

# Environment Scrutiny Commission

Monday 27 November 2023  
7.00 pm  
160 Tooley Street, London SE1 2QH

## Membership

Councillor Margy Newens (Chair)  
Councillor Graham Neale (Vice-Chair)  
Councillor Cassandra Brown  
Councillor Youcef Hassaine  
Councillor Leo Pollak  
Councillor Reginald Popoola  
Councillor David Watson  
Anna Colligan  
Simon Saville

## Reserves

Councillor John Batteson  
Councillor Rachel Bentley  
Councillor Gavin Edwards  
Councillor Natasha Ennin  
Councillor Renata Hamvas  
Councillor Adam Hood  
Councillor Kimberly McIntosh

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## INFORMATION FOR MEMBERS OF THE PUBLIC

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**Access to information** You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

**Babysitting/Carers allowances** If you are a resident of the borough and have paid someone to look after your children, an elderly dependant or a dependant with disabilities so that you could attend this meeting, you may claim an allowance from the council. Please collect a claim form at the meeting.

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### Contact

Julie Timbrell on 020 7525 0514 or email: [julie.timbrell@southwark.gov.uk](mailto:julie.timbrell@southwark.gov.uk)

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Members of the committee are summoned to attend this meeting

**Althea Loderick**

Chief Executive

Date: 20 November 2023



# Environment Scrutiny Commission

Monday 27 November 2023  
7.00 pm  
160 Tooley Street, London SE1 2QH

## Order of Business

Item No.	Title	Page No.
1.	<b>APOLOGIES</b>	
2.	<b>NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT</b>	
3.	<b>DISCLOSURE OF INTERESTS AND DISPENSATIONS</b>	
4.	<b>MINUTES</b>	
5.	<b>VEHICLE FOOTWAY CROSSOVERS</b>	1 - 13
	Dale Foden, Head of Highways, Highways Division, Environment, Neighbourhoods and Growth Department will present the enclosed report on Vehicle Footway Crossovers – commonly referred to as dropped kerbs.	
	Royal Horticultural Society report 'Gardening Matters Front Gardens- Are we parking on our gardens? Do driveways cause flooding?' is enclosed as background information.	
6.	<b>SUSTAINABLE FREIGHT REVIEW - HIGHWAYS UPDATE</b>	14 - 16
	Dale Foden, Head of Highways, Highways Division, Environment, Neighbourhoods and Growth Department has provided the enclosed report.	

Item No.	Title	Page No.
7.	<b>AIR QUALITY PARTICULATES - TYRE AND BRAKE</b>	
	Dr Ian Mudway, Imperial College London, will attend to present.	
8.	<b>PAVEMENT CHANNEL PROVIDERS</b>	17 - 18
	The commission will hear from the below pavement channel providers:	
	<ul style="list-style-type: none"> <li>• Ian Mach, Founder &amp; CEO   Chartered Civil Engineer (CEng MICE), Charge Gully.</li> <li>• Christopher Bibb, CEO , Electrica – Pavecross</li> </ul>	
	The following videos will be shown:	
	<a href="#">Charge Gully Video</a>	
	<a href="#">Pavecross Video</a>	
	In addition a paper is enclosed from Ian Mach, Charge Gully.	
9.	<b>EV PLAN</b>	
10.	<b>SUSTAINABLE FREIGHT REVIEW - TFL</b>	
	Transport for London will present on:	
	<ul style="list-style-type: none"> <li>• Decarbonisation of deliveries</li> <li>• London Freight Lab</li> <li>• Delivery of Freight and servicing action plan: Making London's streets safer, cleaner and more efficient'. The <a href="#">report</a> can be found here.</li> </ul>	
11.	<b>SUSTAINABLE FREIGHT REVIEW - PLANNING AND DEVELOPMENT ACTIVITY</b>	19 - 28
	Tim Cutts, Senior Regeneration Manager, will present the enclosed report.	

**12. SUSTAINABLE FREIGHT REVIEW - FREIGHT SERVICE UPDATE**

In October Cabinet approved the following strategy for Commercial Fleet Procurement:

- [Report: GW0 - Commercial Fleet Services , item 15. PDF 423 KB](#)
- [Appendix 1: Fleet Replacement Timetable , item 15. PDF 65 KB](#)
- [Appendix 2: Fleet Procurement Options , item 15. PDF 194 KB](#)

These have been provided by Mick Lucas, Head of Traded Services, Environment and Leisure, as an update on work Fleet services is undertaking to reduce emissions, following a briefing provided last year.

**13. SUSTAINABLE FREIGHT REVIEW - CROSS RIVER PARTNERSHIP****14. WORK PROGRAMME**

Date: 20 November 2023

**EXCLUSION OF PRESS AND PUBLIC**

The following motion should be moved, seconded and approved if the sub-committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

# Briefing – Crossovers

27<sup>th</sup> November 2023

Environment and  
Community Engagement  
Scrutiny Commission

## 1.0 Summary

The aim of this briefing is to update the Commission on the current policy with respect to vehicle footway crossovers and what can be done to restrict the formation of new crossovers.

## 2.0 Background

The general presumption is that requests for dropped kerbs are usually granted as there is a common law right of vehicular access to residential properties from the public highway.

In most cases, only Highways are involved in the approval process and the requirements and constraints are set out in the below weblink, which includes a link to the department standard DS132.

[https://forms.southwark.gov.uk/ShowForm.asp?fm\\_fid=2067](https://forms.southwark.gov.uk/ShowForm.asp?fm_fid=2067)

Applicants complete a form and send to Highways who will investigate the feasibility after a non-refundable fee of £165 is received. If the application is approved the applicant is sent an estimated quote and advised if any planning permission or amendments to the front of their property is required.

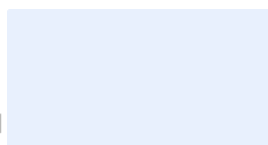
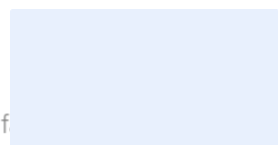
If the crossover requires planning permission (ie it is on a classified road, in a conservation area, serves more than one property, or is for commercial premises), the applicant will need to obtain the permission and carry out any works required by Planning before a crossover can be installed.

Construction work is not commenced until the full costs have been paid. Typically crossovers cost between £1-2k dependent on size and any utility covers that may have to be adjusted. The work is carried out by our term contractor.

The applicant can use their own contractor but this would inevitably cost more due to the need to apply for a Private Streetworks licence, and all the associated utility plans, plus £10m public liability insurance where most small contractors only have £5m cover.

## 3.0 Options for restricting crossovers

- There is no clear legal mechanism to restrict crossovers on environmental grounds.
- Crossovers can be restricted on highway safety grounds; such as proximity to junctions, bus stopping areas and where there are inadequate visibility splays. The current standard sets out the main circumstances where crossovers may be refused.



- Any general moratorium on new crossovers cannot be introduced due to the common law right to access and off road parking facility from the public highway.
- The council may be able to issue an Article IV Direction under planning legislation to restrict the conversion of gardens to hard standing for vehicles. This would mean that every application within the area specified in the order would require planning permission. However, the downside is that the council would be liable for any reduction in the property value due to the refusal to allow a vehicle hard standing/crossover. The Secretary of State's view is that blanket Article IVs are not generally considered appropriate and he has the power to intervene.
- The council may be able to amend the existing departmental standard for crossovers to seek to limit new crossovers in area with high parking stress/in a CPZ if the crossover would reduce the level of on street parking. This could not however be an absolute restriction because the law requires the council to have regard to several factors (primarily safety) when determining crossover applications and the loss of on street parking would just be one of the factor which would need to be considered.. The downside is that this constraint would need to be considered on a case by case basis and may not be able to be used in an area with low parking stress or where there are no CPZs/planned CPZs. This is an approach taken by other boroughs such as Camden and officers intend to discuss its effectiveness with their counterparts in other authorities.
- There is no legal mechanism to charge an annual fee for residents with existing crossovers. Fees can only be charged for evaluating requests and for the costs associated with implementation of the crossover. From 1 April 2024, the non-refundable fee for crossover evaluation will increase to £250 based on the actual costs incurred and benchmarking with other London Boroughs (see Appendix 1).

#### 4.0 Conclusions

The only two potential options are the Article IV route and the parking stress/CPZ route. Both approaches carry risks. The former may result in an intervention by the Secretary of State and has the potential to result in incurring significant financial costs to the council.

