

LYNDON GOODE ARCHITECTS

SOUTH  
BERMONDSEY  
DIVE UNDER

Masterplan for the Intensification of Industrial Uses

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## PROJECT TEAM

### CLIENT

Network Rail,  
Southwark Council  
Lewisham Council

### ARCHITECT

Lyndon Goode Architects

### TRANSPORT CONSULTANT

Vectos

### STAKEHOLDER

Legal and General

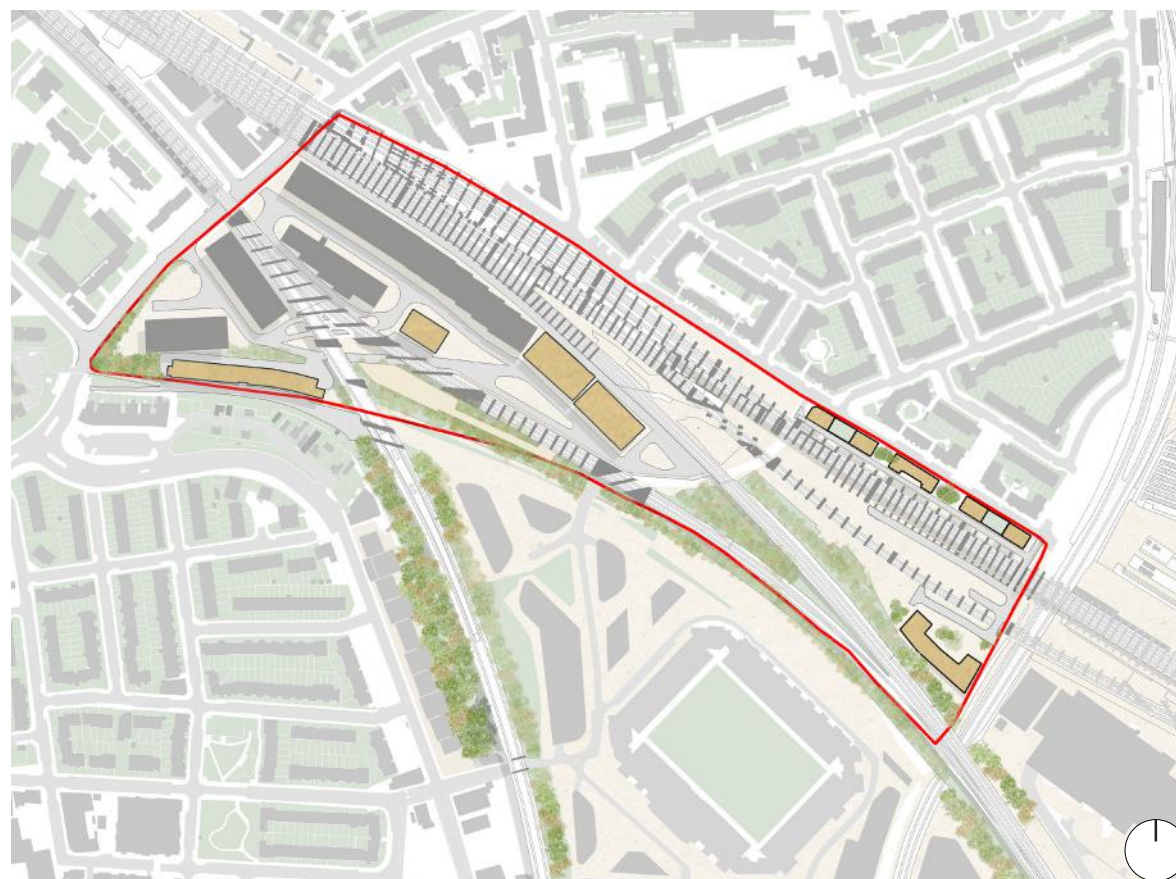
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- 01 Proposed masterplan with proposed buildings in yellow
- 02 The proposed block for Plot 2, accommodating heavier industrial uses
- 03 3D massing image of masterplan, showing proposed infill buildings in pink
- 04 Part of the elevation for the proposed block on Plot 1

## EXECUTIVE SUMMARY



01

The London Borough of Southwark (LBS), London Borough of Lewisham (LBL) and Network Rail (NR) have commissioned this feasibility study to assess the development potential of Bermondsey Trading Estate, and the land around the new Bermondsey Dive Under, with the intention to intensify B1(c), B2 and B8 uses within the study site.

B1(c) - *Light industry appropriate in a residential area*,  
 B2 - *General industrial use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste)* and  
 B8 - *Storage and Distribution, including open air storage.*

This study will inform Southwark and Lewisham's Local Authority development plans. It will also inform Network Rail's preparation for the sale of its commercial property portfolio, including the dive-under land.

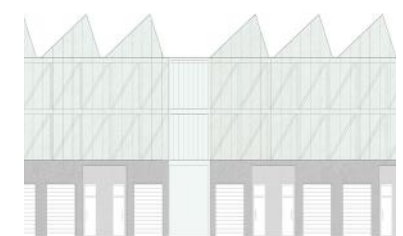
Construction of the Bermondsey Dive Under formed part of the ongoing Southwark and Lewisham's local plan. It comprises a series of new structures built along the line of operational railway viaducts, allowing the Thameslink lines to cross over the Kent lines on their approach into London Bridge station. The viaduct was completed in spring 2017 and the resulting arches and land are becoming available for development. Since commencing the study, Network Rail have sold part of the site and ownership is now split between the Arch Company and Network Rail. The Bermondsey Trading Estate is adjacent to the dive-under land. Owned by Legal & General, it is a successful industrial estate that lets well. Legal & General have been consulted as part of this study.



02



03



04





01

## THE FUTURE OF INDUSTRY

The GLA reports a 16% decrease in industrial land over the past 15 years, with a further 10% under threat from change-of-use permissions. London is losing its industrial land to higher value uses such as residential. This is despite considerable demand from the industrial sector, which provides nearly a tenth of the capital's jobs.

Businesses include, but are not limited to, fulfilment companies, requiring warehousing, technology companies (offices, research labs and workshops), producers of food and drink (kitchens and breweries), and designer-makers (small workshops). As a side note, planning use classes don't always reflect the variety of activities within an industrial building, from administration and storage to R&D and prototyping.

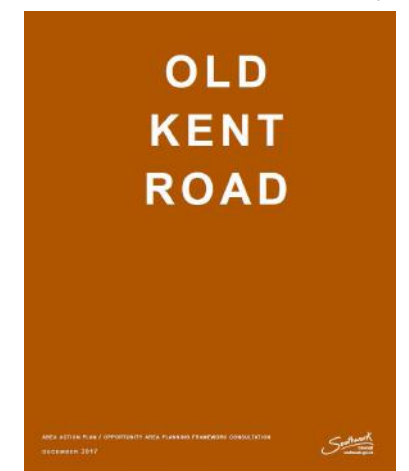
Industrial estates are hubs of innovation and entrepreneurship that offer rich employment opportunities to neighbourhoods. But they tend to be housed in faceless sheds behind blank walls that nobody wants to overlook. There is an opportunity to start recreating our trading estates as visually interesting, accessible centres of collaboration.

Research on local market needs have been taken whilst developing the potential for the industrial estate. There is an opportunity to create pleasant, well functioning employment areas which have active outward faces. Routes can be enlivened by outward facing windows, displays of work to showcase the industry within and cafes and retail areas around the edges, along with the incorporation of new organised routes through the estate. The industrial estate has potential to sit within the urban grain rather than stand out or be separated from it.

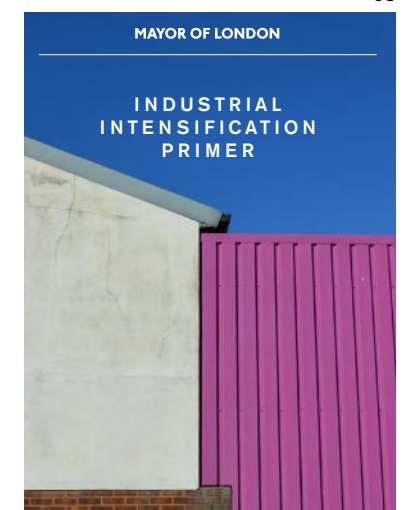
- 01 Existing railway arches with new South Bermondsey Dive under arches in the background
- 02 SEGRO's 2017 report Keep London Working calls for an urgent review of London's industrial land
- 03 Draft Old Kent Road Area Action Plan
- 04 The Mayor of London's 2017 *Industrial Intensification Primer* suggests ways of integrating industry into residential areas



02

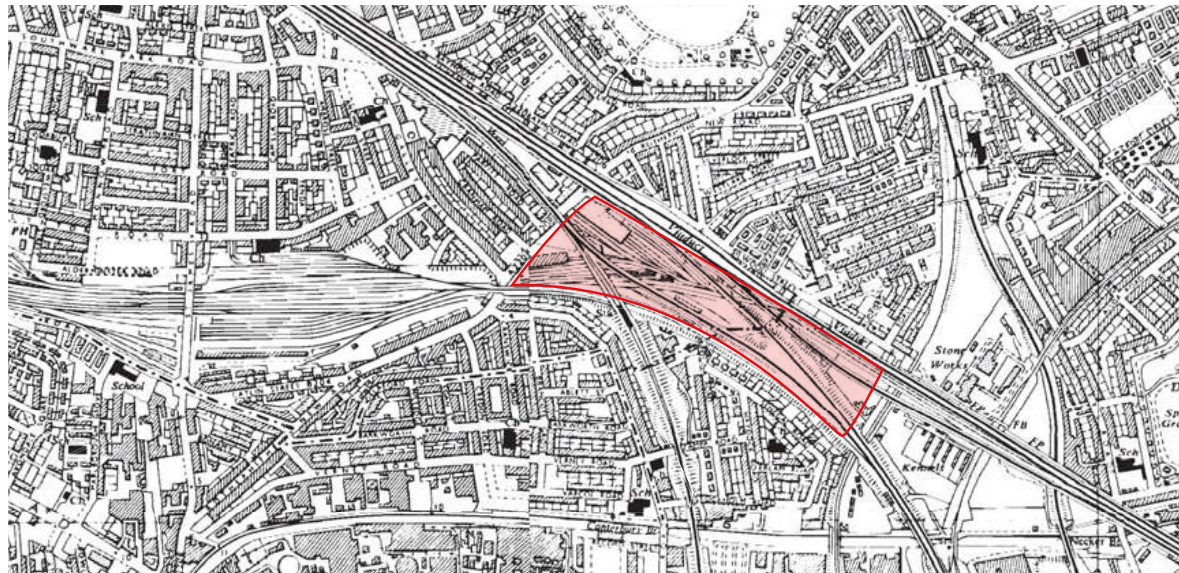


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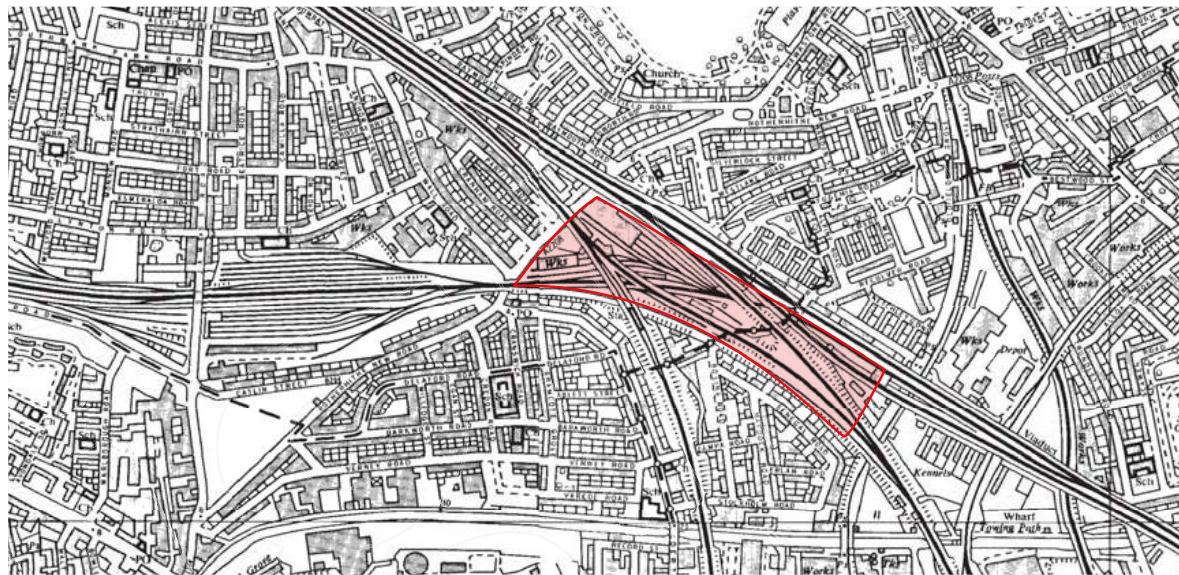


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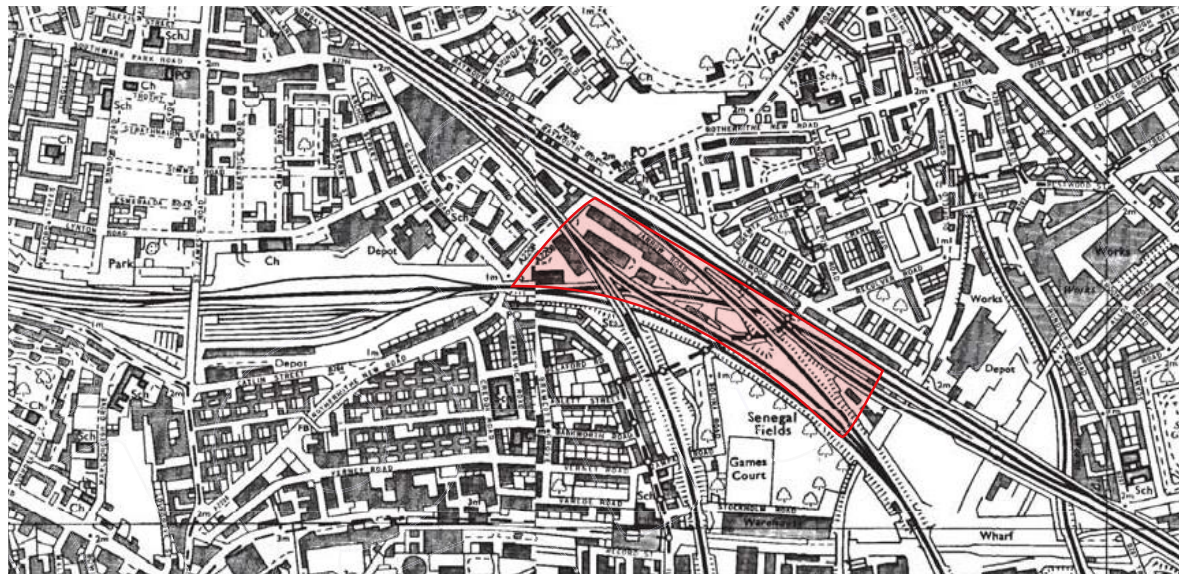




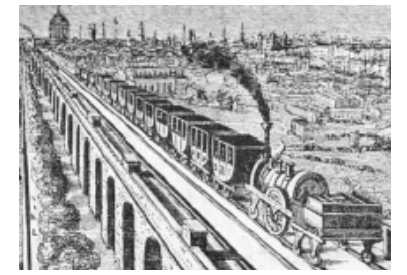
01



02



03



04

01 1950 map showing the study area in red  
 02 1960 area map  
 03 1980 area map  
 04 The London and Greenwich Railway, 1837, the first entirely elevated railway

## HISTORY

South Bermondsey boasts some of the oldest railway viaducts in the world. They were built in the 1830s as part of the infrastructure serving the capital's rapid industrialisation, connecting London's expanding suburbs with the centre.

The area, and more specifically the development site, has quite a long association with industrial activity. Maps show that the site of today's Bermondsey Trading Estate was agricultural in 1845, but a key moment came in the 1850s when a viaduct terminating at the Bricklayers Arms became a goods-only line. In about 1880, the surrounding farmland was turned over to manufacturing and other industrial uses. By the close of the 19th Century, the Rotherhithe Road train carriage depot had been built on the land between the viaducts near South Bermondsey Station, and by the end of the following century, the depot had been supplanted by today's trading estate.

During the mid-20th Century, declining industrial activity in the area and the growth of alternative methods of goods transportation, led to the closure of the Bricklayers Arms goods line. The area was then largely redeveloped as housing. And yet businesses providing goods and services suppliers to London have continued to occupy and thrive in the remaining viaduct arches well into the 21st Century.

Today, some arches on the site are in formal use by Network Rail, and some are empty or infilled. Developing the arches for use by small businesses would help to continue the area's industrial heritage, creating employment space that supplies local demand.





01

- 01 Plot 2, viewed through Arches 03
- 02 Plot 4, Bermondsey Dive Under land
- 03 View east from the heart of the existing estate
- 04 View of the dive-under land from Bolina Road, looking south-east
- 05 View of Plot 3, looking southeast
- 06 Existing two-storey units on the estate
- 07 Aerial view of the study site

## THE SITE

The Bermondsey Trading Estate is a thriving industrial estate offering good-quality space that is in demand. The estate currently comprises 28 units. The units accommodate catering companies, a brewery, recording studio, printers, vending machine operator, mail distribution company, a waterjet manufacturing company and the London Ambulance Service.

There are opportunities for intensification via infill development both within the existing estate and on the newly available Bermondsey Dive Under land. However, numerous constraints affect the area available for development.

Part of the site is identified as a Strategic Freight Site and in addition, Network Rail requires use of part of the study site for operational purposes, including for access, drainage, parking and signaling equipment.

While the railway viaducts separate much of the site from surrounding uses, some areas on its periphery - such as at Silwood Street and Ilderton Road - are close to residential areas, and these frontages will need to be treated with sensitivity..

Ground levels vary throughout the site, which may affect the potential for future development in some locations.

The land has been in industrial use for many years so it is likely that decontamination will be required as part of any future development.



02



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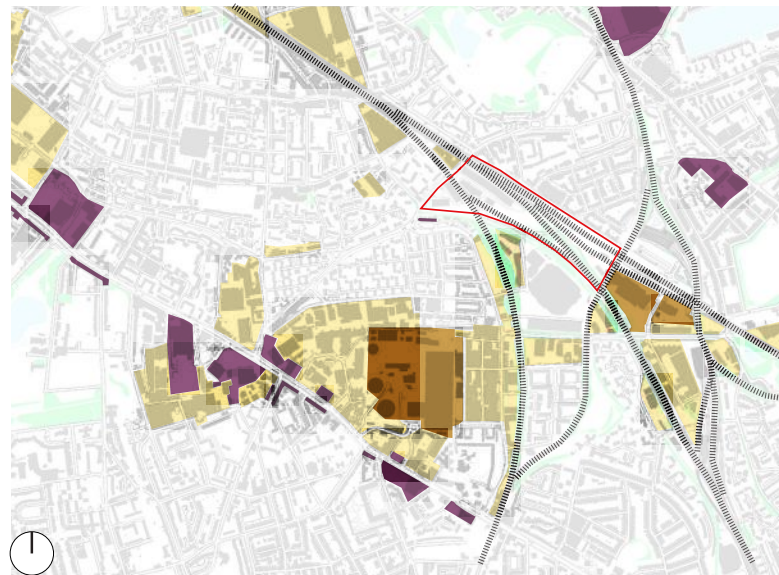




### STRATEGIC PROTECTED INDUSTRIAL LAND (SPIL)

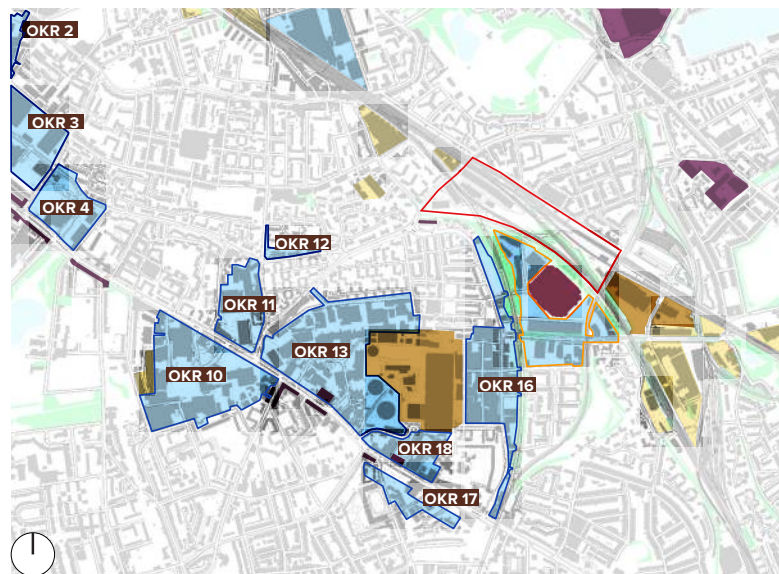
- Area of study
- SPIL - Strategic Protected Industrial Land
- SIL - Strategic Industrial Land
- LEL - Local Employment Location
- Lewisham Mixed-use Employment Location

- 01 Bermondsey Trading Estate
- 02 Rotherhithe Business Estate
- 03 Galleywall Trading Estate
- 04 Admiral Hyson Estate
- 05 Dockley Road Industrial Estate
- 06 Glengall Business Centre
- 07 Southwark Reuse and Recycling Centre
- 08 Elizabeth Industrial Estattett



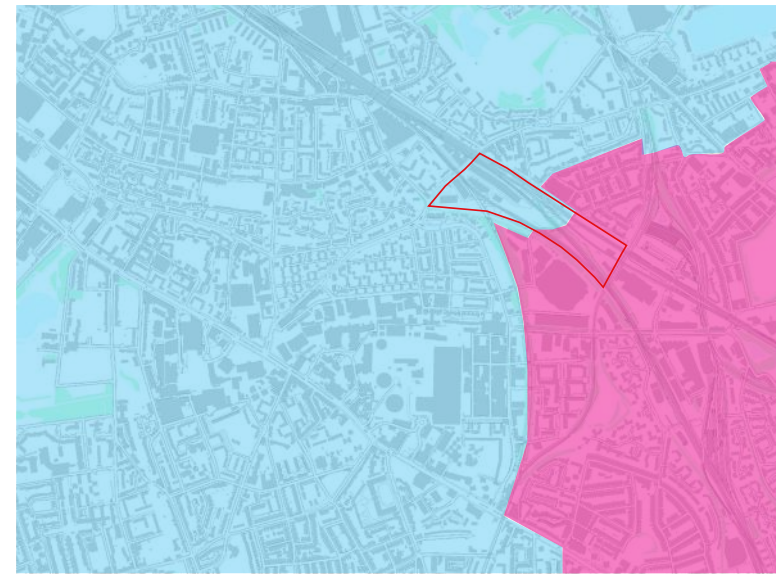
### EXISTING LAND USE

- Area of study
- Energy, refuse and recycling
- Mixed industrial and commercial
- Retail park and high street
- Railway



### EMERGING LAND USE

- Area of study
- Energy, refuse and recycling
- Mixed industrial and commercial
- Retail park and high street
- Mixed-use residential, industrial and commercial
- Old Kent Road masterplan plot
- Other redevelopment masterplan plot
- Millwall Football Stadium



### LONDON BOROUGH BOUNDARIES

- Area of study
- London Borough of Lewisham
- London Borough of Southwark

## WIDER CONTEXT

The study site straddles the borough boundary between Southwark and Lewisham, as shown above, in an area undergoing rapid change.

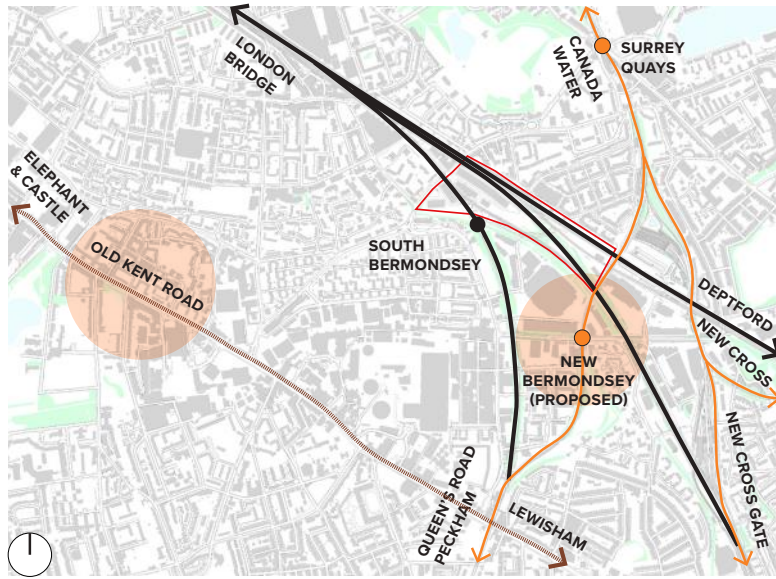
Lewisham's 2011 Core Strategy promotes mixed-use development around Surrey Canal Road, to the south-west of the study site.

