

Planning Committee (Major Applications) A

Wednesday 2 July 2025
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

Date: 2 July 2025

Meeting Name:	Planning Committee (Major Applications) A
Date:	2 July 2025
Report title:	Addendum report
Ward(s) or groups affected:	Old Kent Road
Classification:	OPEN
Reason for lateness (if applicable):	Report corrections and additional information
From:	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 9.1: 24/AP/3575 – Land at Ilderton Wharf, 1-7 Rollins Street, London, SE15 1EP

Additional consultation responses:

4. Transport for London: A further response has been received from TfL since the publishing of the committee report. Additional comments have been raised in relation to s106 contributions and conditions, Healthy Streets, Car Parking, Cycle storage and delivery/servicing.
5. In relation to additional contributions which have not been included within the officer report, TfL have suggested contributions for site specific infrastructure, London legible signage and a contribution towards Pat Hickson Gardens. The applicants have confirmed agreement of a contribution towards £18k for Legible London signage. However, a contribution is already included towards enhancement of open spaces within the area, and as such no specific

contribution towards Pat Hickson Gardens is required. No further site-specific contributions are required beyond the above and the contributions previously included within the officers' report.

6. All conditions suggested by TfL have previously been included within the officer recommendation. However, they have suggested further details for cycle storage and as such the condition for cycle storage will be updated as per paragraph 18 below.
7. In relation to servicing, officers are satisfied with the proposed servicing arrangements with the location of the servicing bay being acceptable.
8. In relation to car parking, TfL outlined that EV charging points should be provided on site. As detailed within the officer report, in this instance a contribution towards the offsite provision of EVCP's is considered acceptable.
9. TfL also requested the provision of toucan crossing instead of pedestrian only at the Ilderton Road/ Surrey Canal Road junction should be re-secured via s278 and/or a contribution secured as appropriate. This is now included within the draft Heads of Terms for the s106 agreement.

Corrections:

10. Para 36: Of the officer report outlines that the intermediate homes are located at first to fourth floors and social at fifth to 13th. This should be updated to outline that these are first to third floors for intermediate and 4th to 13th for social following amendments to the application to increase the provision of social rented housing.
11. Para 75: Should be 59 social and 20 intermediate.
12. Para 85: The initial submission wasn't 59 social units. It was 51 social, which then became 59 at later stage.
13. Para 175: Paragraphs were omitted from the published report in respect of the architectural design and materials section of the report. The following paragraphs should thus be inserted between paragraphs 175 and 176:

Southwark Plan Policy P14 sets out the criteria for securing high quality design. In respect of architectural design and materials the policy requires all developments to demonstrate high standards of building fabric, function and composition. Design solutions should be specific to the site's historic context, topography and constraints. They should also respond positively to the context using durable, quality materials that are constructed and designed sustainably to adapt to the impacts of climate change.

A high quality masonry finish is proposed across the 3 buildings, which is considered to be reflective of the industrial character of the area, in line with the character of emerging developments. A horizontal or vertical expression has been applied to help articulate between the varying massing. A varied saturation

of red brick is applied across the buildings, to give each buildings its own identity whilst ensuring the buildings positively relate to each other as a family of buildings.

PBSA Accommodation – Tower Block

The tallest building on the site comprises student housing, given the regularised formation of the units, the design team have worked hard to provide additional interest to the gridded elevation, whilst still being reflective of its internal use. The tower block has been split into two forms, stepping down in height towards Ilderton Road, following guidance from officers to help reduce the perceived massing, particularly when viewed from longer range views to the north and the south. The architectural treatment of the tower block expresses a strong sense of verticality, to provide a more slender profile. The building is successfully grounded through the continuation of the vertical piers to the base of the building. The ground, body and top of the building have been appropriately distinguished, with a 4 bay grouping across the main body of the development and a 3 bay grouping at the crown, which acknowledges the location of amenity space at roof level.

The base of the building successfully relates to the streetscape, with a dynamic architectural treatment. Glazed and angled brickwork provides a tactile surface at street level, providing a sense of human scale to the development. A colonnade provides a sheltered entrance way to the student accommodation and the café. The double height arched alcove, adds to the welcoming experience created at the base of the building.

Conventional Housing – Shoulder block

The conventional housing block forms a lower scaled shoulder block that fronts onto Ilderton Road, conforming with the emerging 10 storey datum that has been established to provide a more human scale frontage along Ilderton Road. A horizontal expression is adopted on this building, which responds to its residential use and projecting balconies. The alteration in architectural treatment helps to provide a separation between the PBSA tower building but also responds to the nature of traditional residential development.

The vertical columns at the base of the development arch into the first floor balconies and are intricately detailed with projecting brick work, providing a high quality finish at street level, successfully integrating the over sailing balcony into the design of the façade. The form of the building has been carefully modulated to provide dual aspect units and provide efficient layouts within the constraints of the site. The massing has been setback from the neighbouring locally listed terrace houses to provide relief. Differences in floor to ceiling heights between the PBSA and the conventional housing have been dealt with successfully creating a positive transition between uses.

Industrial Building

The industrial unit located off Rollins Street has been designed to pick up on the warehouse character of the area, with large crittal windows and a brick materiality. Its red brick finish complements the remaining buildings on the site ensuring that the block is read as a family of buildings.

The building has been broken down into two forms, providing a lower scaled 2 storey massing at the rear of the terraces, stepping up in height towards the railway viaduct. Servicing is internalised within the footprint of the building, providing a positive street frontage onto Rollins Street, with ground floor activation provided from the shop fronts. A high level of detailing has been maintained on this building with deep recesses and high quality treatments to the base and parapet.

Materials shown indicatively at this stage are high quality and robust, the predominant use of brick is supported and responds to the existing and emerging context. A variation of red brick colourations applied across each of the elevation will help to accentuate details on the façade. In order to be successful a difference between the colour tones of the red brick should be clearly distinguishable. Glazed bricks are utilised at the base of the buildings to provide a high-quality tactile finish at ground which will directly relate to the streetscape. At the base of the tower block in order to ground the tall building, the ground floor has been given special attention and detailing through the uses of an angled glazed brick and a stacked soldier bond.

To ensure the quality of the design and the preferred material palette is carried through to the as-built scheme, conditions are recommended requiring sample panels of each material. Scaled bay studies have been provided with the submission which demonstrate a high-quality design finish, with a good level of depth achieved across the elevations. Notwithstanding, a full set of detailed drawings will be secured by condition to ensure the detailed design aspects and the articulation across the facades depicted in the application-stage drawings materialise in the as-built scheme. A full-scale mock-up will be required to be built on site and approved by condition.

