

Item No. 5.2	Classification: Open	Date: 12 July 2016	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 15/AP/3066 for: Full Planning Permission Address: VINOPOLIS, 1 BANK END (INCLUDING RAILWAY ARCHES BOUNDED BY STONEY STREET, CLINK STREET AND PARK STREET), 16 PARK STREET, 18 PARK STREET (THAMES HOUSE) & WINE WHARF, STONEY STREET SE1 Proposal: Redevelopment of Thames House behind retained façade for retail use (either Classes A1 shops, A2 professional services, A3 cafes/restaurants or A4 drinking establishments) on ground floor and offices above, demolition of two storey Thames House side addition; erection of a 6 storey building on land between railway viaduct and 28 Park Street (max. building height 27.4m AOD) to provide retail on ground and part first floors (either Classes A1, A2, A3 and A4) and offices above; remodelling of Wine Wharf building on Stoney Street, replacement of existing two storey Vinopolis Plaza at 16 Park Street with a two storey retail building, refurbishment of railway arches and change of use to retail (either Classes A1, A2, A3 or A4); creation of a basement to provide a cinema (Class D2 use) cycle parking spaces and refuse and recycling; together with the formation of a new north-south route alongside the railway arches and a new east-west retail arcade.		
Ward(s) or groups affected:	Cathedrals		
From:	Director of Planning		
Application Start Date 19/08/2015		Application Expiry Date 18/11/2015	
Earliest Decision Date 03/10/2015		PPA Date: 01/12/2016	

RECOMMENDATIONS

1. a) That planning permission be granted, subject to conditions and referral to the Mayor of London and the applicant entering into a satisfactory legal agreement.
- b) That in the event that a satisfactory legal agreement is not entered into by 1 December 2016 that the Director of Planning refuses planning permission, if appropriate, for the reason set out in paragraph 185 of the officer report.

BACKGROUND INFORMATION

Site location and description

2. The site is a complex and irregular shaped site that straddles the railway viaducts. It includes Thames House on Park Street and its associated car parking area and the

existing Vinopolis site which is located in the railway arches.

3. It is bound by Park Street to the west and south, Stoney Street to the east and the railway arch and Clink Street to the north.
4. Thames House is a five storey building, with a later two storey addition which is occupied as offices. It has a car park area to the rear. Also forming part of the site are the arches which are occupied by Vinopolis. Vinopolis comprises a mix of uses including shops, restaurants, bars, offices, commercial space for hire and wine tour space. It also includes Wine Wharf, a bar and restaurant, which fronts Stoney Street. No.16 Park Street, known as Vinopolis Plaza, is a two storey building which has Umbrella Alley, an open space, running alongside it.
5. The surrounding area contains a mix of land uses including residential, commercial, cultural spaces, restaurants, cafes and public houses and a hotel. Borough Market lies to the east and south of the site, and contains a number of restaurants, cafes, public houses as well as the market itself. To the west, at 28 - 30 Park Street, is an eight storey building providing offices at ground to fifth floor levels and residential at sixth and seventh floor levels. No.'s 20 - 26 Park Street are a terrace of four houses, which are Grade II listed.



Details of proposal

6. The proposals are for a mix of uses including retail, restaurants and bars, offices, a cinema and a gallery.



7. The scheme is described in the application as comprising of five buildings/elements:
8. Building 1 (Thames House): Facade retention with demolition of the remainder of the building to provide offices and flexible retail at ground floor, entrance to a new two screen cinema at rear, creation of a new route (George Street) from Park Street to a small public space (Clink Yard). The existing two storey side addition belonging to Thames House would be removed, to create a pedestrian and vehicle access.

Building 2: A six storey linear office block constructed between the railway and the existing office/residential building at 28 - 30 Park Street, with flexible retail/restaurant use on the ground and part first floor fronting a new lane (Dirty Lane) from Clink Yard alongside the railway and continuing through the railway arches out on to Clink Street.

Building 3 (Vinopolis Plaza, 16 Park Street): New two storey building constructed following demolition of existing building at 16 Park Street, extending into the adjacent railway arches. The new building would fill in what is known as Umbrella Alley, and provide new retail shops.

Building 4 (Wine Wharf, Stoney Street): Retention of facade of the building and erection of a three storey building behind for retail use.

Building 5 (Vinopolis): Retail use including restaurants, bars and a gallery within the railway arches fronting Stoney Street and Bank End.
9. The proposal would provide for a new north-south route through the development, from Park Street to Clink Street, through spaces that would be known as George Street, Clink Yard and Dirty Lane.
10. A retail arcade would also be provided, in the form of a parade of small units/stalls linking Bank End with Stoney Street.

11. Servicing would take place from Clink Yard and Soap Yard, which would be accessed from Stoney Street.
12. Table of floorspaces

Land use	Existing area (GIA)	Proposed area (GIA)
Offices: Thames House (Class B1) Thames House and new build offices	2,685sqm	5,761sqm
Retail (Classes A1, A3 & A4)	1,983sqm	10,369sqm
Assembly and Leisure (Class D2): Vinopolis (including ancillary and associated space) Cinema and gallery	12,099sqm	1,053sqm
Ancillary space: Storage, cycle parking, plant		1,192sqm
Total	16,767sqm	18,375sqm

Revised plans received

13. On 23 May 2016, the council received revised plans to address a number of comments made by officers, consultees and residents. In summary, the revised plans lowered the height of the office building by 0.5m and introduced a set back so as to reduce the day-lighting impacts for the neighbours at 20 - 26 Park Street. An east-west retail arcade and a gallery were introduced and more space within the site was provided for servicing. A series of design changes were also submitted. The revised plans were subject to a 14 day re-consultation.

Planning history

Pre-application advice

14. Pre-application advice was provided in advance of the application. A number of meetings were held with the applicant prior to the submission of this application. The discussions centred around the height of the office building, the design detail of the replacement Thames House building, the provision and nature of the retail and cultural uses, servicing and construction impacts and daylight/sunlight impacts (references 14/EQ/0164 & 15/EQ/0068).

Screening opinion

15. A request for a screening opinion was made in relation the provision of a mixed use development comprising retail, office, residential and leisure uses, up to six storeys with two basement levels. It was agreed, in a response dated 13 April 2015 that the nature, scale and location of the development would not give rise to environmental

effects of more than local significance and accordingly that an environmental impact would not be required (reference 15/AP/0806). It should be noted that since the opinion was issued, the residential element was omitted from the scheme and replaced with offices. However, this change would not cause additional significant impacts which would affect the conclusion that this development would not require an environmental impact assessment.

Vinopolis permission, at the railway arches at Stoney Street and Clink Street

16. On 28 May 1998, planning permission was granted with a legal agreement for the conversion to a wine museum including a restaurant and bar, alterations to outbuilding and erection of a new building at Bank End (reference 97/AP/1425). This permission has been the subject of a number of minor amendments, for instance to conditions controlling hours of operation.

Vinopolis Yard

17. On 10 June 2013, planning permission was granted for the use of the yard for outdoor seating, in association with restaurant and bakery uses, including 12 tables, 50 seats and a landscaping scheme comprising brick and wooden planters and three umbrella canopies (reference 13/AP/0640).

At Brew Wharf Yard including railway arches 192 - 195 Park Street, SE1

18. Planning permission was granted with a legal agreement on 1 April 2010 for the re-use of existing railway arches for a new restaurant, retail units, bakery and associated plant - the restaurant to extend into a new two storey building to the rear/side of 12/14 Park Street. Erection of four single storey retail units and ancillary stores/W.C. on existing yard. Creation of a new pedestrian link off Park Street connecting through Brew Wharf Yard to Stoney Street; alterations to building on west side of viaduct to facilitate access to service yard and formation of toilets/technical room on second floor (reference 08/AP/1650). This permission was implemented.

Planning history of adjoining sites

19. At Flat 28, 28 Park Street

Planning permission was granted on 3 February 2015 for a single storey extension to the two-storey residential property on the sixth floor of this building, with associated green roof (reference 14/AP/4218).

At 38 Stoney Street

20. Planning permission was granted on 24 September 2014 for a new six storey building providing retail use (A1) at ground floor and nine residential units on the upper four floors; 6x2bed, 2x1bed & 1x3bed (reference 13/AP/1123). This development has been completed and is now occupied.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

21. The main issues to be considered in respect of this application are:
- a) principle of the proposed development in terms of land use, including the loss of Class D2 floorspace
 - b) design issues, including site layout, height and massing and heritage impact
 - c) impact on the amenities of occupiers of adjoining properties
 - d) traffic issues, including servicing and construction management
 - e) sustainable development implications
 - f) other matters including archaeology, flood risk and CIL
 - g) planning obligations.

Planning policy

22. The statutory development plans for the borough comprise the National Planning Policy Framework 2012, London Plan 2015, Southwark Core Strategy 2011, and saved policies from The Southwark Plan (2007). The council is currently reviewing the Core Strategy and the saved policies of the Southwark Plan and is undertaking to prepare a new Local Plan called the New Southwark Plan. The preparation of the New Southwark Plan has now reached the 'Preferred Option' stage (October 2015). The weight to be attached to any emerging policies will be discussed in the report, where relevant.
23. The site is located within the:
- Central Activities Zone (CAZ)
 - Bankside, Borough and London Bridge Opportunity Area
 - Borough High Street Conservation Area
 - Borough, Bermondsey and Rivers Archaeological Priority Zone
 - Air Quality Management Area
 - Borough and Bankside District Town Centre
 - Bankside, Borough and London Bridge Strategic Cultural Area.
24. It has a Public Transport Accessibility Level (PTAL) of 6b where 1 is the lowest level and 6b the highest, indicating excellent access to public transport.
25. There are no listed buildings within the site but the site is adjacent to the Grade II listed terrace of four houses at 20 - 26 Park Street. Also nearby are the Grade I listed

Southwark Cathedral, Grade II listed Floral Hall Portico at Borough Market, No's 1 - 11, 21 and 23 Park Street and the Grade II listed Anchor Public House which is to the south-west of the site and fronts onto the Thames.

26. Number 16 Park Street, 20 - 26 Park Street, Thames House and Wine Wharf fall within the Borough High Street Conservation Area. No other parts of the site are located within a conservation area. The Thrale Street and Union Street Conservation Areas are also nearby.
27. The site is located 50m to west of the 'Remains of Winchester Palace, Clink Street and Waterfront', a Scheduled Monument.
28. The site sits within the background assessment area for protected view 3A.1 (Kenwood to St Paul's Cathedral) and river prospect view 12 of the London View Management Framework.
29. In addition, the site falls within the indicative routing of the 'Low Line' cycle and walking route as identified in the emerging New Southwark Plan (policy DM16).
30. National Planning Policy Framework (The Framework)

The NPPF came into effect on 27 March 2012 and is a material planning consideration. Relevant sections are:

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 8: Promoting healthy communities
Section 10: Meeting the challenge of climate change, flooding and coastal change
Section 12: Conserving and enhancing the historic environment

31. London Plan July 2015

Policy 2.5 Sub-regions
Policy 2.9 Inner London
Policy 2.10 Central Activities Zone – Strategic priorities
Policy 2.11 Central Activities Zone – Strategic functions
Policy 2.13 Opportunity areas and Intensification areas
Policy 2.15 Town centres
Policy 4.1 Developing London's economy
Policy 4.2 Offices
Policy 4.6 Support for enhancement of arts, culture, sport and entertainment
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services
Policy 4.9 Small shops
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals

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 6.2 Providing public transport capacity and safeguarding land for transport
Policy 6.3 Assessing transport capacity
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 Lifetime neighbourhoods
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.11 London View Management Framework
Policy 7.12 Implementing the London View Management Framework
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.21 Trees and woodlands
Policy 7.29 The River Thames
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

32. Core Strategy 2011

The relevant policies of the Core Strategy are:

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

33. The Council's cabinet on 19 March 2013, as required by paragraph 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
Policy 1.7 Development within town and local centres
Policy 1.11 Arts, culture and tourism uses
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 3.28 Biodiversity
Policy 3.31 Flood defences
Policy 5.1 Locating developments
Policy 5.2 Transport impacts
Policy 5.3 Walking and cycling
Policy 5.6 Car parking
Policy 5.7 Parking standards for disabled people and the mobility impaired

34. Supplementary Planning Documents

Section 106 Planning Obligations and CIL SPD 2015
Sustainability Assessment 2009
Sustainable Design and Construction SPD February 2009
Sustainable Transport Planning SPD September 2010
London View Management Framework (2012, SPD to the London Plan)
Town Centres (SPD to the London Plan)
Bankside, Borough and London Bridge (consultation draft) SPD 2010 (currently on hold pending the preparation of the Bankside Neighbourhood Plan)

35. Other relevant documents

Borough High Street Conservation Area Appraisal 2006
Union Street Conservation Area Appraisal 2010
Thrale Street Conservation Area Appraisal 2012

36. The Lowline: A new direction through the heart of Bankside, prepared by Better Bankside.

Principle of development

Relevant policy designations

37. The National Planning Policy Framework (NPPF) was published on 27 March 2012. At the heart of the NPPF is a presumption in favour of sustainable development. The framework sets out a number of key principles, including a focus on driving and supporting sustainable economic development, building a strong competitive economy and ensuring the vitality of town centres.
38. The NPPF also encourages the effective use of land by reusing land that has been previously developed and also promotes mixed use developments. It states that permission should be granted for proposals unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.

