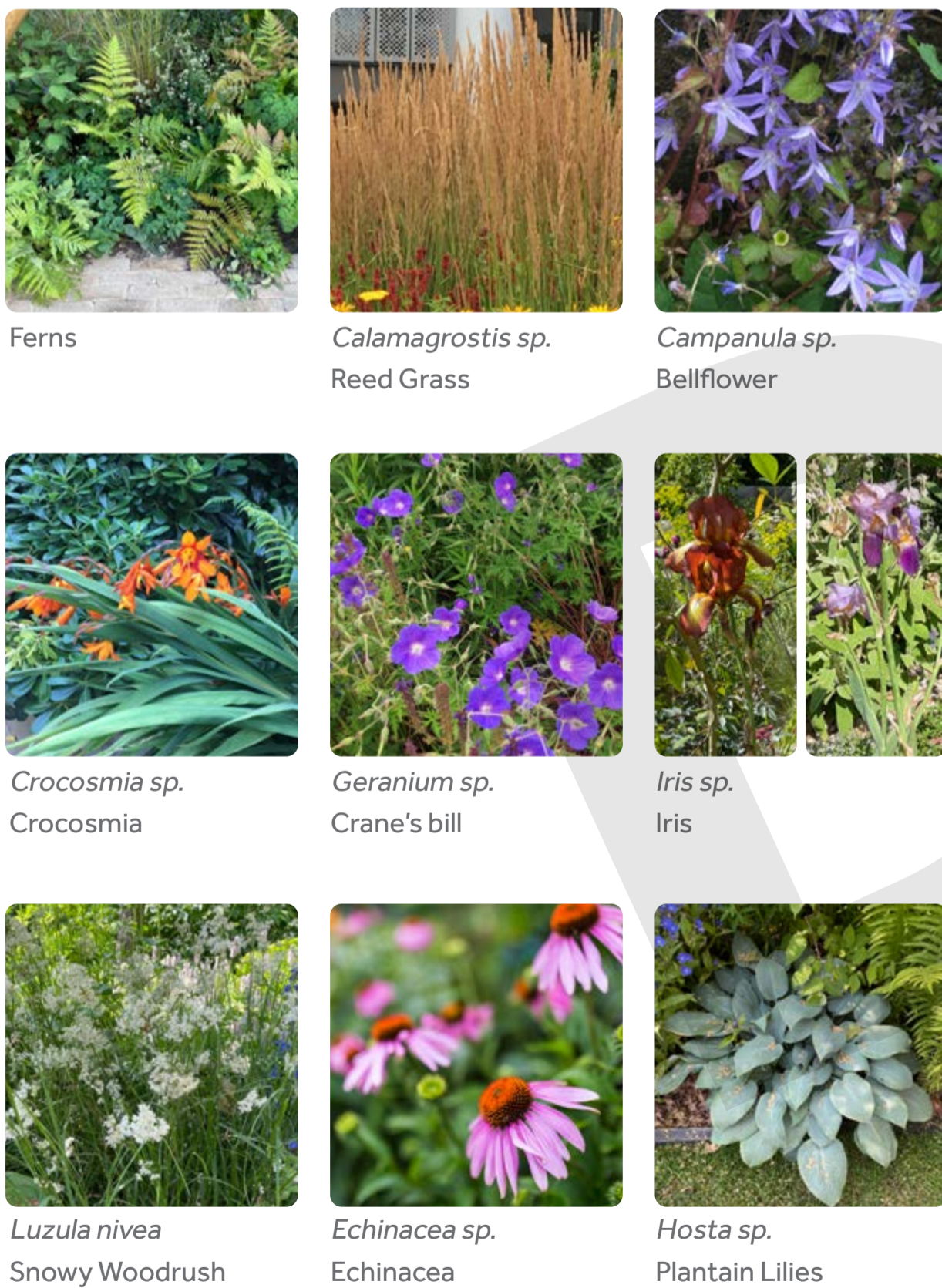
## B. NATURE

### KEY DESIGN CODES TO INCLUDE:

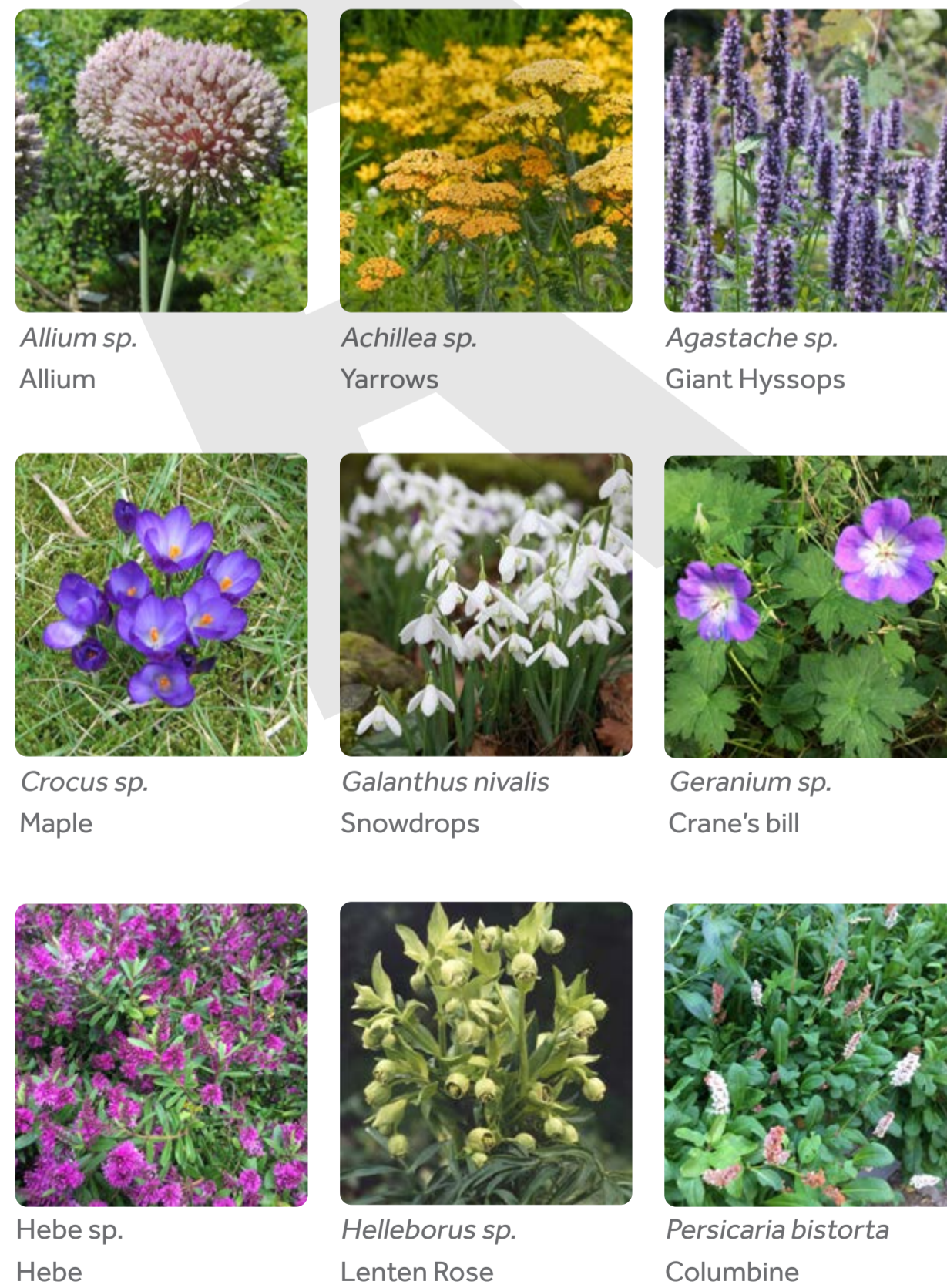
- B12** Play space should encourage interaction with nature through provision of productive landscapes, natural landscapes, water play and natural and integrated play elements.
- B13** At least one area of open lawn per open green space with a species-rich mix and, consideration of all year-round sunlight levels should be provided.
- B14** A biodiverse green roof could be used on the bus shelter station canopies; cycle stand shelters and other ancillary buildings.
- B15** Rain Gardens/ Swales should be considered adjacent vehicular areas to slow and filter surface water run-off and be incorporated on at least one side of all carriageways.
- B16** Street trees must have a clear stem, narrow & high canopy for ease of movement and be planted at min 12-14cm up to 40-45cm girth.
- B17** A network of large to medium-sized trees of diverse species should be considered on the streets. A mix of species with seasonal interest such as Autumn colour or, flowering species, and trees with dense green foliage, including evergreens should be selected.
- B18** Street trees should be planted at every 6-8m within the green links and at every 10-12m on vehicular roads where possible, or at a spacing that provide connected canopies.

- B19** Trees on podiums & roof terraces should be small, semi-mature, mix of clear & multi-stem, with various shape canopies. Clear-stem trees on roofs and podiums should be planted at 12-14cm up to 20-25cm girth.
- B20** In parks, play and open green spaces medium & large, clear & multi-stem trees, with various shape canopy trees should be used. Trees should be planted at 12-14cm up to 25-30cm girth and in groups of 3 or 5. A variety of fruit trees should be considered for the proposed orchard.
- B21** Large semi-mature clear stem specimen trees should be used as way-finding mechanism at key locations to assist with navigating around neighbourhood. These trees should be located at gateways, along internal vistas, and terminate longer view corridors. Adequate rooting areas should be provided to ensure full growth.
- B22** All trees must have adequate rooting zones suitable to their species, intended growth pattern and anticipated size. Podiums & roof build ups must accommodate adequate rooting volumes for trees and planting. All in-ground trees should be planted with connected root systems where possible rather than individual tree pits to provide appropriate soil volume for all trees to grow into their ultimate mature size.
- B23** Shade-tolerant species should be considered for all north-facing planting.

