

# Planning Committee (Major Applications) A

Tuesday 8 October 2024

6.30 pm

Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

## Supplemental Agenda No.1

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Webpage: [www.southwark.gov.uk](http://www.southwark.gov.uk)

Date: 8 October 2024

<b>Item No:</b> 7.1 & 7.2	<b>Classification:</b> Open	<b>Date:</b> 8 October 2024	<b>Meeting Name:</b> Planning Committee (Major Applications) A
<b>Report title:</b>		<b>Addendum report</b> Late observations and further information	
<b>Ward(s) or groups affected:</b>		Old Kent Road & Rotherhithe	
<b>From:</b>		Director of Planning and Growth	

## PURPOSE

1. To advise members of clarifications, corrections, consultation responses and further information received in respect of the following items on the main agenda. These were received after the preparation of the report and the matters raised may not therefore have been taken into account in reaching the stated recommendation.

## RECOMMENDATION

2. That members note and consider the additional information and consultation responses in respect of each item in reaching their decision.

## FACTORS FOR CONSIDERATION

3. Late observations, consultation responses, information and/or revisions have been received in respect of the following items on the main agenda:

### **ITEM 7.1: 23/AP/0948 - 6-12 Verney Road, London, SE16 3DH**

4. The payment in lieu of providing affordable workspace on this site has been agreed at a figure of £2.57m
5. The total of cycle storage spaces that would be provided is 136 instead of 142 suggested in paragraph 176 of the report. 136 cycle spaces would comply with the requirements in the Southwark Plan.
6. The additional drawings should be referred to in condition 1 as approved plans:

18189 -THP - XX- XX- DR- A-(00)45 P02

18189 -THP - XX- XX- DR- A-(00)46 P01

18189 -THP - XX- XX- DR- A-(00)47 P02

### **ITEM 7.2: 23/AP/3487 - City Business Centre (St Olav's Court), Lower Road, London SE16 2XB**

## Correction

7. The table in paragraph 2, page 170 of the committee report contains errors in the figures for CO2 savings and should read as follows:

	CO2 Savings beyond part L Bldg. Regs 2021
Residential	Be Lean 4.8 18% Be Clean 0 Be Green 45.6 59%
Non-residential	Be Lean 4.2 5% Be Clean 0 Be Green 7.2 30%

### Conditions

8. It is recommended that the following additional conditions be imposed:
9. Before the commencement stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.
- a) Site specific Risk Assessments and Method Statements (RAMS) for any activities which TfL may deem to be a risk to London Underground (LU). Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
  - b) Details of any changes in loading to LU's infrastructure because of the works or temporary works.
  - c) Demonstrate that the LU vent shafts are protected from the flooding/drainage impact due to the construction activities.
  - d) Written confirmation will be required from Thames Water that any increased drainage or sewage from the site will not be discharged directly or indirectly into LU's drainage system.
  - e) Accommodate the location of the existing LU infrastructure.
  - f) Demonstrate that there will at no time be any potential security risk to LU's railway, property or structures.
  - g) Mitigate the effects of noise and vibration arising from the adjoining railway operations and maintenance within their structures and land.
  - h) Landscaping to be agreed in accordance with the London Underground landscaping standard.

10. Before the Demolition stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.
  - a) Site specific Risk Assessments and Method Statements (RAMS) for any activities scaffolding tall plant use and demolition plant.
  - b) A ground movement analysis will be required for demolition only.
  - c) Structure monitoring and track monitoring duration of construction works if required.
  - d) Full consultation with TfL Engineering Infrastructure Protection to agree demolition, and site remedial methodologies.
  - e) No support to be taken from LU's land or structures.
11. Before the sub-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.
  - a) Prior to commencement of each phase of the development, provide detailed design for foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent).
  - b) Site specific Risk Assessments and Method Statements (RAMS) for any activities (groundworks, piling) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
  - c) Details of any changes in loading to LU's infrastructure because of the works or temporary works.
  - d) A ground movement assessment/Impact assessment will be required for substructure.
  - e) No support to be taken from LU's land or structures
12. Before the super-structure construction stage begins, no works shall be carried out until the following, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority.
  - a) Provide detailed design for all superstructure works (temporary and permanent).
  - b) Provide details on the erection and use of tall plant (e.g. tower cranes, mobile cranes and piling rigs) and scaffolding prior to commencement of works.
  - c) Tower Crane base design (including certification), Risk Assessment and Method Statement for siting, erection, lifting arrangements, operational

procedure (including any radio communications), jacking up, derigging in addition to plans for elevation, loads, radius, slew restrictions and collapse radius. No cranes should be erected or dismantled until LU Engineer's approval has been obtained in writing.

- d) Site specific Risk Assessments and Method Statements (RAMS) for any activities (craneage, scaffolding, use of tall plant) which TfL may deem to be a risk to LU. Individual RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing.
- e) Details of any changes in loading to LU's infrastructure because of the works or temporary works.
- f) Ground movement assessment/impact assessment will be required.
- g) Structure monitoring and track monitoring duration of construction works if required.
- h) No support to be taken from LU's land or structures. The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

13. The first floor finished floor level must be set no lower than the following metres above Ordnance Datum (m AOD), in line with the submitted Flood Risk Assessment: 7.000 m AOD for Block A and 6.675 m AOD for Block B.

This mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangement. The measure detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason:

To reduce the risk of flooding to the development and occupants in accordance with P68 Reducing Flood Risk of the Southwark Plan 2022

14. Prior to any above grade works, a wind mitigation strategy shall be submitted and approved by the local planning authority to mitigate the impacts of wind in the areas defined in section 2.2 of the Wind Comfort Report reference 10473-IRB-XX-XX-T-OS-5105, dated 27 October 2023.

Reason:

To provide suitable conditions in the public realm for in accordance with P14 of the Southwark Plan 2022

15. Before the commencement of above ground works, details of cycle parking facilities shall be submitted to the local planning authority for approval. Any

details approved shall be built out and available for users before the first occupation of the development and be maintained thereafter.

Reason: In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework 2023; Policy T5 of the London Plan 2021; Strategic Policy 6 'Climate emergency' and Policy P53 'Cycling' of the Southwark Plan 2022.

16. That condition 34 be amended as follows:

#### Blue Badge Parking

Provision of one Blue Badge Parking bay as identified on drawing 954-PL-001 P04 ~~'18189-121B - PROPOSED SITE PLAN - VERNEY ROAD - REV B~~, shall be provided in accordance with BS8300 requirements prior to the Occupation of the Development and retained thereafter unless as otherwise agreed in writing by the Local Planning Authority.

#### **S106**

17. Additional discussions have taken place about mitigation and officers can report that the financial contribution to compensate for the loss of the trees mentioned in paragraphs 86 and 87 is £114,890.
18. The shortfall of play space to be delivered as a payment in lieu is 165sqm which amounts to a payment of £24,915.
19. The applicant has also agreed to the following matters being secured in the legal agreement:

#### Cycle Hire Contribution

3-years free Membership to nearby Car Club for affordable residential units  
 Delivery and Servicing Management Plan Bond and Monitoring Fee  
 Revocation of Parking Permits for all proposed properties and units

#### **Late representations**

20. Correspondence has been received from the objectors speaking at the meeting this evening and they have asked for the following photographs to be circulated to the committee.

































### **Conclusion of the Director of Planning and Growth**

21. Having taken into account the additional information provided by the applicant and the additional representations received, the council maintains its recommendation to grant permission as set out in the original committee reports.

### **REASON FOR URGENCY**

22. Applications are required by statute to be considered as speedily as possible. The application has been publicised as being on the agenda for consideration at this meeting of the Planning Committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications and would inconvenience all those who attend the meeting.

## REASON FOR LATENESS

23. The new information and recommendations have been noted and/or received since the committee agenda was printed. They all relate to items on the agenda and members should be aware of the comments made.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
The Development Management case files	Corporate Services, Finance and Governance, 160 Tooley Street, London SE1 2QH	Planning enquiries Telephone: 020 7525 5403

# Welcome to Southwark Planning Committee (Majors Applications) A

8 October 2024

## MAIN ITEMS OF BUSINESS

ITEM 6 – Proposed Article 4 Direction for the withdrawal of Part 16 permitted development rights (Communications Development) at the junction of Croxted Road and Norwood Road, London SE24 9DA

ITEM 7.1 - 23/AP/0948  
6-12 Verney Road, London, Southwark SE16 3DH

ITEM 7.2 - 23/AP/3487  
City Business Centre (St Olav's Court), Lower Road  
London, SE16 2XB



Councillor Richard Livingstone  
(Chair)



Councillor Kath Whittam  
(Vice Chair)



Councillor Gavin Edwards



Councillor Reginald Popoola



Councillor Nick Johnson



Councillor Darren Merrill



Councillor Esme Hicks

The **PLANNING**  
AWARDS 2019  
*Celebrating excellence in planning and placemaking*

**WINNER**

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**Fr33Wifi!**

## **ITEM 6:**

**Proposed Article 4 Direction for the withdrawal of Part 16 permitted development rights (Communications Development) at the junction of Croxted Road and Norwood Road, London SE24 9DA**



Location of telecoms equipment outside 294 Croxted Road, SE24 9DA





1. Cabinet installed between May 2018 and March 2019
2. Cabinet installed between June 2014 and April 2015
3. Cabinet installed between May 2018 and October 2016
4. Cabinet installed between prior to 2008
5. Cabinet installed between prior to 2008
6. Monopole installed between prior to 2008

## ITEM 7.1 - 23/AP/0948

6-12 Verney Road, London, Southwark SE16 3DH

Demolition of existing buildings and structures on the site and redevelopment to provide an up to four storey building to accommodate industrial and logistics (Use Class B2, B8 and Class E(g)) plus part ground floor flexible Ea and/or Eb together with plant, landscaping, the formation of new accesses and alterations to existing accesses, associated vehicle and cycle parking and other associated works (as revised on 29.02.2024 and 29.04.2024)

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# EXISTING SITE

- 0.74 Hectare (1.82 acres) site located on Verney Rd, Bermondsey Works & Silverlock Medical Centre opposite (north), Electricity sub-station & 4 Verney Rd (west), access road & 20 Verney Rd (east), 14-16 Verney Rd at rear (south)
- 1-2 storeys industrial/commercial (partially occupied).
- Old Kent Road Opportunity Area
- Within site allocation OKR13
- Not within the boundaries of a conservation area