In 2012 Lewisham Council granted outline planning permission for a 30-acre mixed-use scheme south-east of South Bermondsey train station. Named New Bermondsey, the development will provide c. 2,400 new homes, 2,000 jobs, along with a new overground station, sports and health facilities, creative workspace, office space, faith and community spaces, a revitalised Millwall football stadium, new public squares and an improved park. Immediately to the east of this development, a sizeable area has been allocated as a Strategic Industrial Location.

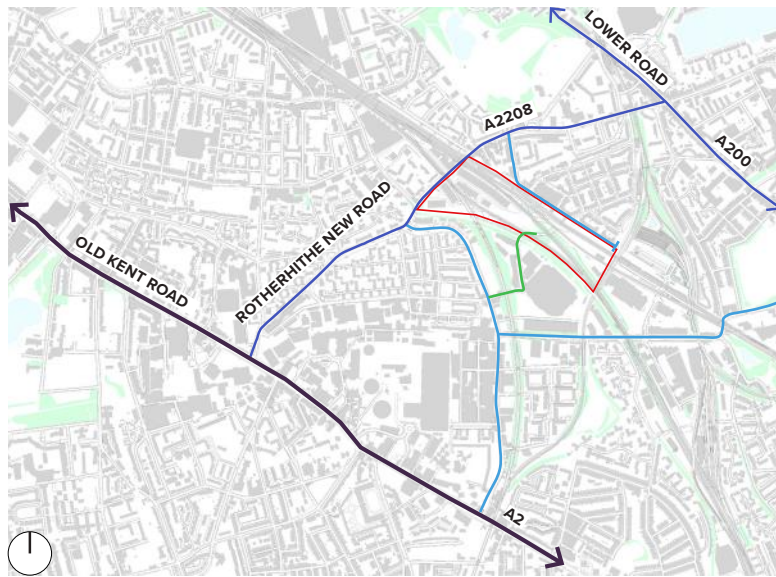
Part of the study site falls within Southwark's Old Kent Road Opportunity Area and in the Lewisham, Catford and New Cross Opportunity Area. In 2017, Southwark published a draft Area Action Plan for the Opportunity Area, emphasising employment space, and the creation of 10,000 jobs. It includes indicative masterplans and guidance on the types of buildings and land-uses that the council wishes to see. The Bermondsey Dive Under land (in the London Borough of Southwark) falls largely in sub-area 5, the land around the railway arches.

The Bermondsey Trading Estate and railway viaducts have been designated as Strategic Protected Industrial Land (SPIL), suitable for B1(c), B2 and B8 uses with residential and other sensitive uses excluded.

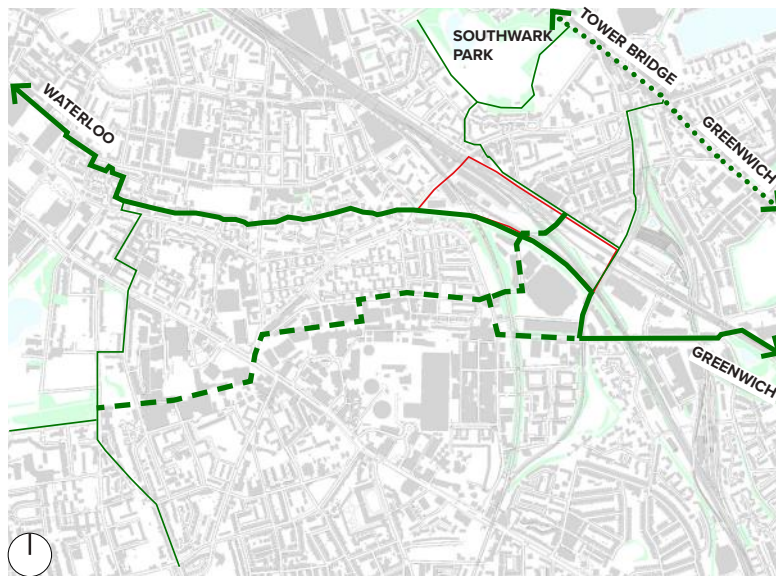




- RAIL LINKS**
- Area of study
  - Emerging developments
  - National Rail
  - Overground stations
  - London Overground
  - Proposed Bakerloo Line extension



- ROAD LINKS**
- Area of study
  - Main arterial road
  - Secondary road
  - Local connection
  - Inaccessible for heavy vehicles



- PEDESTRIAN & CYCLE LINKS**
- Area of study
  - Quietway 1
  - Cycle Superhighway Route 4
  - Local cycle link
  - Proposed cycle link through redevelopment areas

## WIDER TRANSPORT LINKS

The rail links map opposite shows South Bermondsey station which is adjacent to the site, with direct links to London Bridge and Peckham. Also shown is the new station, New Bermondsey, proposed as part of the emerging development, that will connect to Surrey Quays and Canada Water. This new station will improve the site's connectivity as well as making the wider area of South Bermondsey considerably better connected, increasing footfall around the site and stimulating new business.

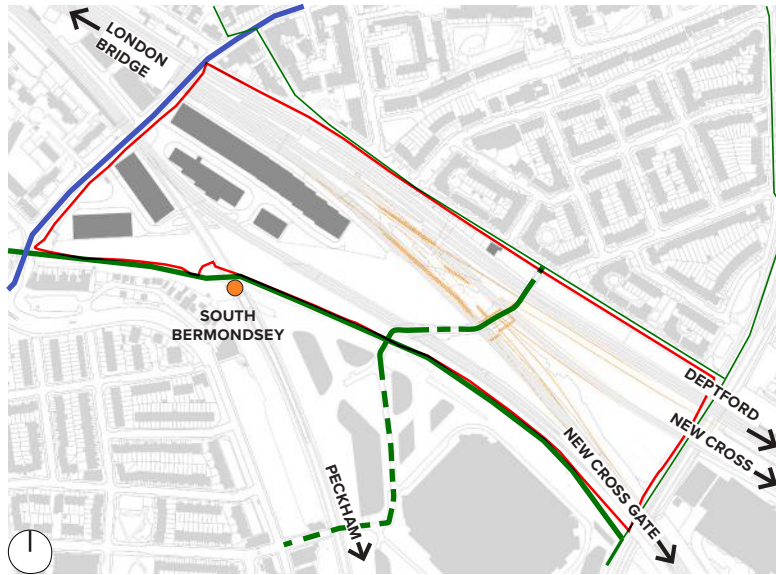
As indicated on the road links map, there are good road transport links to the Old Kent Road town centre and the A2 to the southwest and Surrey Quays and Canada Water to the northeast.

The Quietway 1 cycle route passes along the south edge of the site and the Cycle Superhighway Route 4 is close by to the north of the site, highlighted on the pedestrian and cycle links map.

Southwark Park is a five-minute walk from the site, with Bridgehouse Meadows and Deptford Park a ten-minute walk away.

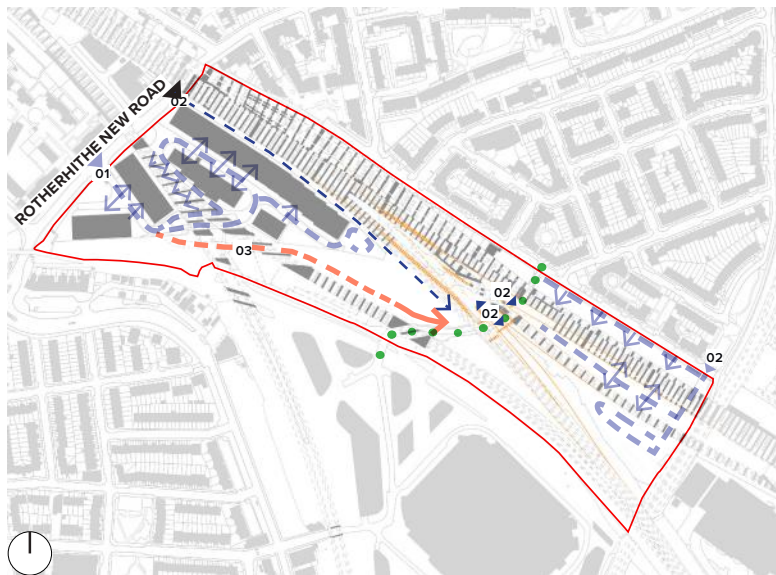
The site has a PTAL rating that varies from 0 to 4, with the better ratings generally in the northwest part of the site.





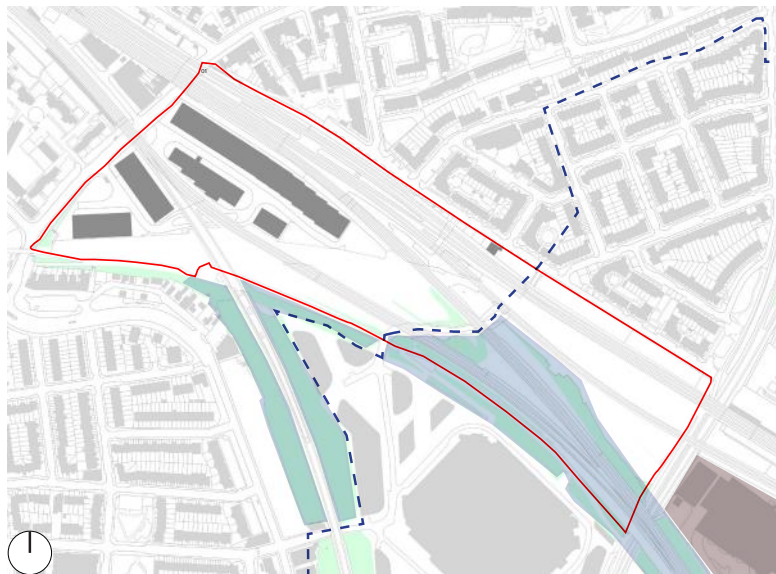
**EXISTING CONNECTIONS**

- Area of study
- Quietway 1
- Local cycle link
- Proposed cycle link through redevelopment areas
- Key access road
- Assumed new Bermondsey Dive Under layout



**SITE ACCESS**

- Area of study
  - Main vehicle access and route
  - Vehicle access Network Rail
  - Assumed new Bermondsey Dive Under layout
  - Potential vehicle route
  - Assumed new Bermondsey Dive Under structure
  - Pedestrian access
  - Access to arches
- 01 The Bermondsey Trading Estate is accessed from Rotherhithe New Road
- 02 The dive-under has accesses from Silwood Street, Bolina Road and Rotherhithe New Road, via Jarrow Road
- 03 There is also a right of access from the dive-under land through the Bermondsey Trading Estate



**ENVIRONMENTAL DESIGNATION CONSTRAINTS**

- Area of study
- SINC - Site of Importance for Nature Conservation
- Safeguarded waste site
- Archaeological priority

# LOCAL CONNECTIONS, ACCESS AND ENVIRONMENT

South Bermondsey railway station is a key arrival point to the site. Access to the station is via a raised walkway along the south border of the site. This walkway, which is also part of the Quietway 1 cycle route, is tucked behind various fences. There is potential to improve access and this walkway both to engage better with the site, the railway station and the immediate neighbourhood to the south and west of the station.

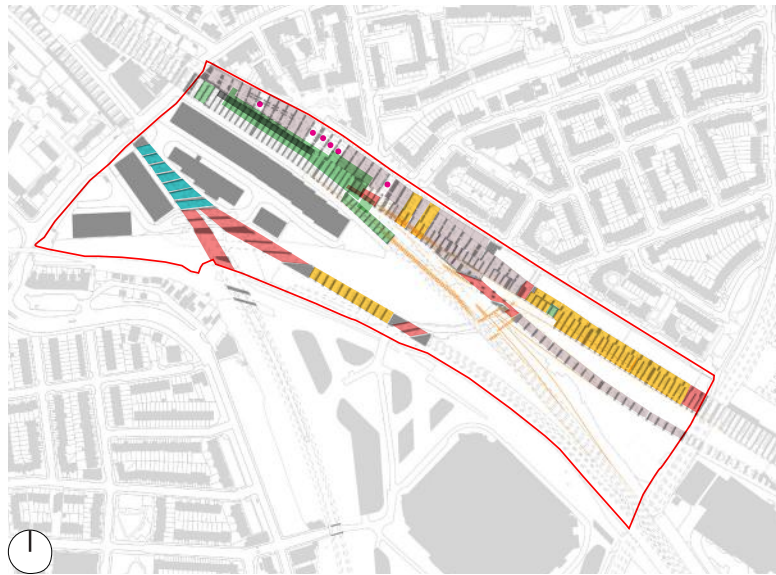
The main entrance to the existing trading estate is on Rotherhithe New Road, noted '01' on the map opposite. Vehicular access to Network Rail land is either via the trading estate or via secondary entrances on Rotherhithe road and Silwood Street, noted '02' on the map opposite. There is pedestrian access to the Network rail land on Bolina Road.

The site is bisected by Bolina Rd, which is also the boundary between Southwark and Lewisham. Vehicles cannot pass the length of Bolina Road due to low headroom beneath the railway, so the north east section of Bolina Road is pedestrian only. Bolina Road is a key pedestrian link through the site, particularly on matchdays at Millwall stadium.

There is a local pedestrian and cycle pathway between the southeast edge of the site and the adjacent to the waste recycling centre. Currently this area feels neglected and inhospitable, however there is potential to positively engage this route with proposed development in this part of the site.

The southern part of the site forms a steep embankment up to the railway which has been designated as a site of importance for nature conservation (SNIC).



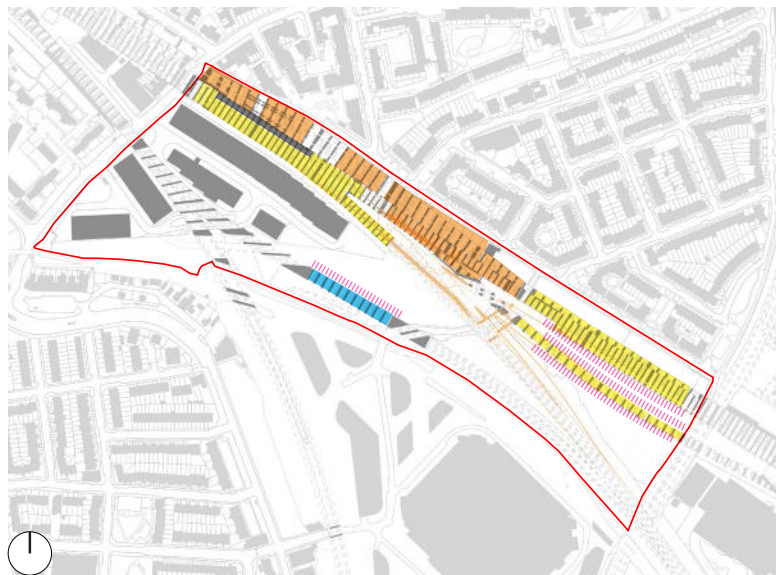


#### ANALYSIS OF EXISTING ARCHES

- Area of study
- Arches brick piers
- Assumed dive-under layout
- Assumed dive-under structure
- Existing utility points
- Arches currently in formal use
- Arch infilled/use or lease unknown
- Restricted access or forms a NR right of way

#### Potential for development of arches:

- Observed height appears to be suitable
- Subject to height and arrangement of arches



#### ARCHES WITH POTENTIAL FOR DEVELOPMENT

- Area of study
- Arches brick piers
- Assumed dive-under layout
- Assumed dive-under structure
- Potential loading area

#### Potential development of arches:

- Arches 01
- Arches 02
- Arches 03

## ADAPTIVE REUSE OF RAILWAY ARCHES

There is a complex system of railway arches across the site. A detailed survey is required in order to fully understand the existing condition and volumes of individual arches that may be available.

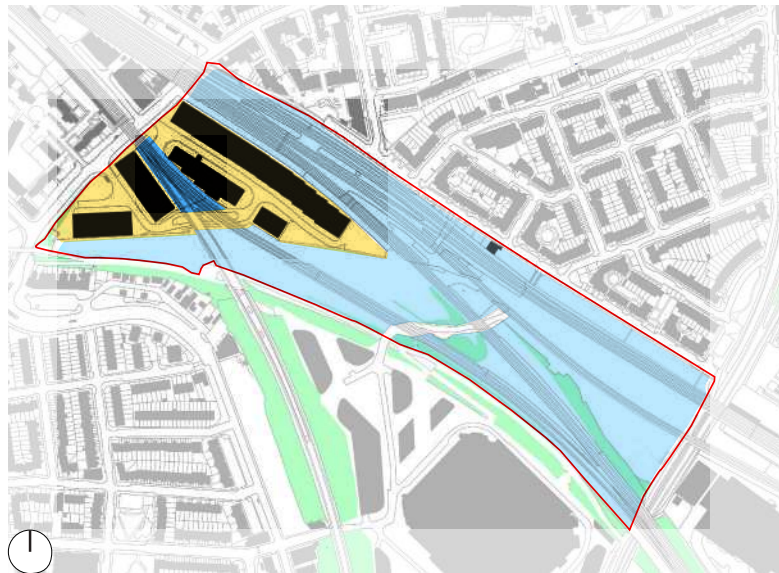
For the purposes of this study, an assessment of existing conditions has been made based upon CAD data provided and a visual inspection of arches where access has been available.

Analysis has identified 3 areas containing arches that may have potential for development:

- 01 A series of arches that sit adjacent to the freight land. These have potential to become part of an extension to the existing trading estate.
- 02 Arches accessed from a narrow road behind the trading estate. These arches will require further inspection to ascertain suitability in terms of height and access.
- 03 Arches along Silwood Street. there are opportunities for development and good access to these arches, however the relationship to the residential housing along Silwood Street will need to be addressed sensitively.

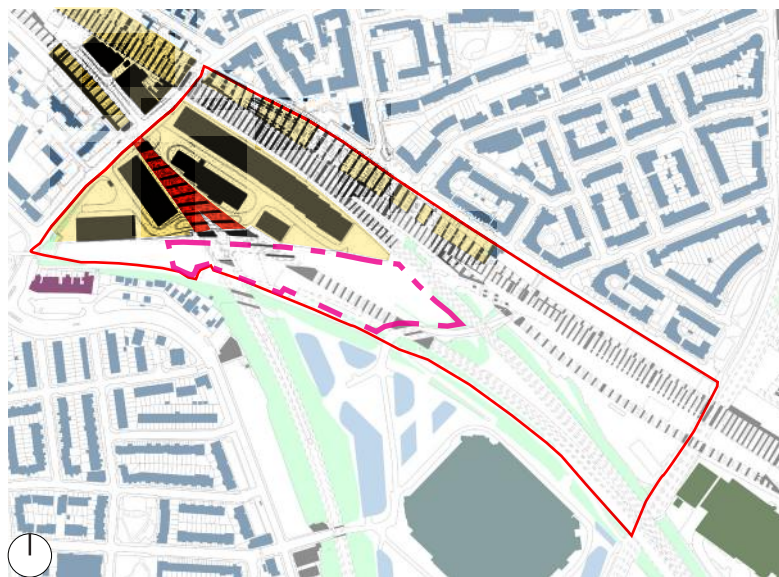






**OWNERSHIPS**

- Area of study
- Legal & General
- Network Rail



**EXISTING LAND USE**

- Area of study
- Mixed industrial and commercial
- Sports
- Shops, with residential above
- Existing residential
- Proposed New Bermondsey development
- Energy
- Arches let by Network Rail
- Strategic freight site



**RIGHTS OF WAY**

- Area of study
- Right of way reserved for Network Rail
- 3m from Railway Line maintained for access

# LAND OWNERSHIP, USE AND COVENANTS

The trading estate is under the ownership of Legal & General, while Network Rail own the rest of the land.

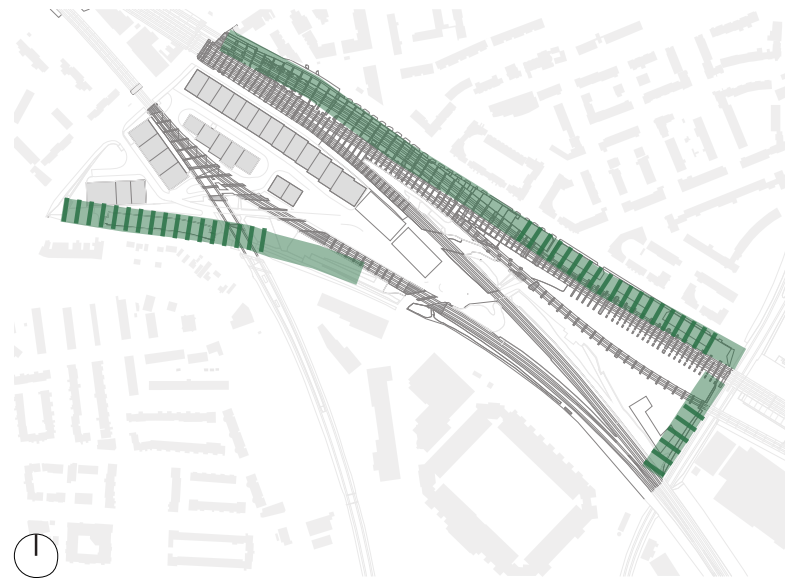
The existing trading estate houses an extremely diverse range of Industrial B class uses from a Brewery to recording studios, printers and food preparation.

The part of the trading estate closest to the entrance off Rotherhithe New Road has more retail led units, such as Screwfix.

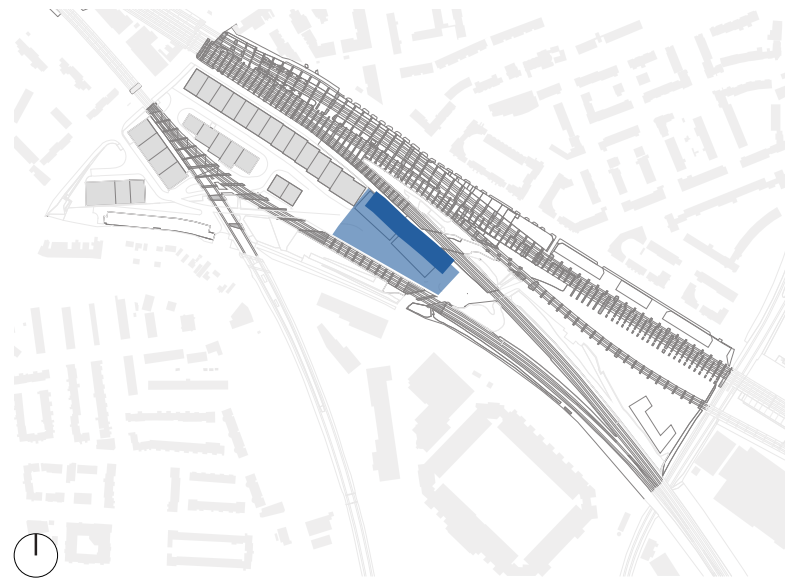
The Network Rail land is used partly for access to the railways and partly for freight storage purposes. Some railway arches are let out to local businesses, while some are reserved for operational uses.

Adjacent land uses include residential areas along Silwood Street, an energy waste recycling centre and Millwall Football ground to the southeast. To the southwest is a traveller's site and a small high street with residential accommodation above and an industrial park is located to the northwest.

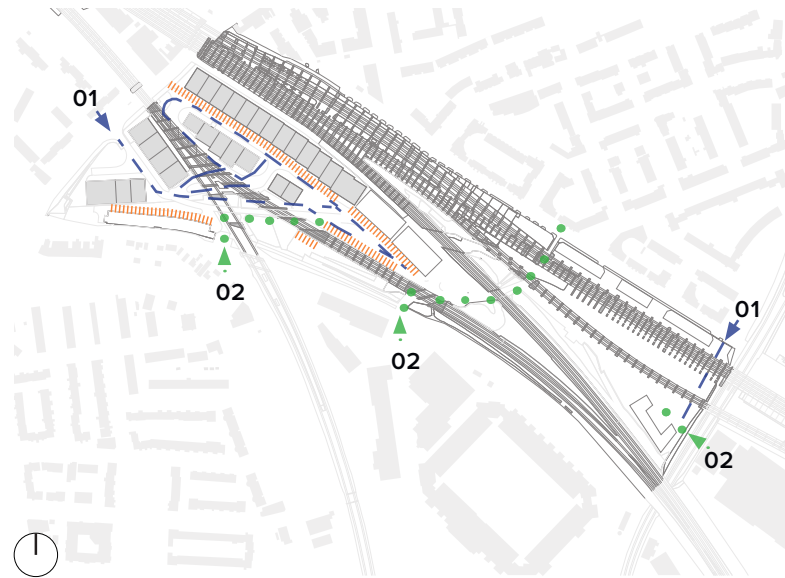
There are rights of way on the land for Network Rail access to the railway lines and to a drainage tank and easements to within 3m of the railway edges in order to allow maintenance access.



