

Item No. 5.1	Classification: OPEN	Date: 9 June 2015	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 15/AP/0237 for: Full Planning Permission Address: WEDGE HOUSE, 32-40 BLACKFRIARS ROAD, LONDON SE1 8PB Proposal: Redevelopment of land and buildings to provide a part 7, part 12, part 14 storey building plus basement, ground and mezzanine levels, comprising office (Class B1) and hotel (Class C1) with ancillary cafe/bar/restaurant and other associated supporting facilities, ancillary plant, servicing, and cycle parking and associated highway and public realm improvements.		
Ward(s) or groups affected:	Cathedrals		
From:	HEAD OF DEVELOPMENT MANAGEMENT		
Application Start Date 27/01/2015		Application Expiry Date 28/04/2015	
Earliest Decision Date 22/05/2015		PPA Expiry Date 31/07/2015	

RECOMMENDATION

1. That the Planning Committee grant full planning permission subject to conditions and the applicant entering into an appropriate legal agreement by no later than 31 July 2015, and subject to referral to the Mayor of London; and in the event that the requirements of (a) are not met by the 31 July 2015 the Head of Development Management be authorised to refuse planning permission if appropriate for the reasons set out under paragraph 156 below.

BACKGROUND INFORMATION

Site location and description

2. The application site is a corner plot being approximately 0.14ha in size, located on the western side of Blackfriars Road and bounded by Colombo Street to the north. The footprint of the site is roughly triangular in shape and comprises Wedge House, a 1960s six-storey office building with basement (4,596sqm of B1 floorspace) and a two-storey A4 public house (375sqm) fronting Colombo Street.
3. The site is bounded by Friars Bridge Court to the south and the Colombo Street Leisure Centre to the west. On the opposite side of Colombo Street to the north is Christ Church and Christ Church Gardens.
4. The area is characterised by a mix of uses and building types, including offices, residential, commercial, and student accommodation. The surrounding buildings vary in design and height of between four and 20 storeys. The site is on the periphery of an emerging tall building cluster at the northern end of Blackfriars Road.
5. There are no listed buildings or structures within the application site and it is not located within a Conservation Area. The closest Conservation Areas are those located to the west within the London Borough of Lambeth and are the Waterloo and Roupell

Street CAs. Several Listed Buildings (Grade II) are located in the vicinity, the closest being:

- Christ Church, including Gardens and Drinking Fountain
- 1 Stamford Street
- Former Clay Printing works at 1, 2 & 3 Paris Gardens
- 15 & 17 Hatfields

6. The site has a high public transport accessibility level (PTAL) of 6b. There are mainline stations and underground stations within the vicinity of the site, including Southwark, Blackfriars, Waterloo and Waterloo East. Numerous bus routes serve the site along Blackfriars Road which is a Transport for London (TfL) road and the planned route for the north-south Cycle Superhighway.

Details of proposal

7. The proposed development involves the demolition of the existing Wedge House and the Prince Albert Pub, and the erection of a new building fronting Blackfriars Road and Colombo Street, rising to a maximum height of 16 storeys (64.365m), and comprising the following:

Use	Area (m2)
Office (B1)	5,848
Hotel (C1)	8,277
UKPN substation	36
Total (including basement)	14,161

8. A 192 room hotel will be provided on the lower 8 floors with associated public elements including bars, restaurants and conference facilities at ground and mezzanine levels. 6 floors of office accommodation would be provided above, with an additional plant floor above this. On the uppermost floor a 'sky bar' will be provided at roof level.
9. The hotel will be accessed via Blackfriars Road whilst the offices will be accessed via a ground floor level reception located on Colombo Street. An office and hotel shared service bay is provided on Colombo Street in addition to an inset on-street lay-by. Cycle parking is proposed at basement level and the development does not propose any on-site car parking.
10. The building will be constructed from facing masonry with variegated stock brick and pre-cast concrete. Decorative accents will be provided by integrated metalwork and detailed window treatment.

Planning history

11. 05/AP/1333 Application type: Full Planning Permission (FUL)
 Redevelopment of land and buildings to provide a ten storey commercial building with basement for office use (Use Class B1) and retail on part of the ground floor (Use Class A1) with ancillary plant and servicing, works of hard and soft landscaping, alterations to existing vehicular and pedestrian access.
 Decision date 16/07/2007 Decision: Granted with Legal Agreement (GWLA)
- 07/AP/2332 Application type: Full Planning Permission (FUL)
 Redevelopment of land and buildings to provide an eleven storey commercial building with basement, comprising office use (Use Class B1) and retail on ground floor (Use Class A) with ancillary plant and servicing, works of hard and soft landscaping,

alterations to existing vehicular and pedestrian access. Decision date 11/01/2008 Decision: Granted with Legal Agreement (GWLA)
11/EQ/0113 Application type: Pre-Application Enquiry (ENQ) Erection of a eleven story building for use as hotel (Class C1 use) Decision date 23/08/2011 Decision: Pre-application enquiry closed (EQC)
12/EQ/0026 Application type: Pre-Application Enquiry (ENQ) Construction of an 11 storey, plus basement building to provide a 286 bedroom hotel. Decision date 27/03/2012 Decision: Pre-application enquiry closed (EQC)
14/AP/3535 Application type: Screening Opinion (EIA) (SCR) Formal EIA Screening Opinion for redevelopment of the site to provide a mixed-use development comprising basement, ground and 12 upper floor levels with a roof top plant room above. The development will provide 5,236 sqm (GIA) of office floorspace and 7,646 sqm (GIA) of hotel accommodation, including 192 bedrooms, public bar and restaurant uses at ground and mezzanine. Decision date 17/10/2014 Decision: Screening Opinion - EIA Regs (SCR)
14/EQ/0098 Application type: Pre-Application Enquiry (ENQ) Major mixed use development comprising hotel and office use and associated public realm, servicing and active frontage improvements at ground floor level. Decision date 28/01/2015 Decision: Pre-application enquiry closed (EQC)

Planning history of adjoining sites

20 Blackfriars Road

12. 07-AP-0301 granted 25/03/2009 by the Secretary of State following Public Inquiry (appeal ref: App/A5840/V/08/2003024) for:
Demolition of existing buildings and redevelopment to provide a mixed use development comprising 286 residential flats (Class C3), 25,769m² of office floorspace (Class B1), 1,710m² of retail floorspace (Class A), 562m² of Class D1 (community) uses, creation of new open space, reconfigured vehicular and pedestrian access and works to the public highway together with associated works including landscaping and the provision of a basement car park for up to 82 cars, plus servicing and plant areas. The development consists of two towers: an office tower of 23 storeys (maximum height 105m Above Ordinance Datum), a residential tower of 42 storeys (maximum height 148m Above Ordinance Datum) and lower rise buildings of up to 7 storeys fronting Stamford Street and Paris Gardens.

This permission has been subject to a technical implementation. Officers are now in pre-application discussions with the developer about an alternative scheme.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

13. The main issues to be considered in respect of this application are:
- a) Principle of the proposed development in terms of land use and conformity with strategic policies;
 - b) Environmental impact assessment;
 - c) Design;
 - d) Impact on heritage assets character and setting of a listed building and/or conservation area;

- e) Neighbour amenity and impact on open space;
- f) Impact of adjoining and nearby uses on occupiers and users of proposed development;
- g) Transport;
- h) Flood risk;
- i) Air quality;
- j) Sustainable development implications;
- k) Archaeology; and
- l) Planning obligations - S106 & Community Infrastructure Levy (CIL)

Planning policy

- 14. The statutory development plan for the borough comprises the London Plan 2015, the Southwark Core Strategy 2011, and saved policies of the Southwark Plan (2007).
- 15. The site is within the Central Activities Zone (CAZ), and Air Quality Management Area (AQMA). The site is within the Bankside, Borough and London Bridge Opportunity Area and the Bankside and Borough District Town Centre. The site is within an area defined by Southwark's Blackfriars Road SPD.
- 16. The planning application should be determined in general accordance with the development plan and National Planning Guidance unless material consideration indicate otherwise; and the following national, regional and local policies and guidance are of particular relevance to this proposal:

National Planning Policy Framework (the Framework)

Section 1: Building a strong, competitive economy

Section 2: Ensuring the vitality of town centres

Section 4: Promoting sustainable development

Section 7: Requiring good design

Section 10: Meeting the challenge of climate change, flooding and coastal change

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

London Plan July 2015 consolidated with alterations

Policy 2.5 Sub-regions

Policy 2.10 Central Activities Zone - strategic priorities

Policy 2.11 Central Activities Zone - strategic functions

Policy 2.12 Central Activities Zone - predominantly local activities

Policy 2.13 Opportunity Areas and Intensification Areas

Policy 4.1 Developing London's economy

Policy 4.2 Offices

Policy 4.3 Mixed use development and offices

Policy 4.5 London's visitor infrastructure

Policy 4.7 Retail and town centre development

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.7 Renewable energy

Policy 5.9 Overheating and cooling

Policy 5.10 Urban greening

Policy 5.11 Green roofs and development site environs

Policy 5.12 Flood risk management

Policy 5.13 Sustainable drainage

Policy 5.15 Water use and supplies

Policy 5.18 Construction, excavation and demolition waste

Policy 5.21 Contaminated land

Policy 6.1 Strategic approach (Transport)
Policy 6.3 Assessing transport capacity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Secured by design
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.11 London View Management Framework
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.18 Protecting local natural space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

Core Strategy 2011

Strategic Targets Policy 1 - Achieving growth
Strategic Targets Policy 2 - Improving places
Strategic Policy 1 - Sustainable development
Strategic Policy 2 - Sustainable transport
Strategic Policy 3 - Shopping, leisure and entertainment
Strategic Policy 10 - Jobs and businesses
Strategic Policy 11 - Open spaces and wildlife
Strategic Policy 12 - Design and conservation
Strategic Policy 13 - High environmental standards
Strategic Policy 14 - Implementation and Delivery

Southwark Plan 2007 (July) - saved policies

The Council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

Policy 1.1 Access to employment opportunities
Policy 1.4 Employment sites outside the Preferred Office Locations and Preferred Industrial Locations
Policy 1.7 Development within town and local centres
Policy 1.12 Hotels and other visitor accommodation
Policy 2.5 Planning obligations
Policy 3.1 Environmental effects
Policy 3.2 Protection of amenity
Policy 3.3 Sustainability assessment
Policy 3.4 Energy efficiency
Policy 3.6 Air quality

Policy 3.7 Waste reduction
Policy 3.9 Water
Policy 3.11 Efficient use of land
Policy 3.12 Quality in design
Policy 3.13 Urban design
Policy 3.14 Designing out crime
Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites
Policy 3.19 Archaeology
Policy 3:20 Tall buildings
Policy 3.28 Biodiversity
Policy 5.1 Locating developments
Policy 5.2 Transport impacts
Policy 5.3 Walking and cycling
Policy 5.6 Car parking

Regional Supplementary Planning Documents (SPDs) and Guidance

London View Management Framework (2012)
Sustainable Design and Construction (2006)
The Mayor's Energy Strategy (2010)
The Mayor's Transport Strategy (2010)
The Mayor's Economic Development Strategy (2010)
Planning for Equality & Diversity in London (2007)
The Mayor's Climate Change Mitigation and Energy Strategy (2011)

Southwark Supplementary Planning Documents (SPDs)

Sustainability Assessment (2009)
Design and Access Statements (2007)
Section 106 Planning Obligations (2015)
Sustainable Transport (2008)
Sustainable Design and Construction (2009)
Blackfriars Road SPD (2014)

Principle of development

17. At the heart of the NPPF is the presumption in favour of sustainable development. Amongst the key themes in achieving sustainable development are ensuring the vitality of town centres, promoting sustainable transport, supporting a strong economy, and delivering good design.