Overall, and with the above-mentioned planning conditions enabling officers to retain control over the detailed resolution of the scheme, the proposal would achieve an exemplary quality of architectural design. The development contributes positively to the streetscene, activating the public realm and will form a highly articulated skyline.

14. *Para 178: The report notes that 11 new street trees proposed. This is in error. To clarify the total number of trees: 10 proposed trees at ground floor level. 3 of these are to the street, 4 within the publicly accessible courtyard and 3 within the maintenance alleyway to the east of the development (not publicly accessible) 40 trees within the podium and roof terraces are proposed.*
15. *Para 192: Notes that the proposals would result in a 284% BNG change. This should read 277%.*

16. *Para 210: The following text should have been included to conclude this paragraph:*

The substantial distance between this proposal and the most significant heritage assets along Old Kent Road will mean that this scheme will not affect the character or appearance of the listed buildings and will not cause any harm to their significance. In relation to the unlisted buildings of townscape merit and architectural or historic interest located within the setting of the site, the proposed development would not have a significant impact on their setting despite it being a highly visible feature in the immediate townscape and would provide significant wider benefits including the provision of affordable housing, jobs and public realm improvements along Ilderton Road and Surrey Canal Road. The scheme is therefore considered to be acceptable in respect of heritage matters.

17. Para 306: This paragraph should conclude that, in relation to short stay cycle spaces that whilst the proposals would not meet the requirements of the Soouthwark Plan, they would exceed the London Plan requirements. Furthermore, given the site constraints, the further provision of short stay spaces would result in negative impacts on the high quality public realm proposed.

18. Para 418: There are no winter gardens within the scheme, this reference was in error.

19. Following further negotiations with the GLA in relation to energy amendments have been made to the overall energy strategy, as such the following paragraphs are to be updated from the case officer report:

Para 6: 'Carbon emissions would be reduced by 77% above the building regulations for the residential element and a combined 29% for the student housing element, amenity spaces and the commercial elements, which overall provides a total reduction of 54%. This is in excess of the 35% required by policy and a financial contribution would be secured to achieve net carbon zero status.'

Para 15: Co2 savings beyond Part L – 77% for the residential element and 29% for the commercial elements. Site wide, this provides a CO2 saving of 54%.

The carbon offset payment from the GLA calculator is £52,242 for the residential and £142,407 for non-residential, giving a total of £194,649. This is based on a fully modelled development as requested by the GLA, rather than sampling.

20. Whilst it is noted that the above alteration to the energy strategy have resulted in reduced on-site carbon savings, the proposal would still exceed the minimum targets.

Conditions:

21. Condition 31 – cycle storage: To be updated to provide further details in accordance with the following condition:

Before the first occupation of the development hereby approved, finalised details of the cycle facilities (including cycle storage, showers, changing rooms and lockers where appropriate); shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with any such approval given. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason: To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework (2024); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

Planning Obligations:

- £18k for Legible London signage

Conclusion of the Director of Planning and Growth

22. Having taken into account the additional information, following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to conditions as amended in this Addendum report and completion of a s106 agreement.

REASON FOR URGENCY

23. 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

24. The new information and corrections to the main reports 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
Individual files	Resources Department 160 Tooley Street London SE1 2QH	Planning enquiries Telephone: 020 7525 5403

Welcome to Southwark Planning Committee A

Majors

2 July 2025

MAIN ITEMS OF BUSINESS

Item 6 - Release £118,394.60 from Section 106 agreements to deliver Rockingham Street and Arch Street Improvements

Item 7 - Release £200,000 from Section 106 agreements for the consultant services for Asylum Road Nursing Home delivery

Item 8 - Release of funds totalling £577,522.84 towards the Little Dorrit Park Improvements

Item 9.1 - 24/AP/3575 - Ilderton Wharf, 1-7 Rollins Street, London, SE15 1EP



Councillor Richard Livingstone
(Chair)



Councillor Kath Whittam
(Vice Chair)



Councillor Gavin Edwards



Councillor Reginald Popoola



Councillor Catherine Rose



Councillor Darren Merrill



Councillor Emily Tester

ITEM 6

To release £118,394.60 from Section 106 agreements to deliver Rockingham Street and Arch Street Improvements

6

ITEM 7

To release £200,000 from Section 106 agreements for the consultant services for Asylum Road Nursing Home delivery

10

ITEM 8

Release of funds totalling £577,522.84 towards the Little Dorrit Park Improvements

