

MANDELA WAY

OKR2 / OKR3 / OKR4

DESIGN CODE

APRIL 19TH, 2024

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DESIGN CODES

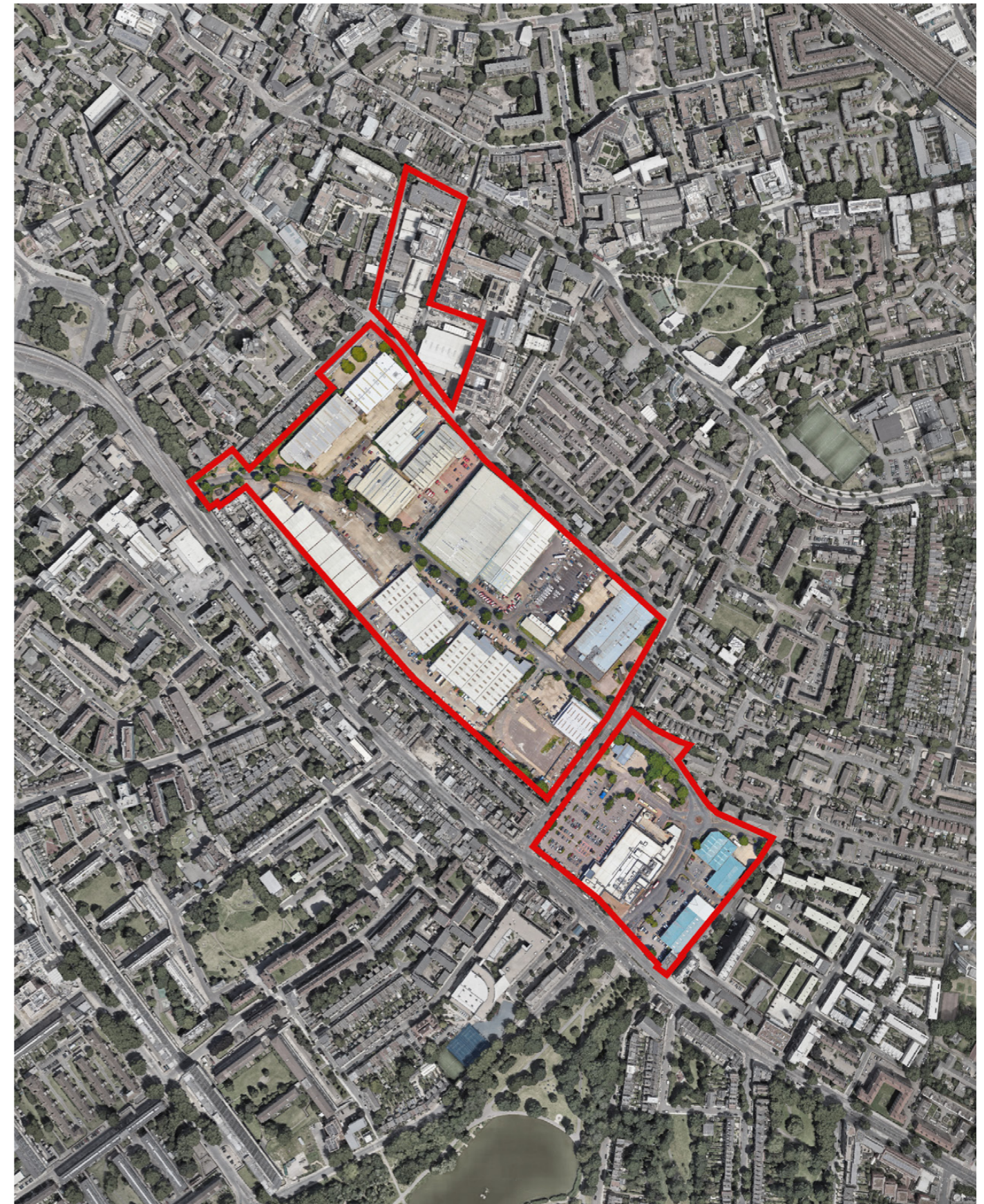
- A. Built form
- B. Land use
- C. Homes
- D. Workspace
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HOW TO USE THIS DOCUMENT

The first section of this document provides the background to the design codes. It sets out:

- The planning context and Southwark's overall vision for the site area set out in the Local Plan and supporting Area Action Plan
- An overview of the historic development of the area and the context of the site and surrounding area today
- The community and stakeholder engagement to date

The second portion of the document are the design codes. These are highlighted in colour blocks and are supported by indicative illustrations, diagrams and precedent projects. Design codes are detailed guidance for how buildings and public realm are expected to come forward within the area. Design codes which are considered guidance are worded 'should' or 'could' and design codes which are considered a requirement are worded 'must'.



 Site area

INTRODUCTION

The site area sits within the Old Kent Road Opportunity Area; an area that has been identified as being capable of providing 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. Southwark's emerging Old Kent Road Area Action Plan (AAP) sets out a vision as well as detailed policies and guidance to show how these ambitious targets can be met in a way that supports the principles of 'good growth'. This includes housing, jobs, green spaces, and key infrastructure each site area is expected to contribute. The excerpts from the AAP opposite illustrate the overall housing and employment targets for this site which includes Mandela Way, Dunton Road, and part of the Crimscott Street area.

THIS 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.

The AAP masterplan is not prescriptive but rather establishes the mix of uses, layout, density, infrastructure, and public open space requirements that each area is expected to deliver. This design code supports the AAP by providing additional guidance on the built form, land use, homes, workspace, movement, public space, character and sustainability.

This design code follows the guidance set out in the National Model Design Code.



CRIMSCOTT STREET AND PAGES WALK



MANDELA WAY



DUNTON ROAD (TESCO STORE AND CAR PARK) AND SOUTHERWOOD RETAIL PARK



*No longer required

HISTORY OF THE AREA

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 Mandela Way site (OKR3) became the former Bricklayers' Arms goods station, a new passenger terminus, built in 1843-4. 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.



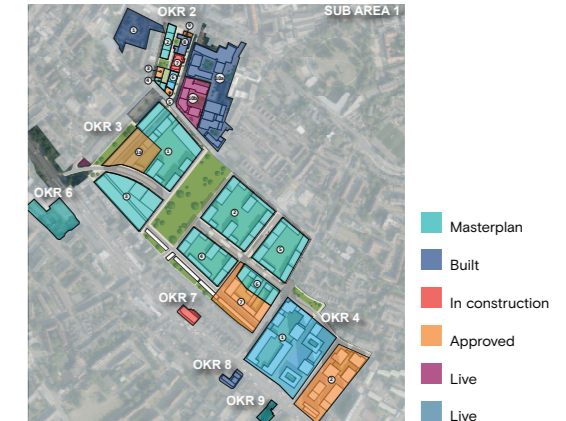
POST WAR 1949-51

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 ASSETS

The area around site displays a highly diverse built character that traces its history from an early 19th century radial extension of London with Victorian and Edwardian terraced housing, pubs, churches and gardens, to its role as a key transport node with the Bricklayers Arms station and depot and then as an important industrial area with several late 20th industrial buildings.

Within the site area, there are 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 both the Page's Walk Conservation Area, which forms the north-west boundary of the study area, and Thomas A'Becket and High Street Conservation Area centred around Old Kent Road to the south-west of the site. 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.



Heritage assets
 Site area
 Conservation Area
 Grade II listed building
 Locally listed building



1 Bricklayers' Arm Station



2 Remains of former stables on Page's Walk



3 Brick wall is one of the few remains of Bricklayers Arms



4 Peabody buildings



5 Victoria pub on Page's Walk



6 White House on Old Kent Road

THE AREA TODAY

The site area consists of three 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.

The Mandela Way area 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.

CHARACTER AND 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, which now forms part of the Thomas A'Becket and High Street Conservation Area. 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 light industrial buildings, large-format shopping more typical 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.



1 Page's Walk



2 Marcia Road



3 Crimscott Street



4 Old Kent Road high street



5 Tesco (left) and retail park (right)



6 Mandela Way street character



7 Mandela Way DPD site



8 Burgess Park

ENGAGEMENT TO DATE

The Design Team's engagement with the major landowners with holdings in the site allocations, local businesses and residents has informed the development of the masterplan and design code. Initial meetings with individual landowners provided the opportunity for the design team to find out about aspirations for their sites and for the masterplan and design codes for Mandela Way. The discussions included options for co-location, and whether a vertical or a horizontal mix would be preferred.

In addition to the discussions with the landowners, a Community Review Panel was held on 13th of November 2023, and a public exhibition on the 11th of December 2023. At the exhibition, presentation boards of proposals alongside 1:500 scaled physical model was displayed.

FEEDBACK

Generally, the feedback was positive and supportive of the masterplan and design codes. Key notes from each stakeholder group include:

Landowners

- All four landowners contributing to the park recognise the equal distribution across their sites.
- Whilst some expressed preference for an horizontal arrangement of residential with industrial uses, others were open to a vertical stacking arrangement which would give flexibility for retaining light industrial uses at ground floor alongside providing significant new homes.
- There was overall support for the separation of residential routes and those proposed for servicing.

Community review panel

- Concerns about the masterplan being dependent on delivery of Bakerloo line.
- More detail on how industrial and residential could work together to make a high-quality environment (including precedents).
- Ensure quality of homes, particularly considerations for living at high density.
- Some concerns about the impact on existing residents and businesses given the long project timeframes. Perhaps, meanwhile uses could be considered?
- Ensure new development is reflective of the Old Kent Road character, establishing a sense of place.

Public exhibition circa 60 people

- Proposals address permeability through the area.
- Traffic calming measures requested along Mandela Way
- Proposals should include retaining the heritage façades along Pages Walk.
- Make links between Marcia Road, Crimscott Street and Pages Walk pedestrian friendly.
- Unclear where there would be allocation for social housing.
- New development should have regard to privacy and daylight into existing residential streets.
- Preference for 'robust', brick materiality.
- Noted that the masterplan is in phase 2 of the AAP and will be delivered when there is certainty of the BLE.