Policy context

18. The application site is located within the Central Activities Zone (CAZ), Bankside, Borough and London Bridge Opportunity Area and Borough and Bankside District Town Centre. The site also falls within the area designated in the Blackfriars Road SPD.
19. The London Plan considers opportunity areas to be “the capital’s major reservoir of brownfield land with significant capacity to accommodate new housing, commercial and other developments linked to existing or potential improvements to public transport.” (Para. 2.58). Within opportunity areas, Policy 2.13 seeks to optimise residential and non-residential output and densities, provide social and other infrastructure to sustain growth, and, where appropriate contain a mix of uses. Development proposals should contribute towards meeting (or where appropriate, exceeding) the indicative estimates for employment capacity including supporting wider regeneration (including in particular improvements to environmental quality) and integration of developments to the surrounding area. Policy 4.5 ‘London’s visitor infrastructure’ expects strategically important hotel provision to be located in

opportunity areas.

20. Table A1.1 (Annex 1) of the London Plan provides an indicative employment capacity of 25,000 new jobs to be delivered over the plan period (up to 2031) within the Bankside, Borough and London Bridge OA.
21. Southwark's Core Strategy reinforces the London Plan aspirations for development in the CAZ to support London as a world class city. The CAZ and opportunity areas are targeted as growth areas in the borough where development will be prioritised. The council will allow more intense development for a mix of uses in the growth areas and make sure development makes the most of a site's potential and protects open space (Strategic Policy 1). Core Strategy Strategic Targets Policy 2 reflects the above London Plan targets for the opportunity areas.
22. The adopted Blackfriars Road SPD sets out (Para. 2.2.3) the emerging vision for Blackfriars Road which is:

“Blackfriars Road will be transformed into a vibrant place where people will want to work, live and visit. The historic, wide boulevard will provide a range of different activities, regenerating the area from the river along Blackfriars Road and stimulating change at the Elephant and Castle.”
23. The SPD encourages the generation of new jobs and businesses to reinforce the area as a strategic office and employment location. It requires existing business floorspace to be retained or replaced and encourages a range of other town centre uses which include hotels as defined by the NPPF. SPD2 of the SPD encourages this mixed use nature and states:

“We will encourage the provision of town centre uses to help enhance the commercial attractiveness of Blackfriars Road, supporting proposals for new hotels and other forms of visitor accommodation (Class C1) to ensure there is a good supply of accommodation for visitors and to contribute to a mix of uses and employment opportunities. Proposals should seek to maximise the opportunity to include activity along the lower and street level frontages.”
24. The existing buildings on the site are under-utilised and do not maximise the efficient use of this central location. The previous permission on the site (10-AP-2707) was a renewal of a previous application and comprised B1 office accommodation. This permission has recently expired (in March 2015) and was not implemented. The existing building makes a poor contribution to the local streetscape and detracts from the quality of the urban environment. The proposed scheme would deliver a high quality hotel and B1 office development which fully accords with the principle of prioritising new development within the CAZ and opportunity areas. Redevelopment of the site would make an important contribution towards the regeneration of this section of Blackfriars Road and towards achieving the emerging vision for the area as a destination, and would create an active frontage to Blackfriars Road. The principle of redevelopment is therefore strongly supported.

Land use assessment

25. The Blackfriars Road SPD aspiration for the area is to have a mix of shops, offices and services. It expects opportunities to increase the amount and type of development to be maximised, especially opportunities for flexible innovative business space and Town Centre uses which include hotels.
26. The proposed development would comprise a hotel on the lower 8 floors with associated public elements including bars, restaurants and conference facilities at

ground and mezzanine levels. B1 office space is provided on the above 6 floors and a 'sky bar' operated in connection with the hotel will be provided at roof level.

B1 office

27. A key objective towards achieving sustainable development is building a strong, competitive economy through securing economic growth. Policies 4.1 and 4.2 of the London Plan promote the contribution made by central London to London's economic success and seek to meet the needs of the central London office market.
28. At the local level, Strategic Policy 10 of the Core Strategy aims to protect existing business space and support the provision of up to 500,000sqm of additional business floorspace and 25,000 new jobs in the Bankside, Borough and London Bridge OA. Existing business floorspace will also be protected in the wider CAZ and town centre locations where up to 30,000sqm of new business space will be encouraged. Saved policy 4.1 of the Southwark Plan requires existing office floorspace to be reprovided when sites are redeveloped.
29. The 2014 Blackfriars Road SPD encourages new jobs and businesses along Blackfriars Road area to help consolidate and expand the existing business cluster and reinforce the area as a strategic office and employment location. New business floorspace is encouraged and existing business floorspace is required to be retained or replaced.
30. The existing building on site provides 4,569sqm (GIA) of Class B1 office floorspace. 5,848sqm (GIA) of dedicated replacement business floorspace would be re-provided within the new development thus increasing the B1 provision on the site by 1,252sqm. This re-provision and enlargement of B1 office floorspace with high quality, modern and flexible office accommodation is welcomed as a significant benefit of the scheme in accordance with adopted local and regional policy and meets the Core Strategy objective of increasing the number of jobs in Southwark.

Hotel

31. Saved policy 1.12 of the Southwark Plan states that hotels will be encouraged in areas with high public transport accessibility, but that they will not be permitted where they would result in an over dominance of visitor accommodation in the locality. Strategic Policy 10 - Jobs and businesses of the Core Strategy advises that hotels would be allowed in town centres, strategic cultural areas and places with good accessibility to public transport, providing that there is no harm to local character. In addition, the Borough, Bankside and London Bridge SPD advises that suitable locations for hotels include the northern end of Blackfriars Road.
32. The London Plan (policy 4.5) aims to provide a net increase of 40,000 hotel bedrooms by 2031 and advises boroughs to focus strategically important new visitor provision within opportunity areas and within the Central Activities Zone (CAZ). The application site is located within both the CAZ and the Strategic Cultural Area. It has a high public transport accessibility level (which is 6b on scale where 1 represents low accessibility and 6b represents the highest accessibility) and is within walking distance of Southwark, Blackfriars and Waterloo stations. Several bus routes serve Blackfriars Road and Blackfriars Station also provides a direct route to Gatwick Airport. The location therefore does meet the requirement for high public transport accessibility.
33. Notwithstanding that a hotel on this site may be appropriately located, the requirement for the proposal to not result in an over dominance of visitor accommodation needs to be considered. There are a number of existing hotels which are located within close proximity to the application site and in the wider Bankside area. An over-concentration

of hotels can detract from the vitality of an area, reduce the opportunity for a range of other services to be provided, and can increase the transient population in an area, which does not help towards creating a stable and engaged community as well as potentially being detrimental to the character and functioning of an area.

34. The Bankside area has seen a strong growth in hotels and, whilst this growth helps meet a demand, it is important that this is balanced against the aim of fostering a stable community, and providing space for offices and other important facilities.
35. In the immediate area there are a number of existing hotels including the Mad Hatter Hotel on Stamford Street (30 rooms), and the Novotel/Ibis on Blackfriars Road (477 rooms). The 1 Blackfriars development, currently under construction, includes a 261 room hotel. In the wider area are the Southwark Rose Hotel (84 rooms) and Novotel London City South (182 rooms) on Southwark Bridge Road, a Travelodge (202 rooms) on Union Street, the Holiday Inn Express (88 rooms) and the Mercure (144 rooms) on Southwark Street and the recently completed Mondrian hotel in Sea Containers House (358 rooms).
36. The GLA's Hotel Demand Study (2006) indicates that approximately 2,500 additional hotel rooms will be needed in the borough over the period 2007 to 2026. Given the number of new hotels built, and those that have consent, it is likely that this target will easily be reached. However, the site is considered to be well suited for hotel use given its excellent accessibility to public transport and close proximity to a number of major tourist attractions. The Employment and Enterprise Background Paper states that there are 58 visitor attractions in Southwark with the main destinations in the Bankside and London Bridge area; hence it would be reasonable to expect to see hotel accommodation provided in these areas. The number of hotel developments, both built and in the development pipeline, has increased significantly in the last decade and these are concentrated in the northern part of the borough. Whilst there are a number of hotels in the locality, the surrounding land uses remain very mixed and include offices, residential and retail.
37. Given that the wider area is still very mixed no concerns are raised about over dominance of visitor accommodation. The proposal is therefore considered to comply with the requirements of saved policy 1.12.

Loss of public house

38. The proposed development would see the loss of 375sqm of A4 floorspace, being the Prince Albert Public House on Colombo Street. Saved Southwark Plan policy 1.7 states that any floorspace located in Town Centres which is in A Class use should be retained or replaced, unless the proposed use provides a direct service to the general public.
39. The proposed hotel would meet these criteria by providing a service to the general public and being a use which is suitable for its town centre location. Furthermore, the design of the development and intention of the hotel operator would provide services which stretch beyond the traditional hotel. The ground floor has been designed with a large open lobby providing areas for a restaurant and café. At roof level a 'Sky-bar' would also be provided and all of these facilities would be open to the general public for use, not being restricted to hotel guests. The proposal is therefore considered to comply with the requirements of saved policy 1.7 and the loss of the public house is not resisted.

Conclusion on land uses

40. The development seeks to increase the quantum of office accommodation with an additional 1252sqm of high quality B1 floorspace in accordance with adopted local and regional policy and meeting the Core Strategy objective towards increasing the number of jobs in Southwark.
41. In addition to the full and enhanced provision of B1 floorspace, the location of the site makes it ideal for hotel use, and criteria in relation to high public transport accessibility and town centre location are met. The hotel could not be considered to harm the character of the area as it would remain very mixed, with a wide range of uses.
42. The proposed scale of the hotel is appropriate to major and district size town centres and the anticipated operation would activate the street frontage, thereby contributing to the vitality and viability of the area. The ground floor would be designed to have large open frontages to provide clear views in and out, to give a much more open and lively feel to the area to ensure better integration with the street environment. The provision of high quality active frontages represents a significant improvement as compared with the existing condition and provides a direct service to the general public.
43. The GLA stage 1 report confirms that the mixed use nature of the scheme and the proposed public benefits would provide a good mix of uses that would support the aims of the CAZ, in line with the intent of London Plan Policies 2.11 and 4.3.

Environmental impact assessment

44. The European SEA Directive is transposed into UK law by the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015. The Regulations set out the circumstances under which development needs to be underpinned by an Environmental Impact Assessment (EIA). Schedule 1 of the Regulations set out a range of development, predominantly involving industrial operations, for which an EIA is mandatory. Schedule 2 lists a range of development for which an EIA might be required on the basis that it could give rise to significant environmental impacts. Schedule 3 sets out that the significance of any impact should include consideration of the characteristics of the development, the environmental sensitivity of the location and the nature of the development.
45. The development is not considered to constitute EIA development, based on a review of the scheme against both the EIA Regulations and the European Commission guidance.
46. Consideration however should still be given to the scale, location or nature of development, cumulative impacts and whether these or anything else are likely to give rise to significant environmental impacts. The proposed application is the redevelopment of an existing site for office and hotel purposes. Its scale is appropriate to its urban setting and it is unlikely to give rise to any significant environmental impacts. Therefore an EIA is not required in this instance, and this was confirmed in a negative Screening Opinion issued in October 2014.