Opportunity Area

39. The London Plan designates Bankside, Borough and London Bridge as one of a number of Opportunity Areas in the London South Central area. The London Plan notes that such areas are the capital's major reservoir of brownfield land with capacity to accommodate new housing, commercial and other types of development.
40. Strategic Targets policy 2 of the Core Strategy underpins the London Plan in terms of Opportunity Areas and states as Southwark's vision for Bankside and Borough:

"We are working with the local community, land owners, Better Bankside and the Cross River Partnership to enhance the area's mix of culture, history and business in a way that is sensitive to its residential communities. There will be new businesses, shops, housing and cultural facilities that will benefit local residents as well as raise the profile of Southwark".

Central Activities Zone (CAZ) and Borough and Bankside District Town Centre

41. The site is located within the CAZ which covers a number of central boroughs and covers London's geographic, economic, and administrative core. Strategic Targets Policy 2 – Improving Places of the Core Strategy states that development in the CAZ will support the continued success of London as a world-class city as well as protecting and meeting the more local needs of the residential neighbourhoods. It also states that within the CAZ there will be new homes, office space, shopping and cultural facilities, as well as improved streets and community facilities.
42. In addition, the site is part of the Borough and Bankside District Town Centre where saved policy 1.7 of the Southwark Plan states that within the centre, developments will be permitted providing a range of uses, including retail and services, leisure, entertainment and community, civic, cultural and tourism, residential and employment uses. Strategic policy 3 of the Core Strategy advises that the network of town centres will be maintained and that at Borough and Bankside District Town Centre, the council will support the provision of new shopping space.

Bankside, Borough and London Bridge Strategic Cultural Area

43. The Strategic Cultural Area recognises the concentration of existing attractions within the north of the borough and links in with other attractions in Lambeth, Westminster, the City and Tower Hamlets. The area has been designated to protect and enhance the provision of arts, culture and tourism.

Land use proposals

Loss of Vinopolis

44. The proposal involves the loss of the Vinopolis complex, which comprises a tourist attraction (wine tasting) as well as retail, restaurants, bars, venue hire and ancillary offices. Much of the floorspace is on the upper floors of the railway arches which consists of space available for corporate hire as well as vacant floorspace but only 2,595sqm of the space was the actual wine tasting Vinopolis attraction. Vinopolis closed at the end of 2015 since it was no longer viable to run. Saved policy 1.11 Arts, culture and tourism uses of the Southwark Plan states that changes of use from arts, culture and tourism uses will not be permitted unless the applicant demonstrates a lack of requirement for the facility and either:
 - a) The site's use for an alternative arts, culture and tourist activity is not possible; or
 - b) A facility with similar or enhanced provision is provided locally.
45. In addition, London Plan Central Activities Zone policy 2.11 seeks to sustain the CAZ visitor attractions and extend the offer of strategic cultural areas along the South Bank.
46. As such the loss of Vinopolis as a tourist attraction would conflict with this policy objective. It is noted that there is no evidence that Vinopolis was marketed for an alternative tourism use or evidence provided in relation to its financial position.
47. As referred to above, only a small proportion of Vinopolis comprised of the wine tasting attraction, with the rest comprising of ancillary offices and storage spaces which were under-used. Its operations, including corporate events, had caused some conflict with nearby residents over the years, and any similar large scale attraction may give rise to similar conflicts. Accordingly, its loss does not raise any strategic concern, however, it is important that the replacement cultural offer can mitigate its loss, and support the wider cultural and visitor offer in the area. The replacement cultural provision consists of a boutique two screen cinema at basement level and a ground floor gallery space. The gallery space was added as an amendment to the application, as described in paragraph 13 above. Its main entrance would from Clink Street with the layout suggesting that it would be appropriate for a gallery use. The cinema would add to the mix of uses in the town centre. In floorspace terms, these uses fall far short of the class D2 floorspace currently provided by Vinopolis. Therefore it is necessary to consider the benefits provided by the overall scheme, in terms of the uses, the permeability and new routes, and the opening up of the street frontages, and assess how far these support the wider objectives for the Strategic Cultural Area. It is concluded that these benefits, including opening up a new street through an area which is currently inaccessible, and re-using the magnificent vaulted arches in a way which will allow access for all, are significant benefits of the development. The reduction in D class floorspace is acceptable in the context of the overall benefits of the scheme.

Offices

48. Core Strategy Strategic policy 10 - Jobs and Businesses states that the council will increase the number of jobs in Southwark and create an environment in which businesses can thrive. The policy goes on to state that existing business floorspace would be protected and the provision of around 400,000sqm-500,000sqm of additional business floorspace would be supported over the plan period in the Bankside, Borough and London Bridge Opportunity Area to help meet central London's need for office space.
49. The proposal would involve uplift in office floorspace which is a positive benefit of the scheme, with 2,685sqm as existing and 5,761sqm as proposed representing an increase of 3,076sqm. The new office floorspace would be located on the upper floors of the rebuilt Thames House and on the upper floors of the new six storey building. The office space would be modern, high quality and more efficiently laid out when compared to the existing offices in Thames House and would suit small to medium enterprises.
50. In terms of job creation, the existing offices on the site currently provide approximately 150 full time jobs. The redevelopment could provide for 576 full time office jobs. The development, assuming that the office accommodation is constructed and occupied, would therefore provide higher levels of employment than the existing and the increase in jobs as well as floorspace is welcomed and is a positive factor.

Retail use

51. The development would include new retail units (classes A1 to A4) at ground floor level of the new six storey building, within the railway arches and also the ground floor of Thames House. In total 10,369sqm of retail floorspace is proposed. The provision of new retail uses is supported by saved Southwark Plan policy 1.7 since the site lies in a town centre.
52. The retail units would activate the ground floor of the development, and contribute to the vitality and viability of the town centre. However, it is important that the retail offer reflects and enhances the unique character of retail in the area around Borough Market, which is popular and distinctive for its range of small and independent retailers which distinguish it from the mainstream generic 'High Street' or shopping centre environment.
53. London Plan policy 4.9 Local Shops states that boroughs should consider imposing conditions or seeking contributions through planning obligations where appropriate, feasible and viable to provide or support affordable shop units suitable for small or independent retailers and service outlets and/or to strengthen and promote the retail offer, attractiveness and competitiveness of centres. Accordingly, it is recommended that provisions be included in the legal agreement to ensure that a minimum of 60% of the retail floorspace would be secured for smaller companies who currently have no more than three retail outlets, so as to ensure they would be recognisably independent, with a marketing strategy to attract these smaller independent retailers. This would ensure that the retail space would not be dominated by High Street brands, reinforcing the reputation of the area as one with a distinctive retail character. These provisions would be set out in the legal agreement.

54. It is also important that the new units could be available to start-up businesses that can benefit from the high footfall and spending power in the area, but might be priced out by high market rents. It is therefore recommended that 15% of the retail floorspace be available on affordable terms for incoming independent retailers, giving them discounted rents whilst their business becomes established. It is recommended that the following discounted terms apply for any new tenant within the affordable units:

Year 1: rent free

Year 2: 40% below market rental levels

Year 3: 30% below market rental levels

Year 4: 20% below market rental levels

Year 5: 10% below market rental levels

55. These terms would be available for new lettings within the designated units for a period of at least 40 years, so as to ensure that incoming tenants continue to benefit from the affordable terms, and to ensure the area can continue to attract independent retailers. In addition to the rental terms as set out above, the applicant has agreed to construct the units to an enhanced shell and core form including service heads, to reduce the set-up costs for small retailers. These provisions would also be included in the legal agreement.
56. These provisions would ensure that the retail units would be appropriate and complement the unique and special character of the existing retail offer.
57. The applicant has also agreed to accept a condition to prevent high street supermarkets from occupying the retail spaces, again to protect the special character of the area. In order to protect the amenities of the area, it is recommended that a cap be placed on the amount of floorspace that could be used for class A3 and class A4 uses (restaurants and drinking establishments). A cap of 30% of the total floorspace has been agreed by the applicant, which is in line with the suggestion from the Borough Market Trustees. The applicant has also agreed a plan showing the location of the potential class A3 and A4 units, in order to allay the concerns of residents in Clink Street about the impact of these uses on residential amenity. Conditions will also be attached to control opening and servicing hours for the retail units, and to prevent units from being combined to create larger retail or bar formats which could affect the character of the area. Visitor management and service management plans would be required through the s106 agreement to address concerns expressed by residents and other neighbours, including the Borough Market Trustees, about the wider impacts of the scale of the development if it is not properly managed and controlled.

Conclusion on land use

58. As well as the provision of the replacement cultural uses, the proposal also involves the provision of new office and retail space. In combination, the proposed mix of uses is in general conformity with the aspirations of the Opportunity Area, Central Activity Zone, Town Centre and Strategic Cultural Area which support the range of uses proposed. The retail and cultural uses would reinforce the character of the area, and by creating new street frontages within the site, perhaps take some pressure off the congested Borough Market area. The provisions for independent units and affordable

retail space are welcomed, and will ensure that the area maintains its reputation as a distinctive and diverse retail environment.

Design issues including site layout, height and massing and heritage impact

59. 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 places better for people”.*
60. The site is currently dominated by the arched railway viaduct. It also contains a number of buildings of different ages ranging from mid 19th century to early 21st century. Although none of these buildings are listed, Thames House (building 1) and the railway arches (building 5) are considered to be of sufficient heritage value to be treated as ‘non designated heritage assets’.
61. The former is identified as an ‘unlisted building that makes a positive contribution’ to the Borough High Street Conservation Area in the adopted Appraisal Statement. It is described as an *“early 20th century brick commercial building, which reinforces the building line of the northern side of the street to the railway arch.”* It is worth noting that the submitted material suggests it could be an earlier building, as it is shown in the 1872 Ordnance Survey map and its architectural style, with gables and gothic details, is characteristic of a style popular in the 1870s.
62. 16 Park Street, the Vinopolis Piazza (building 3) is also listed as a positive contributor to the conservation area and this building would be demolished under the proposals. However, it would appear that this reference is to a previous building on the site since the current building was built following a permission granted in 2010 (site visits confirm that it is clearly a recent contraction). Whilst the Victorian Society has raised concerns about the loss of the building, it is not considered to have any significant heritage value and its loss would not result in any substantial harm to the conservation area. Its replacement is considered to be appropriate in its scale, massing and detailing.
63. It is also considered that Wine Wharf (building 4) is of historical value, although it is not identified as a key unlisted building in the Conservation Area Appraisal Statement.
64. The site sits within the background assessment area for protected view 3A.1 from Kenwood viewing gazebo to St Paul’s Cathedral as well as being visible within river prospect view 12 of the London View Management Framework.
65. Much of the site is not publicly accessible, and is a largely hidden site at the edge of Borough Market. The Stoney Street elevation has a long inactive frontage, Clink Street has limited activity and there modern interventions to the Vinopolis entrance at Band End. The railway viaduct contains handsome arches which are particularly under exploited. So the opportunity exists to create a more open environment which is welcoming and attractive and to remove later, less well-designed additions such as the Vinopolis entrance.

Site layout

66. The proposed site layout would improve pedestrian routes in the area, in particular providing two new routes as referred to above in paragraphs 9 and 10. The first route would be a new north-south pedestrian and cycle route linking Park Street to Clink Street, alongside the rail arches, facilitated by the demolition of the Thames House

two storey side addition. This route has been incorporated so as to follow the aspirations of the 'Low Line' initiative which are a series of routes to achieve permeability and improved access along the rail viaducts south of the Thames as well as bringing new commercial and employment opportunities. The proposed north-south route would help achieve these aspirations, improving connectivity and creating a new street frontage.