DESIGN CODES

A. BUILT FORM

The AAP 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 along with new homes. Meeting targets set out in the Local Plan for housing, employment and retail will require development to explore innovative forms of urban blocks with different uses co-existing on the same plots either next to each other or stacked. The guidance below sets recommendations for how massing and heights can be distributed to meet these aspirational targets while maintaining quality and liveability.

FORM AND MASSING DESIGN CODES

- A1** Designs must 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
 - Clearly define streets with development aligning to back-of-pavement
 - Achieve a good form factor through regular, rectangular geometry
- A2** Urban blocks must 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 and the land ownerships in the area which support larger distribution uses that may not be appropriate elsewhere in the Opportunity Area. Space for residential ancillary uses (i.e. cycle and waste stores) can also be included in podiums provided they are wrapped by either active uses or homes to create attractive street frontages.
 - Upper levels that provide 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 must be consolidated within podiums with internal service yards to minimise impact on streets. Ancillary spaces including cycle stores, bin stores, storage or mechanical spaces could be located between servicing yards and ground floor residential or workspace to mitigate noise and should be arranged to avoid compromising industrial spaces.
- A5** Massing should be rectilinear geometry that promotes structural efficiency, flexible ground floor employment space, and rational layouts of homes.
- A6** 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 layout

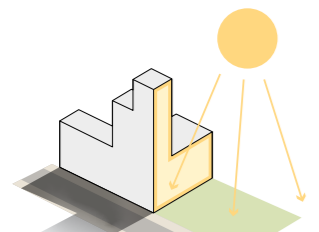
- Site area
- Landscaped podium
- Mid range heights 5-8 storeys
- Taller element between 8-15 storeys

- Taller element above 20 storeys
- London View Management Framework view 23A.1
- London Borough of Southwark View 2: Nunhead Cemetery

A. BUILT FORM

HEIGHTS AND DENSITY DESIGN CODES

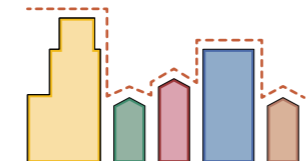
- A9** Building heights must:
 - Predominantly be between 5-8 storeys to delivery high-density, compact urban form without an over-reliance on tall buildings
 - Transition towards the lower-rise surrounding residential context along Willow Walk, Marcia Road and Page's Walk. Where new development fronts or backs onto existing low-rise residential along these streets the maximum building heights should be as follows:
 - Marcia Road new parallel street: maximum 4 storeys
 - Page's Walk new parallel street: maximum 4 storeys
 - Willow Walk: maximum 6 storeys
 - Preserve local and London Plan view corridors.
- A10** Densities must 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.
- A11** The scale of urban blocks must respond to the character and width of streets or spaces that they front onto with taller elements located fronting onto wider spaces including the park, squares, Mandela Way or set back at upper levels.
- A12** Tall elements may be appropriate but should:
 - Be strategically placed as set out in the indicative plan opposite, to preserve the LVMF viewing corridor
 - Be strategically located to mark key spaces or junctions
 - Form part of the urban block as opposed to stand-alone elements
 - Provide engaging ground floors that will relate to the streetscape
 - Could be positioned on the north and east edges of plots to limit overshadowing



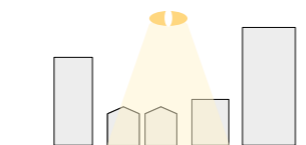
A6 Orientation for microclimate



A8 Transition to lower context



A12 Dynamic skylines

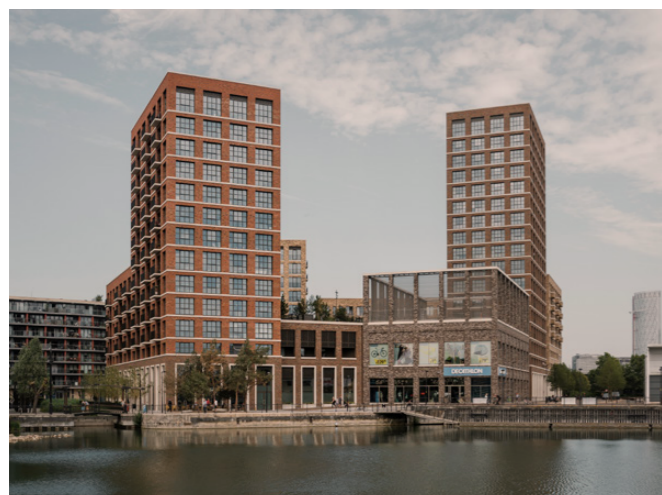


A12 Respect view corridors



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

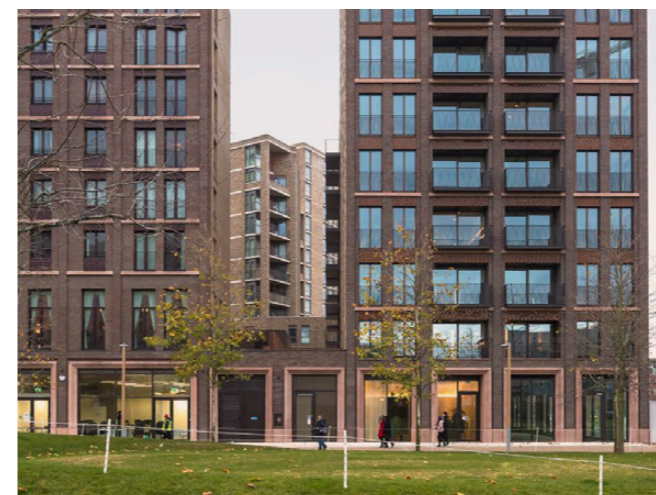
■ Under construction
■ Approved schemes



A2 Base, podiums and strategically placed height



A9 Transition towards lower context



A5 Rectangular forms typically achieve good form factors, efficiencies and minimise impact on ground floor layouts



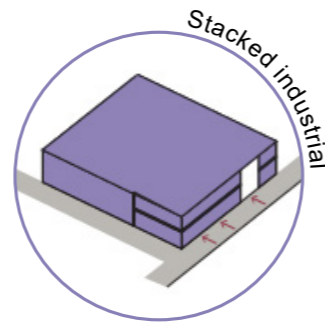
A3 Ground floor design reflects use while complementing the architecture of the whole block

B. LAND USE

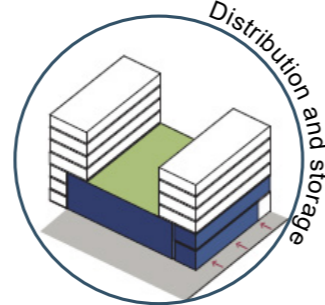
Mandela Way is currently a thriving industrial area with a range of medium to large-scale businesses. While the overall floorspace should be retained with an uplift, the masterplan must also deliver a significant number of new homes for Southwark ranging from 4 bedroom family homes to studio or 1 bed apartments. These should be brought forward alongside supporting social and community infrastructure. The AAP sets out which typologies support the vision for the area, illustrated below, and this section provides further guidance on the location, relationship and type of uses.

LAND USES DESIGN CODES

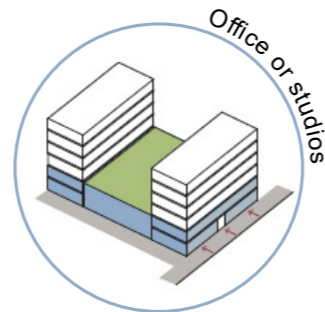
- B1** The use and type of activity should align with the AAP vision for an employment and residential mixed used neighbourhood.
- B2** Uses should be clustered to encourage an increase in their visibility and contribute to the following character areas:
- Old Kent Road / Humphrey Street: commercial, 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. Larger logistics uses could be wrapped with smaller uses that compliment each other and could include workshops, office space, and showrooms.
 - Crimscott Street: office and studio spaces should be located here to support the emerging creative hub.
- B3** The area is located in close proximity to London Bridge with large research hospitals. Consideration could be given to supporting connections with life-sciences by providing facilities to support research including labs, warehousing and offices within the Mandela Way or Crimscott Street areas.
- B4** Combined multiple uses within the same building (co-location) 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 must:
- 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
 - Consolidate servicing in the podium to help reduce noise impacts
- B5** Commercial, workspace and industrial uses should be completed before residential occupation.
- B6** Vacant or under-development sites 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. For example, uses that contribute to a 'productive, making' neighbourhood could be located around Crimscott Street, commercial uses near the proposed town centre along Old Kent Road and active uses near Mandela Way Park.