Design

47. The NPPF stresses the importance of good design and states in Paragraph 56 that *“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making better places for people.”*

48. Chapter 7 of the London Plan deals with design related matters. In particular, Policy 7.1 sets out the design principles required for new development and Policy 7.6 requires that architecture should make a positive contribution to the public realm, streetscape and cityscape. Policy 7.8 asserts that development affecting heritage assets and their settings should conserve their significance by being sympathetic in their form, scale, materials and architectural detail.
49. The relevant Southwark design and conservation policies include Strategic Policy 12 of the Core Strategy and Saved Policies 3.12, 3.13, 3.16, 3.18 and 3.20 of the Southwark Plan. These policies require the highest possible standards of design for buildings and public spaces. The principles of good urban design must be taken into account in all developments, including height, scale and massing of buildings, consideration of the local context, including historic environment, its character, and townscape strategic and local views.

Loss of the existing buildings

50. The existing building on site is of poor quality and makes a limited contribution to local townscape interest. Its loss, from a design perspective, is not resisted. The redevelopment of the application site presents the opportunity to activate and enhance this section of Blackfriars Road and to improve the frontage to the adjacent Christ Church Gardens on Colombo Street.

Building form and layout

51. The proposed building reflects the existing triangular shape of the site with its long main frontage to Blackfriars Road and a shorter return elevation to Colombo Street. The building rises to its full height of 16 storeys on the corner and steps down to 13 storeys to meet the adjacent Friars Bridge Court to the south on Blackfriars Road. The sharp corner of the 'wedge' is emphasised by the buildings dramatic turn onto Colombo Street with a gentle sweeping curve given to this elevation. The building then steps down to 13 storeys, before dropping again to 8 storeys.
52. At ground and first floors the building primarily contains hospitality elements associated with the hotel. The majority of the Blackfriars Road elevation is activated by the hotel lobby and generous open café/restaurant spaces with extensive glazing. The main office reception is on Colombo Street and sits beneath balconies which overlook the adjacent Christ Church Gardens. The uses are then stacked above this with 6 floors of hotel rooms and 6 floors of office accommodation, with plant and 'sky bar' floors above giving a light and airy crown to the building.
53. The facades of the building have a strict visual order in a grid-like pattern giving the building a vertical emphasis which rises to its maximum height on the corner. The order within this is generated by the horizontal expression of internal functions giving a subtle variation in façade rhythm, accentuated by changing window depth and variations in detailing. This layered banding expresses the internal functions and provides a successful balanced composition whilst giving precedence to the public functions at the top and bases of the building.

Location and landmark significance

54. Under SPD 5 (Building Heights) of the Blackfriars Road SPD, it is stated that:

“We will ensure development contributes positively and helps to regenerate and transform Blackfriars Road by requiring development to be of an appropriate scale of height and by encouraging tall buildings at the key gateways and junctions. Development should reinforce the civic character

of Blackfriars Road... Generally the heights will be taller along the main routes, with appropriate heights of up to 30 metres, depending on the local context. Heights off of the main routes will generally be lower.”

55. This northern end of Blackfriars Road is characterised by an emerging cluster of tall buildings and the proposed development of Wedge House, rising to 16 storeys or 64.365m AOD, sits on the periphery of this area. Of note is no.1 Blackfriars which is currently under construction, 240 Blackfriars which was recently completed and sits opposite the site, South Bank Tower which is under construction, and the permissions for Sampson and Ludgate House and 20 Blackfriars Road. This collection of buildings represents the cluster which is concentrated at the northern end of Blackfriars Road, and is transforming the northern approach into Southwark.
56. London Plan Policy 7.7 sets out the policy in relation to location and design of tall buildings. This states, amongst other requirements, that tall and large buildings should generally be limited to sites in the CAZ, opportunity areas or town centres. It also states that tall and large buildings should not have an unacceptably harmful impact on their surroundings. The site is located within all these defined areas and therefore can be considered to meet the broad locational criteria specified in the policy.
57. In local policy requirements, Strategic Policy 12 of the Core Strategy requires tall buildings to be of an exemplary standard of design and to make a positive contribution to regenerating areas and creating unique places. SP12 also establishes that tall buildings need very good access to public transport to support high levels of occupation and identifies the northern end of Blackfriars Road as an appropriate location. This is reinforced by SPD5 ‘Building Heights’ of the Blackfriars Road SPD which states that the tallest buildings should be at the north end of Blackfriars Road, must be set back from the river and should cluster around the main junction of Blackfriars Road, Stamford Street and Southwark Street.
58. The application site has excellent access to public transport, benefitting from a PTAL rating of 6b and to that extent is well placed. Indeed, the CAZ and opportunity areas are considered to be growth areas where large-scale, higher density development will be prioritised to contribute towards London’s need for housing, commercial and other development. Notably, Saved Policy 3.20 of the Southwark Plan asserts that planning permission may be granted for buildings that are significantly taller than their surroundings, or have a significant impact on the skyline providing they are in highly accessible locations and are within the CAZ (particularly opportunity areas); the site’s location clearly accords with this aspect of the policy.
59. Southwark Plan saved Policy 3.20 requires that all tall buildings should make a positive contribution to the landscape, be located at a point of landmark significance, be of the highest architectural standard, relate well to its surroundings, particularly at street level; and should contribute positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.
60. The definition of a point of landmark significance was the subject of extensive and lengthy discussion at the public enquiry relating to the 1 and 20 Blackfriars Road in 2008 when it was concluded that this northern end of the Blackfriars Road is appropriate for tall buildings. This area is located, not just at the confluence of important routes and the Blackfriars bridgehead but also at an important transport interchange.
61. It cannot be said that the position of Wedge House warrants recognition to the same extent. Rather it is at the periphery of the established cluster of taller buildings and the proposed height is considered to sit comfortably as a bridge between the taller developments to the north and established average height of development which

stretches to the south. The GLA stage 1 report confirms this position stating that in line with policy 7.4, the building would provide a transition between the large scale buildings to the north end of Blackfriars Road, and the medium height 'boulevard' buildings continuing to the south.

Architectural design and quality

62. Saved policy 3.12 asserts that developments “should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high amenity environments people will choose to live in, work in and visit.” When we review the quality of a design we consider the appropriateness of the fabric, geometry and function as well as the overall concept for the design relative to the site.
63. Its geometry is defined by its layered design. At its base is a grand double-height hotel lobby which runs along the Blackfriars Road frontage and wraps round onto Colombo Street where the office entrance is located. The main body of the building is defined by the gridded frame which defines its proportions and order. At the lower half the narrower hotel windows are set within the gridded frame and give it a more solid appearance whilst at the upper levels the commercial windows completely fill the grid and make the building appear lighter as it reaches its top. Finally at the top, the gridded frame extends clear of the office and becomes a colonnade within which the sky bar is set.
64. Its fabric is characterised by its masonry cladding – the reconstituted stone grid, brick cladding and large metal framed glass – stands in a successful contrast to the glazed, reflective towers to the north. The design introduces masonry cladding and a layered complex facade which draws inspiration from the historic buildings on Blackfriars Road to the south.
65. Finally, the design has been shaped by its functions. The hotel is located at the lower half where its cellular accommodation will not affect the open-plan requirement for clear open spanned office space above. Next, the layered facade responds subtly to its changing function, with the grid raised high at the base to reveal the open lobby space. The window design then adjusts to accommodate the hotel rooms and office floor space above and finally tapering off to create an elegant and lighter weight top to the building.
66. The majority of the double-height ground floor is devoted to active uses with hotel and office lobby spaces woven into commercial uses which will enhance both the Blackfriars Road and Colombo Street. Service access has been minimised to a short length of frontage on Colombo Street immediately adjacent to the main office entrance, the required substation on Blackfriars Road, and the main plant and service spaces are located in the basement. The design maximises activity on the Blackfriars Road frontage making full use of its corner position. This activity continues unbroken round onto Colombo Street and meets the position of the office entrance. The location of the main office entrance on this northern façade will activate this narrow thoroughfare and bring commercial interest to this characterful street.
67. In conclusion the design is undoubtedly high in quality. The choice of materials is appropriate and the detailed design demonstrates a confidence and finesse. The quality of the building will rely to a great degree on the quality of execution in construction and for that reason the detailed architectural design, the choice of cladding materials and a mock-up of the proposed hotel and office cladding should be reserved by condition.

Landscape and public realm

68. The contribution of any tall building proposal to the public realm is an important aspect of the public benefit that can be delivered by the scheme. As a key consideration for any proposal it is important to balance the private gain of building height against the public benefit to the built environment and the landscape is an important part of that public benefit. This is not simply a measure of the quantum of landscape but also the quality of that space and its sense of purpose. In the SPD this aspect of the policy is restated and expanded and requires developments of this order to: *“Provide public space at ground level. Public space should be proportionate to the height of the building and the importance of the location in the town centre.”*
69. The application site is severely constrained with limited opportunities for public realm. Whilst the pavement on Blackfriars Road is generous, the pedestrian access on Colombo Street is narrow and limited to the southern pavement i.e. the Wedge House side of the road.
70. On Blackfriars Road the proposal seeks to make the most of the generous pavement and plans to create attractive, double-height active uses with restaurants and cafes designed as part of the hotel entrance lobby. On Colombo Street the double-height ground floor frontage is set back significantly and the building oversails this space to offer an enhanced pavement width and a widened east-west route.
71. These improvements to the areas around the base of the building, being the public footpaths, is welcomed and will no doubt improve and enhance the immediate context of the building. However there is limited opportunity for public realm given the constraints of the site, the investment is modest and relies largely on the manner in which the active ground floor uses contribute to the streetscene. It is not seeking to provide landscape as such. The Blackfriars Road SPD, in policies SPD 4 and SPD 5, further references the requirement for buildings, and particularly tall buildings, to enhance public realm and public spaces, and the impact of the building on Christ Church Gardens is considered further in paras 87-95.

Contribution to the London skyline

72. In order to assess this proposal properly officers have considered the Townscape Visual Impact Assessment (TVIA) submitted with the application which includes an assessment of the strategic, wider and local views. The TVIA accurate visual representations (AVRs) show the proposal in its context and in the immediate local views the scheme has been illustrated in the summer and winter views. The strategic LVMF Views are also noted in the SPD.
73. In assessing the local and wider views officers have considered the following:
 - *LVMF Views*

The TVIA demonstrates that no strategic views or London Panoramas are affected by this proposal and it will not affect the viewer's appreciation of any Strategic Landmarks (like St Paul's Cathedral or the Tower of London) from any designated view points.
 - *Local Views*

The substantial scale of this proposal will have an impact on its immediate setting and in particular in the local views from the west. The most sensitive views are those from Roupell Street and the sequence of views through to Colombo Street.

- *Its relationship with the cluster*

The relationship of a tower in a cluster will depend on the way it retains its identity in this concentration of towers and how it complements other buildings in the group. This proposal is set on the periphery of the established cluster at this northern end of the Blackfriars Road which includes 240 Blackfriars Road and 1 Blackfriars. The proposed development is significantly shorter than the existing and approved towers nearby being just 16 storeys high. It steps up from the prevailing 10-storey height of the southern section of Blackfriars recognising its location in a position of transition. It articulates this transition to the more significant scale of development to the north of Christ Church Gardens. In this context its relationship to the cluster is considered appropriate, whilst still retaining a comfortable relationship with its lower neighbours to the south.

- *How the building meets the sky*

Whilst the main body of the building is rectilinear, at the top, the gridded frame of building has been extended to form a free-standing frame, rather like a crown, through which the sky can be glimpsed. This gives the building an appropriate termination and a successful resolution at the top where it is most visible.