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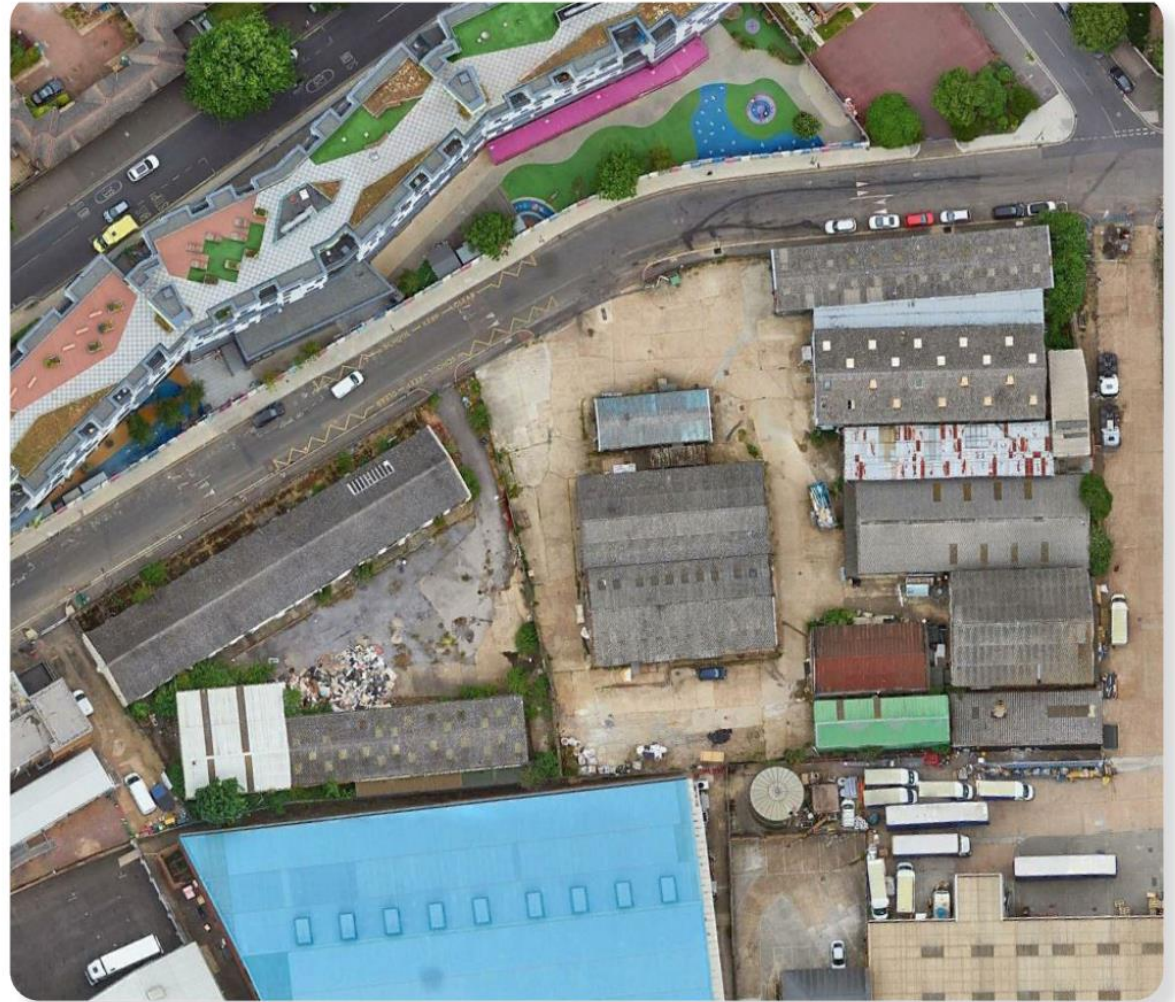
Existing Site Conditions



Verney Road frontage - existing (source Google)



Verney Way access route - existing (source Google)

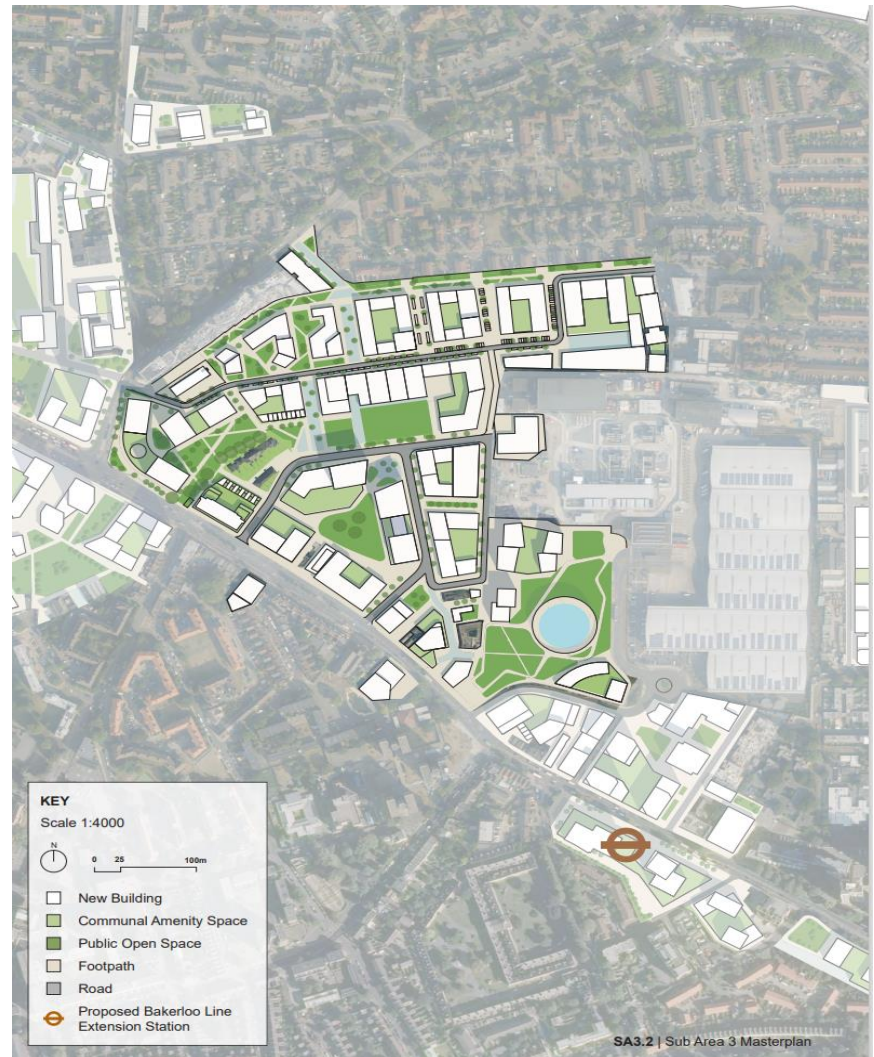


Aerial view of the site - existing condition (source Google)

# Old Kent Road Area Action Plan

## OLD KENT ROAD

AREA ACTION PLAN / OPPORTUNITY AREA PLANNING FRAMEWORK CONSULTATION  
DECEMBER 2017



# Proposed scheme



# Massing & Scale

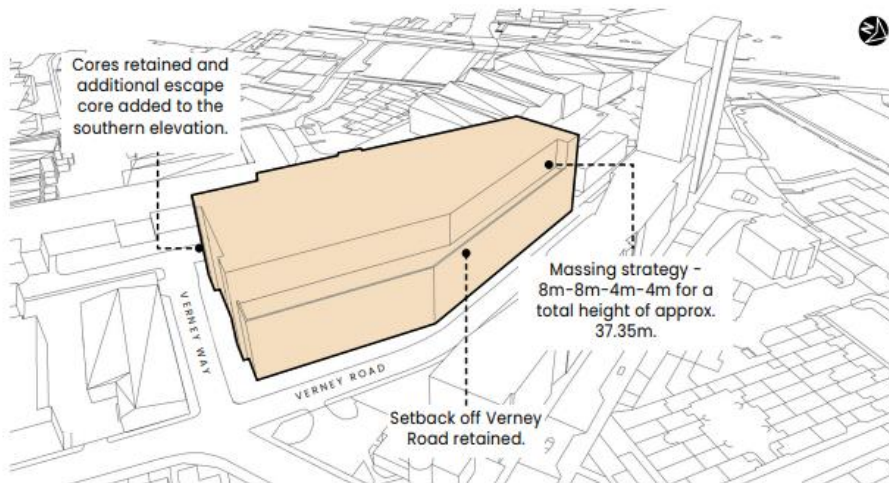


Diagram of proposed massing looking southwest  
2024 Amended Scheme

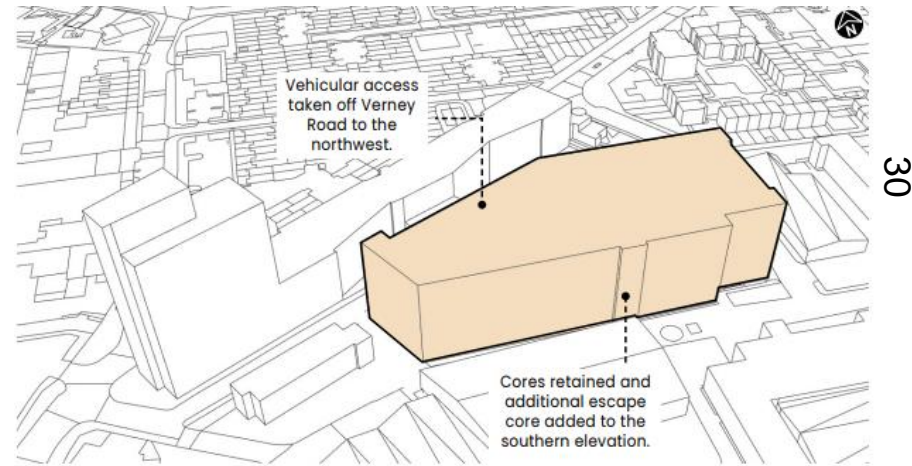
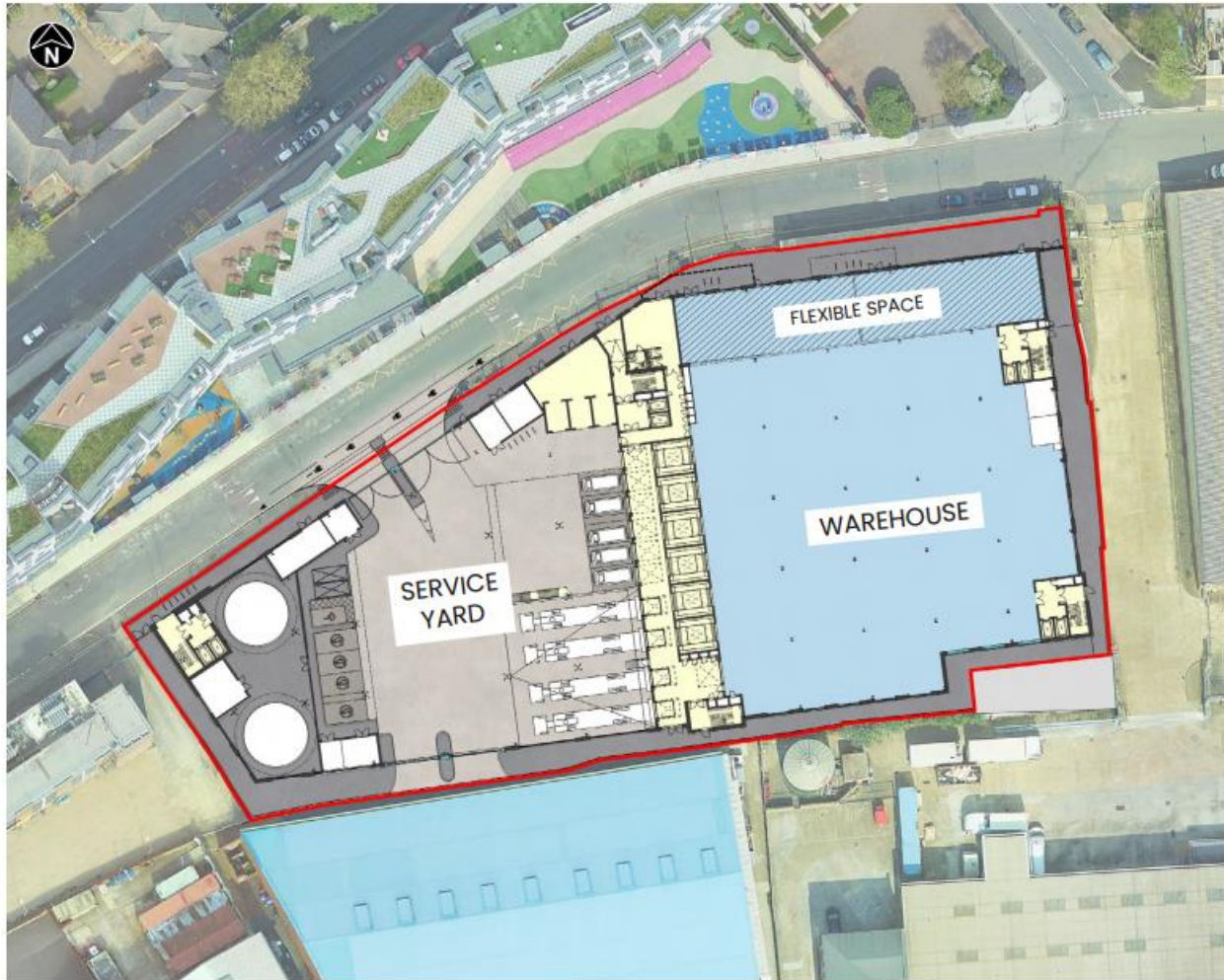


