

Item No.	Classification : Open	Date: 27 November 2023	Meeting Name: Environment & Community Engagement Scrutiny Commission.
Report title:		Sustainable freight: Planning and Development activity	
Ward(s) or groups affected:		All	
Cabinet Member:		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 500m² 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.

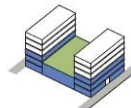
Suitable uses: *Warehouses, distribution centres, large storage, depots.*



HORIZONTAL/VERTICAL MIX: Small Industrial Units

Individual light industrial workspaces which are less than 500m² and typically 150-200m². 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.

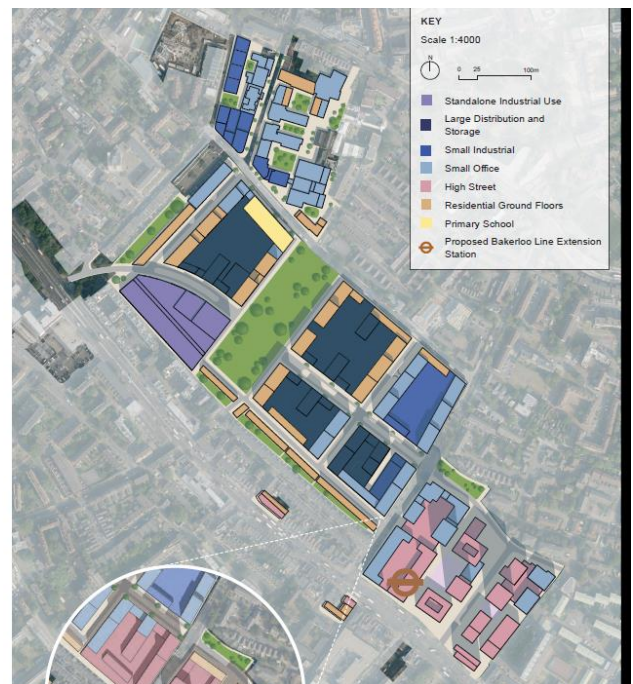
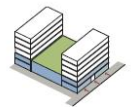
Suitable uses: *Small scale manufacturing, storage and wholesale, food and drink manufacturing*



VERTICAL MIX: Small Office / Studio

Offices and smaller studio spaces, typically comprising of units of between 10m² and 150m². 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.

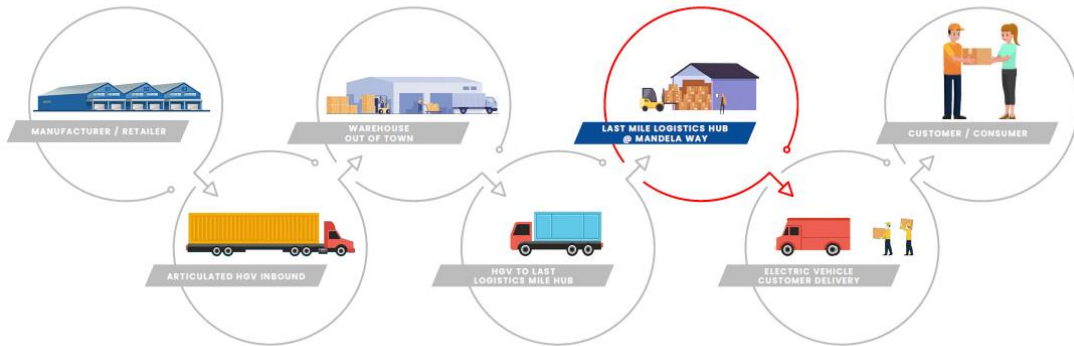
Suitable uses: *Professional and business services, artists studios, creative businesses, small scale makers.*