Design review panel

74. An earlier iteration of the scheme was reviewed by Southwark's Design Review Panel in October 2014 and a copy of the panel's response is appended to this report. The panel welcomed the scheme and felt that it could be a promising and high quality addition to Blackfriars Road. They endorsed the height on Blackfriars Road, but raised a number of questions over its massing, access and servicing on Colombo Street and over its architectural detail. As a result, the scheme was amended and improved in advance of application. Further architectural details were provided of the reconstituted stone cladding, the sky bar was introduced, and the detailed design of the corner adjusted all of which have helped to shape the application scheme.

Impact on Heritage Assets character and setting of a listed building and/or conservation area

75. Paragraph 132 of the NPPF states that "*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be.*" Paragraphs 133 – 135 further state that when a proposed development would result in harm to the significance of a designated heritage asset, this harm should be assessed as 'substantial' or 'less than substantial' and subsequently weighed against the public benefits of the proposal.
76. The proposed tall building would be located adjacent to the Grade II Listed Christ Church and Gardens, but that in itself doesn't necessarily mean it is inappropriate, harmful or would look out of place. Rather the NPPF requires the LPA to assess any harm that it may cause to the significance of these heritage assets and to weigh that against the public benefits of the proposal. SPD 5 Building Heights of the Blackfriars Road SPD states that all tall buildings over 30m must conserve or enhance the significance of heritage assets and their settings, including the listed Christ Church and associated gardens. It also states that they should allow adequate sunlight and daylight into streets, public spaces and courtyards. These are considered below.

Christ Church Listed Grade II Listed Building and Gardens

77. The proposed building sits to the south of Christ Church Gardens and defines the setting of this fine listed church. The bulk and height have always been considered sensitive throughout the pre-application discussions and the views of the building from

the Gardens, as it appears over the distinctive silhouette of the church remains a challenge. The SPD stresses this and includes Christ Church and associated gardens as a heritage asset whose significance and setting are worthy of conserving or enhancing.

78. Historic England, BOST and the church have all raised concern with regard to the bulk of the scheme which impacts on the southerly views across the church from within the churchyard and results in overshadowing of the gardens. The previous consent (now lapsed) also caused some impact, albeit at a lower total height.
79. The GLA stage 1 report acknowledges that the proposal would affect the setting of the listed building and gardens, but taking into account the expired permission for the site and the implemented permissions around the site, in their view this proposal would not harm the setting of the heritage assets.
80. To address this concern the bulk of the current scheme has been softened to a degree by the depth and layered appearance of its gridded masonry facade. The contrast of the gridded reconstituted stone and glass with the simple deep red brick clad church is complementary in its appearance. At the same time the development remains visually dominant and assertive on this sensitive southern edge of the church yard.
81. In 2008 the inspector considered this sensitive setting of Christ Church Gardens very carefully in relation to the more significant proposals for 20 Blackfriars Road to the north – albeit before the church was listed – and found that the contrast of the open setting to the significant scale of buildings on the Blackfriars Road was appropriate and indeed desirable. In a sense, the contrast in scale heightens the quality of the space. Whether the right balance has been struck is a matter of judgement and will depend to a large degree on the way that the other neighbouring sites on Colombo Street are developed.
82. Para. 131 of the NPPF requires local planning authorities to take account of:
 - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - the desirability of new development making a positive contribution to local character and distinctiveness.
83. In relation to the listed building, being the designated heritage asset, the proposal is considered to have less than substantial harm to its significance. The NPPF sets out the justification for less than substantial harm in paragraph 134 and states that less than substantial harm needs to be weighed against the public benefits of the proposal, which includes securing its optimum viable use.
84. The constraints of the site offer limited opportunity for additional public benefits within the site. Therefore the justification required by the NPPF will rely to a great degree on how this proposal balances its impact on Christ Church Gardens with a proportionate and appropriate scheme of enhancement for this important public space. Accordingly, provided there is an appropriate scheme of enhancement for Christ Church gardens, this proposal could be considered to justify its impact on this sensitive historic setting.

Overshadowing of gardens

85. In addition to the visual impact of the building there is also a resulting overshadowing impact on the adjacent gardens. The importance of these gardens on Blackfriars Road is significant in that they offer one of the only areas of public open space within what is a dense and highly urban environmental. Pressure on such spaces from new

development is intense and the proposed development being located to the south of the gardens will have an impact. The SPD reinforces this and states that development should “*avoid harmful microclimate and shadowing effects or adverse effects on local amenity*”.

86. Modelling has been undertaken to show the position and movement of temporary shadows that are created at different times of the day and year (transient overshadowing) as a result of the proposed building.
87. This assessment clearly demonstrates that the proposed development will result in significantly increased levels of shading to Christ Church Gardens, and this is primarily a result of the massing and depth of the proposed Colombo Street elevation, rather than the increased height.
88. During the winter months the existing building casts a shadow which moves primarily across the southern section of the garden to the south of the Church. By 2pm this has all but moved away with the shadows now falling to the east across Blackfriars Road. The proposed scheme sees the increased height and massing casting a much larger shadow across the majority of the gardens from 9am, moving to a more slender shadow by 11am which stretches across the garden covering both the areas to the south and north of the church. This shadow continues to shade the entire eastern section of the gardens until it again moves away at about 2pm
89. Whilst the shadow of the proposed building during the summer months is less pronounced than during winter, it still results in significant areas of shading over the southern areas of the Gardens when compared with the existing scenario. This southern section of the Gardens contains planting, seating and play areas which are extremely valuable publicly accessible resources. They provide rare areas of calm, openness and recreation in this part of the borough.
90. The BRE Guidelines suggests that on the 21st March, at least 50% of an existing amenity area should receive at least two hours of sunlight or retain 0.8 times (20%) its former value. If these guidelines are not met than the loss of sunlight is likely to be noticeable. When the Christ Church Gardens are taken as a whole the assessments undertaken have demonstrated that 85.1% of the Gardens will achieve this. Whilst these BRE Guidelines are acknowledged, they should be applied with flexibility considering the setting, character and significance of a space. As has been established, the availability of other nearby open spaces is extremely limited so the importance of Christ Church Gardens is great and it is considered that levels of sunlight will be noticeably reduced.

Conservation areas

91. The applicant has provided mocked-up views which demonstrate that the proposal is most visible from within the Roupell Street Conservation Area. This is especially true as one leaves the conservation area and travels east along Colombo Street. In the main, from within the conservation area, the brick-clad flank of the new building is likely to be visible over the roof-tops. In these views the building will sit within the cluster of existing tall buildings at the northern end of the Blackfriars Road. These include the recently implemented One Blackfriars and the completed 240 Blackfriars Road.
92. It is considered that the setting of the Roupell Street Conservation Area is left largely unharmed by the cumulative impact of this new tall building. Indeed the addition of a masonry clad flank will complement this historic setting and, given the right choice of brick, could enhance this view.

93. The Planning (Listed Buildings and Conservation Areas) Act 1990 imposes statutory duties on LPAs in section 66 to ensure that any development shall have special regard to: the desirability of preserving the heritage asset or its setting; and in section 72 the desirability of preserving or enhancing the character or appearance of designated conservation areas. Officers are satisfied that this proposal achieves these key statutory objectives.

Neighbour amenity

94. Strategic Policy 13 of the Core Strategy sets high environmental standards and requires developments to avoid amenity and environmental problems that affect how we enjoy the environment. Saved Policy 3.2 of the Southwark Plan states that planning permission for development will not be granted where it would cause a loss of amenity, including disturbance from noise, to present and future occupiers in the surrounding area or on the application site. Furthermore, there is a requirement in Saved Policy 3.1 to ensure that development proposals will not cause material adverse effects on the environment and quality of life.

Daylight and sunlight impacts

95. An assessment of the likely significant impacts of the development on daylight and sunlight has been submitted in support of the application. The impacts on levels of daylight received by neighbouring properties have been assessed in line with best practice guidance produced by the Building Research Establishment (BRE). The report prepared by GIA uses two methods to assess the impact of the proposed development on neighbours: the Vertical Sky Component (VSC) test and the No Sky Line (NSL) or Daylight Distribution analysis.
96. The VSC test considers the angle of visible sky that falls on a window taking account of local obstructions. The BRE sets out that a 27% VSC indicates a good level of daylight. Further, the guidance advises that if a proposed development results in the VSC of neighbouring buildings falling by more than 20% this would result in a noticeable impact, with a breakdown as follows:

0-20%	Negligible
20-29.99%	Minor
30-39.99%	Moderate
40% +	Major

97. This is supplemented by the NSL or Daylight Distribution method, a simple test that considers the proportion of a room from which the sky is visible. Again, if a 20% reduction occurs then this would indicate a noticeable impact as a result of the development. In relation to sunlight, the BRE criteria calculates the annual probably sunlight hours (APSH) which evaluates the amount of sun available in both summer and winter for each given window which faces within 90 degrees of due south. Alterations of up to 20% are considered by the BRE to be acceptable on the basis that they are unlikely to be noticeable.
98. The report considers the impact on the following neighbours:
- 231-232 Blackfriars Road
 - Edward Edward's House
 - 216-220 Blackfriars Road (public house with residential above)
 - 47 Colombo Street
 - 49 Colombo Street

A table of those properties tested and results can be seen below:

Property	No. of windows tested	No. retaining at least 27% VSC or at least 80% of their baseline value	No. with minor adverse impact of up to 29.99% reduction in VSC	No. with moderate adverse impact of between 30%-39.99% reduction in VSC	No. with major adverse impact of over 40% reduction in VSC	% of rooms meeting NSL BRE guidelines
231-232 Blackfriars Road	27	13	14	-	-	100%
Edward Edward's House	18	16	-	-	2	100%
216-220 Blackfriars Road	32	19	10	1	2	50%
47 Colombo Street	9	5	4	-	-	0%
49 Colombo Street	10	2	8	-	-	75%

231-232 Blackfriars Road

99. 13 of the 27 windows tested fully comply with BRE guidelines for VSC having a negligible impact. The remaining 14 only marginally fall short of the guidelines experiencing a minor adverse impact. 100% of those rooms relevant for assessment under NSL methodology comply with guidelines. Furthermore 100% of windows relevant for testing fully comply with the APSH sunlight criterion.

Edward Edward's House

100. 16 of the 18 windows tested fully comply with BRE guidelines for VSC having a negligible impact. Of those 2 that fail these would have over a 40% reduction in VSC being a major adverse impact. However further investigation of these apertures show that they already have extremely low existing levels and the absolute VSC change is less than 0.9%. The low light levels experienced therefore are a result of existing circumstances and will not be significantly altered as a result of the proposed development. Furthermore 100% of windows relevant for testing fully comply with the APSH sunlight criterion.

216-220 Blackfriars Road

101. 19 of the 32 windows tested fully comply with BRE guidelines for VSC having a negligible impact, 10 would have a minor adverse impact, 1 would have a moderate adverse impact and 2 would have a major adverse impact. When assessed against the NSL 7/14 rooms show full compliance. Of those rooms which do not satisfy the NSL 5 of the 7 show full compliance with the ADF methodology. The remaining 2 rooms which are understood to serve bedrooms demonstrate ADF alterations of 0.74% and 0.89% against a minimum target value of 1%. Furthermore 100% of

windows relevant for testing fully comply with the APSH sunlight criterion.

47 Colombo Street

102. 5 of the 9 windows show full compliance to the VSC methodology. The remaining 4 show full compliance against the ADF methodology and are therefore in compliance with the BRE guidelines. 100% of windows relevant for testing fully comply with the APSH sunlight criterion.

