

Planning Committee

Wednesday 17 March 2021

6.30 pm

Online/Virtual: Members of the public are welcome to attend the meeting.

Please contact Constitutional.Team@southwark.gov.uk for a link or telephone dial-in instructions to join the online meeting

Membership

Councillor Martin Seaton (Chair)
Councillor Darren Merrill (Vice-Chair)
Councillor Richard Livingstone
Councillor Damian O'Brien
Councillor Cleo Soanes
Councillor Dan Whitehead
Councillor Kath Whittam
Councillor Bill Williams

Reserves

Councillor Radha Burgess
Councillor Victor Chamberlain
Councillor Jon Hartley
Councillor Nick Johnson
Councillor James McAsh
Councillor Margy Newens
Councillor Jason Ochere
Councillor Catherine Rose

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

Babysitting/Carers allowances

If you are a resident of the borough and have paid someone to look after your children, an elderly dependant or a dependant with disabilities so that you could attend this meeting, you may claim an allowance from the council. Please collect a claim form at the meeting.

Access

The council is committed to making its meetings accessible. Further details on building access, translation, provision of signers etc for this meeting are on the council's web site: www.southwark.gov.uk or please contact the person below.

Contact – Tim Murtagh via email: tim.murtagh@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly
Chief Executive
Date: 4 March 2021



Planning Committee

Wednesday 17 March 2021
6.30 pm

Online/Virtual: Members of the public are welcome to attend the meeting. Please contact Constitutional.Team@southwark.gov.uk for a link or telephone dial-in instructions to join the online meeting

Order of Business

Item No.	Title	Page No.
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the committee.	
3.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES	6 - 9
	To approve as a correct record the minutes of the meeting held on 6 January 2021.	

Item No.	Title	Page No.
6.	DEVELOPMENT MANAGEMENT	10 - 14
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6.2.	SAINSBURY OUTPATIENT PHARMACY SOLOMON CENTRE GUYS HOSPITAL ST THOMAS STREET SE1 9RT	128 - 183

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

Date: 9 March 2021

Planning Committee

Guidance on conduct of business for planning applications, enforcement cases and other planning proposals (virtual meetings)

Please note:

The council has made the following adaptations to the committee process to accommodate virtual meetings:

- The agenda will be published earlier than the statutory minimum of five working days before the meeting. We will aim to publish the agenda ten clear working days before the meeting.
- This will allow those wishing to present information at the committee to make further written submissions in advance of the meeting in order to:
 - Correct any factual information in the report
 - Confirm whether their views have been accurately reflected in the report
 - Re-emphasise the main points of their comments
 - Suggest conditions to be attached to any planning permission if granted.
- **Those wishing to speak at the meeting should notify the constitutional team at Constitutional.Team@southwark.gov.uk in advance of the meeting by 5pm on the working day preceding the meeting.**

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. The role of members of the planning committee is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present in the virtual meeting and wish to speak) for **not more than three minutes each**. **Speakers must notify the constitutional team at Constitutional.Team@southwark.gov.uk in advance of the meeting by 5pm on the working day preceding the meeting.**

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the three-minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site). If there is more than one supporter (who lives within 100 metres of the development site) wishing to speak, the time is divided within the 3-minute time slot.
- (d) Ward councillor (spokesperson) from where the proposal is located.

(e) The members of the committee will then debate the application and consider the recommendation.

Note: Members of the committee may question those who speak only on matters relevant to the roles and functions of the planning committee that are outlined in the constitution and in accordance with the statutory planning framework.

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the three-minute time allowance must be divided amongst those wishing to speak. Where you are unable to decide who is to speak in advance of the meeting, the chair will ask which objector(s)/supporter(s) would like to speak at the point the actual item is being considered. The clerk will put all objectors who agree to this in touch with each other, so that they can arrange a representative to speak on their behalf at the meeting. The clerk will put all supporters who agree to this in touch with each other, so that they can arrange a representative to speak on their behalf at the meeting.
6. Speakers should lead the committee to subjects on which they would welcome further questioning.
7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, will be speaking in their designated time-slots only, apart from answering brief questions for clarification; this is **not** an opportunity to take part in the debate of the committee.
8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.
9. This is a council committee meeting to which is open to the public and there should be no interruptions from members of the public.
10. Members of the public are welcome to record, screenshot, or tweet the public proceedings of the meeting.
11. Please be considerate towards other people and take care not to disturb the proceedings.
12. This meeting will be recorded by the council and uploaded to the Southwark Council YouTube channel the day after the meeting.

The arrangements at the meeting may be varied at the discretion of the chair.

Contacts: General Enquiries
 Planning Section, Chief Executive's Department
 Tel: 020 7525 5403

FOR ACCESS TO THE VIRTUAL MEETING (ONLINE/BY TELEPHONE)

PLEASE CONTACT:

Planning Committee Clerk, Constitutional Team
 Finance and Governance
 email: tim.murtagh@southwark.gov.uk

REMOTE MEETING ETIQUETTE FOR PARTICIPANTS

Members of the committee, other councillors who seek to address the committee, officers advising the committee or presenting reports, any external partners / third-parties invited to address or advise the committee, co-optees and any members of the public who have registered to speak at the meeting are asked to adhere to the following guidelines:

Preparing for the meeting

1. If you are planning to attend, please make sure you have informed the constitutional/scrutiny officer named on the agenda front sheet, so that a full list of those expected at the meeting can be prepared and you are sent the joining instructions.
2. Ensure that you are located in an area where you are unlikely to be disturbed.
3. Ensure that your broadband connection is sufficiently stable to join the meeting. If your connection has low bandwidth, you might need to ask others using your broadband connection to disconnect their devices from the broadband for the duration of the meeting. If this does not help, you may wish to try connecting your device to your router using an Ethernet cable.
4. When accessing the meeting using a private laptop or desktop computer, you will need to use the link you have been provided with outside of the Southwark CITRIX environment.
5. Ensure that your background is neutral (a blank wall is best) and that you are dressed as though you attend a meeting that is open to the public in real life.
6. If you decide to switch on your camera, please ensure that the camera on the device that you are using is positioned to provide a clear view of your face. This may involve thinking about the lighting in the room you are in (for example, sitting in front of a window may plunge your face into shadow) or putting your webcam, laptop or tablet on top of a stack of books so that you can look straight into the camera.
7. Ensure that you are familiar with the functions of the software you are using. The constitutional/scrutiny officer will be online 10 minutes before the scheduled start of the meeting to give everyone time to join and deal with any technical challenges. Please try to join the meeting at least 5 minutes before the meeting start time to make sure that everything is working. Ideally, you should use earphones or a headset to participate in meetings as it reduces the risk of feedback from using your device's external speaker and reduces background noise from your surroundings. Please do not access the meeting with two devices simultaneously, or if this is unavoidable, please ensure you mute the microphones when not speaking, and turn down the speakers when you are speaking. This will avoid feedback.
8. Meeting participants that choose to join the meeting using the conference call facility will not be able to use video, view other participant's video, or see any documents that are shared using the screen sharing function. [Planning meeting only: The chair has ruled that the meeting will not accept members of the committee participating using a telephone connection alone.]

At the meeting

9. Join the meeting promptly to avoid unnecessary interruptions.
10. When joining the virtual meeting, please mute your microphone and switch off your camera until the chair opens the meeting formally.

11. Mute your microphone when you are not speaking. You may also want to turn off your video when not speaking in order to reduce the bandwidth needed. Participants joining the meeting from a mobile phone can unmute themselves by pressing *6 on their device.
12. The regulations state that for members to be considered to be in attendance at a virtual meeting, they have to be able to hear the proceedings, and the meeting has to be able to hear them. You can therefore choose to switch off your camera even when speaking, for privacy reasons, if you prefer.
13. Only speak when invited to do so by the Chair.
14. When speaking for the first time, please state your name.
15. Keep comments, questions and other contributions brief and to the point.
16. If referring to a specific page on the agenda, mention the page number or paragraph number.
17. The 'chat' function must only be used by committee members to indicate a wish to speak. It is not to be used for conversations and should be used in an appropriate and professional manner at all times.
18. Once the Chair closes the meeting, all remaining participants should leave the meeting promptly.
- 19.

Exempt or confidential items / closed session

Occasionally, committees may need to go into closed session to consider information that is confidential or exempt from publication. If this happens, the committee will pass a resolution to that effect, and for those meetings that are being livestreamed, the livestream will be cut.

20. If you are asked to leave the meeting, please end your connection promptly. Any connections that are not ended promptly will be terminated by the constitutional/scrutiny officer.
21. Members of the committee should ensure that, if the meeting goes into closed session, they are on their own and cannot be overheard in the place they are accessing the closed session from.
22. After the motion to go into closed session has been passed, members should exit the main meeting and re-join the "Briefing/Closed session" Teams meeting. Once the closed session has ended, members should re-join the main meeting by clicking on the link to the main meeting they initially used.