1

ITEM 9.1

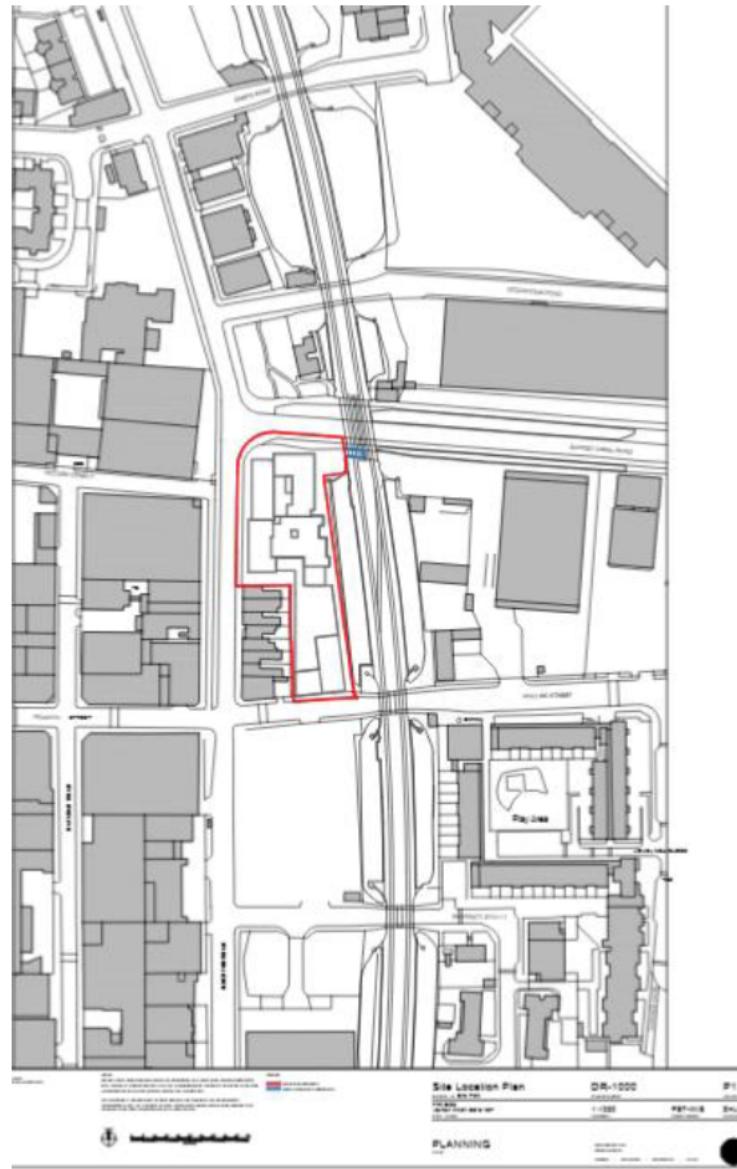
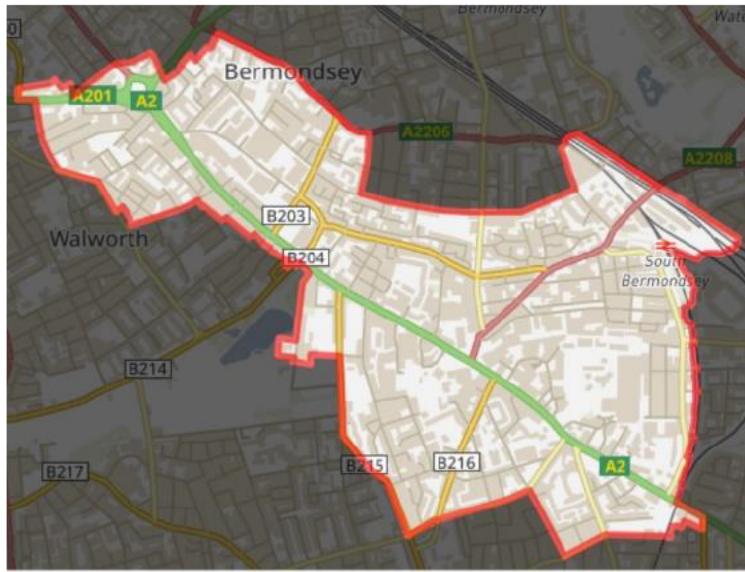
24/AP/3575 - Ilderton Wharf, 1-7 Rollins Street, London, SE15 1EP

Demolition of the existing buildings on the site and the construction of a linked building with a tower housing purpose built student accommodation (Use Class Sui Generis), a shoulder element housing affordable residential housing (Class C3) both with basement level, and an industrial building including affordable workspace at the southern element of the Site (Classes B2, B8, E(g)(iii), and Sui Generis), alongside the delivery of a flexible Class E unit at ground floor level, and a mixed community cafe and PBSA coworking space (Class E/Sui Generis) at ground floor level on the corner of Ilderton Road and Surrey Canal Road, in addition to the delivery of hard and soft landscaping, pedestrian and vehicle access including the provision of a loading bay on Ilderton Road, cycle parking, blue badge car parking, wider public realm improvements including new public open space, with associated highway works and all other ancillary works associated with the development.



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Site location



Site in the context of the OKR AAP

Site location

SITE AREA

0.37 hectare (approx.)