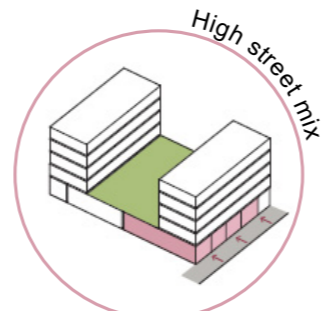
Stacked industrial



Distribution and storage

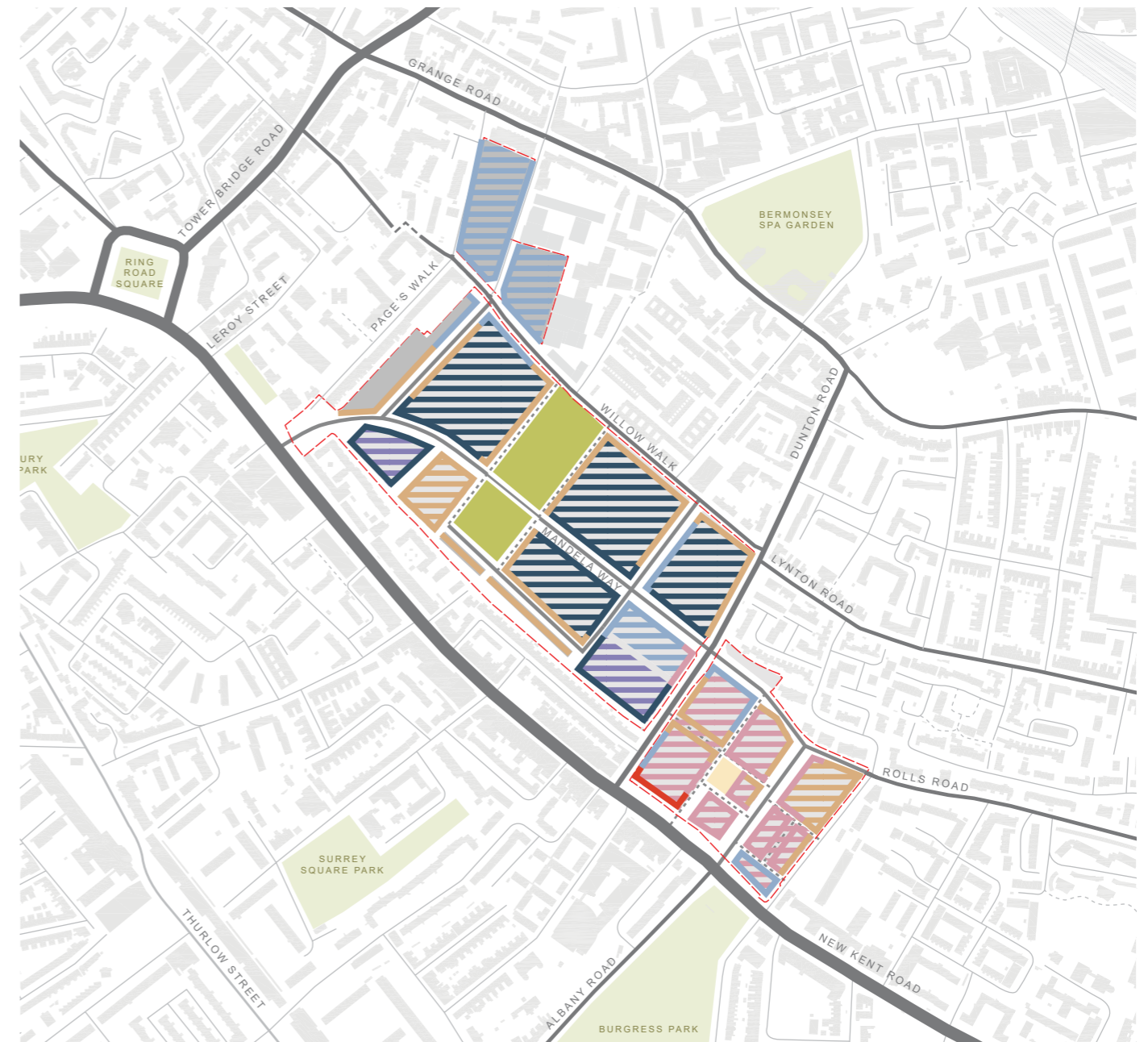


Office or studios



High street mix

Above: AAP typologies



Ground floor uses zone plan

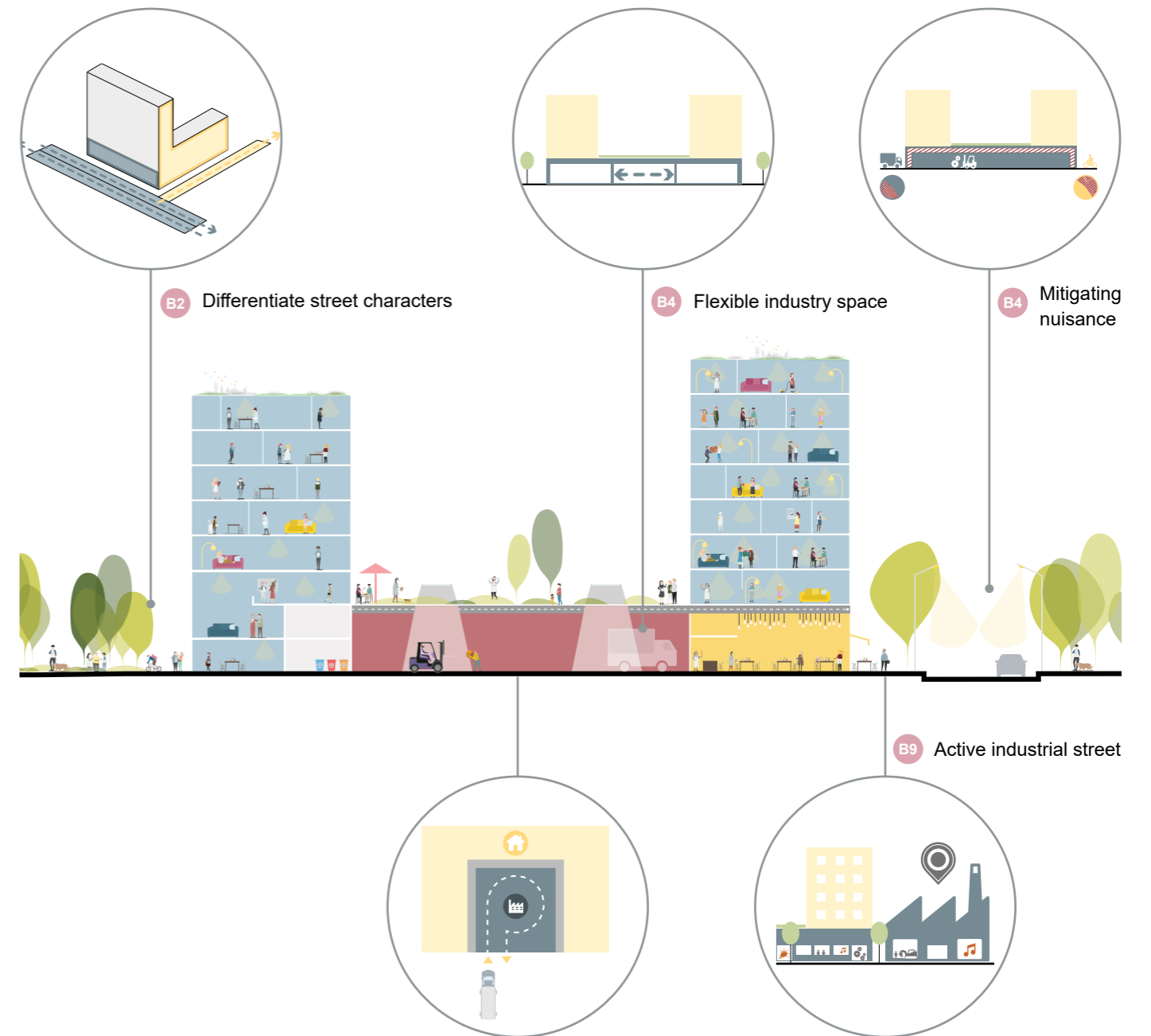
- Site area
- Residential frontage
- Commercial frontage
- Light industrial frontage
- Workspace frontage
- Station frontage
- Commercial ground floor
- Light industrial ground floor
- Workspace
- Stand-alone industry
- Residential ground floor

B. LAND USE

The types of frontages are instrumental in defining the character of streets and areas. Consistent, attractive, and active frontages are often the difference between streets that are comfortable and engaging to walk and dwell in and those that have the perception of being unsafe or undesirable. However, active uses, those that people can actively engage with like shops or cafés, are not desirable everywhere. Along residential streets, homes can also provide 'positive' frontages that contribute to beautiful streetscapes that are attractive to live, walk and cycle on.

FRONTAGES DESIGN CODES

- B7** The use and type of activity at ground floor must support the character and profile of the street or public space. Frontages should correspond with those illustrated in the diagram opposite.
- B8** Within the Old Kent Road / Humphrey Street area, active commercial or community uses should form a minimum of 60% of active frontages to maximise activity within this area. These could include retail, food and beverage, leisure uses (gyms, cinemas), or services (salons, estate agencies, etc).
- B9** 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.
- B10** Industrial and employment uses that typically have large areas of blank façades must be wrapped by active uses including residential, offices, studios or commercial spaces. Where appropriate ground floor windows could reveal industrial aspects of the internal use and provide an insight into activities such as manufacturing.
- B11** Any areas of inactive frontages should be minimised and could be animated with planting, architectural detailing, frosted glazing, hyper-graphics, public art, or interactive play aspects adjacent residential areas or open spaces.
- B12** A mixture of day and evening uses should be clustered around the town centre and proposed station entrance to animate these spaces from morning until night.
- B13** Within the town centre area, a spill-out zone of up to 3m could be included to provide space for seating or small outdoor retail displays.
- B14** Consideration could be given to developing a unified approach to signage within the town centre and along Mandela Way that could support the emerging character of these areas.
- B15** All commercial and affordable workspaces must be delivered to CAT A fit out to attract tenants from day one. Early activation strategies should also be considered and could include providing starting pepper-corn rents or identifying existing businesses within Southwark interested in expanding / relocating.



B7 **Caxton Works, Canning Town:** small light-industrial workspace with residential units above



B9 **Mandela Way logistics hub:** high-quality materials and large windows create a positive industrial frontage



B11 Inactive façades should be avoided but, where necessary, designed



B6 **Open Doors:** meanwhile uses that activate vacant retail locations



B13 **Canada Water:** spill-out zones for ground floor commercial uses

C. HOMES

Southwark's Local Plan identifies the Mandela Way area as capable of contributing at least 3,500 new homes for the borough in a diverse mix ranging from studio / 1 bed apartments to 4 bedroom terraced houses. These new homes will be combined in an innovative way with employment to create a truly mixed-use neighbourhood. However, combining these uses at this scale will require careful thought to ensure both the quality of new homes and streets and the functionality of workspaces.