49 Colombo Street

103. 2 of the 10 windows tested fully comply with BRE guidelines for VSC having a negligible impact. The remaining 8 have a minor adverse impact of up to 29.99% reduction in VSC. 6 of these 8 however comply with the NSL methodology and the remaining 2 which serve bedrooms demonstrate alterations of 21.84% and 22.44% which is considered to be within the flexibility of the BRE guidelines. 100% of windows relevant for testing fully comply with the APSH sunlight criterion.

Conclusions on sunlight and daylight

104. The information submitted demonstrates that the impact of the development on sunlight demonstrates an excellent rate of compliance for such a dense urban site and a high level of compliance with regard to daylight criterion. Some breaches do occur and these are to bedrooms within 216-220 Blackfriars Road. However given the highly urban nature of the site, the flexibility of the BRE guidelines should be given due weight and accordingly the resulting impact is considered to be acceptable.

Outlook and privacy of neighbouring properties

105. In the interests of preventing overlooking and protecting the amenity of existing residents, paragraph 2.8 of the residential design standards SPD states that a minimum separation distance of 12m should be secured at the front of the building and any elevation which fronts onto a highway. The SPD states that where the minimum distances cannot be met, the applicants must provide justification through the Design and Access Statement. There are no instances where these distances are breached and there would be no loss of privacy or outlook to nearby residential occupiers.

Noise and vibration

106. Once operational, there are no residual adverse impacts predicted in relation to noise and vibration. Plant associated with the development will be conditioned to ensure adequate insulation that will prevent noise breakout. Hours of servicing the hotel and office elements of the scheme would be restricted to between 7am and 10pm to protect the amenities of neighbouring existing residents as well as future occupiers of the development.
107. It is proposed to operate the public areas of the hotel being the restaurant/cafes and sky bar until 2am. It is considered that the internal operation of these areas late into the night is unlikely to result in undue noise and disturbance as it would be contained within the building. Furthermore given the busy nature of Blackfriars Road the coming and going of patrons at these hours is also unlikely to result in detrimental impacts. Concern does arise however with regard to the use of the external areas being the rooftop terrace and first floor balconies overlooking Christ Church Gardens. These spaces have the potential to result in noise creep and disturbance late into the night and it is therefore recommended that the use of all external areas cease at 10pm. This would ensure that noise associated with this use would not lead to undue harm to neighbouring occupiers late into the night.

Impact of adjoining and nearby uses on occupiers and users of proposed development

108. The proposed uses are compatible with those already existing in the locality. There are no uses in the area that would adversely impact future occupiers of the development, the character of which is entirely in keeping with existing uses in the area.

Transport

109. Core Strategy Strategic Policy 2 encourages walking, cycling and the use of public transport rather than travel by car. Saved Policy 5.1 of the Southwark Plan states that major developments generating a significant number of trips should be located near transport nodes. Saved Policy 5.2 advises that planning permission will be granted for development unless there is an adverse impact on transport networks; and/or adequate provision has not been made for servicing, circulation and access; and /or consideration has not been given to impacts of the development on the bus priority network and the Transport for London (TfL) road network.
110. An assessment of the likely impacts of the development has been undertaken and a Transport Assessment submitted in support of the proposal. A travel plan and delivery and servicing plan have also been submitted.
111. The application site has excellent levels of public transport accessibility which is reflected in the PTAL rating of 6b which is the highest possible level. Blackfriars Road forms part of the Transport for London Road Network (TLRN) where Transport for London (TfL) is the Highway Authority.

Vehicle trip movements

112. The existing buildings on site are currently used for office purposes and the site has an extant permission for a greater level of office floorspace. Based on the trip generation assessment and taking into consideration the car free nature of the scheme and excellent accessibility, it is reasonable to assume that the proposals will not have a detriment impact on the operation of the surrounding road network. The proposed development represents a 2% increase in traffic flows on Blackfriars Road and as such this is not considered significant or harmful.
113. Officers are satisfied with the assessment undertaken and agree that there is unlikely to be any material impact on the highway in terms trip generation. This is confirmed by the GLA stage 1 report which concludes that TfL is satisfied that the development is unlikely to have a negative impact on the capacity of either local public transport or the TLRN.

Cycle movements

114. Blackfriars Road is a busy cyclist route to and from the City. As part of the TfL Blackfriars Road urban realm improvement project, a segregated two-way north-south cycle route is planned adjacent to the northbound carriageway which would ultimately form a new Cycle Superhighway (CSH) connecting Elephant and Castle with Kings Cross. Associated improvements to pedestrian crossings and public realm are planned which will return Blackfriars Road into an attractive boulevard. Work has recently started on the Blackfriars Road. The proposed development will therefore benefit from the planned improved cycle facilities and enhanced public realm.

Pedestrian Movement

115. The peak flows of pedestrians in the area are large and the immediate vicinity is used by commuters as a route to and from Waterloo and Waterloo East stations. Blackfriars Road is a busy road serving both Southwark station to the south and Blackfriars stations to the North.
116. The pavement widths along Blackfriars Road are generous and able to cope with flows. The development makes good use of the pavement widths and the inclusion of seating for the restaurants and hotel lobby will deliver a pleasant active frontage, whilst still maintaining acceptable widths.
117. Colombo Street however is a small but busy pedestrian route and the clearing of clutter will provide a more attractive street scene. The developer has included a highway design for the area immediately adjacent to their site, which will create a much more pleasant, safer and accessible environment for pedestrians. However the extent of works must be extended further than the red line of the current boundary and should include carriageway and footway improvements along Colombo Street to at least the Rose and Crown public house. The applicant has agreed to provide improvements to the Blackfriars Road frontage and Colombo Street, secured via the S106 and a S278 agreement. This will provide a sufficient level of amenity to pedestrians and improve the public realm.

Car parking

118. The proposal is located within the Central Activities Zone (CAZ) and a Controlled Parking Zone (CPZ). Given the excellent accessibility to public transport, the development would be expected to be car free and no on-site parking has been proposed. This includes no provision for disabled parking; however the local streets behind the site would be accessible for blue badge holders, which is considered acceptable.
119. The scheme would only be acceptable on the basis that an amendment to the Traffic Management Order is secured preventing occupiers of the scheme from obtaining parking permits. This would be secured by way of condition.

Cycle parking

120. 57 cycle spaces are proposed at basement level which falls short of the current London Plan standards which requires 90 spaces. There is considered to be sufficient space to accommodate this provision and the imposition of an appropriate condition will ensure the required standards are met. There are no proposals for designated cycle parking for hotel guests, however the anticipated hotel operator has a free cycle hire for guests policy and the hotel will provide a concierge service for any guests who do bring cycles with them.
121. The proposed cycle storage is in the basement and is accessed by a generous lift from Colombo Street, cyclists can then use a separate lift to access the office or hotel. The plans also show designated changing and shower facilities for the staff, which is welcomed.
122. With restaurants proposed at ground level and a large 'sky-bar' on the top floor, it is considered that this development will attract more than just hotel guests. Some of whom will arrive by cycle. The provision of on-street cycle racks is required and the Blackfriars Road footway has adequate space to provide this. This provision will be secured via the S106 'in-kind' contribution and the S278 agreement to undertake the

work.

Refuse and servicing

123. The site is severely restricted with the new Cycle Superhighway running along the entire Blackfriars Road frontage and with Colombo Street at its narrowest along the side of the development. Colombo Street is well used by pedestrians walking to and from Waterloo. Currently the pavement provision is cluttered and narrow and there is little space to improve this, whilst allowing for servicing.
124. The planned servicing of the site has given full consideration to the Cycle Superhighway, positively responding to this important scheme. Plans show a loading bay within the development that will accommodate most of the deliveries off-street. There will be a slight widening of Colombo Street, which will allow larger servicing and refuse vehicles to stop on Colombo Street to service the development, but will provide adequate widths for a second vehicle to pass.
125. Bin storage for both the office and hotel is in the basement and a managed solution for collection by refuse vehicles is planned. This will bring the refuse containers to ground floor level on collection day and allow for refuse contractors to transfer waste quickly and efficiently thereby reducing dwell times.
126. The TA identifies that most service vehicles will be smaller 7.5t vehicles that will be able to use the on-plot service yard and with 5 larger lorries a day servicing the site, using the on-street option. The Delivery and Servicing Plan identifies that there will be a 'Goods In Manager' who will coordinate all deliveries and will encourage the use of a booking system. The use of a Goods In Manager will help to reduce dwell times for service vehicles and a booking system will allow deliveries to be well managed.
127. Considering the severe constraints of the site it is felt that every effort has been made to reduce the impact of delivery and servicing taking full account of the site's relationship with the Cycle Superhighway.

Travel plan

128. Broadly the travel plan is acceptable, however it is felt there should be higher targets for increasing cycling to and from the office development. The current target of 4% increase is not a particularly challenging goal. Particularly with the increased cycle routes, the high level of cycle accessibility to the North/South CSH and the fact that the East/West CSH will be less than a five minute cycle from this site.
129. A final Travel Plan covering each element of the scheme will be required. This should include a commitment for monitoring of targets at 1, 3 and 5 years post first occupation. Commitment to update the Travel Plan following each survey, and commitment to measures identified in the Travel Plan should also be provided.

Demolition and construction impacts

130. A Construction Environmental Management Plan will be in place and secured via the S106 to minimise the impacts associated with construction. The plan will include vehicle access, location and management of site compound, timing of movements and traffic routing to ensure impacts on the highway are minimised as far as possible. All associated impacts would be short term and temporary in nature.

Flood risk

131. The site is located within Flood Zone 3 which is considered to be an area of high risk of flooding due to the proximity of the tidal River Thames. However the site is protected by the Thames Barrier and related defences. A flood risk assessment has been submitted with the application and confirms that the site has the potential to be inundated in the event that the flood defences fail. It is for the applicant to demonstrate that the proposed development can be made safe through measures set out in the submitted Flood Risk Assessment.
132. A significant part of Southwark is within Flood Zone 3 and there are no sites at a lower risk of flooding for some distance. It is acknowledged therefore that there are no alternative sites not at the same risk in the locality. Whilst the application site is not designated within the Southwark Plan, the development of brown field sites such as this is encouraged in order to maximise the efficient use of land as well as promoting mixed use development in the locality. The site is located on previously developed land and there are strong sustainability reasons why the site should be redeveloped and it has excellent accessibility to public transport. The Environment Agency has raised no objections to the scheme subject to the mitigating measures being implemented.

Air quality

133. The application site falls within an Air Quality Management Area. Existing conditions show poor air quality with the main pollutants being nitrogen dioxide and fine particulate matter. The air quality impacts associated with the construction and operation of the proposed development have been assessed.
134. During construction it will be necessary to apply a package of mitigation measures to minimise dust emissions and that with these mitigation measures in place the overall impacts during construction will not be significant. These will be ensured through the required Construction and Environmental Management which will be secured through the S106.
135. The operational impacts of the development demonstrate that additional traffic generated by the proposed development will have an imperceptible impact of air quality. Whilst the proposed CHP/boiler plant will also lead to an imperceptible increase in annual mean and 1-hour nitrogen dioxide concentrations. Overall, the construction and operations air quality impacts of the proposed development would be below the air quality objectives and are judged to be insignificant.