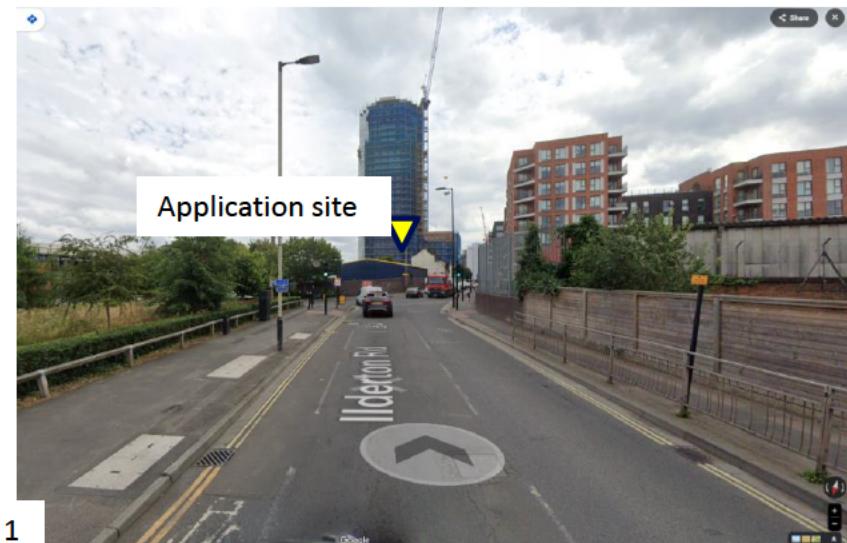
BOUNDED BY

N: Surrey Canal Road

S: Rollins Street

W: Ilderton Road

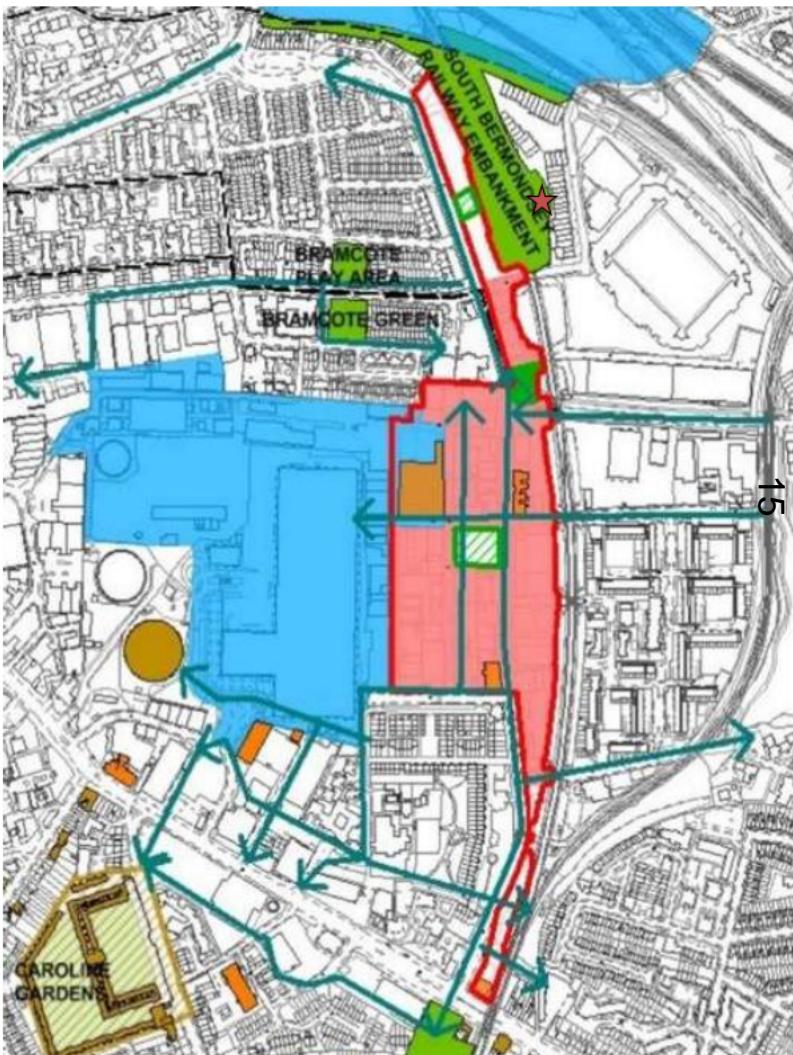
E: Railway embankment



Key Policy designations

- The site is within:
 - Site Allocation NSP70 (Hatcham Road, Penarth Street and Ilderton Road);
 - Flood Zone 3 (in an area benefitting from flood defences);
- The site does not include any listed structures and is not in a conservation area.
- The site is immediately to the east of the site is the South Bermondsey Railway Embankments Site of Importance for Nature Conservation (SINC) in Lewisham.
- Current PTAL rating of the site is 2 and rating is predicted to rise to PTAL 4.

	Boundary of Allocation NSP 70
	Conservation Area
	Grade I Listed Building
	Grade II Listed Building
	Grade II* Listed Building
	Opportunity for Active Frontages
	Cycleways
	Improved connectivity for pedestrians and cyclists
	Open Spaces
	Buildings of architectural and historic merit
	Buildings of townscape merit
	Locally Significant Industrial Sites
	Strategic Protected Industrial Land
	New Public Open Space



Site allocation OKR16 from the draft AAP

OKR16 expects redevelopment to:

- deliver **new homes**; and
- **replace existing on-site employment floorspace** (to be consistent with the building and land use types shown in Figure SA4.3, see right); and
- Provide **industrial uses**; and
- Provide **mixed use** industrial and new homes typologies in the area designated as a Locally Significant Industrial Site



- Horizontal Mix: Depots and medium-large storage and distribution units in mixed use developments
- Horizontal / Vertical Mix: Small industrial units
- Vertical Mix : Small office and studio
- Publicly-accessible open space

Overview of the proposal

USES

477 bedspaces PBSA (363 studios, 24 wheelchair rooms, 45 “twodios” (90 bedspaces)

Café (252sqm), ground floor retail/E class use (98.4sqm)

79 affordable homes (59 social rent and 20 shared ownership)

Industrial building (Classes B2, B8m E(g)(iii) (1,747sqm))

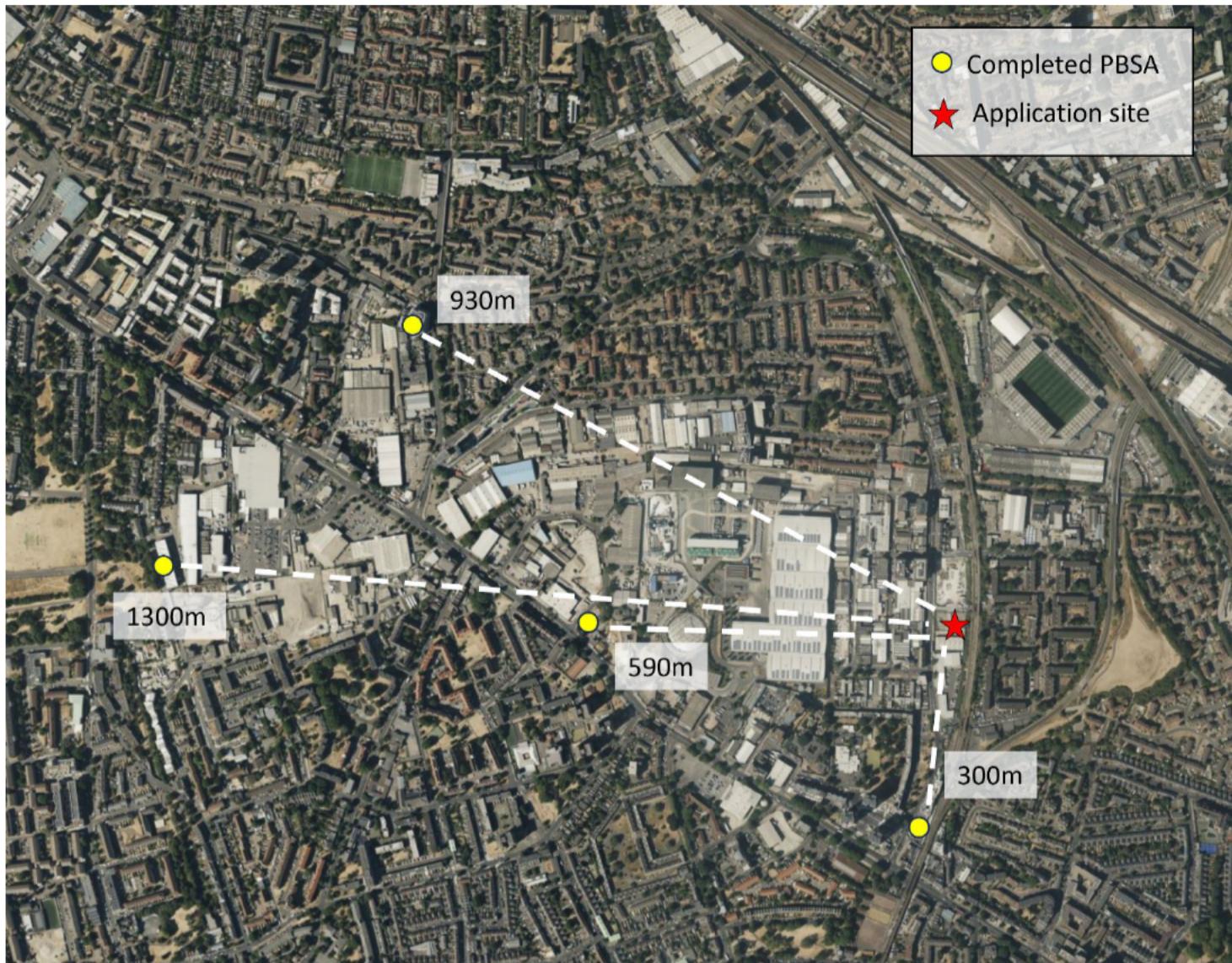
Public open space (556sqm)