### PLANTS SUITABLE FOR RAIN GARDENS



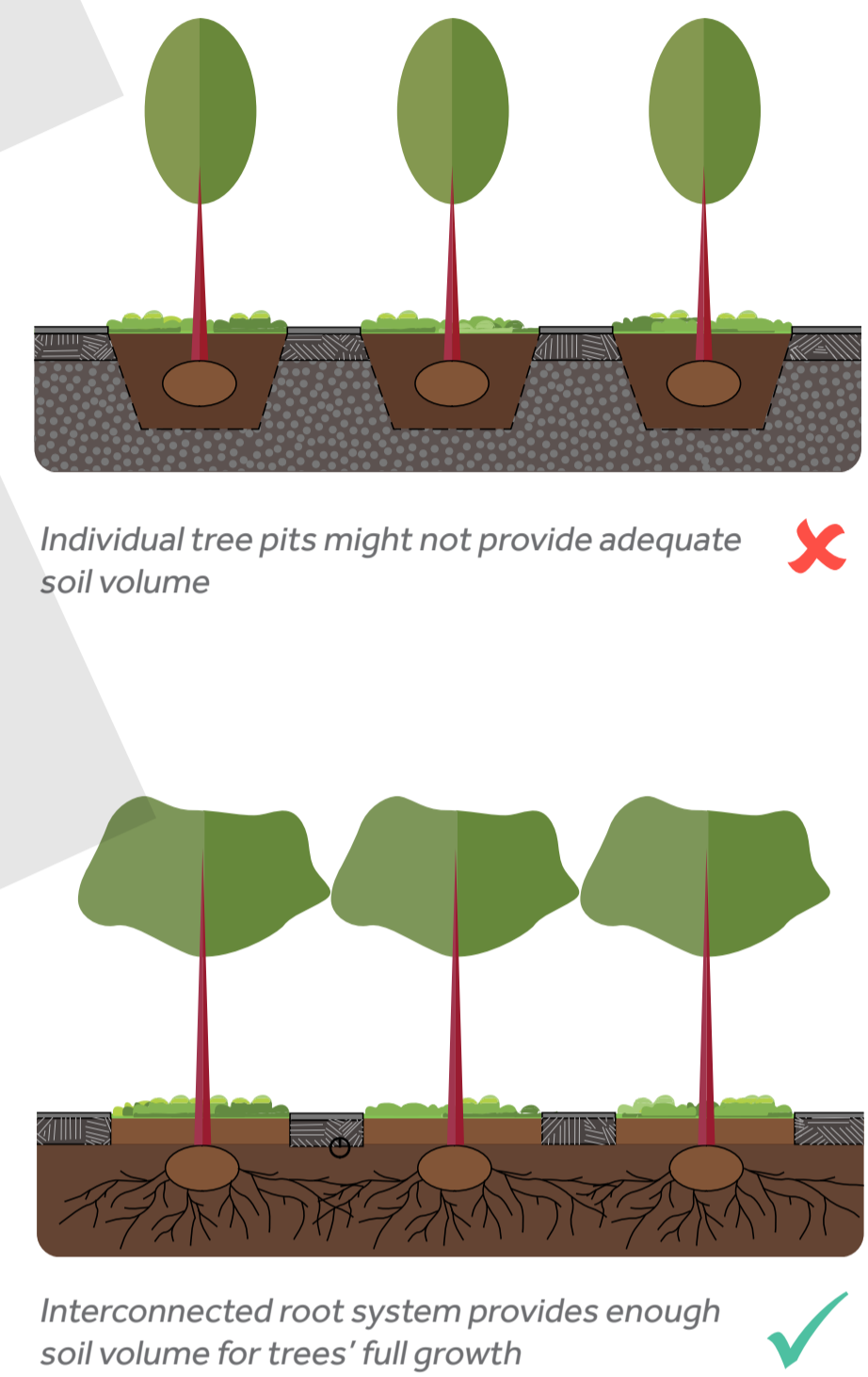
### EXAMPLE OF POLLINATOR FRIENDLY PLANTS



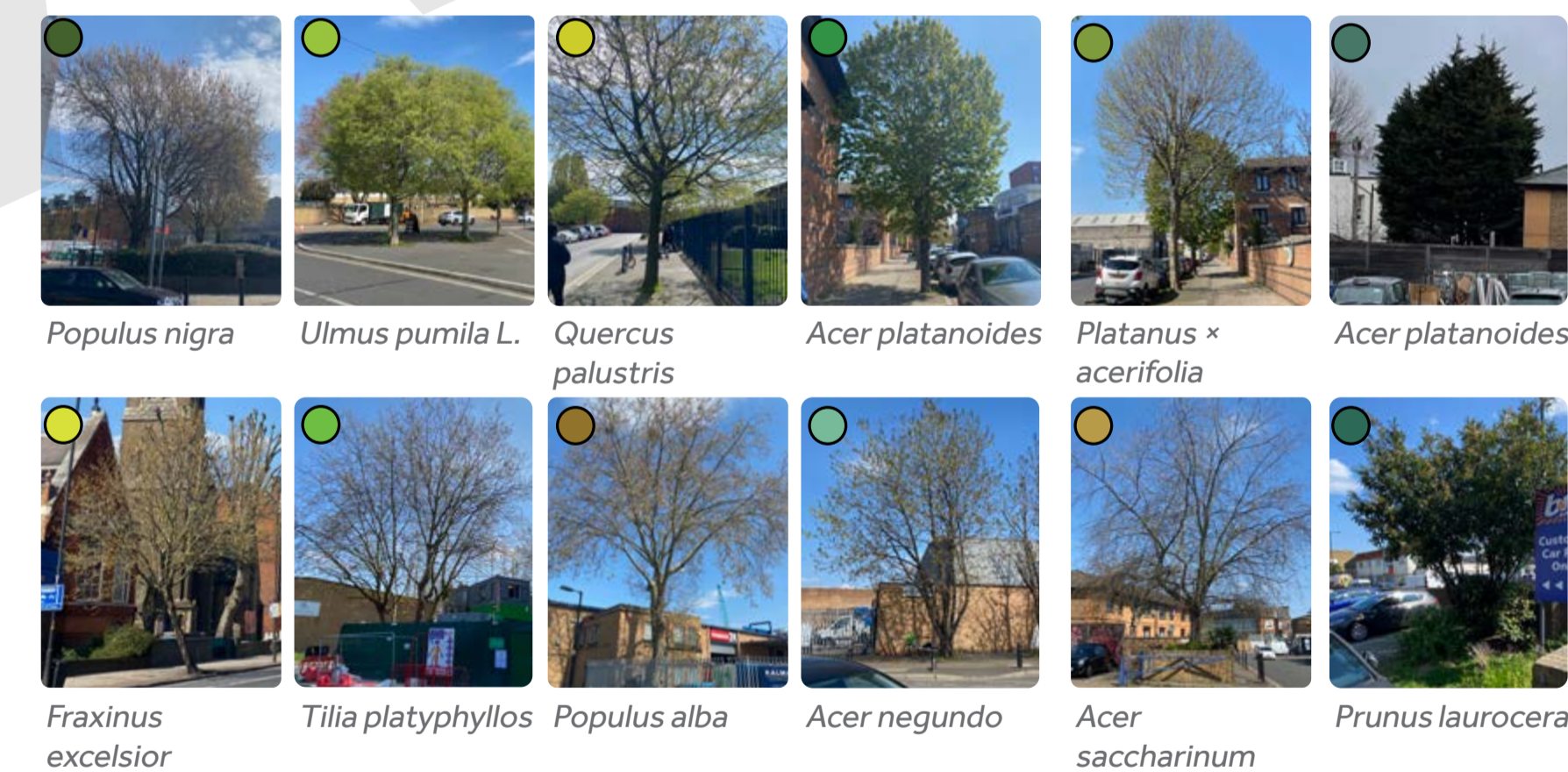
### TREES PLAN (EXISTING AND PROPOSED)



### B22 TREE ROOT ZONES



### EXISTING TREES TO BE RETAINED



### PROPOSED TREES (INDICATIVE PALETTE)



**B12** Natural and integrated play elements encourage interaction with nature in the network of urban parks, podiums and roof terraces.