67. The Bankside Neighbourhood Forum and Better Bankside have commented that the route would not follow the indicative 'Low Line' route starting off behind The Hop Exchange and through Umbrella Alley. However, no formal routing has been agreed with the New Southwark Plan providing only a very broad indicative alignment. The proposed alignment would provide for a more direct route alongside the arches and would still allow for wider connections to the Thames and London Bridge. In the absence of a firm agreed route within the New Southwark Plan, this proposed route is considered acceptable in meeting the aspirations of the 'Low Line' project.
68. The legal agreement would require the route to be delivered as well as kept open during daytime hours, and safeguarded for public access; subject to being closed so as to accommodate servicing (refer to paragraph 143 below).
69. The second route would be a new east-west pedestrian route proposed to link Stoney Street with Bank End. The route would be in the form of a retail arcade, with a series of stalls and small shops lining the route. The provision of this route particularly responds to the comments of the Design Review Panel (refer paragraph 100 below) where they felt that the scheme would benefit from east-west permeability. The provision of these two routes is a very positive benefit of the scheme.
70. Thames House (building 1) would be redeveloped behind the retained Park Street façade. This is acceptable in principle, subject to the detailed design of the new build, which is further discussed below. The side addition is identified as a positive contributor in the conservation area appraisal, but it is assumed this must be either an error or to relate the building that was on the site prior to recent redevelopment. It

would be demolished to provide for the new north-south route as described above and accordingly would improve the permeability of the area. The public benefits of demolishing this small infill building would significantly outweigh the limited harm that it would cause to the Conservation Area.

71. The new office building (building 2) is positioned along the new north-south route, in an area of the site currently comprising of hardstanding/car parking. It would infill the gap between 28 - 30 Park Street and the railway arches. The building would provide an active frontage to the route, but it is noted that it would have a very tight relationship with its neighbour at 28 - 30 Park Street. Issues relating to the amenity impacts of this building are discussed later in the report.
72. A new two storey plus mezzanine retail building (building 3) would replace the existing two storey Vinopolis Piazza building, so as to continue the streetscene along Park Street with a new active frontage.
73. Wine Wharf (building 4) would be remodelled; its façade would be retained with modern interventions behind to encourage pedestrian access through the railway arch.
74. The railway arches (building 5) would be better integrated into the development providing active frontages and opportunities to deliver new retail spaces. The existing modern brick infills to the arches would be opened up and replaced with lightweight structural glazing which would enhance the pedestrian experience. Whilst the Victorian Society and Conservation Area Advisory Group did query the opening up of the brick infills to the arches, it is felt that their removal would create a more vibrant street scene and better reveal the grandeur of the structure. However, as suggested by Historic England, it is felt appropriate that a condition be imposed requiring some of the existing arch features to be retained, such as the loading bays, hoists, piers and bullnose brickwork. The retention of these industrial features would help to address the concerns raised by the Victorian Society and Conservation Area Advisory Committee.
75. In conclusion, the proposed site layout and arrangement of buildings within the site would improve accessibility as well as creating active frontages which would enhance the pedestrian environment.

Height, scale and massing

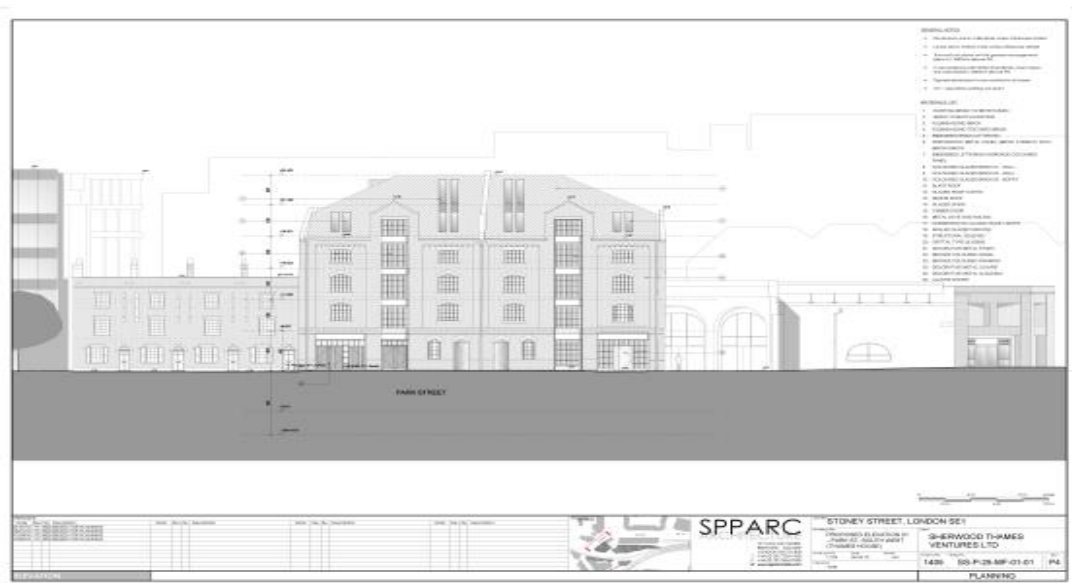
76. The tallest element of the proposal is the new linear office (building 2), which is six storeys. Its height would be almost two storeys lower than the existing adjacent eight storey office/residential block at 28 - 30 Park Street and would not appear over dominant in views towards the site. However, the proximity of the two buildings is challenging, particularly at the upper two levels where 28 - 30 Park Street is residential. In recognition of short distance between the two buildings, the applicant lowered the height of the offices by 0.5m which has led to some improvement in the relationship with the residential. The reduction also helps to address the concerns of the Victorian Society who considered the height to be challenging. In addition, and as referred to in paragraph 119 there would be no impacts on the day-lighting to the residential units.
77. The long (77.9m) eastern elevation of the new office that would run alongside the railway viaduct would have a 'folded' or modulated appearance, breaking up what

could otherwise be a rather monolithic appearance. This is welcomed. It would be divided into nine vertical bays, articulated with alternating paired mono-pitched roofs and flat roofs. The resultant vertical articulation and perception of narrow plot width is welcomed as an appropriate response to the character of the surrounding townscape.

78. The rear (west) elevation would be simple in design and composition and would be completely obscured in views from public areas since it faces the rear of 28 - 30 Park Street. It would feature 'blanked out windows' across the majority of the elevation, with real openings only wrapping around the corners. This is driven more by the desire to avoid overlooking between the two buildings than any other architectural intent.
79. On the Stoney Street elevation, the existing façade of Wine Wharf (building 4) would be retained, with a contemporary addition built to the rear and extending one storey higher. This approach is welcomed as, whilst Wine Wharf is not identified as a making a positive contribution to the conservation area in the adopted appraisal statement, it is an attractive building that works well in the street scene. The proposals would have the potential to deliver a good piece of well mannered contemporary architecture that would integrate well into the historic townscape.

Detailed design and materials

80. The existing Vinopolis entrance on Bank End was added following planning permission granted for Vinopolis in 1998. It is considered incongruous, and accordingly its removal is welcomed; this would result in a more open approach along Bank End, with a wider footpath and some limited opportunities for planting. Not only would this create a slightly more generous public realm, it would also better reveal the heritage significance of the viaduct.
81. The proposed refurbishment and rebuilding of Thames House (building 1) would result in a number of enhancements to the existing building. For example, the existing windows on the front elevation are believed to have been installed in the mid 1990's. They are not particularly sensitive to the host building and would be replaced with slender 'Crittall' type windows and reinstate the original window opening sizes. Subject to the detailed design of the windows (which should be secured by condition), this is considered acceptable.



82. Internally, the raised upper ground floor level would be removed to create a level entrance from street level and to increase the height of the ground floor to a level suitable for retail use. Upper ground floor windows would have their cills lowered to street level. Whilst generally supportive of the approach taken to Thames House, Historic England raised concerns in relation to the ground floor alterations, as they felt that the loss of the gothic arches and dentil coving would be regrettable. Revised drawings were submitted to retain these elements, thereby addressing the comments made.
83. The existing roof would be replaced at a similar pitch to the existing, but a slightly higher ridge level. The existing extract fans and plant would be removed and the reconstructed roof, which would include new rooflights, would be finished in a Welsh slate.
84. A section of the east elevation of Thames House would be retained, but largely it would be rebuilt using, where possible, existing brick from the demolished parts of the building. New windows would be introduced to this elevation, again of a simple warehouse style, with the same slim 'Crittall' style windows proposed for the front elevation. The sensitive introduction of windows into this currently blank eastern elevation is welcomed.
85. The palette of materials for the scheme consists of:
- 'Traditional' brick to match existing surfaces
 - Profiled precast concrete panels with brick motif
 - Bronze coloured metal panels and frames
 - Patterned colours of glazed brick
 - Low iron clear glass
 - 'Crittall' style windows.
86. In principle, these materials are considered an appropriate response to the surrounding townscape context.
87. One aspect which is less successful are the brick motifs of the names of the new streets. They have the sense of a permanent advertisement and their size appears disproportionate to other features. Conditions could be attached to reduce their extent and size. A condition is also attached to require a signage strategy to be approved, in line with the Borough Market Trustee's request.

Setting of listed buildings and conservation areas

88. Saved Policy 3.18 states that permission will not be granted for developments that would not preserve or enhance the immediate or wider setting of a listed building; important views of a listed building; the setting of a Conservation Area; or views into or out of a Conservation Area.

89. In general, the proposals would have an acceptable impact on the settings of the surrounding heritage assets. As discussed above, the opening up of the railway viaduct and the reuse of the arches (building 5) is welcomed as better revealing the heritage significance of the area.
90. As described above, only a small area of the application site is within a conservation area (Sub Area 3, 'Riverside' of the Borough High Street Conservation Area). Thames House (building 1), located within this sub area, is identified as making a positive contribution. In compliance with saved policy 3.16, Thames House would be retained and rebuilt as discussed above.
91. No.16 Park Street (building 3), located adjacent to the railway line, would be demolished and rebuilt under the proposals. As referred to above, this building is also identified as a positive contributor but it is assumed this is an error since the building is a recent building built following the 2010 planning permission. The replacement is of a sufficient quality and would integrate appropriately into the conservation area.
92. Due to the proposed scale of the development, the new office building would be visible in a number of views from the surrounding townscape and heritage assets. In the existing townscape, the building at 28 - 30 Park Street presents an undesirable visual impact in a number of key views. The proposed six storey office building (Building 2) would screen many views of this building, improving the impact on the Borough High Street Conservation Area. The submitted material demonstrates to the satisfaction of officers that the proposed development would not have a harmful impact on the setting of the Borough High Street Conservation Area, nor to the nearby conservation areas of Union Street and Thrale Street since the development would be obscured by existing foreground buildings.
93. The submitted visual impact assessment also confirms that there would be no impact on views of the Grade I listed Southwark Cathedral; with the proposal either not visible or representing an enhancement because it would screen 28 - 30 Park Street.
94. The impact of the proposals on the setting of the listed Georgian terrace at 20 - 26 Park Street has been considered. The six storey office building would step down to two storeys in height at the rear of these buildings, mitigating the impact to their setting.
95. The removal of the existing Vinopolis entrance would enhance the setting of the Grade II listed Anchor Pub which is to the south-west of the site.
96. The proposed office building (building 2) would be visible in the backdrop of the view towards the Grade II listed Floral Hall Portico at Borough Market, but it would not unduly dominate it. The varied roofline and use of materials are considered appropriate for the area and would not result in any harm to the setting of the listed building.

Strategic views

97. Strategic River Prospect 12B1 (as designated by the London View Management Framework) from Southwark Bridge looks towards the application site. The submitted view confirms that whilst the proposed office building (building 2) would be visible from within the view, it would not be located within the central and significant part of the view and accordingly does not raise any concern.

98. Much of the site sits within the background assessment area for the protected view 3A.1 from Kenwood viewing gazebo to St Paul's Cathedral. However, the proposal would not breach the threshold height of 52.1m AOD established for the background assessment area and therefore the office building would not be visible.

Landscaping

99. Saved policy 3.13 of the Southwark Plan requires a high quality of design and materials for the street environment including street furniture, planting and public art. There are no trees being lost, and whilst the development maintains the existing pattern of tight streets and hard surfaces, some tree and low level shrub planting would be provided at street level as well as green roofs and green wall planting. The new paving and street design would need to accord with the council's Streetscape Design Manual and this can be enforced by the legal agreement.

Design Review Panel

100. An earlier version of the scheme was presented to the Design Review Panel in February 2015. The panel broadly supported the proposal to reuse the railway arches and to create a new north-south street through the block. However, some concern was expressed in relation to the quantum of retail proposed and the general size of the units. It was felt that this did not match the aspiration to create a bespoke retail offer that would compliment Borough Market and the character of the wider area. The panel considered that the scheme would benefit substantially from greater connectivity in terms of an east-west movement, accommodating desire lines between Borough Market and Park Street; it was acknowledged that the surrounding land is outside of the control of the applicant but encouraged the designers to allow for the potential of such connections to be realised in the future. The panel were concerned that the curved open space outside the six storey office building was too formally laid out. The panel also expressed concern about the strong horizontal expression above the retail units and the resulting separation of the upper levels from the ground floor. The large cantilevers between ground and upper floors were questioned, as was the detailed design of the shop fronts. The back elevation to the proposed office building was queried and it was stated that it should be treated with equal rigour to the other elevations. The panel also requested that the nature of the space between the proposed office building and the existing office on Park Street should be considered. In conclusion, the panel were broadly supportive but felt further work in relation to connectivity, urban grain, public realm, the relationship between ground and upper floors and materiality was needed.
101. As referred to in paragraph 13 above, revised drawings were submitted to address some of these concerns. Specifically, independent retail units have been secured, an east-west retail arcade introduced, the curved open space replaced with a more natural layout and the office building re-designed. It is considered that the changes made have successfully addressed the comments and that it did not need to be reviewed by the panel again.