- DESIGN PRINCIPLE 01**  
**LIGHT INDUSTRIAL - 'BUFFER'**
- Light industry B1(c)
  - Area for activating frontages



- DESIGN PRINCIPLE 02**  
**INDUSTRIAL USE**
- Opportunity for range of industrial uses
  - Area for higher buildings



- DESIGN PRINCIPLE 03**  
**PROPOSED/ RETAINED ACCESS**
- 01**  Vehicle access
  - 02**  Pedestrian access
  - Vehicle access through site
  - Pedestrian access within site
  - Yard space

## STRATEGIC PRINCIPLES

The design principles in the diagrams opposite and described below have informed the masterplan strategy. These have been derived from the brief requirements and site analysis.

### Design Principle 01 -

Some of the areas of the site with potential for development are situated next to residential use. Therefore there is a requirement to provide a buffer effect between the residential areas and the more heavier industrial areas towards the centre of the site. The placement of smaller studio and workshop units and office spaces on these sites provides this buffer, while at the same time brings an opportunity to activate frontages between the industrial site and the public realm, helping to 'knit' the site into the local community.

### Design Principle 02 -

Locating development centrally in the site allows for a greater diversity of industrial uses and an increased scale of massing. Removing the building away from residential or public areas creates potential for heavier industrial use with noisier activity.

### Design Principle 03-

Access to the site is key to the logistics of any future opportunities. Access may need to be controlled and monitored by the landlord. Identifying key entrance points to the site helps to inform the location of the proposed buildings.



# BUILDING TYPOLOGIES

The Mayor of London Industrial Intensification Primer summarises the main forms that industrial intensification can take, through different typologies. The specification sets out characteristics, typical uses and use classes, along with size requirements. This information has provided the starting point for identifying a set of principles and uses within this masterplan.

## INDUSTRIAL USE

- General industry B2 and B8
- Light industry B1(c)

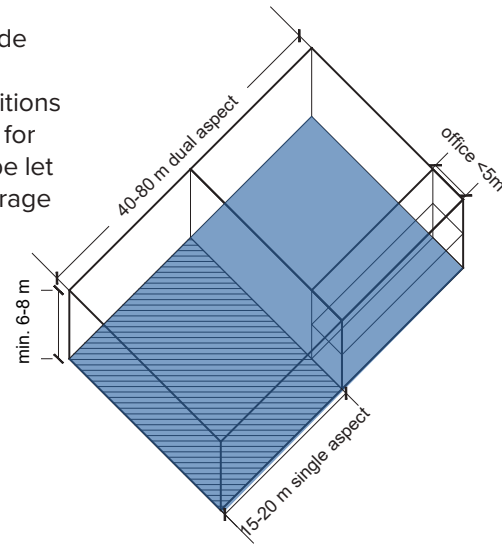
*Hatched areas on diagrams show minimum size of single aspect unit.*



### TYPOLGY A - Use Class B8

Storage and distribution  
Size range: >500sqm  
15-20m minimum frontage for single aspect units

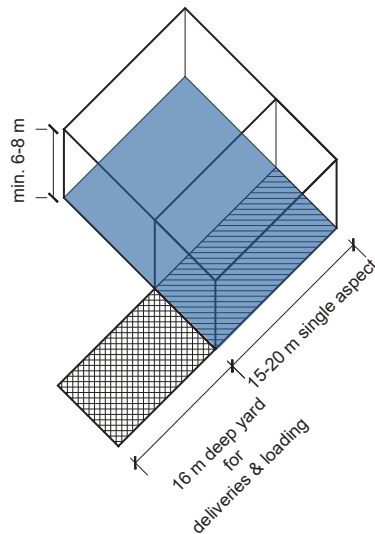
The structure would provide flexibility by placing the structural grid so that partitions can be organised to allow for different sizes of units to be let for class B8 uses such storage and distribution.



### TYPOLGY B - Use Class B2

Small to medium industrial units  
Size range: Typically 150-200sqm up to 500sqm

To achieve the densification that The London Plan and Industrial Intensification Primer call for, the typology gives large spans over multiple floors.



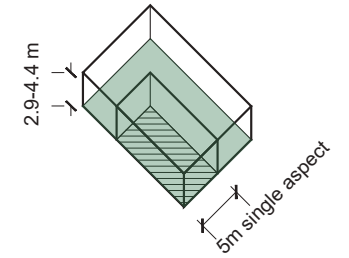
Flexibility in the floor plate allows it to be adapted to specific needs, where high level storage and mezzanines can be added.



### TYPOLGY C - Use Class B1(c)

Studio / food prep  
Size range:  
Small-10-80sqm  
Large - 80-150sqm

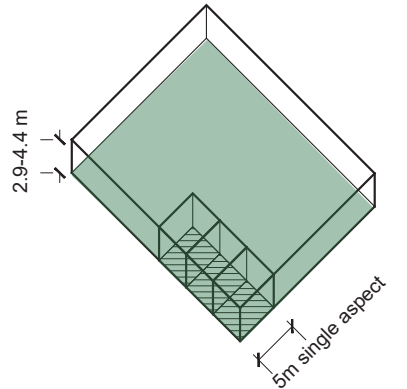
To achieve the densification that The London Plan and Industrial Intensification Primer call for, the building on this site should have some flexibility, which could be achieved by incorporating mezzanine floors and adding and removing walls.



### TYPOLGY D - Use Class B1(c)

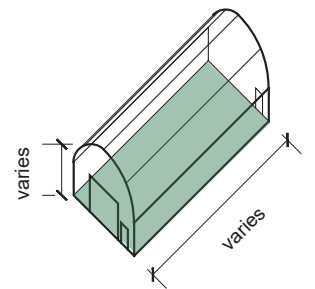
Small workshop/studio  
Size range: Overall up to -500sqm  
Subdivided space - 11-32sqm

The volume of the industrial typology is derived from typical subdivided small office space areas of approximately 30 sqm with double height floor to ceiling levels.



### TYPOLGY E

Railway arch  
Size range: 40 -200sqm

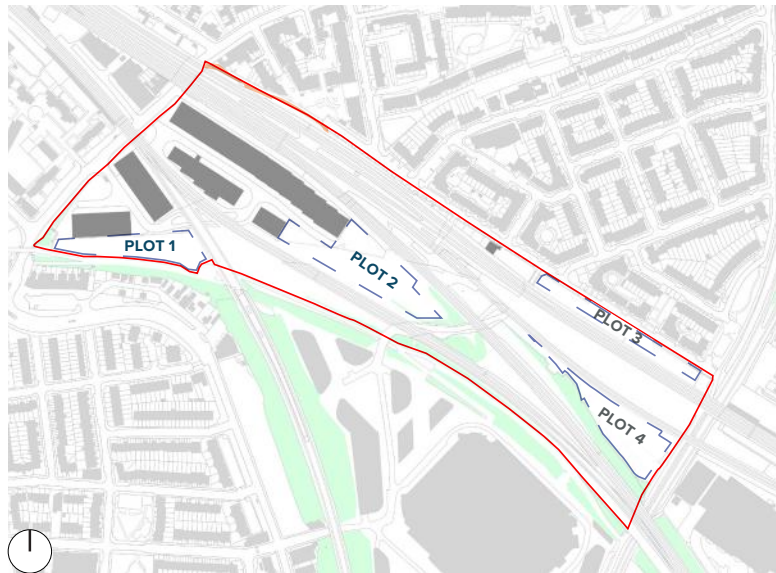






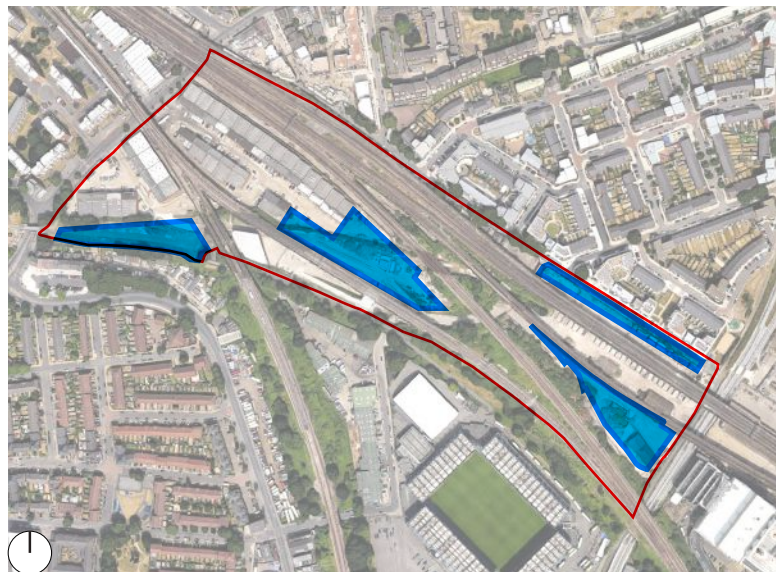
**LAND WITH POTENTIAL FOR DEVELOPMENT**

- Area of study
- Land that cannot be developed due to site constraints
- Land with potential for infill development



**POTENTIAL DEVELOPMENT PLOTS FOR ANALYSIS**

- Area of study
- New development plot



**POTENTIAL DEVELOPMENT PLOTS AERIAL**

- Area of study
- New development plot

## IDENTIFYING POTENTIAL INFILL DEVELOPMENT

A detailed analysis of site constraints provides a net mapping of residual land across the site that has potential for development, should it become available.

4 no. plots have been identified as indicated in the diagrams opposite. Each of these sites has its own set of particular constraints and as a result, the following proposals include a diverse range of typologies across the different plots as follows;

- 01 A light industrial building situated adjacent to the pedestrian and cycle route near the entrance to South Bermondsey Station. This would be a 'gateway' building, linking the station and views to Ilderton Road, with smaller studios and workshops for small businesses and start ups.
- 02 A multi-storey industrial building in the heart of the study site and as an extension to the existing trading estate buildings. This would house larger units with potential for heavier class B2 industrial uses.
- 03 A single storey class B1(c) industrial space that provides a buffer between the site and the residential housing on Silwood Street. This site has potential for additional storeys to be added above the ground floor for residential or further B1(c) uses.
- 04 The least accessible site to the south lends itself to class B8 industrial uses, such as a studio building for small businesses and workshops, or a data centre, where demand for access is low. This site will rely principally on cycle/pedestrian access, and as such, there is potential to provide a positive active frontage in what is currently an inhospitable and unappealing thoroughfare.





01 View of proposed Plot 1 development from Ilderton Road



02 View of proposed Plot 2 development from north-west inside existing industrial estate



03 View of proposed development on Plot 3 from Silwood Street



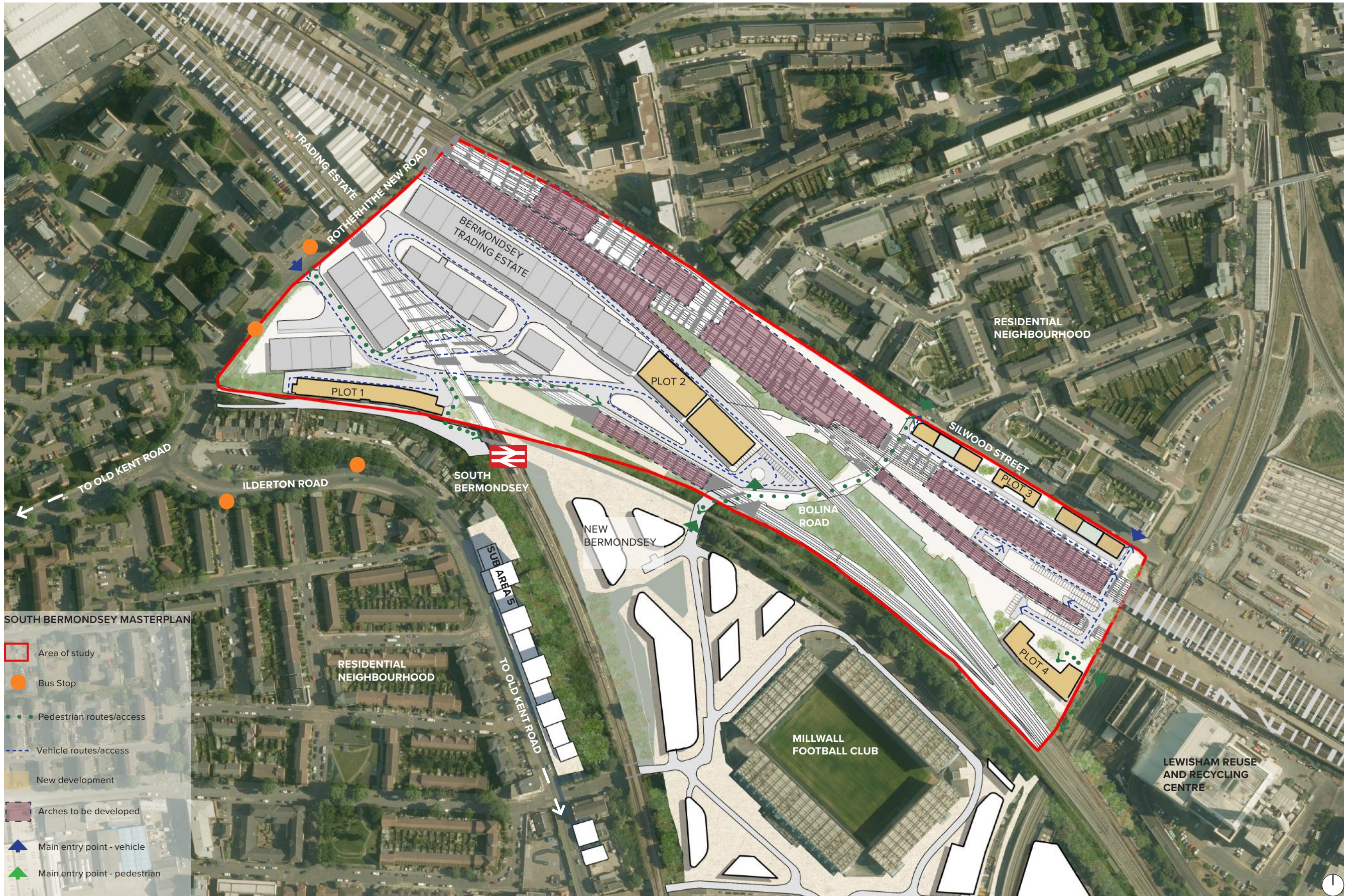
04 View of proposed Plot 4 development from Silwood Street pedestrian route

## MASTERPLAN STRATEGY

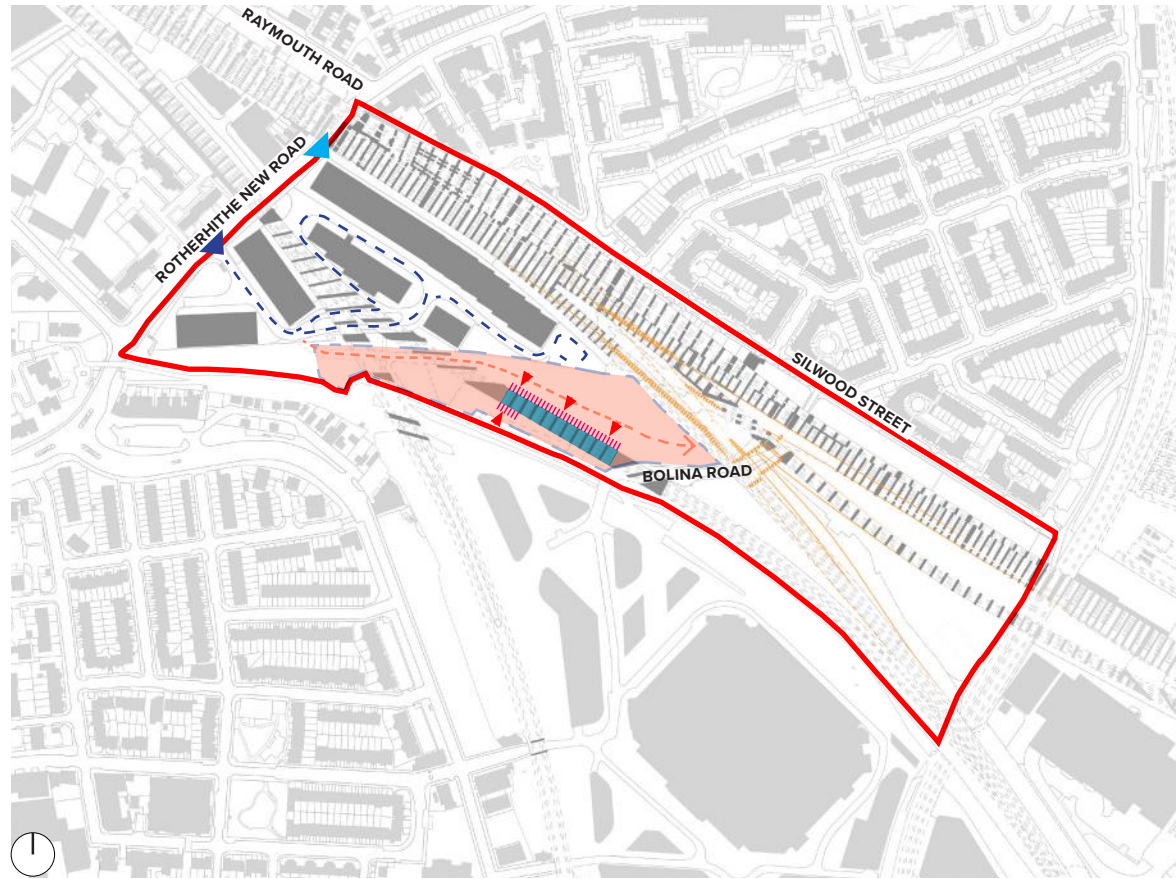
The South Bermondsey Masterplan has been developed to ensure that any proposed development:

- Creates a vibrant mixed-use industrial 'centre' that can somewhat compensate for the loss of the industrial sites in the surrounding area by re-providing employment floorspace as new workspace, maximising the opportunity of the site to intensify B class uses
- Establishes new routes and public frontages that will improve connectivity, accessibility and legibility of the area.
- Enhances the locality by ensuring quality development that builds on South Bermondsey's distinctive character and industrial heritage, improving the setting for supporting the area's business communities.
- Provides spaces that are flexible enough to accommodate a diverse variety of B class use.
- Takes into account inherent site access constraints and facilitates a considered access and servicing strategy.
- Mediates sensitively between the site and surrounding residential areas.
- Responds to the Local Area Action Plan and emerging local development.
- Activates frontages along Bolina Rd and the southern pedestrian walkway and cycle route.









**KEY CONSTRAINTS**

- Study area
- Arches 01
- Main vehicle access
- Secondary vehicle access
- Available loading space/Access
- Potential new vehicle route
- Strategic freight site
- ▶ Entrance to arches

01



02

**AREA SCHEDULE**

ARCHES 01	NUMBER	AREA PER ARCH	
		M2	SQ FT
	11	984	10591
<b>TOTALS</b>	<b>11</b>	<b>984</b>	<b>10591</b>

- \*assumptions made on accessible and usable arch space
- \*arches in use to be confirmed
- \*areas subject to dimensional survey

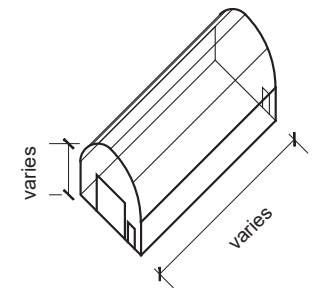
## ARCHES 01 CONSTRAINTS AND USE TYPE

This set of arches, identified as Arches 01, is located centrally in the study site. This area is currently designated for use for freight purposes.

However, there would be a significant benefit in integrating the site into the masterplan. There is sufficient space around the arches for loading and unloading, and room for large vehicles to manoeuvre. There is also potential for a new vehicle access route to connect this plot to the main site entrance.

These arches are set back from the site boundary line, and screened by stairway maintenance access to the railway, which creates a buffer zone to this plot. Consequently, Arches 01 would be suited to office, storage, light-industrial and warehousing uses or a use of a similar nature to the arches that are currently let at the north west of the site.

- 01 Site constraints
- 02 Axonometric illustration of arch use
- 03 Typology E Railway arch
- 04 Example image of archway used for storage
- 05 Example interior image of archway used for storage



03

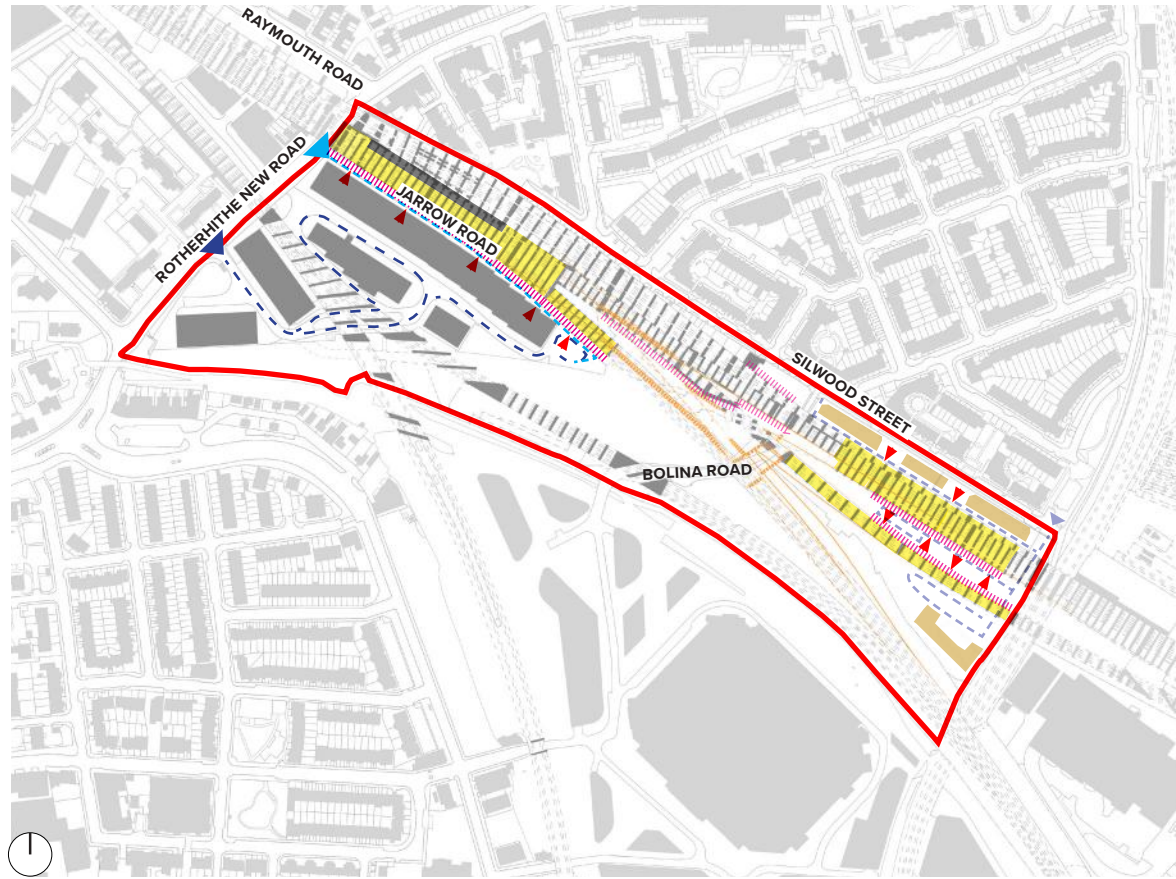


04



05





**KEY CONSTRAINTS**

- Study Area
- Arches 02
- Main vehicle access
- Secondary vehicle access
- Available loading space
- Plot 3 proposal
- Entrance to arches



01

02

**AREA SCHEDULE**

ARCHES 02	NUMBER	AREA PER ARCH	
		M2	SQ FT
Jarrow Rd	40	3827	41193
Silwood St	42	3797	40870
<b>TOTALS</b>	<b>82</b>	<b>7627</b>	<b>82,063</b>

- \*assumptions made on accessible and usable arch space
- \*arches in use to be confirmed
- \*areas subject to dimensional survey

## ARCHES 02 CONSTRAINTS AND USE TYPE

Arches 02 sits in the north-west of the study site, comfortably within the B1 (c) use-class buffer zone.

