

DESIGN CODE

**HATCHAM AND
ILDERTON ROADS
OKR 16**

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HOW TO USE THIS DOCUMENT

The first section of this document numbered 1 to 6 includes the site analysis, historic masterplan, key principles, and record of the public consultation events. This material is referenced here to frame the context in which the Codes were developed. The Design Codes themselves do not seek to change any of the established principles within the AAP (Area Action Plan) but do build on them and provide clear guidance for future landscape and architectural design.

The second section of the document titled A to G include the actual Design Codes, separated into specific topics. The complex nature of the built environment does mean that a degree of overlap is unavoidable. Each topic begins with a brief description and general explanation of the vision. The Codes sit within a coloured block and are numbered by topic, such as “A1”.

Most of the codes are considered a requirement and are worded as “must”. There are also many codes which are considered guidance and are defined as “could” or “should”. While these codes are expected to be achieved, acknowledging the challenges in the area, there is a degree of flexibility if a particular site is clearly unable to deliver a specific code.



INTRODUCTION

CONTEXT, PURPOSE AND PLANNING STATUS

OKRD AAP Context and Purpose

The draft OKRD AAP provides a strategic design code for the Old Kent Road Opportunity Area. It sets the geographical scope for the plan, defining a core and wider area and it establishes a clear mixed use, high density, family friendly vision for future development. This has been developed from a well-researched evidence base including townscape, heritage, transport, employment, open space, social and utilities infrastructure studies. It has also been the subject of extensive public consultation.

The AAP masterplan is a design guide for land use, transport and built form, it defines building typologies, height, open space, transport, health and school provision. The plan is intended to provide clarity about what is likely to receive planning permission, whilst striking the right balance between instruction and flexibility so it can robustly manage change over the whole plan period. The masterplan is not intended to be absolutely prescriptive but its key principles will be expected to be delivered.



OKR16 Design Code Context and Purpose

The Design Code for the Hatcham and Ilderton Road area (OKR16) is a continuum of the AAP, setting out in a greater level of detail the key design principles that will be expected to be followed by developers in order to gain planning permission. Again it is not intended to be absolutely prescriptive, but the parameters within which developments will be expected to come forward have been more tightly defined.

The public consultation undertaken as part of the Design Codes development is a continuum of the consultation on the AAP. The greater level of detail provided has encouraged a greater level of engagement as the plan proposals become more tangible and specific.

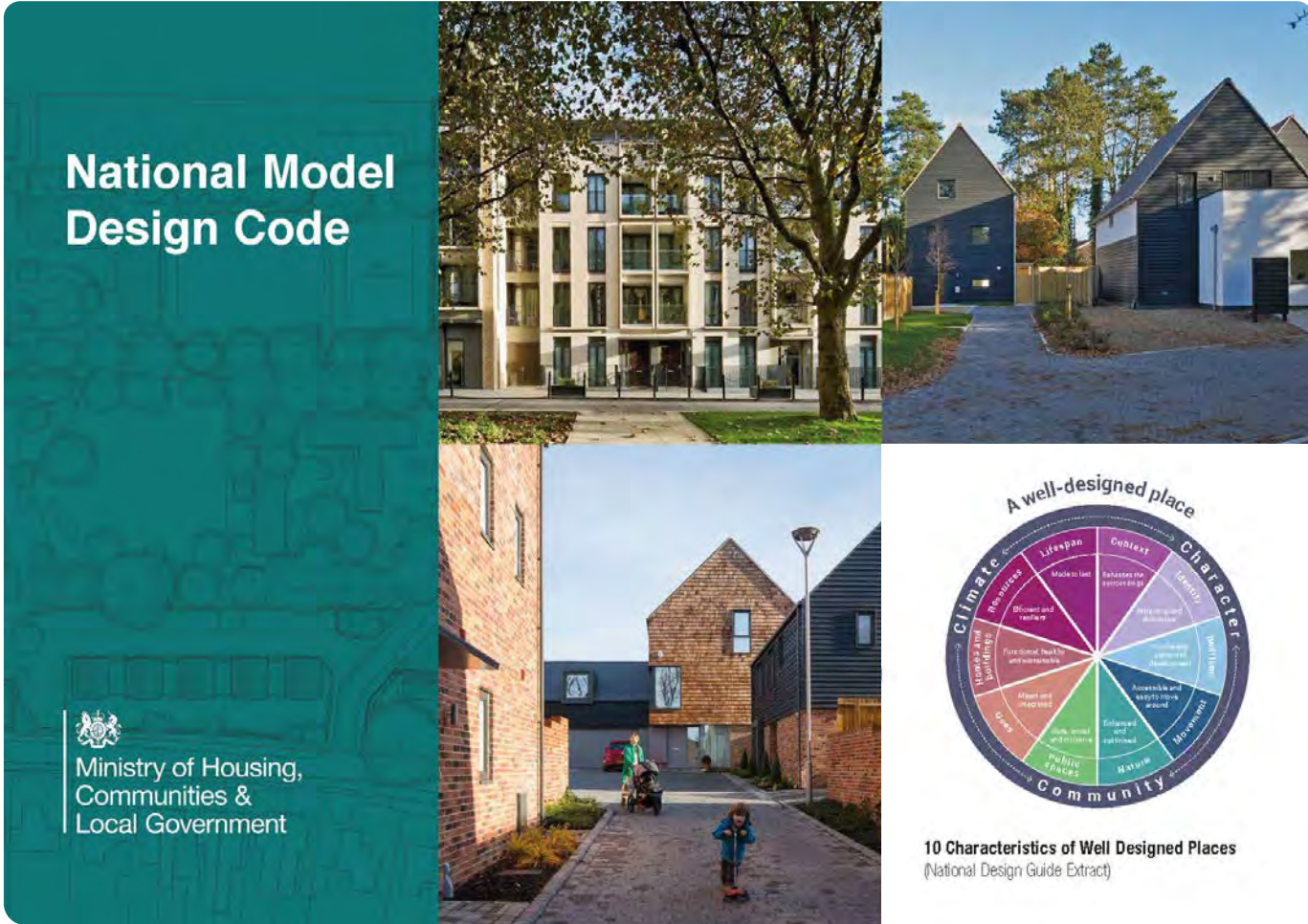
This process will in due course be repeated for the remainder of the AAP plan area.

A two page summary of the Design Code will be included in Sub Area 4 “Hatcham Ilderton and Old Kent Road (South)” of the submission version of the OKRD AAP

Planning Status


The OKRD AAP will undergo its examination in public in 2022 and subject to the outcome of the EIP, will then be adopted as the Development Plan for the area.

The Design Code for OKR16 will be adopted as a Supplementary Planning Document (SPD) to the adopted AAP. Prior to the adoption of the AAP the draft Design Code, which has been subject to public consultation, will be used for Development Management purposes.



HISTORY OF THE AREA


Early Days
1830 - Greenwood Map



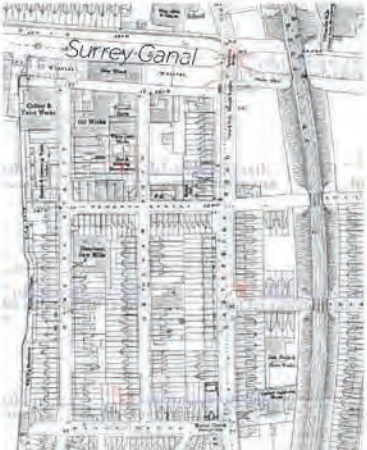
1800's

EARLY DAYS

- John Rocque's 1745 Survey of London shows the site as falling within an area of agricultural land comprising open fields with limited settlement to the south-west and east. Laurie's map of 1821 and Crutchley's map of 1833 show the construction of the Grand Surrey Canal to the north of site.
- The 1861 New Plan of London shows the laying out of residential street patterns to the west of the site including the construction of Cross Street (later Penarth Street) and White Post Lane.




Pre War
1895




1850's

INDUSTRIAL PRE-WAR

- A tight grid of streets south of the Surrey Canal and West of Ilderton Road, this area was dominated by terraced housing in the 19th century.
- In the first half of the 20th century, industry and housing were closely interwoven. Industries would have been dirty and smelly trades, set up along the boundary with the South Metropolitan Gasworks.
- The area was later identified as in need of slum clearance and the LCC proposed the removal of the housing on Ormside, Penarth, Hatcham and Ilderton Roads.
- Generally, the architecture from the pre-war era was purely functional, shed-like steel frames clad in metal, or asbestos, or workshop buildings erected in yards behind housing with metal trussed rooves and small brick ancillary buildings.



Bomb Damage Map
1939 - 45




1920's

BOMB DAMAGE

- As with many other parts of inner London, slum clearance initiatives that began before the war were given additional impetus by the impact of wartime bombing. Damage to the Hatcham area was significant, while all the pre-war industry of the NW corner was lost along with some housing.



Retained Pre War Buildings
1951 - 52




1950's

POST-WAR DEVELOPMENT

- Post-war reconstruction plans were clear - all the housing in this grid of streets would be demolished and the area dedicated as the "Hatcham Industrial Area" by the LCC/GLC, who took control of the ground leases and superintended the building of factories in a dedicated industrial zone.
- Some surviving pre-war industrial premises were incorporated into the new plans, especially in the NE corner of the area and buildings associated with the Paramount Laundry.
- Instead of heavy, dirty industrial processes that typified the pre-war Old Kent Road, there was now a concentration of metalworking industries mixed with cleaner light industries such as printing, bookbinding, food manufacture and storage as well as service industries for the City.