Conclusion on design

102. This proposal would introduce new pedestrian links and would improve the street frontages by opening up the grand arches. The comments of Historic England, the Victorian Society and the Conservation Area Advisory Group have been responded to

with design amendments secured. The overall approach to the design, including the height and impact on heritage assets is considered appropriate and should achieve a very high quality appearance, subject to the attachment of detailed design conditions as set out on the draft decision notice.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

Daylight

103. A daylight and sunlight report has been submitted as part of the application, based on the Building Research Establishments (BRE) guidelines on daylight and sunlight.
104. The BRE sets out three detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE have determined that the daylight can be reduced by about 20% of their original value before the loss is noticeable.
105. The second method is the No Sky Line (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, and plots the change in the No Sky Line between the existing and proposed situation. It advises that if there is a reduction of more than 20% in the area of sky visibility, daylight may be affected.
106. Another method of calculation is the Average Daylight Factor (ADF) which is a more detailed assessment and considers the amount of sky visibility on the vertical face of a window, but also the window size, room size and room use. The recommendations for ADF in dwellings are 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
107. The BRE recommends that whilst ADF is an appropriate measure for new buildings and master planned areas, VSC/NSL should be principally used to assess impact on existing buildings. Therefore, the scheme has been assessed primarily in relation to the VSC and NSL forms of assessment.
108. The submitted report has taken into account the daylight and sunlight impacts for the following buildings which are in residential use, or partly in residential use:
 - 20 Park Street
 - 22 Park Street
 - 24 Park Street
 - 26 Park Street
 - 12 & 13 Stoney Street
 - 6, 8, 10 Park Street.

109. The remaining surrounding properties are either too far away to be affected by the proposed development or are in commercial use.

20 Park Street

110. This property is located to the south-west of the site. It fronts onto Park Street and has a rear elevation that faces onto the site. It has two windows on its rear elevation that serve habitable accommodation. The remaining windows are stair and bathroom windows. A bedroom window located at second floor level would meet both the VSC and NSL forms of assessment with losses of 16.8% and 2.3% respectively, both of which are within the 20% tolerance.
111. The remaining kitchen window would experience a VSC reduction of 24.5%, which would be beyond the 20% referred to in the BRE and therefore could have a noticeable impact. However, the window, being located at ground floor level, already experiences a low VSC of 16.6%. In addition, the NSL analysis confirms that the room would only experience a reduction of 2.3% which would be well within the 20% accepted by the BRE and therefore should be imperceptible to the occupants. In conclusion, the impacts to this property are considered acceptable.

22 Park Street

112. This property is also located to the south west of the site and has a rear elevation that faces onto the site. It has two habitable room windows on its rear face, the first is a ground floor conservatory and the second is a second floor bedroom. The bedroom meets both the VSC and NSL tests with reductions of under 20% - at 16% under VSC and no reduction at all under NSL.
113. In relation to the conservatory window, five of its six windows breach the VSC criteria in that they experience more than a 20% reduction from the existing values. The reductions range from 26.5% to 27.9%. With regard to the NSL, the analysis shows that there will be no change to the distribution of light, because of the large amount of glazing serving the room. It is therefore considered that the room would continue to receive good levels of natural light with the development in place.

24 Park Street

114. This property is another property located to the south west of the site with a rear elevation that faces the site. It also has two windows serving habitable accommodation which are a ground floor kitchen and a second floor bedroom. The bedroom meets both the VSC and NSL form of assessment with reductions of 15% under VSC and 6.6% under NSL.
115. The ground floor kitchen would see a technical breach in the VSC reduction, in that there would be a 23% loss from the existing value taking it to a VSC of 22%. The NSL result shows compliance with the guidance with a 18.9% reduction. Therefore the impact to the property should be negligible.

26 Park Street

116. This property forms the last in the short terrace of properties on Park Street, and also has a rear elevation that faces onto the site. It has a ground floor kitchen and a second floor bedroom which are the only two habitable windows that would be

affected by the proposal. The bedroom comfortably meets the VSC and NSL forms of assessment with reductions of 12% and 11% each.

117. The ground floor kitchen window would experience a 21% reduction which is very close to the guidelines and is considered acceptable. The NSL result shows that there would be a 23% change in the distribution of light within the room which again is only slightly beyond the guidance. Overall, the impacts are not materially beyond the guidance and are considered acceptable and accordingly should not result in notable reductions in daylight.

21, 23, 25 & 27 Park Street

118. These are a group of four buildings to the south west of the site, immediately opposite Thames House. The results show full compliance with both the VSC and NSL forms of assessment with only small losses experienced which would be no more than 1.9%. These properties would therefore not be adversely affected by the proposal.

28 - 30 Park Street

119. This building is an eight storey building which has two levels of residential accommodation on the top two floors. It is located to the immediate west of the site, and would be 4m away from the proposed six storey office building. The VSC and NSL analysis confirms that none of the windows to the residential flats would experience a reduction because the height of the new office building would be 5m lower than 28 - 30 Park Street. Accordingly, the residential units in this building would not experience any noticeable reduction in their daylight. The objection received from residents of this building in relation to daylight is noted, but the report does conclude that their daylight would not be adversely affected.

6, 8 & 10 Park Street

120. These are a terrace of buildings located to the south west of the site, on the other side of the railway viaduct. Residential accommodation can be found on the upper floors. The results show that the development would have very little impact on the accommodation, with passes in both the VSC and NSL criteria. The extent of losses are small, with a maximum of 2.5% in VSC and 1.5% in NSL. The impact to these properties would therefore be negligible.

12 & 13 Stoney Street

121. These are a terrace of two buildings located to the east of the site, on the other side of the railway viaduct, which contain residential accommodation on their upper floors. The results show that the residential accommodation would continue to experience good levels of daylight, with reductions of no more than 10% under the VSC assessment and 2.3% under the NSL assessment. Accordingly, the impacts to these properties would be acceptable.

Sunlight

122. The BRE guide states that if a window can receive 25% of the available annual sunlight, including at least 5% of winter sunlight between the hours of 21 September and 21 March, then the room would be adequately sunlight. Only windows that are orientated to face within 90 degrees of due south need to be considered.

123. There are a total of 40 windows which face within 90 degrees of due south. The results of the assessment highlight that all 40 windows satisfy the BRE guidelines and accordingly there would be no noticeable reduction in the amount of sunlight received.

Sun on ground

124. The BRE suggests that no more than half of the garden area should be prevented by buildings from receiving two hours of sunlight on the 21 March. If, as a result of new development the area which can receive some sun on that date is less than 0.8 times its former value then the loss of sunlight is likely to be noticeable.
125. The sunlight analysis shows that there would be no change in the sun on ground in the existing and proposed situations, and therefore the scheme would be acceptable in this regard.

Conclusion on daylight and sunlight

126. In conclusion, the results of the daylight assessment reveal that there should not be any significant reductions to the daylight experienced by surrounding properties. Apart from some minor impacts to the terrace of buildings at 20 - 26 Park Street, all other residential properties would comply with the BRE guidelines. The extent of reductions to 20 - 26 Park Street would not be significant and not so noticeable that it would materially harm the living conditions. Some weight should be given to the amendments received during the course of the application in order to mitigate its impacts, through the setting back of the office building (Building 2) from its boundary; this has led to some improvements to the daylight impact on 20 - 26 Park Street. The scheme would not have any impact on sunlight. Accordingly, it is considered that the scheme would be acceptable in relation to daylight and sunlight.

Overlooking/outlook

127. In order to prevent harmful overlooking, the Residential Design Standards SPD 2011 requires developments to achieve a separation distance of 12m at the front of the building and any elevation that fronts a highway and a minimum of 21m at the rear.
128. To the immediate west of the office building (building 2), there would be a distance of 4m to the office and residential building at 28 - 30 Park Street. Whilst the gap is very close, there would be no opportunities for overlooking because the western face of the offices would be blank with no windows. The submitted section diagram also demonstrates that the gap would not be overbearing on the residential occupiers at sixth and seventh floor level, since it would be adjacent to an internal corridor rather than any habitable room windows. Whilst the outlook for the residents, particularly on the lower residential floor (6th floor), would alter, their view would be across the top of the new building and the outlook would not be significantly compromised. The absence of glazing on the office face means that the relationship is acceptable in terms of overlooking.
129. To the south-west are 20 - 26 Park Street, a terrace of houses, located 12m away from the rear ground floor of the proposed office building (building 2). Again this elevation of the office building does not include any windows, preventing opportunities for overlooking to occur. The first floor of the office building deliberately steps away from these buildings creating a gap of 30m, ensuring that no demonstrable harm by

way of loss of outlook or privacy would occur. The first floor setback would ensure that the office would not be overbearing or give rise to a sense of enclosure to the houses.

130. Across Stoney Street, there would be a minimum gap of 6m to residential occupiers on the opposite side of Stoney Street. Residential neighbours located at 15 Winchester Walk and 36 Stoney Street, both of which have windows facing onto the site have raised concerns regarding overlooking to their flats, which start at first floor level. The overlooking would be as a result of the opening up of the brick arches along Stoney Street. The revised plans submitted indicate that obscure glazing would be installed at first floor level, which would address the concerns raised in terms of direct overlooking. The obscure glazing can be secured by condition.
131. The remaining surrounding properties are either too far away to be affected by the proposed development or are in commercial use.

Noise

132. An environmental noise survey was undertaken to determine the existing noise levels affecting the site. Noise levels were found to be dominated by train movements on the railway viaduct with runs through the middle of the site. This noise intrusion can be controlled by the use of thermal glazing and appropriate sound insulation. A vibration survey was also carried out, the results of which confirm that despite the site's proximity to an existing railway viaduct, it is not subject to significant levels of vibration. Conditions would be imposed in relation to noise levels from plant.
133. Potential noise break-out from the development has also been considered, which concludes that noise break out from the proposed retail and cultural uses should not have any significant adverse impacts on existing adjoining dwellings or commercial units in the vicinity of the site. It is noted that there would be an increase in the number of workers and visitors as a result of the new retail units, offices and cultural offer. However it is unlikely that there would be any demonstrable harm caused to residential amenities from their comings and goings because of the site's location in a busy central London environment. The food and drink units would be subject to individual lease agreements to prevent noise nuisance to the residential neighbours. Conditions are recommended in relation to hours of operation of these units which should further ensure the protection of their amenities. It is recommended that an appropriate closing time for the food and drink units and cultural units would be midnight, balancing the proximities to residential occupiers, current hours of other users, and the historic (longer) opening hours of Vinopolis.
134. The development would result in a large number of service vehicle movements, including deliveries and refuse collection. As discussed in paragraph 142 below, servicing and deliveries would be limited to 07:00 to 10:00 hours on Mondays to Saturdays and 08:00 to 10:00, which should help to reduce the impact upon neighbouring amenities. Conditions are also recommended to ensure appropriate noise limits for plant and machinery.
135. It is therefore considered that the proposal is acceptable in relation to the noise impacts, subject to the attachment of conditions in relation to opening hours, service hours and noise limits for plant and machinery.

Lighting

136. Details of any external lighting should be submitted by condition. This is to ensure that any of the surrounding residential properties do not experience any unreasonable light pollution. As requested by the council's ecology officer, the bird and bat bricks/nesting features should not be illuminated.

Wind

137. A resident has raised concerns over the creation of a wind tunnel effect between No. 28 Park Street and the new office building. The distance between the two buildings would be very close at approximately 4m. Whilst the resident is correct in stating that no assessment has been carried out, it is unlikely that any demonstrable harm would be caused. The ground level space between the buildings is unlikely to be used for any amenity purpose in terms of sitting out and whilst there are residential terraces at the top floor of the building, the lower height of the offices (which would be 5m lower) when compared to the terrace would ensure it would not affect the wind conditions.

Transport issues

138. Saved policy 5.1 of the Southwark Plan seeks to ensure that development is located near transport nodes, and sustainable transport is promoted. Saved policy 5.2, requires that provision is made for servicing through the site. In addition, saved policy 5.6 of the Southwark Plan requires development to minimise the number of car parking spaces provided taking into account the site Public Transport Accessibility Level (PTAL).