DESIGN

PBSA Height	Part 23 and part 27 storeys (max height 89.5 metres AOD)
Height of affordable housing	Part 10 and part 13 storeys (max height 51.7 metres AOD)
Height of industrial building	Part 1, Part 2 and part 4 storeys (max height 18.4 AOD)



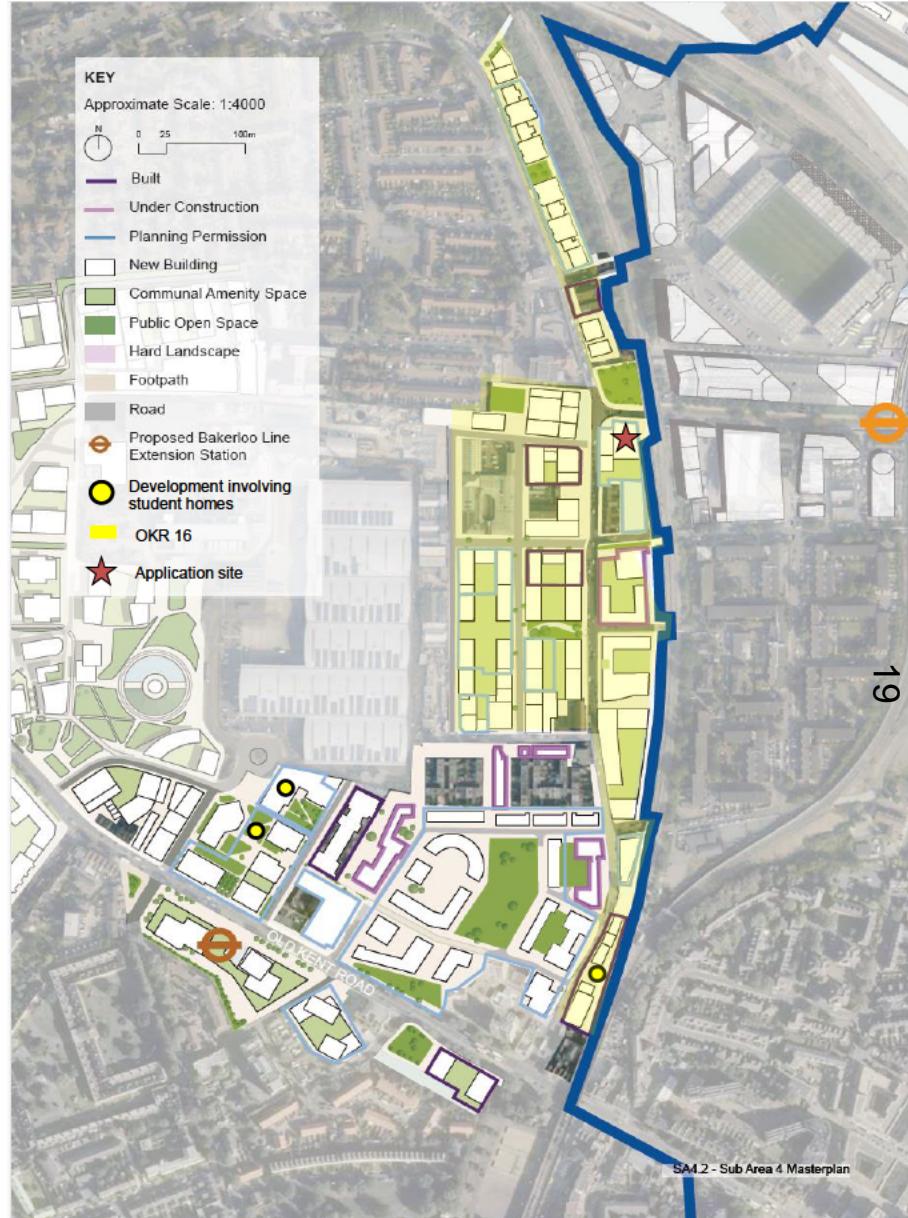
Completed PBSA in the Old Kent Road Opportunity Area



Development in the pipeline within OKR16

	Conventional homes	Student beds	Co-living units	Non-residential (sqm)
OKR16				
<u>Phase 1</u>				
Built	245	250	N/A	5,566
Under construction	254	N/A	N/A	2,538
Approved or resolution to grant	438	0	886	8,406
Sub-total	937	250	886	16,510
<u>Phase 2</u>				
Approved	49	N/A	N/A	1,242
Total	986	250	886	16,510

- 1,316 homes (conventional residential equivalent) in the pipeline will come forward in Phase 1 against a total site allocation of 2,200 homes
- Of the total conventional homes in the pipeline within OKR16, approximately 37.8% will be affordable.



Extant Permission (21/AP/4757)

USES

163 homes

53 affordable homes (40.28%), including 28 social rent (25.5%)

Industrial space (890.6sqm)