Post-War Industrial Development
1967 - 80




1970's

1970's ONWARDS

- From the mid-1950s onwards, what was altered and erected was evidently closely controlled by the GLC and by their chief architect Roger Walters (c1959-78). From correspondence we can see he directed that all buildings should be brick, two-storied with a clear emphasis on creating townscape buildings of some merit.
- There were clear design controls on the movement and parking of vehicles across all sites, the relationship of the buildings to the street edge and to their neighbours was curated.
- The preferred material was London stock brick, however concrete framing became more evident from the mid-1960s. By the 1970s the estate was largely complete.
- Since 2000, the industrial estate has hosted a complex mix of metal and stone works along with service industries for the West End such as taxi hire and repair yards, vehicle garages, construction companies and prop makers. Larger individual buildings have been split into multiple occupancy for use as studio space, by artists and as churches.





The Site Today
2020




2020's

FUTURE OF THE AREA

- The last seven years have seen activity by property speculators, purchasing the large corner sites for proposed change of use and demolition, and other property companies purchasing and stripping out the former industrial premises to shell condition for ongoing rental opportunity as industrial or studio space.
- The Old Kent Road Area Action Plan (OKRAAP) sets out a masterplan for guiding future development in the area, preventing a piecemeal urban environment shaped by individual buildings.
- The emerging Design Code will guide the design of new development and the character of the streets, including landscaping, footways, public spaces, servicing and the design of ground floor building frontages.





Masterplan
2021 onwards



2020's

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THE AREA TODAY

KEY POINTS:

The area today could be simply described as an industrial park with no defined character, although this would not be entirely true. The Hatcham Road area benefits from a variety of interesting historic characteristics and vibrant current uses. These are however masked by the somewhat unplanned way that individual sites have been altered over time, leading to a fragmented identity, hidden beneath layers of change.

The design codes are an opportunity to clearly define and enhance the unique character of the area.



Patterns and Textures defining a unique, vibrant local character



The historic heritage and industrial character of existing buildings



A diverse range of churches and a mosque



Streets and Pavements used for industrial activities, storage and informal parking



Unevenly distributed green spaces



Existing businesses, benefitting from the proximity to central London



Architectural Details that establish a robust industrial character



Facades with signage above ground floor doors and windows



Generic New Development : Pleasant but lacking local relevance



The wrong trees in the wrong places



Good connections to surrounding green spaces and parks



The Street Grid : a very strong element defining character

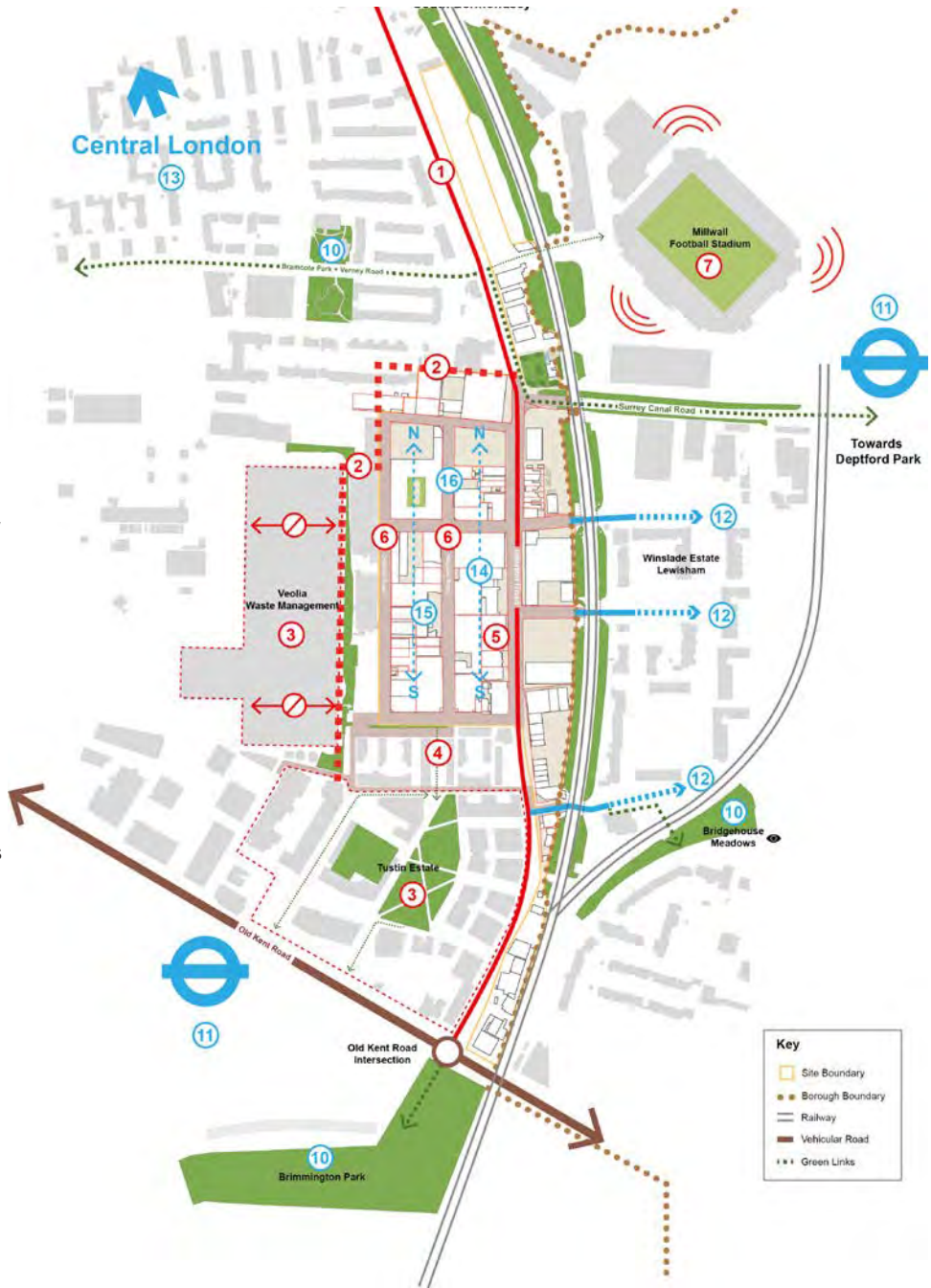
CONSTRAINTS & OPPORTUNITIES

Constraints

- 1 Ilderton Road - busy, loud and polluted
- 2 Barrier formed by Veolia Waste and Surrey Canal
- 3 Veolia is overscaled and Tustin Estate interrupts urban grain
- 4 Limited connection to Tustin Estate
- 5 Fragmented site ownership
- 6 Narrow streets are currently used informally as service yards
- 7 Millwall football club attracts high numbers of visitors on match days
- 8 Limited car parking availability
- 9 Limited greenery and tree canopy

Opportunities

- 10 Potential green connection to existing parks
- 11 Future Tube and rail improves desirability, with potential car-free development
- 12 Strongly established connections below railway to Lewisham
- 13 Proximity to central London generates significant demand for all land uses
- 14 N/S oriented grid allows for dense residential development
- 15 Strong and vibrant local community of businesses and organisations on site
- 16 Street grid creates character and identity



THE AAP - AREA ACTION PLAN

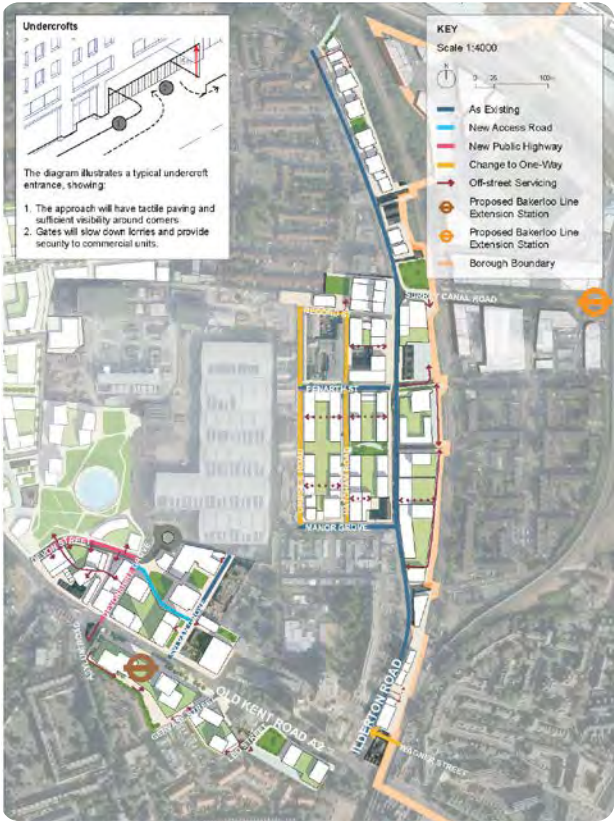
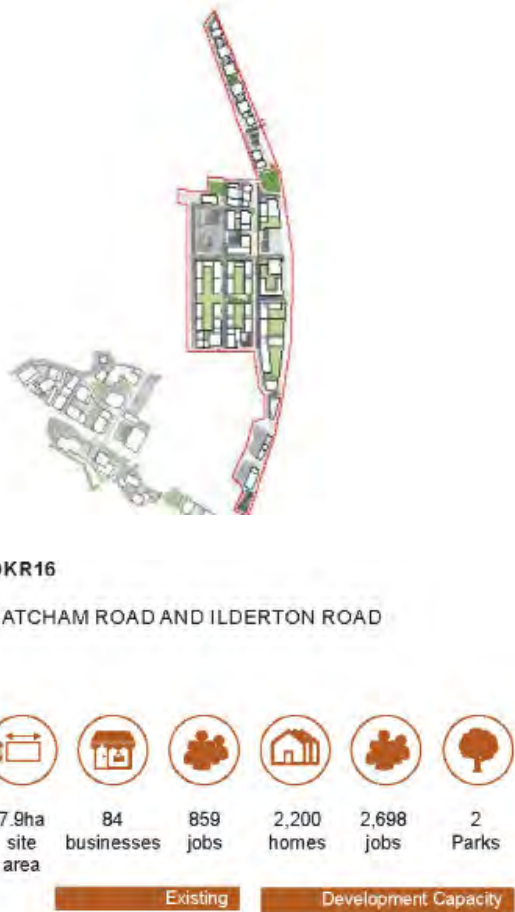
The design codes do not seek to change the general principles of the masterplan in terms of height, massing, density or use.