# C. MOVEMENT

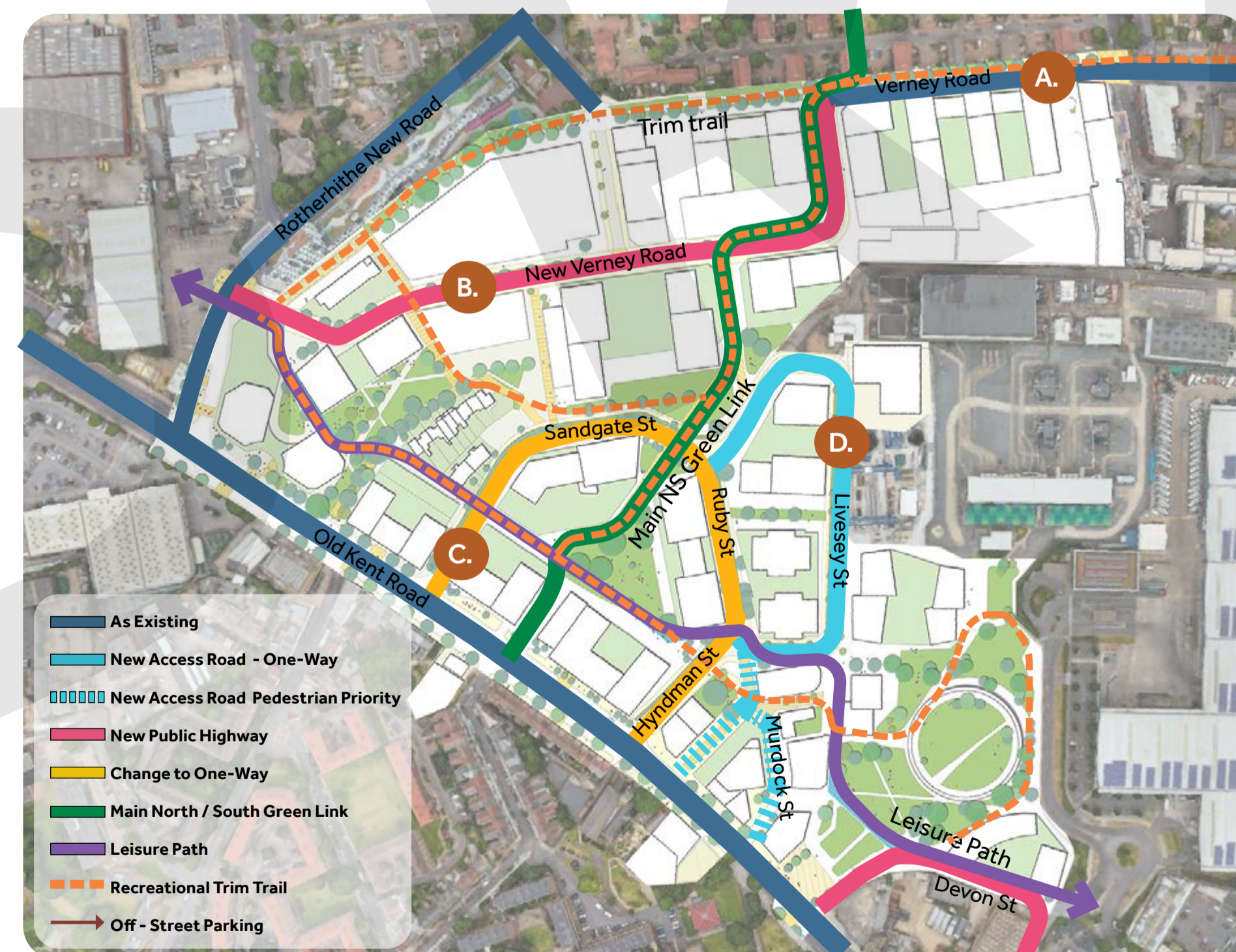
## THE STREET NETWORK

The area is expected to change with improvements to existing streets and new streets to be delivered to serve future development. The AAP masterplan aims to maintain existing street alignments where possible. Streets must be designed to prioritise active travel alongside accommodating necessary vehicle access and servicing needs. Footways must be designed with appropriate widths to provide safe public realm. The mix of industrial, commercial and residential uses will require streets to accommodate large vehicles and increased traffic.

### KEY DESIGN CODES TO INCLUDE:

- C1** Each plot coming forward must respond to the current and planned street function and sections (see sections A to D), providing a proposal which allows for the AAP masterplan to be delivered.
- C2** Traffic calming measures, such as speed bumps and uneven texture of concrete block pavers, should be included to reduce vehicular speed and prioritise cyclist and pedestrians.
- C3** Trees and parklets could be used to reduce unnecessary forward visibility on linear routes and therefore reduce vehicular speed.
- C4** Raised tables and continuous pavements at main intersections with desired pedestrian routes should be included.
- C5** Street art and patterns integrated along footways or the linear park, could be adapted as movement calming measures as well as highlighting the local history and industry of the area.
- C6** Rain Gardens/ Swales should be considered adjacent vehicular areas to slow and filter surface water run-off and be incorporated on at least one side of all carriageways. Where incorporated, these zones should have a min 600mm width between pavement and road and be accommodated on the northern pavement where possible.
- C7** Servicing and yard space: Off-street, under-croft servicing yards to be provided within each development site as per the AAP masterplan. These yards must comply with:
  - a. A clear height of 4.5m to allow all servicing vehicles access.
  - b. Entrance gates to be as narrow as possible, using a minimal amount of frontage.
  - c. Vehicle sweep paths to allow for large trucks and refuse removal vehicles.
  - d. Allow shared access between neighbouring properties.
  - e. Internal service yards will allow vehicles to access and leave in forward gear and provide sufficient capacity to avoid any servicing or logistics vehicle waiting on-street.
- C8** Off-street servicing should be provided as set out in code C7, however some rationalised on-street servicing will need to be retained for essential servicing needs.
- C9** All future developments to be considered as car-free with allowance for blue badge car parking spaces as per New London Plan and Southwark Plan guidance.
- C10** Residential and commercial cycle parking provision must comply or exceed current Southwark standards. This must be provided within ground, or first floor podiums and the majority of visitor bays must be located within the red line boundary of sites, and not positioned onto adopted pavements.
- C11** The existing bus drop-off zone at John Keats Primary School needs to be relocated, potentially along Verney Way.
- C12** Dedicated on-street docking stations for shared e-scooters and e-bike schemes to be identified across the area to prevent street cluttering.
- C13** Design measures to manage interactions between cyclists and pedestrians by providing meandering routes and organic shape of the landscape design. Design should consider change of materials, landscape and/or bollards.
- C14** Pavements should allow for spill-out space in front of employment and residential buildings where appropriate to activate the space and provide amenities for the local users in suitable locations. Consideration to be given to sight lines required at some intersections.
- C15** Traffic management measures on Verney Road must be provided to enable clear access restriction to HGVs going east (Bonamy and Bramcote Estates). These will include a modal filter on Verney Road at the junction with Credon and Varcoe Roads, as well as a No Through Road sign for vehicles at the Verney Way junction.
- C16** Where contraflow cycling infrastructure is provided, this should be at pavement level to discourage vehicles overrunning it, while providing a chamfered kerb to allow emergency access at low speed if necessary.

### PROPOSED STREET NETWORK:



## TYPOLGY OF STREETS

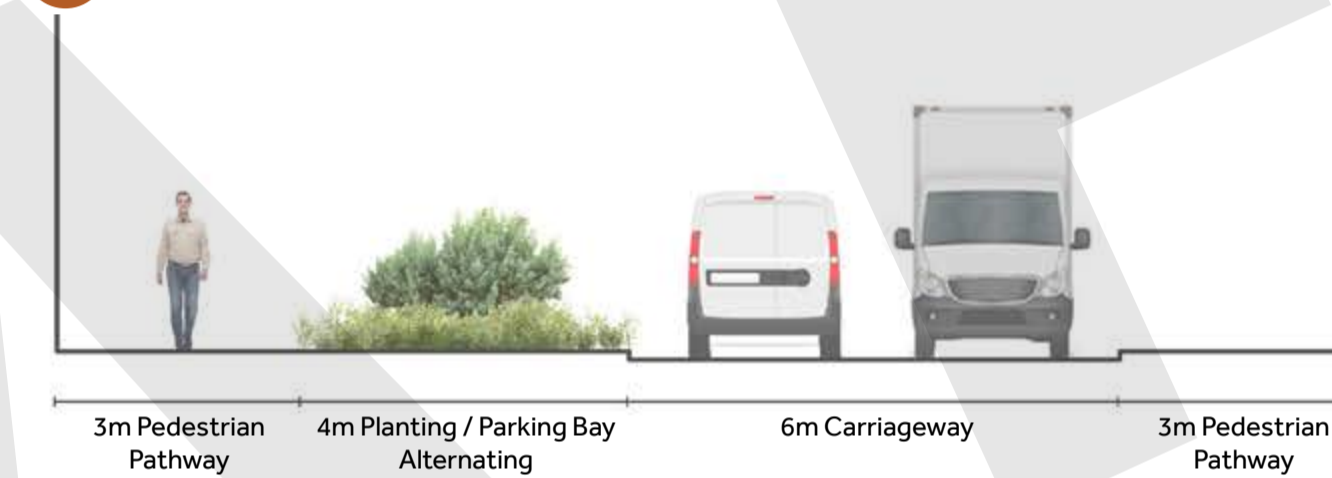
Street sections are being proposed for the 4 main vehicular routes across the masterplan. Technical details must be provided by the Council to each plot development coming forward to ensure the safeguarded areas and the character of each street are being considered in the design, which will not preclude the delivery of the recommended street profiles.

### A. VERNEY ROAD – GARDEN STREET/SURREY CANAL LINEAR PARK



- C17** The east section of Verney Road to be retained as a vehicular access for the plots along it with a substantial 4m zone for greening, to the north of the road, to enable the continuity of Surrey Canal Linear Park.
- C18** The northern pavement to be a meandering route through the Surrey Canal Linear Park, for passing pedestrian movement, with the south accommodating more residential and industrial pedestrian movements.
- C19** New opening of the Bonamy and Bramcote Estate wall should be provided in consultation with residents for a more direct access to the Surrey Canal Linear Park and to Old Kent Road via the new North-South link. Must consider design solutions to provide movement calming measures at the gate.
- C20** West section of Verney Road should be converted into a School Street in the short-term with a temporary restriction on motorised traffic at school drop-off and pick-up times, to school traffic and through traffic, for a safer, healthier and pleasant environment for all users. In the long term this section must be greened to deliver the Surrey Canal Linear Park providing an improved environment for the school.
- C21** Access and servicing to Bermondsey Works and its car parking podium must be allowed at all times except during School Street operation hours.

### B. NEW VERNEY ROAD – WORKING STREET



- C22** New Verney Road profile to be structured to allow for two-way traffic, with wide pavements on both sides and a zone for green infrastructure, including SuDS, rationalised on-street parking and loading bays for essential use.
- C23** Pavement area should be of a strong and durable material to allow for the industrial operation and for the concentration of access points to employment uses along the route. The pavement should include new tree planting and green landscape elements, as well as mobile and adjustable landscaping in planters, and should visibly identify where vehicular movement crosses pedestrian pathways.