Local highway network

139. The surrounding area is very congested in terms of vehicular movements as well as pedestrian and cycle movements and typical peaks correlate with Borough Market opening times (Thursday/Friday and Sat 11 - 19:00). The streets are very narrow, with narrow footways, and have extensive parking controls and accordingly there are moves towards further restrictions to traffic to give clear priority to pedestrians, such as the implementation of a traffic management scheme to forbid vehicles to use Stoney Street, Winchester Walk and Clink Street between 10:00 and 18:00 daily.
140. Park Street operates in a broadly north-east direction between Stoney Street to the south and Bank End to the north with a speed limit of 20mph. Park Street continues westward from Bank End towards Sumner Street and operates in a one-way system in a western direction between Stoney Street and Redcross Way. The road also operates a cycle contraflow lane between these two roads. The site and the surrounding area is located within a controlled parking zone, where permits to park on the surrounding streets are required. There are extensive parking (yellow line) controls.

Public transport accessibility

141. The site has a public transport accessibility level of 6B (on a scale where 1 represents low accessibility and 6B the highest accessibility) and therefore benefits from an excellent level of public transport accessibility. It is located within a short walk of London Bridge station which connects to the Southern, South Eastern and Thameslink services and the Northern and Jubilee Lines. The site is also well served by bus

routes.

Servicing

142. The servicing impacts of the development have been a key consideration in coming to a recommendation on the application. There has been extensive dialogue and negotiation with the applicants to ensure that the servicing impacts of the development are acceptable and would not result in adverse impacts on the surrounding pedestrian and highway network. In line with saved policy 5.2 of the Southwark Plan, servicing would take place from within the site, to avoid additional congestion on the highway. The servicing period would be controlled to avoid the main pedestrian peaks, with bollards used to enforce the hours. Vehicles would enter via the Stoney Street access into the service area of the development, and exit onto Park Street, and then onto Redcross Way.
143. The proposal involves a significant uplift in retail floorspace, with a large number of individual retail units each having their own servicing requirements. Office and cultural floorspace is also proposed. A key aspect of the servicing strategy is to keep the majority of the servicing activity to between the hours of 07:00 - 10:00 daily (or 08:00 to 10:00 on Sundays). This would enable vehicle movement to be kept to a minimum during the peak times of pedestrian and cycle movement associated with Borough Market and the immediately surrounding area. After 10:00 hours, bollards would be raised to prevent vehicles from entering the site, with the bollards set back from the highway so that in the unlikely event of a vehicles trying to service after 10:00 hours, the vehicle can pull into the site off the highway and not obstruct Stoney Street.
144. Upon completion of the development, 80 servicing trips per day are estimated as outlined in the table below. This estimate has been based on data collected from other similar sized retail and office developments in London.

145. Table: Daily servicing trips

Land use	Vehicles per day
Class A1	22
Class A3	40
Office	16
Cinema	2
Total	80

146. Vehicles would arrive at the site from Stoney Street and load from one of the seven loading bays available within the development. The loading bays would accommodate a range of different sizes of vehicles, from light goods vehicles to refuse vehicles. A delivery manager/banksman would be present throughout the servicing times to supervise servicing activity with pedestrians and cycle access managed by temporary concertina gates.
147. Each delivery is anticipated to take up to 15 minutes, with an online delivery booking system to ensure vehicles arrive at an agreed time. If a vehicle is delayed due to traffic or an unforeseeable incident, then the driver would need to phone to the delivery manager to see if there is a slot to deliver later that morning.
148. Occasional deliveries such as couriers to the offices would use the parking bays on

Park Street which allow vehicles to park for 20 minutes.

149. It is recognised the servicing arrangements would need careful management and accordingly, it is recommended that detailed service management provisions are included in the legal agreement, which should also ensure that the obligations form part of the individual lease agreements of the retail units. Subject to the servicing operating in this very controlled manner, the development would be acceptable in relation to the impact on the surrounding highway network.

Road safety audit

150. A Stage 1 road safety audit of the impact of the development proposals on the surrounding highway has been undertaken. The audit has suggested that the number of vehicles and servicing and construction proposals are suitable and would not adversely impact on the safety of the highway network or its road users.
151. Swept path diagrams have been provided for all vehicles, with fully occupied service bays, each vehicle can enter and exit without having its passage obstructed by vehicle in any other loading bay. All vehicles could pass under the railway arches without obstruction.

Refuse

152. Each retail unit would have refuse storage provided. In addition to the daily storage, communal office and retail refuse and recycling stores would be provided at basement level and would include a waste compactor to reduce the volume of the waste. Refuse vehicles would enter the service area on a daily basis within the 07:00 to 10:00 period to collect bins with a private company contracted to collect the refuse.
153. Bins would be brought up to the service area by onsite staff via the refuse lift to two refuse holding areas within the service area. It is considered that refuse collection could be adequately managed and therefore would be acceptable. .

Demolition and construction management

154. The demolition and construction process will be challenging, because of the limited amount of space on site to accommodate large construction vehicles with space for tipper lorries only. Materials, however, could be stored on site, within the arches.
155. The construction process would be split into three phases; i) demolition and piling, ii) excavation and iii) construction. At the peak construction period, a total of 65 vehicles per day would be arriving at the site.
156. In order to facilitate the delivery and collection of construction materials, it is proposed to create a loading bay on Park Street, immediately outside Thames House, dimensions of which would be 3.5m wide and 21.5m long. With the loading bay in place, the remaining carriageway would be reduced to 4.1m.
157. The council's highway team is confident that the loading bay can be accommodated with minimal disruption to the highway. To facilitate the on street construction loading bay there are a number of temporary alterations which need to be made to the highway. A number of parking bays would need to be suspended around the junction of Park Street and Redcross Way (these will be relocated where possible with

locations currently being considered). The footway outside Thames House on Park Street will also be closed however safe pedestrian access would continue to be provided. Temporary alterations may also be needed to the kerb line at the junction with Park Street and Redcross Way.

Network Rail

158. Network Rail is freeholder of the arches and accordingly would need to be party to the legal agreement to ensure deliverability of the scheme. They have provided a letter of support with the application which details that the applicant would also need to enter into an Asset Protection Agreement with them.

Car parking

159. The proposal does not include any car parking. A car free development is proposed which is supported although it is noted that there is no provision for disabled parking which was an issue raised by Transport for London. It is felt that the development's immediate proximity to the London Bridge public transport hub would not warrant the provision of an off street disabled space in this instance.

Cycling

160. Cycle parking for staff would be located at basement level with lift access, with a street-pod system proposed. A total of 103 spaces would be provided. Visitor cycle parking would be provided at ground level in three locations within the site; outside the pedestrian access on Bank End, along the east-west route and to the south on Soap Yard. A total of 114 spaces would be provided. The level of provision would meet the latest London Plan standards and is therefore acceptable. Shower and change facilities for staff would be located at basement level.
161. Transport for London initially requested that a 30 cycle docking station should be provided on site as part of the development, and that £200,000 be secured from the applicant to deliver it. However, they later advised that instead, £100,000 should be secured for maintenance of the existing docking stations nearby in lieu of the £200,000 and the on site provision. The applicant is currently in discussions with Transport for London regarding the requested payment.

Local highway works

162. In the event that permission is granted, the applicant would be required to enter into a s278 agreement with the council's highway section to secure a series of highway improvements involving the reconstruction of footways and the reconstruction of the carriageway of Stoney Street from Winchester Walk to Clink Street (to include a natural stone finish in accordance with the Southwark Streetscape Design Manual).
163. In addition, a loading ban would be required for the northern end of Bank End, to stop vehicle loading and unloading from the road. A change to the traffic management order would be required to secure this. This would ensure that service vehicles use the on site provision rather than stop on Bank End.

Travel plan

164. A framework travel plan has been submitted with the application. Given the location

and commercial nature of the development it is considered that visitors and staff would travel to and from the site using sustainable modes, with the use of the private car being minimal. It is recommended that the travel plan be secured by condition, and should include monitoring and review at regular periods.

Conclusion on transport

165. Subject to securing detailed servicing and construction provisions in the legal agreement, the development would not generate a significant negative impact on the performance and safety of the surrounding highway network or its users. Servicing would be controlled within set hours, and the construction process would be capable of being managed carefully, as confirmed by the submitted Road Safety Audit. Conditions are recommended in relation to securing cycle and refuse provision and travel plans.

Sustainable development implications

166. The applicant has broadly followed the energy hierarchy as set out in the London Plan and sufficient information has been provided to understand the proposals as a whole. Some additional information was submitted following comments made by the Greater London Authority.

Passive design, demand reduction measures and cooling

167. A range of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development, including air permeability and low energy lighting. The demand for cooling would be minimised through solar control glazing and external shading.
168. The development is estimated to achieve a reduction of 25% in regulated carbon dioxide emissions compared to a part L 2013 methodology as set out in the building regulations, through design measures.

District heating

169. Whilst there are no existing or planned district heating networks within the vicinity of the development, the applicant has committed to ensuring that the development is designed to allow future connection to a district heating network should one become available. The applicant is proposing to install a site heat network and has confirmed that all building users would be connected to the network. A 50KwE gas fired CHP network is proposed to be installed to provide the hot water load as well as a proportion of the space heating. This would result in a further 3% improvement over part L of the building regulations, taking the carbon saving to 28%.

Renewable energy

170. The applicant is proposing to install roof mounted photovoltaic panels on the new office building. This would amount to a 250sqm array on the office roof and would provide a further 7% improvement over part L 2013. Overall, the carbon saving would achieve a 35% improvement over part L 2013, which would be in line with the requirements of the London Plan and the Core Strategy.

BREEAM

171. The development would achieve a BREEAM “excellent” rating for the new offices and new retail units. This meets the policy requirement for commercial uses and is therefore acceptable. The refurbished retail units within the arches however, would achieve a “very good” rating, falling short of the expected “excellent” standard. In this instance this is considered acceptable since there is more limited scope for achieving higher standards for existing spaces that are proposed for re-use.

Ecology

172. An ecological assessment was submitted with the application. It notes that a survey was undertaken to identify the presence of any protected or rare species. No evidence of any protected species, including bats was found or recorded, and accordingly, no further surveys are required. The development has good potential to provide an enhancement in biodiversity and the inclusion of bird and bat bricks/nesting features, as suggested in the submitted report is welcomed. The biggest gain would be from the green walls and bio-diverse roofs, which would work with photovoltaic panels. Conditions to request further details of the nesting and roosting features, the green wall and bio-diverse are recommended.

Other matters

Archaeology

173. A desk-based assessment was submitted with the application. Much of the site has been previously excavated revealing the significant Roman archaeology to the rear of Thames House in the form of settlement evidence and what has been interpreted as a Roman military trench. There is archaeological potential below the level of the basement at Thames House and in the area of the viaduct arches.
174. The archaeological works for this site were discussed in detail with the applicant's archaeologist. An archaeological watching brief has started, which will continue during the demolition and construction process. Within the railway viaducts the monitoring of site investigation works will inform the archaeological response.
175. Conditions to secure the archaeological works, building recording and the submission of an assessment report are recommended.

Flood risk

176. The site is located in flood zone 3 which is defined as having a ‘high probability’ of river and sea flooding and accordingly the applicant has submitted a flood risk assessment. The Environment Agency noted some of the information included in the assessment namely the information on modelled flood extents has been superseded, but have adopted a pragmatic approach and have not objected since they consider that an updated assessment would not impact on their recommendation. Accordingly they have not objected but have recommended the attachment of conditions relating to contamination and surface water drainage. They also recommend that a flood warning and evacuation plan is requested by condition which should be reviewed by the council's flood team.
177. The council's Flood and Drainage Team have reviewed the submitted basement

impact assessment and consider that the basement would not have an adverse impact on surface flooding and ground water flows. Accordingly, the development would be acceptable in relation to flood risk.

De-stabilisation of surrounding properties

178. Some neighbours have raised concerns about the impact that the new basement would have on the structure of the existing properties. The submitted basement impact assessment has reviewed this matter and considers that it would not have any impact on the infrastructure of the existing properties. A condition is recommended that the basement be constructed in accordance with the submitted assessment.

Mayoral and Southwark Community Infrastructure Levy (CIL)

179. Section 143 of the Localism Act states that any financial contribution received in terms of community infrastructure levy (CIL) is a material "local financial consideration" in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail, while Southwark's CIL will provide for infrastructure that supports growth in Southwark.
180. In this instance a Mayoral CIL payment of £69,490 and a Southwark CIL payment of £1,374,862 are due.