HOMES DESIGN CODES

- D1** Employment uses must be wrapped by either ground floor homes with front doors onto the street or small employment spaces.
- D2** Shared residential entrances and lobby spaces must create visible and welcoming residential entrances, be accessed directly from the street, with a clear address, and on the most appropriate frontage (residential streets).
- D3** Residential podiums must be zoned into areas for different activities which could include younger aged 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 must 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 must 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
- D7** Residential services should be transferred through cores or edge of building to reduce disruption of lower level industrial uses. This can be achieved by stacking residential units at upper levels so that bathrooms and kitchens can be aligned and services transferred vertically through the block. Consideration should be given to transferring services at podium level to avoid impacting industrial floorspace layouts.
- D8** Blocks must be oriented to maximise views, daylight and sunlight while balancing overheating considerations. Breaks should be included in longer blocks to improve views and daylighting in courtyard spaces. Gallery access or dual-aspect apartments should be located on north and south facades and corridor blocks on east or west facades.
- D9** 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.
- D10** 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:
 - Ground floor maisonettes that connect to through to the podium level
 - Gallery access apartments
 - Through-flats and corner units in deeper blocks
- D11** Bedrooms should be located on quieter, podium-facing elevations where possible.
- D12** Where possible, dwelling within the plinth should have higher ceilings >2.7m to improve natural daylight.



Mandela Way: residential incorporated in mixed-use urban blocks alongside industry



D9 Royal Docks: Ground floor maisonettes create active, well-overlooked streets



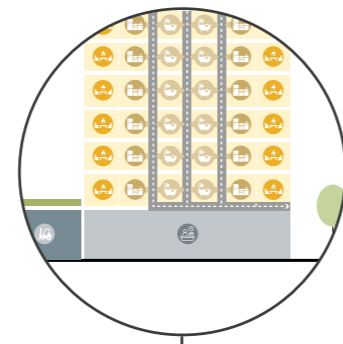
D6 Goldsmith Street: Planted-defensible zones provide privacy to ground floor windows, storage areas and greenery



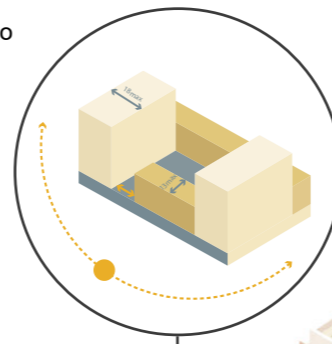
D7 Agar Grove: Passivhaus homes with deep balconies providing solar shading



D5 Marmalade Lane: Space included for community gardening and larger trees



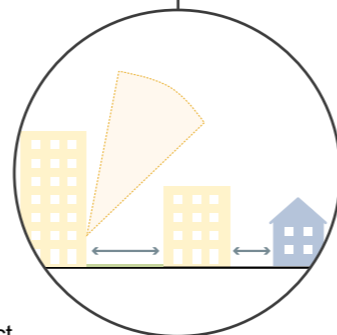
D7 Stacking apartment to coordinate services



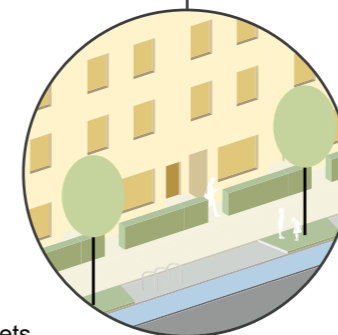
D8 Urban blocks should be orientated with gallery access apartments located on north and south elevations. Corridor blocks could be positioned on east and west elevations.



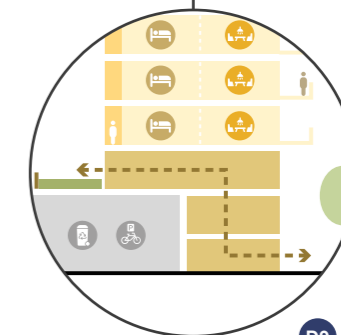
D1 Active ground floors



D8 Views, daylight and aspect



D1 Residential streets



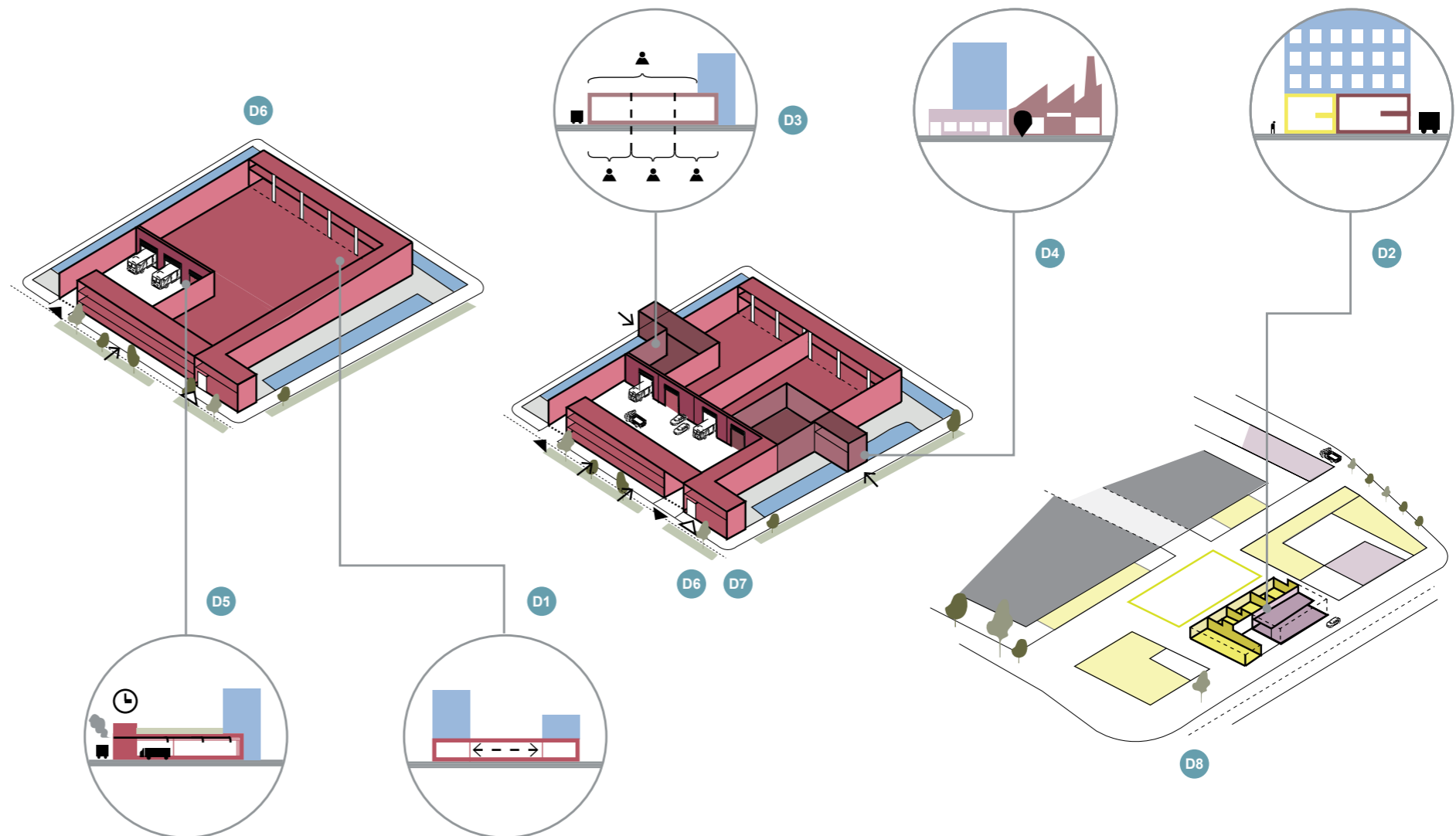
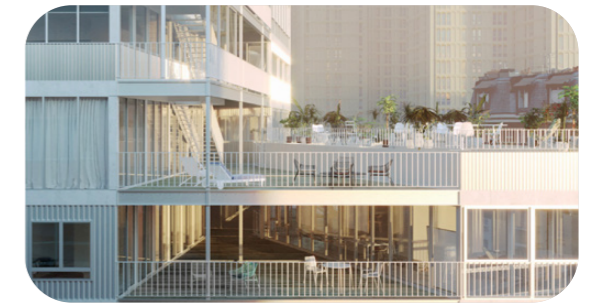
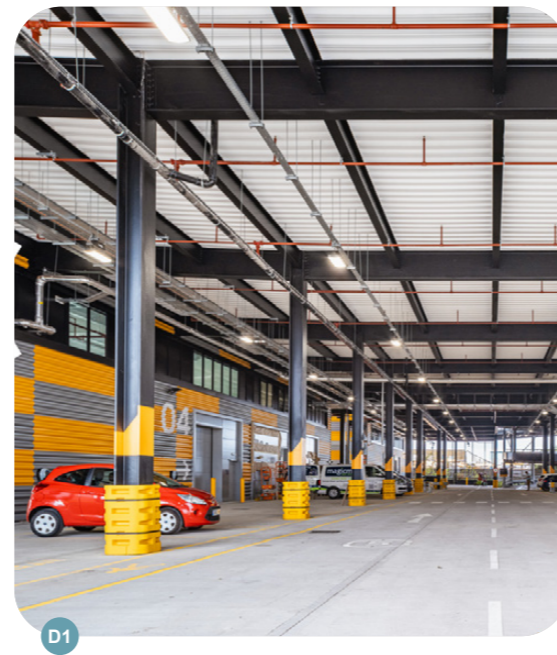
D9 Ground floor maisonettes

D. WORKSPACE

The area around Mandela Way is home to a strong mix of industry with an emerging office and creative sector. The existing large-format industrial uses are essential to the functioning of Southwark and wider London. Larger distribution and storage uses will be focused around the Mandela Way corridor, with smaller industrial units, workshops and studios 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.