The parking stress/CPZ route may be the most viable option albeit applications will still need to be considered on a case by case basis. Clear guidance will need to be drawn up to ensure that in taking decisions in respect of individual applications, the approach to decision-making is clear and consistent and follows a clear set of established priorities and rules.

Both options run counter to the common law presumption that residents should be able to access property from the highway.

## Appendix 1 – Benchmarking results with other London boroughs

Borough or County (Name)	Upfront application fee (£)	Average Cost	Comments	Website link
Southwark	No	£165	<b>Application fee (non-refundable)</b>	
Barking and Dagenham	Yes	£196	Application fee (non-refundable)	<a href="https://www.lbbd.gov.uk/parking/dropped-kerbs/step-by-step/apply-dropped-kerb/dropped-kerb-application">https://www.lbbd.gov.uk/parking/dropped-kerbs/step-by-step/apply-dropped-kerb/dropped-kerb-application</a>
Barnet	Yes	£220	Cost decided by council + £239 legal fee	<a href="https://www.barnet.gov.uk/roads-and-pavements/apply-have-your-kerb-lowered#title-1">https://www.barnet.gov.uk/roads-and-pavements/apply-have-your-kerb-lowered#title-1</a>
Bexley	No		Cost is £1,385 + £50 admin	<a href="https://www.bexley.gov.uk/services/parking-transport-and-streets/dropped-kerbs/applying-new-dropped-kerb#:~:text=Applying%20for%20new%20residential%20vehicle%20crossovers">https://www.bexley.gov.uk/services/parking-transport-and-streets/dropped-kerbs/applying-new-dropped-kerb#:~:text=Applying%20for%20new%20residential%20vehicle%20crossovers</a>
Camden	No		Estimated cost £2k - £10k, £3,500 for TMO consultation. <b><u>Non-refundable. Not permitted in CPZ.</u></b>	<a href="https://www.camden.gov.uk/dropped-kerbs">https://www.camden.gov.uk/dropped-kerbs</a>
Brent	Yes	£105	Application fee (non refundable). Cost decided by council	<a href="https://www.brent.gov.uk/parking-roads-and-travel/roads-and-streets/vehicle-crossings-and-dropped-kerb">https://www.brent.gov.uk/parking-roads-and-travel/roads-and-streets/vehicle-crossings-and-dropped-kerb</a>
Bromley	Yes	£100	Application fee (non refundable). Cost decided by council	<a href="https://www.bromley.gov.uk/roads-highways-pavements/access-drive-crossovers-dropped-kerbs/2">https://www.bromley.gov.uk/roads-highways-pavements/access-drive-crossovers-dropped-kerbs/2</a>
City of London	?		Only consider new, revised or temporary crossovers as part of a redevelopment. Need <b><u>to call council for application.</u></b>	<a href="https://www.cityoflondon.gov.uk/services/streets/road-highways-and-pavements/highway-licences">https://www.cityoflondon.gov.uk/services/streets/road-highways-and-pavements/highway-licences</a>
Croydon	Yes	£150	Application fee (non refundable). Cost decided by council	<a href="https://www.croydon.gov.uk/transportandstreets/rhps/pavements/crossovers/vehaccess1">https://www.croydon.gov.uk/transportandstreets/rhps/pavements/crossovers/vehaccess1</a>
Ealing	Yes		Typical cost £1300-£1800, More with additional works.	<a href="http://www.ealing.gov.uk/download/downloads/id/6833/application_pack_for_residents">http://www.ealing.gov.uk/download/downloads/id/6833/application_pack_for_residents</a>
Enfield	Yes	£239	Application fee (non refundable). Cost breakdown	<a href="https://www.enfield.gov.uk/services/roads-and-transport/dropped-kerbs-for-vehicles">https://www.enfield.gov.uk/services/roads-and-transport/dropped-kerbs-for-vehicles</a>



			on website e.g <a href="#">£267/sqm for construction</a>	
<b>Greenwich</b>	<b>Yes</b>	<b>£167</b>	Domestic crossover costs £1,679	<a href="https://www.royalgreenwich.gov.uk/info/200263/parking_and_permits/949/apply_for_a_dropped_kerb/2">https://www.royalgreenwich.gov.uk/info/200263/parking_and_permits/949/apply_for_a_dropped_kerb/2</a>
<b>Hammersmith and Fulham</b>	<b>Yes</b>	<b>£500</b>	Application fee (non refundable).	<a href="http://www.lbhf.gov.uk/Directory/Transport_and_Streets/Roads_and_pavements/Dropped_kerbs_and_crossovers/20754_Crossover_guidance_notes.asp">http://www.lbhf.gov.uk/Directory/Transport_and_Streets/Roads_and_pavements/Dropped_kerbs_and_crossovers/20754_Crossover_guidance_notes.asp</a>
<b>Hackney</b>	<b>Yes</b>	<b>£185</b>	Estimated cost £1,400-£5,000	<a href="https://hackney.gov.uk/dropped-kerbs-crossovers">https://hackney.gov.uk/dropped-kerbs-crossovers</a>
<b>Haringey</b>	<b>Yes</b>	<b>£361</b>	Average costs £2,700 Vary between £500-£16,000	<a href="https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/road-care-and-maintenance/vehicle-crossover-dropped-kerbs">https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/road-care-and-maintenance/vehicle-crossover-dropped-kerbs</a>
<b>Harrow</b>	<b>Yes</b>	<b>£309</b>	Cost breakdown on website e.g £160/sqm for construction	<a href="http://www.harrow.gov.uk/info/100011/transport_and_streets/277/vehicle_crossovers">http://www.harrow.gov.uk/info/100011/transport_and_streets/277/vehicle_crossovers</a>
<b>Lambeth</b>	<b>Yes</b>	<b>?</b>	Cost decided by council	<a href="https://www.lambeth.gov.uk/streets-roads-transport/streets-roads/dropped-kerbs">https://www.lambeth.gov.uk/streets-roads-transport/streets-roads/dropped-kerbs</a>
<b>Lewisham</b>	<b>Yes</b>	<b>£227</b>	Minimum cost is £900, price per square metre	<a href="https://lewisham.gov.uk/myservices/parking/crossovers--dropped-kerbs-and-white-lines">https://lewisham.gov.uk/myservices/parking/crossovers--dropped-kerbs-and-white-lines</a>
<b>Richmond Upon Thames</b>	<b>Yes</b>	<b>£275</b>	Costs between £2,000-£2,500 + £900 admin fee	<a href="http://richmond.gov.uk/dropped_kerbs">http://richmond.gov.uk/dropped_kerbs</a>
<b>Waltham Forest</b>	<b>Yes</b>	<b>£350</b>	Cost £190sqm	<a href="http://www.walthamforest.gov.uk/pages/services/roads-vehicle-access-kerbs.aspx">http://www.walthamforest.gov.uk/pages/services/roads-vehicle-access-kerbs.aspx</a>



# Gardening Matters

## FRONT GARDENS

Are we parking on our gardens?  
Do driveways cause flooding?



## CONTENTS

- 2 WHAT'S THE PROBLEM?**  
Paving over your front garden affects far more than the environment on your doorstep. Discover how laying hard surfaces contributes to flooding and increases local temperatures.
- 6 PARK AND GARDEN**  
Even the smallest space can be green and inviting, while providing room for a car or two. These simple design solutions show you how.
- 10 PLANTING IDEAS**  
There are plants that will thrive in the smallest, most inhospitable-looking gardens. Choose from our selection of tough plants for tough places.
- 12 PAVE TO PERFECTION**  
If you want to pave your front garden, choose from our selection of some of the newest materials, which allow rainwater to soak away into the ground.
- 13 CONTACTS AND RESOURCES**  
Where to buy and who to contact.
- 14 JOIN THE RHS AND SAVE £5**  
Enjoy the benefits of membership for just £37.

# Welcome

## Protect the environment on your doorstep



**"Front gardens bring so much colour into our lives – who prefers to look at concrete?"**

**REBECCA MATTHEWS JOYCE**  
RHS Principal Environmental Advisor



Front gardens help turn our towns and cities into green and pleasant places to be. Yet many are being paved over to provide parking for the millions of cars we own in Great Britain. RHS research found that almost a quarter of the front gardens in north-east England are now completely paved. And it is estimated that the capital's losses are equal to the area covered by 5,200 football pitches, according to the London Assembly.

With few planning controls to prevent front gardens disappearing, it's up to everyone to think carefully before creating a driveway. Starting on page 2, discover the potential problems caused by this loss of garden space. And from page 6, there are design solutions to help you create an attractive garden complete with off-street parking.





# What's the problem?

Paving and concrete need very little maintenance and provide a great place to keep the car, but at what cost?