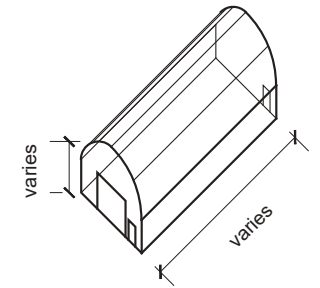
They appear to be single-aspect arches, facing inwards into the site. Their entrances face onto the brick wall of the neighbouring building to the south. These conditions may restrict daylighting to the arches' interiors.

A vehicle route enters the site from Jarrow Road to the sites north west corner, running in front of the row of arches. The space between the road and the arches currently appears to be used solely as Network Rail access.

With permission from Network Rail to allow for the use of Jarrow Road, Arches 02 could offer opportunities for uses in the B1(c) and B2 classes.

Arches to the south of Bolina Road, would sit behind the proposed development of plot 4, within the study site. A thoroughfare vehicle access road exists to the south-east corner, which would provide access for loading/ unloading. Sitting within the site, these arches have no public face, so would be better suited to class B2 uses.

- 01 Site constraints
- 02 Axonometric illustration of arch use
- 03 Typology E railway arch
- 04 Example of an arch used for office/ studio
- 05 Example of an arch used for food preparation



03

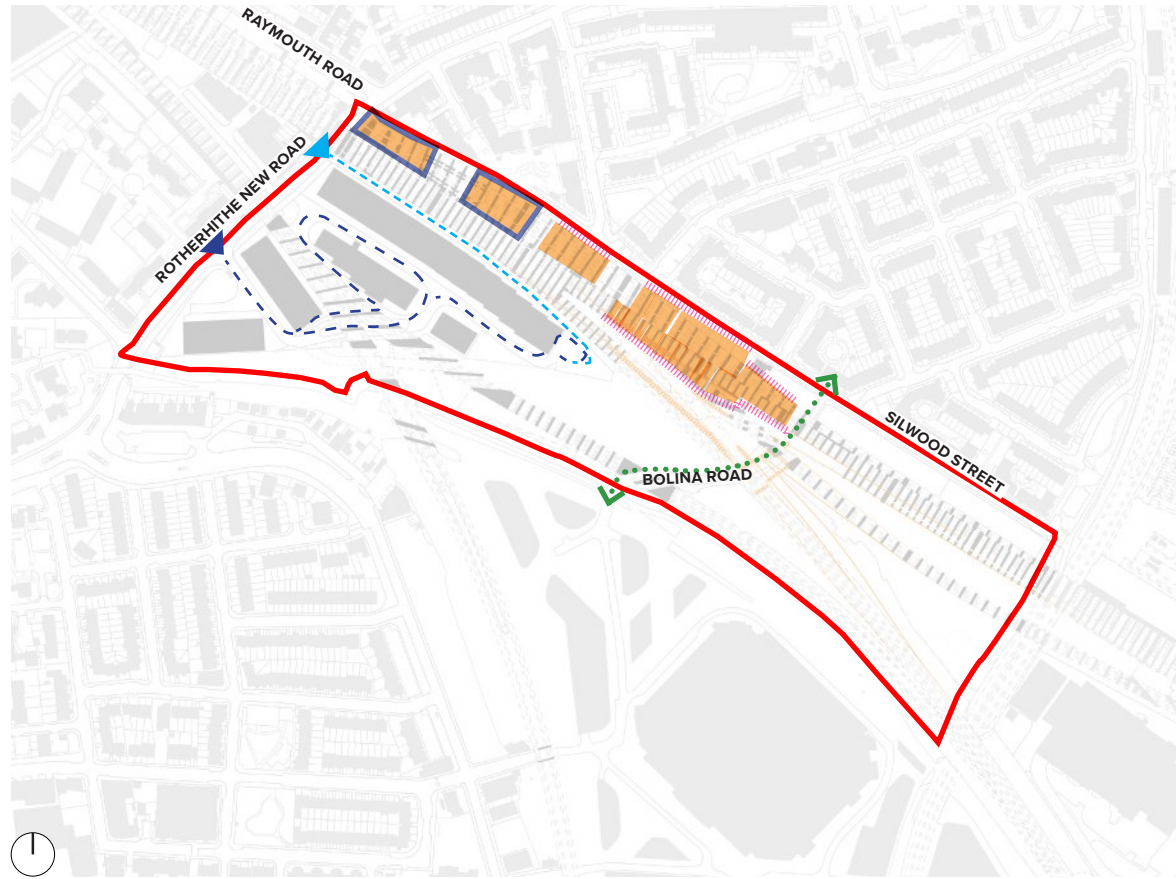


04



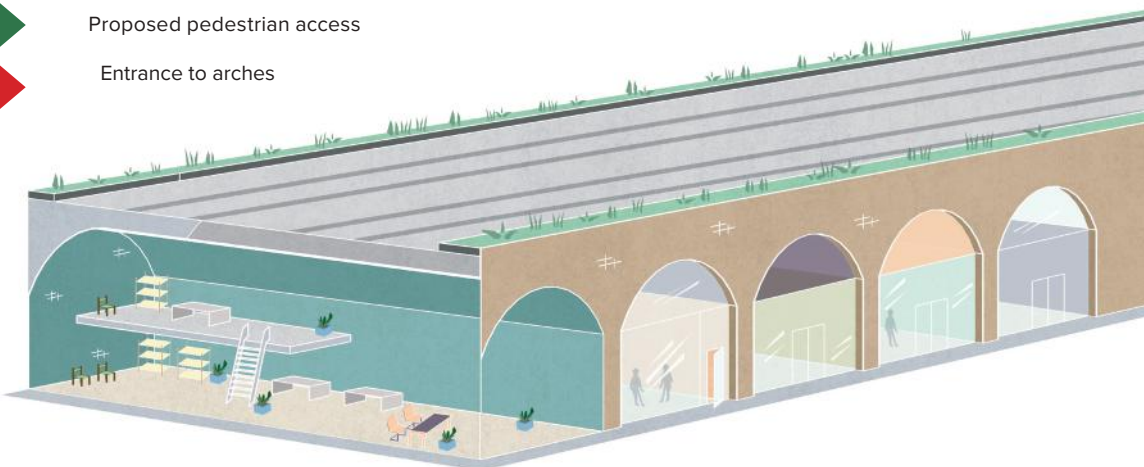
05





KEY CONSTRAINTS

- Study Area
- Arches 03
- Arches 03 - potential for class A use
- Main vehicle access
- Secondary vehicle access
- Available loading space
- Access through arches
- Pedestrian access through site
- ▶ Proposed pedestrian access
- ▶ Entrance to arches



01

02

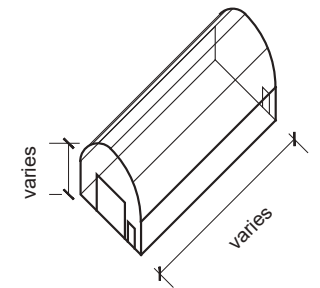
AREA SCHEDULE

ARCHES 03	NUMBER	AREA PER ARCH	
		M2	SQ FT
	24	5494	59136
TOTALS	24	5494	59136

- \*assumptions made on accessible and usable arch space
- \*arches in use to be confirmed
- \*areas subject to dimensional survey

## ARCHES 03 CONSTRAINTS AND USE TYPE

- 01 Site constraints
- 02 Axonometric illustration of arch use
- 03 Typology E railway arch
- 04 Example image of converted archway frontage
- 05 Example image of archway frontage used for offices



03

Arches 03 runs along the study site’s northern boundary, parallel with Silwood Street. The north side of Silwood Street is lined with new residential housing. Some of the arch units have had their frontages solidly infilled, and as such no assessment could be made on their uses.



04

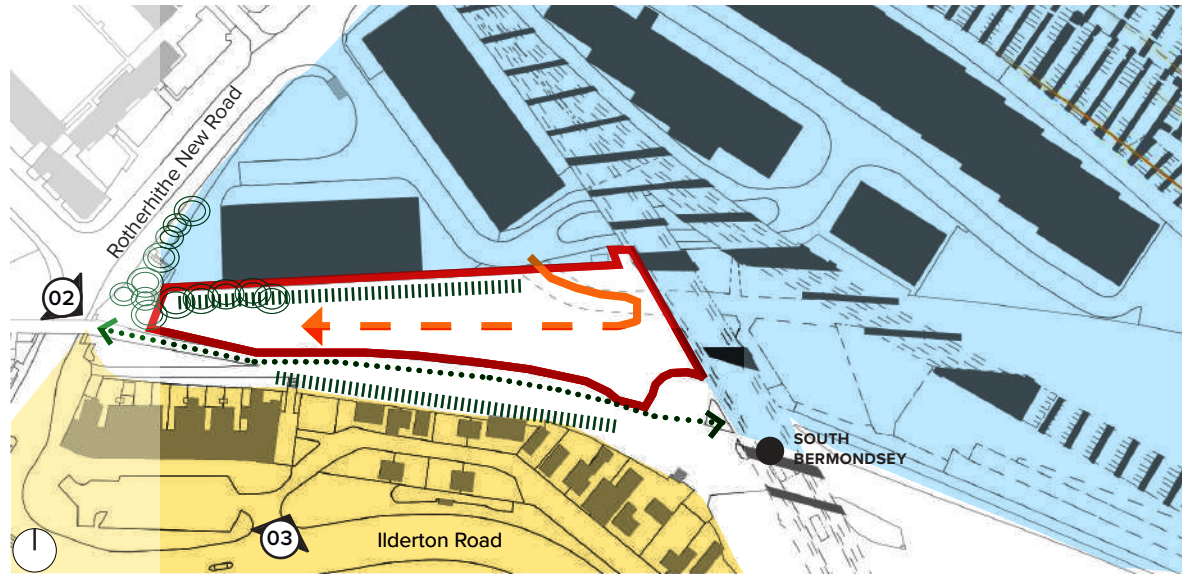
Arches 03 comprises largely vacant and unused arches, with an obvious opportunity for businesses to populate the units. This would activate the trading estate boundary and enliven the streetscene of Silwood Street.

These arches appear to be single-aspect, mostly facing outwards from the study site and lying within the designated B1(c) use-class buffer zone set out in Design Strategy 01. As such, this set of arches is designated for occupants including: offices, studio spaces, R&D of products or processes, and light industrial businesses. There is a set of arches to the northwest, indicated on the map opposite, where the Silwood Street vehicle route stops and a pedestrian route continues. This corner could be livened by providing A-class uses to populate the units in this area. Its proximity to a large residential development provides an opportunity and footfall for A1 shops and A3 cafes.



05





- KEY CONSTRAINTS**
- Plot 1 boundary
  - Residential area
  - Industrial
  - > Vehicular access
  - ||||| Steep verge
  - <-> Pedestrian route
  - Trees

01



03

# PLOT 1 SITE AND CONSTRAINTS

- 01 Site constraints
- 02 View of pedestrian access to west of plot
- 03 View of Plot 1 from Ilderton Road

This plot sits on higher ground than the surrounding industrial estate to its north. It is level with the pedestrian walkway leading to South Bermondsey station, creating level pedestrian access to the site from the south, with a steep verge to its north.

Proximity to South Bermondsey train station makes this an easily accessible location suiting light industry or creative studios, and creates significant opportunity for the estate to engage positively with the public route to the station.

There is a key prominent view towards Plot 1 from Ilderton Road against a backdrop to a victorian terrace of shops. The prominence of any development here brings with it the potential for a landmark building that would provide positive exposure for small businesses and the trading estate as a whole.

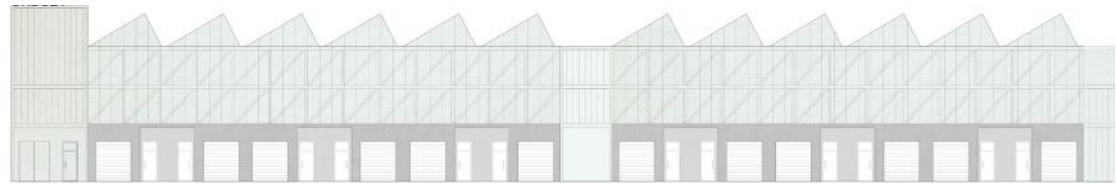
As this location mediates between the residential areas and the heart of the trading estate, the massing and architecture of any building on this site should be more sympathetic than the typical industrial 'shed', and it should respond to the scale, rhythm and materiality of the context.

A group of trees to the west of the site forms part of the green boundary around the trading estate. It will be important to consider use of greenery to soften the surroundings of the trading estate.

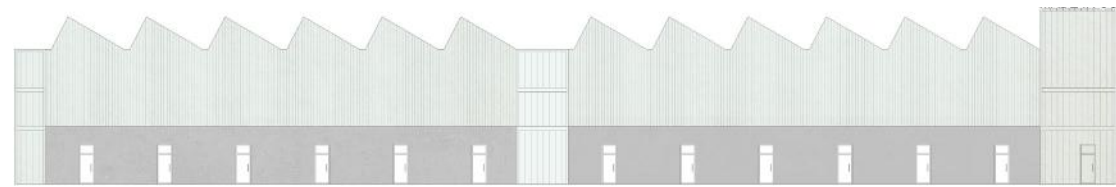


02

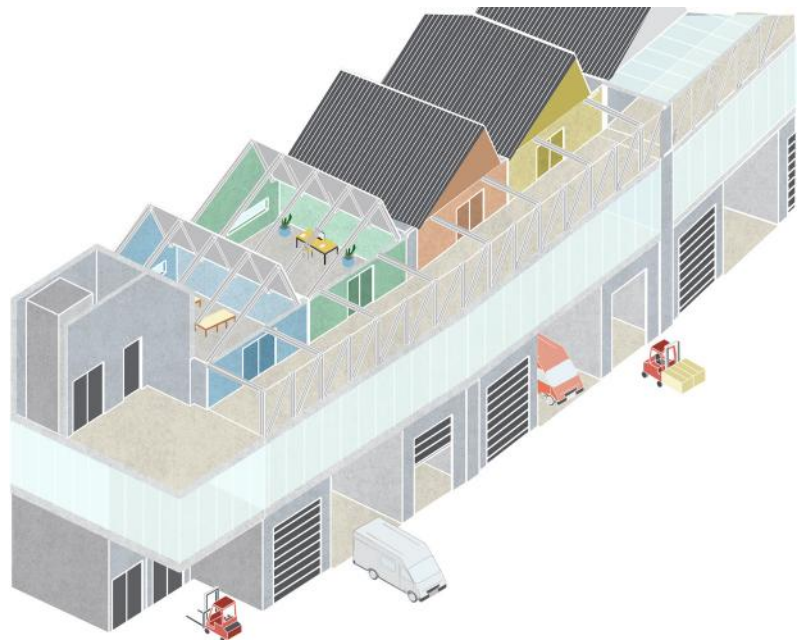




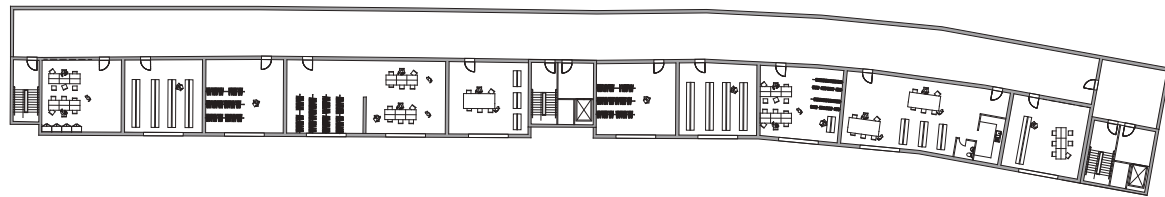
01



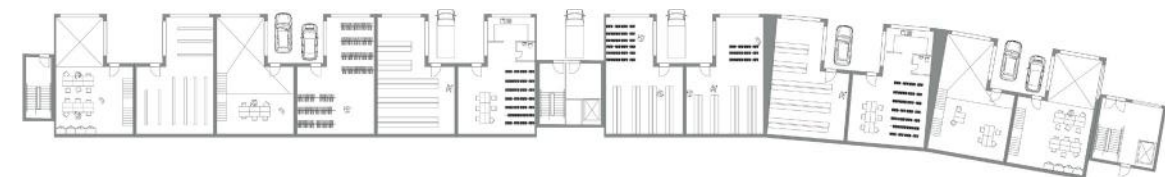
02



03



04



05



06

- 01 North elevation of proposed building on Plot 1
- 02 South elevation, overlooking the South Bermondsey station access path
- 03 Axonometric illustration showing the proposed arrangement
- 04 Proposed first-floor plan highlighting the flexibility of potential industrial units
- 05 Proposed ground-floor plan
- 06 Roof plan in context of proposed studio units
- 07- Diagrammatic massing, incorporating mezzanine space
- 08 mezzanine space

## BUILDING PROPOSAL

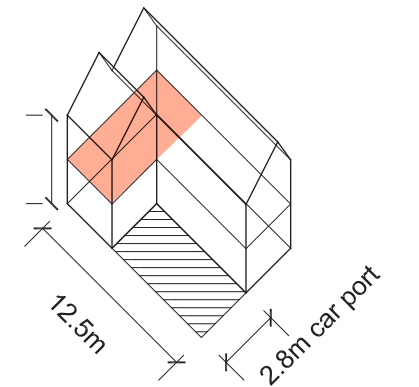
Plot 1 lies within the B1(c) use class buffer designated in design principle 01. The site constraints of plot 1 lend it to smaller industrial operations, especially businesses that do not require large vehicle access. Therefore building typology C - Studio has been chosen for this study.

The proposed building volume was informed by the dimensions typically required by larger studio spaces, giving units of 77sqm.

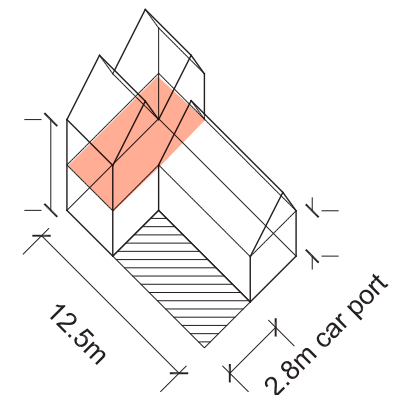
The design provides flexibility to the end user. Mezzanine inserts offer the option of either multi-level use or double height spaces, while neighbouring units can be combined to form larger spaces. Loading bays can also be used as external yard spaces, according to the end user's needs.

By providing a solution that enables car and van access to the raised level of the site the potential range of uses is much broader. There is also potential for the use of fork lift access along the shared access deck at first floor level.

In elevation and massing, the architectural language of the building form might suggest 'industry', while also providing an articulated structure with active frontages on a prominent site within the estate. The rhythm of the bays should respond to the massing of nearby terraced housing, and the building would be designed to mediate between residential use opposite the site, and larger industrial units towards the centre of the estate.



07



08



AREA SCHEDULE					
PLOT 1					
UNIT TYPE	NUMBER	AREA PER UNIT		TOTAL GIA	
		M2	SQ FT	M2	SQ FT
A	12	80	861	1014	9267
B	24	114	1226	2810	30246
<b>TOTALS</b>	<b>24</b>	<b>194</b>	<b>2087</b>	<b>3824</b>	<b>39513</b>

- 01 Building typology - C example exterior
- 02 Building typology - C example interior
- 03 Sketch site section through proposal
- 04 Proposal in context with access routes and section cut

\*Does not include optional mezzanines on ground floor unit

## MASSING AND APPEARANCE

Given Plot 1's prominent corner location at the edge of Bermondsey Trading Estate, any building occupying the plot must be sympathetic to the residential surroundings to the south, while staying true to its own industrial function.

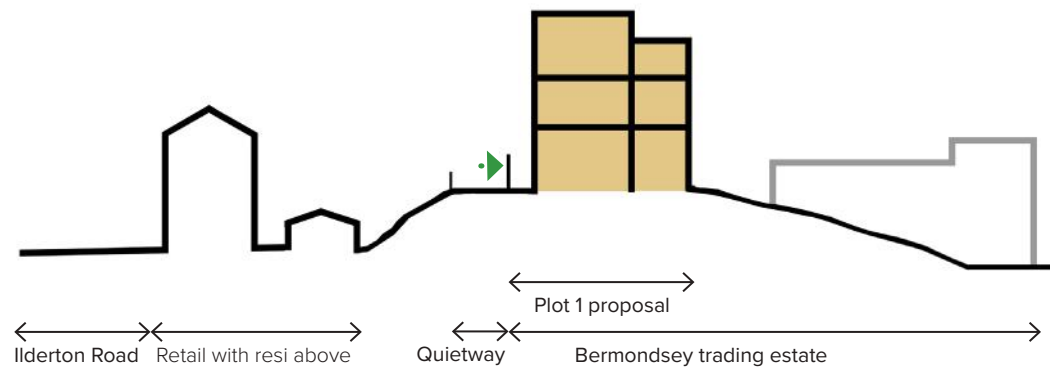
A saw-tooth roofline is in the industrial architectural tradition, allowing light to penetrate the deep internal spaces of the units, while breaking up the building mass and activating the building's south (and north) elevation to create visual interest.



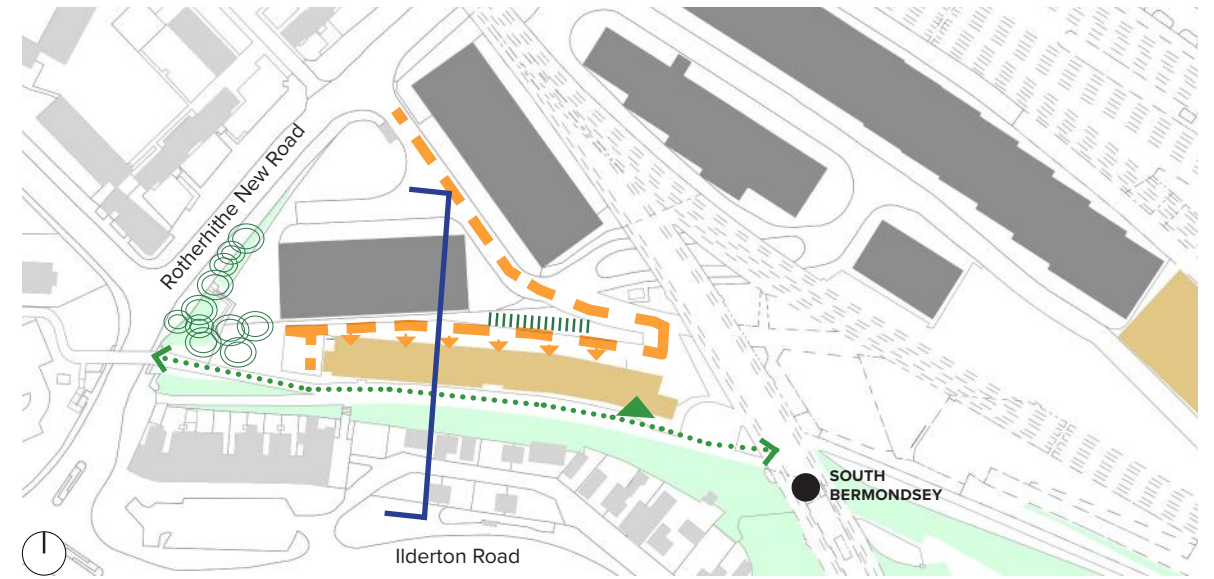
01



02



03



04

## ACCESS SERVICING AND FRONTAGES

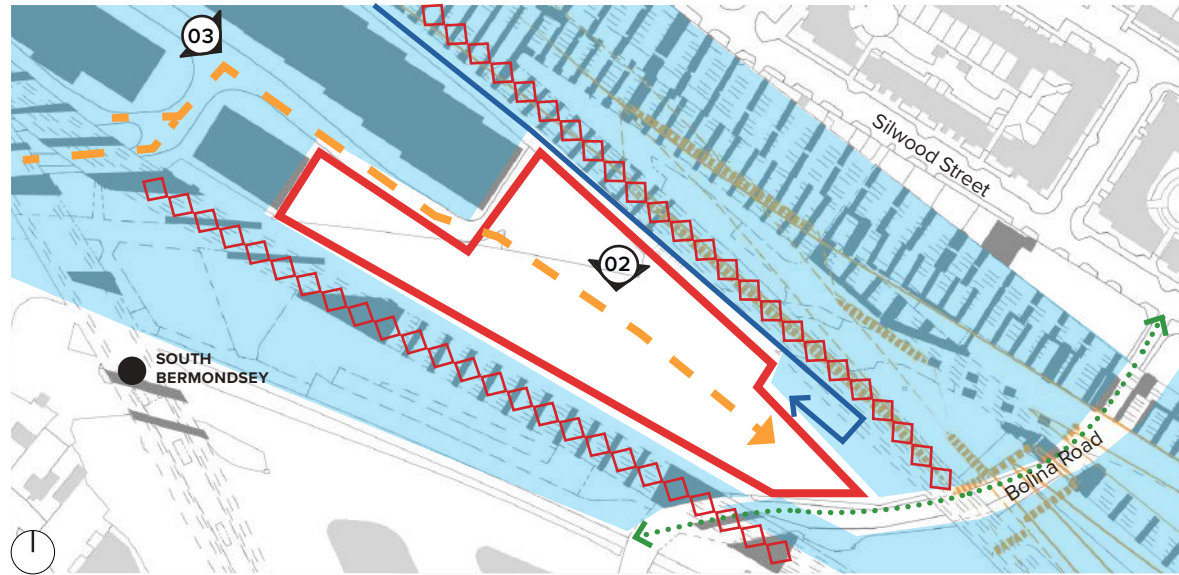
Key

- Plot 1 boundary
- Vehicle access
- Steep verge
- Pedestrian walkway
- Tree
- ▶ Pedestrian site access

Design principle 03 retains the existing access point on Rotherhithe New Road which continues through the site towards plot 1 and along the back elevation of the proposed building, providing vehicle access to the bays.