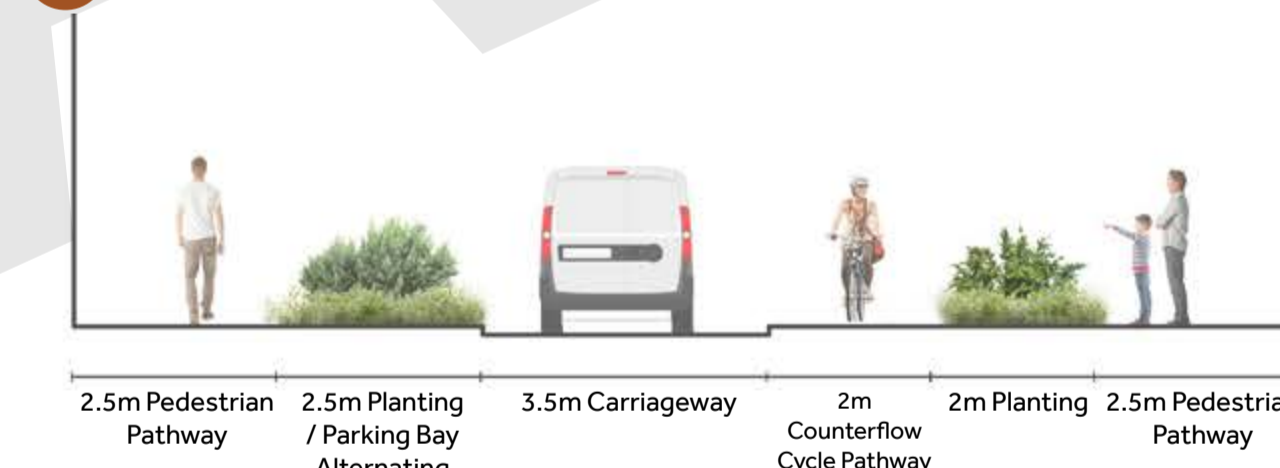


Meandering route for pedestrians and cyclists



School Street

### C. SANDGATE/RUBY STREET - URBAN STREET

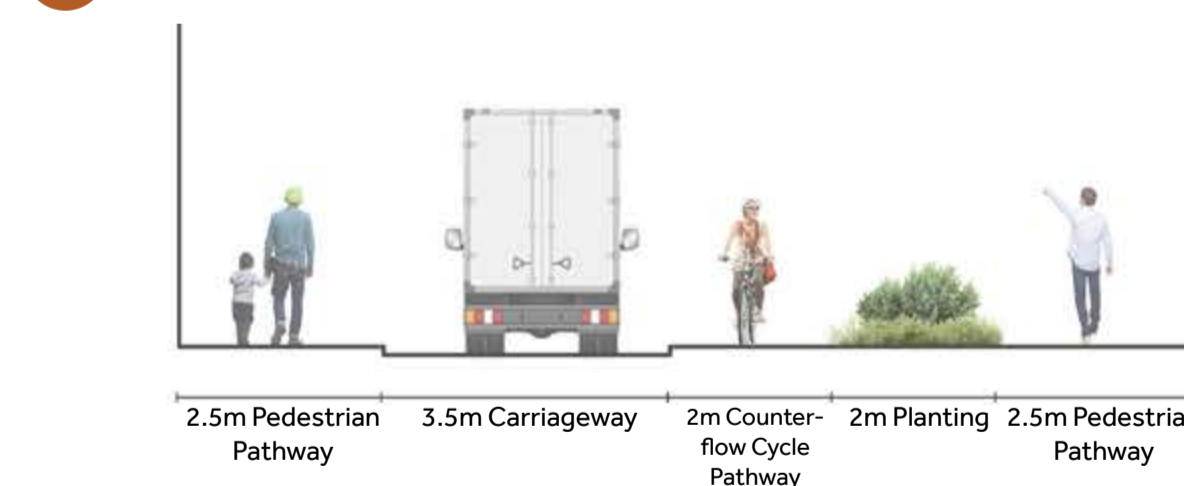


- C24** Sandgate/Ruby Street will be one-way eastbound and reduced in width by a lane, increasing the pavement area, including contraflow cycle route and zones for alternating green, rationalised on-street parking and loading bays on both sides for essential use.



Inset loading facilities

### D. LIVESEY STREET



- C25** Livesey Street will be one-way southbound with contraflow cycling zone and zone for greening alternated with rationalised parking and loading bays (please refer to code C8).



Opportunity for SuDS and biodiverse planting

### GREEN LINKS, LEISURE PATH AND RECREATIONAL TRIM TRAIL



Pedestrian priority routes with opportunity for trim trails



Southwark walking map with health facts benefits and a 10/15-minute walking zone

- C26** In addition to the main vehicular routes, all remaining streets, are to be designed as pedestrian priority, minimising the segregation between modes of road users. This should be done by reducing kerb heights to maximum 25mm and use of contrasting surface materials, while retaining pedestrian only areas at regular intervals for vulnerable or mobility impaired users.
- C27** All pedestrian priority routes should be welcoming, clearly defined, physically navigable and provide a feeling of safety throughout the journey.
- C28** Signage and wayfinding providing directions, times, distances, or calorie markers could encourage users and enhance their experience in general.

## D. PUBLIC OPEN SPACE

The primary public open spaces of the new neighbourhood will be the streets and pavements, plus a network of urban parks of different scales and functions. These urban green spaces must be provided on key sites that relate to the proposed movement network and provide equal and well-dispersed access across the neighbourhood. All public open spaces must be designed to accommodate a multifunctional mix of uses including spaces for workers, older residents, and ground floor play spaces for children and young adults, as well as including ecological elements that add into biodiversity and promote the natural environment.

### KEY DESIGN CODES TO INCLUDE:

- D1** Provision of green spaces must be maximised to form a network of green spaces across the neighbourhood. This should include characterised green spaces described below (in codes D7-D25), tree lined streets, verdant pedestrian & cycle routes, green and brown roofs, etc. to improve physical and mental health.
- D2** Green space and infrastructure must be accessible and well connected to the surrounding neighbourhood to reduce health inequalities and allow for exercise, recreation, social connection, children's play and green social prescribing activities.
- D3** Health and wellbeing is to be promoted by developments and where possible to include trim tracks, for exercise & recreation. Developers should seek partnership with the LBS to coordinate these tracks' purpose and design intent.
- D4** The width of the Leisure Route must accommodate two cyclists in opposite directions, or one cyclist and one pedestrian at a time. The surface of this route should be smooth, and the design should mitigate entrance of any private vehicles.
- D5** The robust industrial character of the area must be retained and referenced within the design of new public spaces. Reuse of landscape materials including hardscape elements and biomass should be considered where appropriate.
- D6** The design of public open space must accommodate the needs of the employees in the area as well as the residents and visitors.
- D7** Street art and patterns could be utilised to provide education on SUDS along footways or the linear park.



### RUBY & SANDGATE STREET TODAY

Ruby & Sandgate Street is currently an unused street with cars parking on both sides....

Key characteristics include:

- No pedestrian priority
- Poor cycling facilities
- Blank facades with no active frontage
- Uncontrolled parking
- No street trees or green/ blue infrastructure



### RUBY & SANDGATE STREET TOMORROW

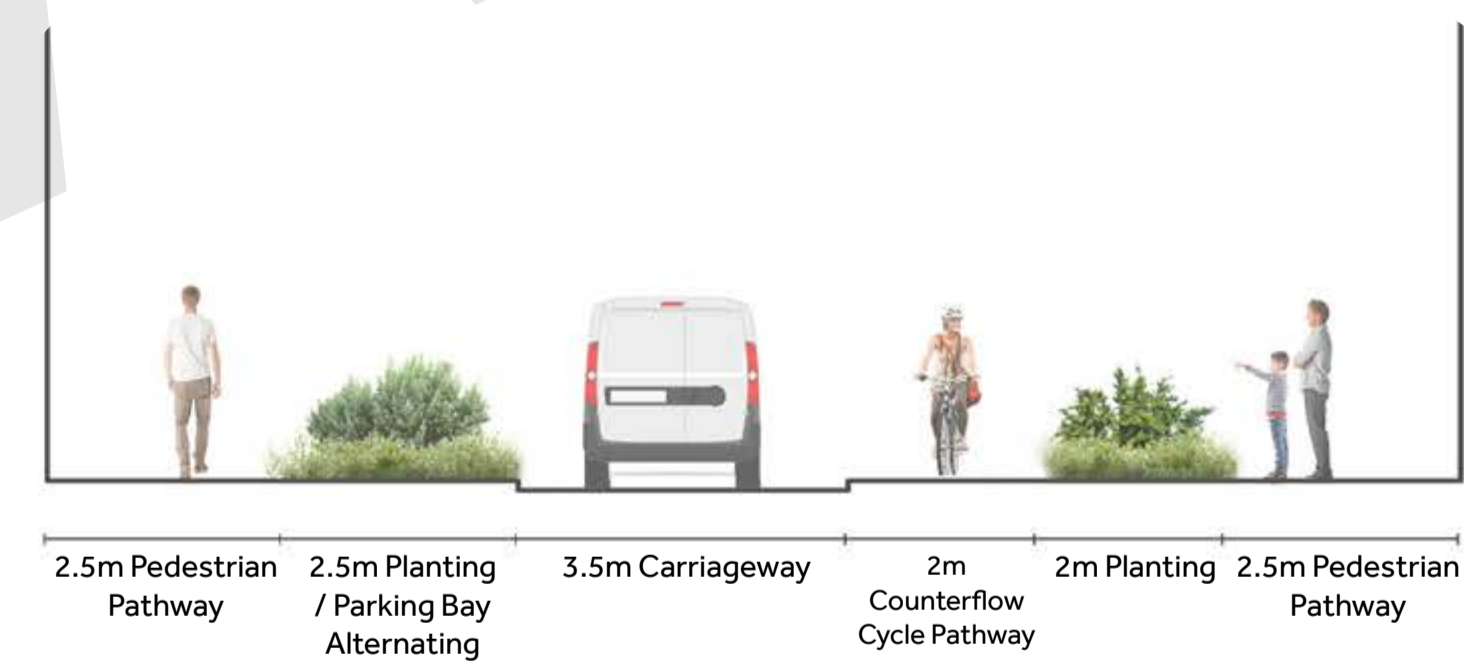
Ruby & Sandgate street width will be reduced, creating a 2.5m pavement on both sides, plus a 2m counterflow cycle path and planting/ parking bay space on western side.

The widened pavement on the western side will become a multifunctional space accommodating new tree planting, raised planters, rain gardens parklets and open hard surface areas which will merge into the Sandgate Park and Orchard.