SITES - OKR16
HATCHAM ROAD AND ILDERTON ROAD

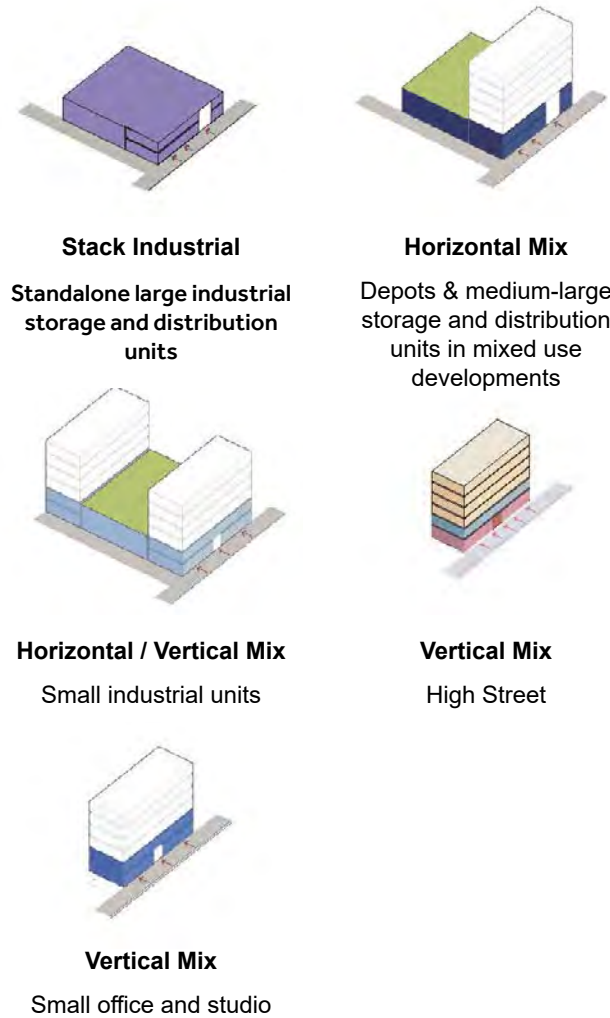
Site Vision

Hatcham Road will provide a range of workspaces including light industrial units suitable for small scale manufacturing and makers, artists studios and managed offices. The thriving creative business community will continue to represent the identity of the area. New homes will help create a vibrant neighbourhood in which people can live and work. This mix of uses is something that has not been done on this scale in London before.

The east side of Ilderton Road is suitable for depot and industrial uses, also within mixed use development that provides new homes. New pocket parks and greener and safer streets will improve the environment for people walking and cycling. This will include opening new links between Manor Grove and the Tustin Estate to Sylvan Grove, improving accessibility across the area to the new Old Kent Road underground station.



BUILDING TYPOLOGIES AND LAND USES



BUILDING HEIGHTS GUIDANCE

Building heights in this area will vary in relation to the character and importance of surrounding spaces.

- The majority of buildings around Hatcham Road should be between five to six storeys, with some additional height on the corners of the perimeter blocks on Manor Grove, Penarth Street and Record Street;
- There is scope for taller buildings on the east side of Ilderton Road, particularly at the northern and southern ends which have better public transport accessibility, and around the important junction with Surrey Canal Road. These should be spaced out along the length of Ilderton Road in a 'hit and miss' composition;
- The tallest buildings will be of a similar height to the existing towers on the Tustin estate.

BUILT FORM: MASTERPLAN PRINCIPLES

KEY MASTERPLAN PRINCIPLES

Existing light industrial and Commercial uses are to be retained on site and accommodated within the podium spaces on ground floor. This will require clear ceiling heights of 4 and 7 meters as defined in the AAP.

A network of small green parks, each relating to a specific street will be established.

The street grid will define a clear sense of identity : North/South and East/West streets, facades and landscape will be clearly differentiated to enhance legibility.

A percentage of affordable studios and workspaces will be provided.

Residential Lobbies and commercial spaces located on north/south streets.

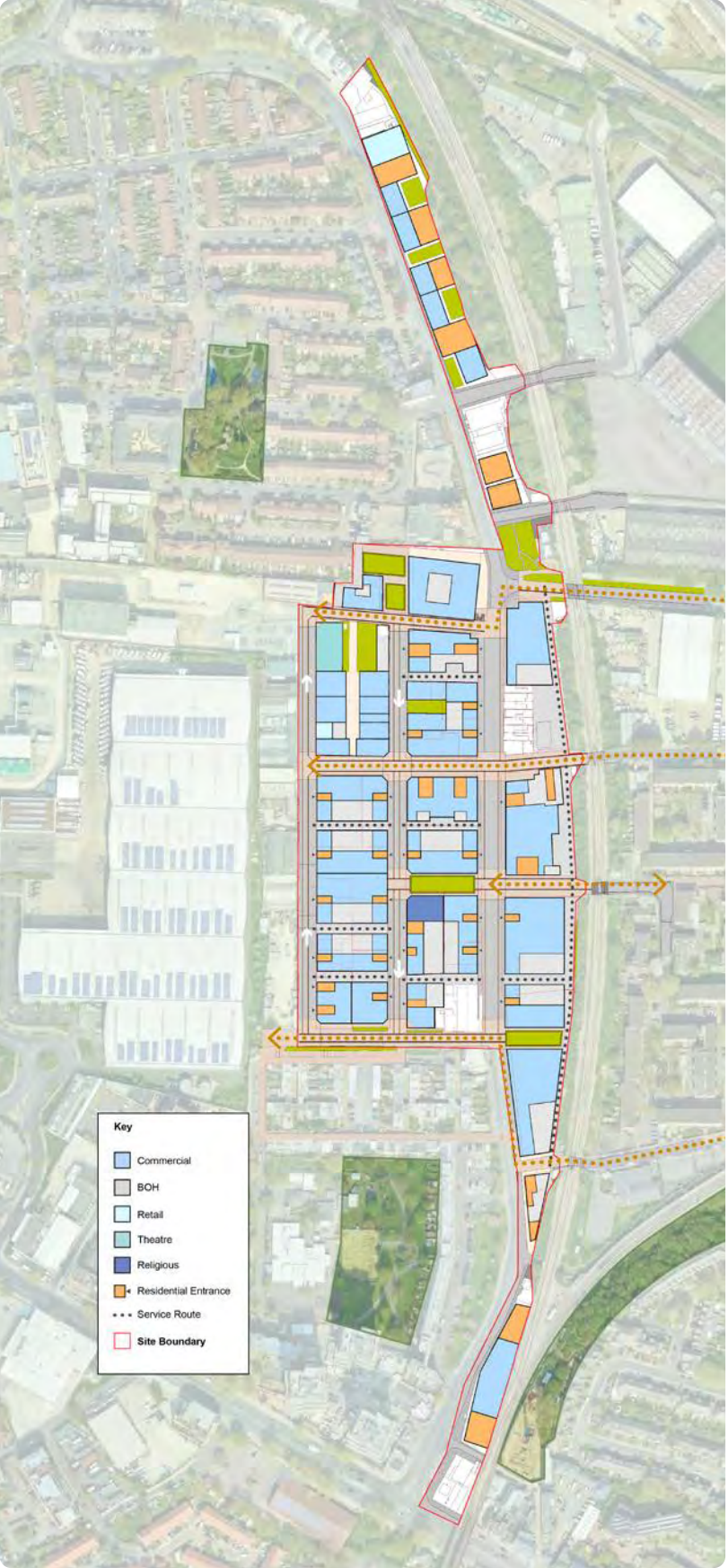
Shared service routes will be provided through the centre of plots, thereby removing on-street servicing and maximising ground floor active frontages.

Maximum plot parameters to follow existing site boundary lines and 45 degree chamfered corners to be retained at intersections