Paving over our front gardens might seem like the ideal way to solve parking problems. But these extra hard surfaces can have a surprising impact on the wider environment. Clearly there is less garden to enjoy, but did you know that paving can also cause flooding and increase local temperatures?

While paving over one front garden might seem of little consequence, the difficulties start when neighbours on both sides of the street do the same, effectively tripling the width of the road. But how many of us really are swapping our patches of green for the hard stuff?

When the London Assembly examined aerial photographs of the capital, it found that 12 square miles of front gardens are now under paving. This is the equivalent of 22 Hyde Parks. "If this was a real park that had been lost, there would be a huge public outcry," says Darren Johnson, chairman of the London Assembly's environment committee.

To get a picture of what's happening in the rest of the country, the Royal Horticultural Society (RHS) and the Horticultural Trades Association commissioned their own survey. This showed geographical hotspots (see Key Facts, right), including north-east England, where almost a quarter of front gardens are entirely paved.

However, the precise rate at which front gardens are being lost is not known. The only records to provide any clues are local council planning applications for dropped kerbs – ie. lowering the kerb so vehicles can cross the pavement to their driveways. In London alone, nearly 120,000 such applications have been made during the last five years. "Even these numbers are just a guide," explains Christine Eborall, of Local Agenda 21 in Ealing, London, which is studying front gardens. "Some people illegally drop kerbs and others use ramps to get cars into their garden."

Paving over front gardens is certainly a fact of life in many urban areas. And the effects are cumulative, which means they're likely to become more noticeable in the future. Why is this a concern? First and foremost, it is the part hard surfaces play in causing environmental problems, and increasing the risk of flooding is top of this list. Gardens can soak up rain, while paving, tarmac and concrete are less porous and increase the amount of rainwater that runs off by as much as 50 per cent.

This additional water usually flows into street drains, which can't always cope with the thousands of extra litres in a storm. The excess can then go back up people's front drives to floods their homes. RHS Principal Environmental Advisor, Rebecca Matthews Joyce, explains, "The water has to go somewhere and, even if you are not flooded, it might be affecting your neighbours downhill." ▶▶

## CHECK BEFORE YOU PAVE

Even if you own your home, you may not be able to change the front garden without permission. Properties in conservation areas will usually need the approval of the local council, and there may be other restrictions in the house deeds or if the property is listed by English Heritage.

## KEY FACTS

Front gardens that are more than three-quarters paved:

- North-east England 47%
- Scotland 31%
- South-west England 31%
- Eastern England 30%
- East Midlands 25%
- North-west England 25%
- Yorkshire/Hull 24%
- South-east England 23%
- West Midlands 21%
- Wales 19%
- London 14%

SOURCE: MORI



*Verges (top) are often paved over to allow cars to pass from the road to the driveway. Less street greenery can also have a negative effect on property prices (bottom).*

In most UK cities rainwater run-off, mixed with any pollution it picks up along the way, is channelled into storm drains and ultimately rivers. However, rather than heading straight for the natural watercourses, London's rain goes to the sewerage system, which can't always process the surge of water. In an emergency the excess has to be jettisoned into rivers. In one incident in 2004, more than 100,000 fish were killed in the River Thames.

The other main environmental impacts are at local level. "If vegetation is lost from our streets there is less to regulate urban temperatures," explains Rebecca. "Hard surfaces absorb heat in the day and release it at night, making it hot and difficult to sleep." This is part of the 'heat island effect', which can also be responsible for poorer air quality and localised weather conditions, such as thunderstorms. Plus, higher temperatures mean that air conditioning units are more likely to be installed, which use extra energy and fossil fuels.

Then there is the removal of grass verges and the felling of street trees to accommodate dropped kerbs. Without the trees and plants, dust is no longer absorbed and there is nowhere for birds to nest and insects to feed.

Attractive front gardens have benefits for people too. They provide screening and privacy, creating a green oasis for enjoyment. Tending your garden at the front of the house gives neighbours the opportunity to meet and can help to build community spirit.

There are also financial incentives for keeping front gardens. London Assembly's Darren Johnson explains, "If lots of homeowners along a single street pave over their gardens, then the average house price can drop." Leafy streets attract buyers and make the area more desirable. However, in contradiction, estate agents point out that in areas with controlled parking zones, off-street parking can actually add thousands to the asking price.

The other costly issue is subsidence. According to Neil Curling, Senior Subsidence Manager at Halifax Home Insurance, "Hard paving can cause severe subsidence as it reduces or stops rainfall getting into the ground."



This can cause the soil to shrink, especially if it is predominantly clay, which has consequences for structures built on it. Garden walls, paths and houses may develop severe cracks.

This still leaves the issue of convenience. Parking close to the house can be particularly important if you are vulnerable or disabled. And pressure on parking in most urban streets is great, particularly when many houses have more than one car.

If you do decide that you need to park outside your house, there are still plenty of ways to keep the front garden green and reduce the impact paving has on the environment (see Park and garden, page 6). As the RHS's Rebecca says, "We all need to change our mind-set to want more than just paving at the front of our house. Front gardens bring so much colour into our lives – who prefers to look at concrete?"

*Homes with basements are particularly at risk from localised flooding, but neighbours down the hill are just as likely to be affected.*

*Why all the concern? First and foremost, it is the part hard surfaces play in causing environmental problems, and increasing the risk of flooding is top of the list.*





#### CHOOSING A CAR

As well as choosing a car for all the traditional reasons, make sure it fits on your driveway. An unnecessarily large car in a small garden will stick out on to the pavement, looking ungainly and presenting a hazard to pedestrians. Where possible, consider a smaller car in a sympathetic shade. Make sure you can safely manoeuvre it into the front garden, install mirrors in blind spots and cut sloping corners on boundary hedges to improve visibility.

#### GET DESIGN HELP

If you would prefer to use a professional designer to plan your front garden, contact The Society of Garden Designers (see page 13 for details).

# Park and garden

Getting a parking space into the front garden and managing to keep some greenery can seem tricky, so here are some simple design solutions for gardens large or small.

If you need to park outside your house, the most logical solution is to pave over the garden. This is certainly a practical option, but with a bit of imagination you can combine paving with an attractive and welcoming garden. And by using materials that allow rainwater to penetrate the ground below, the hard surfaces you do install will shed less water that could otherwise contribute to flooding.

Begin by taking a close look at your front garden. How many cars do you really need to park and how much space do they take up? Have you got walls and fences that climbers could scramble up? Are there dead spaces that could accommodate plants, such as the corners? With the answers to these questions, you can create a design that minimises paving and maximises planting and permeable surfaces.

To show how this works in practice, look at the following three examples. The ideas can be used in just about any front garden.

## THE TERRACE



The terraced house is a familiar feature of many of our towns and cities, but its front garden is small and needs careful planning to maximise space. To keep the hard surfaces to a minimum, create just two paved tracks to take the car wheels. The rest of the area can be covered with permeable plastic membrane to suppress weeds, then topped with gravel. By simply cutting through the membrane, you can then grow plants that will spill over the gravel. Thyme, bugle and creeping jenny will even tolerate a position underneath the car, as long as it is moved most days. Shrubs have been planted in the dead spaces, the blank walls clothed with climbers, and containers added to bring colour through the seasons.

## SEMI-DETACHED HOUSE



Gardens of semi-detached properties are generally large enough for several cars. In this illustration space has been created for two cars, one of which is only parked on the drive at night and weekends. The main parking space is in front of the door, while the second space is off to the left. Although this arrangement means that the cars may sometimes need swapping around, it ensures there's room for a garden and all its benefits.

The hedge will filter some of the dust from the street and there are berries for birds and nectar for butterflies. The hard surface is resin-bonded gravel (see Matrix pavers, page 12), which blends with the surrounding loose gravel containing the planting.

## TOWN HOUSE



The frontages of town houses vary greatly in size, but this larger property has enough room to accommodate three cars unobtrusively. The first vehicle sweeps to the right and parks alongside the existing wall. Behind, a new hedge helps screen it and prevents it being seen from the main rooms on the ground floor. The second car fits on the pavers to the left, while a third car can occasionally be parked on the adjacent lawn, which has been reinforced with a plastic mesh.

While there are hard surfaces, these have been constructed using permeable pavers, which allow more water into the ground than traditional types of paving. Finally, the herbaceous plants and a tree provide shelter and food for wildlife, making the front garden an attractive and low-maintenance addition to the house.



# Planting ideas

There's no limit to what you can grow in your front garden, but here is a selection of plants that will thrive in most situations. All have been chosen because they are tough and won't need too much cossetting.