Sustainable development implications

136. The Core Strategy and the London Plan state that there is a presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20% through the use of on-site renewable energy generation wherever feasible. In addition, the London Plan expects developments to achieve a total reduction in carbon dioxide emissions of at least 35% against Part L of the 2013 Building Regulations. Strategy Policy 13 also requires developments to achieve a BREEAM standard of 'Excellent'.
137. The application has been accompanied by an Energy Statement, A Sustainability Statement and BREEAM pre-assessment, and the applicant is employing a 'Be Lean, Be Clean, Be Green' energy strategy in line with the London Plan.
138. Space heating will be addressed through the efficient fabric specifications, limited glazing, and air tight construction, heat recovery systems and efficient boilers. Cooling

demands will be reduced by reductions in the solar gain through glazing and passive shading where appropriate. Hot water requirements will be reduced through low flow fittings where practicable.

139. The proposed measures will deliver CO₂ savings from technologies that have been shown to be feasible for the development and cumulative savings are predicted to be 220.73 tonnes of CO₂ per annum which is an improvement of 35.55% over the 2013 Building Regulations.
140. The GLA stage 1 report notes that further details should be provided with regard to the developments connection to any future district heating network and further details should what size the CHP is along with monthly load profiles. These should be secured by way of condition.

Renewable energy

141. There is an expectation in the London Plan and Core Strategy that developments will achieve at least 20% of the carbon savings through the use of renewable energy technologies.
142. A range of renewable energy options have been reviewed for the scheme and it considered that the only renewable technology suitable is the provision of solar photovoltaics. These would be installed at roof level and the CO₂ savings from the 200sqm of panels is estimated to be 11.62 tones per year which contributes 1.66% reduction in carbon emissions for the entire building. This falls far short of the 20% target, however it is accepted that this is an ambitious target to meet in a highly urbanised area. Given that the overall combined saving exceeds the 35% against the 3013 Buildings Regulations this is considered acceptable.

BREEAM

143. Separate BREEAM pre-assessments have been carried out for the proposed office areas and hotel areas of the building. The proposed office areas are likely to achieve a predicted BREEAM score of 73.05% leading to a rating of BREEAM Excellent. The proposed hotel areas are likely to achieve a predicted BREEAM score of 73.29% also leading to a rating of Excellent. A condition will be imposed to secure these Excellent levels.

Archaeology

144. The application site does not lie within an Archaeological Priority Zone. However, recent archaeological work to the far side of Blackfriars Road has revealed remains from the prehistoric and Roman periods. Other sites in the area have also demonstrated the survival of post medieval buildings dating from the 17th century and the before the construction of Blackfriars Road.
145. As an initial phase of work it is recommended that site investigation works are archaeologically monitored to determine the extent of impacts from the present building. Depending upon the results of this initial work further evaluation and/or recording may well be necessary. Conditions have been recommended to secure the evaluation, subsequent recording of any archaeology present on site and the submission of a timely archaeological report.

Planning obligations - S106 and Community Infrastructure Levy (CIL)

146. Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally

acceptable proposal. Saved Policy 2.5 of the Southwark Plan is reinforced by the recently adopted Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. Strategic Policy 14 – Implementation and Delivery of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments. The NPPF echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

147. S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL is a material “local financial consideration” in planning decisions. The requirement for Mayoral and Southwark CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker.

Southwark CIL

148. Southwark CIL (SCIL) in this location has an office rate of £70 per sqm and £250 per sqm for hotel use. SCIL is to be used for infrastructure that supports growth with a Southwark commitment to spend at least 25% locally.

149. Based on the existing lawful and occupied floor space of 4944sqm, and the proposed of 14,125sqm being:

- B1 5848sqm (58.6%)
- C1 8277sqm (41.4%)

150. The Southwark CIL is calculated at **£1,611,065**

Section 106

151. Following the adoption of Southwark’s Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

152. With Southwark Council’s CIL in place, section 106 planning obligations will be used to address site specific impacts of developments, such as public realm improvements near the site. Section 106 planning obligations can be negotiated where items sought are clearly linked to the development site and are needed to make that particular development acceptable. CIL on the other hand will be used to fund local and strategic infrastructure required to support growth across the borough.

153. Section 106 planning obligations will be sought to address the impact on the public realm in the local area surrounding the development. The SPD states that a contribution towards works to be carried out could include tree planting, urban parks and landscaping. The justification for this being that the public realm is an important part of any development, and helps the building or set of buildings to fit into the existing built environment and street scene. The SPD establishes that it is reasonable that section 106 planning obligations may be sought to address this site-specific impact on a case-by-case basis.

154. The Blackfriars Road SPD makes very clear the importance of Christ Church Gardens. As the area is increasingly densely developed, this sole green space will be under intense pressure. The SPD specifically requires development to protect and

enhance open spaces, and expects tall buildings to avoid overshadowing open space. As a key consideration for any proposal it is important to balance the private gain of building height against the public benefit to the built environment and the landscape is an important part of that public benefit. This is not simply a measure of the quantum of landscape but also the quality of that space and its sense of purpose. In the SPD this aspect of the policy is reinstated and expanded and requires developments of this order to: *“Provide public space at ground level. Public space should be proportionate to the height of the building and the importance of the location in the town centre.”*

155. The public realm proposed on Colombo Street is an enhanced footway (incorporating a layby) rather than meaningful space to enjoy. This is welcome, but is not considered to be a substitute for space for people to dwell, congregate or use for gentle recreational purposes. The Blackfriars Road SPD, in policies SPD 4 and SPD 5, further references the requirement for buildings, and particularly tall buildings, to enhance public realm and public spaces. On this basis a S106 contribution is being sought to enhance the adjacent Christ Church Gardens which will be overshadowed by the development. This may include upgrading the child play facilities, renovation of existing boundary wall, railings and gate piers, new furniture, hard and soft landscaping, and upgrading of footpaths. The application was submitted before the introduction of the Southwark CIL so a s.106 toolkit assessment of appropriate contributions to strategic infrastructure was made. This identified a sum of £232,848 as a contribution towards improvements to open space. At the time it was suggested by the applicants that this should be used for improvements to Christ Church Gardens. With the introduction of Southwark CIL, pooled contributions towards strategic infrastructure are no longer supported by s.106 which is only used for site specific mitigation. The SCIL contributions for this scheme are slightly higher (by just over £9000) than the s.106 toolkit would have indicated. The applicant has offered a s.106 payment in addition to the SCIL of £50,000 as a site specific contribution towards the improvement of Christ Church Gardens.
156. The contributions and in lieu works detailed in the table below are considered to meet the defined site specific mitigation tests and will be secured under the S106 Agreement. This will be alongside any S.278 Highways works and Construction & Environmental Management Plan.

Planning Obligation	Mitigation	Applicant position
Employment in the development	To be confirmed	-
Employment during construction	To be confirmed	-
Transport site specific	The applicant will be delivering improvements along the length of Colombo Street from its junction with Blackfriars Road to its junction with Paris Garden. This will include, but not exclusively be, new footpaths, kerbs, road surfacing, signage, change in levels, drainage etc. (payment in kind of £190,000).	Agreed
Transport for London – Site Specific	The applicant will be delivering improvements to the Blackfriars Road frontage. This will include, but not exclusively be new footpath, kerbs, street furniture,	Agreed

	hard and soft landscaping, cycle racks etc. (payment in kind of £190,000).	
Transport for London - Cycle Hire	£75,000 to fund the delivery of an extension of the nearest existing cycle hire docking station.	Not agreed. Offer £50,000
Transport Site Specific – Electric vehicle charging point	£12,000 to fund the delivery of an electric vehicle charging point	Agreed.
Improvements to Christ Church Gardens	Improvement works to Christ Church Gardens. This may include: upgrade child play facilities, renovation of existing boundary wall, railings and gate piers, new furniture, hard and soft landscaping, and upgrading of footpaths etc.	Offer £10,000 to contribute towards the refurbishment of the Church Garden pilasters. Offer £50,000 to fund improvement works to Christ Church Gardens.
Crossrail	£316,533.38	Agreed.
Administration charge (2%)	To be confirmed.	-

157. In the event that an agreement has not been completed by 31 July 2015, the Committee is asked to authorise the Head of Development Management to refuse permission, if appropriate, for the following reason:

“In the absence of a signed Section 106 Agreement, there is no mechanism in place to avoid or mitigate the impact of the proposed development on public realm, the transport network or employment and the proposal would therefore be contrary to AAAP Policy D2 ‘Infrastructure funding’, Saved Policy 2.5 ‘Planning Obligations’ of the Southwark Plan and Policy 14 - ‘Implementation and delivery’ of the Southwark Core Strategy, the Southwark Supplementary Planning Document ‘Section 106 Planning Obligations’ 2015, and Policy 8.2 Planning obligations of the London Plan.”

Mayoral CIL

158. In accordance with London Plan Policy 8.3 the Mayoral Community Infrastructure Levy (MCIL) came into effect on 1 April 2012. All new developments that create 100sq.m or more additional floorspace are liable to pay the Mayoral CIL which is charged at £35 sqm (indexed at current £40.02 per sqm). Based on total floorspace of sqm the MCIL charge for this development is £367,423.62

Conclusion on planning issues

159. The development enhances and extends the quantum of B1 office accommodation on the site in full accordance with local and regional policy. The location of the application site makes it ideal for hotel use, and criteria in relation to high public transport accessibility and town centre location are met. The hotel could not be considered to harm the character of the area as it would remain very mixed, with a wide range of uses.
160. The proposal involves the provision of a tall building which has been considered carefully against the requirements of the London Plan and local design policies. The building will sit on the periphery of the established cluster of tall buildings at this

northern end of Blackfriars Road and successfully establishes a transition between this zone and the more consistent height of development to the south. Although the proposal would be visible from a number of vantage points, this doesn't cause harm. Overall, in relation to the design, officers consider that the scheme has reached an acceptable standard, and are minded to recommend approval given the high quality of the design and the interest it will bring to the townscape. Furthermore there would be no harm to the nearby conservation areas and the building has an acceptable impact on both local and strategic views.

161. It is acknowledged that the massing of the development will result in extensive overshadowing of the adjacent listed building, resulting in the loss of direct sunlight to large sections of the adjacent Christ Church Gardens. On balance however it has been considered acceptable on the basis of material planning considerations which would outweigh the impact of overshadowing on this area.
162. The proposal would be capable of generating significant economic benefits for the local and wider area, would also seek to enhance pedestrian movement in the local area and activate this section of Blackfriars Road.
163. In assessing and determining the application the council has applied the presumption in favour of sustainable development. The application would accord with sustainable principles and would positively promote a suitable mixed use development and an effective use of land. It is located in an appropriate location being within the CAZ, the Bankside, Borough and London Bridge Opportunity Area and the Borough and Bankside Town Centre. It is therefore recommended that permission be granted, subject to conditions as set out in the attached draft decision notice, completion of a S106 agreement on terms as set out above, and referral to the Greater London Authority.

Community impact statement

164. In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process. The impact on local people is set out above.
165. A Statement of Community Involvement has been submitted which details the public consultation and engagement process undertaken by the applicant prior to submission of the planning application. Public engagement included a series of meetings and briefings throughout 2014 followed by a public exhibition of plans in the Hall at Christ Church on the 24th October 2014. The exhibition was advertised by the local circulation of approximately 100 individually delivered invitations to all homes and businesses in the surrounding areas, and by advertisement in the Southwark News.

Consultations

166. Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

Consultation replies

167. Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

Neighbours and local groups

168. One letter of comment has been received from a local resident of Nicolson Street raising queries about construction management and planning gain.

One letter of objection has been received from a local resident of Blackfriars Road, with regard to the following:

- On the basis of the height of the proposed building resulting in an unacceptable loss of light to habitable rooms.
- The scale and proximity of the proposed building will result in an overbearing presence when viewed from the churchyard, significantly reducing the churchyard's value as a rare oasis in a highly developed street.