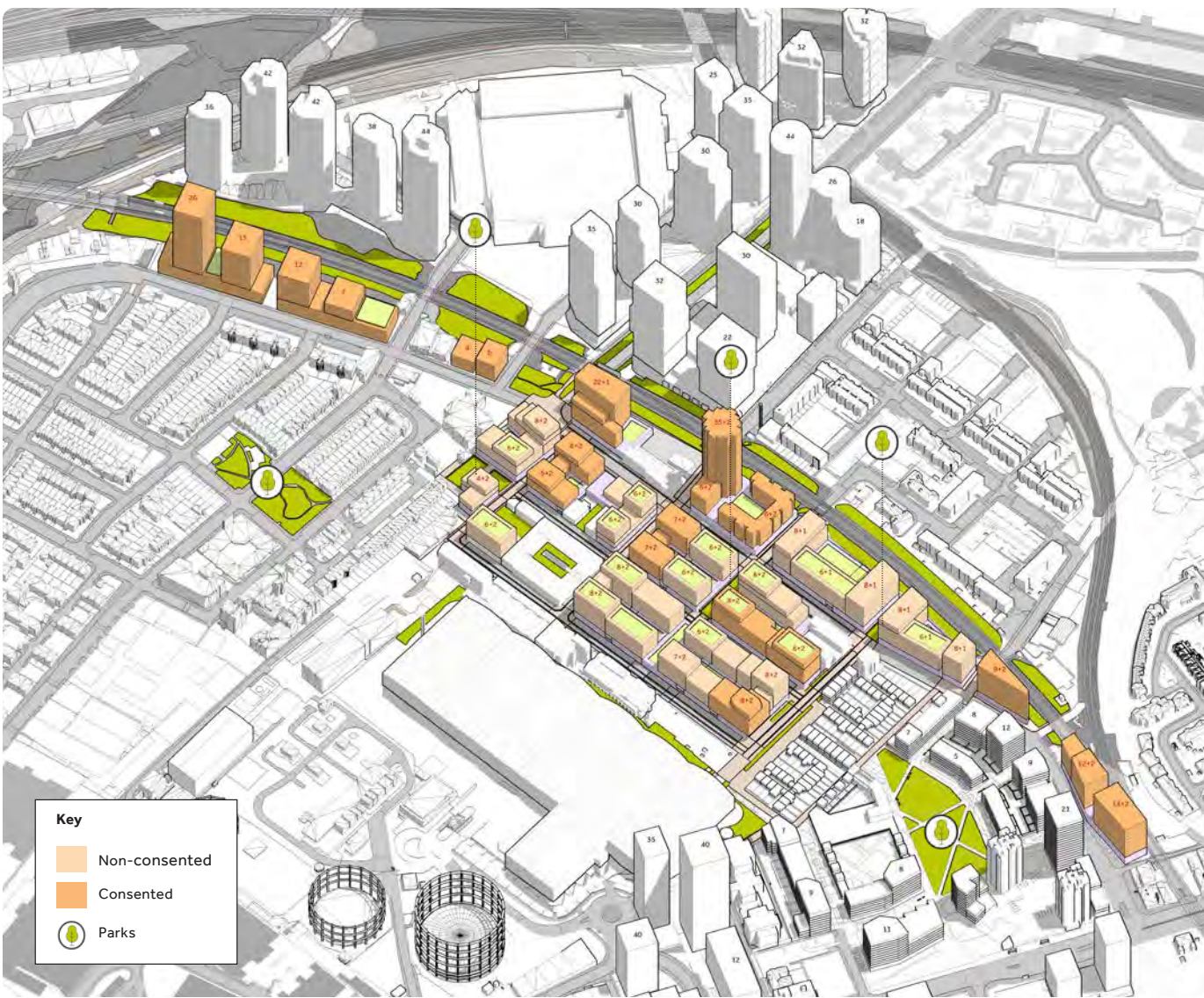


Narrow street and tall buildings can create a strong sense of character and identity.

ILLUSTRATIVE GROUND FLOOR PLAN



AERIAL VIEW OF MASTERPLAN



MASTERPLAN DEVELOPMENT STEPS



The existing built form and consented scheme massings can be accessed and viewed on VuCity.

New proposals should be imported and viewed in context as a standard procedure.



Instead of traditional parameter plans, the masterplan maximum parameter boxes have been developed as 3d models.

These will be available as a VuCity Layer and will be available to designers as a DWG or FBX file format.



Parameter boxes are based on AOD heights and OS grid references.

While tolerance has already been allowed for structure and peripheral elements such as upstands, parapets, lift cores and external balconies, an additional 1.5m deviation in height will be considered.



The illustrative model is an indicative set of masses, including consented sites.

This mass will be used to test proposals for topics such as daylight and overlooking in context.

PUBLIC CONSULTATION

Following the guidance set out by the MHCLG, stakeholder engagement and public consultation played a central role in the development of the contents in this document. In addition to regular site visits and over 30 one-to-one interviews with local businesses and landowners, the design team also held an online webinar and two exhibition events at the Penarth Centre, which was attended by over 50 residents, businesses, and representatives of religious groups. A CRP (Community Review Panel) was held on the 7th Sept 2021.

Design and language accessibility was a key driver of the events. Proposals were supported by clear 'user perspective' collages and diagrams – instead of the commonly confusing plans and other planning drawings – and a 1:500 physical model of the masterplan. The community strategy also aimed to reach all the groups represented in the area. Advertising of the consultation included:

- One-to-one interviews with 30+ local business and landowners.
- Multiple site visits over four weeks, involving observation and incidental conversations with local people.
- Newsletters and invitations to the Tustin, Bonamy and Bramcote estate.
- Posters displayed for two weeks at Penarth Centre, local stores, and businesses.
- Posters and invites sent to the churches and the mosques.
- Email invites sent to local contacts.

FEEDBACK

As a result, the proposals had an overall positive and supportive 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.
- Emphasis should be placed on new and existing links to Lewisham.
- Need to ensure the operation and servicing of local businesses is not disrupted by new development.
- Emphasis on the importance of parking provision, especially during the weekends for supporting religious ceremonies.
- Importance to celebrate diversity of uses and activities, ensuring accessibility of all users and groups.
- Need to use different architects and designers for promoting a diversity of buildings of uses, whilst ensuring the character of the area and key design principles are coherent throughout.

DESIGN CODES
HAVE YOUR SAY ON THE DRAFT DESIGN CODES
FOR THE HATCHAM AND ILDETON ROADS AREA



Farrells and Southwark Council are preparing a design code for Ilderton Road and the area around Hatcham Road and Penarth Street. The code will cover the design of new development and the character of streets including landscaping, footways, public spaces, servicing and the design of ground floor building frontages. You are invited to attend one of the consultation events:

Thursday 2nd September 6pm-7:30pm
Online Zoom Presentation (please email for details)

Friday 3rd September 2pm - 7pm
The Penarth Centre, Penarth Street

Sunday 5th September 12pm - 4pm
The Penarth Centre, Penarth Street

Sunday 5th September 2pm - 4pm
Pattern Making workshop, The Penarth Centre
(Booking is essential)

Website : <http://oldkentroad.org.uk/nmdc>
Email : HatchamRd@farrells.com

Southwark Council
SOUTHWARK COUNCIL

BROUGHT & FOUND
THE PATTERNS OF HATCHAM AND ILDETON ROAD, SOUTHWARK
A FREE SUMMER ART AND ARCHITECTURE WORKSHOP



Patterns are a broad way to think about the environment around us, the objects we make and the clothes we wear. Patterns are the background to almost everything. They are so common, we usually don't think about them at all. They also sometimes stand out and mean a lot to us. This workshop is about making and thinking about patterns in the city

Date : Sunday 5th September
Time : 2pm - 4pm
Place : The Penarth Centre, Penarth Street
Tickets : HatchamRd@farrells.com
Booking essential. Places are limited. Tickets are free

Southwark Council
SOUTHWARK COUNCIL



DESIGN CODES

A. SUSTAINABILITY

Southwark Council have declared a Climate Emergency, committing to becoming carbon-neutral by 2030; and have dedicated to their Fairer Future Commitments across eight key themes to achieve their vision of a fairer future for all.

Sustainability is therefore 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.

DESIGN CODES:

- A1** 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.

A2 To reduce the chances of overheating, south-facing windows should be smaller than north, east, and west-facing facades, or could be recessed to take advantage of shading. External shading devices should also be allocated to fenestration as required.

A3 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.

A4 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 ranging between 1.1 – 0.8W/m2.K (triple glazing)

A5 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.
- A6** Performance Certification (such as RIBA 2030 Climate Challenge / LETI Guidance / Passivhaus) should be targeted.

A7 Cold spaces such as storage, bins & bike spaces, substations should be separate from the insulated building fabric and located towards the north-end of buildings. These cold spaces should be grouped together, rather than interspaced between warm spaces on the ground floor

A8 The building line at upper floors (podium level and above) could be set-back from the street to allow for maximum solar gain to the narrow widths at street level. Designers could therefore aim for 1-1.5M of street distance for every 1M of height.

A9 High performance acoustic glazing must be provided to all windows and doors (where relevant) addressing Ilderton Road. All glazing addressing Ilderton Road must incorporate attenuated ventilation systems.

A10 All new dwellings must connect to Southwark Councils District Heating (DHN)

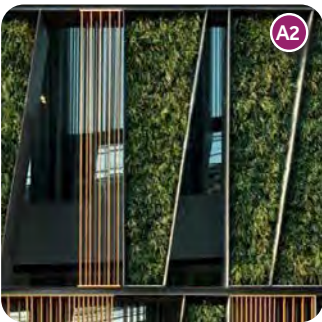
ILLUSTRATIVE TYPICAL STREET VIEW



Design of the balconies reflecting the orientation



Projecting balconies to north elevations and example of texture and pattern



External shading devices, shutters to address overheating. The green wall elements should be considered for natural cooling and to increase greening factor



Stepped back facade



Rainwater Harvesting



Reuse of existing building material



Generous glazing to ground floor shaded facades to maximize daylight and chamfered corner example



Widened pavements for street tree planting to provide shading and strengthen social infrastructure

B. NATURE

The site today has limited green infrastructure (GI) with poor connections to the west and with a stronger north-south band of GI along the railway line to the east. A new network of green spaces have been indicated on the site that evenly distribute access and visibility of green space across the neighbourhood. Other key Challenges and Opportunities are summarised below and explained through the following diagrams:

TREES

Tree Canopy and diversity of tree species is very limited and general poor quality. Trees are of similar ages and are randomly located.

ROOFTOPS

Currently no green roofs exist within the site.

OPEN SPACE AND PARKS

Green space is poorly distributed across the site and Ilderton Road is a major barrier.

BIODIVERSITY

The site today is short of diverse plant species and offers very limited support for wildlife

SUSTAINABLE URBAN DRAINAGE

A lack of provision for Sustainable Urban Drainage Systems (SuDS) within both hard and softscape is noticeable across the site.

CLIMATE RESILIENCE

As Southwark Council has declared a climate emergency, it is important for all proposed landscape schemes to be adapted and resilient towards different aspects of climate change

PLAY SPACE

Play space should be integrated with planting and landscape rather than seen as a separate element.