TREES	SHRUBS	HEDGES	PERENNIALS	DRY SHADE
<ul style="list-style-type: none"> <li>■ Holly</li> <li>■ <i>Magnolia x loebneri</i> 'Leonard Messel'</li> <li>■ <i>Malus</i> 'Golden Hornet'</li> <li>■ <i>Prunus</i> 'Shôgetsu'</li> <li>■ <i>Pyrus calleryana</i> 'Chanticleer'</li> </ul>	<ul style="list-style-type: none"> <li>■ <i>Aucuba japonica</i></li> <li>■ <i>Camellia x williamsii</i></li> <li>■ <i>Choisya ternata</i></li> <li>■ <i>Escallonia</i></li> <li>■ Lavender</li> <li>■ <i>Mahonia x media</i> 'Charity'</li> <li>■ <i>Skimmia</i></li> </ul>	<ul style="list-style-type: none"> <li>■ <i>Berberis thunbergii</i></li> <li>■ Box, <i>Buxus sempervirens</i></li> <li>■ Dwarf box, <i>Buxus sempervirens</i> 'Suffruticosa'</li> <li>■ Hornbeam</li> <li>■ <i>Lonicera nitida</i></li> <li>■ <i>Thuja plicata</i></li> <li>■ Yew</li> </ul>	<ul style="list-style-type: none"> <li>■ <i>Alchemilla mollis</i></li> <li>■ <i>Anemone hupehensis</i></li> <li>■ Catmint, <i>Nepeta</i></li> <li>■ Geraniums such as Rozanne</li> <li>■ <i>Heuchera</i></li> <li>■ <i>Stipa tenuissima</i></li> <li>■ <i>Phormium</i></li> </ul>	<ul style="list-style-type: none"> <li>■ <i>Bergenia</i></li> <li>■ <i>Cyclamen hederifolium</i></li> <li>■ <i>Euonymus</i> (variegated)</li> <li>■ <i>Lamium</i></li> <li>■ <i>Luzula sylvatica</i></li> <li>■ <i>Pachysandra</i></li> <li>■ <i>Vinca minor</i> 'Illumination'</li> </ul>



Bugle can grow under cars

## PLANTING UNDER CARS

If the car is moved fairly regularly, then there are plants you can grow that will tolerate being parked over. These need to be low-growing but tough enough to withstand the occasional running over. Try creeping jenny, *Lysimachia nummularia*; bugle, *Ajuga reptans*; and thymes such as *Thymus serpyllum*. Just leave planting pockets in the paving or gravel to ensure there is soil for them to grow in, rather than hardcore or a bed of concrete.



Birds enjoy pyracantha berries

## ATTRACT WILDLIFE

Shrubs, trees and hedges provide shelter and nesting sites for birds and insects. With careful selection they can also provide food. Birds will eat berries from plants such as pyracantha, while a wide range of insects feast on the pollen and nectar produced by flowers. Aim to have plants in bloom from early spring to late autumn, and choose open, single flowers to ensure insects have easy access to their food. Good examples include catmint, *Nepeta x faassenii*; honeysuckle, *Lonicera periclymenum*; ivy, *Hedera helix* cultivars; and *Aster novi-belgii*.

## COLOURFUL CONTAINERS

Pots can be placed anywhere, allowing plants to be grown in areas of the front garden that don't have soil. For summer colour, plant bedding plants such as petunias and nicotiana in late May. These can be replaced with pansies in September to keep the display going through the winter. If you want the containers to look good for more than one season, choose evergreen shrubs and plant into pots at least 45cm (18in) wide using John Innes No.2 compost.



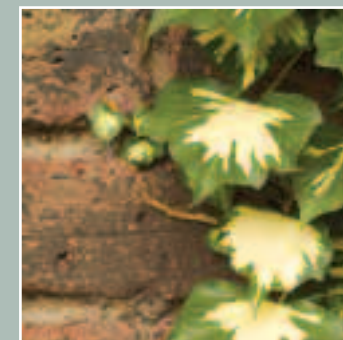
Plant pansies in containers

## CLIMBERS AND SCREENING

Climbing plants can easily be used to dress bare walls and fences with decorative foliage and flowers. Secure trellis or wires to the support posts or wall before you plant, as most climbers will need something to hang on to. Try *Clematis alpina* cultivars, *Hydrangea anomala* subsp. *petiolaris*, variegated ivy cultivars, and *Ceanothus* such as 'Delight'.

## PLANTING AND GROWING

Find out how to plant and care for a wide range of plants on the RHS's website at [www.rhs.org.uk](http://www.rhs.org.uk). From here, you can also click on to the *RHS Plant Finder*, which lists more than 73,000 plants and where to buy them.



Ivy attaches itself to walls



# Pave to perfection

## PRODUCT GUIDE

If you do choose to pave, go for permeable products that allow rainwater into the ground below. Here are just some of the materials available (manufacturers' contact details can be found on page 13). However, do visit your local builders' merchants or DIY store as you may find more options.



### BRICK PAVERS

These bricks have the appearance of traditional block paving, but their interlocking shape ensures rainwater can penetrate the tiny gaps. They need to be installed correctly on to compacted aggregate so the water can drain away freely.

Priora pavers are available from Marshalls and cost from £21.50 per sq m. Aquaflo Permeable Paving is available from Formpave, from £15.95 per sq m.



### GRAVEL

Gravel is by far the cheapest permeable hard-landscaping option. It comes in many colours, depending on where it was quarried, and can be bought in bags or by the tonne. You can also buy recycled products, such as Eco Aggs's gravel which is a by-product of the ceramics industry. Gravel and aggregate prices start at just £2 per sq m, and locally quarried materials are usually the most inexpensive.



### MATRIX PAVERS

Also known as cellular paving, these hexagonal cells are made from recycled plastic and hold an aggregate of your choice, such as resin-bonded gravel. They usually come in green, although other shades are available. Just lay them according to the manufacturers' instructions, so that rainwater drains away thoroughly.

Try Addastone Matrix Paving. Cost: from £60 per sq m (DIY) or £100 (installed).



### GRASS REINFORCEMENT

There is a range of products that can be used to reinforce grass. These make the surface suitable for driving vehicles over and prevent it turning into a muddy field.

Grassguard from Marshalls is made from concrete (above), but there are tough plastic versions too, such as Netpave from Netlon. Cost: Grassguard £22 per sq m; Netpave £16.50 per sq m (including delivery).

## CONTACTS AND RESOURCES

### FIND OUT MORE

**THE RHS PLANT FINDER**  
Lists over 73,000 plants and where to buy them. Available in bookshops or online at [www.rhs.org.uk](http://www.rhs.org.uk)

**RHS ADVISORY SERVICES**  
Free advice is available to RHS members by calling 01483 479700. To join, see page 14

**ARBORICULTURAL ASSOCIATION**  
Directory of approved contractors and consultants  
Tel 01794 368717  
[www.trees.org.uk](http://www.trees.org.uk)

**THE ASSOCIATION OF PROFESSIONAL LANDSCAPERS**  
Directory of landscapers  
Tel 0118 930 3132  
[www.landscaper.org.uk](http://www.landscaper.org.uk)

**THE SOCIETY OF GARDEN DESIGNERS**  
Directory of designers, with portfolios available online  
Tel 01989 566695  
[www.sgd.org.uk](http://www.sgd.org.uk)

### PRODUCTS

**ADDASTONE**  
Resin-bonded pavers  
Tel 01825 761333  
[www.addagrip.co.uk](http://www.addagrip.co.uk)

**ECO AGGS**  
Recycled aggregates  
Tel 01948 664656

**FORMPAVE**  
Paving materials  
Tel 01594 836999  
[www.formpave.co.uk](http://www.formpave.co.uk)

**MARSHALLS**  
Paving materials  
Tel 0870 120 7474  
[www.marshalls.co.uk](http://www.marshalls.co.uk)

**NETLON (CONWED)**  
Grass reinforcing system  
Tel 01254 694494  
[www.netlon.com](http://www.netlon.com)

**SURE SET**  
Resin-bonded aggregates  
Tel 01986 841180  
[www.sureset.co.uk](http://www.sureset.co.uk)

Gravel and aggregates can also be bought from builders' merchants and garden centres, plus suppliers listed in telephone directories