LIVESTREAMING / RECORDING NOTICE

This meeting will be livestreamed, and recorded for future viewing, on the council's YouTube channel (except where there are confidential or exempt items being discussed in closed session):

https://www.youtube.com/channel/UCqgAueevJzRUGB_eAZia0xw

The livestream/recording will also be paused when the meeting adjourns.

If you make a representation to the meeting and you do not switch off your camera, you will be deemed by the council to have consented to being filmed and to the possible use of those images and sound recordings for webcasting, recording of the meeting and/or training purposes. (If you switch off your camera while making a representation, you will equally be deemed by the council to have consented to the sound being recorded, webcast and/or used for training purposes.)

Members of the public are welcome to make their own recordings or take screenshots of this remote meeting. The council will only seek to prevent this, should it be undertaken in a disruptive or otherwise inappropriate manner. Please see the council's filming protocol at:

<http://moderngov.southwarksites.com/ecSDDisplay.aspx?NAME=Protocol%20for%20Reporting%20and%20Filming&ID=1036&RPID=0&sch=doc&cat=13184&path=13184>

If you have any queries regarding the livestreaming or the recording of meetings, please contact the constitutional/scrutiny team via constitutional.team@southwark.gov.uk



Planning Committee

Minutes of the Planning Committee held on Wednesday 6 January 2021 at
6.30 pm

PRESENT: Councillor Martin Seaton (Chair)
Councillor Darren Merrill (Vice-chair)
Councillor Richard Livingstone
Councillor Damian O'Brien
Councillor Jason Ochere
Councillor Dan Whitehead
Councillor Kath Whittam
Councillor Bill Williams

**OFFICER
SUPPORT:** Simon Bevan, Director of Planning
Jon Gorst, Legal Services
Liz Awoyemi, Planning Projects
Tim Cutts, Regeneration
Troy Davies, Planning
Pip Howson, Transport Policy
Michael Tsoukaris, Design and Conservation
Colin Wilson, Regeneration
Tim Murtagh, Constitutional Team

1. APOLOGIES

Apologies for absence received from Councillor Cleo Soanes. Councillor Jason Ochere was substituting in her absence.

2. CONFIRMATION OF VOTING MEMBERS

Those members listed as present were confirmed as the voting members for the

meeting.

3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The chair gave notice of the following additional papers which were circulated before the meeting:

- Addendum report relating to item 8.1.
- Members pack relating to item 8.1.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 1 December 2020 be approved as a correct record of the meeting and signed by the Chair.

6. PROPOSED NEW CONSERVATION AREAS: THE OLD KENT ROAD HIGH STREET; YATES ESTATE AND VICTORY; THE MISSION; LIVESSEY; AND COMMERCIAL WAY

The committee heard the introduction to the report by the officer. Members of the committee asked questions of the officer.

RESOLVED:

1. That it be agreed to consult publically on the potential new conservation areas and draft conservation area appraisals, management plans, extensions to conservation areas and article 4(1) directions at appendices 2 to 6 for the following conservation areas:
 - The Old Kent Road High Street;
 - Yeats Estate and Victory;
 - The Mission;
 - Livesey; and
 - Commercial Way
2. That the planning committee note the EQIA at Appendix 1 of the report.

7. RELEASE OF £140,019.40 OF SECTION 106 MONIES FOR THE REFURBISHMENT OF COMMUNITY SPACE AT 231 OLD KENT ROAD

At 7.10pm the meeting took a screen break and resumed at 7.20pm.

The committee heard the introduction to the report by the officer. Members of the committee asked questions of the officer.

RESOLVED:

That the release of £140,019.40 of Section 106 funding from the legal agreements, listed in paragraph 1 of the report, to deliver the community space at 231 Old Kent Road, be approved.

8. DEVELOPMENT MANAGEMENT

RESOLVED:

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the agenda be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they can be clearly specified.

8.1 313-349 ILBERTON ROAD, LONDON SE15 1NW

Planning application number: 20/AP/1329

PROPOSAL

Demolition of existing buildings and construction of two buildings, one of part 11 and 13 storeys and one of part 13 and 15 storeys, to provide 1,526sq.m (GIA) of commercial floorspace, 250 student accommodation bed spaces (Sui Generis) and 58 residential units, with associated access and highway works, amenity space, cycle parking spaces, disabled car parking spaces and refuse/ recycling stores.

This application represents a departure from strategic policy 10 'Jobs and Businesses' of the Core Strategy (2011) and Saved Policy 1.2 'Strategic and Local Preferred Industrial Locations' of the Southwark Plan (2007) by virtue of proposing

to introduce residential accommodation in a preferred industrial location.

The committee heard the officer's introduction to the report and the changes outlined in the addendum report. Members of the committee asked questions of the officers.

There were no objectors wishing to address the committee.

The applicant's representatives addressed the committee, and answered questions put by the committee.

At 8.30pm the meeting took a screen break and resumed at 8.35pm.

There were no supporters who lived within 100 metres of the development site, or ward councillors, who wished to speak.

Following this, the committee put further questions to the officers and discussed the application.

A motion to grant the application was moved, seconded, put to the vote and declared carried.

RESOLVED:

1. That planning permission is granted, subject to conditions and referral to the Mayor of London, and the applicant entering into an appropriate legal agreement by no later than 6 August 2021.
2. In the event that the requirements of (1) are not met by 6 August 2021 that the Director of Planning be authorised to refuse planning permission, if appropriate, for the reasons set out at paragraph 298 of the report.
3. That officers recalculate the amenity space as part of completing the section 106 agreement.

The meeting ended at 8.55pm

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 17 March 2021	Meeting Name: Planning Committee
Report title:		Development Management	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committee and planning sub-committees. These were agreed by the annual meeting of the council on 23 May 2012. The matters reserved to the planning committee and planning sub-committees exercising planning functions are described in part 3F of the Southwark Council constitution.

KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
 - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Housing, Communities and Local Government and any directions made by the Mayor of London.
 - b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within

the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.

- c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.
6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.
8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.
10. All legal/counsel fees and costs as well as awards of costs against the council are borne by the budget of the relevant department.

Community impact statement

11. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Law and Governance

12. A resolution to grant planning permission shall mean that the director of planning is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the director of planning shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
13. A resolution to grant planning permission subject to legal agreement shall mean that the director of planning is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a written

agreement in a form of words prepared by the director of law and democracy, and which is satisfactory to the director of planning. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the director of law and democracy. The planning permission will not be issued unless such an agreement is completed.

14. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission. Where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).
15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently Southwark's Core Strategy adopted by the council in April 2011, saved policies contained in the Southwark Plan 2007, the where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).
16. On 15 January 2012 section 143 of the Localism Act 2011 came into force which provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
 - a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related to the scale and kind to the development.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

18. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.
19. The National Planning Policy Framework (NPPF) came into force on 27 March 2012. The NPPF replaces previous government guidance including all planning practice guidance (PPGs) and planning policy statements (PPSs). For the purpose of decision-taking policies in the Core Strategy (and the London Plan) should not be considered out of date simply because they were adopted prior to publication of the NPPF. For 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted in accordance with the Planning and Compulsory Purchase Act (PCPA) 2004 even if there is a limited degree of conflict with the NPPF.
20. In other cases and following and following the 12 month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. This is the approach to be taken when considering saved plan policies under the Southwark Plan 2007. The approach to be taken is that the closer the policies in the Southwark Plan to the policies in the NPPF, the greater the weight that may be given.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file	Development Management 160 Tooley Street London SE1 2QH	Planning Department 020 7525 5403