DESIGN CODES:

- B1** New developments should aim to achieve a minimum of 30% canopy coverage across the site, including pavements in 20 years from implementation. This connected tree canopy will create a “habitat grid” 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 Tree planting should be planned in relation to the character, location and space available for trees and rooting zones.

B4 Biodiversity Net Gain (BNG) of minimum 15% should be achieved.

B5 While developments should aim for an Urban Greening Factor of 0.4, given the characteristics of sites in OKR16 and the need to use roof spaces and podiums for play and amenity, a minimum 0.3 UGF score will be more achievable.

B6 50% of all new roofs should be either amenity planting, green or brown.
- B7** Biodiversity should be a key focus at 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.

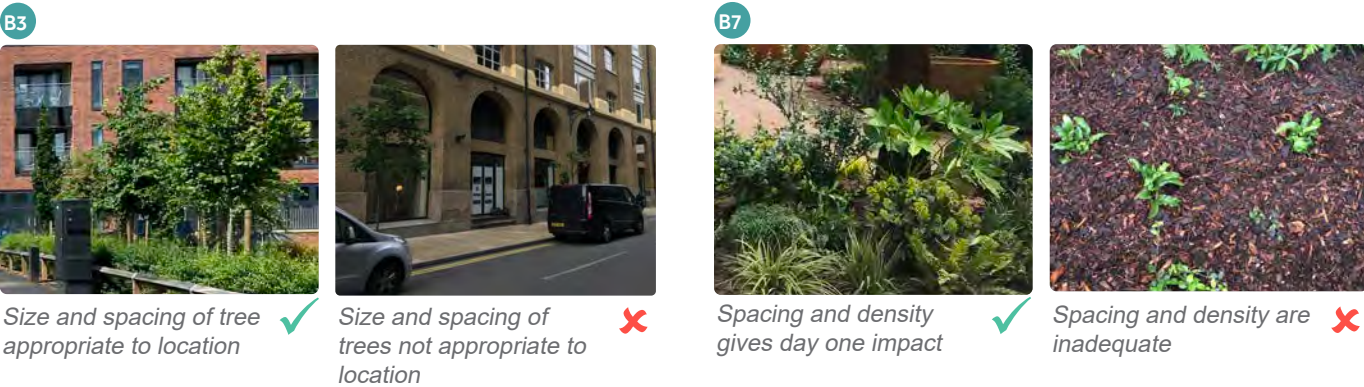
B9 Provision for creating a full range of habitats with a focus on priority species stated in Southwark Biodiversity Action Plan (BAP) should be accommodated in all landscape schemes. Ecological components such as bird and bat boxes, insect hotels, swift bricks, reptile wall habitats, etc. should be incorporated into design where possible.

B10 Provision of SuDS including blue roofs, rain gardens and permeable paving should be accommodated where appropriate.

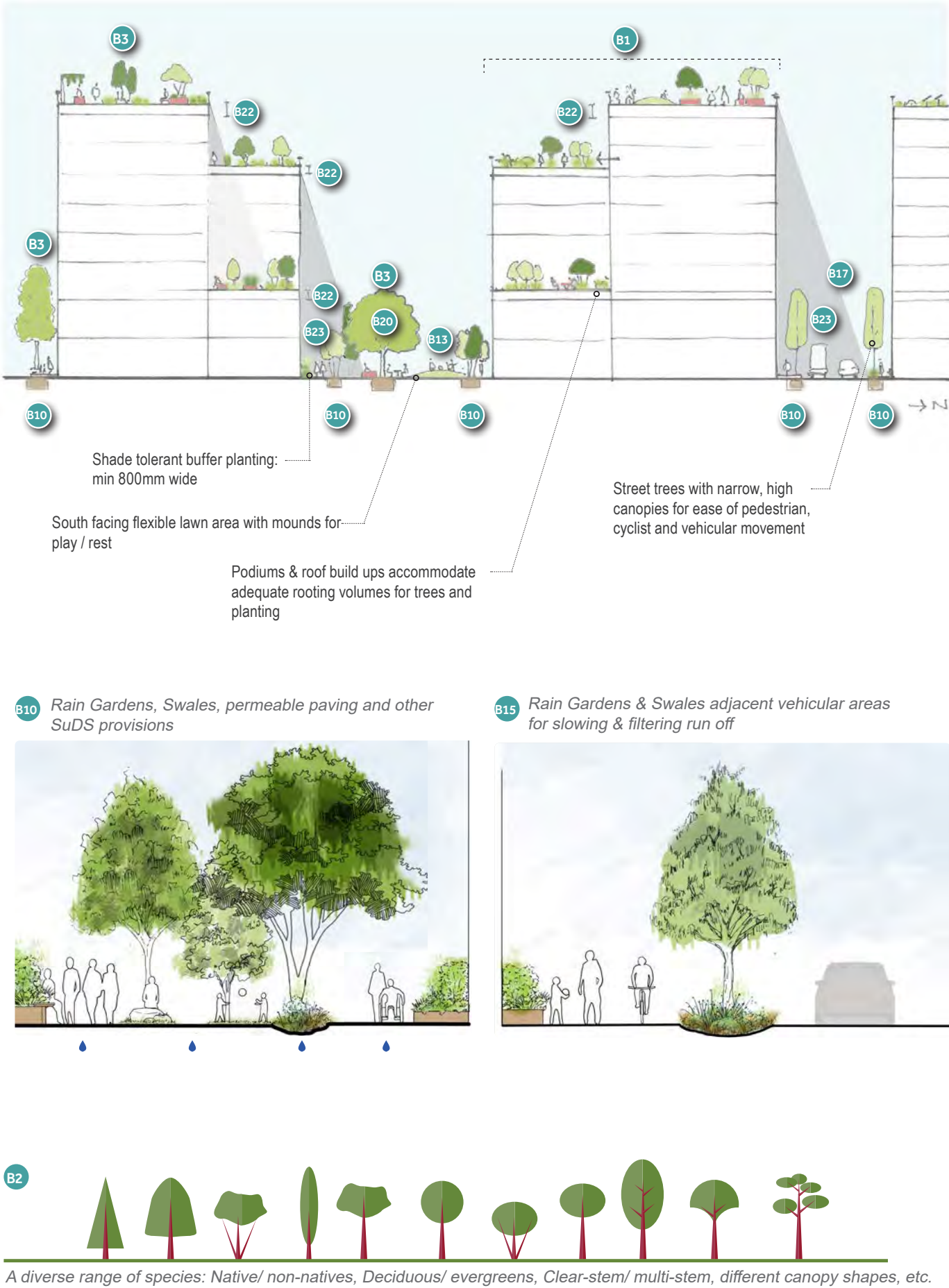
B11 All species that form the soft landscape palette shall be selected to be resilient to:

 - 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
 - Disease or pests that might threaten the longevity of any plan

B12 Play space does should encourage interaction with nature through provision of grow your own, water play and sand play.



STREET ELEVATIONX



DESIGN CODES:

- B13** Provide at least one area of open lawn per open green space with a species-rich mix and, consideration of all year round sunlight levels.

B14 A biodiverse green roof should be used on bus the bus shelter station canopies.

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 north south 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, with seasonal interest such as Autumn colour or, flowering species for all North-South streets. For East West street medium to small trees with dense green foliage. including evergreens should be considered.

B18 Trees should be planted at every 6-8m on North-South streets and every 8-10m on East-West streets where possible.
- 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.

B21 Large semi-mature clear stem specimen trees should be used as way-finding mechanism at key locations to assist with navigating around neighbourhood

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

B23 Shade-tolerant species should be considered for all north-facing planting



B9 Insect hotels incorporated in streetscape, roof and podium gardens



B12 Natural and integrated play to be considered in the network of urban parks, podiums and roof terraces.



EXAMPLES OF NATIVE TREES & SHRUBS FOR URBAN AREAS



Acer Campestre
'Streetwise'
Maple



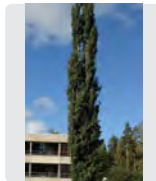
Betula pendula
Silver Birch



Carpinus betulus
'Fastigiata'
Fastigiate
Hornbeam



Fagus sylvatica
'Fastigiata'
Fastigiate
Beech



Populus tremula
'Erecta'
Aspen 'Erecta'