Diagram of proposed massing looking northeast  
2024 Amended Scheme

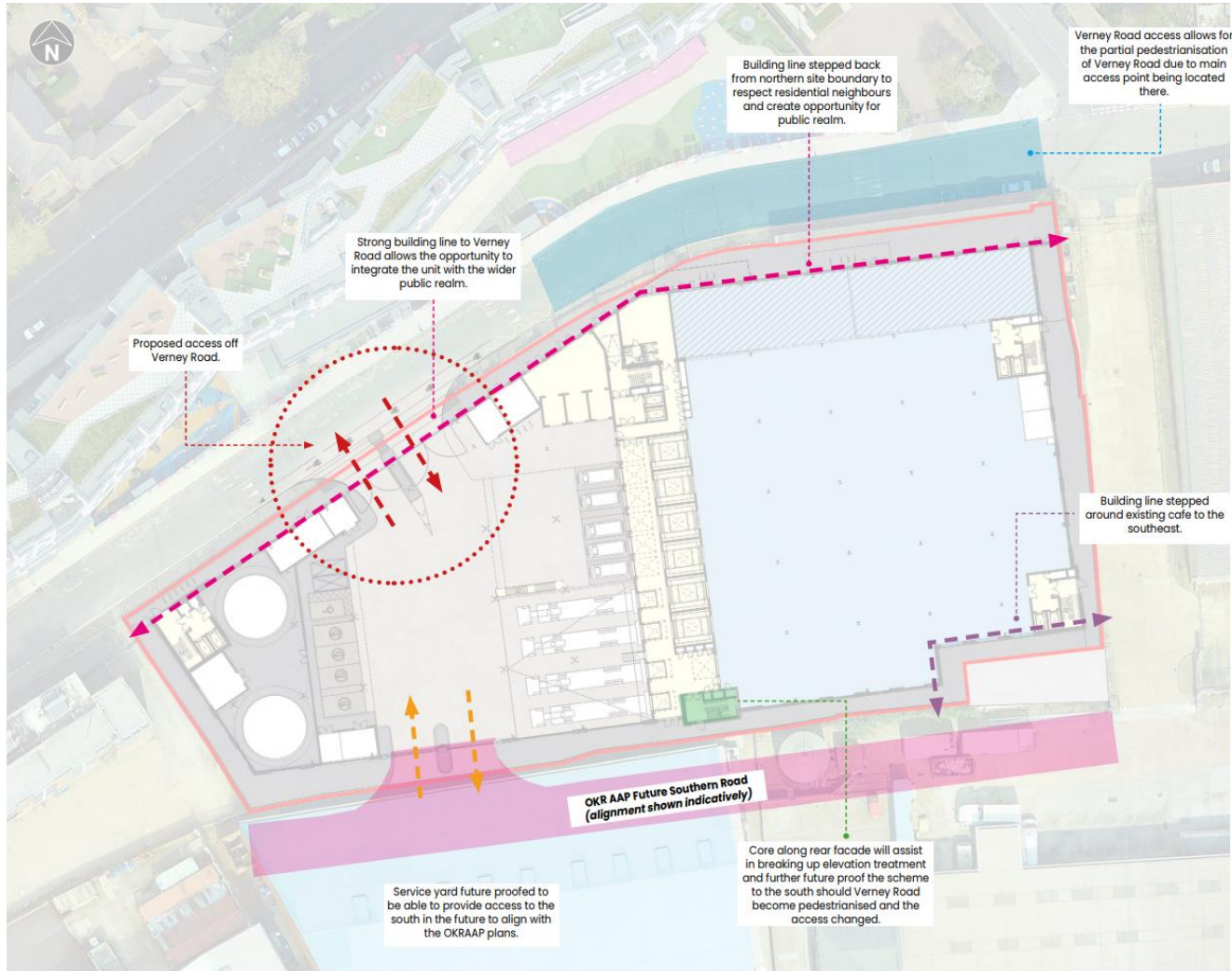
# Site layout



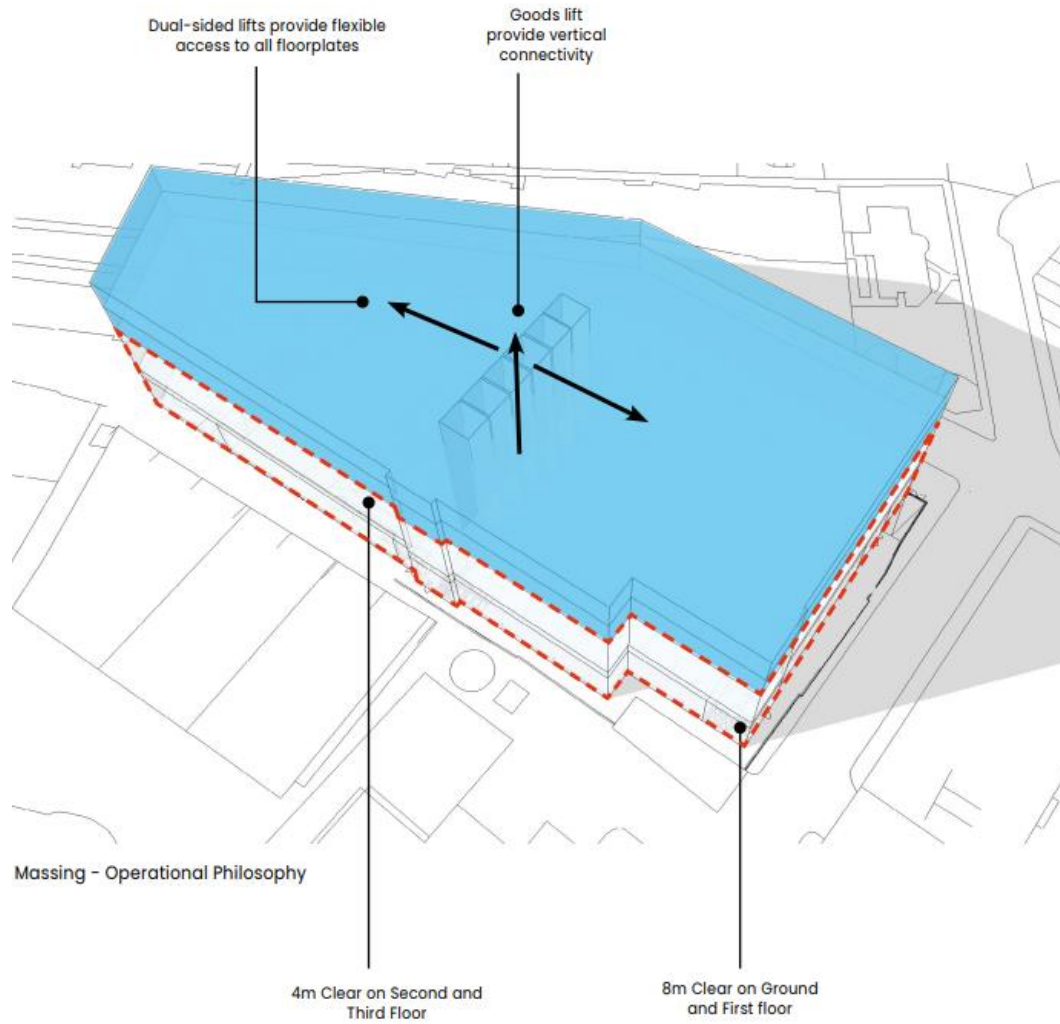
Proposed Site Plan  
2024 Amended Scheme



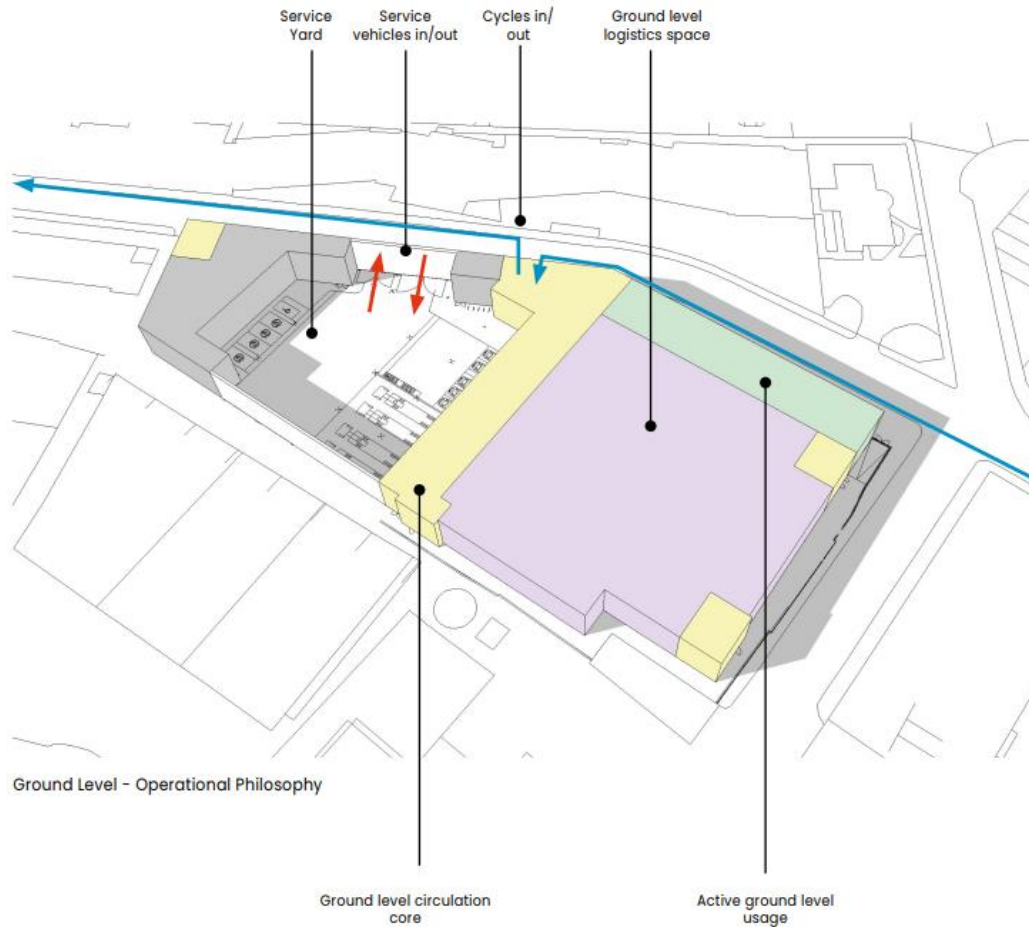
# Alternative Access and Pedestrianisation