APPENDICES

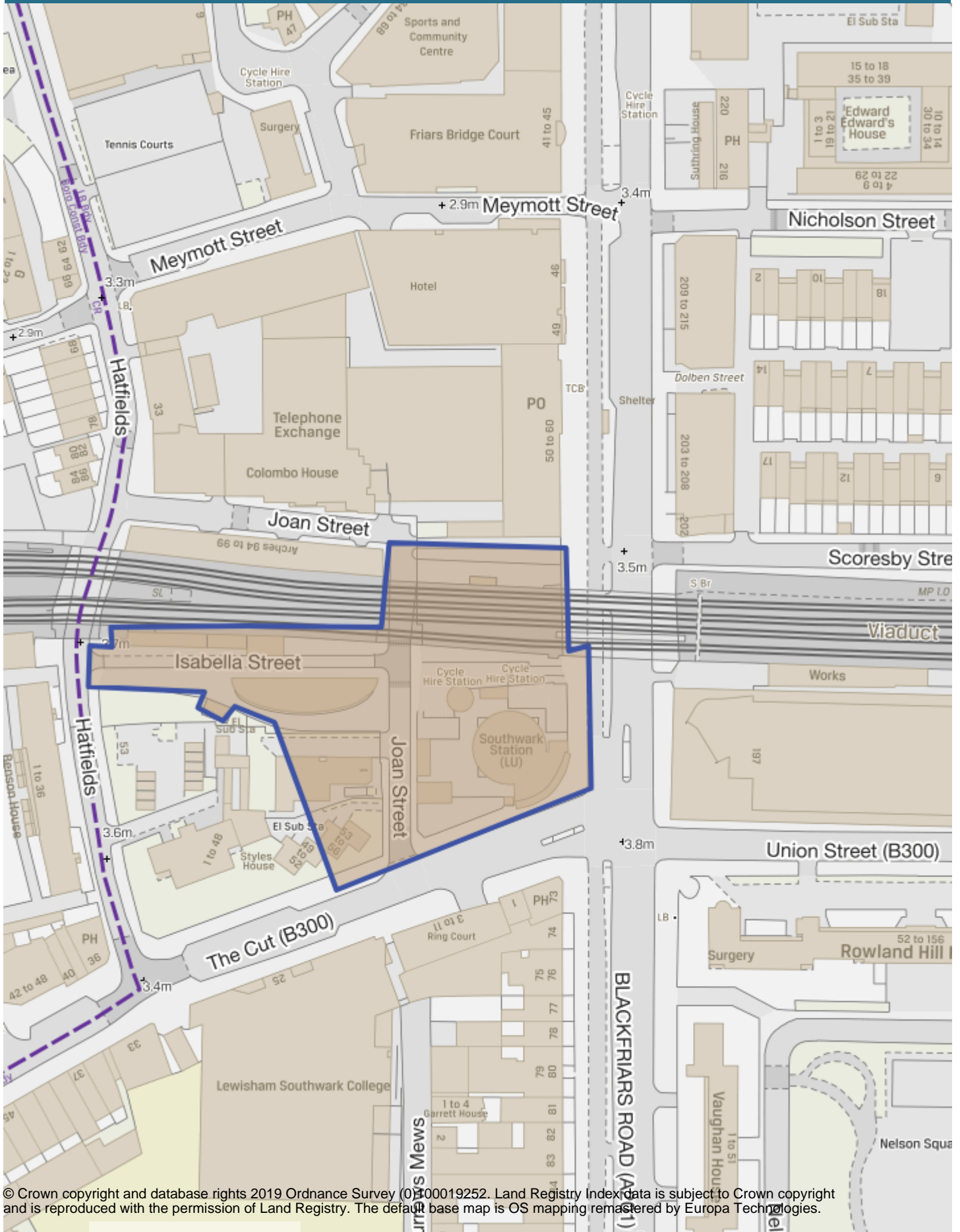
No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services		
Report Author	Tim Murtagh, Constitutional Officer Jonathan Gorst, Head of Regeneration and Development		
Version	Final		
Dated	March 2021		
Key Decision?	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments sought	Comments included	
Director of Law and Governance	Yes	Yes	
Director of Planning	No	No	
Cabinet Member	No	No	
Date final report sent to Constitutional Team		3 March 2021	



Southwark Underground Station The Cut, 68-70 Blackfriars Road SE1



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Item No. 6.1	Classification: OPEN	Date: 17 March 2021	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 20/AP/1189 for: Full Planning Application Address: SOUTHWARK UNDERGROUND STATION, THE CUT/ 68-70 BLACKFRIARS ROAD, LONDON, SE1 8JZ Proposal: Redevelopment of the site including the demolition of Nos. 49-56 Hatfields and No 1 Joan Street to provide a 17 storey (plus plant) building above Southwark Underground Station accommodating Class B1 office space and Class A1/A2/A3/A4 retail space. The development includes associated basement construction, public realm improvements and associated highways works including the closure of Joan Street.		
Ward(s) or groups affected:	Borough and Bankside		
From:	Director of Planning		
Application Start Date	01.06.2020	PPA Expiry Date	30.09.2021
Earliest Decision Date	29.07.2020		

RECOMMENDATION

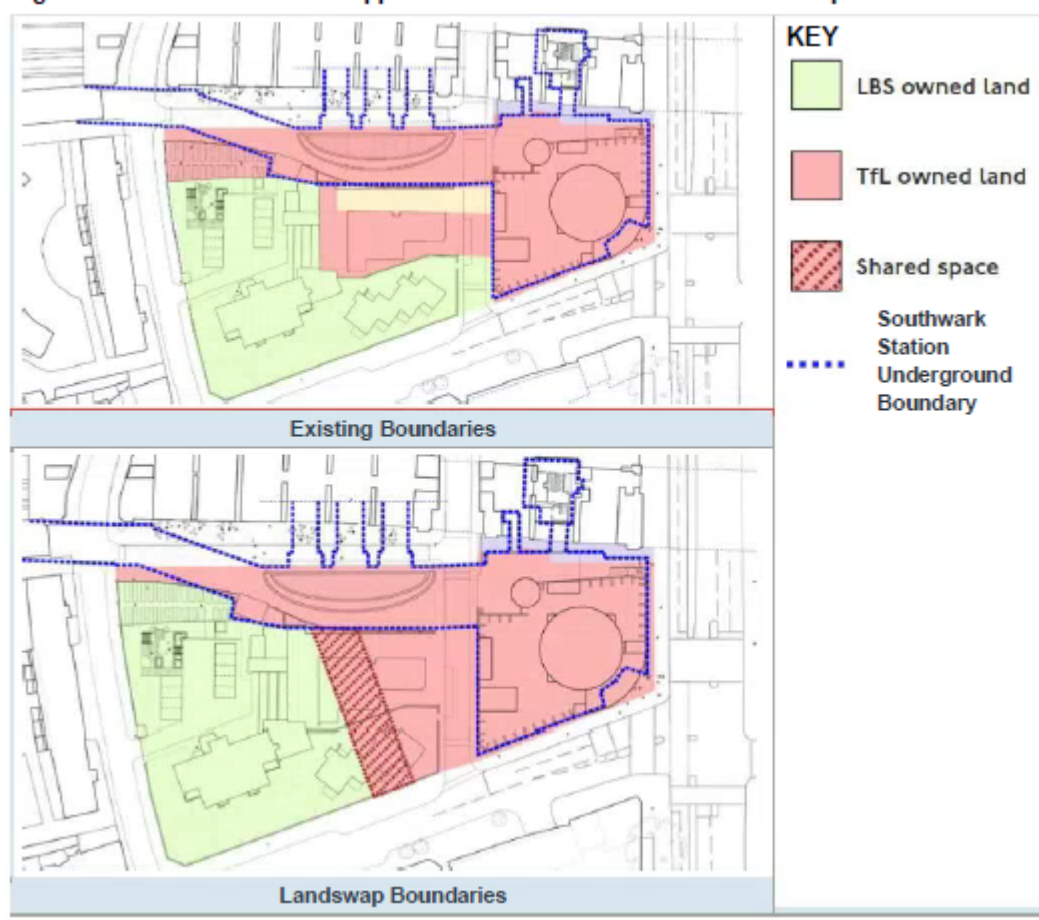
1. That planning permission is granted subject to conditions, the applicant entering into an appropriate legal agreement, and referral to the Mayor of London.
2. In the event that the requirements of paragraph 1 above are not met by 30 September 2021, the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 235.

EXECUTIVE SUMMARY

3. Southwark Underground Station was opened around twenty years ago and was designed and constructed to enable it to be subsequently built over. Numerous options have been developed over the years to construct a new building above the station but they have been principally hampered by the following constraints:
 - The engineering constraints and the cost of keeping the tube station open and running during the construction above
 - The relatively small size of the tube station site can only accommodate a small floorplate which impacts the business case as a critical mass of floorspace would be required for any scheme to be deliverable.