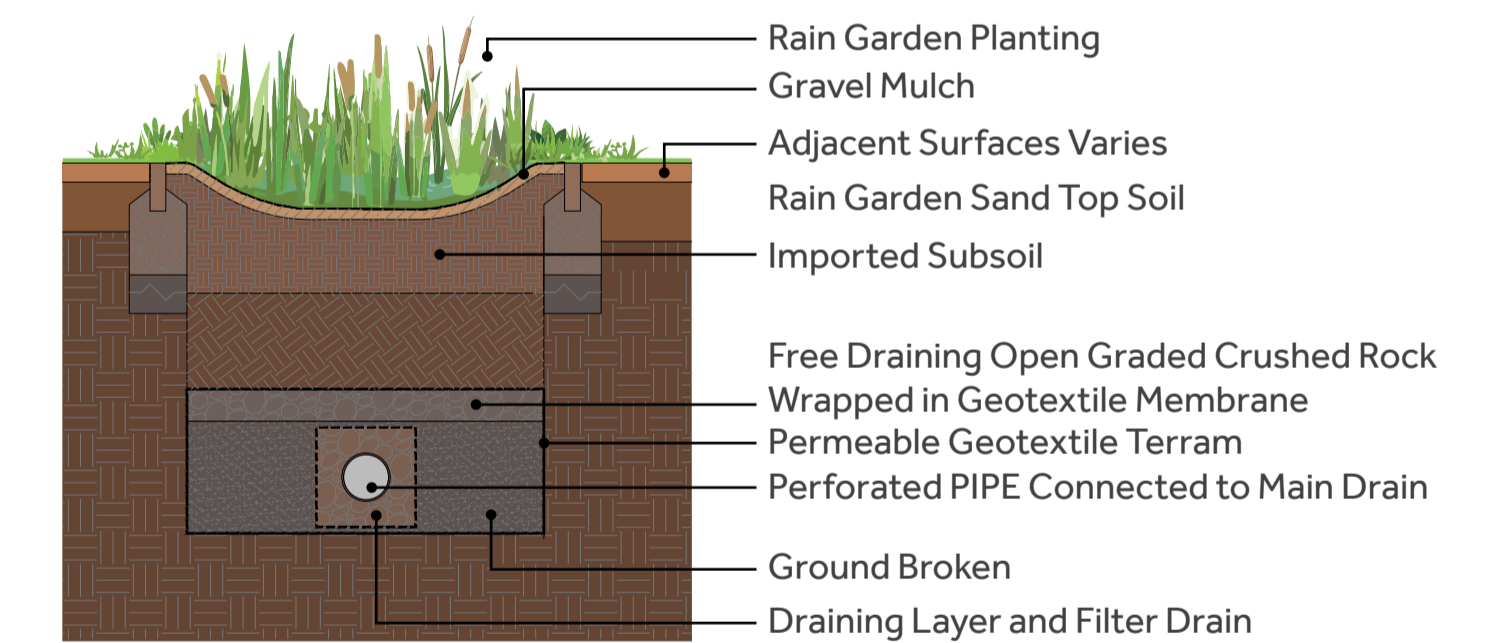
### HEALTH & WELL-BEING PLAN



### RUBY & SANDGATE STREET SECTION



### TYPICAL RAIN GARDEN DETAILED SECTION



### BIODIVERSITY



**D17** Insect hotels, bird houses, swift bricks & other ecological elements incorporated in streetscape parks and orchards

## D. PUBLIC OPEN SPACE

### GREEN OPEN SPACE CHARACTERISATION CODES:

#### LINEAR PARK:

- D8** The linear park should respond to site constraints and the width must work with transport and road network requirements. Meandering pedestrian/ cyclist routes and organic shape of planting beds should be considered to slow down the movement and offer better enjoyment of the park.
- D9** Tree planting must be cognisant of underground infrastructure, associated easements, and national guidance in relation to developing infrastructure. Where possible, use of mounding, raised planters, and soil build ups should be considered over infrastructure elements.
- D10** Play along the way opportunity must be integrated into the landscaping to support a playable landscape agenda in the linear park.
- D11** The park must be designed as a piece of linear green infrastructure using a variety of tree species and plant palettes for higher biodiversity. A network of SuDS, including rain gardens, bioswales and permeable paving must be used where appropriate.
- D12** Should explore opportunities to provide a controlled connection between the linear park to Bonamy and Bramcote estate for convenient use of residents.

#### CANAL GROVE PARK:

- D13** This space should have a traditional park approach, with spaces and gardens to walk and socialise for the community.
- D14** The material and design layout should reflect the heritage of the space and respect the adjacent properties, including the listed cottages.
- D15** All the existing trees in Canal Grove Park must be retained and more trees to be added within the extension of the park to enhance biodiversity and create a continuous canopy corridor.
- D16** The design should consider screening and buffering for the existing Canal Grove residents, preserving and potentially improving the existing brick walls.

#### LIVESEY PARK (GASHOLDER PARK):

- D17** The design of Livesey Park should consider principles of bioremediation and habitat creation.
- D18** The Design must create a destination park for the local community and respond to the industrial history of the site and the wider area including the Gasholder structure.
- D19** The design approach should consider reuse/ recycle of existing materials including retention of the biomass on site.
- D20** SuDS provision including rain gardens, bio-swales, retention pond and permeable paving should be considered where appropriate in the design of the park.
- D21** Livesey Park should provide for health and well-being of the community through design of landscape exercise loops and integration of the Leisure Route and additional cycling and walking routes where possible.
- D22** The park should include destination play area with opportunities for all ages and include 12+ play space and play space for girls (including small scale sport space.)

#### SANDGATE PARK (CENTRAL GREEN SPACE):

- D23** The space should include an orchard with fruit trees and plots of edible planting open to the public for food production and educational purposes, especially for young children.
- D24** Natural play should be provided within the green space to accommodate wider range of users and link this space to Ruby Triangle public open space and play area.
- D25** Furniture should serve the health and well-being of the community by providing outdoor exercise/ fitness opportunities.
- D26** The Design must create a central connection between the green spaces on the perimeters of the area and create a better dispersal of green space across the area.

### GREEN SPACE CHARACTERISATION PLAN



#### LINEAR PARK:



**D11** Green infrastructure/ SuDS elements



**D8** Meandering pedestrian/ cyclist routes & organic shaped planting beds

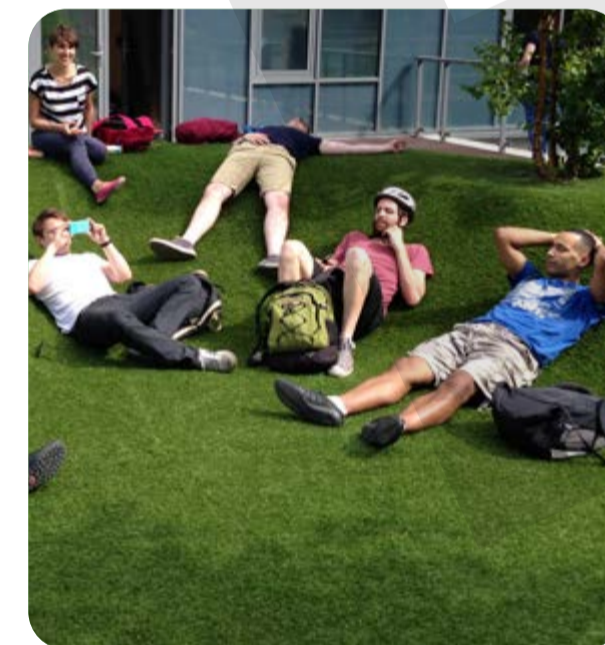


**D12** Controlled connection to Bonamy & Bramcote estate



**D9** use of mounding, raised planters, and soil build ups where needed

#### LIVESEY PARK (GASHOLDER PARK):



**D22** Play opportunities for all ages



**D21** Exercise routes and integrated cycle paths

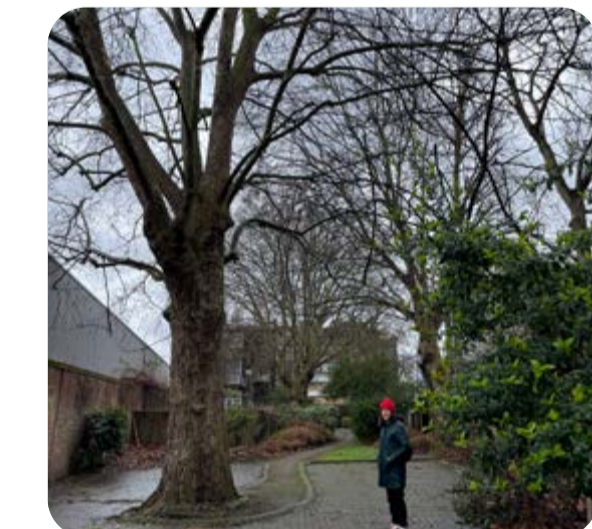


**D17** Opportunity for bioremediation & habitat creation

#### CANAL GROVE PARK:



**D13** A traditional park programme, with spaces and gardens to walk and socialise



**D15** All existing trees to be retained and more trees added in park extension



#### SANDGATE PARK (CENTRAL GREEN SPACE):



**D23** An orchard with fruit trees and plots of edible planting open to the public



**D21** Opportunity for natural play along the way



## E. IDENTITY AND CHARACTER

The study area embodies a unique identity shaped by its historical heritage and the coexistence of employment, infrastructure and housing on site. This is marked by remnants of Victorian architecture, street patterns, and industrial structures, adding depth and authenticity to the area. With a diverse mix of employment uses and local residents with strong community spirit, the area's preservation and redevelopment should safeguard its heritage while accommodating the needs of growing employment and residential provision.

Much of the growth envisaged in the area is expected to occur through intensification of sites currently in industrial and warehousing use. These sites will be redeveloped for a mix of uses including the re-provision of industrial and warehouse uses, residential, a range of commercial uses, and supporting infrastructure.