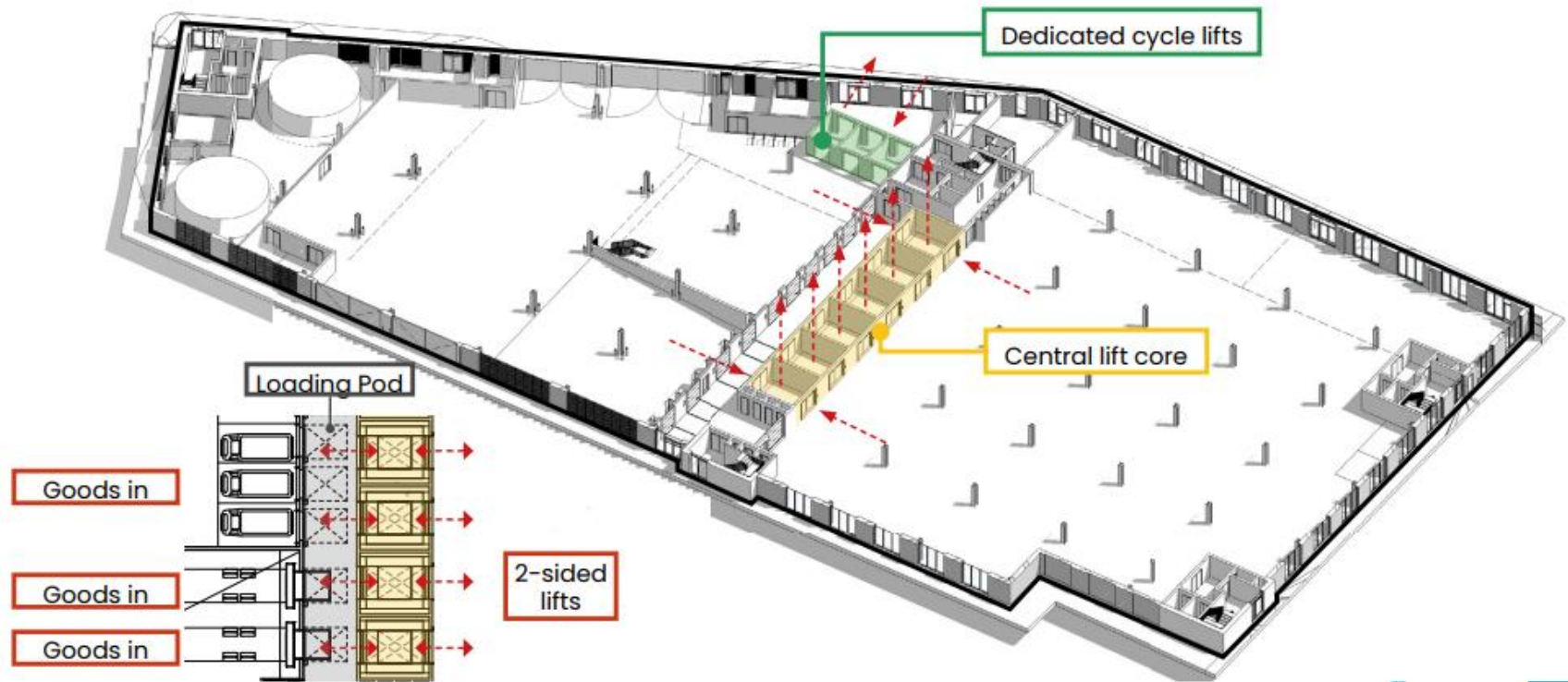
# Operational Strategy: Massing



# Operational Strategy: Ground Level




# Operational Strategy: Lifts



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# Site layout: Ground Floor landscape

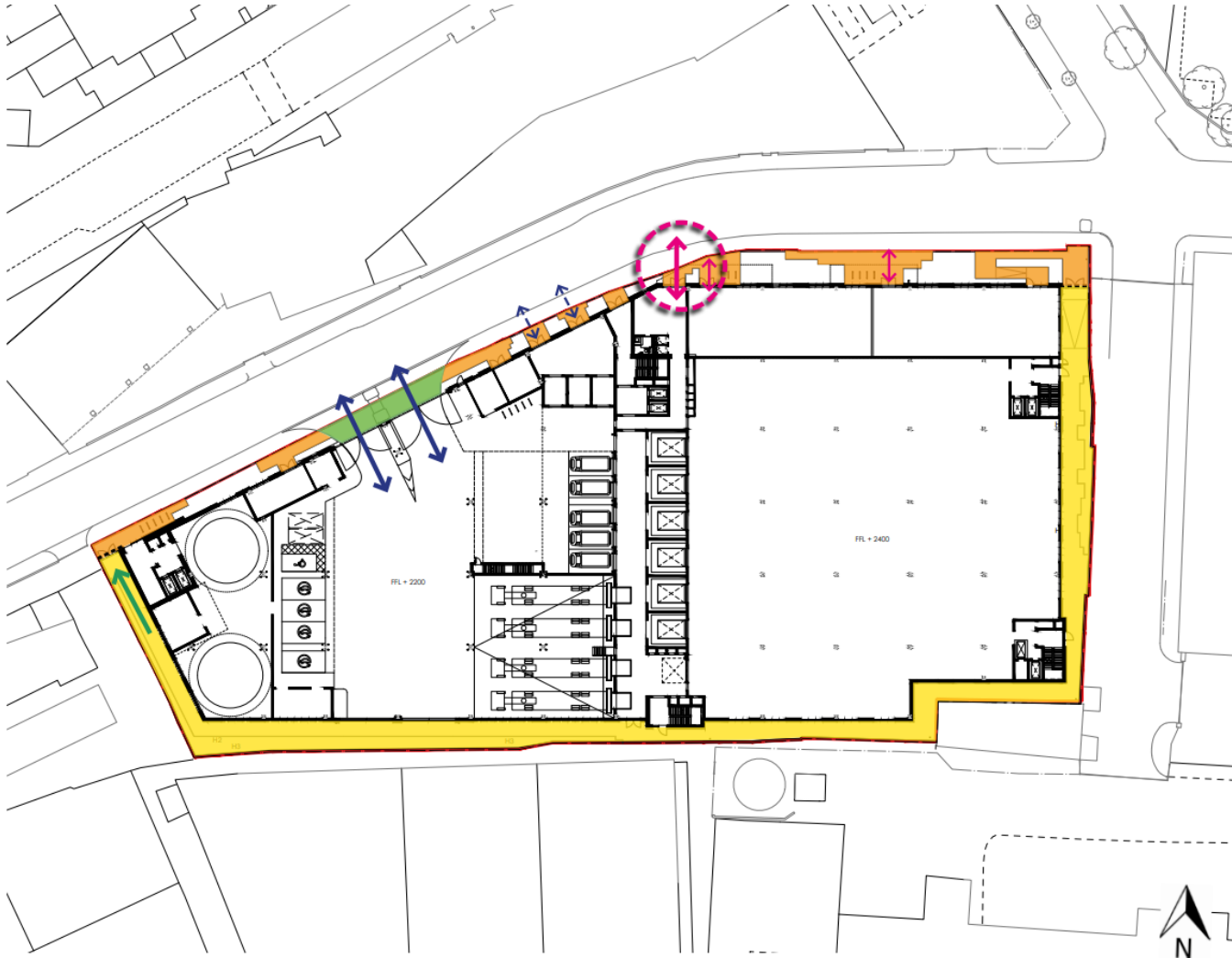
## KEY

-  Main entrance to the building
-  Potential to integrate the building fore-court with the public realm
-  Proposed trees + shrubs
-  Existing tree
-  Soft landscape zones
-  Covered cycle stands
-  Uncovered cycle stands
-  Proposed Fence to secure boundary
-  Vehicle entry + exit
-  Cargo bike entry + exit
-  Pedestrian circulation
-  Application boundary



Verney Road Ground Floor Plan - Indicative Landscape Strategy

# External Accessibility



Access plan showing key access points

# Elevations

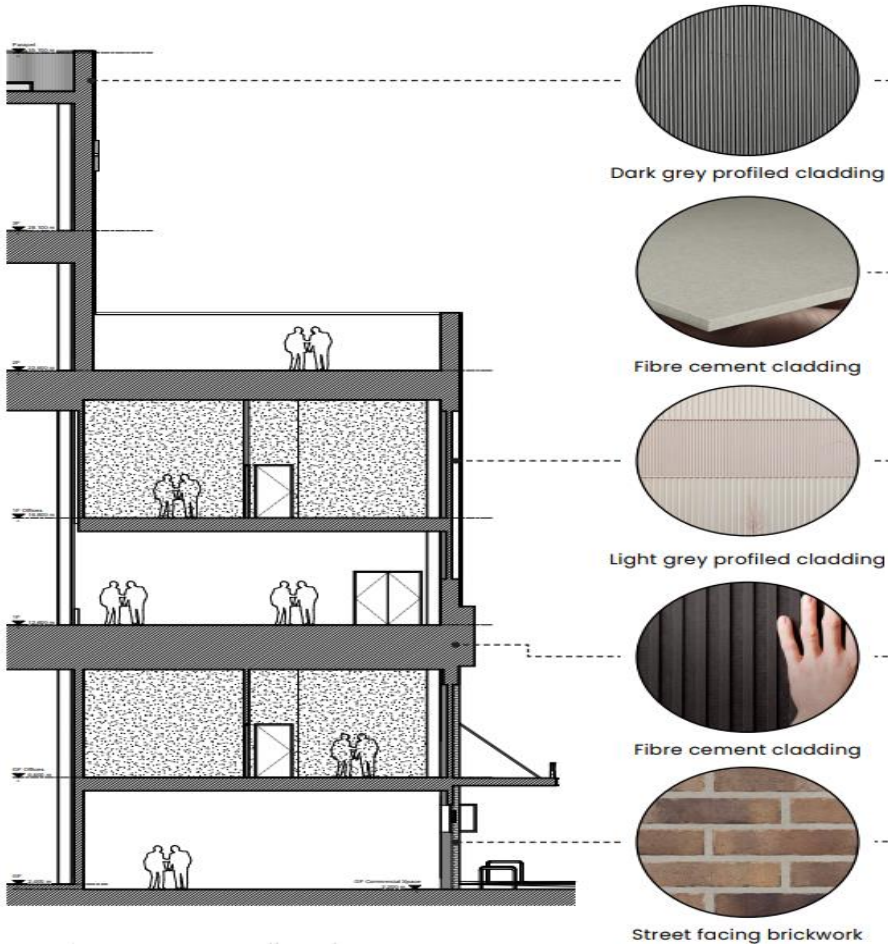


Proposed Northern Elevation (Verney Road)