### WILDLIFE

**ROYAL SOCIETY FOR THE PROTECTION OF BIRDS**  
Tel 01767 680551  
[www.rspb.org.uk](http://www.rspb.org.uk)

**SCOTTISH WILDLIFE TRUST**  
0131 312 7765  
[www.swt.org.uk](http://www.swt.org.uk)

**WILDLIFE TRUSTS**  
Tel 0870 036 7711  
[www.wildlifetrusts.org](http://www.wildlifetrusts.org)

### ENVIRONMENT

**DEPARTMENT FOR ENVIRONMENT, FOOD AND RURAL AFFAIRS (DEFRA)**  
Tel 08459 335577  
[www.defra.gov.uk/environment/water/conservation/](http://www.defra.gov.uk/environment/water/conservation/)

**ENVIRONMENT AGENCY**  
Tel 08708 506506  
[www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

### PLANNING ISSUES

**LOCAL COUNCILS**  
Planning and Tree Preservation Orders. Contacts can be found in the telephone directory or at [www.direct.gov.uk](http://www.direct.gov.uk)

**ENGLISH HERITAGE**  
Information on listed buildings. However, call your local council's planning department before making an application to English Heritage  
Tel 0870 333 1181  
[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

**LONDON ASSEMBLY**  
Tel 020 7983 4100  
[www.london.gov.uk](http://www.london.gov.uk)  
For the environment committee's report on the importance of London's front gardens, log on to [www.london.gov.uk/assembly/reports/environment.jsp](http://www.london.gov.uk/assembly/reports/environment.jsp)

The mention of any product, supplier or service does not constitute an endorsement by the Society. RHS©

Front Gardens Advisory Service  
RHS Garden Wisley  
Woking, Surrey  
GU23 6QB  
Tel 01483 224234

Editor  
Guy Barter

Project manager/writer  
Leigh Hunt with  
Fiona Dennis

Designer  
Sweetea Patel

Chief sub-editor  
Eleanor West

Photography  
Paul Debois

Illustration  
Corin Page

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<b>Item No.</b>	<b>Classification:</b> Open	<b>Date:</b> 27 November 2023	<b>Meeting Name:</b> Environment & Community Engagement Scrutiny Commission.
<b>Report title:</b>		Sustainable Freight: Highways activity	
<b>Ward(s) or groups affected:</b>		All	
<b>Cabinet Member:</b>		James McAsh	

## BACKGROUND INFORMATION

1. The objective of the workstream is that the Council has a coherent and realistic plan to deliver Sustainable Freight that connects with existing strategies and plans, including the Air Quality Action Plan, Streets for People, Climate Emergency Action Plan and the draft Walking, Cycling and Electric Vehicle Plans.

## KEY ISSUES FOR CONSIDERATION

### Current projects

2. There are several completed or ongoing projects taking place within the borough which have, or seek to, significantly reduce the negative impacts of freight and servicing by reducing the number of, and distance travelled by, motor vehicles. This will lower carbon, air and noise pollution and improve personal safety.

### River freight

3. In partnership with Cross River Partnership (CRP), Southwark hosted a river freight trial which took place at Bankside Pier. This involved shipping office supplies plant/machinery from Dartford to Bankside Pier before last-mile delivery was made by either cargo bike or electric van. The transfer was facilitated using the bookable loading bay installed at Bankside. A full report has yet to be released by CRP, but air and noise pollution monitoring which took place at the same time as the main project indicated no negative impacts from the freight movements.

### Freight consolidation

4. A parcel locker was installed at South Dock in Rotherhithe. South Dock is home to a number of house boats which had struggled to receive parcels, resulting in missed deliveries and repeat trips. The locker allows parcels to be delivered to a secure site in one trip.

5. Southwark is working with CRP, who have extensive links with sustainable freight providers, to investigate opportunities to lease council land for consolidation centres to support cycle freight. This includes land managed by the Parking team as well as land the council owns as a private landowner.
6. In addition to the above, Southwark is working in partnership with CRP on a number of other projects as part of its Smarter, Greener Logistics programme that will run until the end of 2024. This includes a potential rail freight hub at Waterloo station, as well as smaller initiatives to support cycle freight and other zero emission deliveries, delivery consolidation and ongoing monitoring.

#### Cargo Bikes

7. Southwark has sponsored the expansion of the Peddle My Wheels' Our Bike programme to new areas of the borough. In addition to the two in East Dulwich, cargo bikes are now available to hire in Dulwich Village and Walworth.

#### Accessible Cycle Tool

8. The council has begun a consultation on the draft Cycling Plan, which includes a number of measures to support cycle freight. Most importantly, it includes using the Accessible Cycle Tool (ACT) in the design of new cycle infrastructure. The goal of the ACT is to ensure new cycle infrastructure is usable by all cycles, including cargo cycles.
9. The council has also begun consulting on the Walking Plan, setting out how we seek to make our streets usable for all pedestrians and types of journeys, including walking freight. It also highlights the importance of providing local consolidation, such as parcel lockers and click and collect to reduce the need for motor vehicle traffic and release space for walking improvements.

#### Bookable loading bays

10. The bookable loading bays have been installed at Bankside and help support the river freight trial that took place there in Spring 2023. Five bookable loading bays will be installed on Walworth Road in November 2023. A further bay is planned for outside East Dulwich station.

#### **Future direction**

11. To aid with the implementation of Streets for People, and the Walking, Cycling and EV Plans, a borough-wide transport policy map is being developed. This will enable the gap, demographic and network analysis needed to identify opportunities for new highway interventions and other projects. Identifying locations for potential new freight interventions,

including loading facilities, timed access restrictions, consolidation and distribution centres, parcel lockers and cargo bike facilities.

12. Internal design guidance, along with an update to the Southwark Streetscape Design Manual (SSDM) is being developed to help implement new transport policy. This will include a focus for ensuring sufficient facilities are provided for freight, including cycle freight and motor vehicles where they continue to be needed. Inconsiderate and dangerous freight behaviour is often exacerbated by a lack of suitable facilities.
13. Development of the new Freight Plan, to be completed by 2024, has begun. This will look at developing transport and planning policy to support the growth of sustainable freight and servicing in the borough. It will also identify opportunities for more focussed interventions, such as Experimental Traffic Management Orders (ETMOs), short-term trials or changes in procurement policy that the council can undertake to support the sustainable freight sector.
14. Alongside the ongoing expansion of the OurBike, research into options for a long-term cargo bike policy is being undertaken. This will explore the potential for more cost-effective and efficient approaches to delivering cargo cycle for hire across the borough. It also looking at the potential for interventions that can support the transition by local business to cargo freight, incorporating the learnings of the Bikes for Business scheme.

## Report from Charge Gully to the Southwark Council's Environment Scrutiny Commission

### 1. Background

This report has been prepared by Charge Gully as part of the biodiversity scrutiny review looking at kerbside strategy and the loss of front gardens.

### 2. Net zero and biodiversity targets

Southwark declared a climate emergency in March 2019 and in July 2020, the council set out its ambition to become carbon neutral by 2030.

According to the Department for Energy Security and Net Zero (March 2023), "The transport sector remains the largest emitting sector in the UK, accounting for 34% of carbon dioxide emissions in 2022".

So getting people to switch to electric vehicle is one of the most effective ways to achieve net zero targets. However, Local Authorities often have limited budget and resources, and providing public charging facilities everywhere is expensive.

In addition, residents avoid public chargers as they are inconvenient and are around eight times more expensive than charging on domestic overnight tariffs (AA EV Recharge Report versus Octopus Intelligent, September 2023). "39% of drivers UK-wide, and 54% of drivers in London, would switch to an EV if they didn't have to rely exclusively on public charging facilities" according to an IPSOS survey conducted with 4000 drivers in April 2023.

This is leading to more people considering dropped kerbs and paving over their front gardens to create off-street parking space. However paving gardens using impermeable surfacing causes several problems:

- Loss of permeable surfaces (even if using permeable driveways) leading to decreased flood attenuation.
- Reduction of vegetated areas providing support for wildlife habitats.
- Privatisation of public parking space along the kerbside as third-parties are not allowed to park in front of dropped kerbs.

Cross pavement solutions such as Charge Gully enable residents to charge their electric car from home without needing a dropped kerb and helps the council meets its net zero and biodiversity goals.

### 3. Charge Gully

Charge Gully began in 2022 with the vision to bring the convenience and affordability of charging a car from home to all without a driveway.

Charge Gully offers a full service to Local Authorities providing their residents without off-street parking an effective solution to charge their EVs from home. We do this by installing our patent-pending innovative lockable, shallow and circular pavement channel that allows a cable to be run safely across the pavement.

We are supported by Innovate UK and have carried out private installations in Hertfordshire and Swansea. We have upcoming trials with East Lothian and Newport City councils due to start by the end 2023.