An oversized single road with a turning circle to the west is proposed to enable servicing. This arrangement affords the building space for the largest possible footprint.

Given the proximity of the pedestrian walkway to South Bermondsey station, running along the bottom of the plot, the proposal includes secure pedestrian access to the site from this route.



- KEY CONSTRAINTS**
- Plot 2 boundary
  - Industrial
  - > Vehicular access
  - ◇◇ Railway
  - > Network Rail access
  - |||| New Dive Under
  - <-> Pedestrian route

01



03

## PLOT 2 SITE AND CONSTRAINTS

- 01 Site constraints
- 02 Plot 2 view south towards arches
- 03 Plot 2 viewed from the north west

Plot 2 is at the heart of the study site, bounded by railway lines to the northeast and southwest, Bolina Road to the southeast and industrial buildings to the northwest.

Bolina Road borders the south of the site and allows vehicular road access to this point. However, it is not a suitable entrance for general site access, as egress along Bolina Road would need to be via the (emerging) New Bermondsey residential area to the southwest. While vehicular access from Bolina Road would not be appropriate, there should be cycle and pedestrian access from Bolina Road into Plot 2.

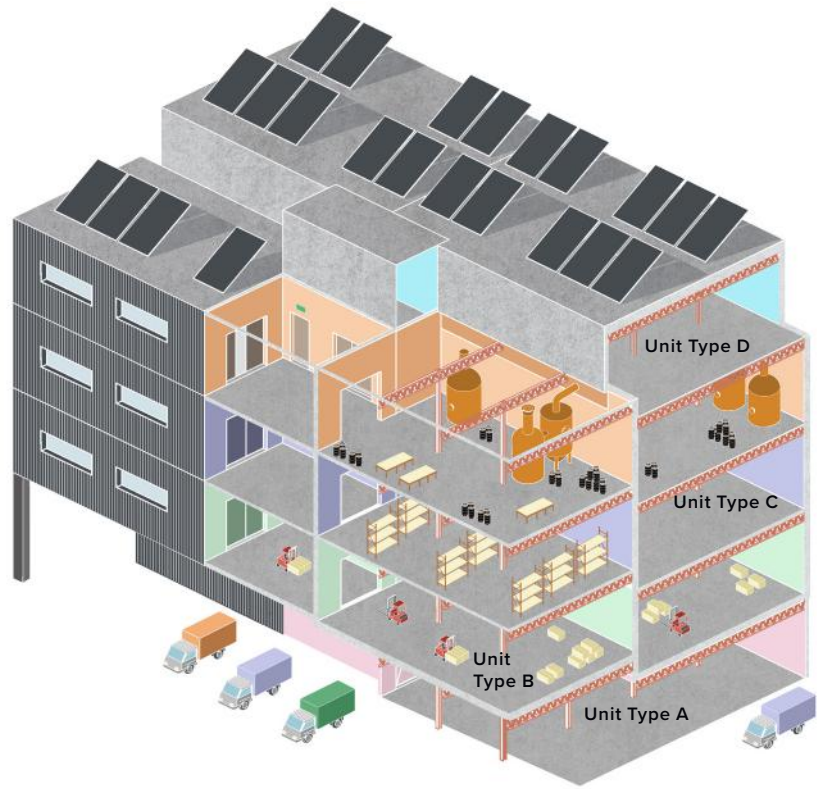
The location of Plot 2, at the centre of the overall masterplan site, is offset from the lighter industrial buffer edging and sits within the area designated for heavier industry. Its enclosed situation offers an opportunity to intensify industrial uses on the plot, as there are no nearby residential buildings to be affected. The intensification of industrial use is in line with the aspirations of the London Plan and the Old Kent Road AAP.

The site is surrounded by existing industrial uses and railway on all sides. There is an opportunity to extend the existing terraces of industrial buildings on the trading estate.



02





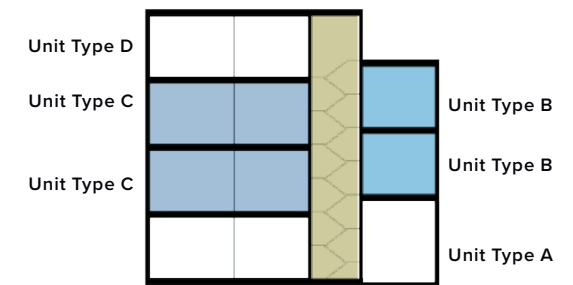
01



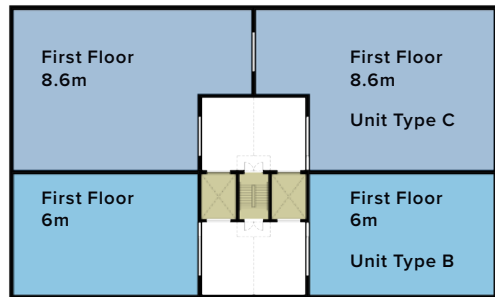
06

- 01 Diagram of potential massing
- 02 Ground floor with loading bay and waste area
- 03 First floor with split level
- 04 Second floor with split level
- 05 Top floor incorporating set back to give sense of a lighter building from the ground floor.
- 06 Site Plan
- 07 Sections with split levels
- 08 Typology B use class B2

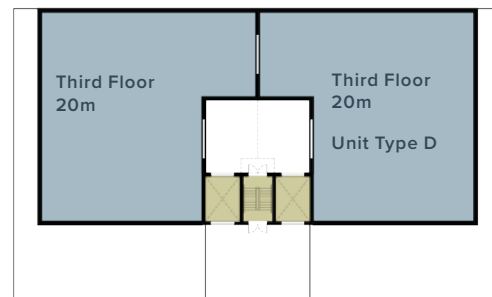
## BUILDING PROPOSAL



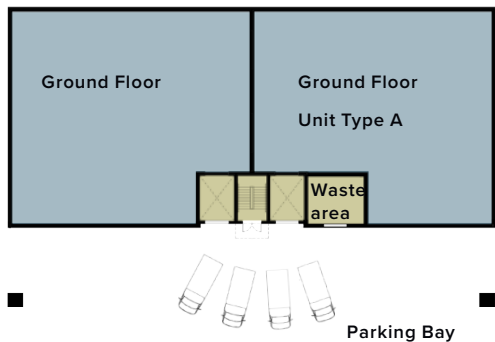
06



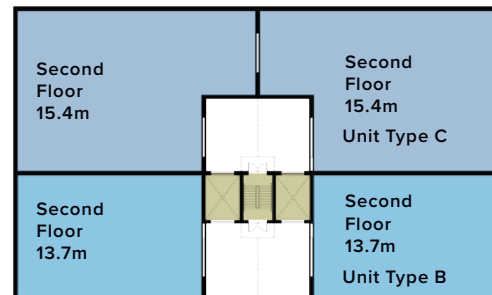
03



05



02



04

For this study we have identified building typology B - medium industrial as suitable for this site. Heavier industrial vehicles would be able to access Plot 2 due to the existing access route and entrance into the site, meaning heavy goods are able to be transported.

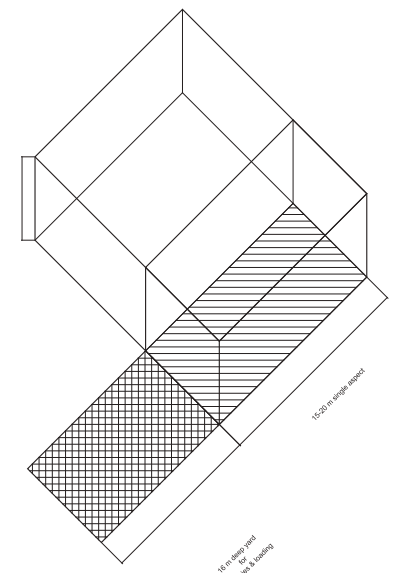
As it is not close to residential buildings, this plot is suitable for class B2 use, as well as B1(c).

The proposal for Plot 2 offers large open spaces, ranging from 236-504m<sup>2</sup>, providing flexibility for a range of different industrial uses.

The ground floor has a large open plan with a loading bay to allow for continuous movement of goods. Management of the bay may be required to monitor the fair use of shared lifts.

The proposed section maximises the efficiency of the core, by providing access to units at each half landing. This also improves security within the building as a maximum of two units will be accessed per floor.

Each level can be accessed by either of the two large format lifts or via the stair core. Each unit has a generous space in front of the lift to allow for loading/ unloading.



07

AREA SCHEDULE					
PLOT 2					
UNIT TYPE	NUMBER	AREA PER UNIT		GIA TOTALS	
		M2	SQ FT	M2	SQ FT
A	2	504	5425	1008	10850
B	4	236	2540	944	10161
C	4	403	4337	1612	17351
D	2	460	4951	920	9902
Core		50	538	200	2152

- 01 Reference project Gewerbehof Iaim
- 02 Sketch site section through proposal
- 03 Proposal in context with access routes and section cut

## MASSING & APPEARANCE

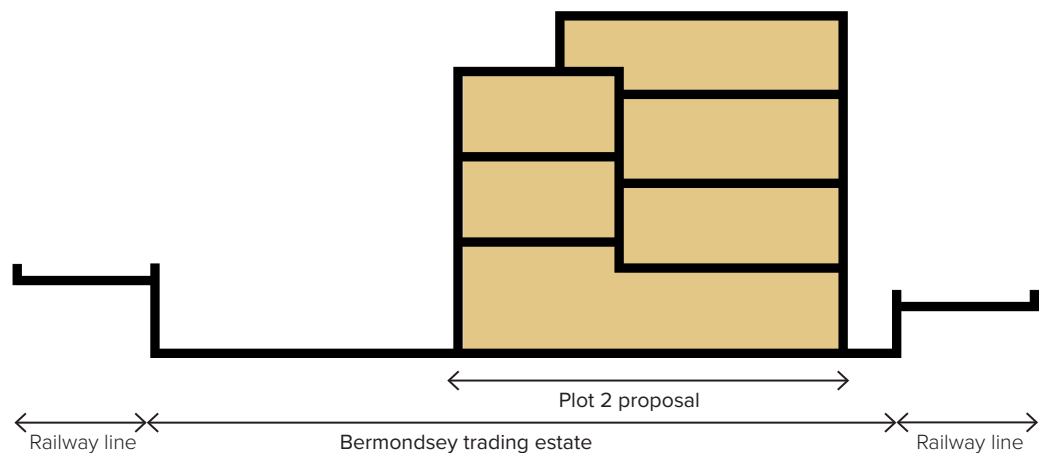
Plot 2 is designated by design Principle 02 as suitable for higher rise buildings. The proposal shown here for is nominally five storeys in height; a taller might be possible subject to justification and testing at planning stages.

The high floor to floor levels allow for the servicing of heavier industrial uses at high level.

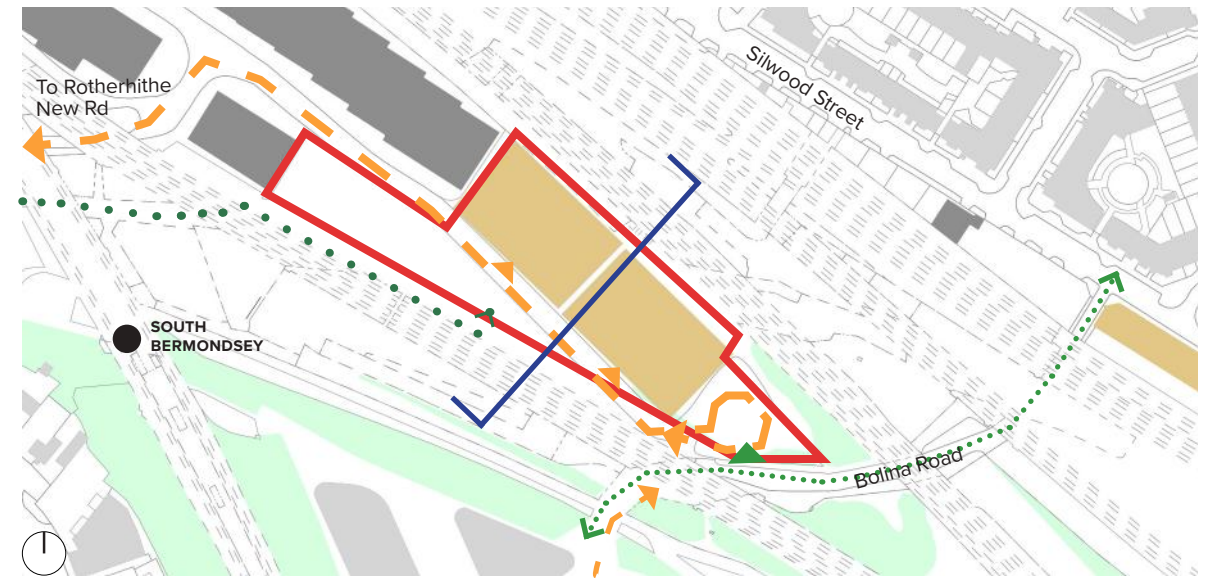
The proposed massing steps up towards the raised railway line, giving the sense of a reduced mass towards the trading estate frontage, which currently has two storey units.



01



02



## ACCESS SERVICING & FRONTAGES

- Key
- Plot 2 boundary
  - Vehicular access
  - Pedestrian walkway
  - ▶ Pedestrian site access

This plot would rely on vehicular access, with loads being brought to and from site via the main site entrance on Rotherhithe New Road, in accordance with Design Principle 03.

03

The route along Bolina Road is not suitable as a vehicular access point into the site, both for management reasons and to avoid heavy goods traffic flow through the emerging adjacent development at New Bermondsey.

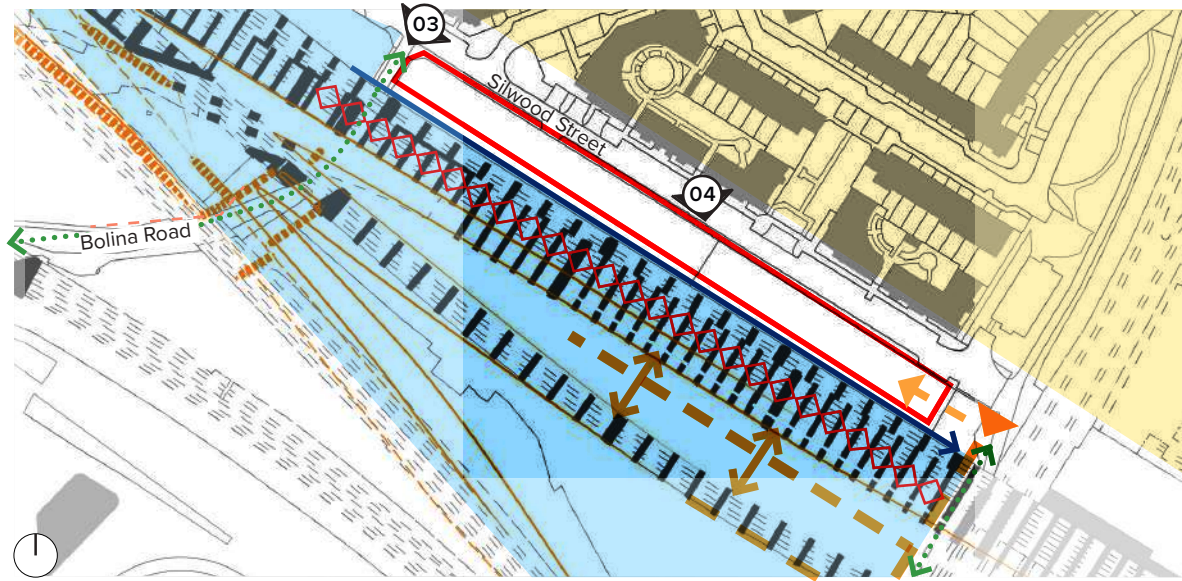
Yard space and access for servicing, loading and unloading at bays would take place in front of the building along an extension of the existing road, with vehicles able to reverse at the bay location to leave

Pedestrians could potentially use the alternative proposed pedestrian access to the site at Plot 1 or from Bolina Road. The proposed New Bermondsey development will help generate more footfall on Bolina Road and there is an opportunity for development to activate the Bolina Road frontage.

Providing a new pedestrian entrance into the site will help and could be augmented by a public fronting use, such as a café.

The design of the building can also ensure that Bolina Road is overlooked and provides an opportunity to create “windows into working”, enabling people to see what is happening inside.





**KEY CONSTRAINTS**

- Plot 3 boundary
- Residential Area
- Industrial
- Vehicular access
- Railway
- Network Rail Access
- New Drive Under
- Pedestrian route

01



04

## PLOT 3 SITE & CONSTRAINTS

- 01 Site Constraints
- 02 Image towards site from Corbett's Lane
- 03 View of Bolina Rd
- 04 View of Plot 3 from Silwood Street

Plot 3 is a strip of land along the north east of the study area site boundary, running parallel with Silwood Street.

A row of arches, identified previously as Arches 03 (see p34), run behind Plot 3 to the south. New residential housing runs along the north side of Silwood Street.

The plot is bordered at the north west and south east edges by pedestrian access routes leading to South Bermondsey Station.

An existing vehicular access route crosses the site and through the arches near the south east corner of the site. Some arches provide a thoroughfare route with both ends open and no intermediate arch structure.

Network Rail maintain access to the railway for an assumed 1m along the edge of the line of arches.

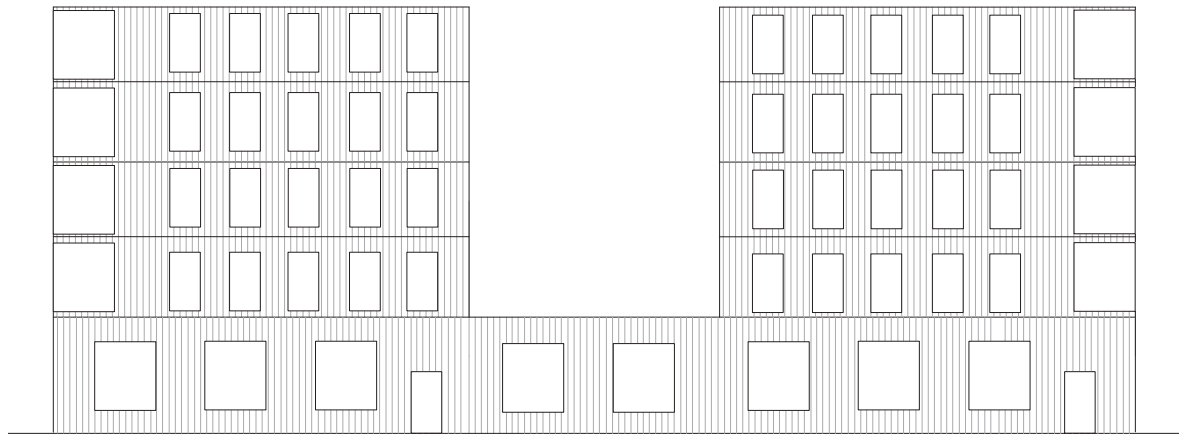


02

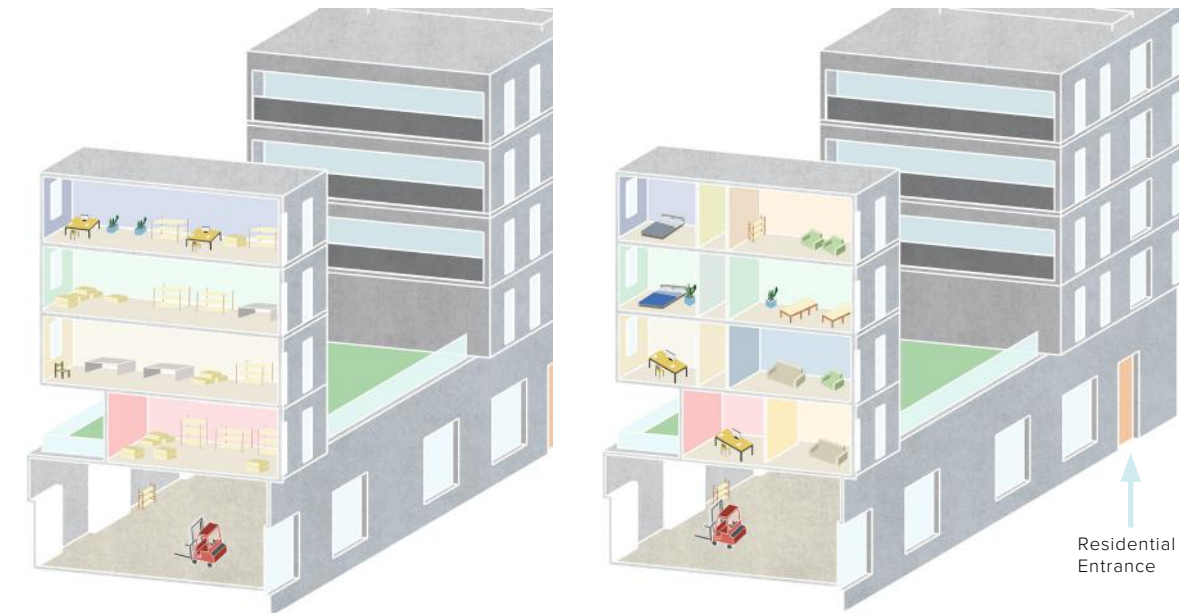


03





01



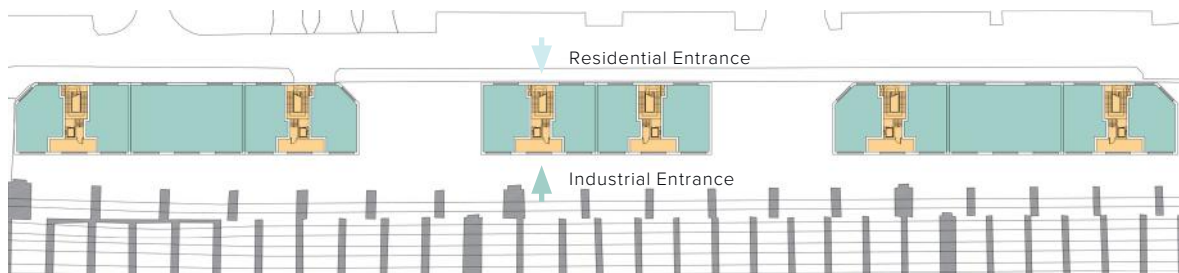
02

03

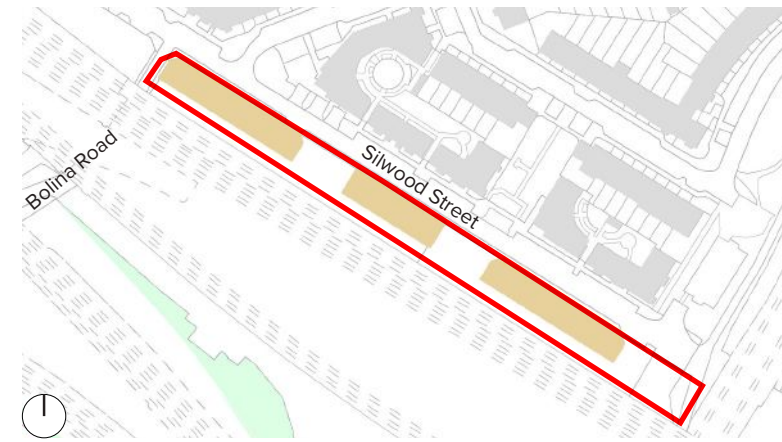
Residential  
Residential Core  
Industrial



04



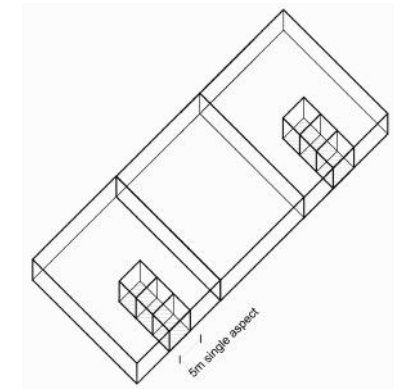
05



06

- 01 Elevation facing North looking on to Silwood Street with a communal podium for offices to break out on to
- 02 Diagrammatic massing of building typology with multi floors of industrial use
- 03 Diagrammatic massing of building typology with studios/resi above
- 04 Typical floor plans of office/studio units
- 05 Ground floor plan of proposed small office units
- 06 Site Plan of proposed small offices
- 07 Diagrammatic massing of building typology

## BUILDING PROPOSAL



07

Plot 3 sits within the buffer zone set out in design principle 01.