4. When the underground station was originally constructed, the local area was very different and the property market less buoyant. This meant that any proposal to develop the area above the station was not financially viable at that point. In the intervening years Bankside has developed into a key office location.
5. Given the limited area above the existing station, and the difficulties in constructing a lift and service core above the voids of the station and tracks, TfL explored the options for expanding the potential development area. In 2018 TfL acquired both Algarve House (Platform Southwark) and five leasehold flats at Styles House. Concurrently, the Styles House Tenants management Organisation ('the TMO') were in discussions with the council's housing department to look at options for providing additional affordable housing within their estate. In other conversations with the council, the potential to incorporate the area of Joan Street into a development site was also raised. This would require the formal stopping up of Joan Street.
6. In 2016 the TMO contacted the housing department to seek support in appointing an independent tenant advisor and an architect to develop a feasibility study for new homes in order to help develop their understanding of how new council homes could be constructed within their estate. An independent tenant advisor was appointed and a brief was developed with the TMO to instruct an architect in July 2016. Bell Phillips, an architect practice experienced at delivering new council homes, was appointed to work with the TMO to complete a feasibility study. The study, which was completed in September 2016, illustrated the potential to construct a block of new homes, as well as re-providing the same amount of amenity space in the estate and a new tenant hall. This feasibility study relied on a land exchange with TFL.
7. On 30 April 2019, Cabinet authorised the Director of Regeneration to enter into a land exchange agreement with TFL which was formally signed on 11 August 2020. The land exchange provides the legal framework for creating two separate parcels of land on which TFL can then construct their office development, and the council can build a block of 25 new homes. In addition to the land exchange as set out below, the council will receive staged payments linked to the progress of the relevant statutory consents including planning, and the stopping up of Joan Street.
8. The land exchange agreement requires some buildings currently on site to be demolished. These are the Platform building, the lock up garages, the existing TMO hall and 49 - 56 Hatfields . 49 – 56 Hatfields is a two storey block of eight studio dwellings within the Styles House estate, sometimes referred to as the 'chalets'. Seven of these are let by the Council on secure tenancies, the other one has been sold under right to buy legislation and the lease is now held by TfL. TfL also holds the leases of four other flats that have been sold under the right to buy in the main Styles House tower building, which will transferred to the Council under the land exchange agreement, enabling four secure Council tenants to relocate. Those tenants who are not able to or would prefer not to move into the vacated tower flats will be given the highest priority for re-

housing; this is known as a “band 1 priority.”



9. The application to develop the new affordable housing and TMO hall has been submitted (reference 20/AP/0969) and was presented to the Planning Committee on 22 February. At this meeting the Planning Committee resolved to grant permission subject to referral to the Mayor of London and completion of a legal agreement.
10. This current application has been submitted by TfL, who intend to occupy the offices, if consented, themselves. The application covers the land above and adjacent to Southwark Underground Station, including Joan Street, and part of the land which is currently within the Styles House estate. It would provide a new office building with a stepped form rising to a maximum of 17 storeys, with new retail units at ground floor level on The Cut. The station entrance would remain unaffected, and the station would remain in use throughout the construction period (save, possibly, temporary closures during some key activities not compatible with safe access to the station). The development would release part of the current TfL owned land to enable the delivery of the new housing and TMO hall under the land swap, and also create a green space (a ‘no build zone’) between the office and the housing.
11. At street level the proposed building would be much more engaging with active frontages and visual interest along The Cut and Blackfriars Road. Additionally there would be an improved public realm and landscaping to the north of the site in Isabella Street. Pavement widths on The Cut and around the station

entrance would be increased, in part by changes to the carriageway alignment secured through the development, creating a much more pleasant environment for pedestrians.

12. The design of the new office building is considered to be of a high quality befitting of a building of this scale in this prominent location, and the office space being provided would meet modern requirements. The development would include 10% of the uplift in office floorspace as affordable workspace which would meet the demands of micro to medium sized businesses as well as start-ups and enterprises looking to expand.
13. The development would be energy efficient and sustainable with an on-site carbon reduction of 42% above the 2013 Building Regulations in addition to a carbon offset payment that would help the development achieve Carbon Zero targets.
14. The site is located in the Central Activities Zone, the Bankside Borough and London Bridge Opportunity Area and the Bankside and Borough District Town Centre, and is allocated in the New Southwark Plan as NSP17. The proposals are consistent with the site allocation and the objectives of the development plan for this area.
15. The impact on the amenity of neighbours in terms of privacy, outlook and impact daylight/sunlight is set out in the report, and it is noted that the impacts on a small number of residential properties closest to the site are significant. These impacts need to be considered in the context of the character of the area in line with the flexibility expected by the BRE when looking at dense urban environments. These impacts also need to be balanced against the very significant benefits of delivering this scheme.
16. The development would be reliant on the Stopping Up (closure) of Joan Street and whilst this has been concluded as being acceptable in planning terms, the applicant would need to make a separate application for permission to close Joan Street from the Highways Authority (LBS); an objection from BT to this closure is noted in the report.
17. A total of 2,468 letters were sent to local residents as part of the neighbour consultation exercise and 40 letters of objection were received. The main points of the objections are set out below along with the number of times they have been raised. A detailed breakdown of the objections along with a detailed officer response is set out in paragraph 245.

Objection topic	Number of time raised
Height/scale/massing	17
Daylight and sunlight	11
Land use	11
Covid-19 - changes to working patterns	8
Overdevelopment	7
Noise	6
Design	3

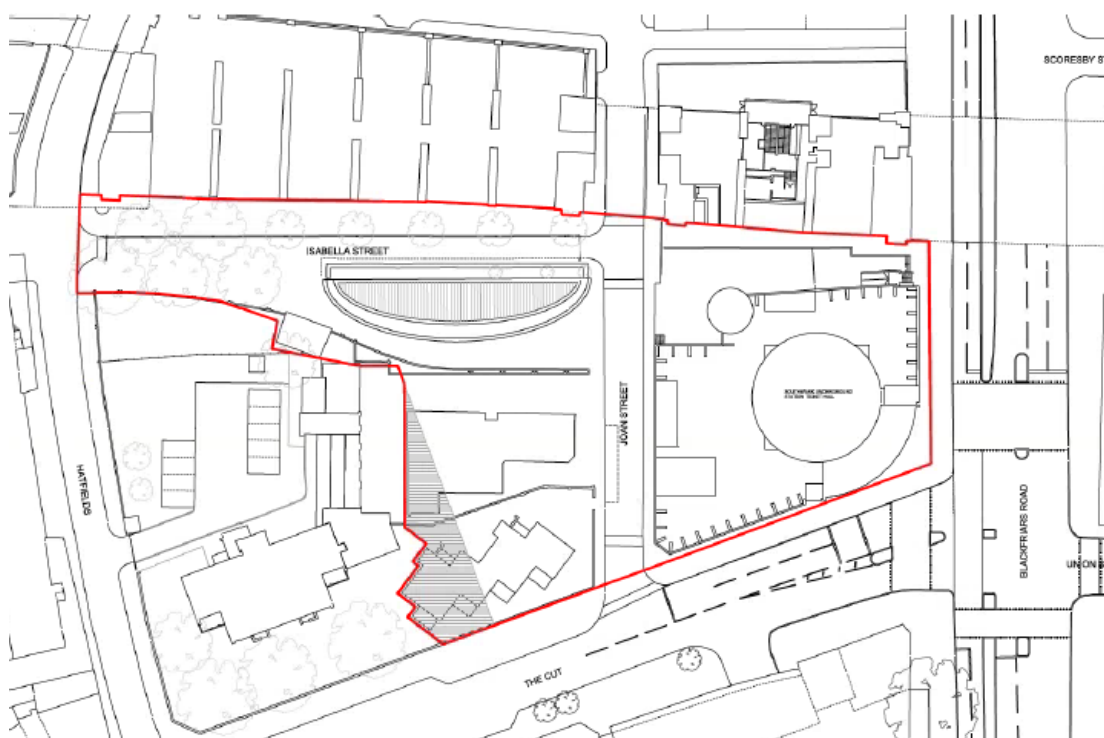
Sustainability	3
Townscape	3
Transport	3
Views	3
Access	2
Wind	2
Climate change	1
Heritage	1
Privacy	1
Public transport	1

18. The ability to deliver the new office scheme would be dependant on concluding the land transfer agreement with the Council for the land between the station and Styles House. The ability to conclude this land transfer agreement is itself contingent on the application for the Styles House development (application 20/AP/0969) being granted. The two applications must be assessed and determined independently, but the ability to implement either scheme depends on the other also coming forward.

BACKGROUND INFORMATION

Site location and description

19. The application site, identified on the site location plan below, is situated at and around Southwark Station, fronting Blackfriars Road to the east and The Cut to the south. To the north is the railway viaduct for the South Eastern Main Line, which runs on an east-west axis towards Waterloo East Station. Opposite the site to the east is the Transport for London Palestra office.