One letter of objection has been received from a member of the public outside of the borough, with regard to the following:

- The application would seriously damage the setting of Christ Church.

Rev. Jonathan Core of Christ Church

Objects to the height of the building on the grounds of overshadowing to the gardens in particular the impact on the north side of the church between 8am and 1pm during Spring and up to Mid-Summer. This is when people begin to make the most of outside spaces. On the south side of the church the sun passes not much above the existing building and more shadow will be created by doubling the height.

Internal services

169. Flood and Drainage Team
Raise no objections.

Statutory and non-statutory organisations

170. English Heritage
Raise no objection in principle but consider that the building would cause some harm to the significance of the Grade II listed building, and in line with Paragraph 134 of the National Planning Policy Framework, the Council should be satisfied that sufficient public benefits are secured to offset this harm. This should include refurbishment of the churchyard and in particular conservation of the Georgian gate piers to the church, which currently appear to be in poor condition.

Greater London Authority

Considers that the application is generally acceptable in strategic terms but the accessibility of the proposed access for the 'sky bar' should be established, that the proportion of accessible and adaptable rooms should be secured by condition, that further details of a future district heat network and confirmation of the CHP unit should be provided, and that the S106 should secure funding for works to Blackfriars Road, a cycle docking station. Full comments incorporated into the body of the report.

BOST (Bankside Open Space Trust)

Consider that the development will completely overshadow the grounds of Christ Church which they maintain. Hence the development will have a negative impact on the sustainability of the grounds and in addition will intensify the football/usage. A S106 agreement to take account of these impacts.

Network Rail

Raises no objections.

Transport for London

Expect a Delivery and Service Plan (DSP) and a Construction and Logistics Plan (CLP) to be secured by condition to appropriately manage any potential adverse effects on the TLRN. There are significant trees along the TLRN and the frontage of the site and there shall be no removal or damage to any trees during the construction process. Will require a financial contribution towards a cycle hire docking station.

Environment Agency

Have no objection to the planning application as submitted. Recommend that finished ground floor levels are set at a minimum of 300mm above the 1 in 200 year flood level and this has been done, and that only less vulnerable uses are proposed at ground floor and basement levels. Expect any development to strive to achieve greenfield surface water run-off rates, manage surface water run-off as close to its source as possible, in line with a given drainage hierarchy, and to utilise Sustainable Drainage Systems (SuDS) wherever practical, as required by the Greater London Authority's London Plan.

Thames Water

Raise no objections and recommend conditions concerning impact piling and surface water drainage, and recommend and informative concerning water pressure.

City of Westminster

Does not wish to comment.

London Borough of Lambeth

Raises no objections.

Design Review Panel

Comments incorporated into report.

Human rights implications

171. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
172. This application has the legitimate aim of demolishing the existing buildings on site and redeveloping to provide a high density, mixed use development comprising residential, business and retail uses. The rights potentially engaged by this application, including the right to a fair trial (Article 6) and the right to respect for private and family life (Article 8) and the protection of property (Article 1 of the First Protocol) are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/1016-70 Application file: 15/AP/0237 Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5452 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Amy Lester, Senior Planning Officer	
Version	Final	
Dated	28 May 2015	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	No	No
Strategic director, housing and community services	No	No
Director of regeneration	No	No
Date final report sent to Constitutional Team	28 May 2015	

Consultation undertaken

Site notice date: 06/02/2015

Press notice date: 05/02/2015

Case officer site visit date: various dates

Neighbour consultation letters sent: 05/02/2015

Internal services consulted:

Economic Development Team
Environmental Protection Team, Environment & Housing Department
Flood and Drainage Team
HIGHWAY LICENSING
Highway Development Management
Parks & Open Spaces
Waste Management

Statutory and non-statutory organisations consulted:

City Of London
City of Westminster
EDF Energy
English Heritage
Environment Agency
Greater London Authority
London Borough of Lambeth
London Fire & Emergency Planning Authority
London Underground Limited
Metropolitan Police Service (Designing out Crime)
Network Rail (Planning)
Thames Water - Development Planning
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

10 Nicholson Street London SE1 0XP	H 7 6 Paris Garden SE1 8DJ
12 Nicholson Street London SE1 0XP	H 5 6 Paris Garden SE1 8DJ
9 Brinton Walk London SE1 0XD	H 6 6 Paris Garden SE1 8DJ
7 Brinton Walk London SE1 0XD	Apartment 10 235 Blackfriars Road SE1 8NW
8 Brinton Walk London SE1 0XD	Apartment 3 235 Blackfriars Road SE1 8NW
2 Nicholson Street London SE1 0XP	Apartment 4 235 Blackfriars Road SE1 8NW
4 Nicholson Street London SE1 0XP	Apartment 2 235 Blackfriars Road SE1 8NW
18 Nicholson Street London SE1 0XP	240 Blackfriars Road London SE1 8NW
14 Nicholson Street London SE1 0XP	Apartment 1 235 Blackfriars Road SE1 8NW
16 Nicholson Street London SE1 0XP	Apartment 8 235 Blackfriars Road SE1 8NW
6 Brinton Walk London SE1 0XD	Apartment 9 235 Blackfriars Road SE1 8NW
12 Brinton Walk London SE1 0XD	Apartment 7 235 Blackfriars Road SE1 8NW
13 Brinton Walk London SE1 0XD	Apartment 5 235 Blackfriars Road SE1 8NW
11 Brinton Walk London SE1 0XD	Apartment 6 235 Blackfriars Road SE1 8NW
1 Brinton Walk London SE1 0XD	H 10 6 Paris Garden SE1 8DJ
10 Brinton Walk London SE1 0XD	H 25 6 Paris Garden SE1 8DJ
4 Brinton Walk London SE1 0XD	H 26 6 Paris Garden SE1 8DJ
5 Brinton Walk London SE1 0XD	H 24 6 Paris Garden SE1 8DJ
3 Brinton Walk London SE1 0XD	H 22 6 Paris Garden SE1 8DJ

14 Brinton Walk London SE1 0XD
2 Brinton Walk London SE1 0XD
6 Nicholson Street London SE1 0XP
Flat 21 Quadrant House SE1 0UW
Flat 22 Quadrant House SE1 0UW
Flat 20 Quadrant House SE1 0UW
Flat 19 Quadrant House SE1 0UW
Flat 2 Quadrant House SE1 0UW
Flat 26 Quadrant House SE1 0UW
Flat 27 Quadrant House SE1 0UW
Flat 25 Quadrant House SE1 0UW
Flat 23 Quadrant House SE1 0UW
Flat 24 Quadrant House SE1 0UW
Flat 18 Quadrant House SE1 0UW
Flat 11 Quadrant House SE1 0UW
Flat 12 Quadrant House SE1 0UW
Flat 10 Quadrant House SE1 0UW
8 Nicholson Street London SE1 0XP
Flat 1 Quadrant House SE1 0UW
Flat 16 Quadrant House SE1 0UW
Flat 17 Quadrant House SE1 0UW
Flat 15 Quadrant House SE1 0UW
Flat 13 Quadrant House SE1 0UW
Flat 14 Quadrant House SE1 0UW
Pg 0 6 Paris Garden SE1 8DJ
Pg 50 6 Paris Garden SE1 8DJ
Pg 51 6 Paris Garden SE1 8DJ
Pg 49 6 Paris Garden SE1 8DJ
Pg 47 6 Paris Garden SE1 8DJ
Pg 48 6 Paris Garden SE1 8DJ
Pg 55 6 Paris Garden SE1 8DJ
Pg 56 6 Paris Garden SE1 8DJ
Pg 54 6 Paris Garden SE1 8DJ
Pg 52 6 Paris Garden SE1 8DJ
Pg 53 6 Paris Garden SE1 8DJ
Pg 46 6 Paris Garden SE1 8DJ
Pg 39 6 Paris Garden SE1 8DJ
Pg 40 6 Paris Garden SE1 8DJ
Pg 38 6 Paris Garden SE1 8DJ
Pg 36 6 Paris Garden SE1 8DJ
Pg 37 6 Paris Garden SE1 8DJ
Pg 44 6 Paris Garden SE1 8DJ
Pg 45 6 Paris Garden SE1 8DJ
Pg 43 6 Paris Garden SE1 8DJ
Pg 41 6 Paris Garden SE1 8DJ
Pg 42 6 Paris Garden SE1 8DJ
Pg 57 6 Paris Garden SE1 8DJ
Pg 72 6 Paris Garden SE1 8DJ
Pg 73 6 Paris Garden SE1 8DJ
Pg 71 6 Paris Garden SE1 8DJ
Pg 69 6 Paris Garden SE1 8DJ
Pg 70 6 Paris Garden SE1 8DJ
Pg 77 6 Paris Garden SE1 8DJ
Pg 78 6 Paris Garden SE1 8DJ
Pg 76 6 Paris Garden SE1 8DJ
Pg 74 6 Paris Garden SE1 8DJ
Pg 75 6 Paris Garden SE1 8DJ
Pg 68 6 Paris Garden SE1 8DJ
Pg 61 6 Paris Garden SE1 8DJ
Pg 62 6 Paris Garden SE1 8DJ
Pg 60 6 Paris Garden SE1 8DJ
Pg 58 6 Paris Garden SE1 8DJ
Pg 59 6 Paris Garden SE1 8DJ
Pg 66 6 Paris Garden SE1 8DJ
Pg 67 6 Paris Garden SE1 8DJ
Pg 65 6 Paris Garden SE1 8DJ
Pg 63 6 Paris Garden SE1 8DJ
Pg 64 6 Paris Garden SE1 8DJ
27 Blackfriars Road SE1 8NY
19 Hatfields London SE1 8DJ
25 Blackfriars Road London SE1 8NY
19-23 Blackfriars Road London SE1 8ER
24 Blackfriars Road London SE1 8NY
Prince Albert 76 Colombo Street SE1 8DP
34-68 Colombo Street London SE1 8DP
Rose And Crown 47 Colombo Street SE1 8DP
Flat 8 Edward Edwards House SE1 0XL
Flat 9 Edward Edwards House SE1 0XL
Flat 7 Edward Edwards House SE1 0XL
H 23 6 Paris Garden SE1 8DJ
H 30 6 Paris Garden SE1 8DJ
H 31 6 Paris Garden SE1 8DJ
H 29 6 Paris Garden SE1 8DJ
H 27 6 Paris Garden SE1 8DJ
H 28 6 Paris Garden SE1 8DJ
H 21 6 Paris Garden SE1 8DJ
H 14 6 Paris Garden SE1 8DJ
H 15 6 Paris Garden SE1 8DJ
H 13 6 Paris Garden SE1 8DJ
H 11 6 Paris Garden SE1 8DJ
H 12 6 Paris Garden SE1 8DJ
H 19 6 Paris Garden SE1 8DJ
H 20 6 Paris Garden SE1 8DJ
H 18 6 Paris Garden SE1 8DJ
H 16 6 Paris Garden SE1 8DJ
H 17 6 Paris Garden SE1 8DJ
Third Floor Bastille Court SE1 8ND
Versailles Court 3 Paris Garden SE1 8ND
Second Floor Bastille Court SE1 8ND
Basement To Ground Floor 209-215 Blackfriars Road SE1 8NL
Third To Fourth Floor Friars Bridge Court SE1 8NZ
Lower Ground Floor 18 Hatfields SE1 8GN
Ground Floor 18 Hatfields SE1 8GN
Second Floor And Third Floor 18 Hatfields SE1 8GN
First Floor 209-215 Blackfriars Road SE1 8NL
Part Basement Friars Bridge Court SE1 8NZ
Second Floor 209-215 Blackfriars Road SE1 8NL
Sixth Floor And Seventh Floor Friars Bridge Court SE1 8NZ
Fourth To Seventh Floors 230 Blackfriars Road SE1 8NW
Second Floor Friars Bridge Court SE1 8NZ
Part Basement Southwest Trains Friars Bridge Court SE1 8NZ
Part Ground Floor Railtrack Friars Bridge Court SE1 8NZ
Third Floor To Fourth Floor 209-215 Blackfriars Road SE1 8NL
Fifth Floor 209-215 Blackfriars Road SE1 8NL
Fourth Floor Sungard Court SE1 8ND
Ground Floor To Third Floor 230 Blackfriars Road SE1 8PJ
Basement Ground First To Third Floors Sungard Court Sungard Court SE1 8ND
First Floor 18 Hatfields SE1 8GN
49 Blackfriars Road London SE1 8NZ
Part Basement Store Friars Bridge Court SE1 8NZ
46 Blackfriars Road London SE1 8NZ
Living Accommodation 47 Colombo Street SE1 8DP
Living Accommodation 76 Colombo Street SE1 8DP
Management Office Part Ground Floor Friars Bridge Court SE1 8NZ
Annexe Part First Floor Friars Bridge Court SE1 8NZ
Large Store Part Basement Friars Bridge Court SE1 8NZ
Part First Floor East Friars Bridge Court SE1 8NZ
Former Bin Store Part Ground Floor Friars Bridge Court SE1 8NZ
Mad Hatter Hotel 3-7 Stamford Street SE1 9NY
Part Ground Floor Connex Southern Eastern Friars Bridge Court SE1 8NZ
Part First Floor West Friars Bridge Court SE1 8NZ
Eighth Floor Friars Bridge Court SE1 8NZ
Multisports Courts Hatfields SE1 8ND
Part Basement Restaurant Friars Bridge Court SE1 8NZ
Fifth Floor Friars Bridge Court SE1 8NZ
Living Accommodation 24 Blackfriars Road SE1 8NY
Part Fifth Floor Friars Bridge Court SE1 8NZ
First Floor Thameslink Friars Bridge Court SE1 8NZ
Part Fifth Floor Kitchen Friars Bridge Court SE1 8NZ
Pg 6 6 Paris Garden SE1 8DJ
Pg 7 6 Paris Garden SE1 8DJ
Pg 5 6 Paris Garden SE1 8DJ
Pg 3 6 Paris Garden SE1 8DJ
Pg 4 6 Paris Garden SE1 8DJ
Pg 11 6 Paris Garden SE1 8DJ
Pg 12 6 Paris Garden SE1 8DJ
Pg 10 6 Paris Garden SE1 8DJ
Pg 8 6 Paris Garden SE1 8DJ
Pg 9 6 Paris Garden SE1 8DJ
Pg 2 6 Paris Garden SE1 8DJ
H 79 6 Paris Garden SE1 8DJ
H 80 6 Paris Garden SE1 8DJ
H 78 6 Paris Garden SE1 8DJ
H 76 6 Paris Garden SE1 8DJ
H 77 6 Paris Garden SE1 8DJ
H 84 6 Paris Garden SE1 8DJ
Pg 1 6 Paris Garden SE1 8DJ
H 83 6 Paris Garden SE1 8DJ