DESIGN CODES

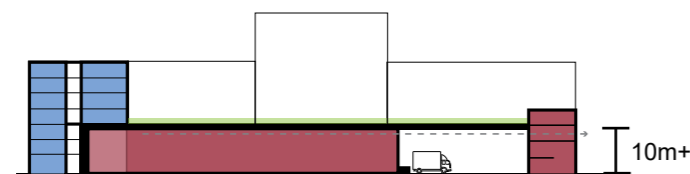
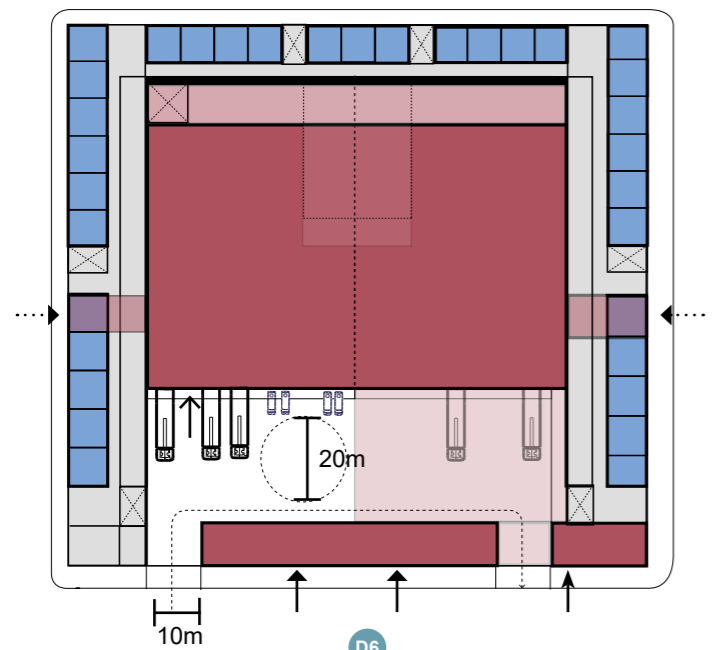
- D1** Industrial podium levels should be large format with 6-10m heights to accommodate industrial uses such as those currently operating in the area. Where typologies have a deep ground floor, ancillary uses should be consolidated in order to maximise unobstructed efficient space with large spans that minimise the requirement for columns.
- D2** Industrial plots should prioritise wrap-around mezzanines accommodating front-of-house and higher density working along the elevation - creating a positive street frontage and a higher quality, daylit working environment. Studio and office spaces might prioritise back-of-house ancillary space to enable a generous facade along streets of high footfall.
- D3** Flexibility and adaptability of all workspace should be prioritised through unit configuration, servicing approach and non-structural internal partitioning. This will allow subdivision and expansion of units to accommodate future tenant demand.
- D4** Vehicular access to super-block typologies, ventilation extract and intake, and off-street loading should be consolidated along Mandela Way. These zones should be characterised by their industrial nature releasing other streets to deliver more active frontage. Separate staff and visitor access into the large anchor businesses should be provided along these elevations.
- D5** Mitigating nuisance between industrial activity and residential must be priorities through clear consideration of sufficient sound-proofing barriers and internal servicing that contain internalised servicing noise; yard configurations and access strategy that avoid encounters with residential streets; and mechanical extract and intake to servicing street elevation to protection from dust pollutants and odours.
- D6** Access to daylit space should be provided where higher density working is occurring. Where plots are deep and single aspect, desk based ancillary uses should be consolidated along street-fronted elevations.



D. WORKSPACE

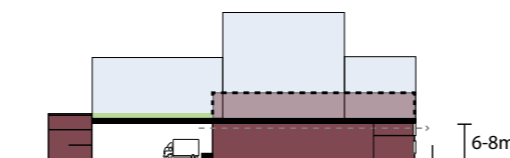
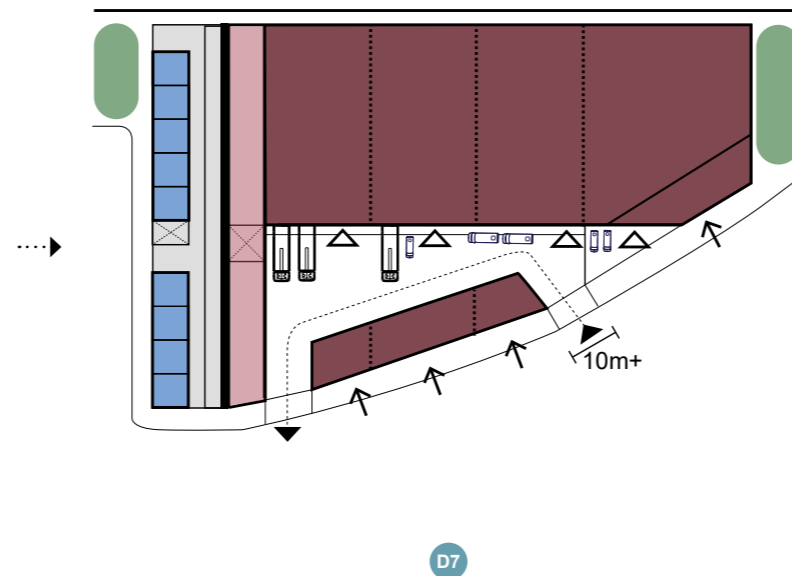
D6 When **storage and distribution** activity is accommodated within the podium level around Mandela Way:

- Large units of 5,000 sqm and above should be prioritised with yard configurations and daylight penetration which allows for subdivision into smaller industrial units in future.
- 8-10m floor to ceiling heights with mezzanines consolidated along street frontage.
- Large gated vehicular access points (ins & outs) of 8-10m. These should enter into adequate internal service yards with private van parking and either (a) vehicular through routes or (b) 20m+ turning circles within yard. HGVs or large vans reversing out along Mandela Way should be avoided.
- Spaces unobstructed by residential units above should limit column and service ducts wherever possible in order to maximise efficient space.
- Where several levels of industrial are stacked, service lifts should be accessible directly from the service yard loading bays.
- Basic shell and core fit-out as with tenant input where relevant.
- Whilst the industrial character and palette can be celebrated along servicing street, it should be in keeping with the residential context.



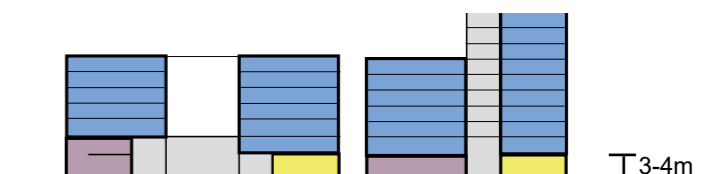
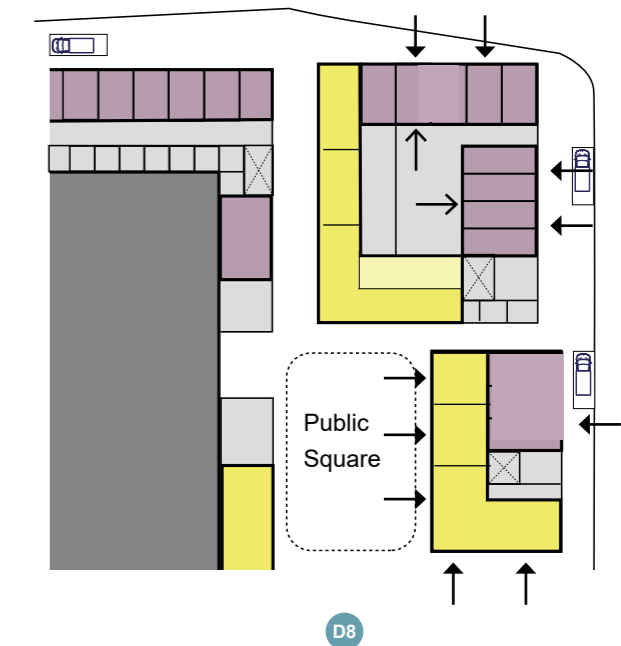
D7 When **smaller industrial activity** is accommodate on the ground floor around Mandela Way:

- Units of 5,000 sqm or less should be prioritised in square proportions and avoiding columns.
- Around 6m floor to ceiling heights (minimum 3.7m high) with entrances to include a 2.4m wide roller shutter for deliveries.
- Positioning of mezzanines should either activate the street to make use of obstructed space and all high density working should have access to daylight.
- flexibility and adaptability should be prioritised through exposed services and non-structural partitions.
- Units may be stacked above ground floor if servicing lifts are provided to facilitate deliveries.
- Dedicated parking within a unit or within a shared service yard 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.
- Street character should be influenced by the light industrial palette and offer but some interventions to deliver uniformity should be considered.



D8 When **studio & offices and/or retail & leisure** uses are accommodated around Dunton Road:

- Varying Unit sizes of 150 - 500 sqm should be prioritised with flexibility to be subdivided or expand through exposed services or raised floors and non-structural partitions.
- 3-4m floor to ceiling heights with some generous double height along highstreets. Office Units can be provided on upper floors with shared street-access.
- Natural daylight should be prioritised with ancillary space provided within the rear of the units.
- Maximise the number of street frontages by locating smaller units at the corners and larger units within the centre of the plan.
- Storage, refuse and loading can be shared by units within a block.
- 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, and exterior doors and fenestration.
- Street character should be influenced by the range of sizes and diversity of the public-facing offer.



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.

