



Old Kent Road Community Review Panel

Report of Review Meeting: Jewson Facility

Monday 21 June 2021

Video conference via Zoom

Group

Gurmeet Sian (chair)

Lucy Atkinson

Hugh Balfour

Shelene Byer

Hazel Flynn

James Glancy

Muyi Kazim

Aaron Mo

Peter Warren

Attendees

Troy Davies	London Borough of Southwark
Colin Wilson	London Borough of Southwark
Penny Nakan	Frame Projects
Cindy Reriti	Frame Projects

Apologies / copied to

Alicia Chaumard	London Borough of Southwark
Tim Cutts	London Borough of Southwark
Tom Bolton	Frame Projects

Confidentiality

As a public organisation the London Borough of Southwark is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

Declaration of interest

Office Sian, a practice owned by Gurmeet Sian, Chair of the Old Kent Road Community Development Panel, is part of a development team employed by Southwark Council on a site within the Old Kent Road Opportunity Area, at the Ledbury Estate. Gurmeet works alongside the practice leading the team, Karakusevic Carson Architects, not directly for Southwark and does not take part in any design review of schemes on the Ledbury Estate or adjoining sites.

1. Site address

Jewson, Ilderton Road, London SE15 1EP

2. Presenting team

Sally Lewis	Stitch
Tom Draper	Stitch
Lucy Jenkins	Fabrik
Roger Hepher	hgh Consulting
Matthew Robinson	hgh Consulting
Rudra Rhodes	hgh Consulting
Bhavesh Amin	2020 Capital
David Hill	2020 Capital

3. Planning authority's briefing

The Jewson Facility site, also known as the Jewson's Merchant Builders' Yard, is located on the southern side of Ilderton Road, between the junctions with Surrey Canal Road to the north and Rollins Street to the south. Some parts of the site front onto Ilderton Road, mainly the northwest section, with the remainder of the site tucked in behind one of the last remaining terraced rows along Ilderton Road.

The proposal seeks to achieve the demolition of the existing buildings and erection of a mixed-use development comprising a building ranging in height from nine to 25 storeys, to provide a replacement builders' merchants for Jewson's; 171 residential apartments; and other associated infrastructure. The planning application is to be submitted in late 2021.

Southwark officers asked the panel to focus, in particular, on the following questions:

- Does the panel agree that the proposed revisions improve the scheme and that the previous comments have been adequately addressed?
- Does the revised height and massing of the scheme produce a design that is more inspiring enough for justification at the proposed heights?
- Does the panel consider that the revised height, coupled with the architectural revisions to the façade of the development, provide a more sympathetic scheme that would successfully integrate in the surrounding context?
- Do panel members consider that the revised architectural design of the scheme successfully incorporates a more industrial feel to the development, and does it include architectural features that better reflect the history of the site and surrounding area?
- Does the scheme sufficiently provide parking provision whilst mitigating increased pressure on the surrounding street network?

4. Community Review Panel's views

Summary

The panel thanks the design team for incorporating many of its comments made at the February review meeting into the developed design proposals. While it considers the scheme to be greatly improved, it still feels that the scale, height and massing does not fit comfortably into the surrounding context, in particular, the existing communities. The panel welcomes the reduced height of the two blocks, but it feels that the height could be reduced even further and the massing of Block A broken up, in a similar way to the changes made to Block B, to lessen the dominating appearance of the scheme. Some panel members feel that the height warrants a more elegant and slender design. It likes the proposed use of brick for the façades and welcomes any further reference that can be made to the local architecture. The panel welcomes the improvements to the public realm, landscaping and private amenity – the introduction of the rain gardens to buffer pedestrians from the hostile traffic on Ilderton Road is well considered; the pulling back of the massing to create a more generous entrance to Jewson affords greater visibility and generosity to pedestrians. It welcomes any further improvements that can be made – including outside of the red line boundary – to create an even better pedestrian experience for residents and, in particular, children. The increase in the number of four-bedroom units is welcomed. The panel would like to see ongoing daylight / sunlight analysis to ensure that all residents will have a good quality of life. The provision for service and delivery vehicles is greatly improved, but the panel remains concerned that the residents' car parking provision is not realistic. It would like to see electric charging points provided for both cars and bicycles. These comments are expanded below and those comments still relevant from the previous report are repeated for clarity.

Scale, height and massing

- The panel welcomes the reduction in the height of Blocks A and B – from 14 to 9 storeys and from 28 to 25 storeys respectively – but it is not yet convinced that the scale, height and massing of the buildings sits comfortably in the surrounding context, in particular, due to its close proximity to existing communities.
- Some panel members feel that the blocks would benefit from a more slender and elegant design, to reduce their dominating effect on the neighbourhood.
- The panel likes the incorporation of recesses and the variations in the roof line of Block B which help to break up its massing. A similar approach could be used to vary the parapet of Block A to improve the pedestrian experience on Ilderton Road.