Planning obligations (S.106 undertaking or agreement)

181. Saved policy 2.5 'Planning obligations' of the Southwark Plan and policy 8.2 of the London Plan advise that local planning authorities should seek to enter into planning obligations to avoid or mitigate the adverse impacts of developments which cannot otherwise be adequately addressed through conditions, to secure or contribute towards the infrastructure, environment or site management necessary to support the development, or to secure an appropriate mix of uses within the development. Further information is contained within the council's adopted planning obligations and CIL SPD. A s106 agreement is currently being drafted which should include clauses to secure the following:
- Provision of clauses to require independent and affordable retail space
 - Definition of high street retail to be excluded
 - Delivery of 'low line' route and times to remain open
 - Re-provision of Clink Street arch lighting (currently located in the existing railway arches but would need to be relocated to a new location in the development)
 - Employment and training provisions during construction and in the completed development
 - Public realm improvements to Stoney Street
 - An amendment to the traffic management order to ensure 'no loading' restrictions on Bank End

- Detailed servicing and construction provisions.
182. In addition, Transport for London have requested the following two contributions:
- £6,266 for Legible London signage in the site and in the vicinity of the site, to provide for a finger post in the centre of the public access route with 4 additional signs
 - £100,000 for maintenance and re-distribution of cycles at existing cycle docking stations at Park Street and Southwark Street.
183. As referred to in paragraph 158, Network Rail would need to be party to the legal agreement.
184. Neighbours and other local groups have provided suggestions for improvements to the local area and have also requested terms that should be secured in the legal agreement. Many of these have already been secured such as landscaping along Stoney Street, the provision of bollards, service and construction management plans and a way finding strategy. Other suggestions would be reviewed and considered as part of the boroughs Community Infrastructure Levy.
185. In the event that an agreement has not been completed by 1 December 2016, the Committee is asked to authorise the Director of Planning 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, transport network or employment and the proposal would therefore be contrary to 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.”

Conclusion on planning issues

186. The closure of Vinopolis has allowed for a re-use and redevelopment of this large and enclosed site. The provision of office and retail uses would be appropriate given the town centre location and would support up to 1,100 new jobs as well as providing a diverse range of retail uses which would complement Borough Market. Importantly, the majority of the new retail floorspace would be secured as independent units, with a smaller proportion secured as affordable retail space. Conditions would be attached limiting the amount of Class A3 and A4 uses, as well as opening times which should satisfactorily protect neighbouring amenities as well as the character of the area. Overall, the mix of uses would add to the vibrancy of the area, and reinforce its character as a distinctive and interesting retail and visitor destination. .
187. The proposal would provide for new north-south and east-west routes which would provide permeability and connectivity in the area, opening up a previously inaccessible site. The north-south route would follow the aspirations of the Low Line, which seeks to introduce access along the rail viaducts.
188. The proposed design, including the new office building as well as the rebuilding of

Thames House should achieve a good quality of design, and would not have any adverse impacts on the surrounding heritage assets. The opening up of the grand railway arches will enliven Stoney Street, and the retail environment will benefit from the drama and quality of the arch spaces. The submitted views analysis confirms that there would be no harm to the protected views of the London View Management Framework.

189. The impacts of the scheme in relation to daylight and sunlight are considered acceptable. Conditions are recommended to ensure there would be no adverse impacts in relation to overlooking of surrounding residential properties.
190. Servicing and construction management would be strictly controlled through the legal agreement; the broad framework and principles are considered acceptable and should not result in any adverse highway or pedestrian impacts.
191. It is therefore recommended that permission be granted, subject to conditions as set out on the draft decision notice, completion of an s106 agreement on the terms set out above, and referral to the Mayor.

Statement of community involvement

192. 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.
193. A Statement of Community Involvement has been submitted with the application. The document sets out the pre-application consultation that has been carried out with neighbouring properties and members of Southwark Council as well as community groups such as the Bankside Residents Forum, Better Bankside, Clink Street Residents Group and Borough Market Traders. The consultation consisted of individual meetings with each of the respective groups. The scheme was also presented informally to Ward Members and Members of the planning committee in May 2016 (Councillors Nick Dolezal, Adele Morris and David Noakes).
194. In addition, a public exhibition was carried out on Saturday 13 June 2015 and 15 June 2015, publicised through the sending of individual letters to 1,152 local residents and businesses. The applicant continued to meet with residents after the application was submitted.
195. The key issues raised were in relation to the following; servicing and congestion impacts, the impact on pedestrian footfall and flows, impact on views from surrounding residential properties and queries about the type of retail units and their signage.
196. The submitted statement has summarised the responses received during consultation and has set out how it has responded to the issues and concerns raised. Revisions made include the creation of a larger servicing area, the provision of new pedestrian routes through the development, greater information on the type of retail units and the development of a signage strategy. More information was presented in relation to impacts to the surrounding residents. The extent of the consultation and engagement by the applicant was significant and helped to shape the final form of the proposal.

Consultations

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

Consultation replies

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

199. Summary of responses to the initial consultation

13 objections received, raising the following issues:

- Concern over the scale of development
- Height of the new office building is excessive and should be two storeys lower
- The new office building is flat and featureless
- Concern over fabric of nearby listed buildings
- Object to loss of brick columns and walls which infill the railway arches on Stoney Street
- Impacts on daylight and sunlight (from residential occupiers at 28 - 30 Park Street, and 20 - 26 Park Street)
- Overshadowing of rear gardens (to 20 - 26 Park Street)
- Sense of enclosure (to residential units at 28 Park Street)
- Overlooking (to 15 Winchester Walk, flats in Pontifex Wharf (36 Stoney Street) and 24 Park Street, 28 - 30 Park Street); with some suggestion for obscure glazing
- Increase in noise from plant, restaurants, bars and cinema
- Condition should be imposed to ensure no plant is located on the roof of the office
- De-stabilisation of 20 - 26 Park Street
- Light pollution from office building
- Concerns over creating a wind tunnel effect between 28 Park Street and the new building, no assessment has been made of this impact
- Concern over anti social behaviour and need for 24 hour security at night
- Do not consider that fashion retail will work here
- Concerns over servicing and impact on surrounding highway

- Increase in traffic
- An agreement is required to make Redcross Way two-way from 7am to 10am for deliveries, or Park Street becomes two way, or both, so as to accommodate service vehicles
- Concerns over construction management because of the tight site
- Each retail unit needs its own refuse storage facilities
- The area of public realm will instead be used for deliveries, disposals rather than for pedestrians
- Need to see that the amenity area will be trolley and motor free, and how this will be secured as presently could become a safety issue
- Condition needed to ensure 30% A2/A3/A4 uses will be at the south of the site, away from Clink Street
- Condition needed for diverting cinema leavers away from residential streets or alternatively the provision of a steward
- Condition needs to be added limiting access to Clink Street after 10pm.

200. One letter of support:

More and varied shopping, drinking and cultural space is welcomed. A new cinema would be great.

201. In addition, neighbours have made the following suggestions for S106

- An electronic bollard system at corner of Winchester Walk and Stoney Street to ensure residential amenity is not destroyed at night
- Aural alert system for opening of Clink Wharf garages to alert pedestrians to move
- Moving the Umbrella Alley installation to another part of the site rather than removing it
- Fixing the dangerous footpath around Monmouth Coffee, Elliots, Neal Yard Dairy
- A GP surgery
- Landscaping of Stoney Street.

Statutory consultees

202. Greater London Authority

Stage 1 report issued with comments made. Support the principle of the intensification of the site. However the replacement cultural offer needs re-considering. The design does not raise any strategic concern. Further work is required to address delivery and

servicing needs. Additional energy information is required. In conclusion, whilst the application does not comply with the London Plan, remedies such as securing additional culture uses with more consideration given to deliveries, servicing and energy could address the deficiencies.

203. Transport for London

Comments made. A car free development is proposed and is supported however at least one on street parking bay for blue badge holders, equipped with electric vehicle charging points should be secured. Further information is required in relation to short and long term cycle provision with lockers, showers and change facilities also secured. £200,000 should be secured for a 30 dock cycle docking station, including an appropriate area of land because of the additional demand arising from the cinema and leisure facilities. Support the new public access route however raise concern with the quality of its environment as parts of the route would be used by service and refuse vehicles. The route should be compliant with London Cycling Design Standards. Request delivery and servicing plans, as well as travel and construction management plans. A contribution of £6,266 should be made to Legible London signage for a finger post and 4 new directional signs.

204. Network Rail

Comments made. A number of issues need to be carefully considered on this development. These include cranes and scaffolding adjacent to Network Rail infrastructure, loadings that will have an effect on Network Rail adjacent assets and the effects of piling foundations on the adjacent viaduct. Acknowledge that Network Rail is already working with the developer on the progression of this proposal. It is important due to its proximity and scale that the developer continues to liaise with Network Rail through an Asset Protection Agreement.

205. Subsequent letter of support received from Network Rail supporting the proposal and subject to agreeing an Asset Protection Agreement, are confident that the scheme would not have any detrimental impact on the operation of the railways. Support the reuse of the arches which will greatly increase the amount of active frontage and vibrancy in the area. Pleased to see the opening up of arches in the new street which would tie in with the 'low line' principles to offer greater permeability.

206. Metropolitan Police

Comments made. This is a great project which will enhance the area. Security measures must be considered for the safety of the public. The crime rate in this area at times is above average and this can be reduced by taking measures into consideration at the design stage. At night, the new route could become a honey pot for robbers, urinaters etc. One of the ways to stop this is to secure the area with gates from the three access/egress points at Stoney Street, Clink Street and Park Street. Another alternative is the use of night time security personnel. External shutters to individual units are not advised as this reduces light from the unit displays and acts as a graffiti blanket. Internal collapsible grilles are aesthetically better and allow light through and the retail displays to be show. These measures should enable the development to conform to the Secured By Design commercial 2015 standards and a condition should be attached requiring approval.

207. Victorian Society

Object on basis of harm to the setting and appearance of the Borough High Street Conservation Area.

208. The application proposes the substantial demolition of Thames House building, and the retention, with alterations, of its façade. The loss of much of this locally important building, including both its NW and SE return elevations, would harm the character of the conservation area. Furthermore, the proposed treatment of the building's façade would result in the loss of some attractive detailing, such as the dentil cornicing and arched windows in the ground floor. In order to reduce harm to the conservation area, not only should the building's south-eastern return elevation be retained, but a more scholarly restoration of the front façade is required.

209. The application concludes that the early twentieth-century brick warehouse to the west of the railway line is not a non-designated heritage asset. The society disagrees with this assessment and object to its demolition. Its appearance suggests that it was constructed at the very beginning of the twentieth century and it was no doubt associated with the railway, beside which it sits, and with the industrial activities that defined the area. It is an imposing structure, with robust blank elevations that possess a great deal of character and it contributes positively to the setting of the conservation area.

210. Also object to the opening-up and glazing-in of the railway arches along Stoney Street. The glazing in of the railway arches would entail a significant and unjustified loss of historic fabric and would harm the industrial character and appearance of the area. Furthermore, the introduction of large expanses of structural glazing would be incongruous and would considerably and detrimentally alter the fundamental character of the street.

211. Finally, the proposed new six storey building would be too tall and would harm important views of Borough Market and the local roofscape, particularly when viewed from the railway line itself. At the very least, and in order to minimise its detrimental impact, it should be reduced in height by at least a storey.

212. Health and Safety Executive

No comments.

213. Natural England

No comments.

214. Historic England

Comments made. The six storey office building would create a significant impact in a number of views within the conservation area. However its design and materials evoke the industrial character of the conservation area and by screening the uncharacteristic modern office behind, will help enhance its setting. The information indicates that there would be no significant impact on other designated heritage assets in the area such as Winchester Palace or Southwark Cathedral. Although the significant changes to the rear of Thames House are undesirable, it is appreciated that the changes are required to facilitate the new public routes and central public realm. However the loss

of the gothic arches and dentils at ground level would be regrettable and therefore recommend that the ground floor elevation is amended to retain more of these Victorian features characteristic of the conservation area.

215. Council for British Archaeology

No objections, proposals being viewed as an enhancement of the area.

216. Environment Agency

No objection subject to the attachment of conditions.

217. London Underground

No comments.

218. Thames Water

No comments subject to the attachment of an impact piling method statement.

Local groups

219. Borough Market Trustees

Comments made. Overall, the development has the potential to make a valued and positive contribution to the area. However, there are areas of concern and clarification needed on general principles and specific elements. Servicing impact – the transport assessment states that the site could accommodate 28 - 40 deliveries per hour with 90 trips a day predicted. There is no consideration of the impact of these extra trips alongside the markets existing servicing needs, as well as those of other developments in the area. The development will cause queuing and congestion in the streets and create hazard and safety issues. Suggest that an infrastructure strategy addresses future servicing needs for the area. Request provision of a service delivery plan which we can be party to. In relation to construction, concern that without careful consideration, market trading will be impacted on to an unacceptable degree. Need confirmation that construction vehicles are routed via Bank End and Redcross Way and not circle Borough Market. Request that two-way access and management of Redcross Way be formalised. Construction and waste management plans should be submitted. The applicant has suggested that 30% of the total retail floorspace be for A3 and A4. This seems reasonable, suggest a condition to control this. Welcome introduction of artisan/independent retailer and small scale cafes. Concerned that commercial pressures may come to bear or if the development changed hands, other secondary retailers may creep in. Suggest that a tenant mix strategy which specifically prevented high street chains be requested and secured. This has been done at alternative historic London markets, such as Spitalfields (PA/11/00602). The Trustees are against a concentration of destination A3 or A4 bar uses occupying these arches as they can cause disruption to the area and out of character with small scale nature and uses. A condition should be attached preventing linking of the units, unless permission is sought. Support the lack of supermarket on the site but need provisions to enforce this. Condition to prevent A5 takeaways. Need conditions to guide design of individual shop units. Need provision for public toilets. Need way finding and signage strategy.