### KEY DESIGN CODES TO INCLUDE:

- E1** Buildings should establish a mix of building typologies on the site to cater for the variety of existing businesses and their needs for growth. Clear separation between uses should be provided where possible.
- E2** The base and podiums of buildings should reference the industrial heritage of the area, with robust appearance, a predominance of brick and metal, combined with dynamic compositions such as, varied opening scales and opacity for different users (vehicles and people), brick base with top horizontal metal band inspired by the examples on site.
- E3** Local inspiration should be considered to provide variety to façades, including gridded elevation and rhythm on the façade, projecting windows/doors, protruded elements and structures, breaking the plain elevations, pitched roofs and dynamic roofscape.
- E4** Employment / stacked industrial buildings must avoid long monotonous façades and providing vertical breaks / architectural detailing to articulate the built form.
- E5** Careful consideration, should be given to the use of transparent, translucent, or opaque fenestrations where possible to enable ground floor activity, limit blank elevations and ensure there is natural surveillance from buildings onto public streets.
- E6** Blocks facing Bonamy and Bramcote Estate low-rise buildings should address their scale and typology with setbacks above podium and maximum of 3-4 Storeys directly facing the Surrey Canal Linear Park to reduce over shading of public realm on Verney road. Residential blocks could step up towards the back, fronting New Verney Road.
- E7** Design of blocks facing existing low-rise buildings should address the surrounding scale and typology and could take influence from the architectural language of the existing terraces.
- E8** Buildings along Verney Road should consider Ground floor permeability, with courtyard typologies and setbacks that provide physical and/or visual connections towards the Surrey Canal Linear Park improving safety and natural surveillance. Above podium, breaks and gaps between blocks should be provided to both draw light and views into the courtyards.
- E9** Defensible planting must be considered between private amenities, communal gardens and maintenance roofs when at the same threshold.
- E10** Residential entrances to be well celebrated and grounded to street level, providing safe environments. Lobbies should be located on the east or west elevations whenever possible provided from Sandgate/Ruby Street and Verney Road activating main public spaces, such as the Surrey Canal Linear Park and the new Central green, for example.
- E11** Entrances to employment buildings, including supporting office space, should be concentrated on New Verney Road and Livesey street where possible.
- E12** Commercial ground floor units along Old Kent Road should incorporate elements inspired by the existing high street characteristics and address the small-scale traditional frontages on the southside.
- E13** Apartments to be screened against pollution, including noise, vibration, light, and smell. This could include both horizontal panels or vertical screens and the inclusion of winter gardens, where necessary.
- E14** Key consideration should be given to passive surveillance, edge treatment of buildings, lighting and wayfinding to provide safety in the public realm. Consider activating frontages where possible.
- E15** Co-design should be considered in new projects and public realm improvements. Engaging with local artists, residents and manufacturers is encouraged during the design process, especially for the creation of new communal and public green spaces.
- E16** Enable sites to remain active and productive where possible, providing a range of services and activities while a more permanent use is being developed, preventing illegal occupiers and squatters. Potential uses to be tailored to the local needs such as the need for more open and productive landscapes to respond to food poverty, space for life science and growing economies, affordable arts and creative studios and similar.
- E17** The landscape design of developments should include a health and wellbeing strategy, considering trim trail proposals and leisure path opportunities.



### VERNEY ROAD INDUSTRIAL ESTATE TODAY

Verney road industrial units are serviced both on street and through the central service yard. Key characteristics include:

- Active loading and working movement.
- Significant presence of HGVs and parking.
- No pedestrian-friendly environment.
- Buildings of industrial character with brick and metal as principal materials.
- Warehouse cafe sits at the western point of the yard and has become a community favourite.



### NEW VERNEY ROAD TOMORROW

- Rain Gardens/ Swales should be considered adjacent to vehicular areas to slow and filter surface water run-off and be incorporated on at least one side of all carriageways.
- Trees should be planted at every 6-8m on North-South streets and every 8-10m on East-West streets where possible.
- Widening of pavements to be considered in such a way that balance the needs of the pedestrians with the need to provide sufficient off-street servicing to employment uses.
- Residential and commercial cycle parking provision must comply or exceed Southwark standards. This must be provided within ground, or first floor podiums and a small percentage of visitor bays must be located on the pavements.
- Bicycle amenities and infrastructure to be incorporated in future developments, encouraging active travel.
- Each plot coming forward must respond to the current and planned street function and section, providing a proposal which allows for the masterplan vision to be delivered. For example, plots along New Verney Road to allow for the green zone to be focused along the north edge of the carriageway.
- Street art and patterns could be adapted as traffic calming measures as well as highlighting the local history and industry.
- Transparent, translucent or opaque materials to be considered to employment uses when possible to enable ground floor activity, limit blank façades and improve safety.

### E3 LOCAL INSPIRATION: MATERIALS, DETAILS, OPENING, ELEMENTS...



Gridded elevation and rhythm on the facade.



Protruded elements and structures, breaking the plain elevations.



Mix of opening scales, for HGVs and human scale.



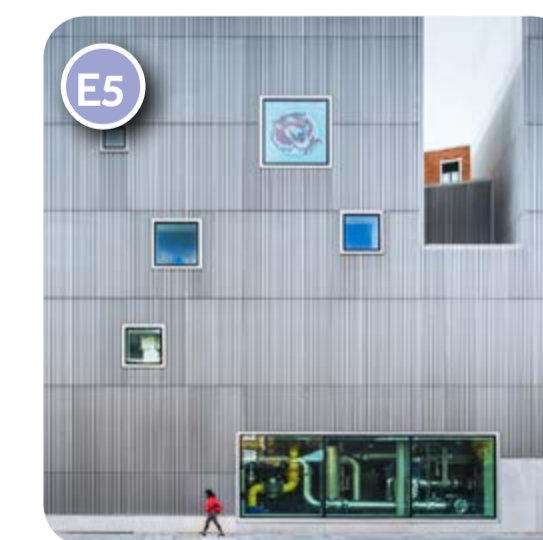
Brick and metal as predominant building materials.



Brick base with top horizontal metal band, plain brick work and pitched roofs speaking to industrial heritage.



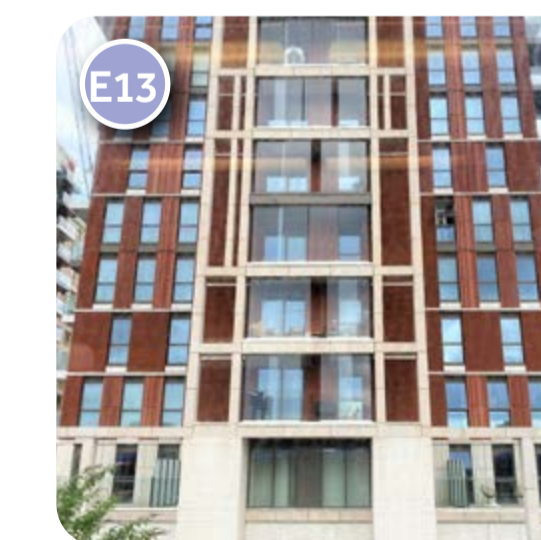
References to the industrial heritage through the use of brick and metal, and roofscape design.



Transparent, translucent or opaque materials to be considered to enhance and enable ground floor activity.



Ground floor openings and permeability through that enable natural surveillance.



Noise and pollution screening of balconies and winter gardens



Bramcote Park co-design: safe, welcoming, and inclusive park shaped by the needs of the local community.

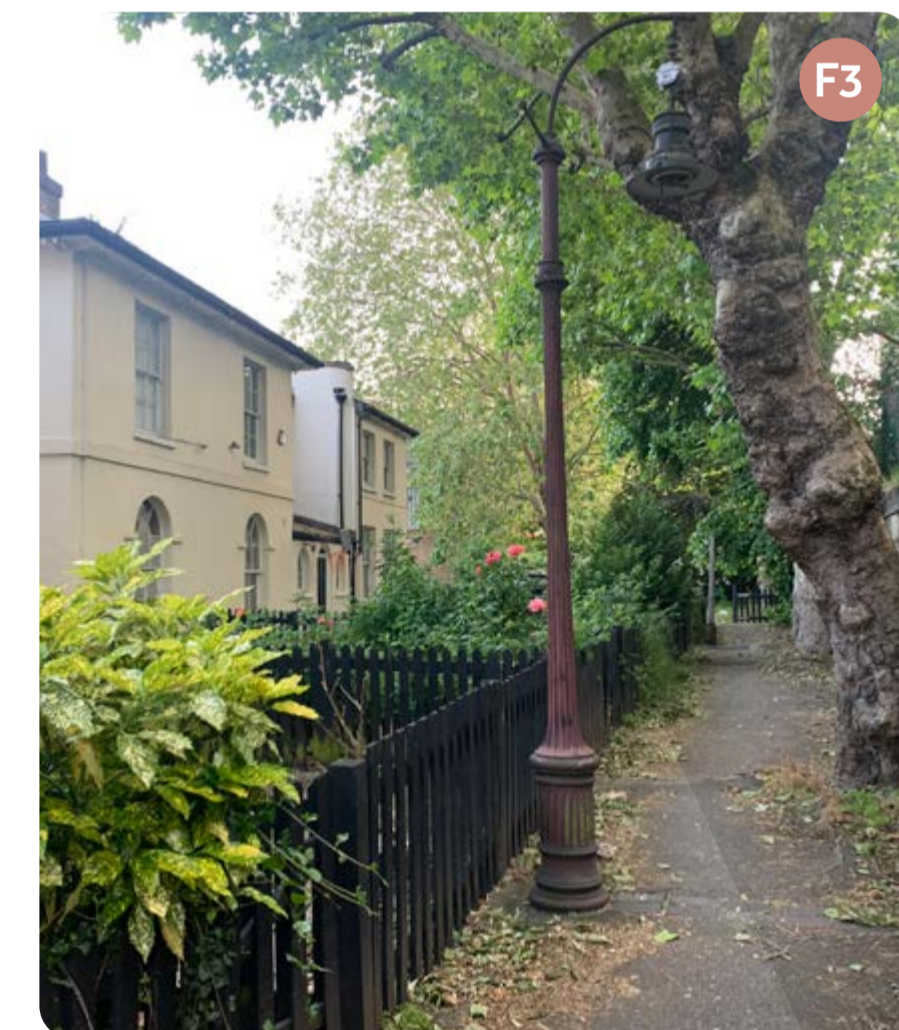
## F. LAND USE

The area will continue to be mixed use and the site transformation will intensify the diverse range of uses. While it is expected the public realm to be greatly improved, the site will continue to provide lots of jobs within a wide range of business spaces. These include standalone industrial buildings, large warehouses integrated into mixed use buildings, small and medium sized industrial spaces and offices. One of the main objectives of the AAP is to keep existing residents and businesses on site and design buildings that allow a diverse mix of uses to exist harmoniously within very close proximity to each other.

