



Southwark station Over Station Development

Response to issues raised
March 2020

Consultation Summary

Background

We are planning on submitting an application for an Over-Station Development (OSD) at Southwark Station to create a new commercial office building.

We held two separate public consultations from 21 June to 29 July 2019 and 15 October to 26 November 2019, which included six public consultation events and two further exhibition events to showcase our final designs.

We have engaged in a detailed pre-application process with the London Borough of Southwark planning officers and has completed three Mayoral Design Advocate design review panels. Extensive consultation has been undertaken with the local community to understand their views, and where possible to incorporate this feedback into our final designs. Overall, we have received 161 formal consultation responses.

We have also carried out on-going engagement with the Styles House Tenant Management Organisation (TMO), which has resulted in several changes to our designs including the introduction of a colonnade, the shape of the building, and the introduction of a faceted design for the outside of the building. Further to our engagement with the TMO, we also engaged with the wider local community which resulted in increased greenery on the exterior of the development, greater focus on the building's sustainability commitments and providing a public realm which local residents, commuters and visitors can benefit from.

Conclusion and next steps

After considering all responses, we plan to proceed with the scheme as proposed with the following changes listed below. The next step will be for us to submit a formal planning application to the London Borough of Southwark.

Response to issues commonly raised

Below are our responses to the key issues raised by both the local community and Styles House TMO:

Request to reconfigure the ground floor to accommodate low-cost work spaces or an office canteen facility

We have changed the north-west ground floor unit, which was previously identified for retail uses, to be affordable workspace.

London Borough of Southwark (LBS) planners seek the creation of an active street frontage, and along The Cut we will need to retain a retail unit to achieve this.

Requests for a space for performative and/or community uses

We have changed the north-west ground floor unit, which was previously identified for retail uses, to be affordable workspace. We have reached out to various artistic groups to explore options for use of the affordable workspace.

Inclusion of space for local businesses and independent supermarket/restaurant

LBS planners seek the creation of an active street frontage, and along The Cut we will need to retain a retail unit to achieve this. We are committed to exploring the potential of independent and SME operators for cafes and retailers.

Concerns about the height and mass of the new development

The design of our proposed building, and in particular the terraced/stepped form, has been in direct response to its relationship with Styles House.

We have followed the requirements of the LBS in reducing our height adjacent to Styles House. We have also responded to planning policy requirements to create a landmark above the Station, the guidance being a building of 70m tall.

We feel that the greening of the terraces, and the recent design change to make a symmetrical sloping edge of the building edges represent strong moves to improve the relationship between our buildings, and to soften the appearance of our building's height and mass. The latest development of the massing demonstrates this substantial change.

Level four of our building, the height of the OSD's first stepping terrace, is at the equivalent height of level six of Styles House and level five of the new apartment block. The roof level of Styles House (equivalent of level 10 of the new apartment block) is the equivalent of level nine of the OSD. As both buildings increase in height, the stepped design means that the distance between our buildings increases significantly.

The greening of the terraces is a key concept for the OSD building and is being maximised as far as possible. This has also been extended at the lower levels, with proposed climbing plants to screen the colonnade.

Concerns about the level of glazing to be incorporated in the western façade and the potential visibility between the two proposed buildings

The relationship between the two proposed buildings, and the potential for overlooking have been key factors in the development of the proposed OSD façade.

AHMM have developed a façade with an angled design that restricts both the total amount of glazing on the OSD elevations, and the outlook that those

windows have. This design of the window arrangement creates acute angles that direct the line of sight away from Styles House.

We have extremely high aspirations for the OSD building, including for its future occupants. The ambition is to deliver a WELL accredited building, which promotes the wellbeing of office workers. The WELL building standard is a performance-based system for measuring, certifying, and monitoring features of the built environment that impact human health and wellbeing, through air, water, nourishment, light, fitness, comfort, and mind. Part of this accreditation is a requirement to provide an outlook for office users, so the faceted design is a significant change in response to concerns whilst meeting this requirement.

Concerns about the potential for light pollution from the office building, which may be used for 24 hours a day

The faceted design of the OSD façade, and the more limited amount of glazing, will reduce the potential light spill from the office building. In addition to this, TfL's aspirations for a highly sustainable building will require the incorporation of Passive Infrared Sensor (PIR) lighting, which is movement activated. This means that the office lighting will automatically switch off when not in use outside of core office hours.

At this stage, and beyond the incorporation of a PIR system, it is too early for us to be definitive in the internal lighting specification. However, the recent design of internal office spaces has seen the incorporation of softer, more diffuse lighting, often set back from the windows. We would expect that such principles could be incorporated in subsequent design stages.

We will continue to review options and new technologies that could further mitigate potential light spill, but we are confident that the façade design and PIR systems will reduce the potential impact on Styles House.

Accessibility through the colonnade should be restricted to cyclists working in the new development and UKPN, with fob access through gates

It has been necessary for us to introduce a colonnade within our building footprint in order to allow office workers to access the basement cycle parking and to provide unimpeded 24-hour access to UKPN's infrastructure.

We have reviewed methods of securing these gates and agree that a fob system would provide a robust mechanism to control access whilst continuing to give limited access to users for which it is necessary.

Request for cycle hire facilities to be placed further away from Styles House

Our landscape architects, Exterior Architecture (ExA), tested six different options for alternative cycle hire docking station locations. Due to a number of

constraints across the site, it was concluded that the location to the north of the skylight will provide adequate space for the stands, with a 'stand-off' from the skylight in terms of mitigating potential anti-social behaviour.

Concerns over location of basement bike storage beneath the shared space and the consideration of this facility to also be used by residents of Styles House

Due to the significant number of cycle parking spaces that are required by the London Plan, it is necessary for TfL to maximise the size of the basement to meet this requirement. We understand that the Styles House TMO raised the possibility of sharing these facilities with LBS Planners, but that the proposal was not supported, with such provision being provided separately on the Styles House site.

We are therefore progressing on the basis that separate provision will be made for cycle parking on our respective sites.

Concerns about anti-social behaviour in the area running from the Styles House wall, behind the skylight and down to the OSD

TfL will provide 24-hour security and management of the public realm behind the OSD building as part of the future development.

The public realm plans developed by ExA purposely limit the street furniture such as benches in this location, in order to help reduce anti-social behaviour. Planting will be provided that creates a 'stand-off' from the Styles House wall but that still maintains visibility through the public space for the safety of pedestrians.

Together with an uplift in the quality of the public realm, we are making efforts to mitigate the potential of anti-social behaviour in this area.

Noise and anti-social behaviour to the rear of Styles House are major concerns for residents. The changes that we have made, in terms of restricted access through the no build zone and the amendment of the use of the ground floor unit, respond to these concerns.