Quercus robur
'Fastigiata'
Cypress Oak



Sorbus acuparia
Rowan



Taxus baccata
'Fastigiata'
Yew

EXAMPLES OF TREES SUITABLE FOR SUDS



Alnus glutinosa
Alder



Betula nigra
Black Poplar



Liquidamber styraciflua
Sweet Gum



Nyssa sylvatica
Black Tupelo



Prunus sp.
Cherry Trees



Crimson Foliage
Trees



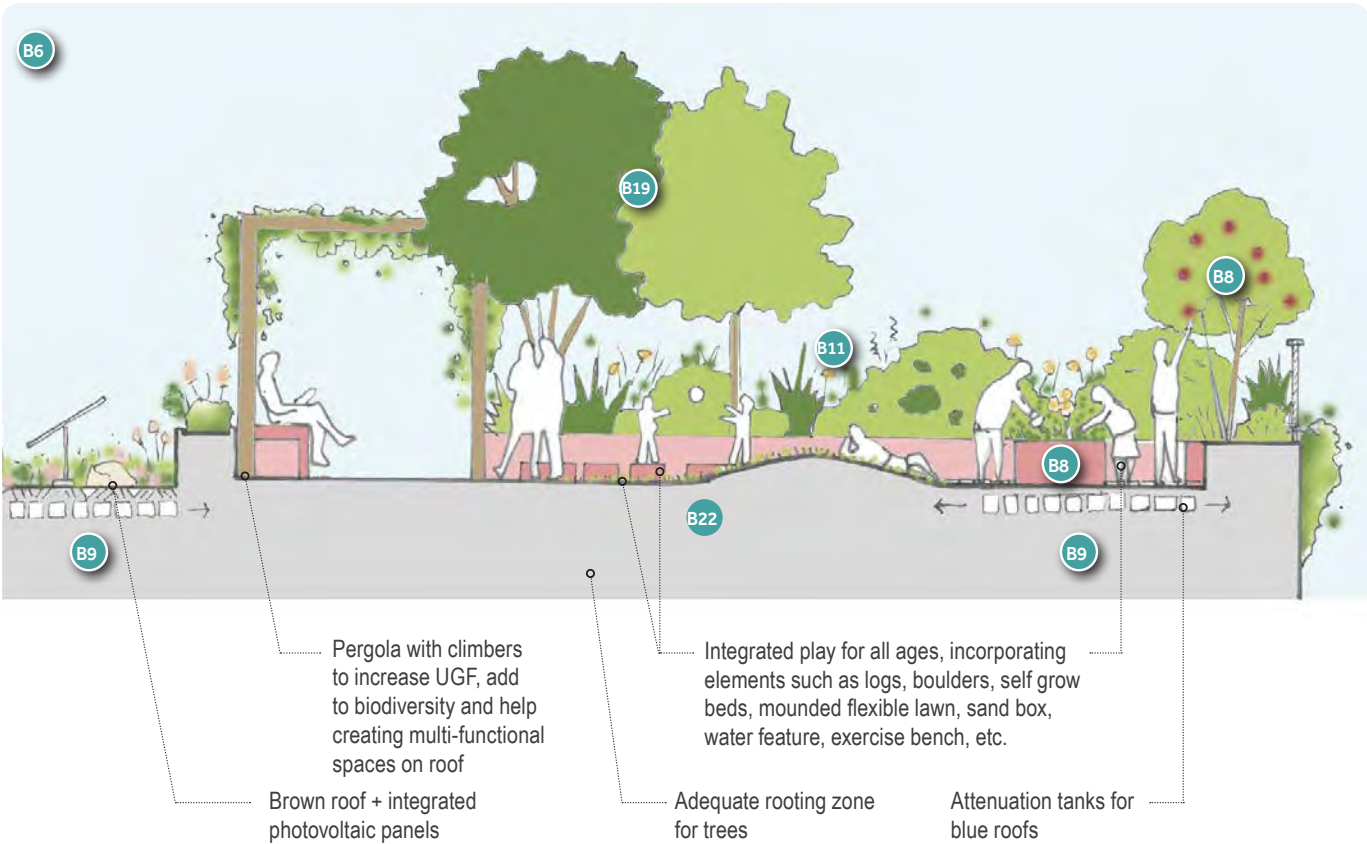
Ginkgo biloba
Ginkgo Tree



Liriodendron tulipifera
Tulip Tree

EXAMPLES OF TREES WITH SEASONAL INTEREST

ROOF SECTION



EXAMPLES OF PLANTS SUITABLE FOR RAIN GARDENS



Ferns



Calamagrostis
sp.



Campanula sp.



Crococsmia sp.
Crocospmia



Geranium sp.



Persicaria sp.
Knotweed



Rudbeckia sp.
Coneflowers



Sarcococca sp.
Sweet Box

EXAMPLES OF CLIMATE RESILIENT TREES & SHRUBS: DRY & HOT CONDITIONS / POLLUTION TOLERANT



Albizia julibrissin
Silk Tree



Cupressus sempervirens
Italian Cypress



Gleditsia triacanthos
Honeylocust



Ginkgo biloba
Ginkgo Tree



Koelreuteria paniculata
Pride of India



Platanus x hispanica
London Plane



Robinia pseudoacacia
Black Locust



Rosa canina
Dogrose

EXAMPLES OF SENSORY PLANTS APPEALING TO ALL SENSES



Fragrant species such as Lilac,
Magnolia, Daphne, Jasmin, Sage,
lavender, etc.



Edible species such as
herbs, vegetables and
fruits, where appropriate



Plants with
various textures
appealing to
touch



A variety of plants such as
grasses and bamboos to make
different sounds swaying with
breeze



Combinations
of colours and
textures appealing
to sense of sight



Combinations
of colours and
textures appealing
to sense of sight



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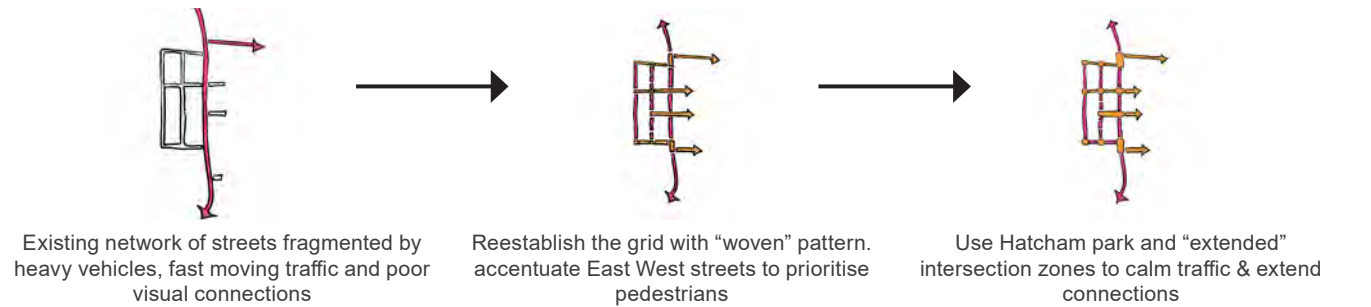
Combinations
of colours and
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C. MOVEMENT

THE STREET GRID

The area is currently challenged by heavy, fast moving vehicle traffic on Ilderton Road and a lack of traffic calming measures. Streets need to be designed to prioritise pedestrians and cyclists to encourage active travel options. Pavements need to be designed as public spaces, encouraging social and community activities. The mix of industrial, commercial and residential uses will require streets to accommodate large vehicles and significant traffic. Safety will be a key design concern.

The most obvious and characteristic aspect of the Hatcham and Ilderton Road neighbourhood is the very strong street grid, with very narrow and intimate roads. This grid traces back to the original Victorian street pattern and terrace houses. While the street widths cause movement challenges, they also define a unique identity to be explored in the design and detailing of future development.



DESIGN CODES:

- C1** Enhance the street grid pattern by establishing a strong visual character and identity for north-south streets in contrast to east-west streets. Ormside, Hatcham and Ilderton Roads and pavements should retain their existing industrial character of asphalt surface. Record Street, Penarth and Manor Grove should be resurfaced to be visually different to the north/south streets.
- C2** East-West streets designed to reduce vehicle traffic and prioritise pedestrians and cyclists. This will be achieved by:
 - a. Narrow road widths created with pavement build outs
 - b. Speed bumps in the vehicle paths
 - c. Uneven texture of concrete block pavements
 - d. Trees and parklets used to reduce unnecessary forward visibility and therefore reduce speeds
 - e. Active frontages and defensible spaces on pavements creating additional activity
- C3** Railway arches and bridges enhanced to encourage pedestrian and cycle connections to the East.
- C4** East-West roads must take priority over North-South roads at intersections, thereby slowing traffic and breaking the length of streets and enabling safer pedestrian travel. The road material and kerb line should break the north south road to achieve this. Raised tables and continuous pavements at intersections with Ilderton, Hatcham and Ormside Roads.
- C5** The widening of pavements needs to be done in such a way to balance the needs of pedestrians with the need to provide sufficient off street servicing to commercial uses.
- C6** Ormside Road will be one way northbound and reduced in width by a lane, increasing the pavement area along the eastern side. This additional pavement area should be of an industrial material character to allow for mixed uses. The pavement should include new tree planting and green landscape elements.
- C7** Hatcham Road will be one way south bound, and this will enable a mix of wider pavements and rationalised on street servicing bays to be provided, as well as increasing planting on the street.
- C8** 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 road width to be min.6m, allowing for vehicles to pass each other when parked or loading
- C9** Provision to be considered for mini-bus drop off zones serving churches and gathering places.
- C10** 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.



ORMSIDE STREET TODAY

Ormside Street is currently a 2-way underused street

Key characteristics include:

- No pedestrian priority
- Poor cycling facilities
- Pavements often used as yard space and to store waste
- Uncontrolled parking
- Servicing and informal use of pavement for industrial activities



Existing pavement character



ORMSIDE STREET TOMORROW

Ormside street width will be reduced, creating a larger pavement on the eastern side. Vehicle parking, long term material storage and skips will be removed. The widened pavement area will become a multifunctional space accommodating new tree planting, raised planters, rain gardens parklets and open hard surface areas. These will be designed to allow active industrial uses along with community space.