Mandela Way sub area typologies plan

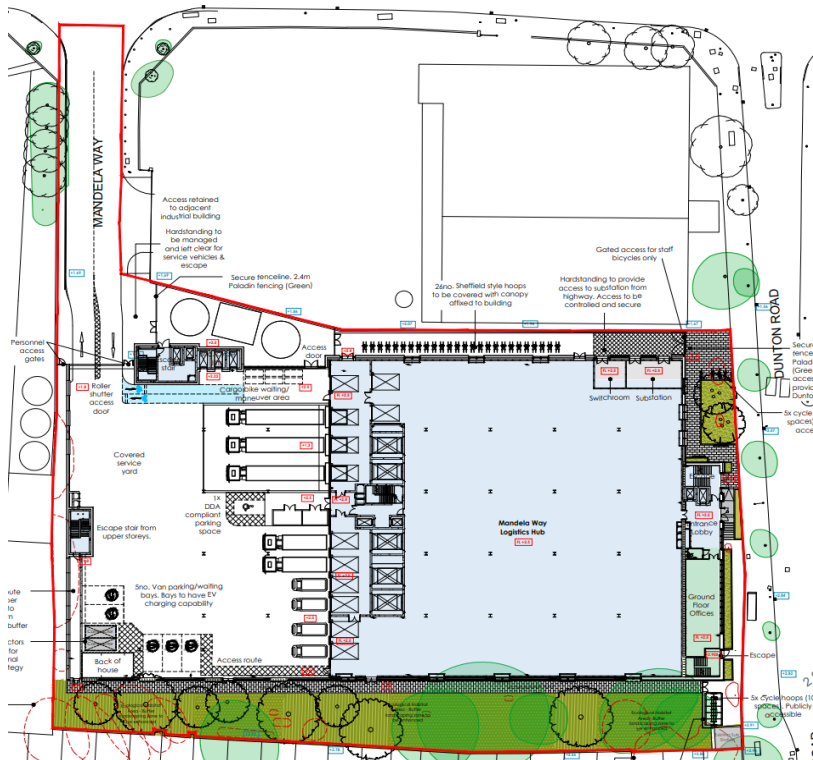
25 Mandela Way

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.

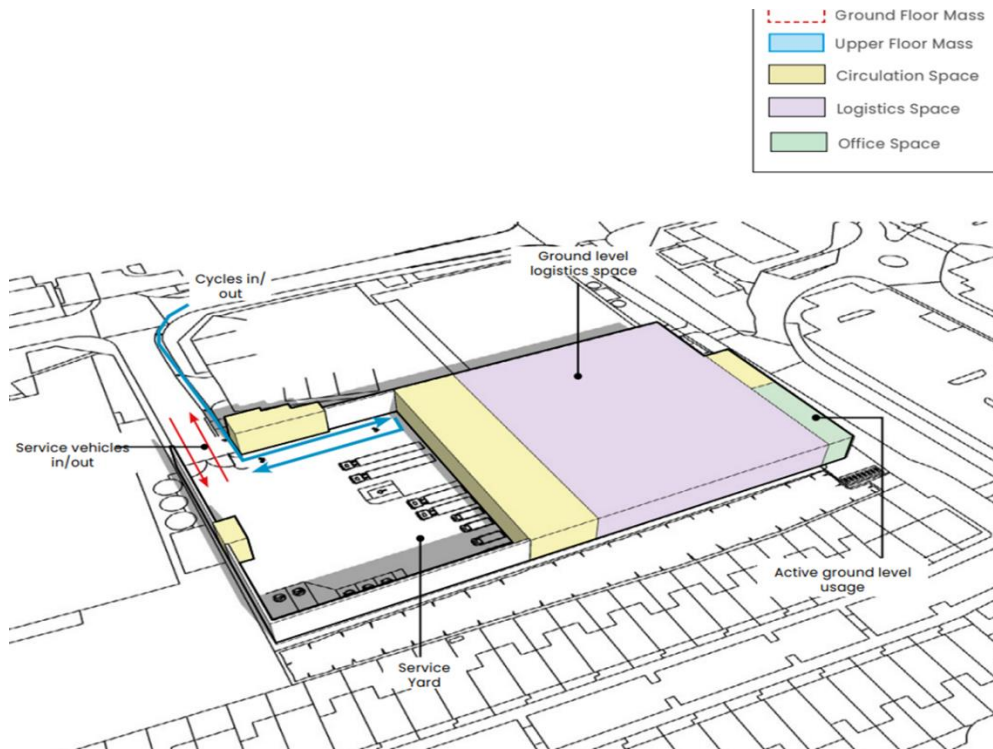


8. The building has been designed flexibly and can be subdivided and multi tenanted, and allowing it to be adapted to future trends and climates. Key to this are ceiling heights of 6m at ground and first floors enabling a full range of distribution activities. The ground floor provides a covered servicing 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.

