

New council building

You said, we did - September
2019

Summary

You said	We did
The building was not in-keeping with the context of the local area	<ul style="list-style-type: none"> ➤ Architects have amended the footprint and massing of the building to reflect the site's street(Asylum & Queens Road) and garden (Kings Grove) facades ➤ The building design follows the scale and height of the Georgian terraces along Asylum Road ➤ Facades and details have been further developed to reflect and articulate the architectural hierarchy, plot widths, proportion and rhythm of the neighbouring properties.
The building overlooks residential properties and negatively impacts on daylight and sunlight levels	<ul style="list-style-type: none"> ➤ The architects, Allies & Morrison, have redesigned the proposed building informed by daylight/sunlight surveys and models. The new proposal maintains daylight and sunlight to neighbouring properties in compliance with BRE daylight/sunlight standards and tests. ➤ The design is guided by planning requirements and the need to ensure that the mass, height and position of the building is such that it does not significantly compromise the light to adjacent properties ➤ The building is being designed so that 1st floor rooms at the back of the site in the two storey building do not directly overlook properties on Kings Grove, and these spaces receive natural light from a glazed atrium/roof
Why isn't the Design scheduled for consideration at the Southwark Design Review Panel	<ul style="list-style-type: none"> ➤ The design proposal went to the Design Review Panel twice: in June and September 2019
There is no space for community use incorporated into the building	<ul style="list-style-type: none"> ➤ A decision has been made to make space available within the building for community use ➤ This space would be accessed out of business hours from Queens Road
Local transport infrastructure is already at capacity	<ul style="list-style-type: none"> ➤ The general pattern of travel to the new building should not impact significantly on rush hour services from the station. Staff and service users coming to and from the new building, via the station, in rush hour will be travelling against the main flow ➤ The large majority of service user travel by bus or walk and most service users attend outside of rush hour ➤ In accordance with the new Southwark Plan, the scheme will include Sheffield cycle stands adjacent to both Asylum Road and Queens Road entrances to provide 28 visitor cycle spaces and 65 secure cycle parking bays and shower facilities for staff ➤ A raised crossing is proposed across Asylum Way to improve the connection to Queens Road station ➤ The council is committed to supporting its Fairer Future promise to create a greener borough and will actively support staff to help make Southwark a healthier, cleaner and safer borough for all ➤ Further detailed information will be included in the transport

	<p>assessment which will be completed as part of the planning application., This will include the impact of the development as well as other new or planned major developments in the local area (e.g. Wood Dene)</p>
<p>Vehicles are ignoring the banned turn off Queens Road into Asylum Road</p>	<ul style="list-style-type: none"> ➤ The council contacted TfL who have confirmed they have a CCTV camera at the junction to provide a deterrent. TfL have now enacted an 'Enforcement Zone' to start operating the CCTV camera ➤ After the enactment of the Enforcement Zone TfL issued a two week warning notice period to nearby residents informing them that they will start to penalise any contraventions ➤ Since the warning period ended, TfL are using the CCTV camera to enforce the turning restrictions on Asylum Road by issuing enforcement notices. A number of tickets have already been issued
<p>Vehicles are mistakenly turning into King's Grove, which is a no through road</p>	<ul style="list-style-type: none"> ➤ The council has contacted TfL and they have agreed to bring forward a no through road sign on King's Grove to make it more visible to help reduce the number of motorists turning into King's Grove.
<p>Parking pressure in the area is high</p>	<ul style="list-style-type: none"> ➤ We know parking pressure in the Queens Road area is high and, as a result, the council is currently reviewing how current staff permits are being used in the area, as staff car use adds to the pressure ➤ With regards to the new building we have taken these concerns into account, and we would work with staff to ensure they travel by public transport wherever possible. We have ceased our lease car scheme for staff when current contracts expire, and pool cars will also be provided to limit personal car usage for work purposes. ➤ As part of the project we are currently looking at how staff moving to QR4 currently travel – both to and from work, and for in-work journeys. This piece of work aims to enable, promote and simplify how staff access alternative and sustainable transport methods ➤ Southwark Council is implementing a council-wide travel plan to reduce car use and promote sustainable travel ➤ The council offers the following sustainable travel incentives to staff <ul style="list-style-type: none"> • Cycle loan scheme • Cycle to work scheme • Oyster Cards for staff use during work • Season Ticket Loans ➤ At present there is no Controlled Parking Zone (CPZ) around Queens Road Station, as a previous resident consultation found the majority of people didn't want one ➤ If residents would like to revisit this in the context of the planned building, residents can register their views for or against the council consulting on the introduction of a CPZ in their area by completing an online form. If the council receives significant interest from a large number of residents in one area this could

	trigger the process for consulting on a CPZ
Concerned about safety in the area with the introduction the homelessness service and the YOS	<ul style="list-style-type: none"> ➤ As part of the project we have visited other local authorities who have successfully brought similar services together ➤ We are committed to operating the building with dedicated security onsite ➤ A dedicated focus group has been set up to discuss these issues and ensure the plans take into account the needs and safety of everyone in the building and the wider area.
Concerns that 126a Asylum Road was adversely affected by scale and massing proposed	<ul style="list-style-type: none"> ➤ The proposals have been developed to address concerns and improve the building's relationship with all surrounding properties, including 126a Asylum Road ➤ The height and massing of the building has been designed to relate to adjacent buildings ➤ We have lowered the overall height of the building by 600mm; reduced the overall depth of the building by 1.2m; and have shortened the length of the rear pavilion by 3.6m at its northern end.
Concern about noise	<ul style="list-style-type: none"> ➤ The design team have undertaken noise surveys and all rooftop plant will include acoustic enclosures to ensure existing noise levels are not exceeded.
Concern over the main staff entrance, bike storage and service area being adjacent to 126a Asylum Road	<ul style="list-style-type: none"> ➤ The bin storage has been relocated next to the London & Brighton apartments bin storage to consolidate refuse collection on Asylum Road Bike storage will be covered and access limited to weekdays.
Aspirations for the building and gardens to be welcoming and accessible	<ul style="list-style-type: none"> ➤ We have appointed Allies & Morrison as the landscape architect to design the landscaping of the proposals ➤ The interior design is also part of Allies & Morrison commission and we are developing the interiors so that these feel welcoming and accessible.
Character should be sympathetic to the Victorian brickwork, using London stock brick as the main facade material	<ul style="list-style-type: none"> ➤ Allies & Morrison are well known for their use of natural materials including brickwork and the building will reflect the existing materials by using a pale buff brickwork set above a smooth white brick at ground floor level.
Building does not achieve the aim of 'tying back into the urban fabric of Queens Road'	<ul style="list-style-type: none"> ➤ The Queens Road section of the site has been considered again since previous consultation events. ➤ A staff and service user entranceway from Queens Road has been developed to create a gateway with views and a landscaped route towards this entrance. ➤ An area adjacent to this new entrance, also owned by Southwark Council, will be developed to extend the form and use of the existing terrace with shop units at ground floor and flats above. This application will be a separate project to the Queens Road 4 office development. This would be subject to a separate planning application and resident consultation.