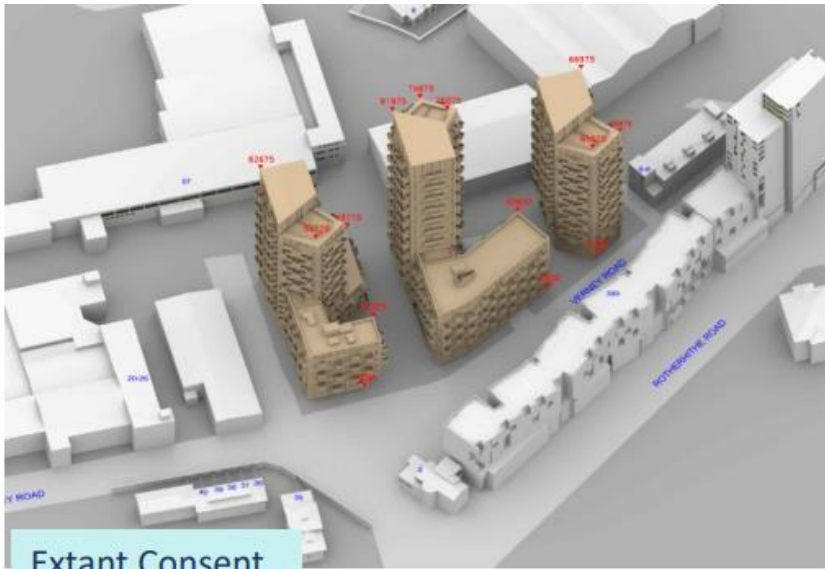
Proposed Southern Elevation

# Upper storey setback Verney Road

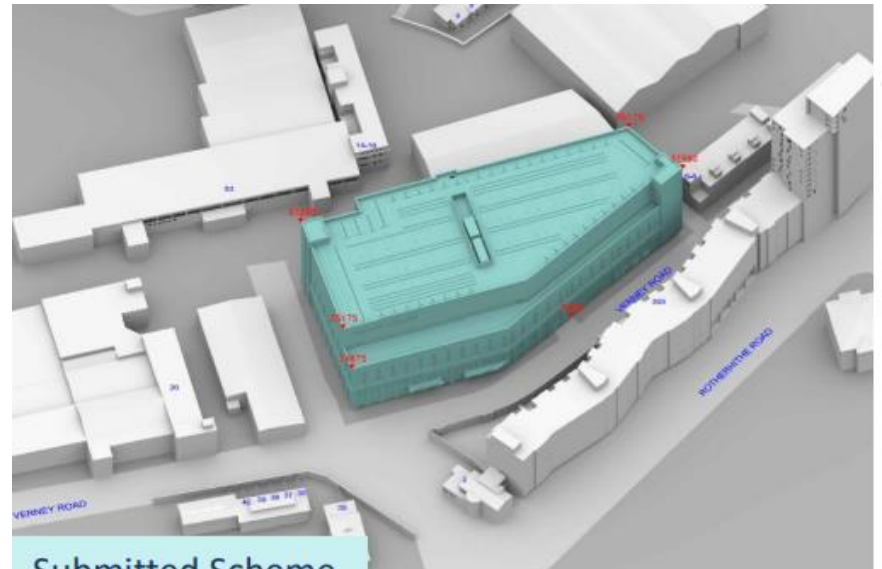




# Daylight/Sunlight impact Bermondsey Works

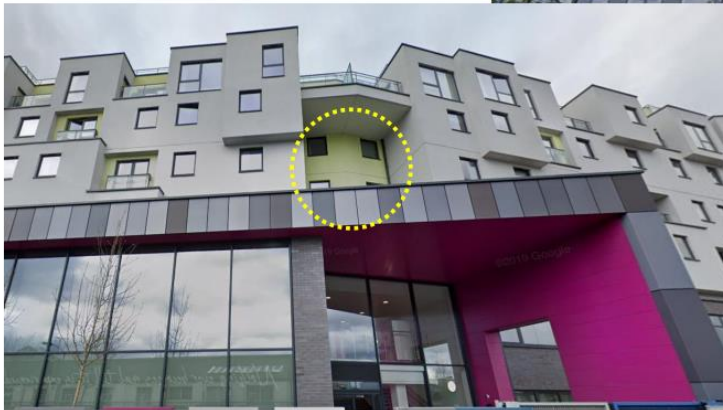


Extant Consent



Submitted Scheme

## Bermondsey Works – Constrained Windows



# Overshadowing

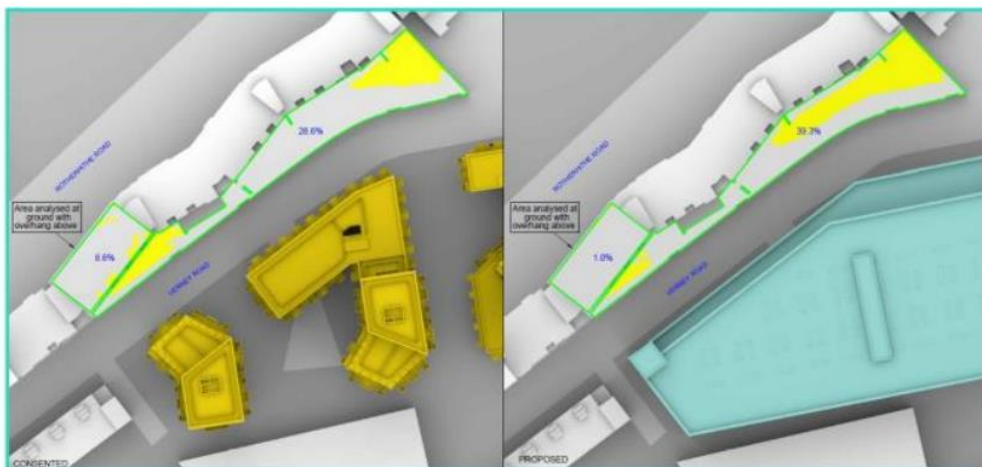


Figure 4: Comparative March 21<sup>st</sup> Sun on Ground analysis

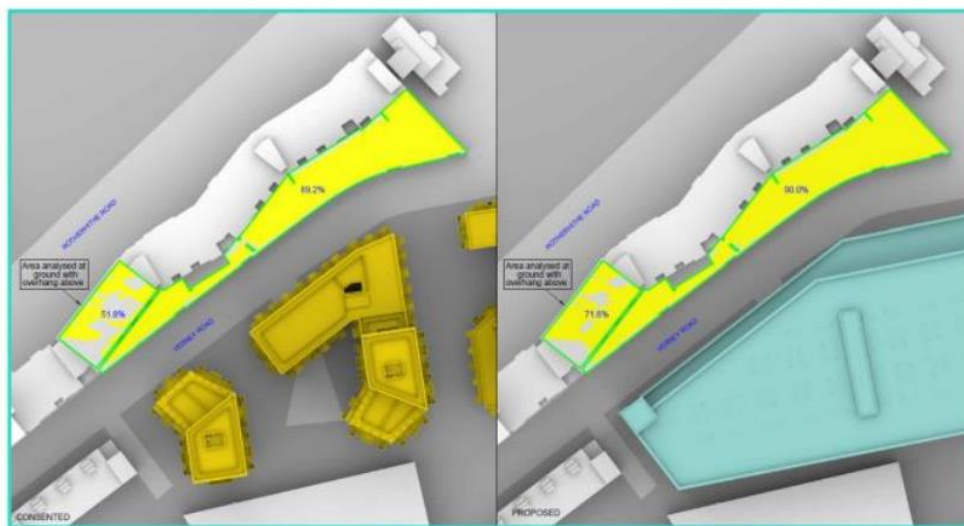


Figure 5 – Comparative June 21<sup>st</sup> Sun on Ground analysis

# Verified Viewpoint: Sandgate Street at junction with Canal Grove, looking north



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# Representations

- Two rounds of consultation (second for minor amendments), some of these are from the same occupiers.
- 15 responses object to the proposal on the grounds of : loss of daylight/sunlight/privacy; land use going back to industrial from residential; potential for increased traffic particularly from HGVs; increased noise and air pollution and risk to school children from traffic and pollution, given the proximity of the school. Congestion at school opening and closing times. Harm to children's education. The area would be best turned into a park. The design is worse than the approved scheme. The impact on the saleability of flats

# Proposed employment

- Flexible Use Classes B2/B8/E(g), Ea and/or Eb  
Commercial floorspace 22,882 sqm
- Payment in-lieu for 10% Affordable workspace: £2.57m
- 400+ jobs on site
- Innovative logistics use: deliveries by cargo bikes

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# CGI views of development



Proposed CGI view looking west down Verney Road



Proposed CGI aerial view looking northeast



# Summary

- Flexible B2/B8/E(g), Ea, Eb commercial use 22,882sqm floorspace
- 10% affordable workspace payment in-lieu of £2.57m
- Max Building Height 37.35m AOD: roof plant (circa 34.75 m AOG)
- Upper floors setback mitigate impact on residents in Bermondsey Works
- Acceptable impact on neighbouring residents
- Compliant with aims and objectives of OKR13
- Improved public realm and pedestrian environment
- Improved landscaping, significant numbers of trees; improved UGF secured by condition and obligation
- 64% savings on Carbon dioxide emissions
- Public benefits outweigh less than substantial harm to heritage assets including the Grade 2 listed buildings on Canal Grove Cottages.

## ITEM 7.2 - 23/AP/3487

### City Business Centre (St Olav's Court), Lower Road London, SE16 2XB

Demolition of existing buildings and redevelopment to provide one mixed-use building of up to 17 storeys in height, with a single basement, comprising 216 purpose-built shared living units and communal amenity space (Sui Generis) and 1,517 square meters of commercial floorspace (Use Class E), and one mixed-use building of up to 10 storeys in height, with a single basement, comprising 24 homes and communal amenity space (Use Class C3) and 149.6 square meters of commercial floorspace (Use Class E); and public realm, including play space, as well as other associated works.

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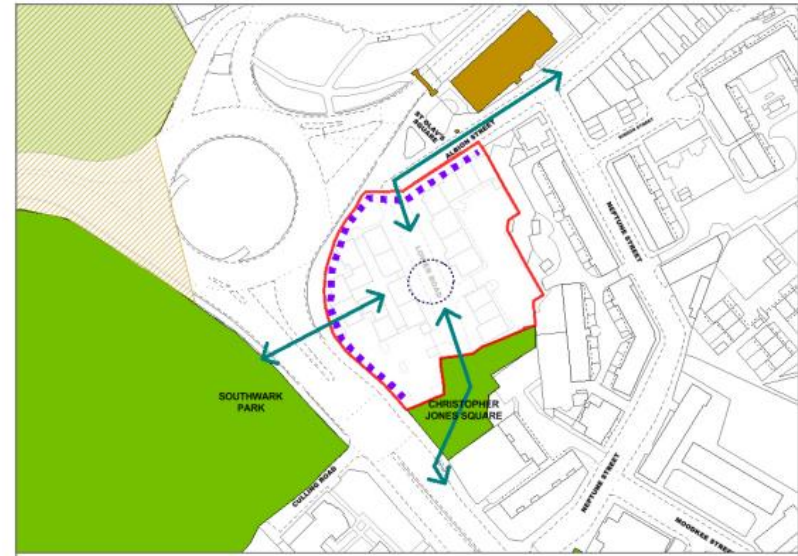
# Existing Site Context



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# NSP 79

Site Area	<ul style="list-style-type: none"> <li>• 5,384m<sup>2</sup></li> </ul>
Existing uses (GEA)	<ul style="list-style-type: none"> <li>• Employment (E(g), B class uses) – 4,550m<sup>2</sup></li> </ul>
Indicative residential capacity	<ul style="list-style-type: none"> <li>• 125 homes</li> </ul>
Site requirements	<p>Redevelopment must:</p> <ul style="list-style-type: none"> <li>• Provide at least the amount of employment floorspace (E(g), B class) currently on the site; and</li> <li>• Provide increased permeability across the site; and</li> <li>• Provide high quality public realm at the centre and at the confluence of three routes:             <ol style="list-style-type: none"> <li>1. from Christopher Jones Square open space to the south; and</li> <li>2. the crossing to Southwark Park; and</li> <li>3. the retail frontage on Albion Street.</li> </ol> </li> </ul> <p>Redevelopment of the site should:</p> <ul style="list-style-type: none"> <li>• Provide new homes (C3);</li> <li>• Provide active frontages at ground floor level.</li> </ul>
Design and accessibility guidance	<p>The site should be comprehensively developed to include both St Olav's Court and City Business Centre on each side of Lower Road.</p> <p>By developing at a higher density there will be opportunities for new homes to integrate with small business spaces that form an active frontage on ground level. Public open space should be defined with the established active frontage, making the most of the site's proximity to Southwark Park and emerging cycle/pedestrian links.</p>



# Existing Site Plan



# Site Photographs



View of existing building looking west along Lower Road



View of existing building east

# Proposed Development

- Two buildings- co-living of up to 16 storeys and an affordable housing block of 10 storeys.
- 35% affordable homes delivered on site (25% social; 10% intermediate) with a financial contribution of £1.4m to take the offer to 40% equivalent
- New public route through the site
- New play facilities and landscaping for Christopher Jones Square
- Urban Greening Factor of 0.42
- 77% CO2 reduction for residential and 35% for commercial
- 285 cycle parking spaces
- An on-site accessible parking space

# Consultation Responses

Neighbours letters date of posting (updated version)	Site notice date of display	Press notice date of publication	Number of Public comments received	Support	Neutral	Objection
13 February 2024	14 February 2024	15 February 2024	21	4	1	21

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# Affordable housing/shared-living