MOVEMENT NETWORK DESIGN CODES

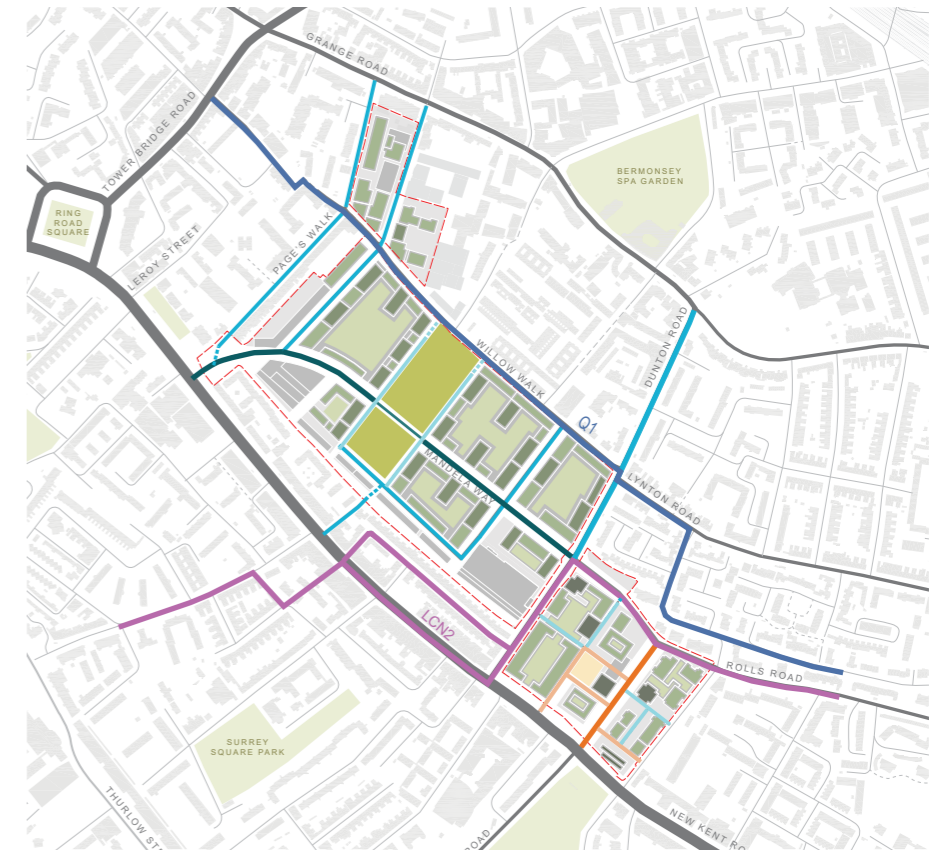
- E1** The movement network must reinforce the highly accessible street network in the Old Kent Road by reinstating east-west connections from Willow Walk through to Marcia Road in line with the active movement network diagram opposite.
- E2** Active travel modes including walking, cycling and public transport should take priority over vehicle movements.
- E3** The movement network and street profile design must 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.
- E4** Crossings that prioritise pedestrian and cycle movement over vehicular movement must be provided and aligned with active travel desire lines. Table junctions could be considered along Mandela Way and through the park 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 1no. 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 or chicanes should be introduced through the park. Cyclist and walking routes must be given priority at intersections including servicing entrances to blocks.
- E7** The entrances to internal service yards for employment uses should be from Mandela Way to avoid heavier goods vehicle movements along residential streets. A maximum of 2 controlled service entrances could be considered per plot.
- E8** The design of streets must reflect the street network hierarchy diagram, character of the area and land uses. This indicative profile for key streets illustrated opposite, set out the minimum recommended provision for cycling routes, footpaths and urban greening that should be incorporated.



Site area

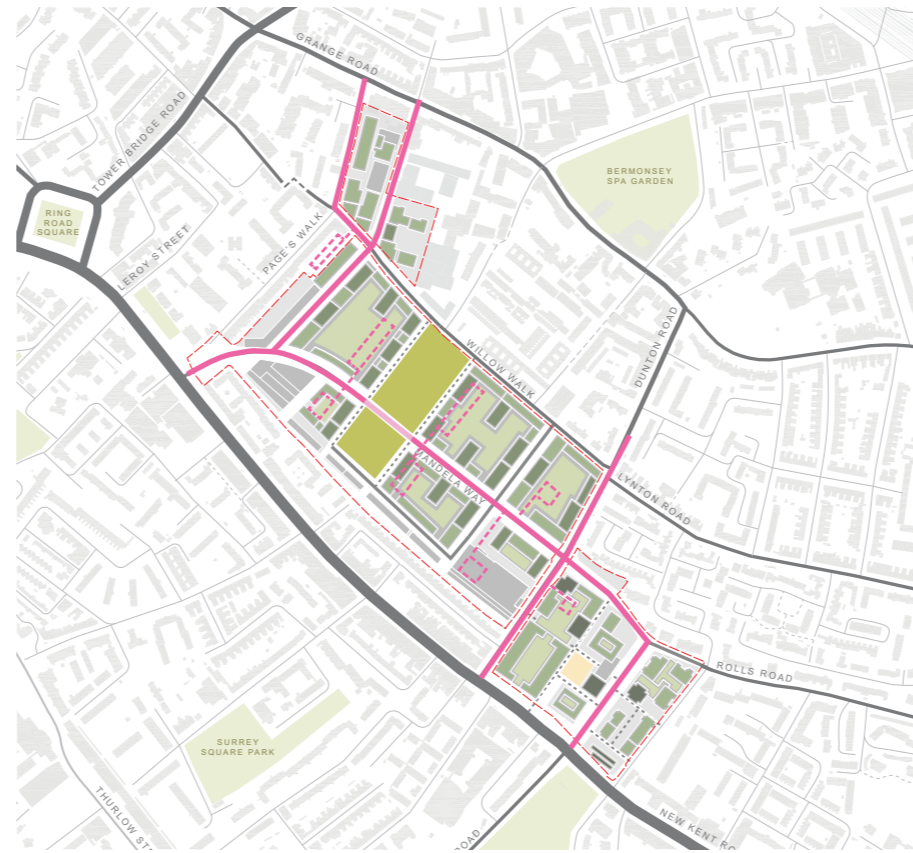
Street hierarchy

- Primary route
- Secondary route
- Tertiary route existing
- Tertiary route proposed
- Pedestrian / cyclists only proposed (no through traffic)



Active movement network

- Residential street
- Shared surface residential street
- Shared surface residential street active travel only
- Primary route with segregated cycle lanes
- High street
- Pedestrian only
- Quietway 1 cycle route
- London cycle network 2



□ Site area

Cycling movement network

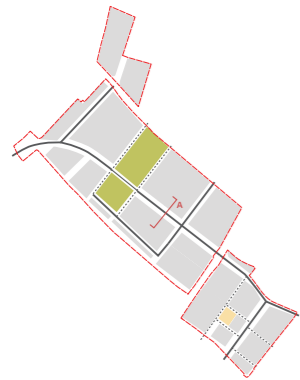
- Primary route with segregated cycle lanes
- Indicative cargo bike servicing entrance
- London cycle network 2
- Quietway 1 cycle route
- Shared surface residential street with on street cycling

Building servicing strategy

- Vehicular servicing route
- Internal servicing yard
- Single carriageway only

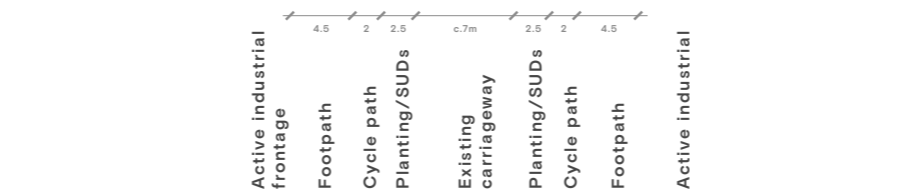
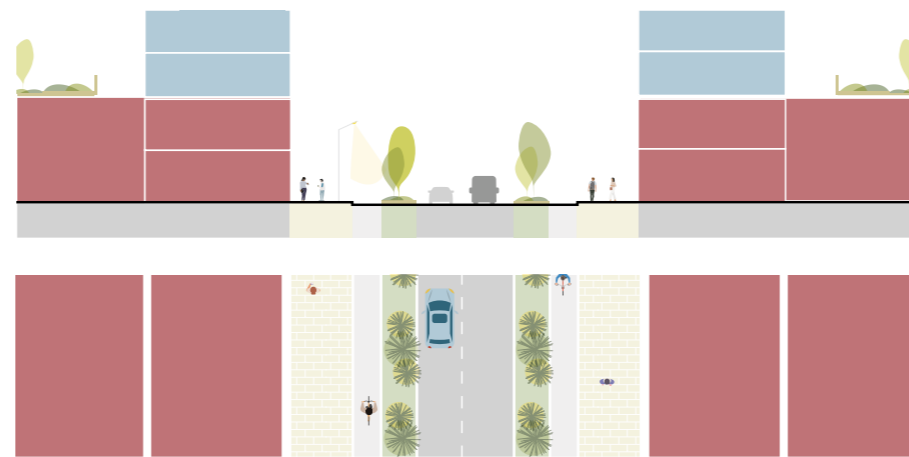
E. MOVEMENT

STREET TYPOLOGIES



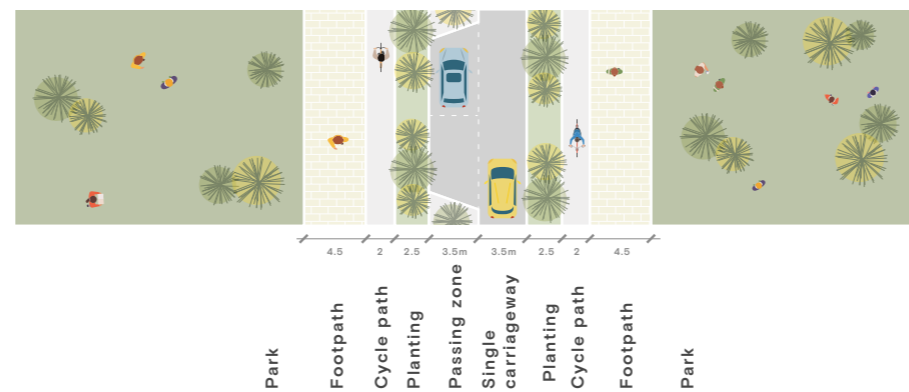
A. Mandela Way

An existing street connecting Old Kent Road to the new Mandela Way Park. The existing carriageway position is retained and the overall street profile enhanced to accommodate cycle lanes, a SuDS corridor, new street trees 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.