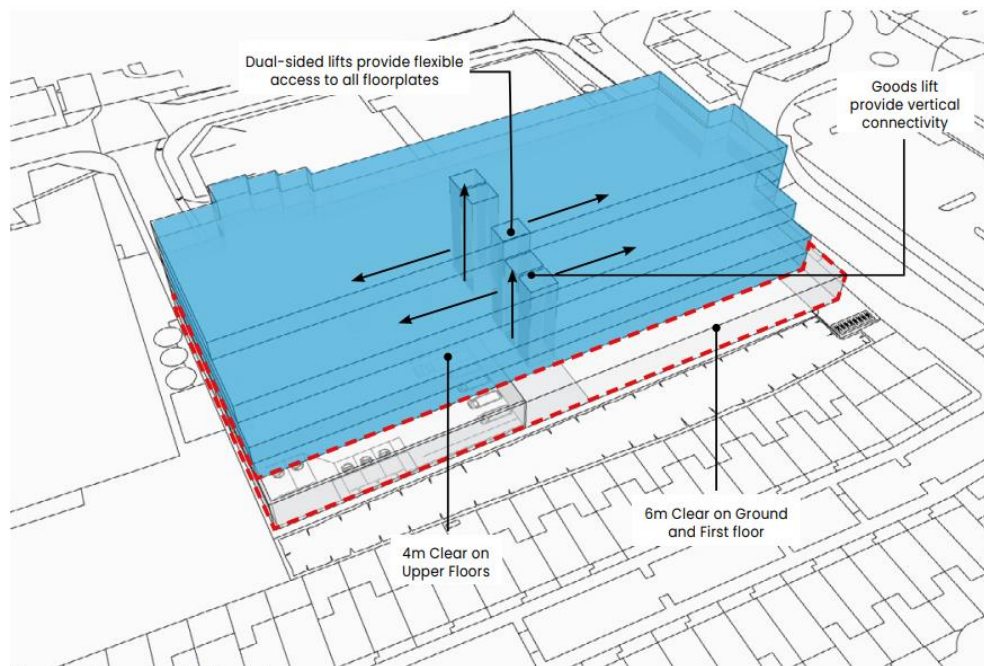
9. Access for motorised vehicles and cargo bikes is from Mandela Way. There are docking facilities for bikes and cycle lifts providing access to upper floors. The developer envisages that at peak times (7-9am and 4-6pm) there would be approximately 20 trips by motorised vehicles (including 10 HGVs) and 160 cargo bike trips.



25 Mandela Way Ground floor plan



25 Mandela Way Operational strategy



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.

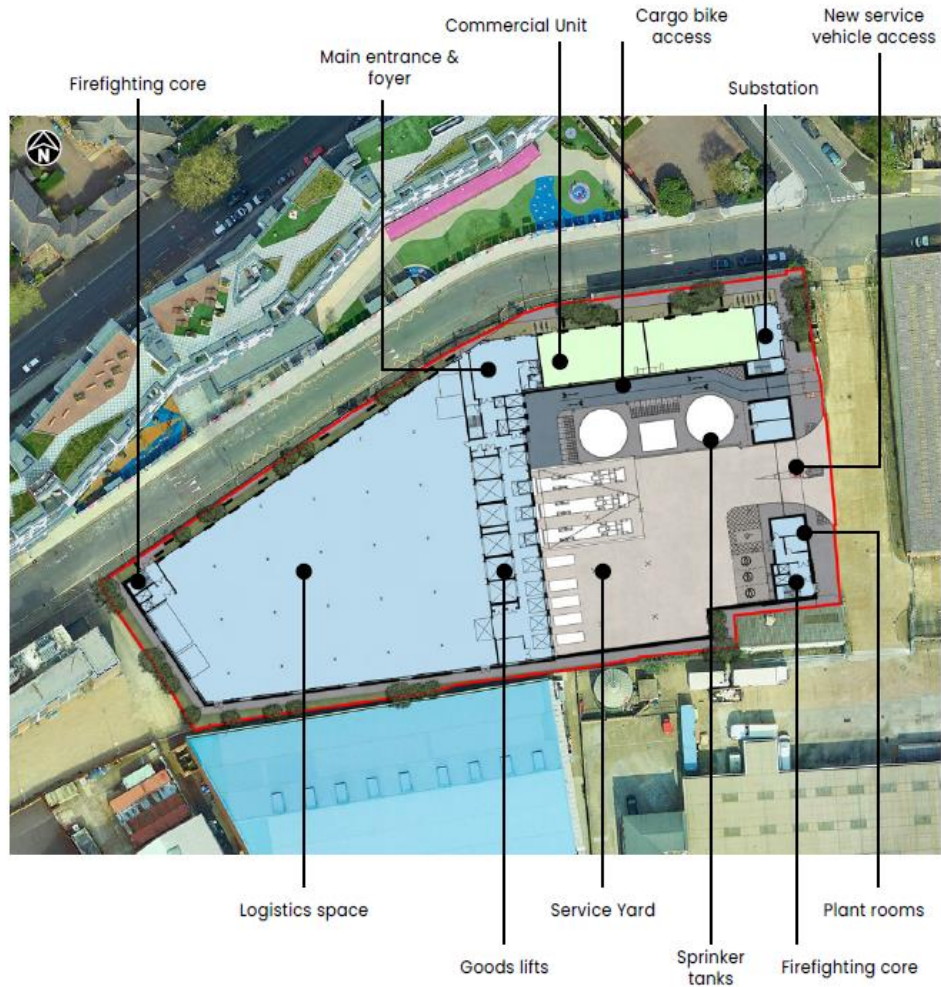
11. Planning Committee resolved to grant planning consent for the scheme in October 2023 and the developer, British Land, expect to start construction in early 2024.