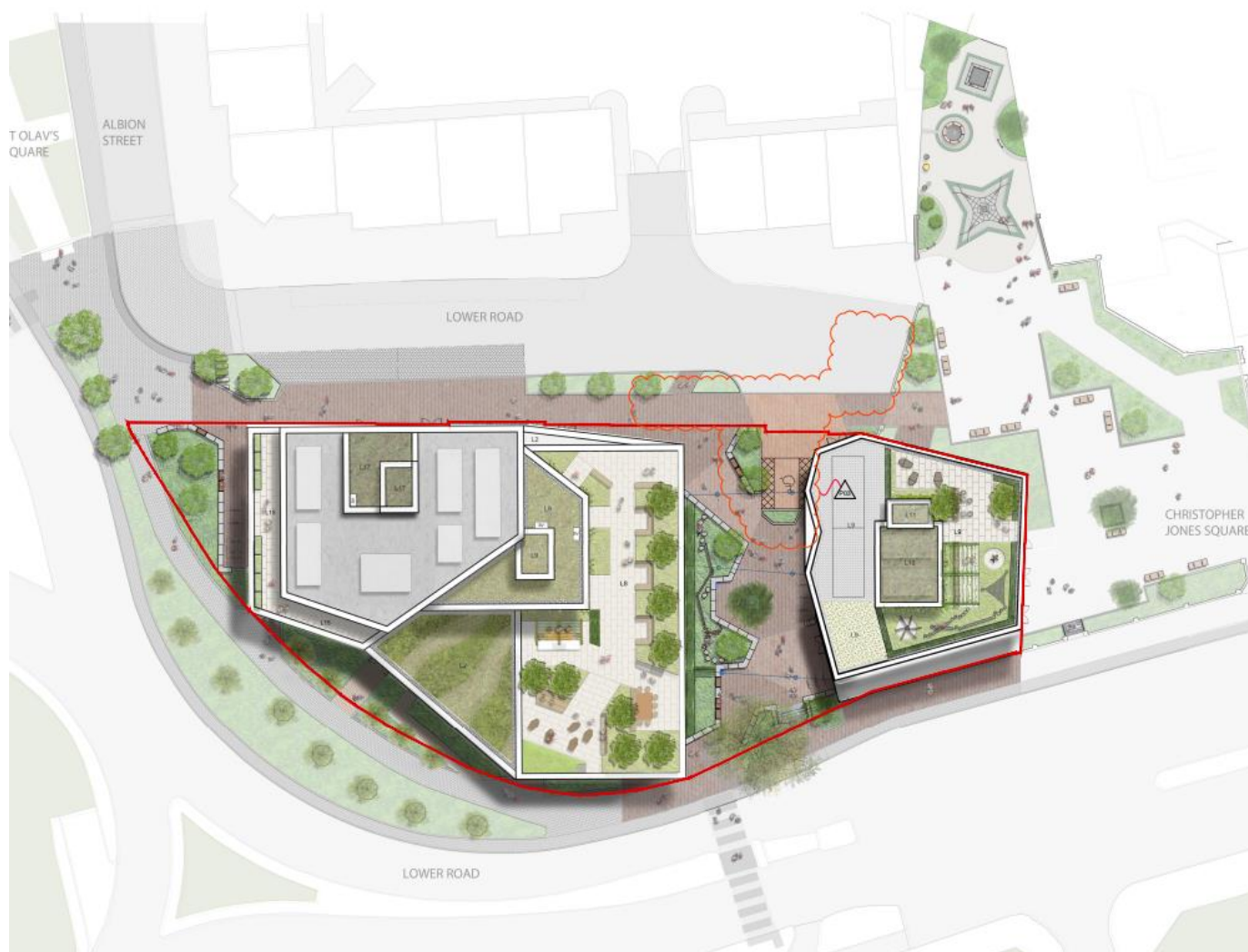
Type	SL Type A	SL Type B	SL Type C Oversized	SL Type D Mobility 1	SL Type E Mobility 2	2B 4P	2B 3P Mobility	3B 4P	4B 6P	336
Hab Rooms	1	1	1	1	1	4	4	5	6	
Total Units	12	150	30	12	12	5	3	8	8	
<b>Total Hab Rooms</b>	<b>12</b>	<b>150</b>	<b>30</b>	<b>12</b>	<b>12</b>	<b>20</b>	<b>12</b>	<b>40</b>	<b>48</b>	
<b>Total by tenure</b>	216					120				
Percentage of Hab Rooms	64.3%					35.7%				

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# Proposed development from Lower Road looking northeast



# Landscape plan

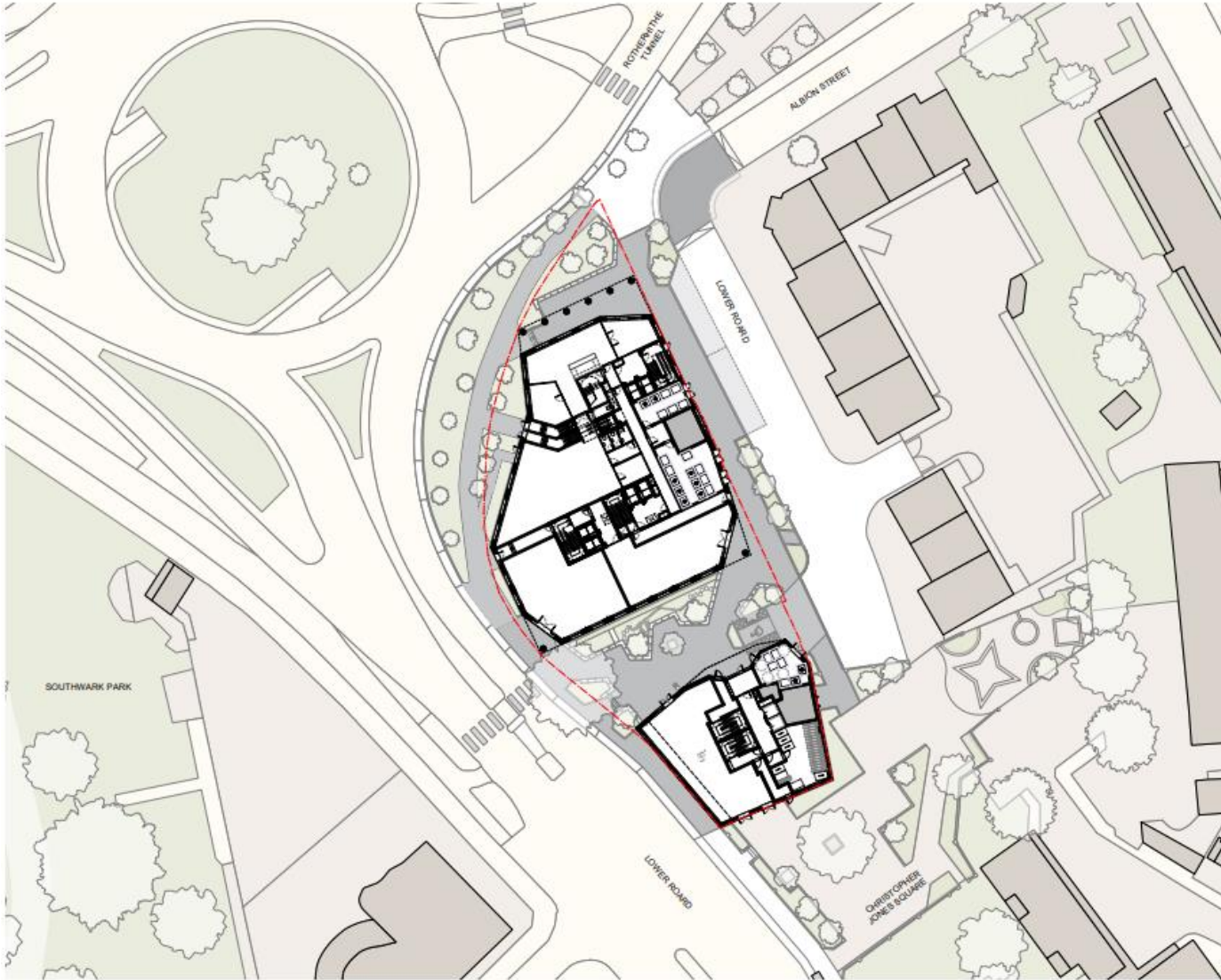


# Public realm



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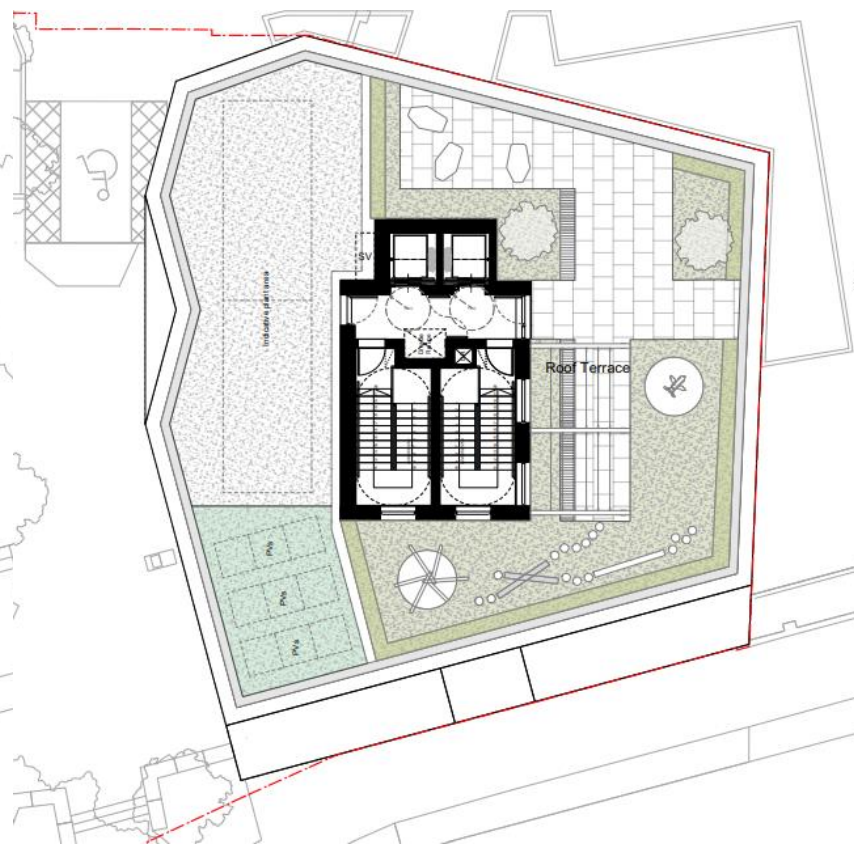
# Proposed ground floor layout plan



# Floor Plans- affordable block



Fourth floor



Roof Plan

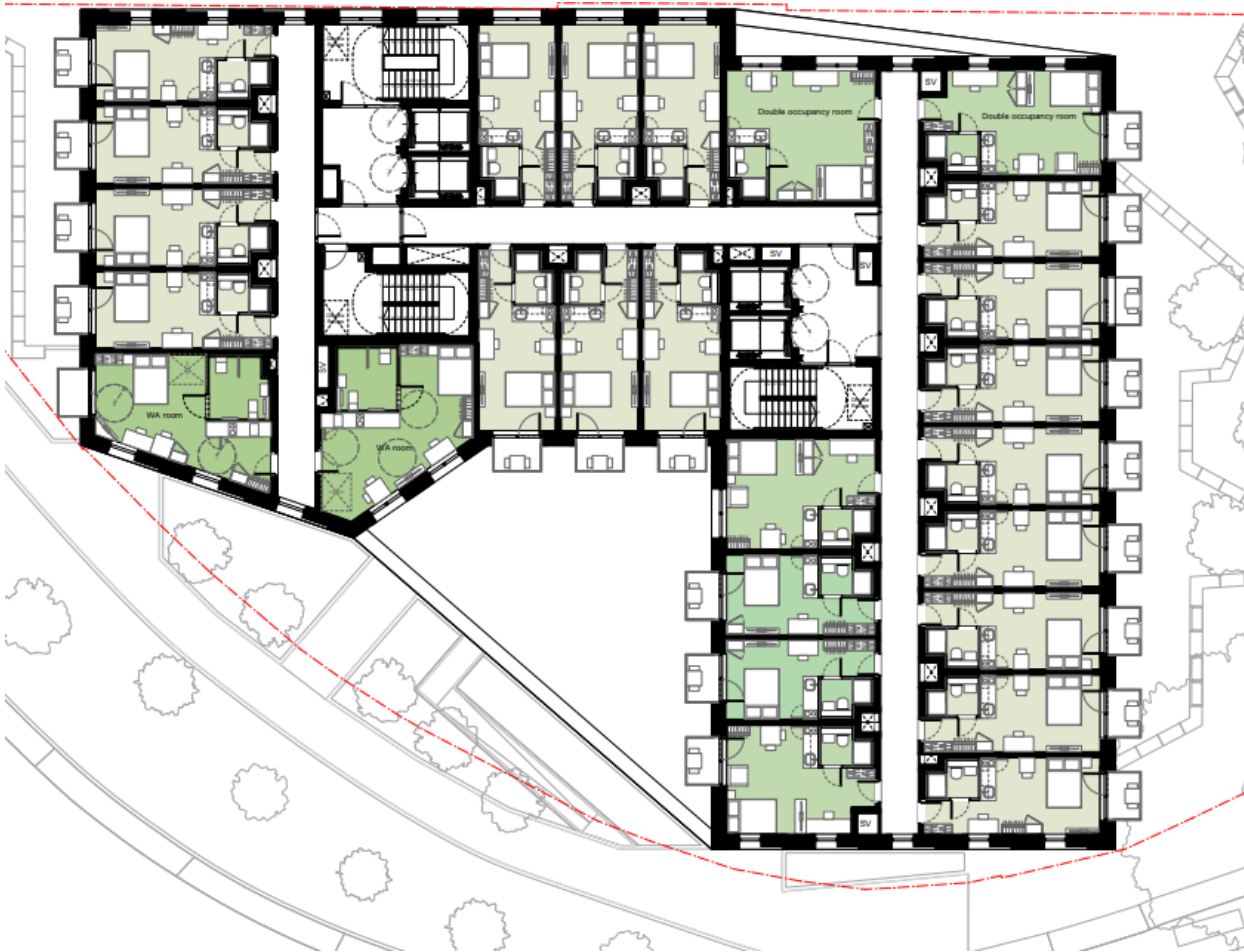
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# Co-living