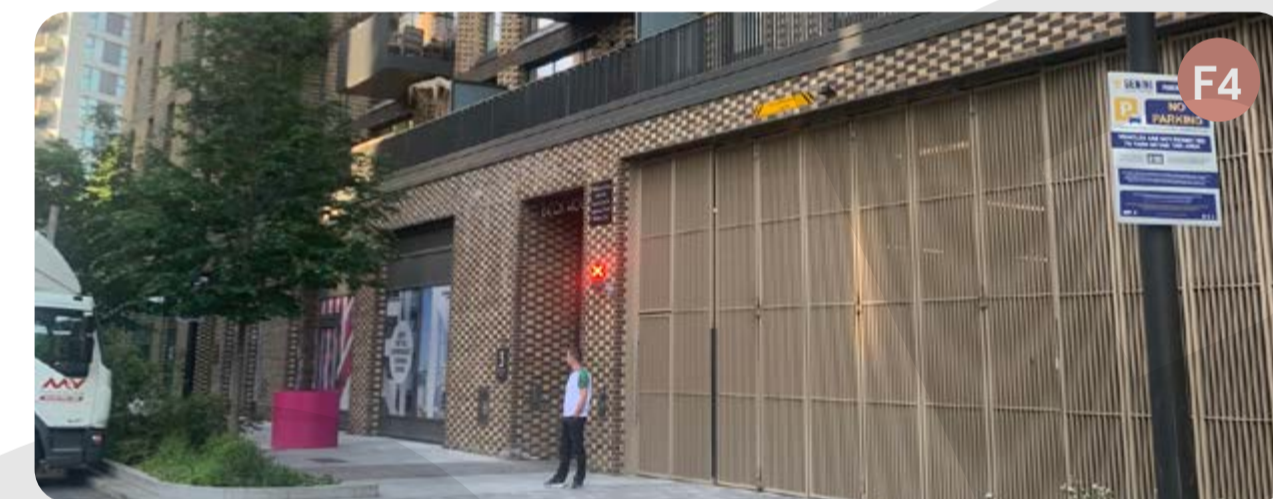
Buildings are expected to meet the specific challenges of site density, the existing industrial context of the site, and the dynamic nature of continuous construction and change. The agent of change should be considered. Guidance on the potential mitigations through design for the coexistence of existing and planned uses on site is included in the codes.

### KEY DESIGN CODES TO INCLUDE:

- F1** Phased redevelopment on more expansive sites should be considered to ensure occupiers stay operational through construction.
- F2** Land assembly is encouraged to maximize the potential of the sites, creating efficient and effective buildings, and providing better solutions for the surrounding infrastructure and public realm.
- F3** New proposals should improve the setting and quality of existing heritage buildings and elements on site. For example, proposals around the Canal Grove Cottages to provide sensitive massing, landscaping, material selection and testing of the views.
- F4** All buildings should be designed in such a way that it can serve as a boundary to a site, thus eliminating the need for fences.
- F5** All development proposals must be tested for wind, daylight sunlight and overlooking against the illustrative model. This strategy ensures that the future development potential of the wider area is not compromised by early consented schemes.
- F6** Future development proposals should consider uses available on the site and make provision for Class E, leisure and community facilities where suitable. This should cater for the needs of the growing number of workers and residents in the area, as well as to attract visitors
- F7** AGENT OF CHANGE Mitigating measures should be proposed to ensure residents of new buildings, shops, offices, cafés etc. close to existing employment uses, are protected from noise, light, security, traffic and in general all potential operational issues impact and nuisances. The suitable mitigation measures should therefore avoid any significant adverse impacts on health and the quality of life for future occupiers of the site. The new development will need to show how the impact will be mitigated at the detailed design stage of the project and comply with the London Plan (Policy 7.15Bb) and the NPPF.
  - a. These measures could include, but are not limited to:
  - b. Improving and enhancing the acoustic environment and promoting appropriate soundscapes, including Quiet Areas and spaces of relative tranquility.
  - c. Separating the new noise sensitive development from the noise sources through the use of distance, screening or internal layout – in preference to sole reliance on sound insulation.
  - d. Mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.
  - e. Soundproofing residential units minimising the potential for noise disturbance.
  - f. Where it is not possible to achieve separation of noise and light sensitive development, and artificial light and noise sources, then any potential adverse effects should be controlled and mitigated through the application of good acoustic and artificial light design principles.
  - g. Promoting new technologies and improved practices to reduce impacts at source, and on the transmission path from source to receiver.



The Canal Grove Cottages and listed lampposts provide a reminder of the area's heritage. The mature trees around the cottages are visible up and down the Old Kent Road.



Yards are consolidated and off-street, eliminating fences and plot boundary walls.



Typical building section through an industrial podium.



Enclosed balconies (or winter gardens) reduce noise entering a building. Enclosed balconies may require ventilation. Acoustic louvres could also reduce noise and ventilation requirements



Southwark Council  
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Sandgate Street - Retention of Action House creative studios, New Central Park with orchards for food growing, natural playground, a gym on the Ruby Triangle site, and opportunity for additional community areas on the ground floor of future buildings.



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## POTENTIAL PHASING STRATEGY

An indicative phasing strategy has been developed, based on current knowledge of planning applications and owner/occupiers aspirations. The indicative phasing shows the incremental change on the street network and the potential to unlock public realm interventions, street improvements and the delivery of the new proposed parks on site.

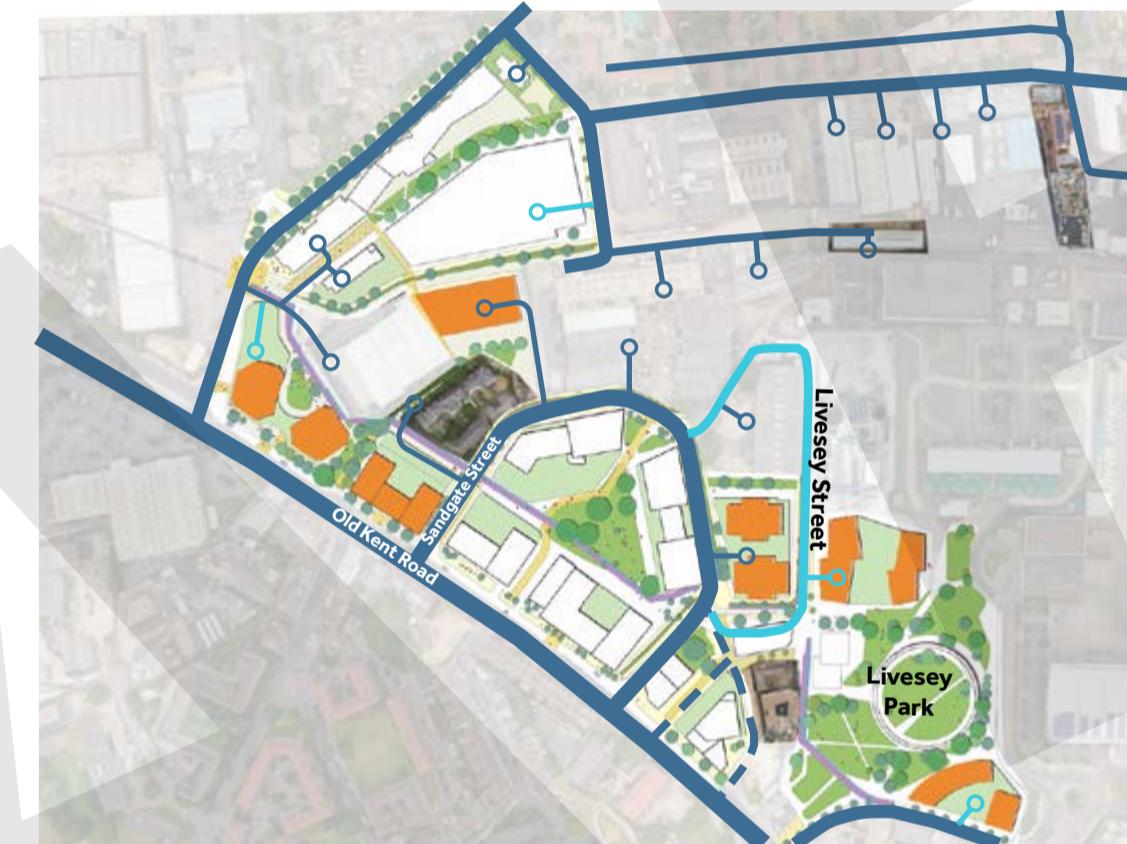


### Phase 1 - 2023-2028

The first sites expected to come forward are plots which have approved or are in an advanced stage of the planning applications process. This phase could bring to completion a combination of employment (British Land logistic hub) residential led (Ruby Triangle and Carpetright scheme), pocket living scheme (Verney Road 1) and student housing scheme (along Old Kent Road). The London Power Tunnel work is expected to be completed in 2027, therefore the Livesey Park could be delivered in this stage as well. The modal filter at the end of Verney Road can be delivered in this stage or at any time during the development.

#### Spaces and Streets:

- Central green space at Ruby Triangle
- Livesey Park (start)
- Linear Park - west section (between Bermondsey Works and the British Land site)
- Sandgate Street into one-way arrangement with green zones



### Phase 2 - c. 2028-2030 (once Bakerloo Line Extension funding has been secured)

Expected delivery of plots that have recently initiated the planning application process, including the delivery of Livesey Street and Livesey Park (with the completion of the major works around National Grid). This could include storage scheme (Safestore), Kent Industrial Park as a mixed-use scheme with podium for employment use and residential above incorporating the Ruby Lounge site, the Gasworks residential led scheme, the Rich Industrial Estate scheme, and the PC world and B&M store site, as residential led schemes.