Building typology D - light industrial use is most suited to Plot 3 due to its proximity to the dense residential housing facing the plot.

Using this site for small studios and workshops would produce low levels of waste, with limited nuisance to disturb the established residential housing opposite.

Fronting a highway already populated with businesses, this plot would be easily accessible for employees by foot or cycling.

There is an opportunity to provide a positive active frontage to Silwood Street that will also serve as a visual / acoustic buffer to the railway.

There are two options for development of Plot 3; one with solely light industrial units at ground level and a second option with four storeys added above with either residential accommodation or further light industrial activities.

The residential units would conform to the requirements set out in the London Plan.



AREA SCHEDULE					
PLOT 3					
UNIT TYPE	NUMBER	AREA PER UNIT		TOTAL	
		M2	SQ FT	M2	SQ FT
Light Industrial Unit	12	140	1506	1680	18083
1B2P	6	50	538	300	3229
2B3P	6	61	656	366	3930
2B4P	36	70	753	2520	27125

OPTION 01 TOTAL GIA				2000	21527
OPTION 02 TOTAL GIA				7184	77327

01 Sketch section through proposal  
 02 Proposal in context with access routes and section cut

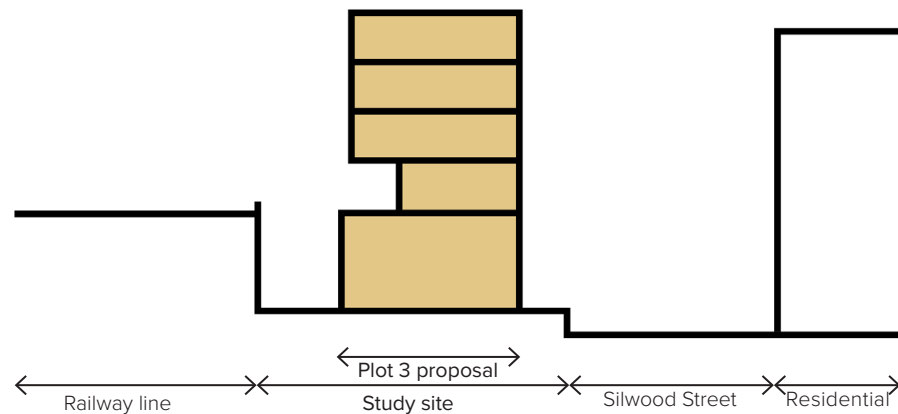
## MASSING & APPEARANCE

There are two options for proposed development of Plot 3. Option 01 proposes a single storey industrial block, while Option 02 proposes four storeys on top of the industrial units, which could be residential accommodation or further B1(c).

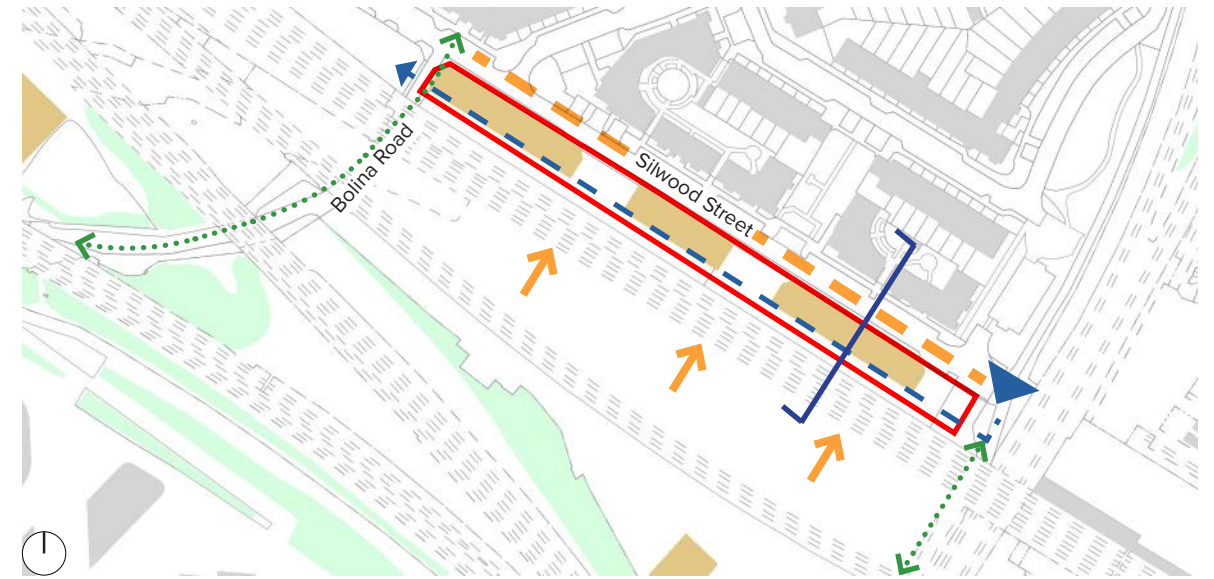
Plot 3 is sited opposite four storey residential blocks along Silwood Street, therefore a residential use at the upper storeys may be regarded as being more sympathetic.

Whether Residential or B1(c), consideration should be given to the appearance of the street elevation with materials that reflect the scale of the residential area.

The relationship with the railway line and associated noise and vibration would require careful detailing, particularly with the residential option, to ensure a good quality of amenity for residents.



01



02

## ACCESS SERVICING & FRONTAGES

- Key
- Plot 3 boundary
  - Vehicular access
  - ➔ Access to arches
  - ↔ Pedestrian walkway
  - ➔ One way vehicular road with loading bays

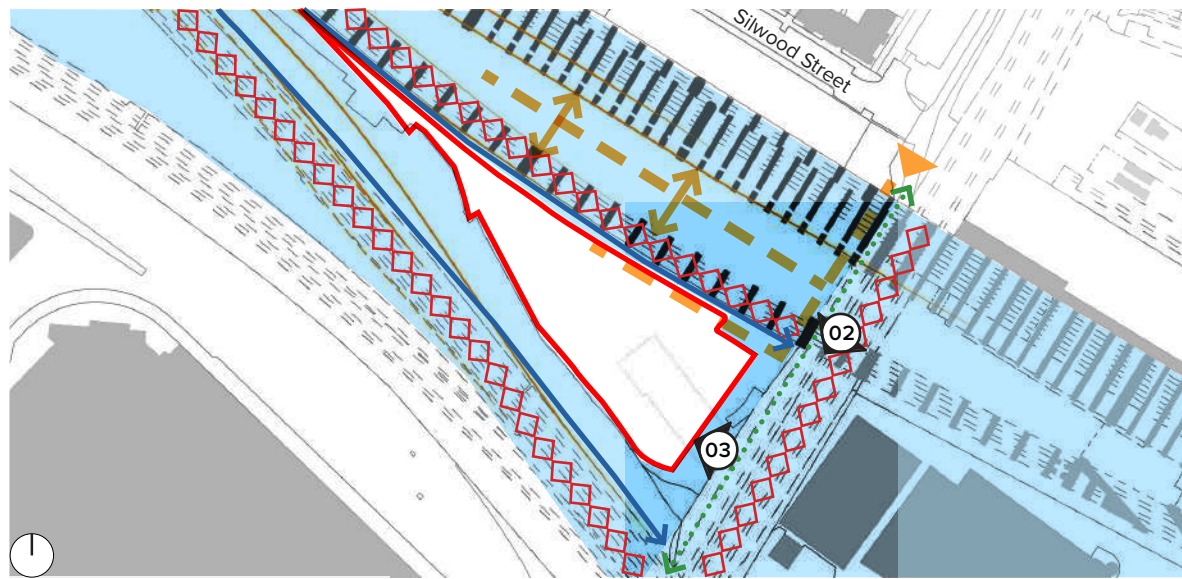
The proposed industrial use and building typology do not require the use of heavy vehicles at this site, and the arches behind the proposed building would be serviced by car or van only.

A one-way road between the new building and the arches with yard space for loading/ unloading bays is proposed next to the arches.

The cycle/ pedestrian routes to the southeast of the study site would be activated by the development of Plot 3, making these routes more overlooked and therefore safer.

If option 02, to include residential units above is adopted, then the access would not be affected.

Plot 3 is within walking distance of South Bermondsey station and the proposed New Bermondsey station. As such, the residential housing would be planned with no car parking, except for accessible spaces.



**KEY CONSTRAINTS**

- Plot 4 boundary
- Industrial
- Vehicular access
- ◇ Railway
- Network Rail Access
- ||||| New Dive Under
- ↔ Pedestrian route

01



03

## PLOT 4 SITE & CONSTRAINTS

- 01 Site Constraints
- 02 Image of unwelcoming pedestrian/cycle route along south of plot 4
- 03 Image of site from Southeast

Plot 4 is flanked by a railway line with a set of arches to the north east, a bank of earth leading up to a railway line to the south west and the study site boundary to the south east. Along the south east boundary is an unattractive cycle route and pedestrian walkway which is surrounded by high fencing. It is poorly lit at night, is not overlooked and is unwelcoming.

Although there is currently no survey information available for these arches, there is an assumption that heavy vehicle access is not suitable for this site due to headroom restrictions at the access points.

An existing pedestrian access route runs just outside the south boundary, while existing vehicular access is provided to the site through railway arches, entering from the northeast corner of the study site boundary.

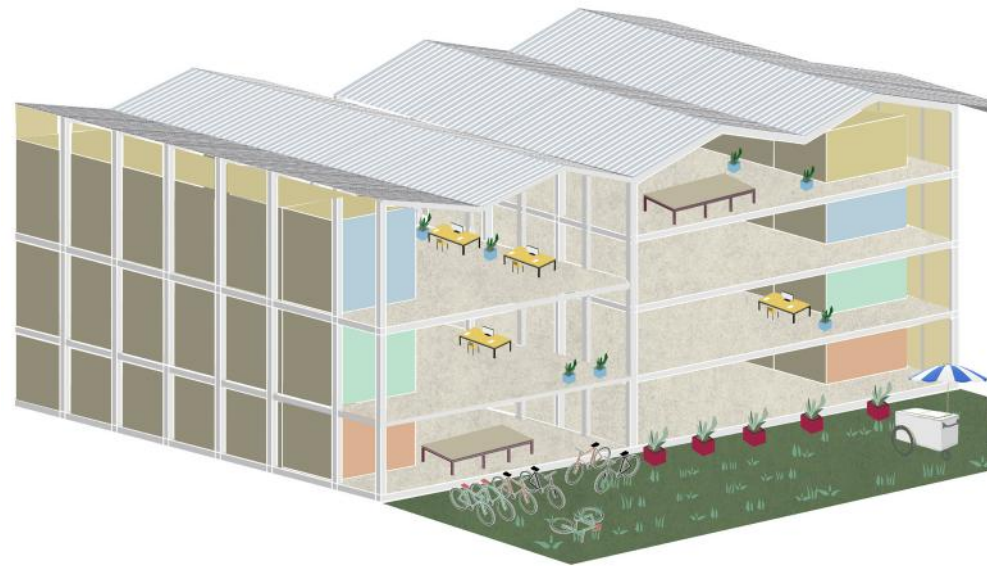
A second pedestrian route exists along Bolina Road to the northwest of the plot.

Network rail require maintenance access to a distance of 1m along the railway line.

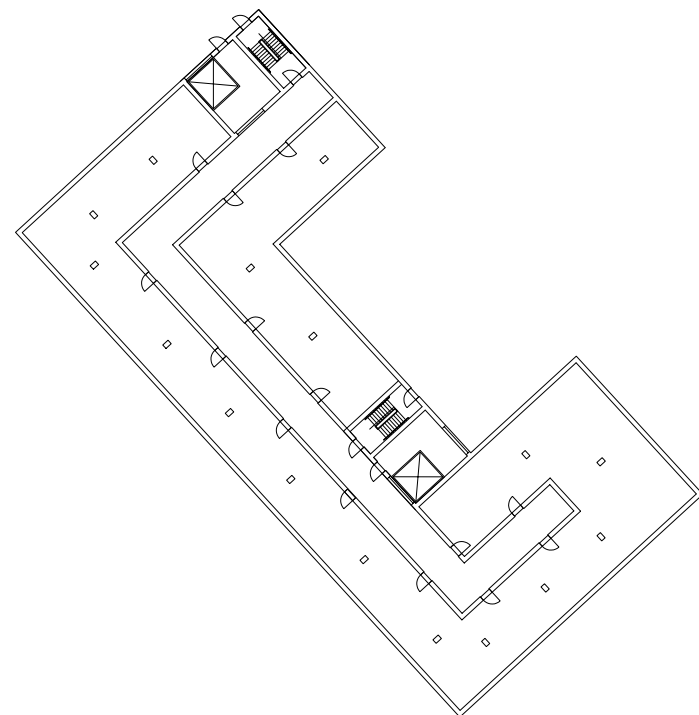


02

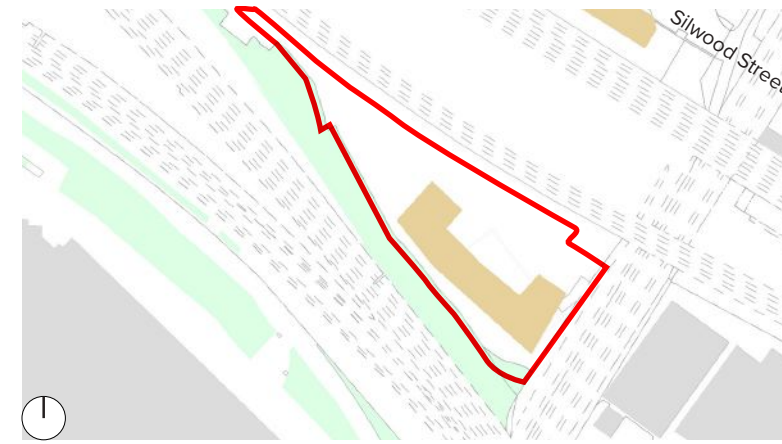




01



02



03

- 01 Diagrammatic massing of single storey
- 02 Studio plan layout
- 03 site Plan of proposed building
- 04 Typology diagram

## BUILDING PROPOSAL

Plot 4 does not sit on the lighter industrial buffer, highlighted in design principle 01, although there is an opportunity for a significantly improved active frontage on the south plot boundary which is a currently unwelcoming pedestrian/cycle thoroughfare.

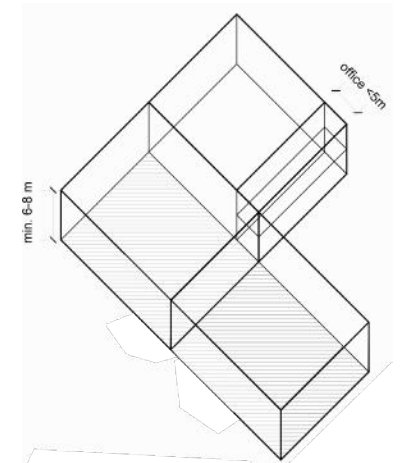
The site is land-locked within the industrial site by the railway lines and access route to the south. Accessibility is as design principle 03 with building users largely pedestrians and cyclists (see p. 21). As such, the proposed building typology should be one which does not require heavy vehicle traffic.

The proposed building for Plot 4 aims to provide a flexible arrangement of different sized small B1(c) workshops and studio units within Typologies B, C and D.

It is envisaged that these would be small businesses, with a courtyard, coffee shop, gallery and cycle store at ground floor providing a 'hub' for the development.

The southwest elevation would hint at an industrial style building, which is more sensitive to the proposed internal activities, with a regular facade treatment and pitched roofs to accommodate rooflights and natural daylighting.

An alternative possibility for this site would be for a long term storage facility, such as a data centre using Typology Type A - storage and distribution in use class B8.



04

AREA SCHEDULE					
PLOT 4					
OPTION A	NUMBER	AREA PER UNIT		TOTAL	
Per floor		M2	SQ FT	M2	SQ FT
Studio	19	25	269	475	5112
Break out	2	50	538	100	1076
OPTION B	NUMBER	AREA PER UNIT		TOTAL	
Per floor		M2	SQ FT	M2	SQ FT
Storage	3	235	2529	705	7588
<b>TOTALS</b>	<b>3</b>	<b>235</b>	<b>2529</b>	<b>705</b>	<b>7588</b>
4 storeys					
<b>GIA TOTAL</b>				<b>770</b>	<b>8288</b>

- 01 Sketch section of proposal
- 02- Example images of building types
- 03
- 04 Proposed fencing between plot and pedestrian walkway
- 05 Proposal in context with access routes and section cut

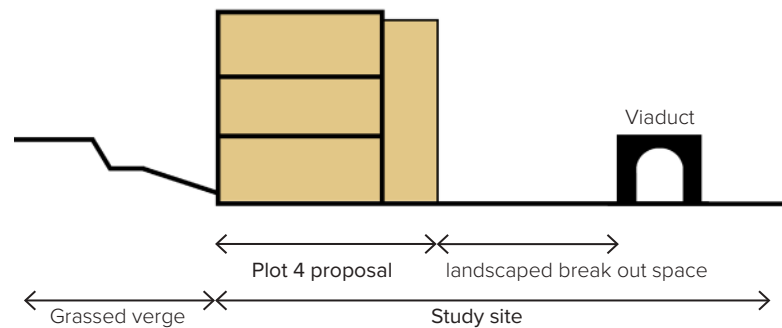
## MASSING & APPEARANCE

Plot four sits within the study site and away from any surrounding residential buildings, with the adjacent industrial buildings and Milwall football stadium three to four storeys in height.

The proposed building is four storeys high, but to provide flexibility of use, the internal sections vary from single to double height floor to ceiling levels.

Natural light will be provided by rooflights set into the angled roof, with some windows at high levels to circulation cores, allowing flexibility for the internal areas and external cladding could be translucent, such as polycarbonate panelling, to allow further light filtration.

The new building will maintain the same form, whether the internal use becomes divided for studio spaces, or open-plan to provide flexible storage space.



01



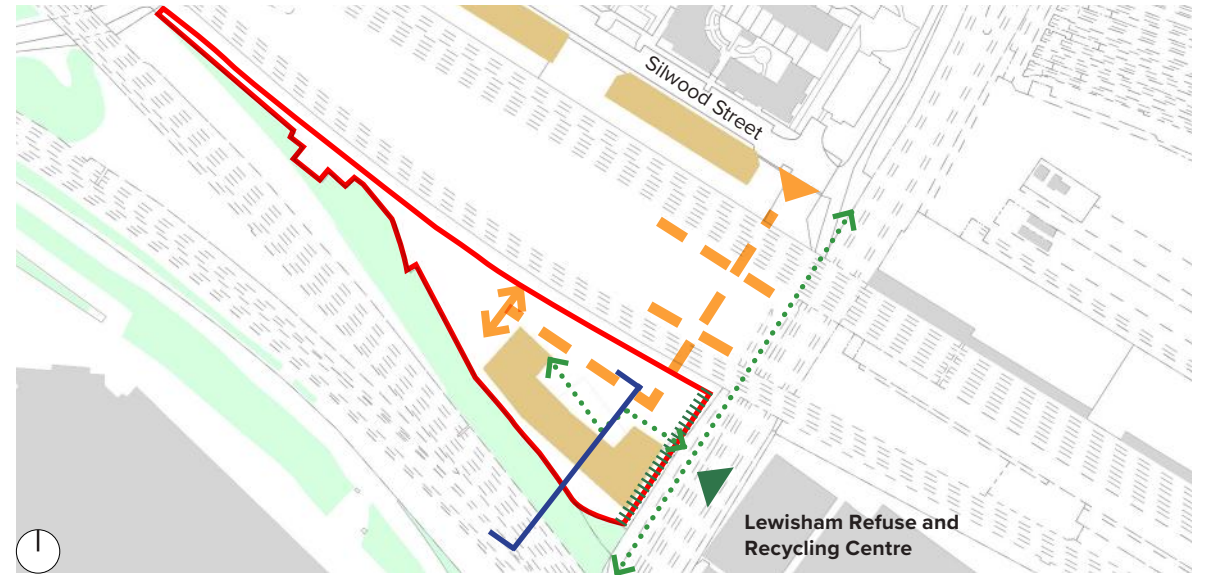
02



03



04



05

## ACCESS SERVICING & FRONTAGES

- Key
- Plot 4 boundary
  - Vehicular access
  - Activated frontage
  - Pedestrian walkway
  - Pedestrian access

Due to low headroom through the arches, typologies that require frequent vehicle access will not be suitable at Plot 4. The proposed development at this site is, however, generally accessible by pedestrians and cyclists. There is a direct pedestrian route to Plot 4 from South Bermondsey Station, encouraging use of public transport for users of this site.

The pedestrian/cycle route to the southeast of the site is currently an inhospitable environment, however, provides an opportunity for building users to have a direct access point into the site. Increasing the number of users along this route and introducing activity within the break-out space in front of the studios will result in a more welcoming and safer environment.

There will be a requirement for some fencing between the proposal and the pedestrian/cycle route for security however gates should be designed to be inviting and open. The proposal should provide passive surveillance to the pedestrian route with windows onto the route and good quality lighting to the pathway.

As highlighted in Design Principle 03, an existing vehicle access route from Silwood Street through the arches to the site is to be used for occasional car or van deliveries.