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

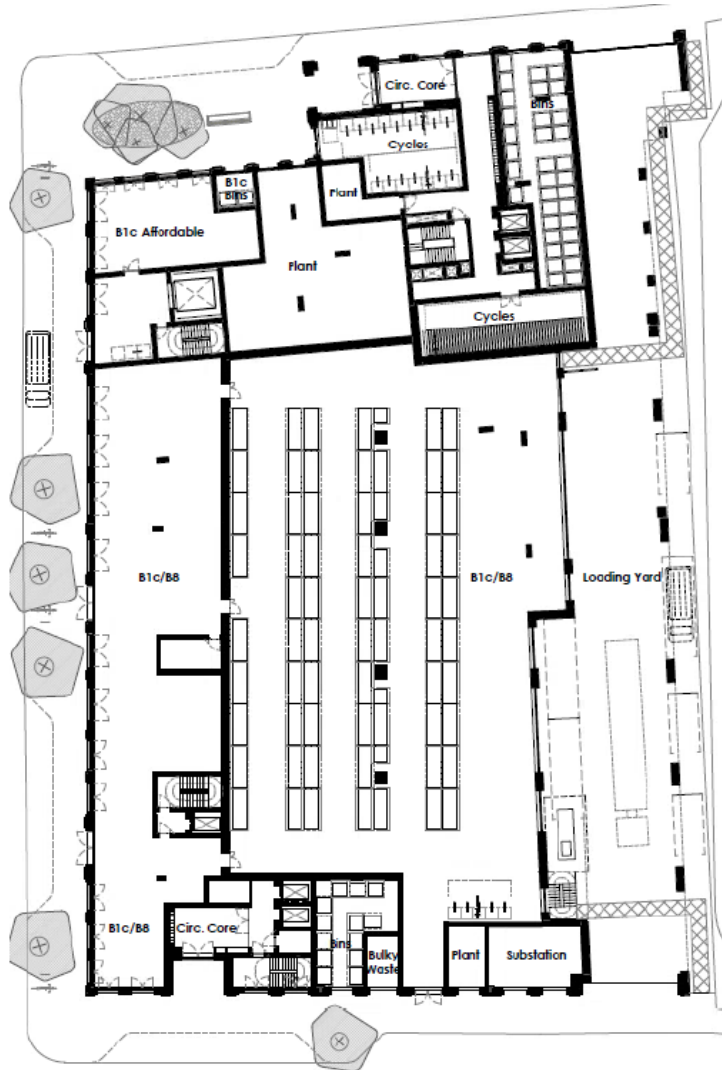


6-12 Verney Road frontage.

227-255 Ilderton Road

- 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	Consultations to date - Southwark Council
Southwark Plan 2022	160 Tooley Street	Southwark Plan 2022 - Southwark Council

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	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
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