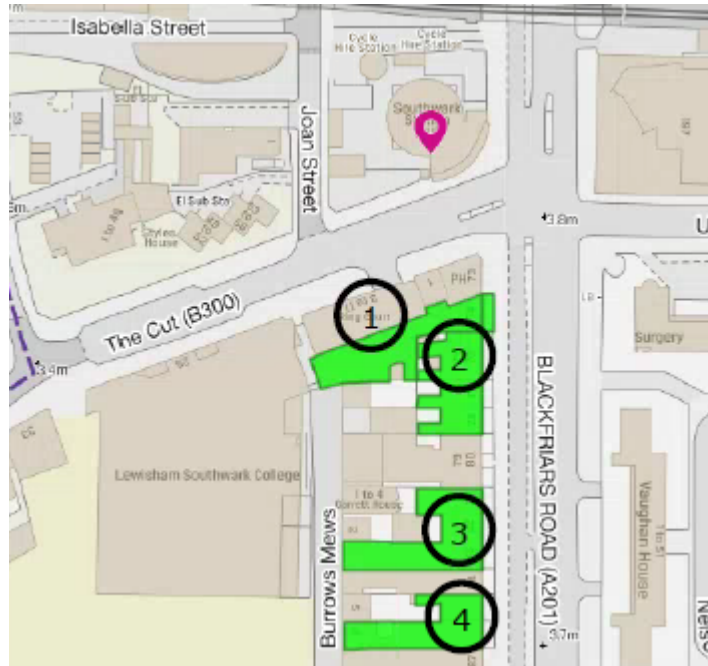
20. To the immediate west of the site is Styles House, a collection of residential units, including a block of flats and eight chalet style houses. Adjacent to Styles House is Platform Southwark, an office/industrial building currently used on a 'meanwhile' basis as a multi-discipline community space for art, music and

performance. At ground level, south of the railway viaduct, is Isabella Street, which contains a vibrant mix of small food and beverage units within the railway arches.

21. Between Isabella Street and Southwark Station is an area of public realm, including an 'eyelid' structure which provides a roof light to the tube station below. In the existing arrangement, Joan Street runs from Hatfields to The Cut, passing beneath the railway viaduct, and dissects the site. Joan Street is not a major route and is used primarily for servicing Colombo House to the north of Joan Street and the food and beverage units on Isabella Street.



22. The surrounding area is truly mixed use with homes, offices, education uses, bars, restaurants and retail. In terms of townscape, building heights range from two to five storeys on The Cut rising to the 12 storey Styles House on Hatfields and the taller Palestra on the corner of Blackfriars Road and Union Street.
23. The site is not located within a conservation area and there are no listed buildings on or adjoining the site. Within Southwark, the nearest conservation areas to the application site are Valentine Place and King's Bench. Both of these conservation areas sit to the south of the site, close to Blackfriars Road. Within the London Borough of Lambeth the Roupell Street, Waterloo and Mitre Road Conservation Areas lie to the west and north west of the application site.



Details of proposal

24. Planning consent is sought for the demolition of Algarve House and 49-56 Hatfields in order to redevelop the land above Southwark Underground Station to deliver a 17 storey building comprising new offices (Class B1) and flexible retail (Class A1/A2/A3/A4).

Proposed Use	Proposed Floorspace (sqm GIA)
Class B1 Office	26,513
Class B1 open reception	382
Flexible Class A1/A2/A3/A4	237
Total	27,132

25. The delivery of the development will require the Stopping Up (closure) of Joan Street in order to create a single, unified site for the proposed development with an efficient building footprint and optimised core position outside of the station 'box'.
26. In design terms the massing of the building steps down along The Cut in order to provide a transition between the lower scale development of this street and the more city scale of Blackfriars Road. Central to this articulation is the terracing of the western elevation of the building which reduces the height from the tallest element on Blackfriars Road down to the Styles house site through a series of stepped terraces. This allows the building to create the focal point required above Southwark underground station to act as a landmark for this important transport interchange whilst not unduly dominating the setting of Styles House. The series of stepped and varied terraces would be generously planted.
27. At ground floor level there will be two retail units facing onto The Cut in addition to the main reception and lift lobby. Affordable workspace would be provided at ground, first and second floor level. At the upper levels, the building will be used for Class B1 office space. The scheme also includes two basement levels, containing plant equipment and basement cycle parking for occupiers of

the building. The roof level accommodates additional plant equipment, including air source heat pumps.

28. Landscaping and public realm works are proposed for Isabella Street and the 'Eyelid' including verdant and varied planting as well as new street furniture. On The Cut, the public realm proposals include the widening of the pedestrian footpath, the creation of a new segregated cycle lane and new street furniture and soft landscaping.
29. The development would be car free and would provide a total of 402 cycle parking spaces in addition to relocated cycle hire docking station spaces.

Planning history of the site, and adjoining or nearby sites.

30. The full planning history for the site is set out in detail at Appendix 4. The current application has been submitted following a detailed pre-application enquiry (reference 20/EQ/0143). Over the course of this pre-application enquiry, the developer has engaged with the council through an iterative process that has resulted in various amendments to the scheme from the initial proposal. This includes amendments to scale and massing as well as amendments to the detailed design/architecture. The layout of the site and relationship to Styles House has also evolved as a result of the pre-application engagement across the two proposals in order to overcome potential amenity issues and to address the requirements of the Styles House TMO.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

31. The main issues to be considered in respect of this application are:
 - Principle of the proposed development in terms of land use
 - Affordable workspace
 - Environmental impact assessment
 - Design, including layout, building heights, landscaping and ecology;
 - Heritage considerations
 - Archaeology
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
 - Transport and highways, including servicing, car parking and cycle parking
 - Environmental matters, including construction management, flooding and air quality
 - Energy and sustainability, including carbon emission reduction
 - Ecology and biodiversity
 - Planning obligations (S.106 undertaking or agreement)
 - Mayoral and borough community infrastructure levy (CIL)
 - Consultation responses and community engagement
 - Community impact, equalities assessment and human rights
 - All other relevant material planning considerations

32. These matters are discussed in detail in the 'Assessment' section of this report.

Legal context

33. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2016, the Core Strategy 2011, and the Saved Southwark Plan 2007. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
34. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

35. The statutory development plans for the Borough comprise the London Plan 2016, Southwark Core Strategy 2011, and saved policies from The Southwark Plan (2007 - July). The National Planning Policy Framework (2019) and emerging policies constitute material considerations but are not part of the statutory development plan. Any policies which are particularly relevant to the consideration of this application are highlighted in the report. The site is located within the:
- Air Quality Management Area
 - Bankside, Borough and London Bridge Strategic Cultural Area
 - Bankside, Borough and London Bridge Opportunity Area
 - Archaeological Priority Zone
 - Central Activities Zone
 - Bankside and Borough District Town Centre
 - Proposal Site NSP17 – Southwark Station and 1 Joan Street
 - Area covered by the Blackfriars Road SPD
36. The site 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.
37. The site is located within Flood Zone 3 as identified by the Environment Agency flood map, which indicates a high probability of flooding however it benefits from protection by the Thames Barrier.
38. The site does not sit within any of the London View Management Framework (LVMF) protected views. The site does not fall within a conservation area and there are no listed buildings on or adjoining the site.

National Planning Policy Framework (NPPF)

39. The revised National Planning Policy Framework ('NPPF') was published in February 2019 which sets out the national planning policy. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. Paragraph 212 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.
40. Chapter 2 Achieving sustainable development
 Chapter 6 Building a strong, competitive economy
 Chapter 7 Ensuring the vitality of town centres
 Chapter 8 Promoting healthy and safe communities
 Chapter 9 Promoting sustainable transport
 Chapter 11 Making effective use of land
 Chapter 12 Achieving well-designed places
 Chapter 14 Meeting the challenge of climate change, flooding and coastal change
 Chapter 15 Conserving and enhancing the natural environment
 Chapter 16 Conserving and enhancing the historic environment

London Plan 2016

41. Policy 2.5 Sub-regions
 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 3.1 Ensuring equal life chances for all
 Policy 4.1 Developing London's economy
 Policy 4.2 Offices
 Policy 4.3 Mixed use development and offices
 Policy 4.7 Retail and town centre development
 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 5.16 Waste net self-sufficiency
 Policy 5.17 Waste capacity
 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 effects of development on transport capacity
 Policy 6.5 Funding Crossrail
 Policy 6.6 Aviation
 Policy 6.9 Cycling
 Policy 6.10 Walking
 Policy 6.11 Smoothing traffic flow and tackling congestion
 Policy 6.12 Road network capacity
 Policy 6.13 Parking
 Policy 7.1 Building London's neighbourhoods and communities
 Policy 7.2 An inclusive environment
 Policy 7.3 Secured by design
 Policy 7.4 Local character
 Policy 7.5 Public realm
 Policy 7.6 Architecture
 Policy 7.7 Location and design of tall and large buildings
 Policy 7.8 Heritage assets and archaeology
 Policy 7.10 World heritage sites
 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 8.2 Planning obligations
 Policy 8.3 Community infrastructure levy

The Core Strategy 2011

42. The Core Strategy was adopted in 2011 providing the spatial planning strategy for the borough. The strategic policies in the Core Strategy are relevant alongside the saved Southwark Plan (2007) policies. The relevant policies of the Core Strategy 2011 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 12 - Design and conservation
 Strategic Policy 13 - High environmental standards

The Southwark Plan 2007 (Saved policies)

43. In 2013, the Secretary of State issued a saving direction in respect of certain policies in the Southwark Plan 2007. These saved policies continue to form part of the statutory development plan. Paragraph 213 of the NPPF states that existing policies should not be considered out of date simply because they were adopted or made prior to publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. The relevant policies of the Southwark Plan 2007 are:

Policy 1.1 Access to Employment Opportunities

Policy 1.4 Employment Sites

Policy 1.7 Development within Town and Local Centres

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 3.8 Waste Reduction

Policy 3.9 Water

Policy 3.11 Efficient Use of Land

Policy 3.12 Quality in Design

Policy 3.13 Urban Design

Policy 3.14 Designing Out Crime

Policy 3.18 Setting of Listed Buildings, Conservation Areas and World Heritage Sites

Policy 3.19 Archaeology

Policy 3.20 Tall Buildings

Policy 3.22 Important Local Views

Policy 3.28 Biodiversity

Policy 3.29 Development within the Thames Policy Area

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

Policy 5.8 Other Parking

Supplementary Planning Documents

44. Blackfriars Road SPD 2014
 Design and Access Statements SPD 2007
 Section 106 Planning Obligations and CIL SPD 2015 and 2017 addendum
 Sustainability Assessment 2007
 Sustainable Design and Construction SPD 2009
 Sustainable Transport Planning SPD 2009

Greater London Authority Supplementary Guidance

45. Central Activities Zone SPG 2016
 Character and Context SPG 2014
 Energy Assessment Guidance 2018
 London View Management Framework 2012
 Sustainable Design and Construction Saved SPG 2006
 Town Centres SPG 2014

Emerging policy

Publication New London Plan

46. The Mayor of London has stated that he intends to formally adopt the new London Plan on 2nd March 2021. On publication, it will become the Spatial Development Plan for London and part of the statutory Development Plan for Greater London.
47. If adopted as planned, the policies of the Publication London Plan will, by the time this Planning Committee convenes, carry full weight. The most relevant policies of the new London Plan are listed below:

GG1: Building strong and inclusive communities

GG2: Making the best use of land

GG3: Creating a healthy city

GG5: Growing a good economy

GG6: Increasing efficiency and resilience

SD1: Opportunity Areas

SD4: The Central Activities Zone

SD5: Offices, other strategic functions and residential development in the CAZ

SD6: Town centres and high streets

SD7: Town centres development principles and Development Plan Documents

D1: London's form, character and capacity for growth

D2: Infrastructure requirements for sustainable densities

D3: Optimising site capacity through the design-led approach

D4: Delivering good design

D5: Inclusive design

D8: Public realm
 D14: Noise
 S1: Developing London's social infrastructure
 E1: Offices
 E2: Providing suitable business space
 E3: Affordable workspace
 E9: Retail, markets and hot food takeaways
 E11: Skills and opportunities for all
 HC1: Heritage conservation and growth
 G1: Green infrastructure
 G5: Urban greening
 G6: Biodiversity and access to nature
 G7: Trees and woodlands
 SI1: Improving air quality
 SI2: Minimising greenhouse gas emissions
 SI7: Reducing waste and supporting the circular economy
 SI12: Flood risk management
 SI13: Sustainable drainage
 T1: Strategic approach to transport
 T2: Healthy streets
 T3: Transport capacity, connectivity and safeguarding
 T4: Assessing and mitigating transport impacts
 T5: Cycling
 T6: Car parking
 T7: Deliveries, servicing and construction
 T9: Funding transport infrastructure through planning
 DF1: Delivery of the Plan and Planning Obligations.

New Southwark Plan (NSP)

48. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy.
49. The Examination in Public (EiP) commenced on 22nd February and the amendments within the Proposed Changes to the Submitted New Southwark Plan will be considered along with the consultation responses received at each stage of public consultation. It is anticipated that the plan will be adopted later in 2021 following the EiP.
50. As the NSP is not yet adopted policy, it can only be attributed limited weight. Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework. The most relevant policies of the NSP are as follows:

P12 Design of places
 P13 Design quality
 P15 Designing out crime
 P17 Efficient use of land
 P18 Listed buildings and structures

P19 Conservation areas
 P22 Archaeology
 P48 Public transport
 P49 Highway impacts
 P50 Walking
 P52 Cycling
 P53 Car parking (no substantial objections were received, comments related to minimising residential car parking)
 P55 Protection of amenity
 P58 Green infrastructure
 P59 Biodiversity
 P60 Trees
 P61 Reducing waste
 P63 Contaminated land and hazardous substances
 P64 Improving air quality
 P67 Reducing flood risk
 P68 Sustainability standards.

51. Where draft policies are different from the adopted policy (or are completely new policies) and objections were received, the specifics of those objections and the differences from the adopted policy need to be considered for each planning application proposal. For example:

P27 - Access to employment and training – objection was received relating to the financial burden.

P29 - Office and business development – objections related to the two year marketing justification and differentiation of B Class uses.

P30 - Affordable workspace – objections relating to strengthening the policy and including viability testing.

P34 - Town and local centres – objections relate to a lower threshold and strengthening the policy.

P46 - Community uses – objections to strengthening this policy.

P65 - Reducing noise pollution and enhancing soundscapes – the agent of change principle in the NPPF must also be considered.

52. Where objections were received to a draft policy and these have not been resolved through revisions, that policy can have only limited weight. In these instances, the degree of change from adopted policy on these topics should also be considered. Examples of these policies include:

P54 - Parking standards for disabled people and mobility impaired people.

P69 - Energy – objections that the December 2017 version P62 being too onerous for the carbon reductions

53. The NSP responds positively to the NPPF, by incorporating area visions, development management policies and 82 site allocations which plan for the long term delivery of housing. The NSP responds to rapid change which is occurring in Southwark and London as a whole and responds positively to the changing context of the emerging New London Plan.

54. Site allocation NSP17 covers the application site together with the wider area of the Styles House estate. This designation seeks redevelopment of the site to provide new employment use in addition to new retail, improved station access

and public realm improvements.

ASSESSMENT

Principle of the proposed development in terms of land use

Introduction

55. The redevelopment of the site would be office led, creating a significant uplift in Class B1 office space in addition to the introduction of retail opportunities at street level and within an improved street environment would create active frontages where there is currently very little animation, activity or interest at street level.

Relevant policy designations

56. The National Planning Policy Framework (NPPF) was updated in 2019. 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 to deliver homes. Relevant paragraphs of the NPPF are considered in detail throughout this report

Bankside, Borough and London Bridge Opportunity Area

57. The London Plan designates Bankside, Borough and London Bridge as one of four Opportunity Areas in the London South Central area.
58. The London Plan notes that this area has considerable potential for intensification and scope to develop the strengths of the area for strategic office provision. This is further reflected in Policy SD2 – Opportunity Areas of the Publication London Plan which sets a target of 5,500 new jobs.
59. Strategic Targets Policy 2 of the Core Strategy underpins the London Plan and states that Southwark’s vision for Bankside, Borough and London Bridge is to continue to provide high quality office accommodation, retail and around 25,000 jobs by 2026. Additionally, Strategic Policy 10 states that between 400,000sqm and 500,000sqm of additional business floorspace will be provided within the Opportunity Area to help meet Central London’s need for office space.

Central Activities Zone and Bankside and Borough District Town Centre

60. The site is located within the CAZ which covers a number of central boroughs and is 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.
61. In addition, part of the site is within the Bankside and Borough District Town

Centre. 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.

Bankside, Borough and London Bridge Strategic Cultural Area

62. The application site lies within the Bankside, Borough and London Bridge Strategic Cultural Area. Strategic Cultural Areas have been designated as such in order to protect and enhance the provision of arts, culture and tourism uses. Development of the tourism sector has significant local economic benefits through employment, regeneration and visitor spending in other local businesses. However, these developments must focus on effective visitor management and accessibility for all. Policy 1.11 of the Southwark Plan states that permission will be granted for new facilities provided they do not unacceptably compromise the character of an area. The policy states that management plans will be required for these uses in order to mitigate and manage impacts on local amenity.

Draft New Southwark Plan Site Allocation NSP17

63. The New Southwark Plan is in its Proposed Modifications for Examination version and was submitted to the Secretary of State in January 2020 for Local Plan Examination. The examination in public commenced on 22 February and formal adoption is set to take place later in 2021 and as such the policies currently have limited weight. The site is listed as an allocated site under the New Southwark Plan. The site allocation (NSP17) covers the application site and sets out that development must:
- Provide at least 50% of the development as employment floorspace; and
 - Provide active frontages with ground floor town centre uses (A1, A2, A3, A4, D1, D2) on Blackfriars Road, The Cut and the railway viaduct; and
 - Provide an enhanced accessible tube station, including public realm improvements.
64. The site allocation also states that the redevelopment of the site may include new housing (Class C3) and cultural uses (Class D1).