220. Summary of s106 suggestions:

- Strategic Infrastructure Strategy
- Service Delivery Plan
- Waste Management Plan
- Construction Logistics Plan
- Wayfinding strategy
- Clause on two way access and management of Redcross Way during construction including provision for the demolition of existing buildings prior to works commencing
- Clause on requirement for tenant mix to be linked to special character of the Conservation Area.

221. Summary of suggested conditions:

- Management Plan to control use split and location of retail uses across site
- Confirm use of large units in arches and prevent occupation by large scale destination A3 restaurants or A4 uses
- Prevent A1 supermarkets occupying the site
- Prevent A5 uses occupying the site
- Design guidelines for shopfronts and adverts across site
- Provision of toilets.

222. Bankside Neighbourhood Forum

Comments made. Generally supportive of this application in principle. It is obviously very important for us as it kicks off the Low Line from Borough Market. However it fails to open up the favoured route south of the viaduct starting off behind The Hop Exchange. At present the Vinopolis redevelopment scheme blocks up 'Umbrella Alley' and fills it with retail. Umbrella alley is the natural start for the Low Line. This is a real lost opportunity. It feels that this part of the scheme is a little greedy. The ratio of retail space to servicing and pedestrian access appears too high.

223. United St Saviours Charity

Comments made. Support on-going improvement of the area and the intention to create a retail and leisure space which complements the unique nature of the area with small independent retail and restaurant businesses, rather than occupied by chains. A4 and A5 uses should be restricted. Concern over the access issues, limited turning space for large vehicles, and high volumes of pedestrians. Concern over traffic congestion on Park Street during construction. Would impact on the council's intention

to pedestrianize Stoney Street from Southwark Street to Park Street. The development could be an exemplar for older person's retail and leisure through good seating, toilets, design of public realm and landscaping.

224. Better Bankside

Comments made. Need further cycle provision and further details of numbers and the design of visitor and short stay parking at ground level. Need further modelling of pedestrian footfall, the documents say no more than 20% but query this. Concern over freight and delivery arrangement. Total of 88 per day which is a high number in a constricted street pattern. Need commitment to use zero emission vehicles. Need a site or facility for off site consolidation of deliveries reducing the number of van and lorry trips per day and to work with neighbouring sites. Could waste storage be consolidated with neighbouring businesses? Travel patterns are based on out of date census information. A delivery and service management plan is required. More info needed on green infrastructure. Low Line - resist the loss of the existing pedestrian access along the viaduct through Vinopolis piazza. Retaining this would align with proposals being forward by Better Bankside for a route along the viaduct behind the Hop Exchange linking with development at Landmark Court on Southwark Street. Request membership of the Bankside and London Bridge Logistics Group.

Internal consultees

225. Ecology

The ecology survey and its findings are acceptable. No further surveys are required. The development has good potential to provide enhancement for biodiversity in an area lacking in habitat. The inclusion of bird and bat bricks/nesting features is welcome. These features must not be illuminated.

226. Flood and Drainage team

Comments made. The development is to include a basement (two levels), at a depth of approximately 4.8m per level. Given the shallow groundwater levels, no assessment has been undertaken of the effect of the proposed basement on groundwater flow paths, groundwater levels and flooding and surface water flooding. This should be undertaken.

227. Section 6.2 of the FRA states that "the LBS recommend that if feasible, runoff should be restricted to 50% of the existing rates." Whereas this may have been the requirement in the past, we now expect that the pluvial runoff rates are limited to the equivalent greenfield rate where possible, with an allowance for the effects of climate change. The FRA does state that reducing the flow to 50% is not likely to be possible. We recommend that the drainage strategy is further developed to allow for a full assessment. This can be dealt with via condition.

228. A section on maintenance/adoption is included in the FRA. No details are provided on who will be responsible for maintaining the site drainage.

229. The FRA is generally of good quality and contains many recommendations which should be included in the final design. This should also be dealt with via condition, again see below.

230. Request conditions in relation to a surface water drainage strategy and ensuring the development in accordance with the submitted flood risk assessment.

231. Design Review Panel

The panel broadly supported the proposal to reuse the railway arches and to create a new north south street through the block. However, some concern was expressed in relation to the quantum of retail proposed and the general size of the units. It was felt that this did not match the aspiration to create a bespoke retail offer that would compliment Borough Market and the character of the wider area. The panel considered that the scheme would benefit substantially from greater connectivity in terms of an east-west movement, accommodating desire lines between Borough Market and Park Street; it was acknowledged that the surrounding land is outside of the control of the applicant but encouraged the designers to allow for the potential of such connections to be realised in the future. The panel were concerned about the curved open space outside the six storey office building and was too formal. The panel also expressed concern about the strong horizontal expression above the retail units and the resulting separation of the upper levels from the ground floor. The large cantilevers between ground and upper floors were questioned, as was the detailed design of the shop fronts. The back elevation to the proposed office building was queried and it was stated that it should be treated with equal rigour to the other elevations. The panel also requested that the nature of the space between the proposed office building and the existing office on Park Street should be considered. In conclusion, the panel were broadly supportive but felt further work in relation to connectivity, urban grain, public realm, the relationship between ground and upper floors and materiality was need. They recommended that the scheme be reviewed by the panel again once revisions had been made.

232. Conservation Area Advisory Group

Concerns raised. The new pedestrian route through the site was welcomed. There was some discussion of whether or not opening up the railway arches by replacing solid walls with glazing was an acceptable strategy; there would be positives and negatives. There was some discussion of the new brick offices on top of the railway viaduct. It was thought that the brick structure was more in keeping with the surrounding area than glass would have been, although the new brickwork should be distinguished in some way from the old.

233. The mono-pitch roofs of this building had perhaps been intended to empathise with the Victorian industrial heritage around them by suggesting traditional north light factory spaces. However this is not the industrial aesthetic of this area, which favours steeply pitched dormer roofs at the heads of the staircases as in Park Street. It was thought that Brew Yard should be preserved with its red umbrellas. The retention of the blind brick arches was welcomed, but the glazed elevation above them should be set back to acknowledge the precedence of the old.

234. Highways Management

See main report.

235. Archaeology

See main report.

236. Urban Forester

Comments made. The proposed green roofs and tree planting are welcome, although no details are provided to show how feasible these are. A landscape and green roof condition would therefore be necessary should the application be recommended for approval. No existing trees are affected.

237. Environmental protection

Recommend approval with conditions attached in relation to plant noise and the submission of a construction management plan.

Re-consultation

238. Three objections received, raising the following matters:

- Revised scheme does not address previous concerns regarding the loss of privacy and amenity impact on the residential units at 28 Park Street
- Building is too high in relation to 28 Park Street, will block morning light, feel oppressive and enclosing
- Height and design does not preserve setting of the conservation area
- Excessive amount of floorspace – multiple occupiers will significantly increase servicing pressures
- Noise impact – access to yard and public spaces need to be controlled, particularly at night
- Plant extract may affect residents of 28 Park Street through noise, fumes and appearance – should have green roofs
- Need construction management plan to protect amenity
- Daylight loss to 20 - 26 Park Street
- Larger cinema entrance with create more noise
- Instability to 20 - 26 Park Street
- Increase in pollution
- Loss of privacy to 20 - 26 Park Street.

239. Three letters of comment received:

- Request obscure glazing to the top half of the infill to the east facing railway arches on Stoney Street so as to prevent overlooking to the residential apartments on the other side of Stoney Street

- Concern of the loss of resident's parking during the construction period – could temporary parking for residents be provided inside the sheltered or social housing estates on Park Street, or failing that reallocating pay and display bays further down Park Street
- Consider that the new drinking establishments could create further anti social behaviour incidents.

240. A detailed letter of comment has been submitted by a group of 25 residents of Clink Street, raising the following matters:

- Proposal will be good for the area's economy, welcome the increase in jobs
- Cinema, gallery and landscaping supported
- Commends extent of consultation with local community
- Class A3 and A4 units should be relocated away from Clink Street, Stoney Street and Park Street
- 24-hour CCTV is required for monitoring and staff available to respond to late night noise, including staff presence to divert customers away from residential streets at the end of the evening
- Public toilets should be made available
- Servicing from Stoney Street could increase congestion and increase public safety as well as harm heritage assets
- Need to prevent the servicing vehicles from gaining access or egress via northern Stoney Street and Clink Street
- Unclear how deliveries from DPD, Royal Mail, Yodel, DHL, Fedex etc would be accommodated
- Vital that service vehicles do not stray into residential streets
- What happens to the vehicles that arrive outside their allocated time slot and are sent away? Concern that they would drive around until a service bay becomes available adding to congestion
- How will pedestrians be protected from vehicles? If removal barriers are to be used, what form will they take and where will they be stored? Banksmen will be required
- Request retail units use refuse storage facilities, with strong penalties for non compliance
- Bollards welcome
- Trolleys with rubber vehicles should be used for internal deliveries

- Concern about people urinating in streets after hours
- Request a condition that the exits, along with the Clink arch exit, are locked after 10pm at night. This means that the three northern exits should be gated both at the point of access from Dirty Lane and also at the Clink arch, Stoney Street and Park Street ends
- Welcome a 'resident liaison forum' as suggested by the applicant
- Need conditions set about corporate events taking place at the gallery
- Request a condition that the applicant provides an aural alert system for opening of Clink Wharf garages to alert pedestrians to get out of the way
- Details of signage needed including reminding all customers using the north end of Dirty Lane that they are about to enter a densely residential area where people live and a busy garage operates
- Welcome landscaping of Stoney Street but it needs to retain its industrial character.

Statutory consultees

241. Natural England

No comments.

242. London Underground Infrastructure

No comments.

243. Environment Agency

No objection subject to conditions.

244. Transport for London

Comments made. Delivery and servicing plan - swept path analysis drawings have been submitted which show that vehicles will be able to enter and exit the site and the seven loading bays. Pedestrian and cyclist safety barriers are proposed at three locations during delivery and servicing to ensure pedestrian and cyclist safety, this is welcomed.

245. Construction management plan (CMP) - swept paths have been submitted to show that vehicles can enter and exit Redcross Way from Southwark Street in turn. The CMP would need to be agreed by TfL as temporary signals are proposed on Southwark Street which forms part of the Transport for London Road Network (TLRN).

246. Cycle parking has been increased and is now London Plan (2015) compliant. The contribution towards updating the Legible London signage in the vicinity has been accepted by the applicant which is welcomed by TfL this should be secured within the s106 agreement.

247. A cycle hire contribution of £100,000 is sought towards the maintenance and redistribution of existing docking stations. The reason that we are requesting the contribution is because of the increase in demand, linked with peak time issues with nearby docking stations becoming full and/or empty.

248. Historic England

Comments made. Previously Historic England raised concerns about the proposed alterations to Thames House and strongly advised that more of its Park Street façade is retained, in particular its Victorian architectural features which are considered to be characteristic of the conservation area. The revised scheme appears to retain some of the window arches of the ground floor, and this is welcomed. It is unclear from the submitted drawings, but hope that this also includes the retention of the dentil cornice.

249. The revised submission also contains further details on the proposed Stoney Street elevation which includes the alterations to the railway arches. Although the arches are located outside the conservation area, the proposed alterations will clearly have an impact on its setting. In particular, the wholesale removal of the historic infill to the railway arches (which feature loading bays, hoists, arched windows, and piers with bullnose brickwork) and the installation of bronze-framed glazing would diminish the industrial character of this peripheral, yet important passageway within the conservation area. Recognise the benefits in reactivating the western fringe of the Borough High Street conservation area; however recommend that at least some of these industrial features are retained as part of the railway arch design. Content for these further details to be covered by condition should the scheme be granted permission.