#### Spaces and Streets:

- Livesey Park (finish)
- Livesey Street



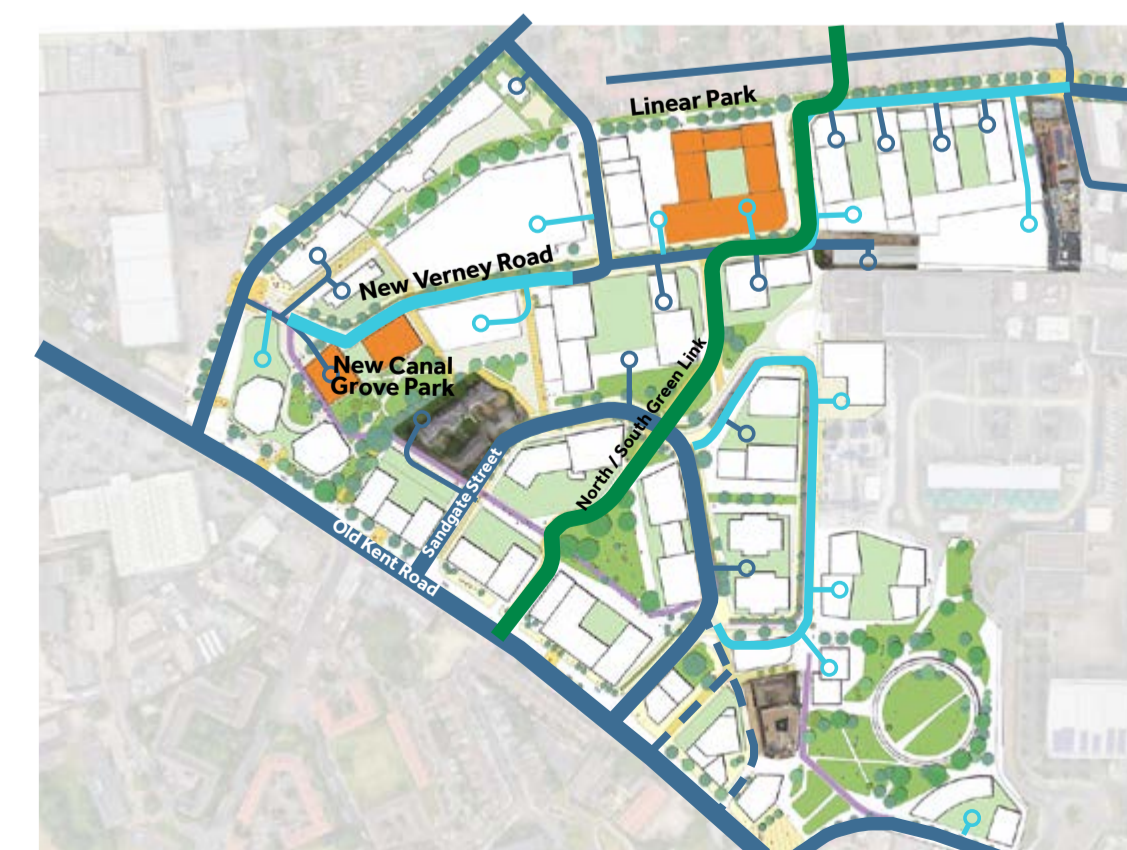
### Phase 3 - c. 2030-35

Because of pupil number for schools dropping in the area, the need for a school in the area is unlikely within the short term. This is to be reviewed before the central site owned by LB Southwark is developed. This site could come forward as a mixed-use site, residential and industrial. This phase might see the delivery of the south part of the Gasworks site, the T-Merchant estate, and the sites West of it, as well as the employment site sitting in the National Grid land which will be released after the London Power Tunnel work is completed.

A couple of businesses and landowners on site in the short term do not have immediate intentions to redevelop their site. The phasing strategy allows different sites with large landownerships, options to partially redevelop elements of their plot while maintaining the yards and the production on site.

#### Spaces and Streets:

- Verney Road to be reprofiled with a north green zone (half of the east Linear Park delivered) with an opening to wall to Bonamy and Bramcote Estate (minimise abortive highways works)
- Central Green



### Phase 4 - 2035+

As surrounding sites are developed into mixed use schemes, the quality of public realm, green spaces and infrastructure is greatly improved and land values are higher, it is likely that the masterplan will be completed. The Bakerloo Line Extension, if delivered, will inevitably drive change to the area.

#### Spaces and Streets:

- Linear park new east section
- New Verney Road
- Canal Grove Park
- Main North / South Green Link

## F. LAND USE

### EMPLOYMENT

- F8** Podium levels should include logistics, commercial and light industrial uses such as those uses already existing on the site today: storage and logistics, fabrication, metal working, dark kitchens, art and design studios, printing, churches, retailing, catering, garages, music production and recording studios, breweries, café etc.
- F9** Where possible development should share facilities to create more efficient use of space. This could include operational and design solutions such as shared loading bays and yards, goods lifts serving multi-storey light industrial space, shared reception for consolidated office space.
- F10** All commercial and light industrial spaces must be complete before residential occupation within the same plot/development.
- F11** Ground floor units must have a minimum 4 meters clear height to underside of ceiling.
- F12** Commercial spaces on ground and first floor of the podium should be designed in open rectangular footprints that are practical for occupiers to inhabit, with the opportunity to provide wrap around office spaces to increase activation.
- F13** Columns and service ducts within commercial units should be minimized wherever possible.
- F14** Spaces will 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:
  - a. Lighting and electrics with 3 phase available.
  - b. Mechanical ventilation, Heating and Cooling.
  - c. Kitchen and Toilet facilities.
  - d. Sprinklers must be provided in Use Class E(a)-(g) commercial units.
- F15** 10% of space should be allocated to affordable workspaces. These will be small units, on ground floor, carefully curated with tenants who will activate the quieter streets and create a sense of identity.
- F16** Building design should ensure yards/access do not dominate the streetscape, providing enclosed and contained parking and yard spaces. Where an open yard is necessary it should be located at the rear of the sites.

### RESIDENTIAL

- F17** New homes are expected to comply with all current residential design standards and policy requirements. New homes and indoor spaces must be good quality and energy efficient to eliminate health inequalities relating to poor living conditions.
- F18** The quality of design, materials and shared communal spaces must be consistent across all tenures.
- F19** All circulation cores must directly serve the primary podium level amenity space. Rooftop amenity spaces may serve individual blocks and be accessible from single cores.
- F20** Amenity spaces provided at roof level must include wind and safety screening of at least 1.6m high.
- F21** Rooftop spaces should include child play space and consider productive gardens. In all rooftop softscape schemes use drought and wind tolerant species.
- F22** To facilitate community maintenance and formal or informal community events, a shared storage space could be provided at ground floor lobby level, podium and roof level. This will be at least 8 sq.m of convenient rectangular storage space.
- F23** Apartments should be carefully designed to include screening elements, deep reveals and offset windows to mitigate overlooking. All windows must be inset by at least one brick thickness
- F24** Balconies: 1st and 2nd floor units should have solid panels below 1100mm to ensure screening and increased privacy from the street level.
- F25** Ventilation: all units must include opening windows along with MHRV systems.
- F26** Residential soil pipes should be put through cores to avoid putting soil pipes through commercial units.

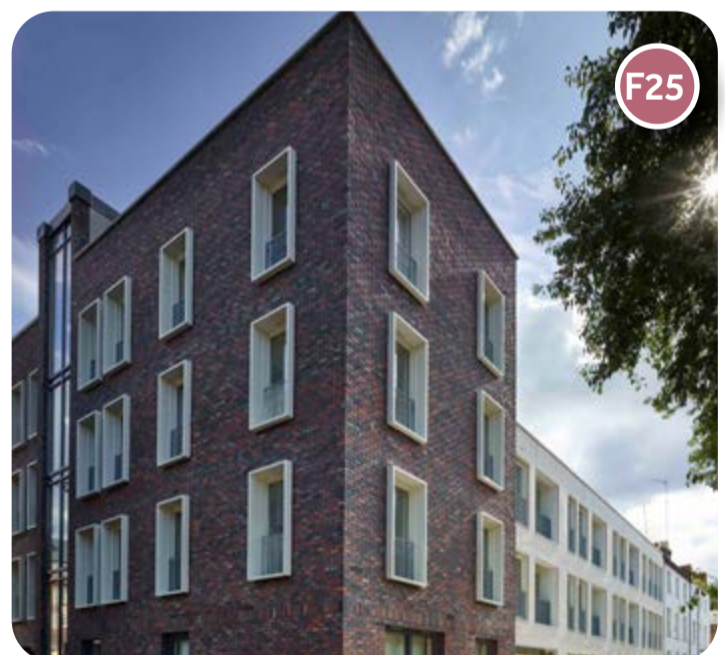


#### VERNEY ROAD TODAY

- Verney Road is currently a 2-way underused street. Key characteristics include:
- No pedestrian priority and no street greening
  - Poor natural surveillance, long estates wall, blank industrial walls and no permeability north-south
  - Poor cycling facilities
  - Pavements vary in width and quality
  - Uncontrolled parking
  - Servicing and informal use of pavement for industrial activities
  - Street congestion during school pick up/drop off time

#### VERNEY ROAD TOMORROW GARDEN STREET

- Hedging or other structural planting should be considered on podiums between communal and private spaces.
- Wide pavements with min width of 3M.
- Off street servicing should be provided. Some rationalised-on street servicing will need to be retained.
- Allow spill-out space in front of industrial / residential buildings addressing Verney Rd, specifically on the corners on main route intersections.
- Meandering routes and organic shape of the linear park landscape design to be considered to help slowing down the movement of cyclists.
- New trees to be planted along the length. Trees should be planted on the south of the northern pavements to allow for pavement shading to pedestrians.
- Robust hedging of min 600mm width between pavement and road accommodated on the northern pavement.
- The northern pavement to be a meandering route through the Linear Park, for passing pedestrian and cycling movement, with the south accommodating more residential and industrial pedestrian movement.
- New opening of the Bonamy and Bramcote Estate wall for a more direct access to the Linear Park and to Old Kent Road via the new north-south link. Consider providing bollards at the gate as a solution to slow down bikes and antisocial behaviour fast corridor on entrance point.



#### CORE AND AMENITY SPACES ARRANGEMENT