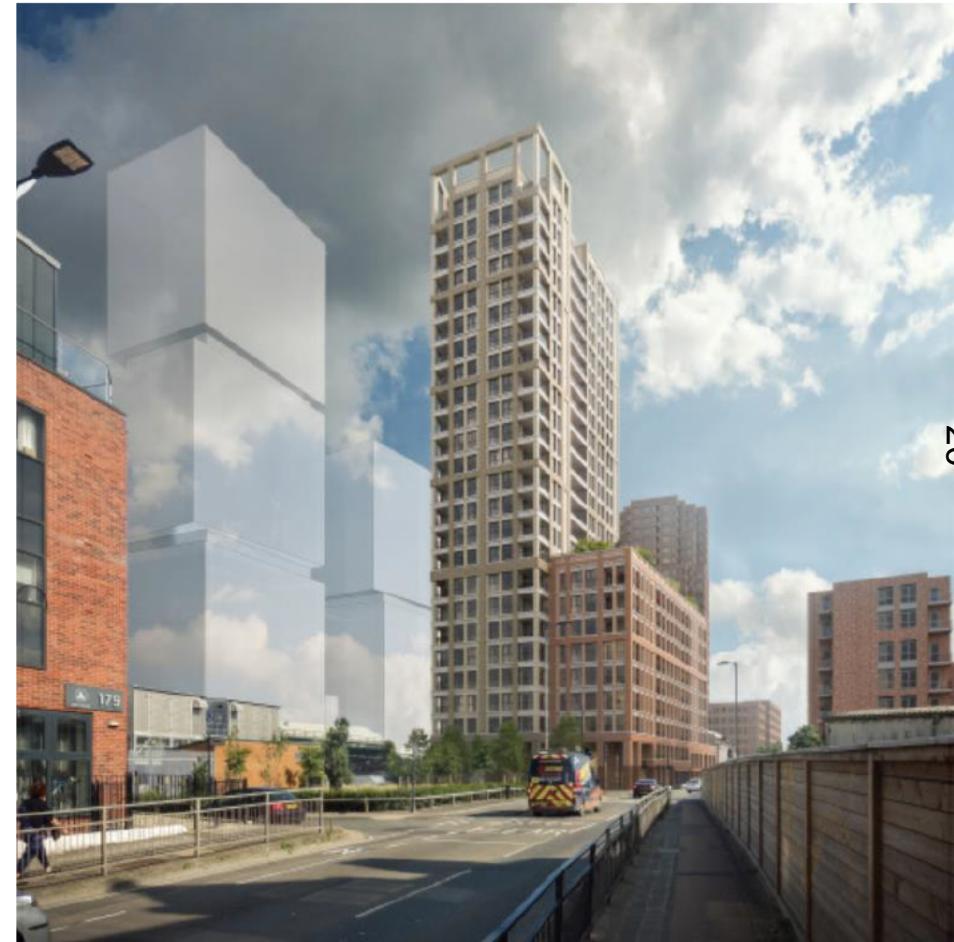
Open yard (1059.1sqm)

Flexible class E unit (97.3sqm)

DESIGN

Height

Part 9, Part 23 and part 25 storeys



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PBSA

- 477 student bedspace (equivalent of 159 homes) would contribute towards meeting the site allocation of 2,200 homes.

Affordable housing

- 79 homes (40% of the total housing by habitable room) which would exceed the requirement for at least 35% housing (this is an uplift on the extant permission which has 53 affordable homes)
- 30.5% of the total housing (59 homes) would be social rent, exceeding the requirement for a minimum of 25% (this is an uplift on the extant permission which has 28 social rent homes)

Commercial:

- 1,747sqm of standalone industrial floorspace which is an increase of 850sqm on the extant permission and 1,089sqm increase on the existing space
- 198.3sqm of affordable workspace (12.6%)

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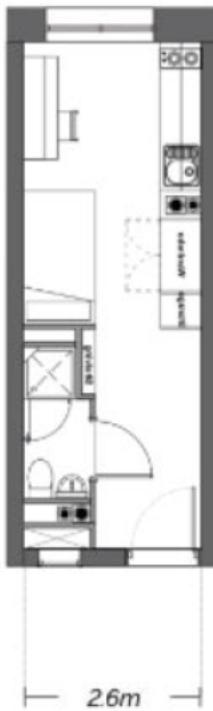
Old Kent Road Housing Phasing Plan

- Including the current application, 9,208 homes are subject to application or consented within Phase 1 of the Old Kent Road OA development and a further 349 are at pre-application stage. The total number of homes is kept under review and monitored with GLA and TfL monthly.

Quality of student accommodation

Standard Studio

- Unit Area = 18.84 sqm



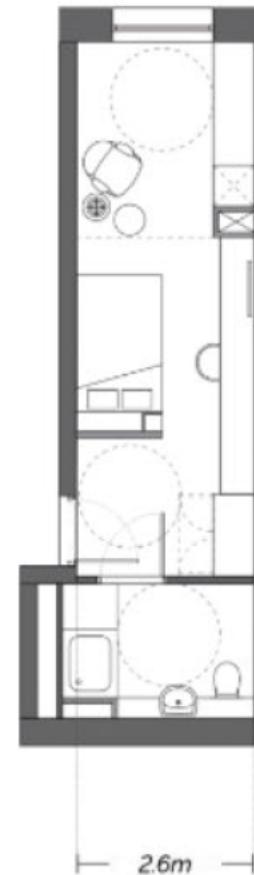
Twodio

- Unit Area = 39.80 sqm
- Twodio Bedrooms = 11.4 sqm



Accessible Studio

- Unit Area = 25.9 sqm



Quality of student accommodation

01 Games Room



02 Sky Lounge



03 Private Dining



Mix of homes, wheelchair housing, quality of residential accommodation

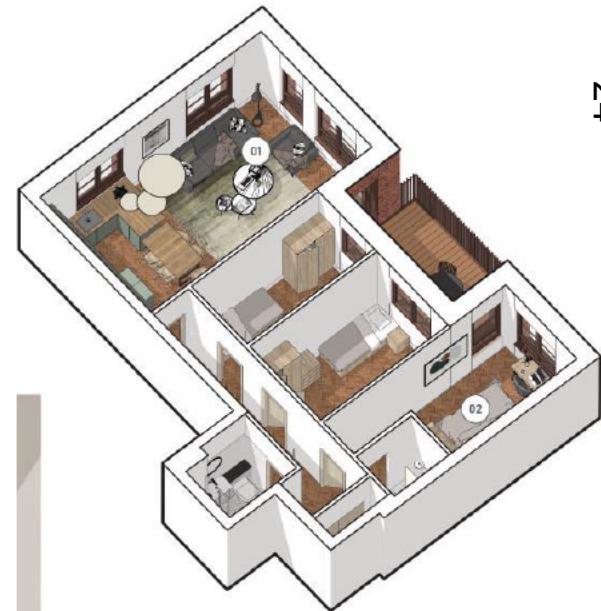
- 81% of dwellings have 2 or more bedrooms, with 25.3% of dwellings having 3 bedrooms

Unit Type	Social rent	Intermediate	Total
Studio (one-bed one person)	1 (1.27%)	2 (2.53%)	3 (3.8%)
One-bed two person	8 (10.13%)	4 (5.06%)	12 (15.2%)
Two bed	34 (43.0%)	10 (12.7%)	44 (55.7%)
Three bed	16 (20.3%)	4 (5.0%)	20 (25.3%)
Two bed +	50 (63.3%)	14 (17.7%)	64 (81%)
Total	59 (74.7%)	20 (25.3%)	79 (100%)