Architectural expression and materiality

- The panel welcomes the proposed use of brick for the facades, creating a link to the industrial character and heritage of the area.

- It encourages any further reference that can be made to the local architecture. For example, the brick detailing above the first floor windows of the adjoining Victorian terraces could be continued into the horizontal band that extends along the length of the west elevation of Block A. Alternatively, patterned brickwork could be used to create greater interest for the Ilderton Road façade.

Public realm and landscaping

- The panel welcomes the improvements to the public realm and landscaping including, planting of trees to screen the residential entrances from Surrey Canal Road and the introduction of rain gardens and cycle stands, outside the red line, on the site's west boundary along Ilderton Road.
- The panel likes the greater generosity afforded to the public realm on the corner of Ilderton and Surrey Canal Roads. Pulling back the west façade of the building, to create a covered entrance to Jewson, improves pedestrian visibility 'around the corner' and gives a greater sense of generosity to the pedestrian experience.
- A desire path is inevitable between the residential entrances on Surrey Canal Road and the Jewson entrance on Ilderton Road. The designs should include a footpath to mitigate damage to the landscaping caused by people cutting the corner.
- While the planting of trees along Ilderton Road might be restricted by vehicle site lines and underground utilities, the panel encourages the specification of generous height plants that will provide a robust buffer for pedestrians against the busy traffic on Ilderton Road.
- Any further improvements that can be made outside the red line boundary, to improve the safety and experience of pedestrians – in particular, children – and to slow hostile traffic would be welcomed.
- The panel wonders if an improved connection could be made between the site and the Pat Hickson Garden, on the north side of Surrey Canal Road, to encourage residents to use the open green space. For example, the existing crossing on Surrey Canal Road could be upgraded to a creative crossing.
- Some panel members wonder if greening could be incorporated into the designs by including, for example, overhanging plants in addition to biodiverse roofs so that the greenery is visible from street level. Consideration would need to be given to the specification of climate resilient species and watering as well as ongoing maintenance to ensure that foliage does not block residents' daylight.

Amenity space

- The panel welcomes the improvements to the residential amenity – the podium garden on level one and the roof garden on level eight.

Residential accommodation

- The panel also welcomes the increase in the provision of four-bedroom units.
- As noted in the previous report, it is crucial that the aspiration is to exceed – rather than simply meet – minimum space standards and daylight / sunlight levels.

Daylight / sunlight levels

- The panel is concerned that residents living in the east facing lower ground floor units of Block B are likely to have inadequate daylight / sunlight levels due to the height of the New Bermondsey Redevelopment, on the other side of the railway line to the east. It encourages the design team to continue ongoing daylight / sunlight analysis, as the design development of both schemes progresses, to ensure that all possible measures are taken to mitigate overshadowing.

Mitigation of noise and air pollution

- The panel requests further details on the mitigation of noise, in particular, the extent to which the balustrades and winter gardens will contribute to protection from both noise and air pollution.

Management

- The panel would like further consideration to be given to the ongoing management and maintenance of the scheme. It is concerned that the maintenance of communal amenity and the provision of lifts and 24/7 concierge, as noted in the previous report, will generate high service charges that will not be affordable to all homeowners and tenants.
- The panel also emphasises the importance of effective security measures to prevent non-residents from accessing the private amenity on levels one and eight.
- It is crucial that a long-term maintenance plan is in place to ensure all landscaping, in the public realm and amenity areas, is well cared for.

Vehicle access and car parking

- The panel welcomes the improved provision of short-stay car and motorbike parking to accommodate service and delivery vehicles.
- The addition of a bookable car bay, for use by the residents, is also welcomed, but the panel questions the lack of car parking provision for residents and as noted in the previous report, car club vehicles. It is concerned that the car free development does not reflect the current reality of the residents and wonders if an interim solution may need to be considered for a transition period toward being completely car free.

- It is crucial that there is adequate parking provision for residents, for example, tradespeople who own business vehicles, who need access to safe and convenient parking and to ensure that additional pressure is not placed on the surrounding street network.
- The panel welcomes the design team's planned parking survey and asks whether it has been completed and factored into the parking provision.
- The panel suggests that electric vehicle charging points should be provided for all parking spaces, to encourage the transition to electric cars.

Cycle parking

- The panel would also like to see adequate provision of electric charging points for bicycles to reflect the growing increase in their use.

Next steps

- The Community Review Panel is available, if required, to provide further input once designs have reached the next stage of development.