The Charge Gully channel:

- Has a lockable cover which prevents third-parties pulling the cable out when left unattended.
- Features an anti-slip cover that closes under its own weight so it won't be a trip hazard.
- Being ultra shallow (45mm deep), is installed under 2 hours without interfering with underground services.
- Is made of marine grade aluminium compliant with BS EN 124-3:2015, a circular material that can be infinitely recycled and is 100% made in Britain.
- Withstands 10 tonnes (tested to BS EN 1433) so is safe from any vehicle mounting the kerb.
- Has zero lifetime cost to the council (it is entirely paid for and maintained by the resident).

The video at this Youtube link <http://youtu.be/sht-HLlKKLE> illustrates how easy the channel is to use and more detailed information is available on our website [www.chargegully.com](http://www.chargegully.com).

#### 4. Installation, maintenance and liability

The gully is usually installed by an existing highways approved contractor of the local authority who already holds a Section 50 licence. The installation within the topcourse of the pavement takes less than two hours.

A Section 178 licence is granted to the resident to use the gully – this specifies that the resident is responsible for its cleaning (the gully is maintenance-free) and is liable for any injury, damage or loss relating to its incorrect use. The locking mechanism removes the risk of someone taking the cable out and leaving a trip hazard across the pavement.

The Section 178 licence is tied to the property and is transferred with property ownership. When the resident no longer needs the gully, the resident instructs the council-approved contractor to remove the gully who reinstates the pavement as per original.

Charge Gully is responsible for repairing any product issues. We provide a 7-year guarantee for the channel and a 3-year guarantee for the labour.

#### 5. Pricing and available funding

We provide two main options (but other options are available depending on the council's preferences and needs):

- Supply-only option at £399 (excl. VAT) for 2.5m long channels with prices reducing with larger orders.
- Turnkey option at £832.5 (excl. VAT) where we provide an end-to-end order process to the residents.

The [Local EV Infrastructure \(LEVI\) Fund](#) supports local authorities in England plan and delivery charging infrastructure for residents without off-street parking. Following stage 1 of the process, London boroughs partnerships (split between funding Tranche 1 and 2) were indicatively allocated £35,696,000. Tranche 1 local authorities must apply for stage 2 of their funding by 30 November 2023.

<b>Item No.</b>	<b>Classification : Open</b>	<b>Date:</b> 27 November 2023	<b>Meeting Name:</b> Environment & Community Engagement Scrutiny Commission.
<b>Report title:</b>		Sustainable freight: Planning and Development activity	
<b>Ward(s) or groups affected:</b>		All	
<b>Cabinet Member:</b>		Councillor Helen Dennis, Cabinet Member for New Homes & Sustainable Development	

## BACKGROUND INFORMATION

1. The council is starting to receive development proposals for logistics and last mile hubs and some are under construction. This report outlines the council's planning policies in relation to logistics hubs and the schemes which are currently proposed.

## KEY CONSIDERATIONS

### Southwark Plan 2022

2. The Southwark Plan aims to safeguard sufficient land for industry and logistics, identifying strategic protected industrial land which is safeguarded solely for commercial use, as well as locally significant industrial sites which encourage intensification of commercial uses mixed in with residential homes. The approach is informed by a significant amount of evidence relating to need, which suggest that structural changes in London's economy in recent decades have oriented business uses in Southwark increasingly towards central London, with huge growth in industries servicing central London's economy. These industries include logistics and last mile distribution, food and beverage manufacturing, publishing and printing, event and stage production, prop hire, recording studios and photography, fine art storage and sale of building materials.
3. Transport and freight policies in the Southwark Plan aim to minimise car journeys, promote walking and cycling and encouraging efficient delivery and servicing arrangements which minimise the number of motor vehicle journeys.

### Draft Old Kent Road AAP 2020

4. The draft Old Kent Road AAP is seeking to retain industrial capacity across the Old Kent Road AAP, enabling intensification and new forms of development included stacked industrial and logistics uses as well as logistics space in mixed use development. In each area of the Old Kent Road, the AAP advises on how such uses can be incorporated in to mixed use neighbourhoods and reconciled with residential uses. Typology plans show the way in which a range of commercial uses can be provided including larger



sites that have good access to the local road network and provide an opportunity for logistics and last mile operations.

5. Servicing is key to the way in which logistics uses work and the AAP promotes the use of internalised servicing spaces which are off street, can be wrapped with other uses to reduce their visual impact, and which reduce noise impacts for residents living above or nearby. The AAP strategy is informed by typologies developed elsewhere in Europe and elsewhere. There are few examples or such development in London, although they are starting to emerge. The AAP is also underpinned by robust evidence of demand and need as well as discussions with landlords responsible for letting such space. Good access to central London and very high industrial values provide opportunities for the intensification of logistics spaces, particularly in the north and middle of the borough.
6. The next part of the report outlines some of the schemes emerging in Southwark. A recent report by planning consultancy Turleys indicated that there are more co-location schemes (which mix residential and industrial use) permitted and under construction in Southwark than in any other London borough.

## BUILDING TYPOLOGIES AND LAND USES

### STACKED INDUSTRIAL: Standalone large industrial storage and distribution units

These buildings provide an opportunity for large units of 500sqm+ and which are not part of mixed use development. Ceiling heights should be at least 6-8m and ideally 10m-13m for larger units. The number of columns should be minimised and there should be sufficient space for on-site servicing and storage.

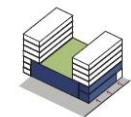
Suitable uses: *Storage, wholesale, distribution, depots.*



### HORIZONTAL MIX: Large Distribution and Storage

Large units over 500m<sup>2</sup> on the ground floor for large distribution and storage uses. Units should have large spans which minimise the use of columns. Ceiling heights should be at least 8-8m, with potential for mezzanine levels. For larger spaces 10-13m would be more appropriate. Single aspect units should be 15-20 metres deep and those with dual aspect 40-50m deep. Ancillary or separate offices may be stacked and provided on the street frontage with separate staff and visitor access. Residential flats can be provided above with sound insulation and protection from noise, dust pollutants and odours. Servicing should take place within the blocks.

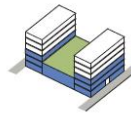
Suitable uses: *Warehouses, distribution centres, large storage, depots.*



### HORIZONTAL/VERTICAL MIX: Small Industrial Units

Individual light industrial workspaces which are less than 500m<sup>2</sup> and typically 150-200m<sup>2</sup>. Vehicular access should be provided internally. Units may be stacked above ground floor, with large servicing lifts to facilitate deliveries. Units should be 15-20m deep for single aspect, in square proportions and avoiding columns. There may be potential for subdivision and formulation of hybrid spaces to include an element of office space. Residential is stacked above or adjacent to industrial uses.

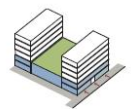
Suitable uses: *Small scale manufacturing, storage and wholesale, food and drink manufacturing*



### VERTICAL MIX: Small Office / Studio

Offices and smaller studio spaces, typically comprising of units of between 10m<sup>2</sup> and 150m<sup>2</sup>. Ceiling heights are generally lower, around 3.5 metres on average and up to 4.4 metres. Offices and studios should have dual aspect where possible to allow for maximum levels of daylight and natural ventilation. The building should allow for shared facilities and open plan floorspace allowing for different configurations to suit individual user needs. Units may be stacked above ground floor with residential on upper floors.