- CPZ parking zone
- Pavement widens: more public space + opportunity for planting
- New commercial podium: horizontal architectural language
- Consistent signage location
- Shared pavement for industrial yards
- Undercroft servicing in plots



Design should be aligned with TFL's Healthy Street framework, encouraging health and well being of existing and future users



Street design prioritising cyclists and pedestrians over vehicles



Street art and patterns could be adapted as traffic calming measures as well as highlighting the local creative industry



Raised table with continuous pavement



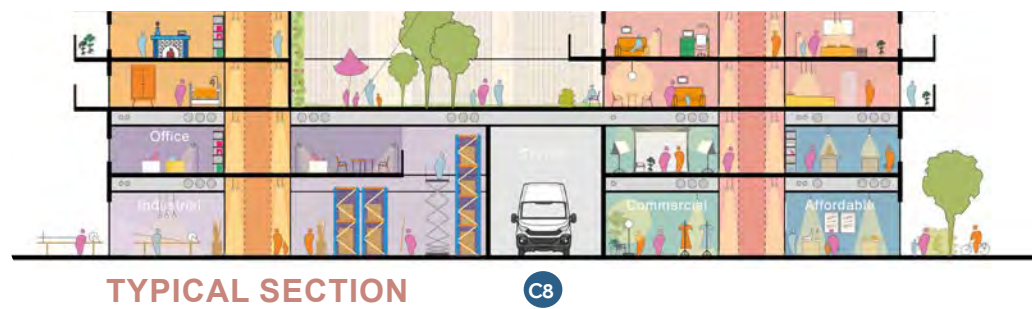
Bicycle amenities and infrastructure to be incorporated in future developments, encouraging active travel

C. MOVEMENT

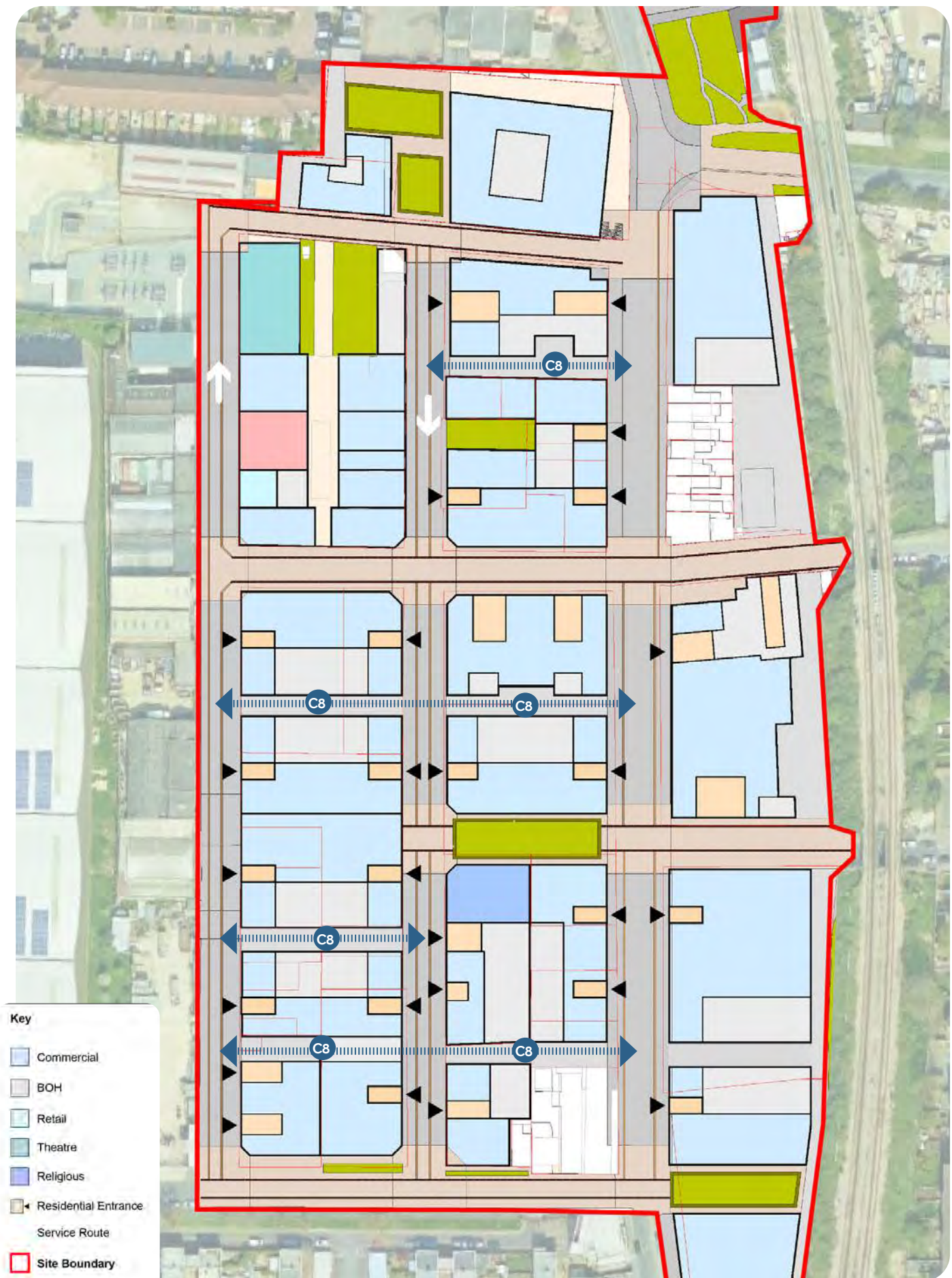
C8 : SERVICING

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 road width to be min.6m, allowing for vehicles to pass each other when parked or loading



GROUND FLOOR SERVICE PLAN



D. PUBLIC OPEN SPACE

The primary public open spaces of the new neighbourhood will be the streets and pavements. A new network of small urban parks must be provided on key sites that relate to existing streets. These pavements and parks must be designed to accommodate a multifunctional mix of uses including workers, older residents and ground floor play spaces.

DESIGN CODES:

- D1** Provision of green spaces must be maximised (including incidental greenery where possible e.g. tree lined streets, green walls, green rooftops) to improve physical and mental health outcomes

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 The robust industrial character of the area must be retained and referenced within the design of new public spaces. Pavements and open space must be designed as shared multifunctional zones to allow for residential amenity and active light-industrial uses over various times of day and week.

D4 Buildings must maximise active frontages along all facades facing streets, public space and parks. Servicing, parking and electrical/mechanical accommodation will be internalised or located on higher levels.

D5 Safe, communal areas with good shelter and resting places must be provided to combat social isolation and loneliness, enabling communities to
- meet, socialise and integrate to improve mental health outcomes. Servicing routes located internally will redact any blank frontages and encourage safe places.

D6 Public Open space must be inclusive of health and mobility needs (e.g. wide paths, places for residents to rest, dropped kerbs etc).

D7 Circular Economy : existing materials and local products should be reused wherever possible within the new landscape design. There are many examples of local activity like Thompson & Sons Engineering, Diespeker, church communities, car repair workshops and Penarth Arts centre. These current activities can easily be referenced in new design by reusing materials and objects, thereby retaining the traces of the present.



Built example of Parklets to reclaim and reoccupy the streets with communal use and increase the area of green spaces



Landscape design should reflect character of the local area, engagement of communities and artists, also re-use of products and materials should be encouraged

VIEW OF HATCHAM PARK



VIEW OF ILBERTON ROAD



E. IDENTITY AND CHARACTER

The site today feels like an industrial area with unstructured architectural character, serving a vibrant and successful mix of activities. It does however have a strong underlying architectural heritage, with many examples of 1950's industrial buildings. This heritage, overlaid onto the original Victorian street pattern, with narrow roads and a multifunctional mix of residential and industrial uses defines the unique character of the area.

The unstructured nature of the area is part of its character and charm. We don't want to tidy it up in an overly ordered architectural manner killing that interest. The upper residential floors of the building will be necessarily repetitive, but their architectural detailing can accommodate variety and delight, as can the ground floors, as shown in the indicative illustrations.

This can be achieved within the discipline of the base, middle and top

DESIGN CODES:

E1

Buildings are to establish a clear separation between uses. The base shall represent an industrious character with the above structure being driven primarily by residential requirements

E2

The base podium should directly reference the 1950's industrial heritage of the Hatcham Road area. This should be visually achieved with strong horizontal structure and appropriate window/door detailing.

E3

Texture, colour and patterning should be used to reflect the current uses that exist on the site at the time of redevelopment. The Pattern workshop undertaken during the consultation event will provide a sourcebook of material to base individual site designs on.

E4

The general material pallet should be controlled and minimal wherever possible. Faade materials should match the neutral colour, variety and reflectivity characteristics of traditional London stock bricks as closely as possible.

E5

Primary and secondary facades are clearly recognisable throughout the historic fabric. New buildings should continue this detail to enhance the legibility of the street grid. North and south facades should be of a darker material than east and west.

E6

Accentuating facades separately highlights the importance of corner details. Special attention should be given to corners as a design opportunity that may reflect contemporary materials and construction systems.

E7

Bright colours and reflective industrial details are characteristic of the area and should be used in limited ways to accentuate important elements.

E8

Signage should be incorporated between ground and first floor level of the podiums, to enable visibility in narrow streets. This is a direct response to the existing layout of the area and offers a very specific architectural characteristic

E9


Buildings will include 45 degree chamfers at all street intersections to enhance visibility and improve the sense of openness at junctions.