Flat 5 Edward Edwards House SE1 0XL	H 81 6 Paris Garden SE1 8DJ
Flat 6 Edward Edwards House SE1 0XL	H 82 6 Paris Garden SE1 8DJ
49 Colombo Street London SE1 8DP	Pg 13 6 Paris Garden SE1 8DJ
34 Blackfriars Road London SE1 8NZ	Pg 28 6 Paris Garden SE1 8DJ
Wedge House 36 Blackfriars Road SE1 8PB	Pg 29 6 Paris Garden SE1 8DJ
Post Office 52 Blackfriars Road SE1 8NN	Pg 27 6 Paris Garden SE1 8DJ
Basement Ground Floor And First Floor 26 Blackfriars Road SE1 8NY	Pg 25 6 Paris Garden SE1 8DJ
Basement To Second Floors Great Surrey House SE1 8NH	Pg 26 6 Paris Garden SE1 8DJ
Flat 5 Suthring House SE1 8NL	Pg 33 6 Paris Garden SE1 8DJ
Flat 3 Suthring House SE1 8NL	Pg 34 6 Paris Garden SE1 8DJ
Flat 4 Suthring House SE1 8NL	Pg 32 6 Paris Garden SE1 8DJ
Wakefield House 9-11 Stamford Street SE1 9NT	Pg 30 6 Paris Garden SE1 8DJ
Third Floor Great Surrey House SE1 8NH	Pg 31 6 Paris Garden SE1 8DJ
Flat 2 Suthring House SE1 8NL	Pg 24 6 Paris Garden SE1 8DJ
Prince William Henry 216-219 Blackfriars Road SE1 8NL	Pg 17 6 Paris Garden SE1 8DJ
45 Colombo Street London SE1 8EE	Pg 18 6 Paris Garden SE1 8DJ
Second Floor And Third Floor Flat 26 Blackfriars Road SE1 8NY	Pg 16 6 Paris Garden SE1 8DJ
Flat 1 Suthring House SE1 8NL	Pg 14 6 Paris Garden SE1 8DJ
Flat Above Prince William Henry SE1 8NL	Pg 15 6 Paris Garden SE1 8DJ
1 Stamford Street London SE1 9NT	Pg 22 6 Paris Garden SE1 8DJ
The Mad Hatter 3-7 Stamford Street SE1 9NY	Pg 23 6 Paris Garden SE1 8DJ
Flat 4 Edward Edwards House SE1 0XL	Pg 21 6 Paris Garden SE1 8DJ
Flat 8 Quadrant House SE1 0UW	Pg 19 6 Paris Garden SE1 8DJ
Flat 9 Quadrant House SE1 0UW	Pg 20 6 Paris Garden SE1 8DJ
Flat 7 Quadrant House SE1 0UW	H 75 6 Paris Garden SE1 8DJ
Flat 5 Quadrant House SE1 0UW	H 46 6 Paris Garden SE1 8DJ
Flat 6 Quadrant House SE1 0UW	H 47 6 Paris Garden SE1 8DJ
Flat 13 Edward Edwards House SE1 0XL	H 45 6 Paris Garden SE1 8DJ
Flat 15 Edward Edwards House SE1 0XL	H 43 6 Paris Garden SE1 8DJ
Flat 12 Edward Edwards House SE1 0XL	H 44 6 Paris Garden SE1 8DJ
Flat 1 Edward Edwards House SE1 0XL	H 51 6 Paris Garden SE1 8DJ
Flat 10 Edward Edwards House SE1 0XL	H 52 6 Paris Garden SE1 8DJ
Flat 4 Quadrant House SE1 0UW	H 50 6 Paris Garden SE1 8DJ
Flat 30 Quadrant House SE1 0UW	H 48 6 Paris Garden SE1 8DJ
Flat 31 Quadrant House SE1 0UW	H 49 6 Paris Garden SE1 8DJ
Flat 3 Quadrant House SE1 0UW	H 42 6 Paris Garden SE1 8DJ
Flat 28 Quadrant House SE1 0UW	H 35 6 Paris Garden SE1 8DJ
Flat 29 Quadrant House SE1 0UW	H 36 6 Paris Garden SE1 8DJ
Flat 35 Quadrant House SE1 0UW	H 34 6 Paris Garden SE1 8DJ
Flat 36 Quadrant House SE1 0UW	H 32 6 Paris Garden SE1 8DJ
Flat 34 Quadrant House SE1 0UW	H 33 6 Paris Garden SE1 8DJ
Flat 32 Quadrant House SE1 0UW	H 40 6 Paris Garden SE1 8DJ
Flat 33 Quadrant House SE1 0UW	H 41 6 Paris Garden SE1 8DJ
Flat 16 Edward Edwards House SE1 0XL	H 39 6 Paris Garden SE1 8DJ
Flat 32 Edward Edwards House SE1 0XL	H 37 6 Paris Garden SE1 8DJ
Flat 33 Edward Edwards House SE1 0XL	H 38 6 Paris Garden SE1 8DJ
Flat 31 Edward Edwards House SE1 0XL	H 53 6 Paris Garden SE1 8DJ
Flat 3 Edward Edwards House SE1 0XL	H 68 6 Paris Garden SE1 8DJ
Flat 30 Edward Edwards House SE1 0XL	H 69 6 Paris Garden SE1 8DJ
Flat 38 Edward Edwards House SE1 0XL	H 67 6 Paris Garden SE1 8DJ
Flat 39 Edward Edwards House SE1 0XL	H 65 6 Paris Garden SE1 8DJ
Flat 37 Edward Edwards House SE1 0XL	H 66 6 Paris Garden SE1 8DJ
Flat 35 Edward Edwards House SE1 0XL	H 73 6 Paris Garden SE1 8DJ
Flat 36 Edward Edwards House SE1 0XL	H 74 6 Paris Garden SE1 8DJ
Flat 29 Edward Edwards House SE1 0XL	H 72 6 Paris Garden SE1 8DJ
Flat 22 Edward Edwards House SE1 0XL	H 70 6 Paris Garden SE1 8DJ
Flat 23 Edward Edwards House SE1 0XL	H 71 6 Paris Garden SE1 8DJ
Flat 21 Edward Edwards House SE1 0XL	H 64 6 Paris Garden SE1 8DJ
Flat 18 Edward Edwards House SE1 0XL	H 57 6 Paris Garden SE1 8DJ
Flat 19 Edward Edwards House SE1 0XL	H 58 6 Paris Garden SE1 8DJ
Flat 27 Edward Edwards House SE1 0XL	H 56 6 Paris Garden SE1 8DJ
Flat 28 Edward Edwards House SE1 0XL	H 54 6 Paris Garden SE1 8DJ
Flat 26 Edward Edwards House SE1 0XL	H 55 6 Paris Garden SE1 8DJ
Flat 24 Edward Edwards House SE1 0XL	H 62 6 Paris Garden SE1 8DJ
Flat 25 Edward Edwards House SE1 0XL	H 63 6 Paris Garden SE1 8DJ
Pg 35 6 Paris Garden SE1 8DJ	H 61 6 Paris Garden SE1 8DJ
H 3 6 Paris Garden SE1 8DJ	H 59 6 Paris Garden SE1 8DJ
H 4 6 Paris Garden SE1 8DJ	H 60 6 Paris Garden SE1 8DJ
H 2 6 Paris Garden SE1 8DJ	15-25 Paris Gardens SE1
H 1 6 Paris Garden SE1 8DJ	33 Hatfields SE1
H 8 6 Paris Garden SE1 8DJ	Flat 4 Edward Edwards House SE1 0XL
H 9 6 Paris Garden SE1 8DJ	Red Cross Garden 50 Redcross Way SE1 1HA

Re-consultation: n/a

APPENDIX 2

Consultation responses received

Internal services

Flood and Drainage Team

Statutory and non-statutory organisations

City Of London

City of Westminster

English Heritage

Environment Agency

London Borough of Lambeth

London Underground Limited

Network Rail (Planning)

Thames Water - Development Planning

Transport for London (referable & non-referable app notifications and pre-apps)

Neighbours and local groups

Apartment 7 235 Blackfriars Road SE1 8NW

Email representation

Email representation

Flat 4 Edward Edwards House SE1 0XL

27 Blackfriars Road SE1 8NY

27 Blackfriars Road SE1 8NY