Suitable uses: *Professional and business services, artists studios, creative businesses, small scale makers.*

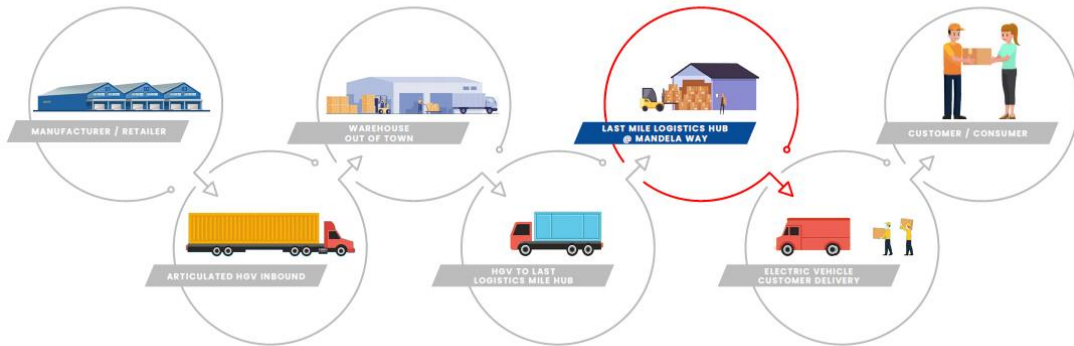


Mandela Way sub area typologies plan

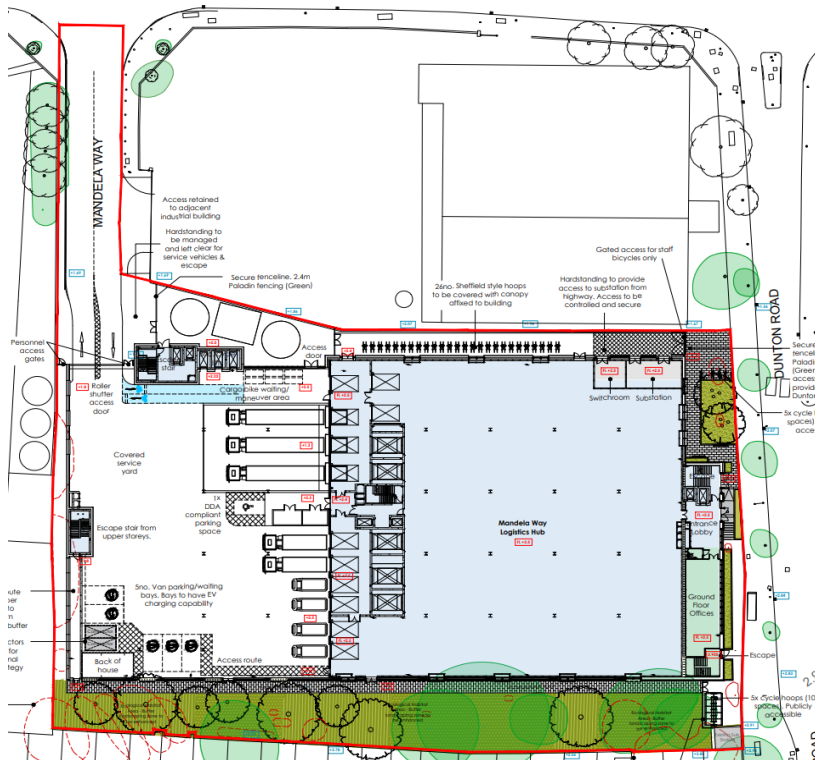
## 25 Mandela Way

7. The proposal is for a logistics hub within a 4 storey building that accommodates 12,500sqm of space. The focus is on last-mile logistics, referring to the final step of the delivery process, from a distribution centre and on to the end-user – office, retail, block of flats or individual house etc. The intention of the building is to take goods in by large vehicles and then transport them to the end consumer via sustainable modes of transport such as cargo bikes or electric vans.

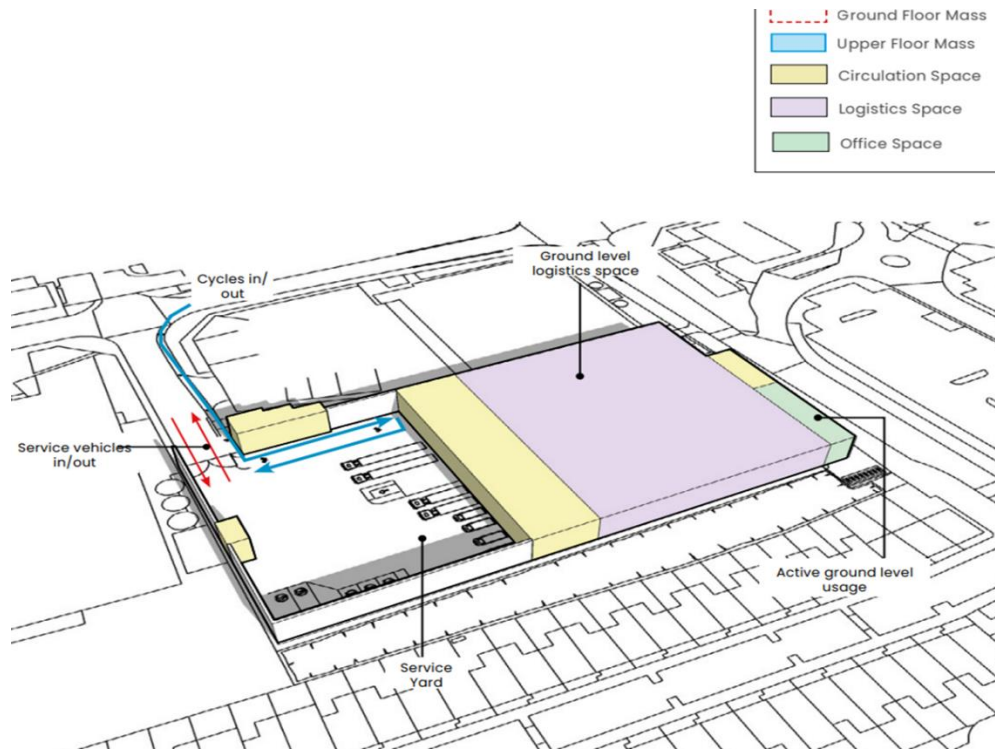




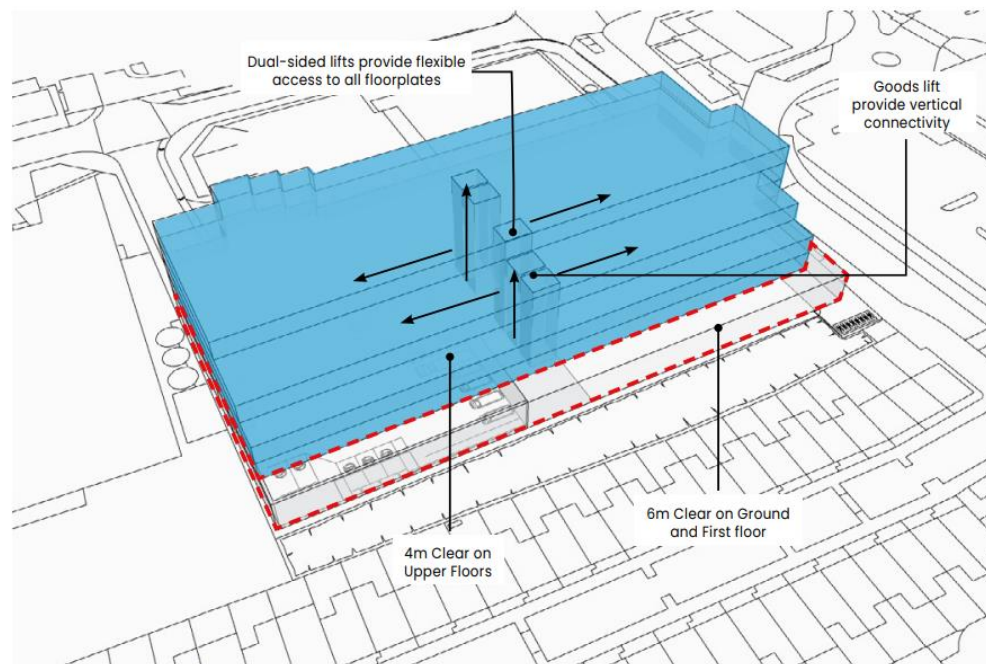
8. The building has been designed flexibly and can be subdivided and multi tenanted, and allowing it to be adapted to future trends and climates. Key to this are ceiling heights of 6m at ground and first floors enabling a full range of distribution activities. The ground floor provides a covered servicing yard and a central core with cargo lifts to upper floors. There are 3 docking stations for HGV use, 6 access doors for lighter vehicles and EV charging spaces for electric vans.
  
9. Access for motorised vehicles and cargo bikes is from Mandela Way. There are docking facilities for bikes and cycle lifts providing access to upper floors. The developer envisages that at peak times (7-9am and 4-6pm) there would be approximately 20 trips by motorised vehicles (including 10 HGVs) and 160 cargo bike trips.



25 Mandela Way Ground floor plan



25 Mandela Way Operational strategy



Massing - Operational Philosophy  
25 Mandela Way Circulation strategy

10. The frontage on to Dunton Road provides the main pedestrian access, a small amount of ancillary office space as a landscaped roof terrace for staff. Incorporating air source heat pumps and PV panels the building reduces carbon emissions by 89% over the 2021 Building Regulations.

11. Planning Committee resolved to grant planning consent for the scheme in October 2023 and the developer, British Land, expect to start construction in early 2024.