VIEW OF PENARTH STREET

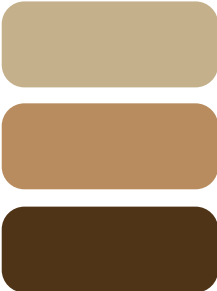


TYPICAL SCHEMATIC ELEVATION

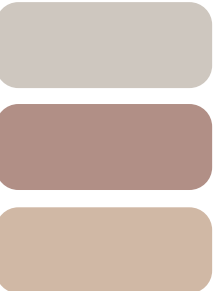





Typical London Stock Brick: Mix of colours and matt surface textures



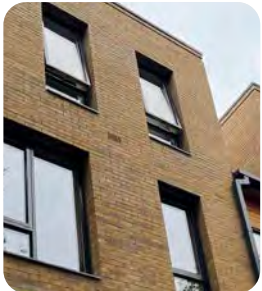
Dark Colour Palette



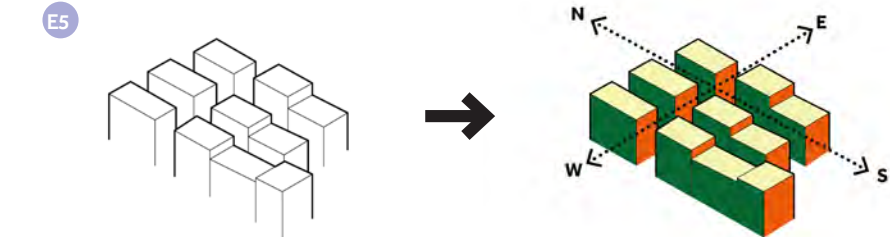
Light Colour Palette



Example of textures and patterns that can be referenced from activities on site at present



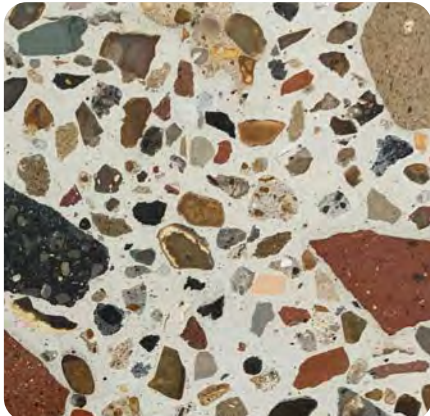
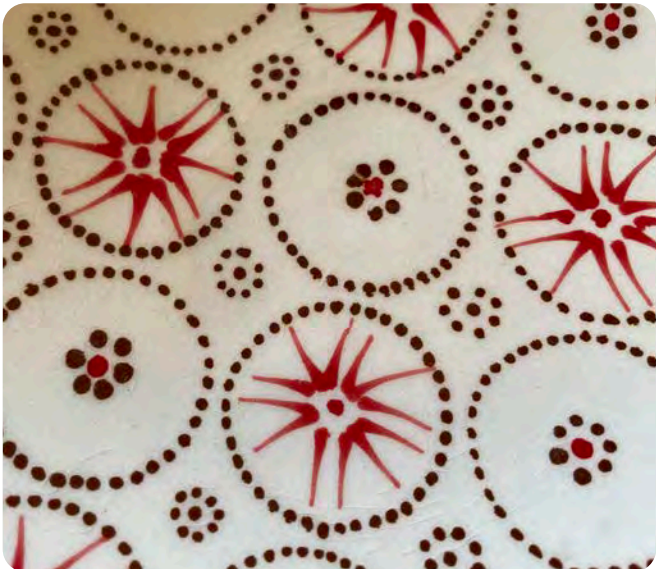
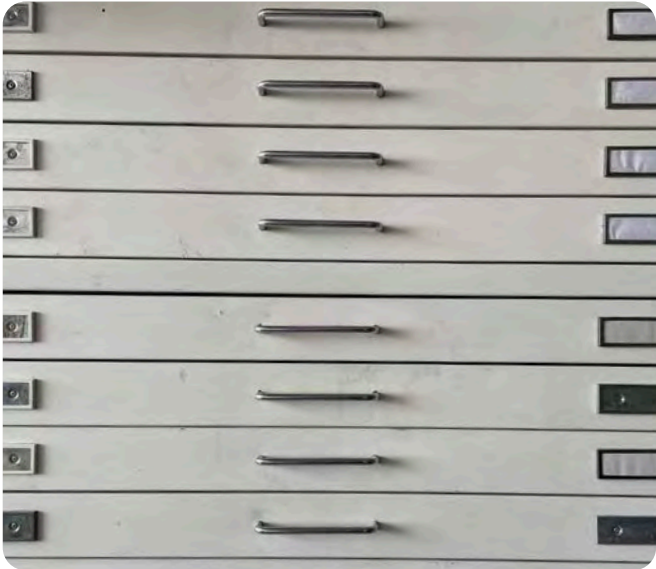
Conventional local housing with one brick deep reveals to windows and doors



E. IDENTITY AND CHARACTER

PATTERNS OF THE AREA

E3



F. LAND USE

Due to the mixed-use nature of the masterplan vision, built form and land use will always be inextricably linked. The primary challenge will be to design buildings that allow a diverse mix of uses to exist harmoniously within very close proximity to each other.

THE HEIGHT AND MASSING OF BUILDINGS WILL FOLLOW THE PRINCIPLES AS DEFINED BY THE AAP:

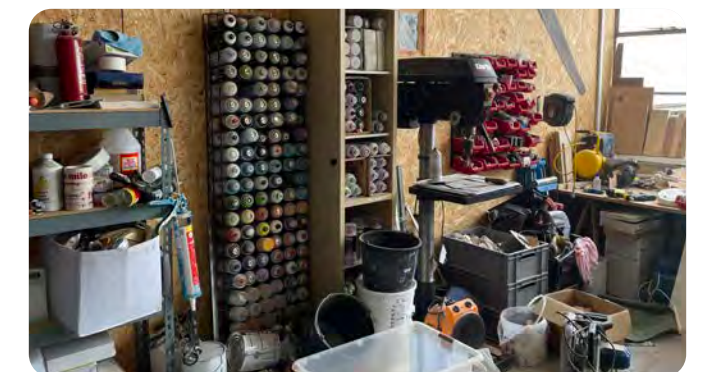
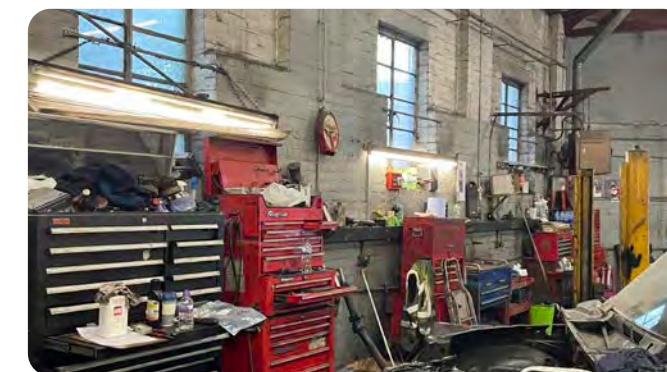
- F1** All buildings will be limited to 6 floors, with the exception of corner buildings (F2) and tall buildings (F3)
- F2** Buildings will be allowed to step up to 7 residential floors at street intersections and public open spaces.
- F3** Tall buildings will be located along the eastern side of Ilderton Road as identified in the plan following the wider 'hit and miss' strategy of the AAP.
- F4** Building lines will follow existing structures on site, except for Ilderton Road where buildings will be expected to set back to create a minimum of 5meters pavement from the back of existing kerb line
- F5** 45 Degree chamfered corners should be included on all road intersections.
- F6** All development proposals must be tested for 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.
- F7** Podium levels should include commercial and light industrial uses such as those uses already existing on the site today: Fabrication, Metal working, logistics, dark kitchens, art and design studios, galleries, printing, carpentry, churches, retailing, catering, car mechanics, music production and recording studios. The mix of uses, along with residential requirements, will place significant pressure on the podium level.
- F8** All commercial and light industrial spaces must be complete before residential occupation.
- F9** Off street servicing should be provided as set out in the Servicing section. Some rationalized on street servicing will need to be retained.
- F10** Ground floor units require a minimum 4 meters clear height to underside of ceiling.
- F11** Commercial spaces on ground and first floor of the podium need to be designed in open rectangular footprints that are practical for occupiers to inhabit.
- F12** Columns and service ducts within commercial units are to be minimized wherever possible.
- F13** 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 may be required by fire strategy
- F14** 10% of Space will be allocated to affordable workspaces. These will be small units, on ground floor, preferably accessible from the North or south facade where possible. These units are to be carefully curated with tenants who will activate the quieter streets and create a sense of identity.



TYPICAL GROUND FLOOR PLAN



TYPICAL BUILDING SECTION THROUGH INDUSTRIAL PODIUM



G. HOMES

New apartments will be expected to achieve all existing standard residential policy requirements. Residential buildings will also be expected to respond to the specific challenges of the high density, industrial context of the site.

The environment should be planned to mitigate the detrimental effects of air and noise pollution on physical and mental health and reduce the impacts of urban heat islands and climate change.

DESIGN CODES:

- G1 New homes and indoor spaces must be good quality and energy efficient to eliminate health inequalities relating to poor living conditions.

G2 All residential cores require a clear street addresses: front door and lobby with direct pavement access. These must be located on the east or west elevations whenever possible.

G3 The quality of design, materials and shared communal spaces must be consistent across all tenures.

G4 All circulation cores will directly serve the primary podium level amenity space. Rooftop amenity spaces may serve individual blocks and be accessible from single cores.

G5 Amenity spaces provided at roof level will include wind and safety screening of at least 1.6m high.

G6 Rooftop spaces should include child play space and productive gardens.

G7 In all rooftop softscape schemes use drought and wind tolerant species.

G8 To facilitate community maintenance and formal or informal community events, a shared storage space will be provided at ground floor lobby level, podium and roof level. This will be at least 8 sq.m of convenient rectangular storage space.

G9 Due to the narrow street widths and fine historic grain of plots, residential apartments will generally have close relationships between primary windows.
- Apartment will have to be carefully designed to include screening elements, deep reveals an offset windows to mitigate overlooking. All Windows must be inset by at least one brick thickness.

G10 Apartments to be screened against pollution, including Noise, vibration, Light and smell. This should include both horizontal and vertical panels or screens.

G11 Balconies : 1st and 2nd floor units should have solid panels below 1100mm to ensure screening and increased privacy from the street level.

G12 Ventilation: all units must include opening windows along with MHVR systems.

G13 The high-density character of the area requires a significant level of careful design. Units should be primarily dual aspect. No more than 50% of total units to be single aspect. Units should not be solely north facing.

G14 Dual aspect units with a north elevation must include at least 2 meters of an alternative façade and window in the living areas of the unit.

G15 Hedging or other structural planting should be considered on podiums between communal and private spaces

G16 Allow for a minimum of 0.80m wide defensible planting between communal spaces and private terraces.

CORE AND AMENITY SPACES ARRANGEMENT



TYPICAL BUILDING SECTION



VIEW OF HATCHAM ROAD