- 7 wheelchair accessible homes (10.1%)
- All homes meet or exceed London Plan and Southwark SPD dwelling size standards
- 58% dual aspect (including all 3 bed +)
- No north facing single aspect



Levels 05-10 Floor Plan



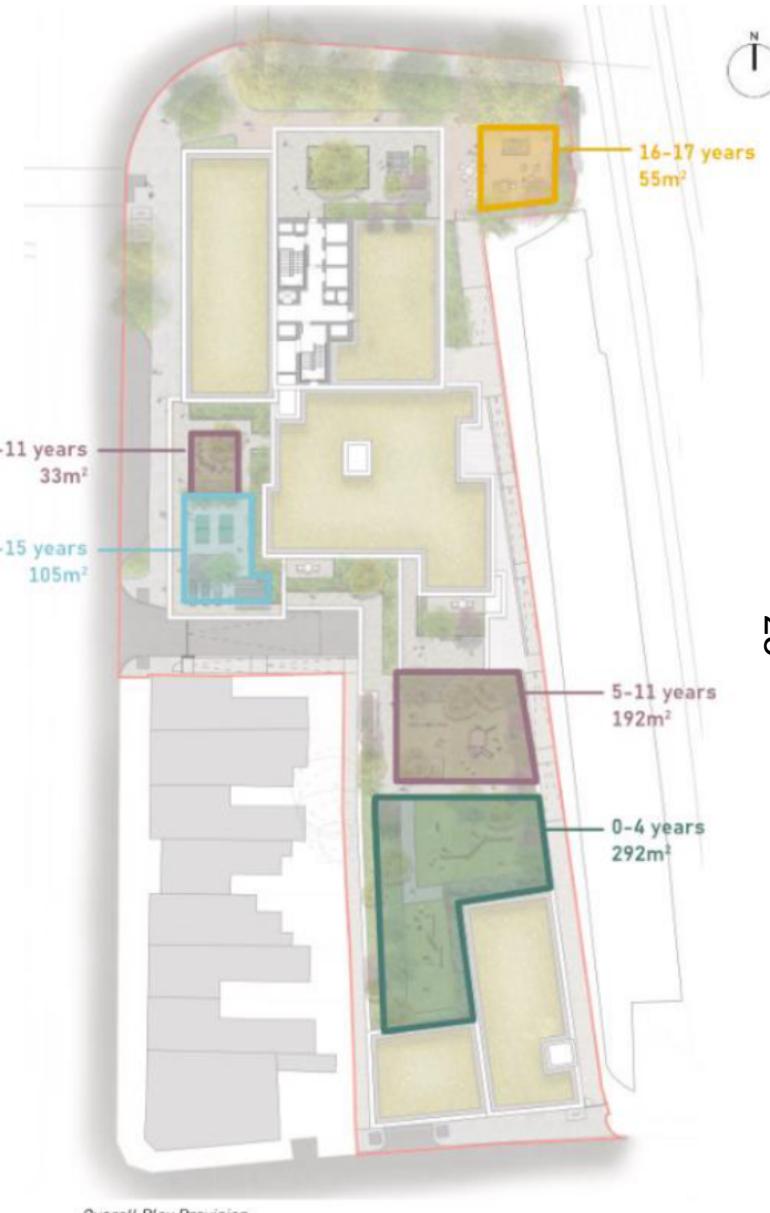
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Residential amenity space and play space

- All dwellings would have private amenity space ranging from 5.4sqm to 13.1sqm.
- All homes with three or more bedrooms would benefit from at least 10sqm private amenity space.

Private amenity space shortfall (sqm)	Communal amenity space requirement (sqm)	Total Required communal amenity space	Proposed communal amenity space	Balance
27.6	50	77.6	852	+774.4

<u>Age Group</u>	<u>Play space requirement (sqm)</u>	<u>Play space provided (sqm)</u>
Under 5	<u>292</u>	<u>292.4</u>
5-11	<u>225</u>	<u>225.3</u>
12+	<u>160</u>	<u>159.89</u>



Height, scale, massing and tall building



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Building Heights



Above: View looking north along Ilderton Road

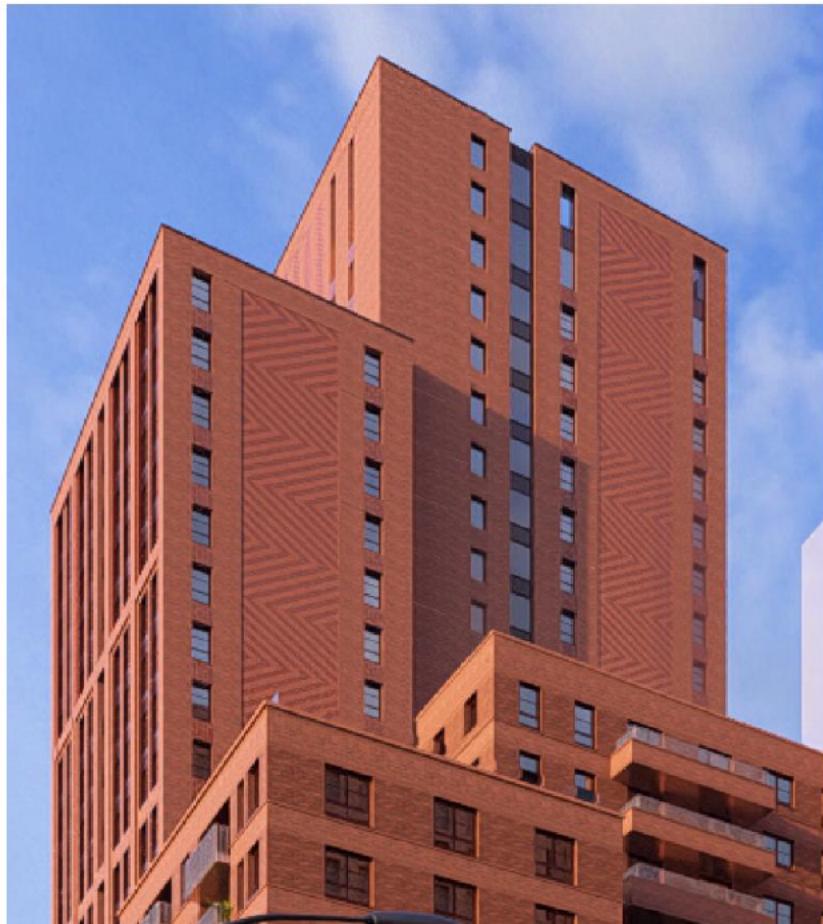
Left: View looking north from Rollins Street