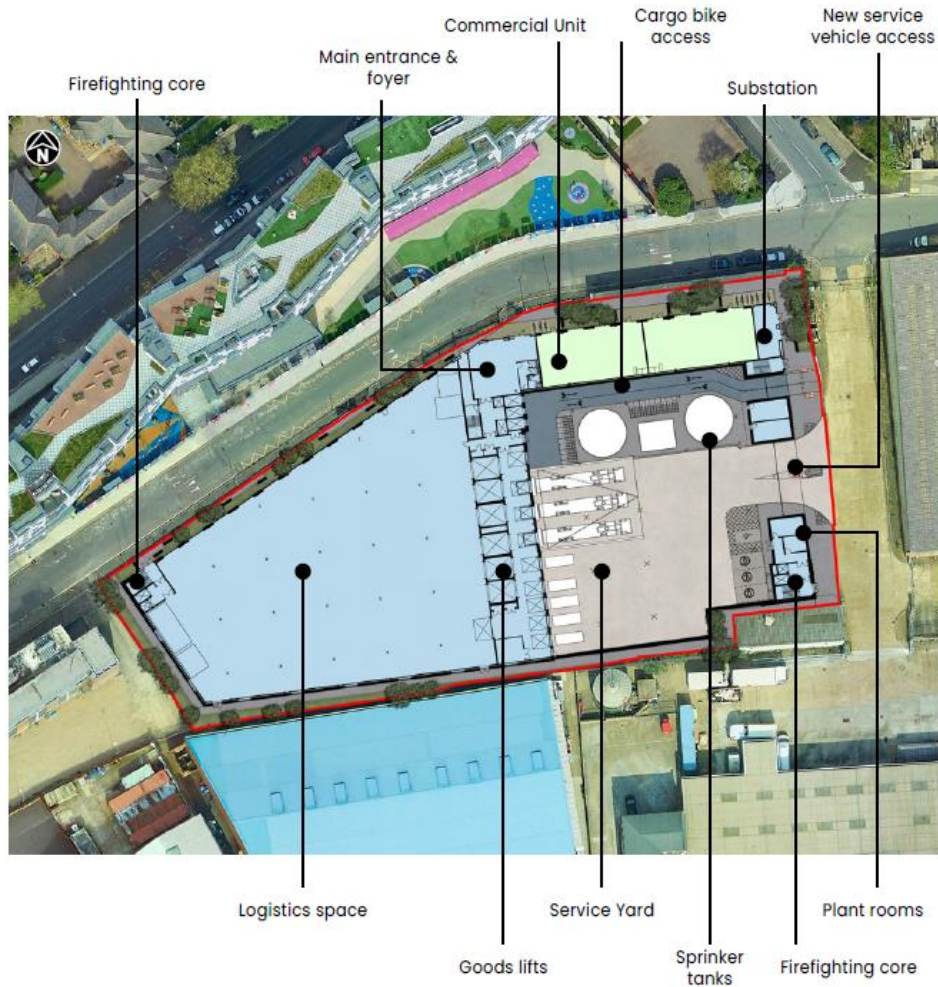


Dunton Road frontage

### 6-12 Verney Road

12. Like the 25 Mandela Way scheme, the proposal for 6-12 Verney Road is for a last-mile logistics hub, providing 24,227sqm of space. The building would be 4 storeys with logistics space at ground and first floor and flexible logistics and industrial space above.
13. Vehicular access is from Verney Way (to the east of the site), while the main public frontage, incorporating a pedestrian entrance and glazing onto ancillary office spaces is on Verney Road. The ground floor accommodates a covered service yard, docking areas and good lifts, as well as a logistics space. As with the Mandela Way scheme, there are three cycle lifts enabling bikes to reach upper floors. It is envisaged that during peak hours, the site would generate around 214 cargo bike trips.





6-12 Verney Road Ground floor plan

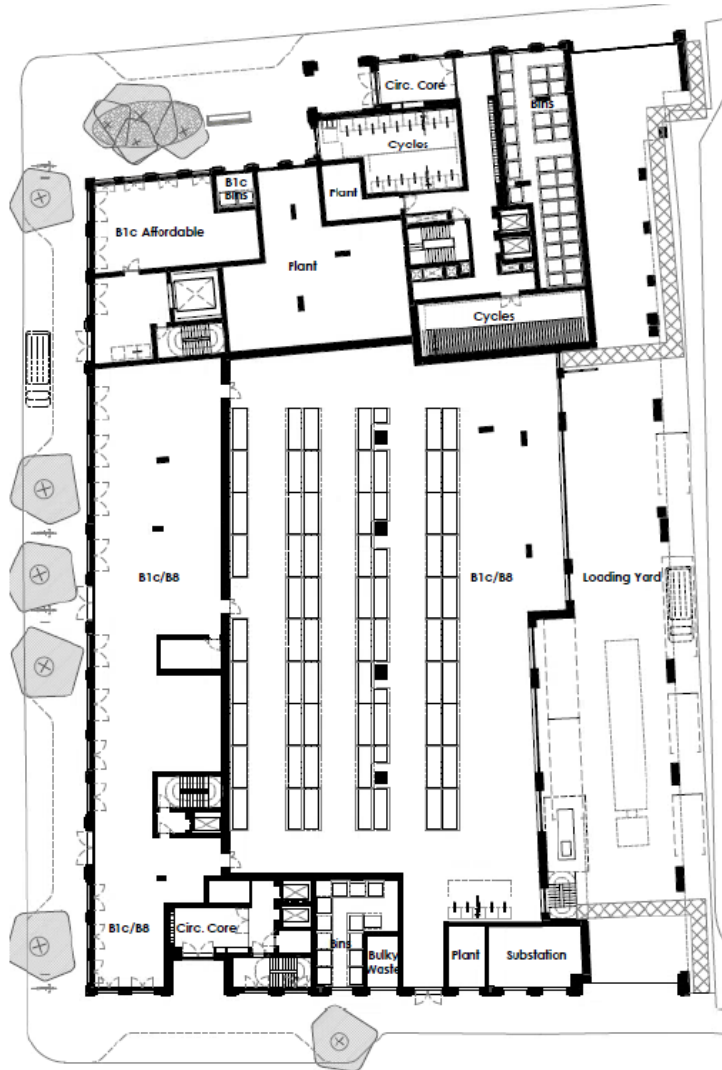


6-12 Verney Road frontage.

### 227-255 Ilderton Road

14. This mixed used development, currently under construction by Barrett Homes provides new residential home stacked above a distribution space. The

development provides 2,184sqm of distribution and logistics space, an internal servicing yard and a small amount of ancillary office space. Floor to ceiling heights are 7m and the number of internal columns rationalised, enabling potential use by a good range of operators. The internal yard enables HGVs, smaller electric vehicles and cargo bikes to move through the building with space for loading and unloading. The scheme is under construction and completes in 2025.



227-255 Ilderton Road Ground floor plan



227-255 Ilderton Road section through the building



227-255 Ilderton Road under construction showing logistics space in the ground floor podium



### **Tower Bridge Business Park, Mandela Way**

15. The Duchy of Lancaster are refurbishing their distribution hub on Mandela Way to update it and reduce carbon emissions. Improvements to Unit A (8,400sqm) unit include installation of PV panels and an air source heat pump, EV charging bays for 6 vehicles and improved access for motorised vehicles and bicycles. The works are currently under construction and aim to appeal to logistics and last mile operators.



Tower Bridge Business Park south east facade

### **Electrification of waste fleets**

16. The council has held pre-application meeting with Westminster City Council who are proposing to install electric charging infrastructure on their waste vehicle collection depot at 5 Mandela Way. The proposal will enable their waste collection contractor, Veolia, to electrify their waste fleet.
17. Southwark council has also granted planning consent, through a local development order, for Veolia to install a private wire from the SELCHP heat from waste incinerator to the Old Kent Road waste management facility to provide power to electrify waste vehicles used as part of Veolia's contract with Southwark.

### **BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Old Kent Road area action plan	160 Tooley Street	<a href="#">Consultations to date - Southwark Council</a>
Southwark Plan 2022	160 Tooley Street	<a href="#">Southwark Plan 2022 - Southwark Council</a>

## APPENDICES

No.	Title
	None

## AUDIT TRAIL

Cabinet Member	Councillor Helen Dennis, Cabinet Member for New Homes & Sustainable Development	
Lead Officer	Steve Platts, Director of Planning and Growth	
Report Author	Tim Cutts, Senior Regeneration Manager	
Version	Final	
Dated	16 November 2023	
Key Decision?	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER</b>		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional/Community Council/Scrutiny Team		N/A