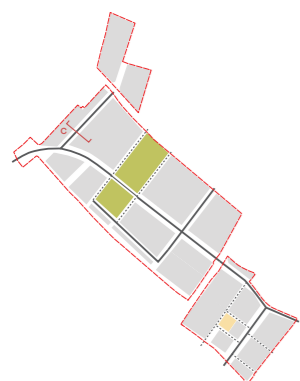
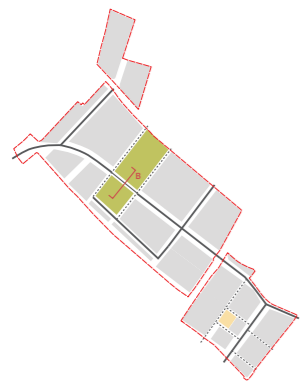
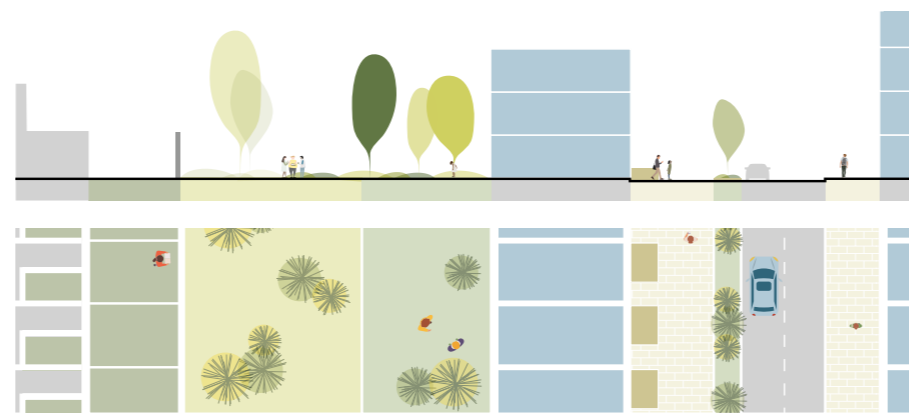
B. Mandela Way through the park

Through Mandela Way park, it is proposed that the carriage way is reduced to a single lane and traffic controlled through either select passing points or lights introduced at either side of the park. Throughout the park, traffic speeds will be reduced through the use of traffic control measures including trees, build-outs and raised pedestrian crossings.



C. 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.

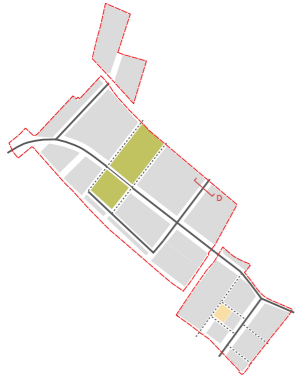


Increased footpaths, planting zones and cycle lanes protected from vehicle traffic



Stepping down towards Page's Walk

STREET TYPOLOGIES

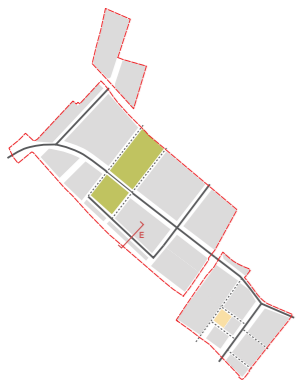


D. New residential streets

New residential street should be 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 useable scaled defensible zones.

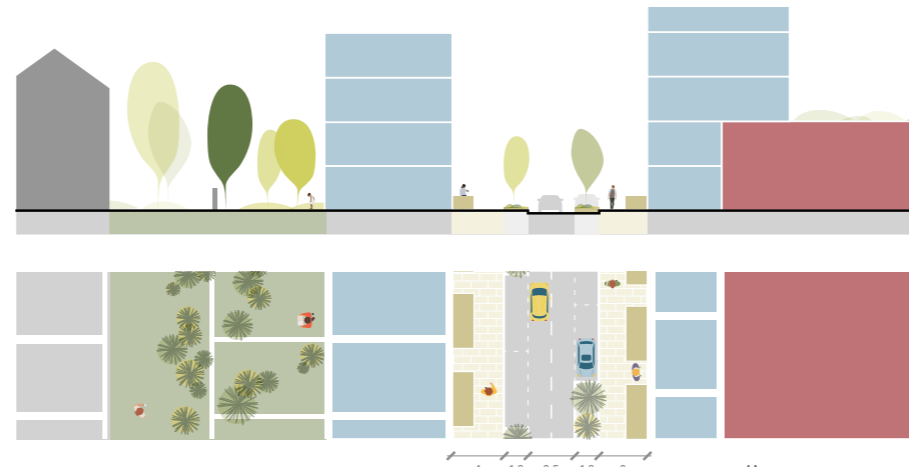


Generous footpaths and defensible zones

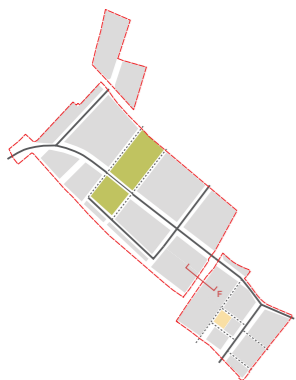


E. New parallel street to Marcia Road

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

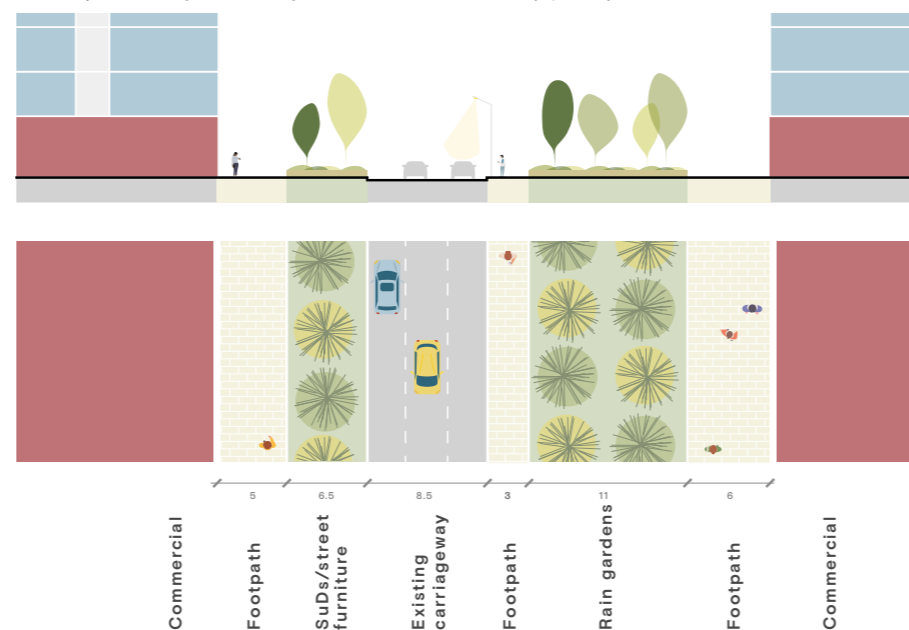


Existing character of Marcia Road



F. Humphrey Street

Space for vehicular traffic is reduced to provide increased footpath, planting and generous spill-out zones for ground floor uses. The profile allows for a new linear public space, in support of a new town centre, activated with retail, leisure and civic uses.



Hard-landscaped urban street

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 on Humphrey's Street.

PUBLIC OPEN SPACES DESIGN CODES

- F1** Key public open spaces must be designed to support varied activities that reflect their location, surrounding uses, and their role in the wider open space network as illustrated on the page opposite.
- F2** Key public open spaces including Mandela Way Park and the new urban square must be designed to accommodate all ages by providing spaces for resting, socialising, active movement and formal and informal play.
- F3** Urban greening must be incorporated into the profile of all primary and active travel routes and must retain all existing mature street trees. New street trees should be provided to achieve a canopy cover of 30%. Streets could also include additional landscape features including SuDs, swales or raingardens, vertical planting on inactive frontages.
- F4** Small-play, communal planting zones, and seating opportunities could be embedded within the design of residential streets to help foster community engagement.
- F5** Design of playspace should follow Southwark Plan Guidance and Play England: 'Design for Play' and Fields in Trust benchmarks which could be met as follows:
 - 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, outdoor exercise equipment or natural play opportunities.
- F6** Larger residential podiums could be publicly accessible and could be a suitable location to include community growing spaces.
- F7** Spaces for youths (12+) should be considered in the design of Mandela Way park and the urban square on Humphrey's street by providing spaces for physical activity (within Mandela Way Park) and seating areas for social interaction that are well-lit and overlooked.
- F8** Opportunities could be explored for a 'heritage walking trail' with wayfinding and informative points that connecting Old Kent Road / Humphrey Street through to Mandela Way Park and Crimscott Street area including.

LANDSCAPE AND PLANTING DESIGN CODES

- F8** Planting along streets and public spaces should support creating a network of green infrastructure that links existing and proposed public and open spaces.
- F9** 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.
- F10** 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.
- F11** The pressures on roof-space will likely be high and developments could consider compact urban greening opportunities including PV panels layered with low-maintenance biodiverse roofs and vertical greening to plant spaces and raised planters for local food growing.
- F12** Planting and lighting should be carefully considered to provide safe space for all.



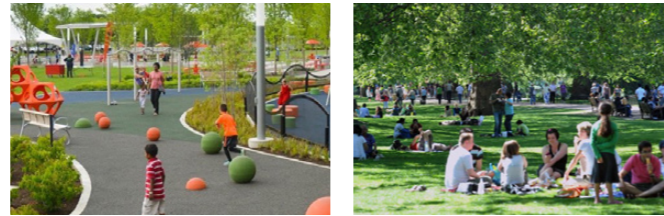
Public and open space

- Site area
- TPO Tree
- Mandela Way Park
- Existing tree (indicative location)
- New urban square
- Proposed new planting locations
- Private landscaped podium

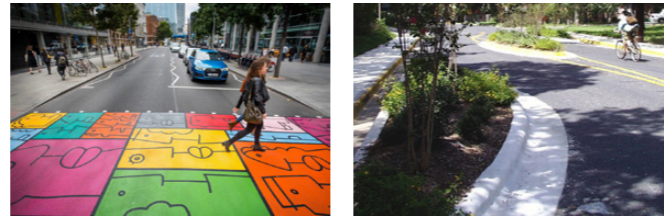
Mandela Way Park

F13 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 multiple 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 early stages it would be possible to partially close Mandela Way through the park and reduce vehicular movement by introducing traffic calming measures. Once the four quarters of the park are delivered it could be possible to 'stop' Mandela Way on either side of the park and introduce turning heads.