Internal consultees

250. Flood and Drainage Team

Submission of basement impact assessment noted. Conditions recommended.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/1154-G Application file: 15/AP/3066 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 5513 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Human rights
Appendix 4	Recommendation

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Kiran Chauhan, Team Leader	
Version	Final	
Dated	30 June 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director, Environment and Leisure	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		30 June 2016

Consultation undertaken

Site notice date: 04/09/2015

Press notice date: 27/08/2015

Case officer site visit date: n/a

Neighbour consultation letters sent: 03/09/2015

Internal services consulted:

Ecology Officer
Economic Development Team
Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
Flood and Drainage Team
HIGHWAY LICENSING
Highway Development Management
Waste Management

Statutory and non-statutory organisations consulted:

Council for British Archaeology
EDF Energy
Environment Agency
Greater London Authority
Health & Safety Executive
Historic England
London Fire & Emergency Planning Authority
London Underground Limited
Metropolitan Police Service (Designing out Crime)
Natural England - London Region & South East Region
Network Rail (Planning)
Network Rail (Thameslink)
Thames Water - Development Planning
The Victorian Society
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

The Community Space 18 Great Guildford Street SE1 0SY	Unit 1 Victor Wharf SE1 9DW
The Woolyard 52 Bermondsey Street SE1 3UD	First Floor Front West 16 Winchester Walk SE1 9AG
7a Park Street London SE1 9AB	Flat 12 Victor Wharf SE1 9DW
6-8 Park Street London SE1 9AB	Flat 11 Victor Wharf SE1 9DW
The Rake 14a Winchester Walk SE1 9AG	Flat 10 Victor Wharf SE1 9DW
7b Park Street London SE1 9AB	First Floor Front East 16 Winchester Walk SE1 9AG
2 Park Street London SE1 9AB	Flat 14 Victor Wharf SE1 9DW
15 Park Street London SE1 9AB	Flat 13 Victor Wharf SE1 9DW
4a Park Street London SE1 9AB	40 Stoney Street London SE1 9LB
11 Park Street London SE1 9AB	Fourth Floor And Fifth Floor 30 Park Street SE1 9EQ

7 Park Street London SE1 9AB
Flat 3 Clink Wharf SE1 9DG
12-14 Park Street London SE1 9AB
Flat 2 Clink Wharf SE1 9DG
Flat 6 Clink Wharf SE1 9DG
Flat 5 Clink Wharf SE1 9DG
Flat 4 Clink Wharf SE1 9DG
Studio 1 Clink Wharf SE1 9DG
Clink Prison Museum Soho Wharf SE1 9DG
8 Stoney Street London SE1 9AA
Borough Market 8 Southwark Street SE1 9AH
10 Park Street London SE1 9AB
9 Stoney Street London SE1 9AA
Jade House 3 Park Street SE1 9AB
43 Park Street London SE1 9EA
41 Park Street London SE1 9EA
39 Park Street London SE1 9EA
49 Park Street London SE1 9EA
47 Park Street London SE1 9EA
45 Park Street London SE1 9EA
37 Park Street London SE1 9EA
25 Park Street London SE1 9EQ
24 Park Street London SE1 9EQ
23 Park Street London SE1 9EQ
35 Park Street London SE1 9EA
33 Park Street London SE1 9EA
26 Park Street London SE1 9EQ
69 Park Street London SE1 9EA
67 Park Street London SE1 9EA
65 Park Street London SE1 9EA
31 Park Street London SE1 9EA
71 Park Street London SE1 9EA
63 Park Street London SE1 9EA
55 Park Street London SE1 9EA
53 Park Street London SE1 9EA
51 Park Street London SE1 9EA
61 Park Street London SE1 9EA
59 Park Street London SE1 9EA
57 Park Street London SE1 9EA
First To Third Floors 13 Stoney Street SE1 9AD
Basement And Ground Floor 13 Stoney Street SE1 9AD
First Floor And Second Floor 10 Stoney Street SE1 9AD
First Floor Warehouse F SE1 9AP
Ground Floor Warehouse F SE1 9AP
17 Park Street London SE1 9AB
Lower Ground Floor Soho Wharf SE1 9DG
Fifth Floor Soho Wharf SE1 9DG
Fourth Floor Soho Wharf SE1 9DG
Ground Floor 13 Park Street SE1 9AB
Basement And Ground Floor 9 Park Street SE1 9AB
Basement And Ground Floor 5 Park Street SE1 9AB
First Floor Rear West 16 Winchester Walk SE1 9AG
First Floor Rear East 16 Winchester Walk SE1 9AG
Part Ground Floor Front East 16 Winchester Walk SE1 9AG
Second Floor Rear West 16 Winchester Walk SE1 9AG
Second Floor Rear East 16 Winchester Walk SE1 9AG
First Floor Centre East 16 Winchester Walk SE1 9AG
Second Floor Rear 14 Winchester Walk SE1 9AG
Second Floor Front 14 Winchester Walk SE1 9AG
First Floor 14 Winchester Walk SE1 9AG
First Floor Centre 16 Winchester Walk SE1 9AG
Ground Floor Rear 16 Winchester Walk SE1 9AG
Ground Floor Front West 16 Winchester Walk SE1 9AP
11b Stoney Street London SE1 9AD
1a Park Street London SE1 9AB
Merchant House 14-16 Stoney Street SE1 9AD
Anchor 1 Bankside SE1 9DN
18 New Globe Walk London SE1 9DR
Studio 30 Soho Wharf SE1 9DG
Flat 1 Clink Wharf SE1 9DG
Flat 7 Clink Wharf SE1 9DG
15 Winchester Walk London SE1 9AG
First Floor Soho Wharf SE1 9DG
Flat 3 Evans Granary Apartments SE1 9LB
Flat 2 Evans Granary Apartments SE1 9LB
Flat 1 Evans Granary Apartments SE1 9LB
Basement And Ground Floor 4 Park Street SE1 9AB
Marias Market Cafe Borough Market SE1 9AH
Ground Floor West Winchester Wharf SE1 9DL
Messrs Le Marche Borough Market SE1 9AH
1-2 Rochester Walk London SE1 9AF
Roast At The Floral Hall Borough Market SE1 9AH
Basement Offices 2 Redcross Way SE1 9HR
Flat 1 Little Winchester Wharf SE1 9DG
Flat 2 Little Winchester Wharf SE1 9DG
2 Winchester Wharf 4 Clink Street SE1 9DL
1 Winchester Wharf 4 Clink Street SE1 9DL
5 Winchester Wharf 4 Clink Street SE1 9DL
Flat 3 Little Winchester Wharf SE1 9DG
First Floor 12 Stoney Street SE1 9AD
Basement And Ground Floor 12 Stoney Street SE1 9AD
Studio 2 Clink Wharf SE1 9DG
Second Floor Front 16 Winchester Walk SE1 9AG
Flat 6 Victor Wharf SE1 9DW
Flat 5 Victor Wharf SE1 9DW
Flat 4 Victor Wharf SE1 9DW
Flat 9 Victor Wharf SE1 9DW
Flat 8 Victor Wharf SE1 9DW
Flat 7 Victor Wharf SE1 9DW
Flat 3 Victor Wharf SE1 9DW
Borough Market Cathedral Street SE1 9AL
4 Winchester Wharf 4 Clink Street SE1 9DL
3 Winchester Wharf 4 Clink Street SE1 9DL
Flat 2 Victor Wharf SE1 9DW
Flat 1 Victor Wharf SE1 9DW
Cage 34a Borough Market SE1 9AH
Three Crown Square Borough Market SE1 9AH
Ground Floor Left 30 Park Street SE1 9EQ
11a Park Street London SE1 9AB
The Market Hall Borough Market SE1 9AH
Market Hall Borough Market SE1 9AH
Green Market Borough Market SE1 9AL
Flat 4 Winchester Wharf SE1 9DL
Second Floor 30 Park Street SE1 9EQ
City And Farmers Market Borough Market SE1 1TL
Floral Hall Market Borough Market SE1 9AD
Middle Road Market Borough Market SE1 9AA
34 Park Street London SE1 9EF
3 Rochester Walk London SE1 9AF
22 Park Street London SE1 9EQ
21 Park Street London SE1 9EQ
20 Park Street London SE1 9EQ
Ground Floor Thames House SE1 9ER
First Floor North Thames House SE1 9EL
10 Stoney Street London SE1 9AD
Bridge Studios 13 Park Street SE1 9AB
Flat 13 Evans Granary Apartments SE1 9LB
Flat 12 Evans Granary Apartments SE1 9LB
Flat 11 Evans Granary Apartments SE1 9LB
Third Floor 30 Park Street SE1 9EQ
Ground Floor Right 30 Park Street SE1 9EQ
Flat 14 Evans Granary Apartments SE1 9LB
Flat 10 Evans Granary Apartments SE1 9LB
Flat 6 Evans Granary Apartments SE1 9LB
Flat 5 Evans Granary Apartments SE1 9LB
Flat 4 Evans Granary Apartments SE1 9LB
Flat 9 Evans Granary Apartments SE1 9LB
Flat 8 Evans Granary Apartments SE1 9LB
Flat 7 Evans Granary Apartments SE1 9LB
Flat 8 28 Park Street SE1 9EQ
Flat 7 28 Park Street SE1 9EQ
Flat 6 28 Park Street SE1 9EQ
First Floor 30 Park Street SE1 9EQ
Cold Store Borough Market SE1 9AH
225-227 Clink Street London SE1 9DG
Flat 5 28 Park Street SE1 9EQ

Ground Floor Warehouse Corner Of Stoney Street SE1 9DG
Ground Floor Soho Wharf SE1 9DG
Third Floor Soho Wharf SE1 9DG
Second Floor Soho Wharf SE1 9DG
First Floor Warehouse Corner Of Stoney Street SE1 9DG
Waterside Apartment Clink Wharf SE1 9DG
Flat B Clink Wharf SE1 9DG
Flat A Clink Wharf SE1 9DG
8 Park Street London SE1 9AB
First Floor And Second Floor Flat 12 Stoney Street SE1 9AD
First Floor And Second Floor Flat 3 Park Street SE1 9AB
First To Third Floors 5 Park Street SE1 9AB
The Factory Winchester Wharf SE1 9DL
First Floor Flat 11 Stoney Street SE1 9AD
Second Floor And Third Floor Flat 11 Stoney Street SE1 9AD
Messrs Drinks Cage Ltd Borough Market SE1 9AH
1a Bank End London SE1 9BU

Flat 1 28 Park Street SE1 9EQ
First Floor 9 Park Street SE1 9AB
Flat 4 28 Park Street SE1 9EQ
Flat 3 28 Park Street SE1 9EQ
Flat 2 28 Park Street SE1 9EQ
Flat 1, 28 Clennam Street London SE1 1ER
Blake Morgan 33 St John'S Lane EC1M 4DB
Flat 6 28 Park Street SE1 9EQ
65 Carpenders Avenue Carpenders Park WD19 5BP
Flat 1 Pontifex Wharf 36 Stoney Street SE1 9LB
2 Osborne Close London SE24 0HB
Flat 4 Pontifex Wharf Apartments, 36 Stoney Street SE1 9LB
One Curzon Street London W1J 5HD
St Saviour'S House 39-41 Union Street SE1 1SD
Flat 10 Sussex House Maidstone Mews SE1 1GF

Email
23 Park Street London SE1 9EQ
24 Park Street SE1 9EQ

Re-consultation: 26/05/2016

APPENDIX 2

Consultation responses received

Internal services

Flood and Drainage Team

Statutory and non-statutory organisations

Council for British Archaeology
Environment Agency
Greater London Authority
Historic England
London Underground Limited
Metropolitan Police Service (Designing out Crime)
Natural England - London Region & South East Region
Network Rail (Planning)
Thames Water - Development Planning
The Victorian Society
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbours and local groups

Blake Morgan 33 St John'S Lane EC1M 4DB
Blake Morgan 33 St John'S Lane EC1M 4DB
Blake Morgan 33 St John'S Lane EC1M 4DB
Borough Market 8 Southwark Street SE1 9AH
Email representation
Flat 1 Pontifex Wharf 36 Stoney Street SE1 9LB
Flat 1, 28 Clennam Street London SE1 1ER
Flat 1 28 Park Street SE1 9EQ
Flat 10 Sussex House Maidstone Mews SE1 1GF
Flat 4 Pontifex Wharf Apartments, 36 Stoney Street SE1 9LB
Flat 4 28 Park Street SE1 9EQ
Flat 6 Evans Granary Apartments SE1 9LB
Flat 6 28 Park Street SE1 9EQ
Flat 6 28 Park Street SE1 9EQ
Flat 7 28 Park Street SE1 9EQ
Flat 8 28 Park Street SE1 9EQ
One Curzon Street London W1J 5HD
St Saviour'S House 39-41 Union Street SE1 1SD
2 Osborne Close London SE24 0HB
2 Osborne Close London SE24 0HB
23 Park Street London SE1 9EQ
23 Park Street London SE1 9EQ
5 Winchester Wharf 4 Clink Street SE1 9DL
65 Carpenders Avenue Carpenders Park WD19 5BP

APPENDIX 3

Human Rights Considerations

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.

This application has the legitimate aim of providing additional residential accommodation. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.