## APPENDIX



# SBF AREA SCHEDULE

AREA SCHEDULE					
PLOT 1					
UNIT TYPE	NUMBER	AREA PER UNIT		TOTAL GIA	
		M2	SQ FT	M2	SQ FT
A	12	80	861	1014	9267
B	24	114	1226	2810	30246
<b>TOTALS</b>	<b>24</b>	<b>194</b>	<b>2087</b>	<b>3824</b>	<b>39513</b>

\*Does not include optional mezzanines on ground floor unit

AREA SCHEDULE					
PLOT 2					
UNIT TYPE	NUMBER	AREA PER UNIT		GIA TOTALS	
		M2	SQ FT	M2	SQ FT
A	2	504	5425	1008	10850
B	4	236	2540	944	10161
C	4	403	4337	1612	17351
D	2	460	4951	920	9902
Core		50	538	200	2152
<b>TOTALS</b>	<b>12</b>	<b>1653</b>	<b>17791</b>	<b>4684</b>	<b>50,416</b>

AREA SCHEDULE					
PLOT 3					
UNIT TYPE	NUMBER	AREA PER UNIT		TOTAL	
		M2	SQ FT	M2	SQ FT
Light Industrial Unit	12	140	1506	1680	18083
<b>OPTION 01 TOTAL GIA</b>				<b>2000</b>	<b>21527</b>

AREA SCHEDULE					
PLOT 4					
OPTION A	NUMBER	AREA PER UNIT		TOTAL	
		M2	SQ FT	M2	SQ FT
Per floor					
Studio	19	25	269	475	5112
Break out	2	50	538	100	1076
<b>TOTALS</b>	<b>21</b>	<b>75</b>	<b>807</b>	<b>770</b>	<b>8288</b>

AREA SCHEDULE		
ALL PLOTS	TOTAL	
	M2	SQ FT
Plot 1	3824	39513
Plot 2	4684	50,416
Plot 3	2000	21,527
Plot 4	770	8288
<b>TOTALS</b>	<b>11,278</b>	<b>119,744</b>

AREA SCHEDULE ARCHES			
ARCHES 01	NUMBER	AREA PER ARCH	
		M2	SQ FT
	11	984	10591
<b>TOTALS</b>	<b>11</b>	<b>984</b>	<b>10591</b>

AREA SCHEDULE ARCHES			
ARCHES 03	NUMBER	AREA PER ARCH	
		M2	SQ FT
	24	5494	59136
<b>TOTALS</b>	<b>24</b>	<b>5494</b>	<b>59136</b>

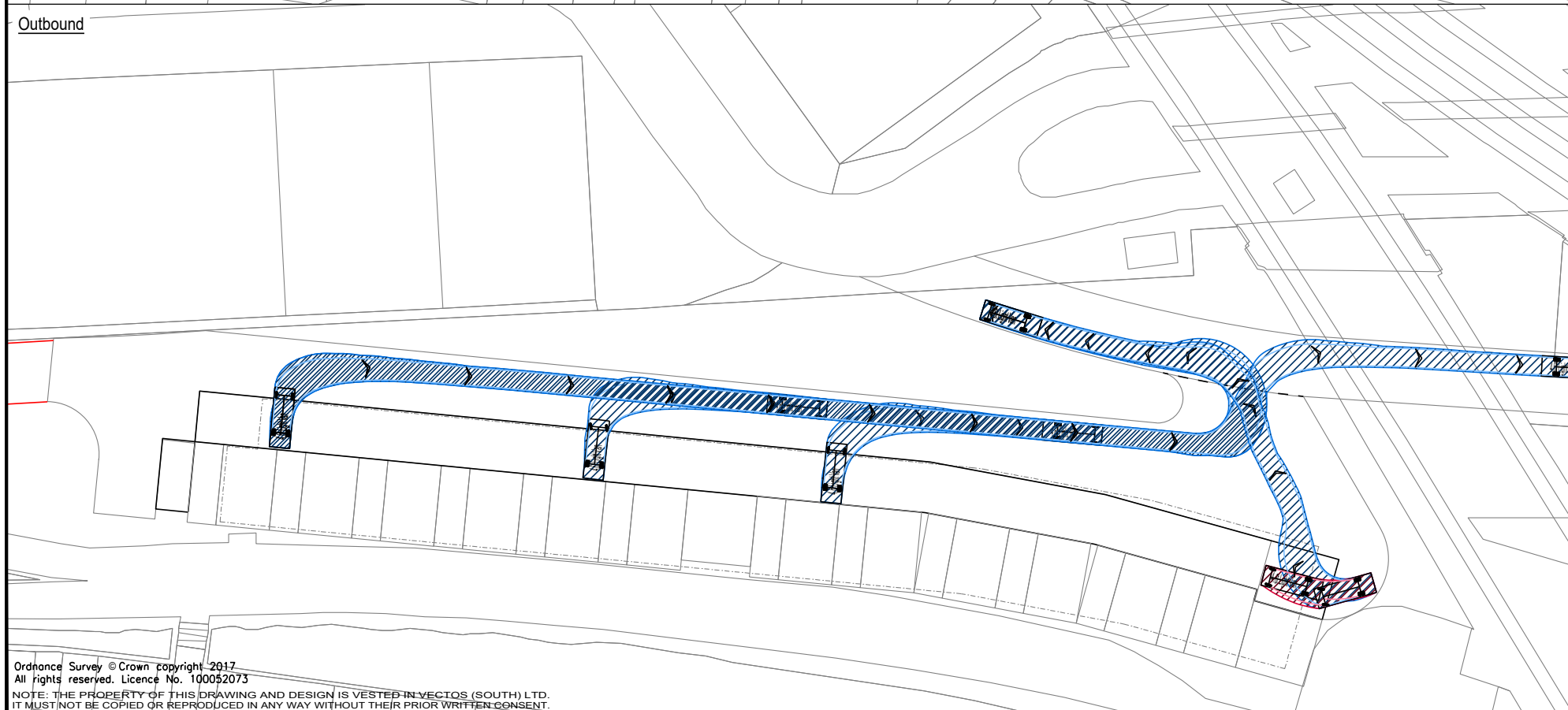
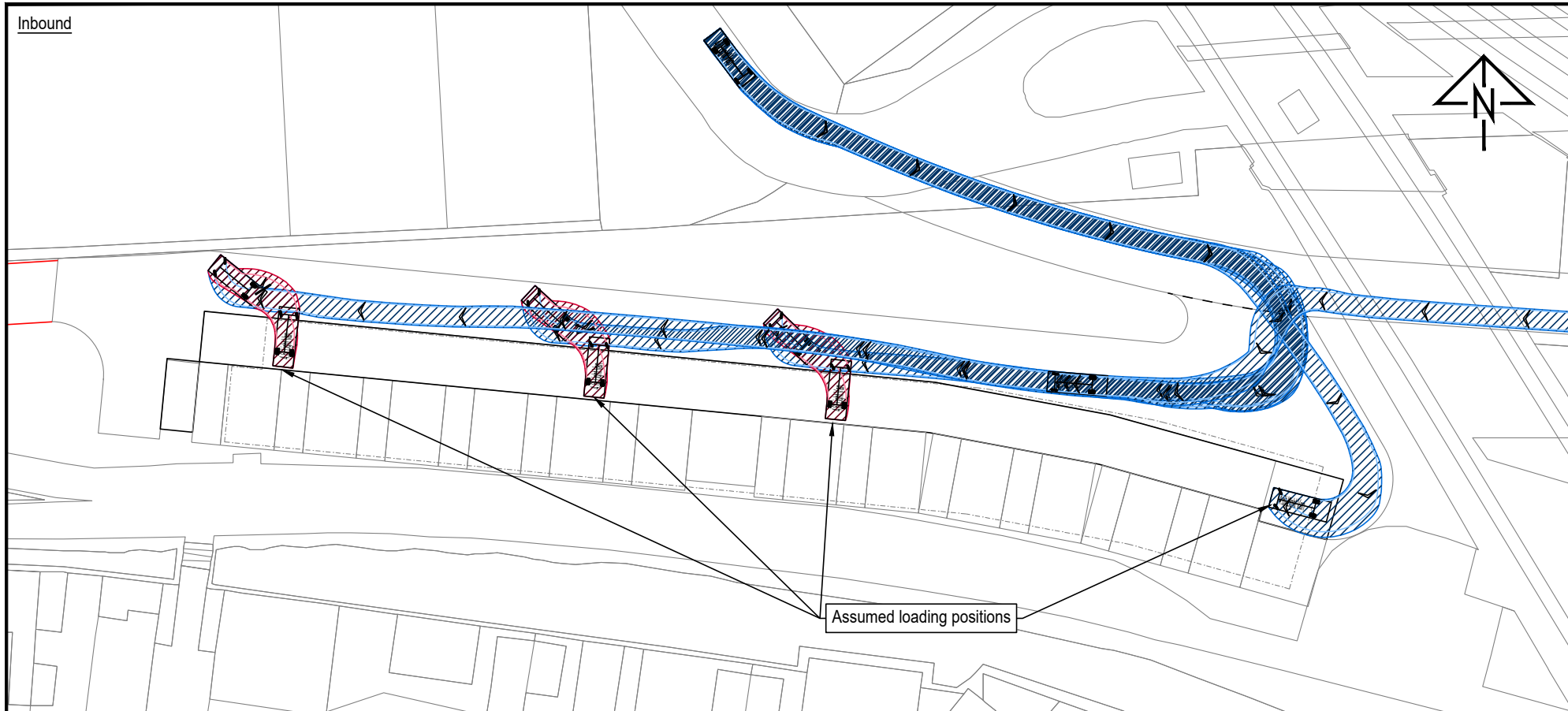
AREA SCHEDULE ARCHES			
ARCHES 02	NUMBER	AREA PER ARCH	
		M2	SQ FT
Jarrow Rd	40	3827	41193
Silwood St	42	3797	40870
<b>TOTALS</b>	<b>82</b>	<b>7627</b>	<b>82,063</b>

\*assumptions made on accessible and usable arch space

\*arches in use to be confirmed

\*areas subject to dimensional survey





**Notes:**

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- Based on Lyndon Goode layout: SBF-LGA-XX-05-DR-A-010-05\_AIIPlotsRoof

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Revised Architects Layout	SC	EW	09.08.18

CLIENT:  
**Lyndon Goode Architects**

PROJECT:  
**South Bermondsey**

DRAWING TITLE:  
**Swept Path Analysis  
Access to Units - Plot 1  
4.6t Light Van**

SCALES:  
**1:500 at A3**

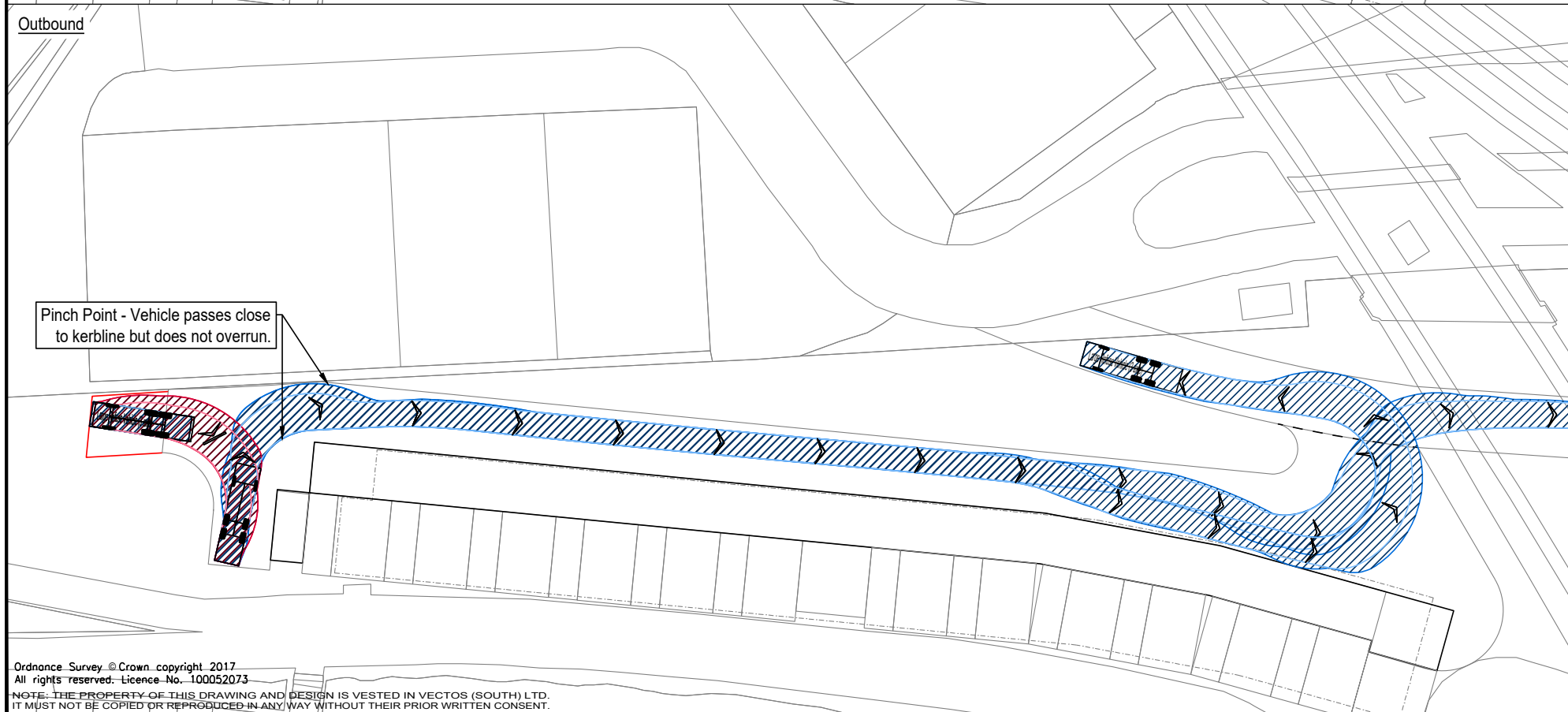
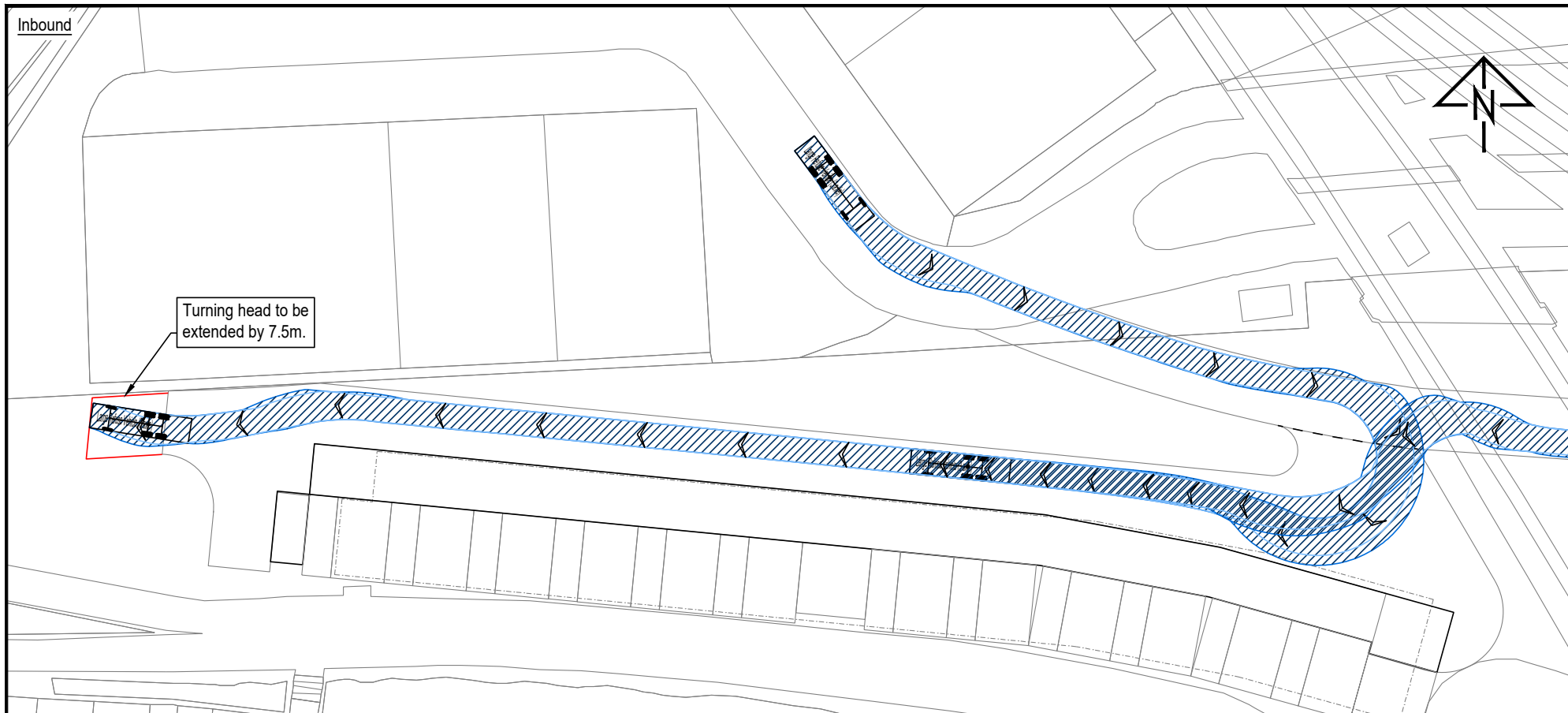
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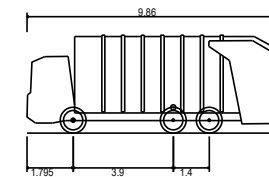
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Large Refuse Vehicle (3 axle)	9.860m
Overall Length	2.450m
Overall Width	3.814m
Overall Body Height	0.366m
Min Body Ground Clearance	2.450m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

A	Revised Architects Layout	SC	EW	09.08.18
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**Lyndon Goode Architects**

PROJECT:  
**South Bermondsey**

DRAWING TITLE:  
**Swept Path Analysis  
Access to Units - Plot 1  
Large Refuse Vehicle**

SCALES:  
**1:500 at A3**

DRAWN:	KB	CHECKED:	KH	DATE:	03.04.2018
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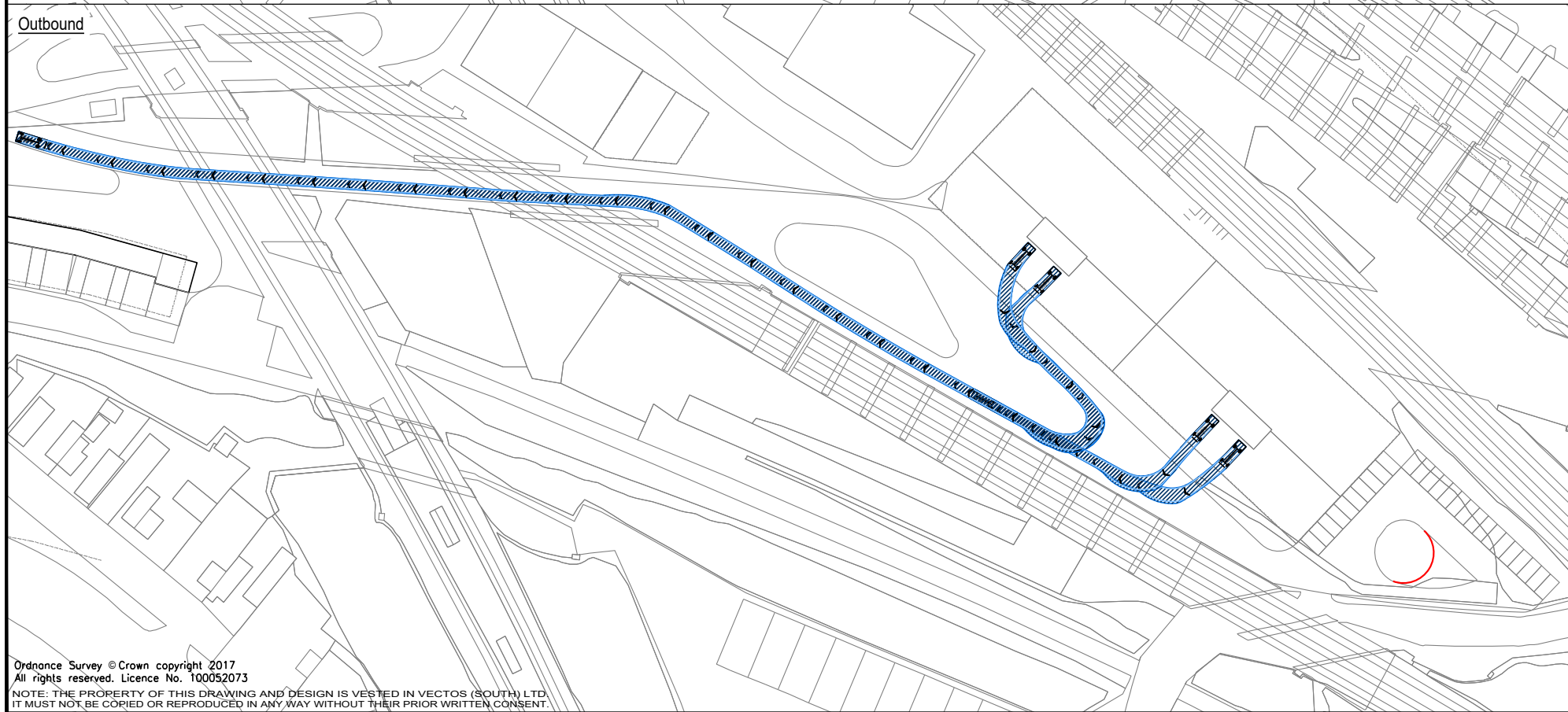
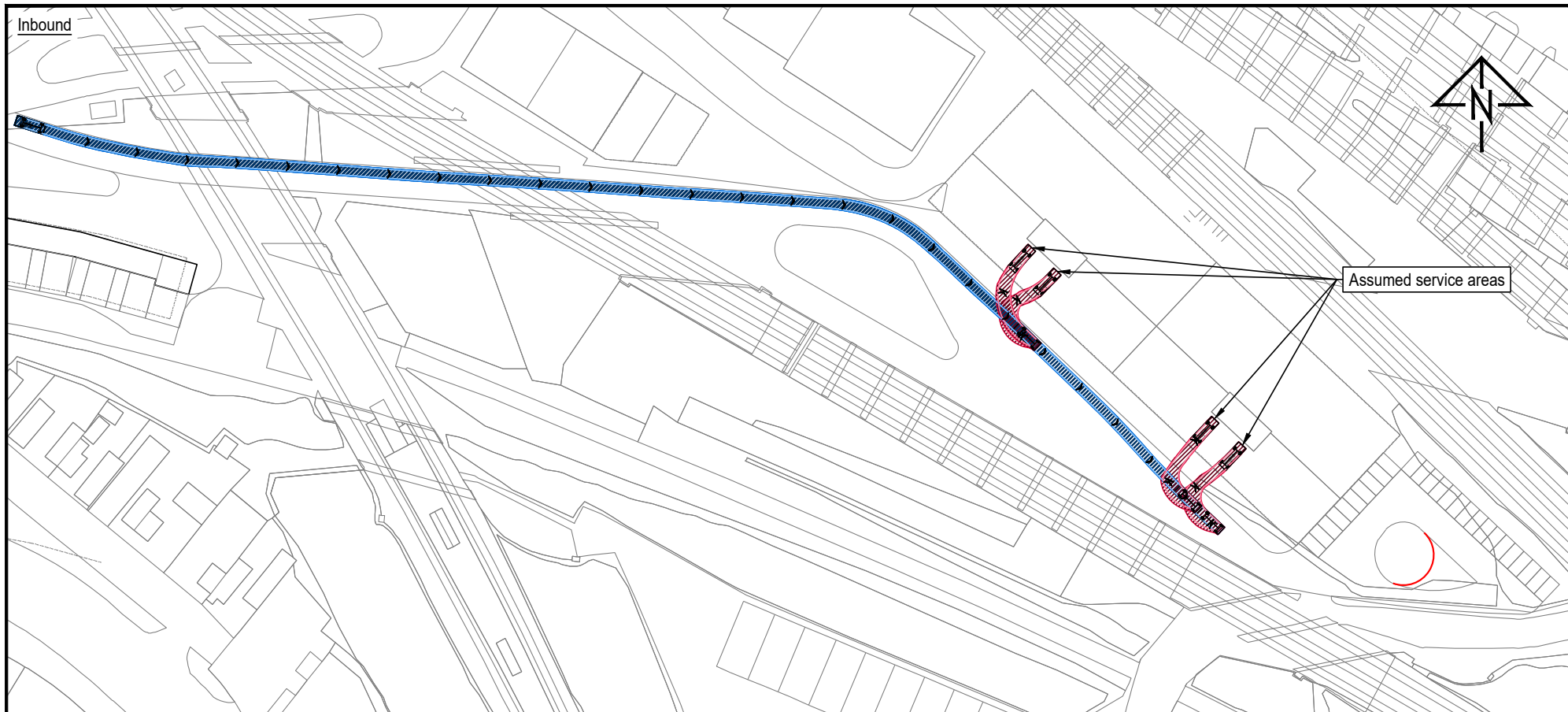


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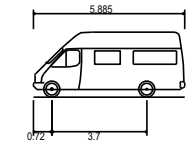
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4.6t Light Van	5.885m
Overall Length	2.000m
Overall Width	2.526m
Overall Body Height	0.299m
Min Body Ground Clearance	1.765m
Track Width	4.00s
Lock to lock time	6.000m
Kerb to Kerb Turning Radius	

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:  
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PROJECT:  
**South Bermondsey**

DRAWING TITLE:  
**Swept Path Analysis  
Access to Units - Plot 2  
4.6t Light Van**