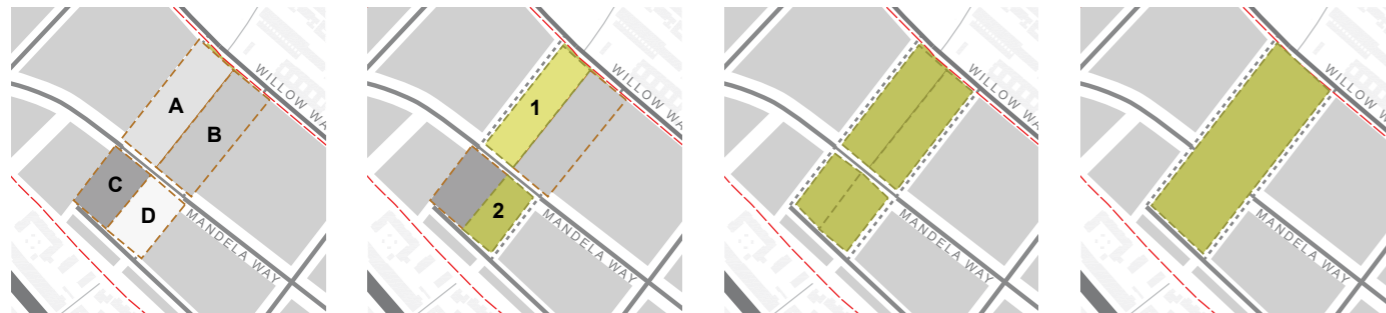


Include different types of spaces for play and socialising



Traffic calming measure along Mandela Way could include raised crossings and planted chicanes through the park

Illustrative phasing option for Mandela Way Park



0. Current ownership

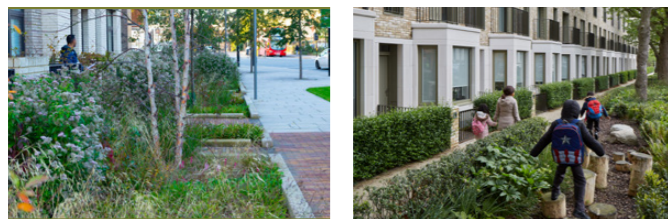
1. Potential initial delivery scenario

2. All four quarters of the park built

3. Mandela Way stopped-up at both sides of the park

Residential streets

F14 Residential streets should be green, calm and support interaction. SUDs, raingardens and / or frequent tree planting can help create attractive environments, support biodiversity and reduce the urban heat island effect. Seating, small front gardens and small play opportunities can help foster community cohesion.



Incorporating planting, SUDs, and small play opportunities along residential streets



Residential streets prioritise pedestrian and cyclist movements

New urban square

F15 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 cafés 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.



Illustrative view of proposed new urban square on Humphrey's street



Illustrative view of proposed new urban square on Humphrey's street

Shared podium landscapes

F16 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.



Incorporating younger years play opportunities and local food growing



Courtyards and podiums should contribute to improving biodiversity by incorporating planting and green spaces

G. CHARACTER

The area today is more a of 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 supermarket 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 builds on and enhances each area's individual identity to create distinct neighbourhoods that reflect their use profile, heritage and aspirations.

CHARACTER AREA DESIGN CODES

- G1** The character of streets and buildings must reflect the uses, street profile and role of the different areas of the masterplan.
- G2** **Mandela Way** must be transformed into a vibrant mixed-use employment and residential neighbourhood with ground floor industrial uses fronting onto Mandela Way. Within Mandela Way:
- Façades should provide positive frontages along at least 80% of the street with frequent windows, main entrances and planting.
 - Materials could draw from a more industrial palette (and playful) of painted steelwork, concrete, or stone.
 - 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 must be quiet streets with a more domestic and intimate character.
- Building form and massing should avoid overshadowing residential streets and could step back at upper floors.
 - Façades 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 ensuring a robust character.
 - Public realm should incorporate small-play and seating areas and softer landscape elements.
- G4** **The Old Kent Road/Humphrey Street area** must 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 to establish a defined frontage.
 - Façades 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 must 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 on the local context.
 - Public realm is largely streets and pavements. Seating, cycle parking, bins and planting should consolidated into zones to minimise clutter on predominantly narrow routes.
 - A more playful character of constricting facades or protruding elements could be explored to match the existing context.

DETAILING AND MATERIALITY DESIGN CODES

- G6** Building detailing should be robust and easy to maintain. Durable materials should be selected - with long lifespans and low maintenance requirements.
- G7** Window mullions should be limited, slim and read as part of the glazing of the building. Windows could be a repeated pattern set in a grid reflective of the industrial heritage of the area including the retained former Stable Buildings on Page's Walk.
- G8** 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.
- G9** Each development should have a limited material palette. This could be based on one or two predominant materials, one accent material and one colour and material for window and door frames.
- G10** 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.
- G11** Windows should be set back a minimum of one brick (215mm) and consideration should be given to setting back windows >300mm on larger facades to create depth and articulation.

FORM DESIGN CODES

- G11** The base, podium and upper levels of buildings can be expressed with different architectural treatments but should be read as a cohesive block.
- G12** Vertical building elements should be continued through to the ground and can include piers, columns, or punctuated walls.
- G13** 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 to tall buildings within the Old Kent Road area. Architectural variation and interest can be achieved, by example, through the use of brick patterns and bonds, window surrounds and added detailing at lower levels including increased depth, spandrels or signage.
- G14** 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. Rain water goods should be integrated either in buildings or recessed into facades.



Character areas diagram

- Site area
- Old Kent Road / Humphrey Street
- Mandela Way
- Crimscott quarter
- Small-industry transition zone
- Residential streets

MANDELA WAY



Active industrial frontages along Mandela Way.



Former stable buildings with robust, grid window patterns



Rhythm and proportions of industrial uses



Existing palette of industrial materials within Mandela Way.



RESIDENTIAL STREETS



Front doors, windows, small front terraces and planting



Opportunities for small play



Residential streets that prioritise pedestrians and cyclists.



Shared surface streets



Small defensible zones

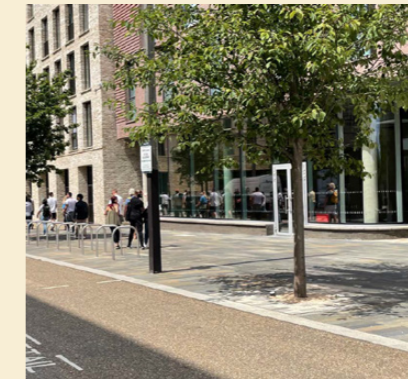
TOWN CENTRE



Active commercial frontages



More formal, hard-landscaped or planted spaces suitable for civic gatherings and higher levels of footfall



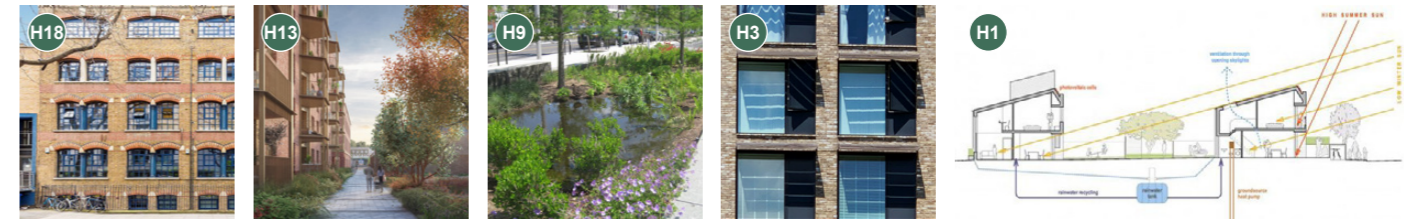
Trees within street profiles



Spill-out zones at ground floor

H. SUSTAINABILITY

Sustainable places must 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. This section provides additional guidance specifically to help developments reduce impact on the natural environment.



MICROCLIMATE DESIGN CODES

- H1** Designs must prioritise passive solutions over mechanical solutions to provide good micro-climates 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 overhangs, horizontal solar shading devices or moveable external shutters on southwest and western façades
 - All rooms in residential buildings have at least one fully openable window and bedroom windows should be designed to be left open overnight
 - 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 and solar shading should relate to the orientation of the external façade and should balance daylighting, solar gain and views.

ENERGY IN USE DESIGN CODES

- H4** Building envelopes play a significant role in reducing energy demand and buildings must use a 'fabric-first' approach.
- H5** The thermal line of the building must 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 used where possible.
- H7** Developments must use simple, compact geometries that achieve a form factor of less than 2.0 to optimises heat gain and loss.
- H8** Green roofs and SuDS must be incorporated on all developments to help maintain stable internal temperatures, reduce urban heat island effect, increases biodiversity, and improve flood resilience.
- H9** New developments could allow for connection to Southwark's District Heating Network.
- H10** The design of roofs must be carefully considered to enable incorporating air source heat pumps and for approximately 40% of roof areas to be covered by PV panels. PV panels should be oriented approximately 30 degrees due south and avoid overshadowing between panels and could be layered with low-maintenance biodiverse roof systems that are designed to sit alongside PV panel systems.
- H11** Developments must provide end-users with metering and monitoring systems that track resource and energy consumption.



EMBODIED CARBON DESIGN CODES

- 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 Heavier MEP elements must be located on the ground floor to reduce structural loading and embodied carbon of structures.
- 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 must 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 DESIGN CODES

- H18 Buildings that look attractive, are well-loved, weather well, have a longer lifespan and require limited maintenance are the most sustainable. Materials must 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 must 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 must be selected based on the following hierarchy:
 - Reused or recovered materials
 - Materials with high recycled content
 - Rapidly renewable materials with lower embodied carbon
 - Renewable materials with higher embodied carbon (further away)
 - Materials from non-renewable sources
- H22 Drinking water fountains should be installed in Mandela Way park and on podiums in large mixed-use developments. Rainwater harvesting or grey-water reuse could also be incorporated within blocks with landscaped podiums.