Ground floor

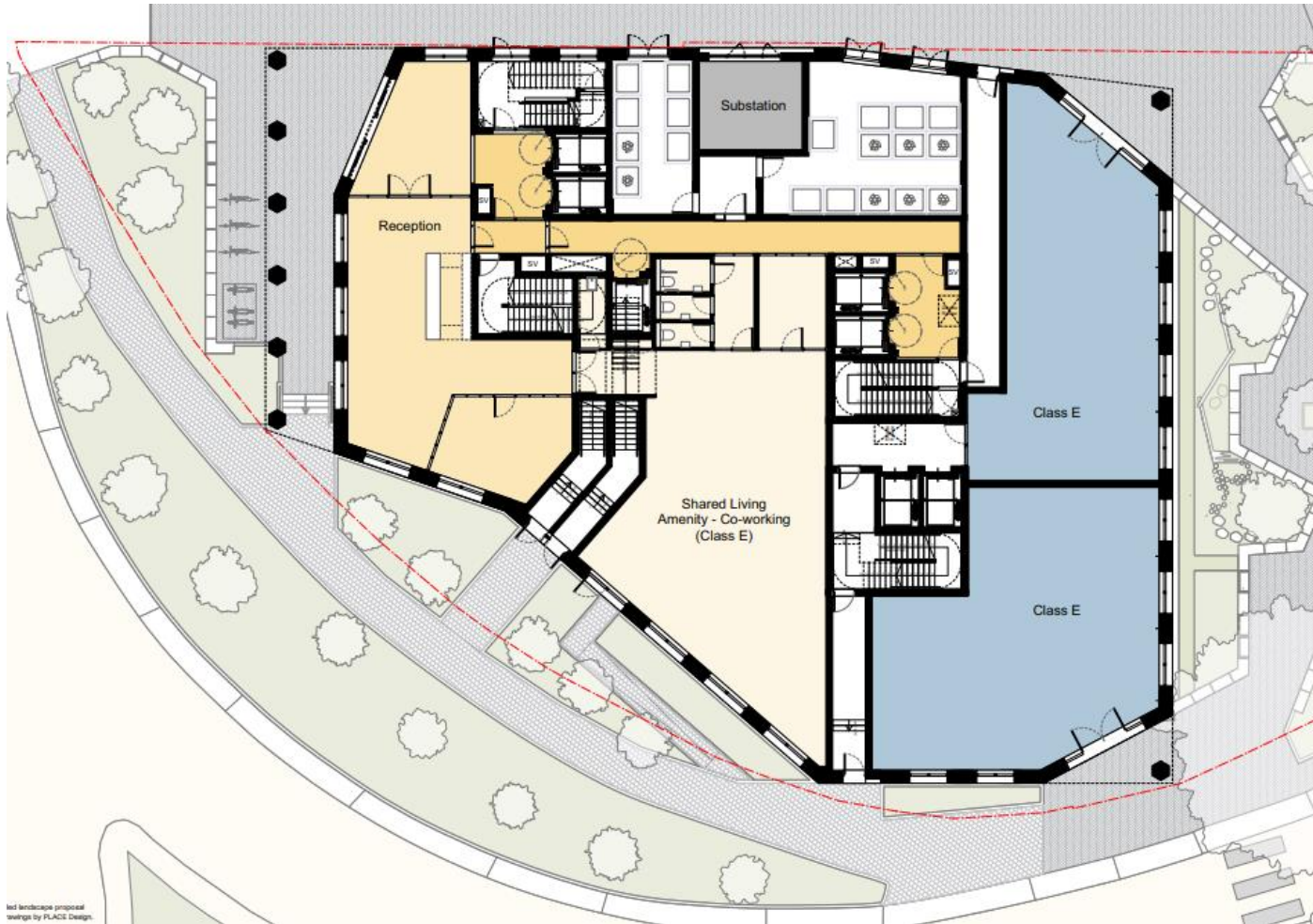
# Co-living



Third floor

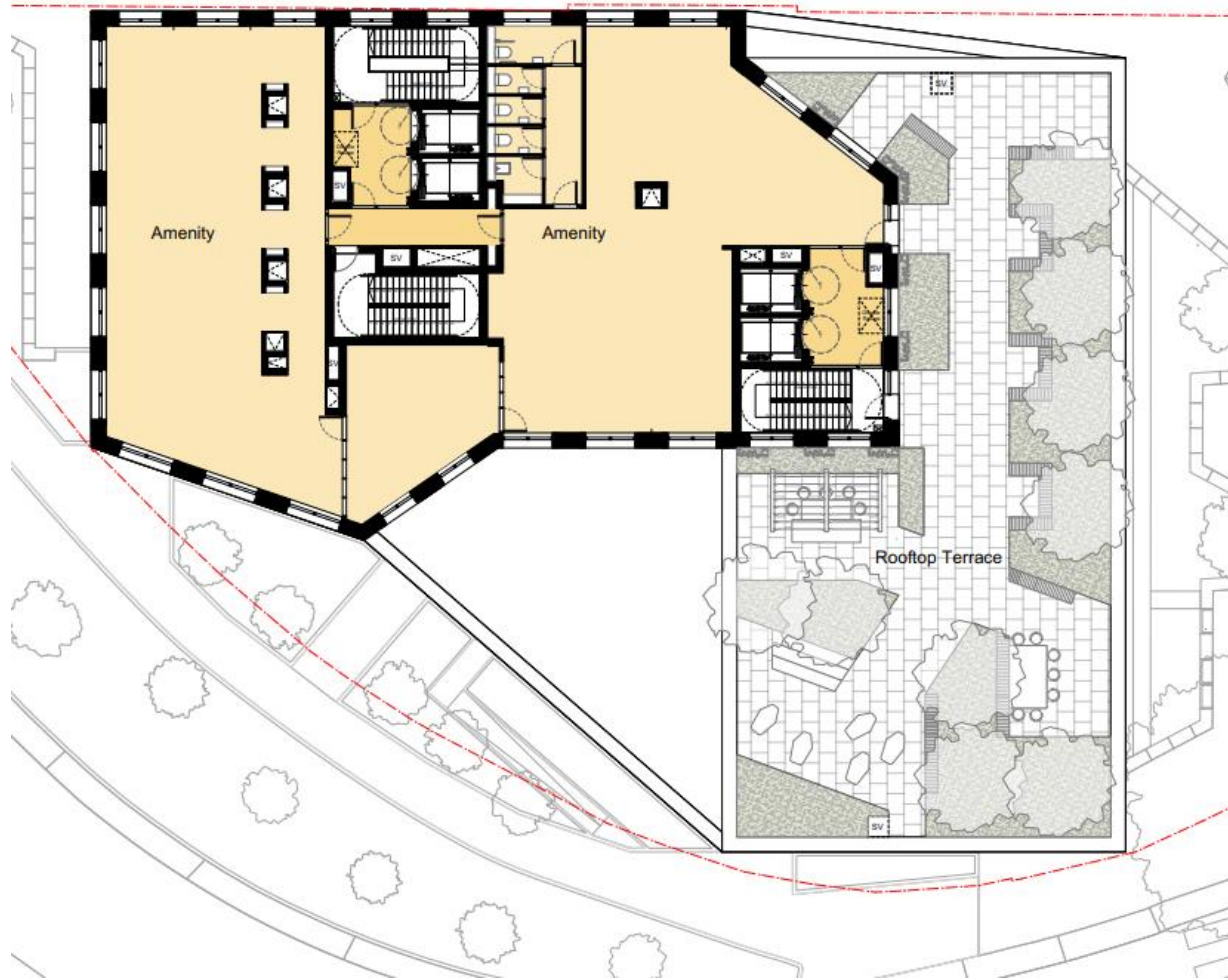


# Co-living



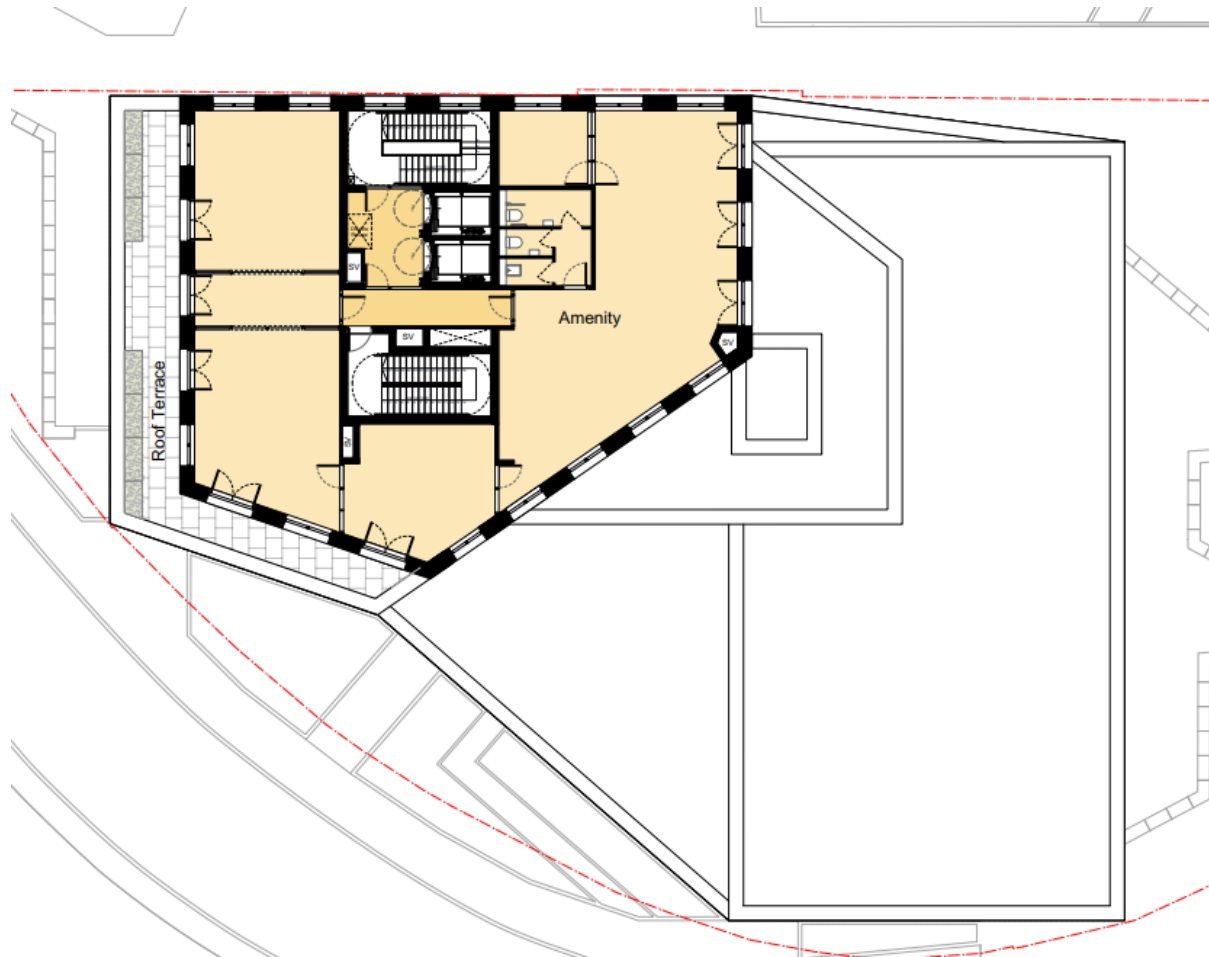
Ground floor

# Co-living



Seventh floor

# Co-living



14<sup>th</sup> floor

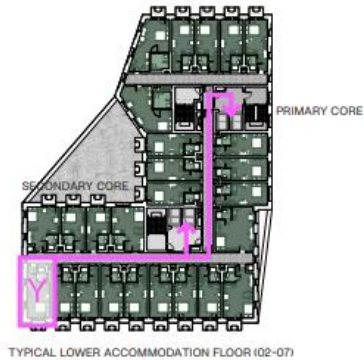
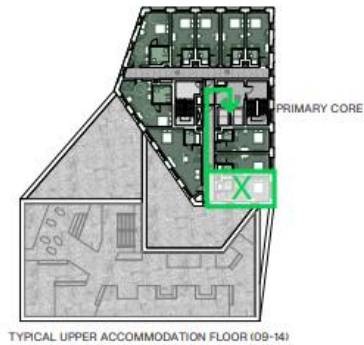
# Amenity spaces