SCALES:  
**1:1000 at A3**

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Option 1

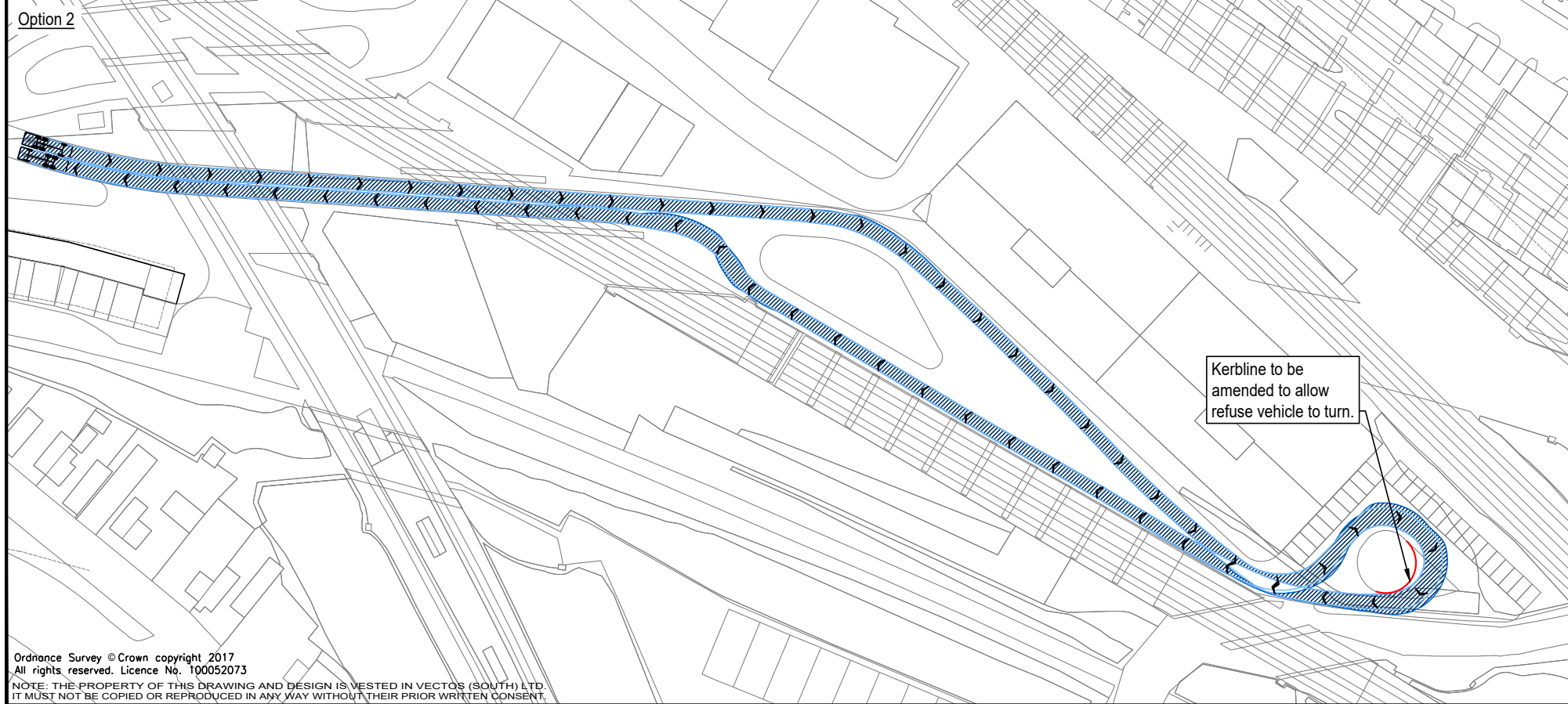


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3. Based on Lyndon Goode layout: SBF-LGA-XX-05-DR-A-010-05\_AirPlotsRoof

REV.	DETAILS	DRAWN	CHECKED	DATE
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Option 2



CLIENT:  
**Lyndon Goode Architects**

PROJECT:  
**South Bermondsey**

DRAWING TITLE:  
**Swept Path Analysis  
Access to Units - Plot 2  
Large Refuse Vehicle**

SCALES:  
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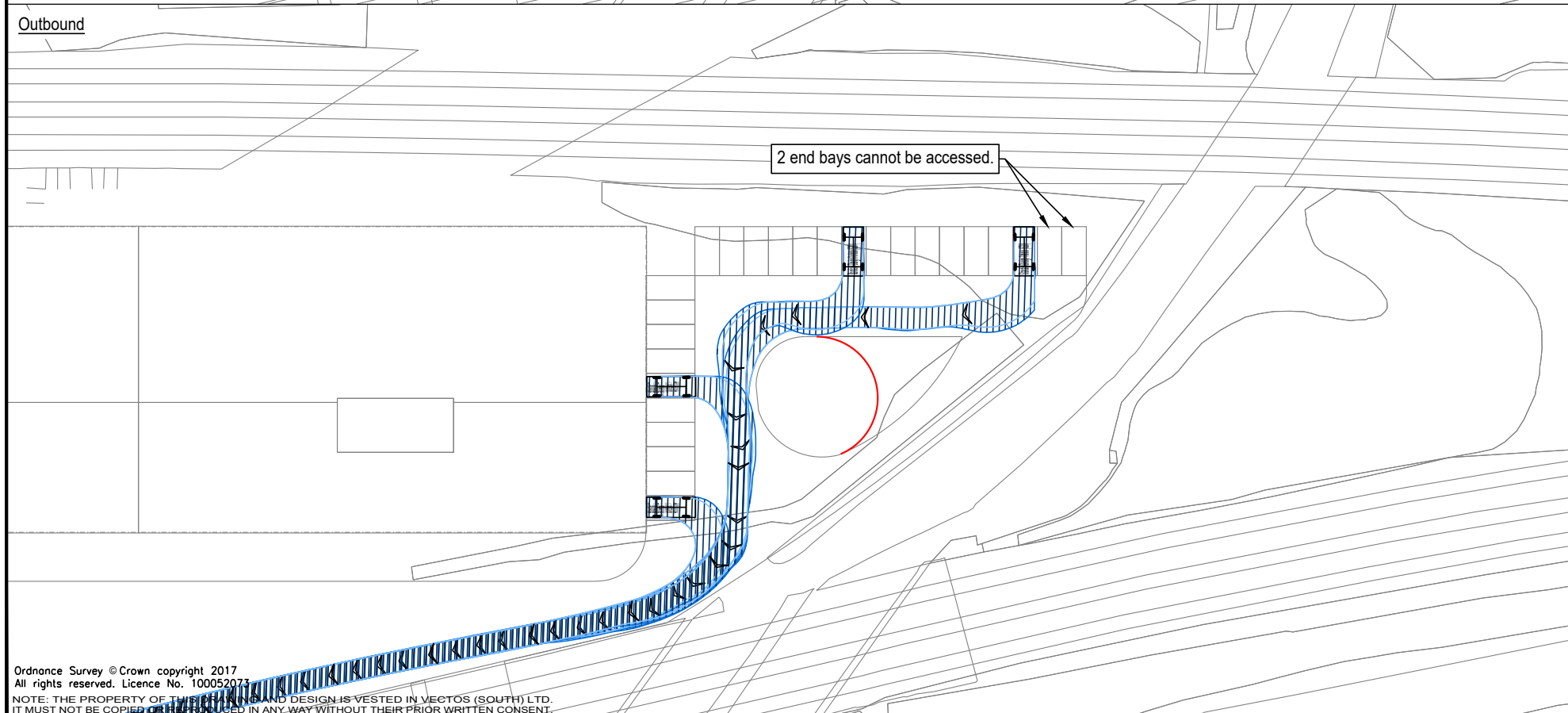
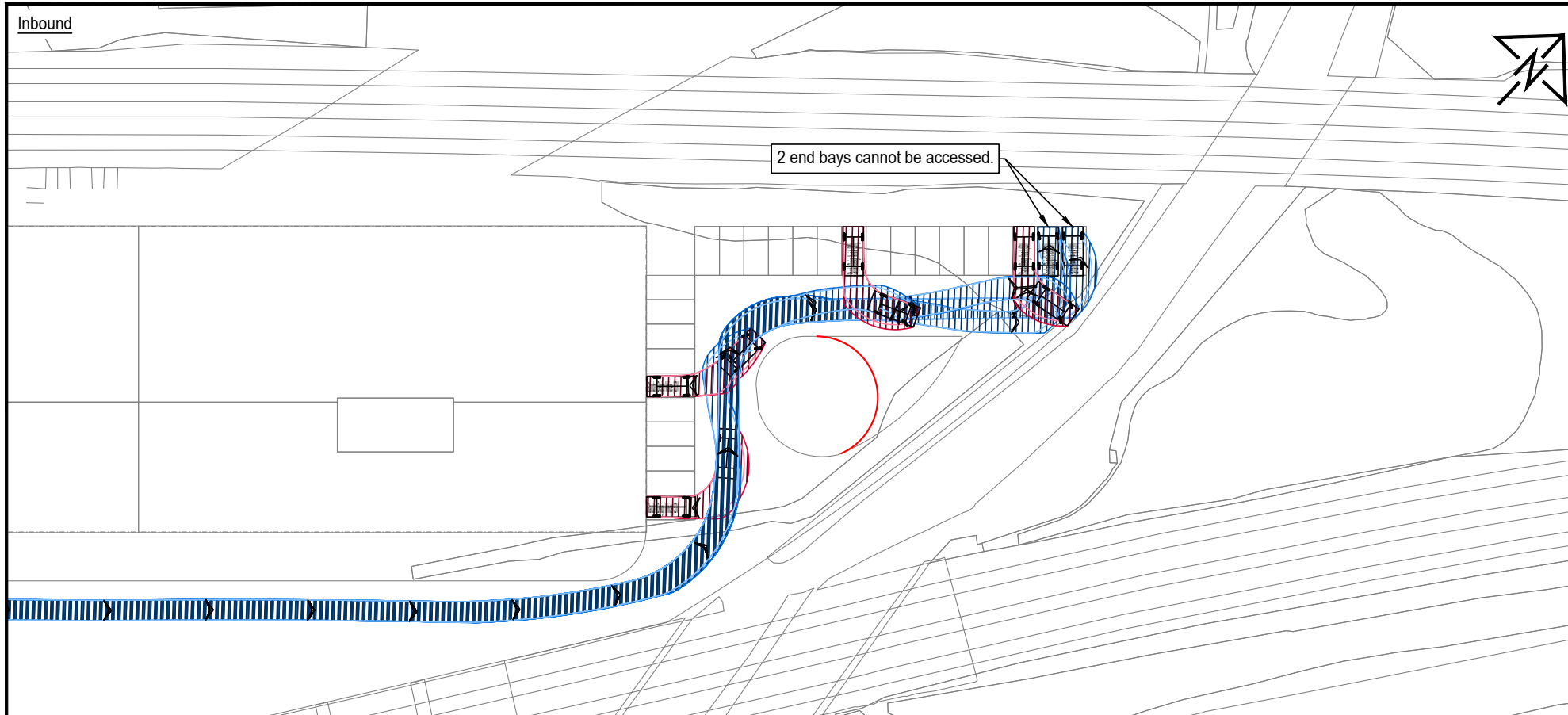
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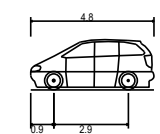
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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:  
**Lyndon Goode Architects**

PROJECT:  
**South Bermondsey**

DRAWING TITLE:  
**Swept Path Analysis  
Access to Units - Plot 2 Car Park  
SDV**

SCALES:  
**1:500 at A3**

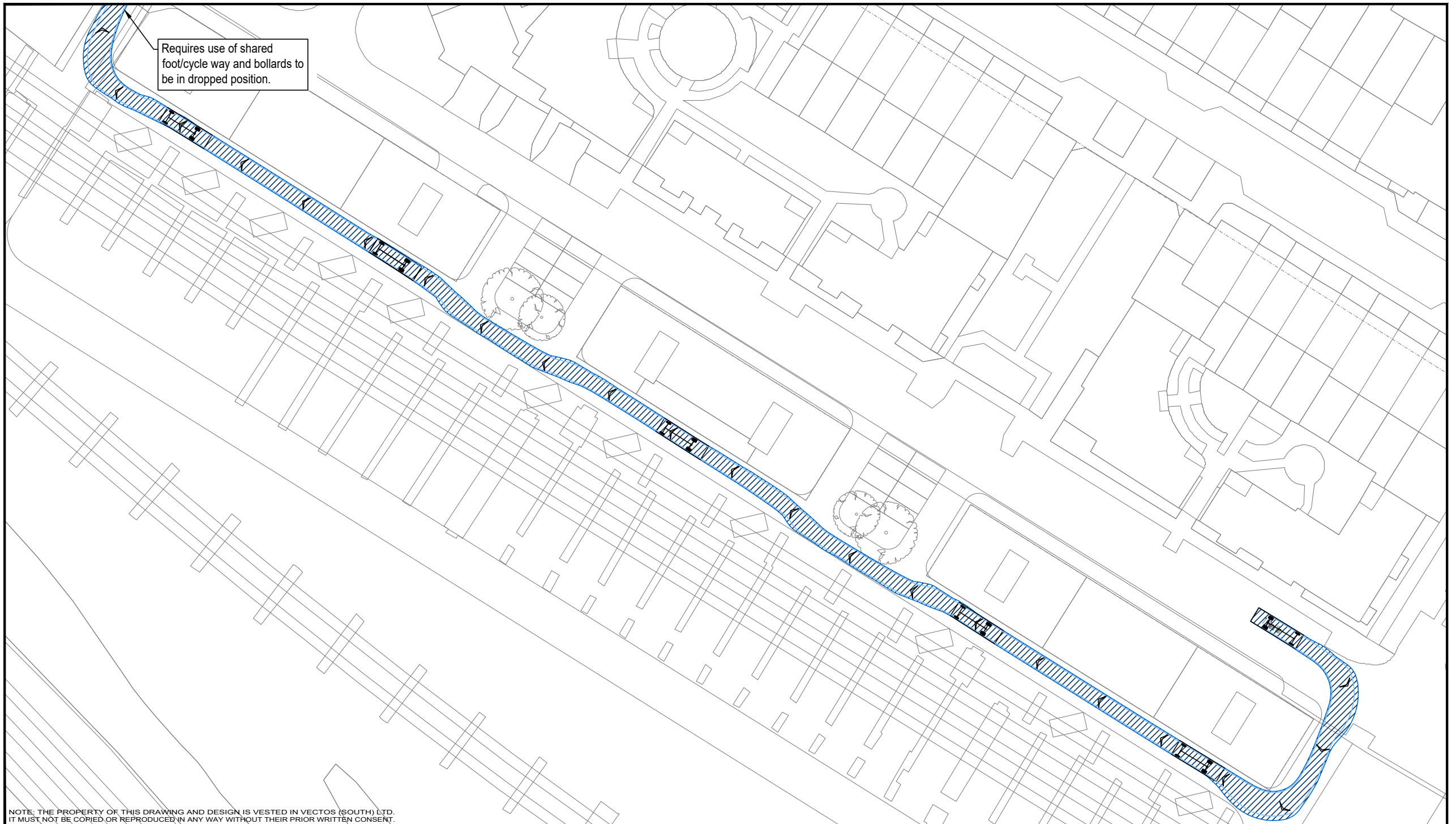
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3. Based on Lyndon Goode layout: SBF-LGA-XX-05-DR-A-010-05\_AllPlotsRoof

7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.316m
Min Body Ground Clearance	1.865m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

**South Bermondsey**

**Swept Path Analysis**  
**Access to Units - Plot 3**  
**7.5t Panel Van**

DRAWN: KB	CHECKED: EW	DATE: 09.08.2018	SCALES: 1:500 at A3
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**Lyndon Goode Architects**

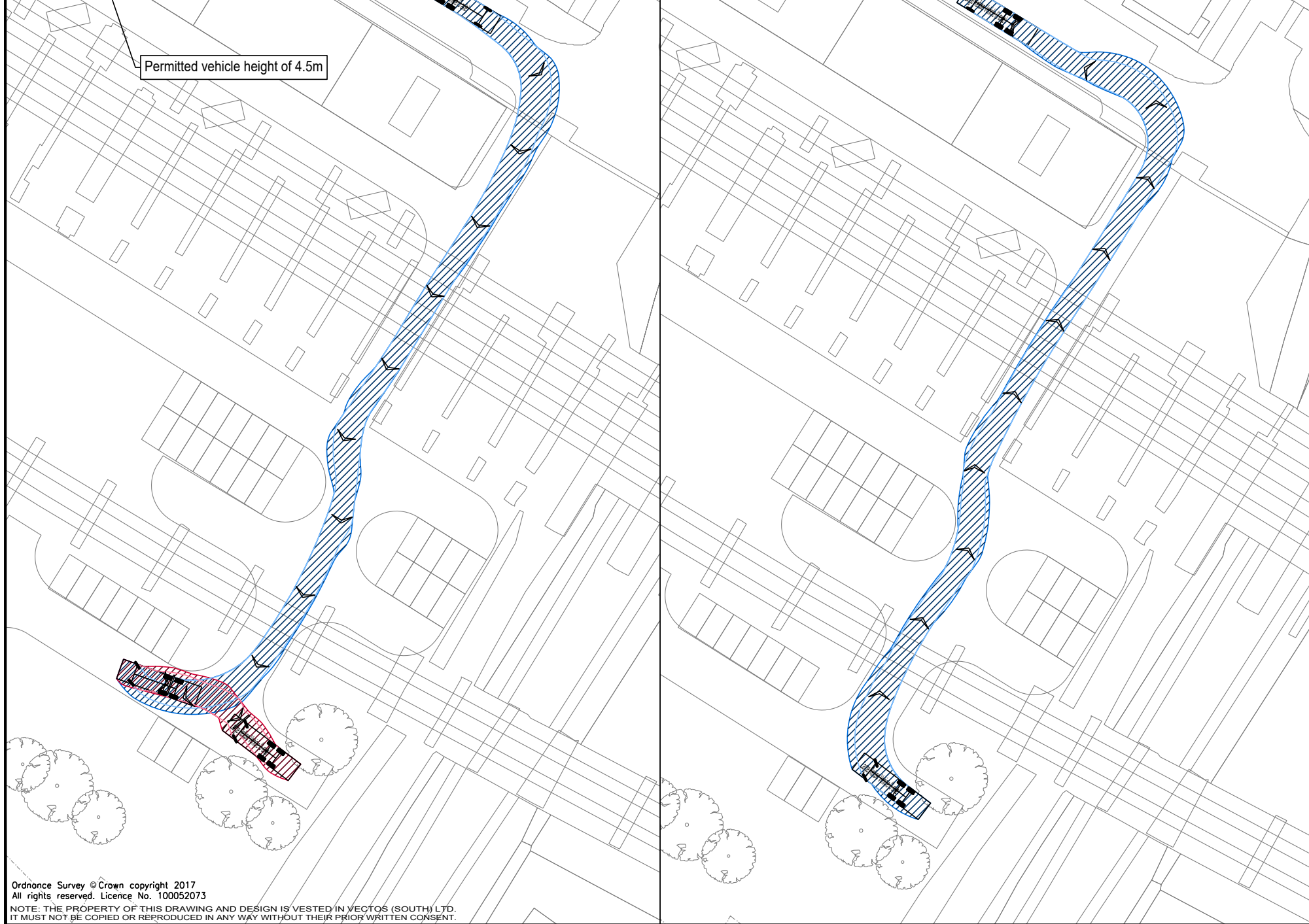
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DRAWING NUMBER: 183740/AT/C01	REVISION: 
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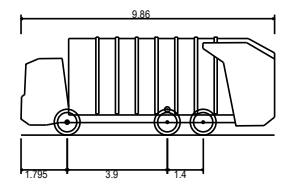




Permitted vehicle height of 4.5m



- Notes:**
1. This is not a construction drawing and is intended for illustrative purposes only.
  2. White lining is indicative only.
  3. Based on Lyndon Goode layout: SBF-LGA-XX-05-DR-A-010-05\_AllPlotsRoof



Large Refuse Vehicle (3 axle)  
 Overall Length 9.860m  
 Overall Width 2.450m  
 Overall Body Height 3.814m  
 Min Body Ground Clearance 0.366m  
 Track Width 2.450m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.500m

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**Lyndon Goode Architects**

PROJECT:  
**South Bermondsey**

DRAWING TITLE:  
**Swept Path Analysis  
 Access to Units - Plot 3  
 Large Refuse Vehicle**

SCALES:  
**1:500 at A3**

DRAWN: **KB**    CHECKED: **EW**    DATE: **09.08.2018**



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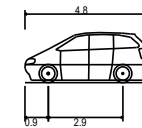
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Option 1



**Notes:**

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2. White lining is indicative only.
3. Based on Lyndon Goode layout: SBF-LGA-XX-05-DR-A-010-05\_AirPlotsRoof



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:  
**Lyndon Goode Architects**

PROJECT:  
**South Bermondsey**

DRAWING TITLE:  
**Swept Path Analysis  
Access to Units - Plot 3 Car Park  
SDV**

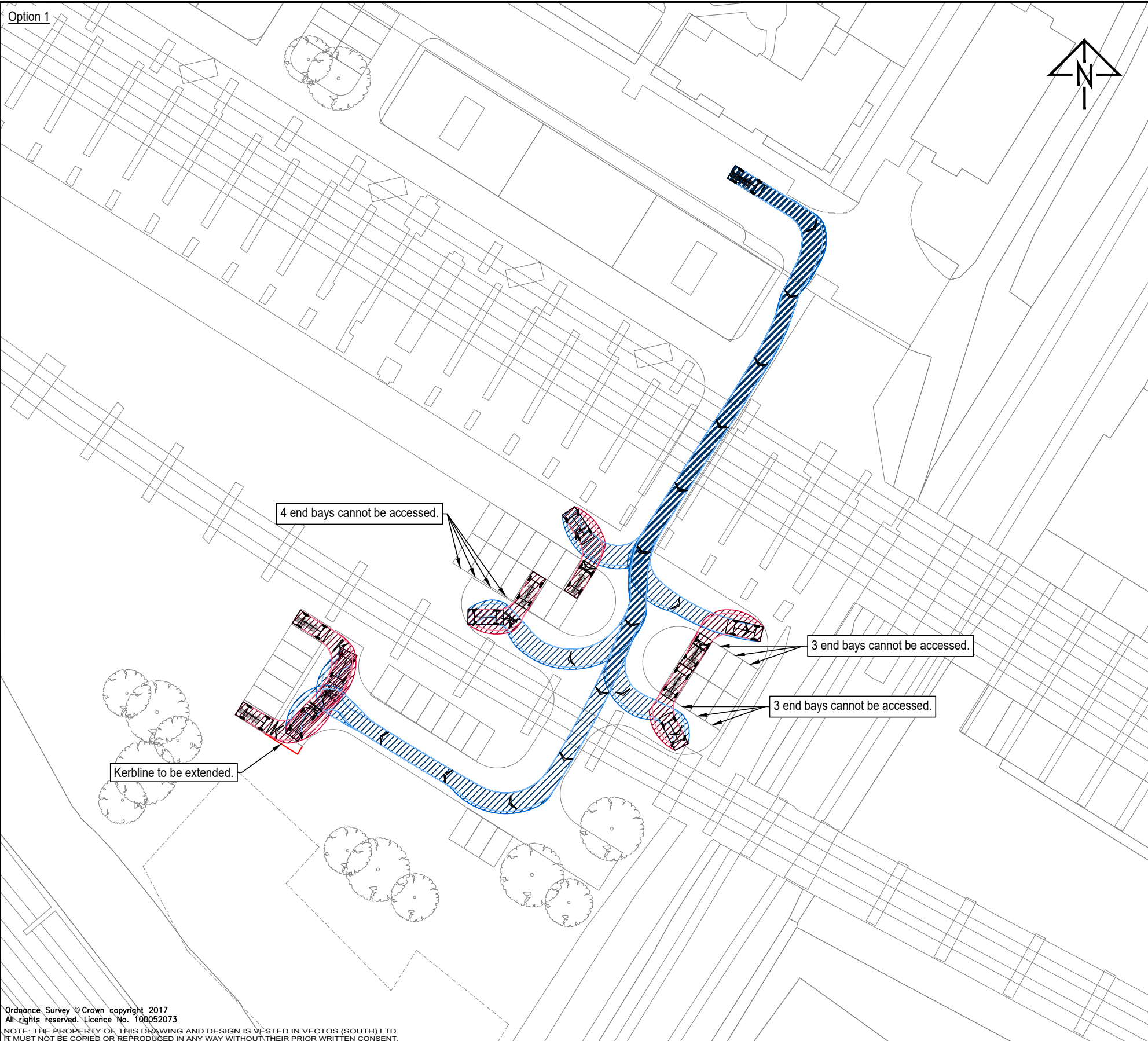
SCALES:  
**1:500 at A3**

DRAWN: KB	CHECKED: EW	DATE: 09.08.2018
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## LYNDON GOODE ARCHITECTS

Lyndon Goode Architects was established in 2012 by David Lyndon and Simon Goode. The award-winning practice delivers residential, commercial and cultural schemes of exceptional quality and value. LGA's creative approach to improving our built environment won recognition from the Architectural Foundation, which named Lyndon Goode Architects one of the top 100 practices to emerge in the past ten years.





LYNDON GOODE ARCHITECTS