Right: View looking south from Ilderton Road/Pat Hickson Garden



Architectural Design

View of Southern Gable - PBSA Tower



View of Northern Gable - PBSA Tower



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Architectural Design



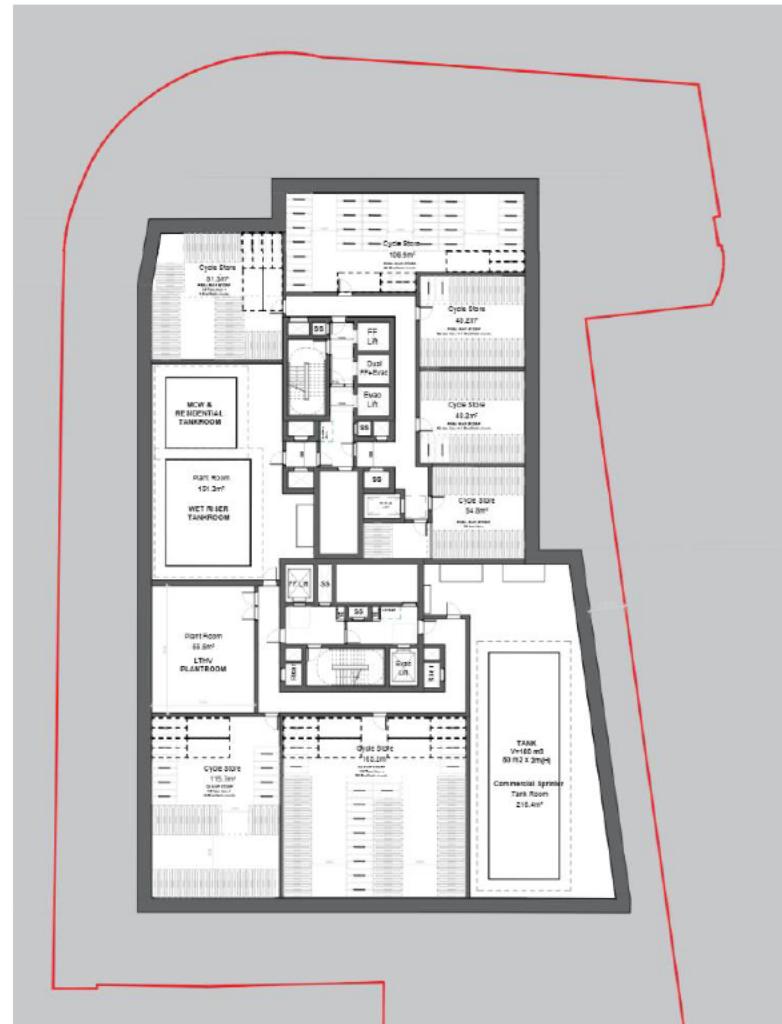
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Transport

Ground floor



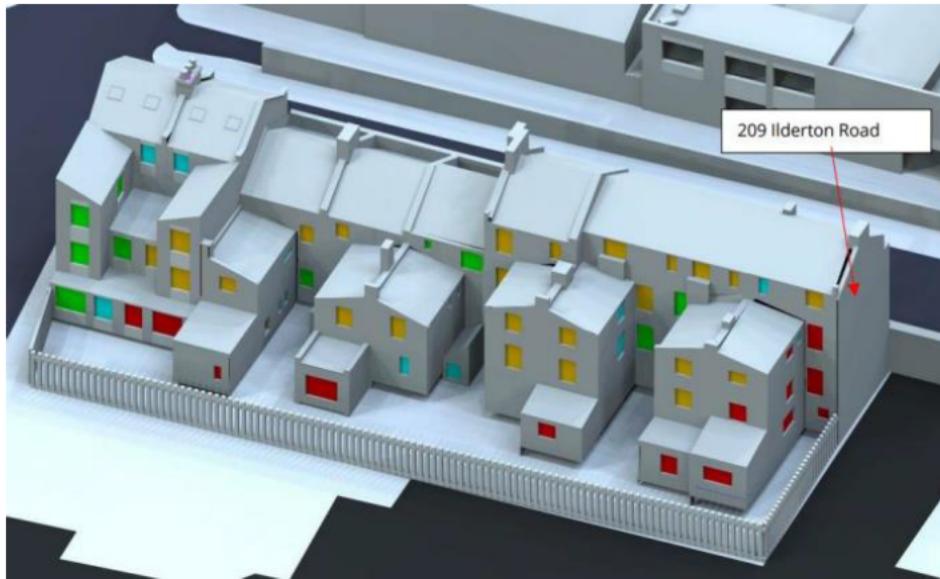
Basement floor plan



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Daylight and Sunlight impacts

Impacts on the adjacent terrace of properties at 211-225 Ilderton Road



140 Ilderton Road & 62 Hatcham Road



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Wind impacts



- Improved public realm (556sqm) including new public open space on Surrey Canal Road of 143sqm.
- £162,565 towards delivering new public open space off site.
- 3 new street trees as well as a further 7 trees within the site at ground level and 40 trees at roof level
- Urban Greening Factor: 0.4
- 384.5sqm green/brown roof
- Biodiversity unit: 0.49 (277% net gain)
- CO2 savings: 77% for the residential element and 29% for the commercial elements. Total of 54% savings.
- Future Connection to District Heat Network.



Planning Balance

Benefits / Impacts	Officer weight afforded
79 affordable homes (40%), including 59 social rent homes	Substantial
1,747sqm industrial building, café and retail unit and including 98sqm of affordable space	Substantial
Contribution towards the borough's housing targets by provision of student homes	Moderate
Enhanced/activated frontages with enhancement to public realm and new public open space	Moderate
Transport mitigation and improvements through S278 works (e.g. widening footways on Ilderton Road and Sharratt Street) and financial contributions (e.g. bus service enhancements, cycle hire)	Moderate
Financial contribution to public open space improvements	Limited 34
Improvement to green infrastructure (UGF of 0.4 and BNG of 177%)	Limited
Sustainable commercial and student homes (BREEAM 'Excellent' targeted and 77% carbon savings beyond Part L on residential element and 54% site wide savings)	Limited
New jobs created (59 jobs, 59 short courses and 14 apprenticeships for unemployed Southwark residents during the construction phase	Limited
Amenity impact on the neighbouring properties	Limited