## Journey time

Room X → Amenity A = 87 seconds  
 Amenity B = 97 seconds  
 Amenity C = 115 seconds  
 Amenity D = 137 seconds

Room Y → Amenity A = 145 seconds  
 Amenity B = 70 seconds  
 Amenity C = 123 seconds  
 Amenity D = 66 seconds

KEY  
 ACCOMMODATION / ROOMS  
 AMENITY SPACES



# Privacy

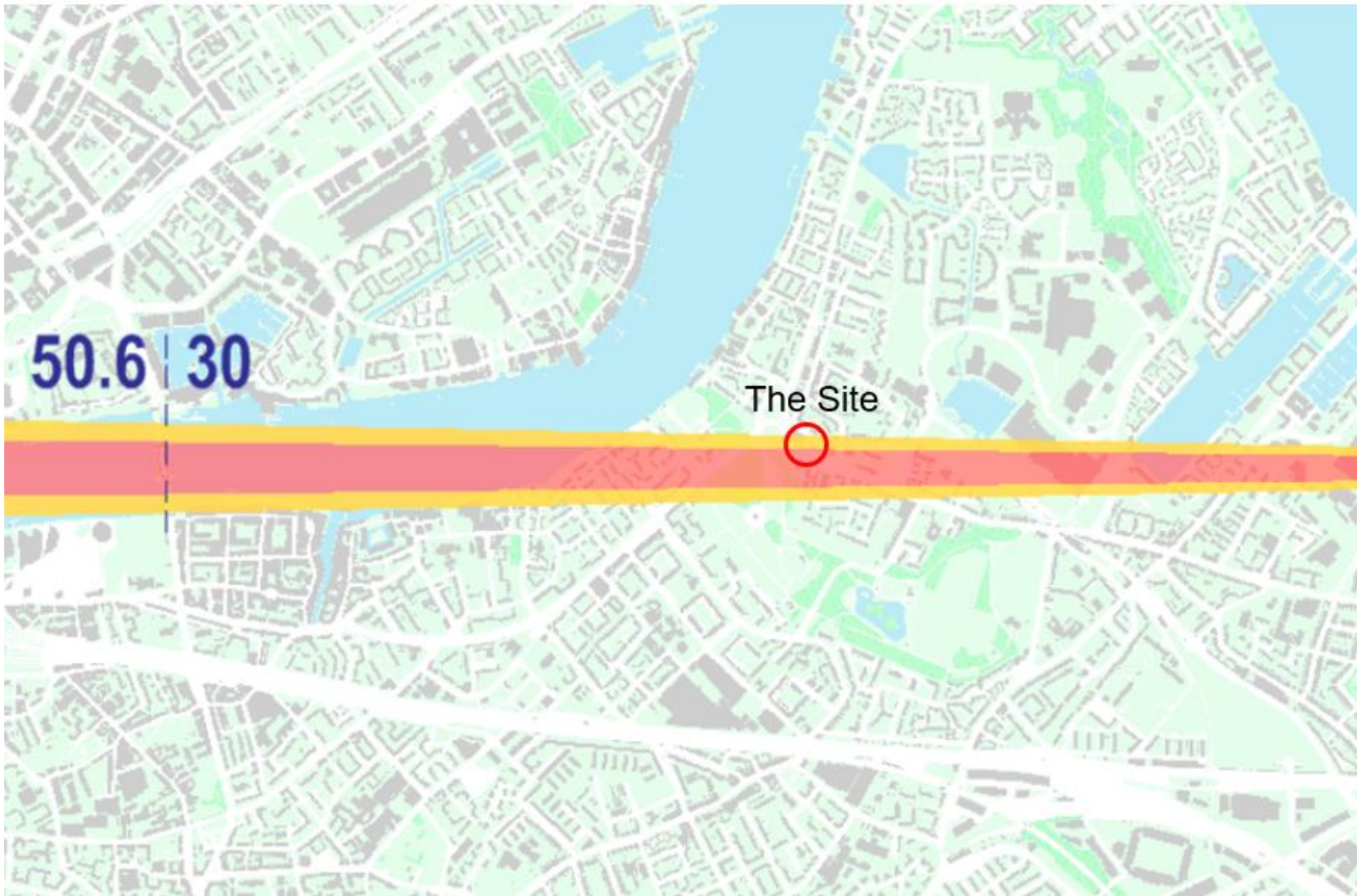


# Heritage assets



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# LVMF View 5A.2- Greenwich Park



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# View with St Olaves Church looking west



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# View east with the church in the background



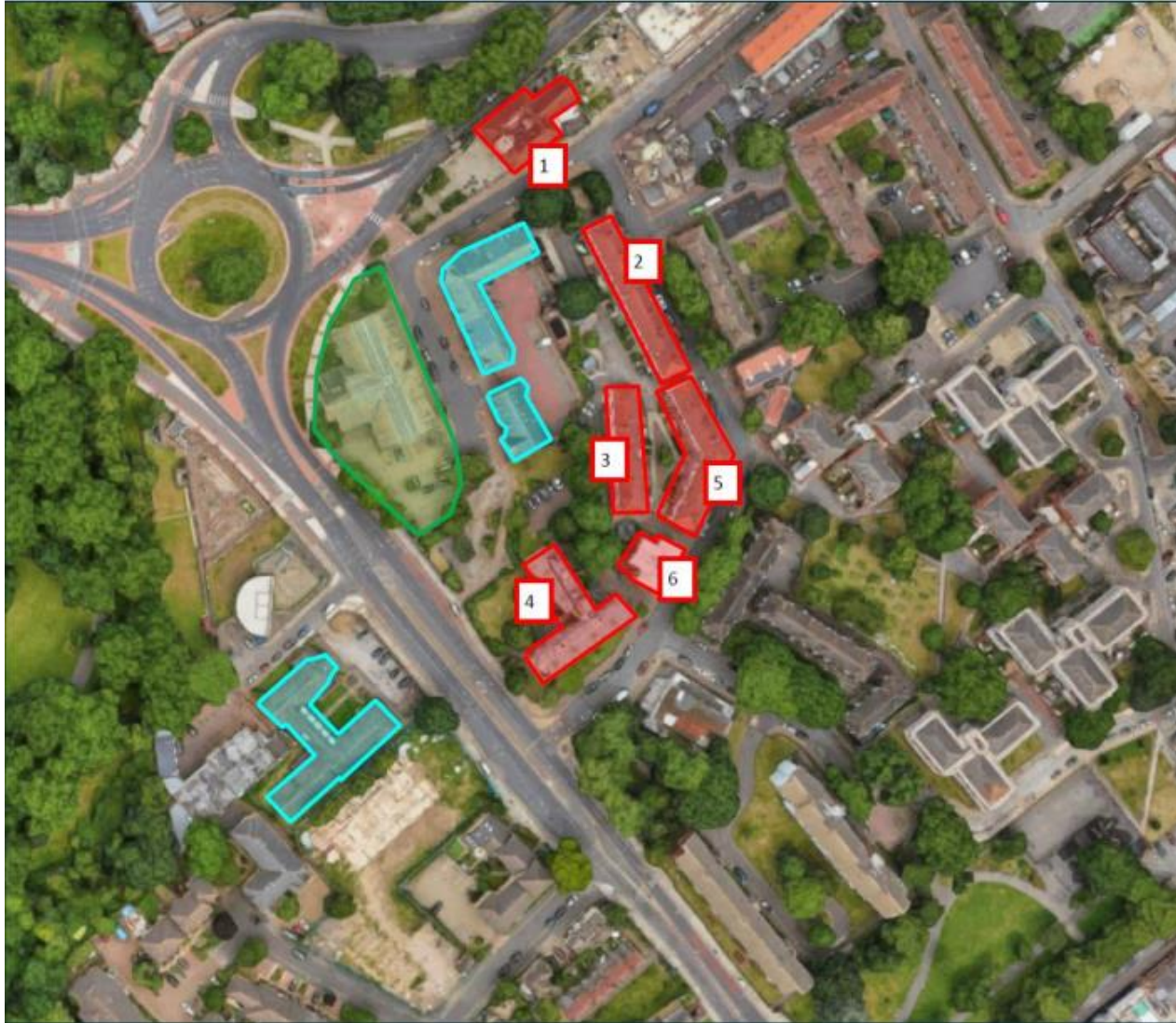
72

# View looking north from Lower Road with the prominent church spire



73

# Daylight and sunlight



# Vertical Sky Component

Address	Total windows assessed	Meet BRE guide (No noticeable change)	Below BRE criteria			Total windows affected
			20-29.9% reduction (Minor)	30-39.9% reduction (Moderate)	>40% reduction (Major)	
St Olavs Church	12	12	-	-	-	0
45 to 67 Irwell Estate	35	18	15	2	0	17
1 to 20 Irwell Estate	56	56	-	-	-	0
Blick House	100	92	6	2	0	8
21 to 44 Irwell Estate	34	34	-	-	-	0
1 to 14 Myles Court	39	34	-	-	-	0

75

# No sky line

Address	Total windows assessed	Meet BRE guide (No noticeable change)	Below BRE criteria						Total windows affected
			20-29.9% reduction (Minor)				30-39.9% reduction (Moderate)	>40% reduction (Major)	
St Olavs Church	12	12				Below BRE criteria			
			Address	Total rooms assessed	Meet BRE guide	20-29.9% reduction (Minor)	30-39.9% reduction (Moderate)	>40% reduction (Major)	Total affected rooms
45 to 67 Irwell Estate	35	18	45 to 67 Irwell Estate	34	17	15	2	0	17
1 to 20 Irwell Estate	56	56	1 to 20 Irwell Estate	50	50	-	-	-	0
Blick House	100	92	Blick House	50	50	-	-	-	0
21 to 44 Irwell Estate	34	34	21 to 44 Irwell Estate	39	39	-	-	-	0
1 to 14 Myles Court	39	34	1 to 14 Myles Court	15	14	2	-	-	0

# Wind microclimate



# Summary

- 216 shared living rooms
- 24 affordable homes
- 1,667 sqm commercial space
- 77% carbon reduction for residential
- 35% carbon reduction for commercial
- Off-set payment of £61,416
- UGF of 0.42
- New route through the site
- Improved play space on Christopher Jones Square
- A medium to low level of less than substantial harm to the setting of the Norwegian Church which is outweighed by the public benefits of the scheme.