Conclusion on policy designations

65. The principle of a large scale development containing a mix of uses including Class B1 office space; Class A1/2/A3/A4 retail uses would support the role and functioning of the Central Activities Zone and the Bankside and Borough District Town Centre as well as being consistent with the policies for the Opportunity Area and the Strategic Cultural Area. The acceptability of each use is considered below.

Commercial uses

Offices

66. The site falls within the CAZ, which contains London's geographical, economic and administrative core. The London Plan does not protect office floorspace in

the CAZ; it simply identifies office use as an appropriate land use in the CAZ and notes that there is capacity for 25,000 jobs in the Opportunity Area. This is further supported by the Mayoral Supplementary Planning Guidance – Central Activities Zone (2016).

67. 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.
68. Saved policy 1.4 of the Southwark plan states that development will be permitted subject to there being no net loss of Class B floorspace (subject to a number of exceptions)
69. The site currently provides 912sqm of employment floorspace at Algarve House. This is currently being used as Class D1 floorspace as a result of a temporary permission for a meanwhile use. As the D Class use is temporary (approved for a period of 30 months), the application is being assessed on the basis of the substantive use for Algarve House which is Class B1.
70. The proposed development would provide a total of 26,513sqm of Class B1 floorspace resulting in an uplift of 25,601sqm which meets the policy objectives of protecting employment floorspace and is welcomed as a significant benefit of the scheme. The provision of 26,513sqm of Class B1 floorspace would have the potential to provide up to 2,000 jobs which would be a significant benefit of the scheme and satisfies the aims of the Core Strategy and London Plan in creating new jobs and high quality office space within the Central Activities Zone and the Opportunity Area.

Retail

71. The development would include two flexible retail units (A1/A2/A3/A4) at ground floor level. Both retail units would have frontages onto The Cut and together these provide a total of 237sqm of flexible retail floorspace.
72. The provision of new town centre uses such as retail is supported by saved Southwark Plan Policy 1.7 since the site lies within the Bankside and Borough District Town Centre. The retail units would activate the ground floor of the development and would contribute to the vitality of the Bankside and Borough District Town Centre. The current building has blank frontages around the station entrance and the proposal would create a much more welcoming street environment. The provision of retail and active frontages is consistent with site allocation NSP17.
73. In order to protect the amenities of the area, it is suggested that a cap be placed on the amount of floorspace within the larger of the two retail units that could be used for Class A4 (drinking establishments). A condition would be attached to this effect.

Conclusions on land use

74. The proposal involves the provision of high quality office floorspace alongside a range of acceptable town centre retail uses. These uses are consistent with the NSP site allocation and appropriate for the site's location within the CAZ, Opportunity Area and District town centre.

Affordable workspace

75. Publication London Plan Policy E2 - Providing suitable business space, seeks the provision of low cost Class B1 business space to meet the demand of micro to medium sized business as well as start-ups and enterprises looking to expand. The policy is clear that proposals for new B1 spaces over 2500sqm in size (or a locally determined lower threshold) should consider the provision of a proportion of workspace that would be suitable for these target businesses.
76. Publication London Plan Policy E3 relates specifically to affordable workspace and states that "In defined circumstances, planning obligations may be used to secure affordable workspace at rents maintained below the market rate for that space for a specific social, cultural or economic development purposes". The policy identifies the circumstances in which it would be appropriate to secure affordable space. Part B of the policy specifically identifies the CAZ as an important location for securing low cost space for micro, small and medium sized enterprises.
77. Emerging Policy P30 of the New Southwark Plan deals with affordable workspace. Criterion 2 of the policy requires Major 'B Use Class' development proposals to deliver at least 10% of the new floorspace as affordable workspace on site at a discounted market rent for a period of at least 30 years. The policy recognises that there are many different forms that such space could take depending on the site location, characteristics and existing/proposed uses on site. Only where on-site provision would be impracticable are developers permitted to make an in lieu payment.
78. Taking into account the requirements of emerging policy P30, the proposed development would need to provide at least 10% of the uplift in commercial floorspace as affordable workspace. Since the uplift in floorspace is 25,601sqm this would equate to 2,560sqm of affordable workspace. The applicant proposes to provide 2,652sqm of affordable workspace and as such would slightly exceed the minimum target which is positive. The affordable workspace would be provided at ground, first and second floor level. As such the quantum of affordable workspace being provided is compliant with the emerging London Plan and New Southwark Plan policies.
79. In order to ensure the space is attractive to potential occupiers, the s106 agreement will require the affordable workspace to be fitted out to a minimum specification and for the common facilities (such as the bike store, showers and lifts) to remain accessible to staff throughout the lifetime of the affordable workspace unit.
80. In addition, the Section 106 Agreement will include a dedicated 'affordable workspace' schedule. This will ensure, among other things, that:
- the workspace is provided for a 30-year period at a discount of 30% on the market rent level;

- no more than 50% of the market rate floorspace can be occupied until the affordable workspace has been fitted-out ready for occupation;
- detailed plans showing final location of affordable workspace;
- a management plan is in place to secure the appointment of a Workspace Provider and a methodology for that Provider to support the occupiers;
- appropriate marketing of the affordable workspace will be conducted;
- the rates and service charges payable by the tenant will be capped, and;
- a rent-free period is offered to incentivise uptake.

Delivery of housing

81. As set out previously, the implementation of this office scheme is dependent upon a Land Swap Agreement that will facilitate the delivery of additional affordable housing on the Styles House site. As part of the enabling works to allow the delivery of the OSD, the eight chalets of Styles House fronting onto The Cut will need to be demolished. These homes would then be replaced as part of the proposed affordable housing development at Styles House which would be majority funded by TfL as part of the Land Swap Agreement and delivered by the Council. It is fully anticipated that the Council will deliver the replacement affordable housing on the Styles House site. However, to provide certainty that the replacement affordable housing (for the Chalet units) is delivered, a Section 106 obligation of £1.6 million will be secured. This obligation would ensure that, that in the event that the replacement affordable housing units are not commenced prior to the commencement of above ground works for the OSD scheme, an in-lieu affordable housing contribution shall be paid.

Environmental impact assessment

82. The applicant applied for a Screening Opinion under application reference 19/AP/5845, which confirmed that no Environmental Impact Assessment would be required to be submitted with the application.
83. Based on the assessment undertaken as part of the Screening Opinion, no significant likely effects were identified and accordingly the conclusion reached was that the proposed development would not be likely to have any significant effects upon the environment by virtue of factors such as its nature, size or location. The Screening Opinion concluded that the matters to be considered can be adequately assessed through the submission of technical reports submitted with the planning application. The proposed development was therefore not considered to constitute EIA development.
84. The applicant has submitted various technical reports in order to allow a full assessment of environmental matters and these are addressed individually in this report.

Design

85. The application is for the demolition of the existing chalet homes and Algarve House and redevelopment on a newly configured site in order to provide an office building with ancillary retail up to 17 storeys in height. The tallest part of

the building would be on the corner of The Cut and Blackfriars Road and would reach 75.14 metres in height, stepping down westwards through a series of terraces as it meets the boundary with the adjacent Styles House site. The building would effectively incorporate the land of Joan Street, which would need to be stopped up.

86. The NPPF at Paragraph 56 stresses the importance of good design, considering it to be a key aspect of sustainable development. This principle is embedded in the policies of the development plan, which require architecture to make a positive contribution to the public realm, streetscape and cityscape.
87. The relevant Southwark design policies are Strategic Policy 12 of the Core Strategy and Saved Policies 3.12 and 3.13, of the Southwark Plan. These policies require the highest possible standards of design for buildings and public spaces. The principles of good urban design must be taken into account in all developments including height, scale and massing, consideration of local context including historic environment, its character, and townscape strategic and local views. Policy 3.20 sets policy specific to the design and location of tall buildings.
88. The Blackfriars Road SPD envisages a range of building heights along Blackfriars Road with the tallest buildings to the north near the bridgehead marking a gateway into Southwark and central London. The SPD also expects taller buildings at important locations like Southwark Underground Station and towards St George's Circus. This is echoed in the area vision for Blackfriars Road (AV.04) set out in the draft New Southwark Plan
89. The SPD sees heights stepping down from the bridgehead and rising towards the underground station and then stepping down again towards the south before rising again at St George's Circus as shown on the massing diagrams below:

Image – Blackfriars Road height assessment

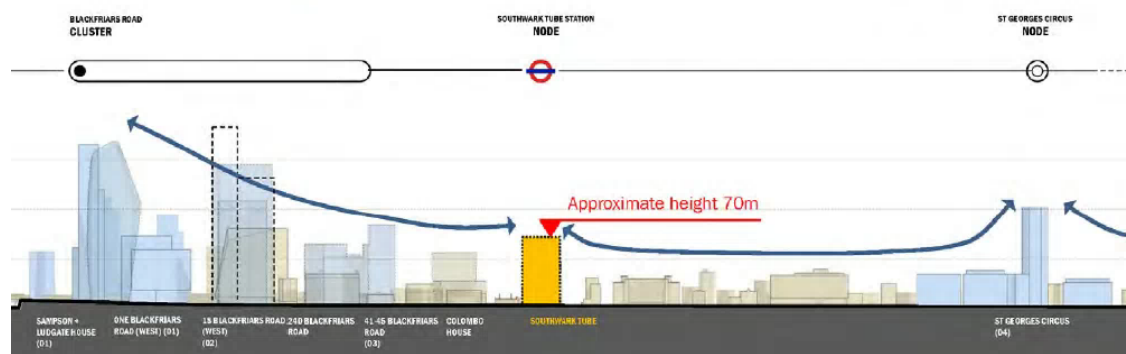
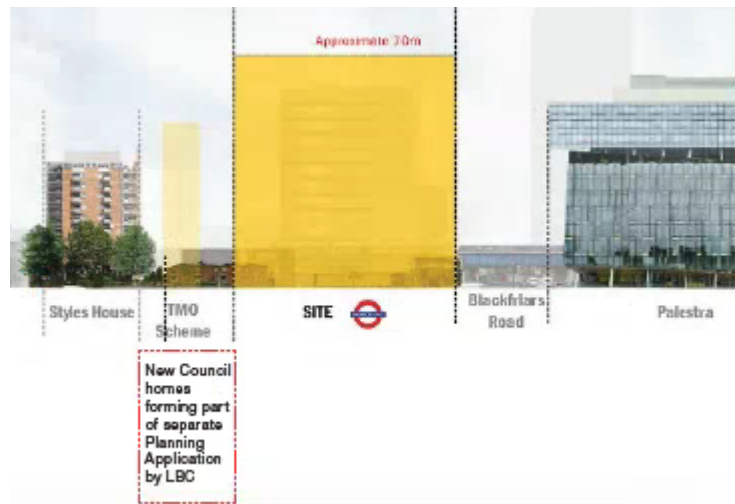


Image – Blackfriars Road height assessment



Site context

90. The application site, identified on the aerial plan below, has key frontages to Blackfriars Road to the east and The Cut to the south. The townscape is mixed, with a range of building heights and styles, the most distinctive local landmark being the Transport for London Palestra office facing the site across Blackfriars Road.
91. Southwark Station was designed by Sir Richard MacCormac of MacCormac, Jamieson & Prichard Architects and completed in 1999. At ground level is the entrance and distinctive rotunda on Blackfriars Road, with steps leading down into the ticket hall. Situated beneath and spanning the site is the ticket hall, an intermediate and lower concourse, and tube platforms. The structure was designed with the expectation of an 'over station' development being developed and as a result has always had a somewhat incomplete appearance.

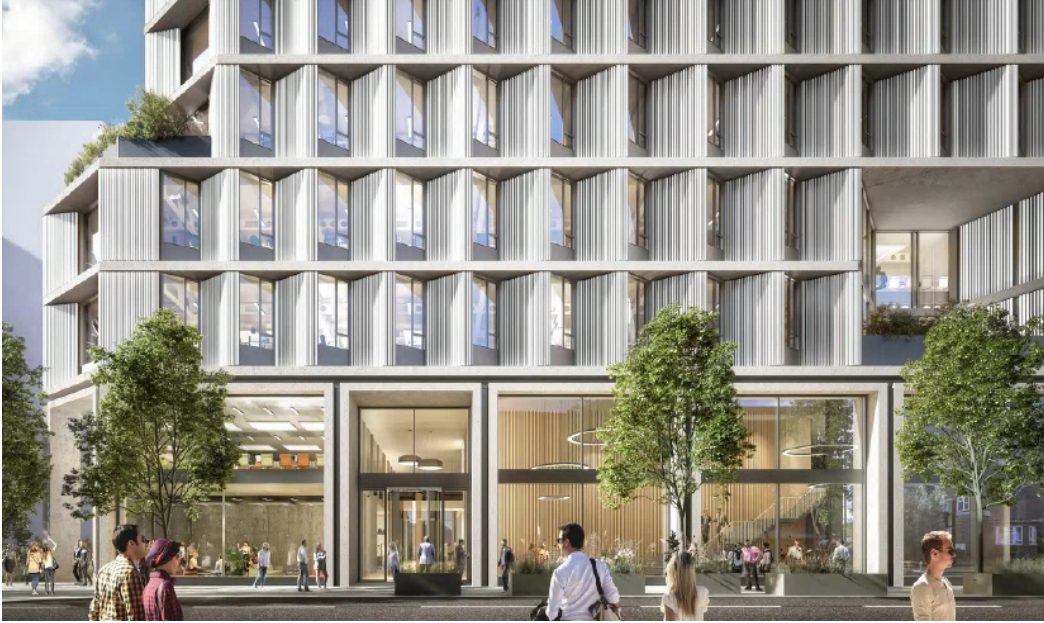
Site layout

92. The proposed site layout is simple and rational, providing a single building that would be arranged along the principal boundaries of Isabella Street, Blackfriars Road and The Cut. Due to the land swap agreement, the western boundary would be located within the current Styles House communal garden (shown below) and Joan Street would be stopped up. Principal entrances would be on The Cut and Isabella Street and the retail units proposed on the ground floor would be accessed from The Cut. Vehicular access would be maintained from the remaining open section of Joan Street through the railway viaduct immediately to the north of the proposed building. The development would also create a green space between the office and the Styles House site, which is shared by the two developments but not open to the general public.



Height scale and massing

93. As mentioned previously, the Blackfriars Road SPD and the draft New Southwark Plan both accept the principle of tall buildings at important locations on Blackfriars Road and both documents specifically reference providing a focal point at Southwark Underground Station which is identified in the SPD at Policy SPD5 as being acceptable in principle for a building up to 70 metres in height.
94. The proposed development at 17 storeys would be slightly taller than the 70 metres set out in the SPD, with the total height proposed being 75.14 metres. This includes office accommodation up to 70 metres, and an enclosed plant area above, creating a maximum overall height of just over 75 metres. As such, the overall height is slightly higher than that envisaged in the Blackfriars Road SPD however this limited additional height would not lead to additional townscape or amenity issues and as such is considered acceptable.
95. This building would form a very distinctive pairing with the Palestra building, facing each other across the wide carriageway of Blackfriars Road. The pair are isolated from large buildings towards the bridgehead, whilst to the south, the character of the Blackfriars Road is defined by large listed townhouses on the west side and the blocks of the Nelson Square estate and newer offices which establish a scale of up to 10 storeys in height on the east side. The landmark status of the new building will therefore be all the more evident. This localised point of scale was envisaged in the Blackfriars Road SPD.



96. The building has a large footprint which maximises the office floor plates, but also arises from the need to site the lift and stair service core outside of the area of the underground station passenger circulation. This means that the building has a considerable mass.
97. However, the mass is complex and interesting. The footprint of the building will fold around the circular underground building in order to preserve the prominence of the curved underground station entrance (which with the rest of the underground station, is rightly celebrated as a fine piece of architecture) maintains a generous entrance to Isabella Street, between the building and the railway line to the north, and a very vibrant part of the low line project.
98. The folding of the ground floor plan form is then extruded upwards to produce a multi-faceted building of considerable interest. This breaks down the feeling of bulk to an extent and each façade will catch the light in different a way thus meaning that the appearance of the building will change throughout the day.
99. Further interest is added by the series of dramatic terraces on the western facade, each of which will be luxuriously planted to create a garden effect. This is a prominent feature in the views along The Cut from the west, and in the outlook eastwards from the Styles House buildings.
100. The net result of the multi-faceted facades and the planted terraces will be to create a dramatic form, one that is fulfils its 'landmark' brief.

Relationship to other tall buildings and the London skyline

101. Proposals for tall buildings must demonstrate a considered relationship with other tall buildings and building heights in the immediate context in views, including views along the River Thames and Blackfriars Road. The location, orientation and massing of tall buildings should be articulated to ensure that, cumulatively, tall buildings remain distinguishable as individual elements on the

skyline.

102. The Blackfriars Road SPD and draft New Southwark Plan require buildings which are significantly higher than 50 metres to demonstrate that they contribute positively to London's skyline, when viewed locally and in more distant views, particularly on the river front and that they make an exceptional contribution to the regeneration of the area.
103. Although the building will, given its landmark status, be tall for the locality, it is of a lower order of height than those in the emerging cluster of buildings being developed around the Blackfriars Road/Stamford Street junction. As such, it will be largely hidden in longer range views along the Thames.
104. From its immediate surroundings, from the south looking up Blackfriars Road and east along The Cut, it will be more prominent. From these directions it will have a robust quality which will make it a suitable but rather more assertive companion piece to the Palaestra building on the opposite side of the Blackfriars Road.

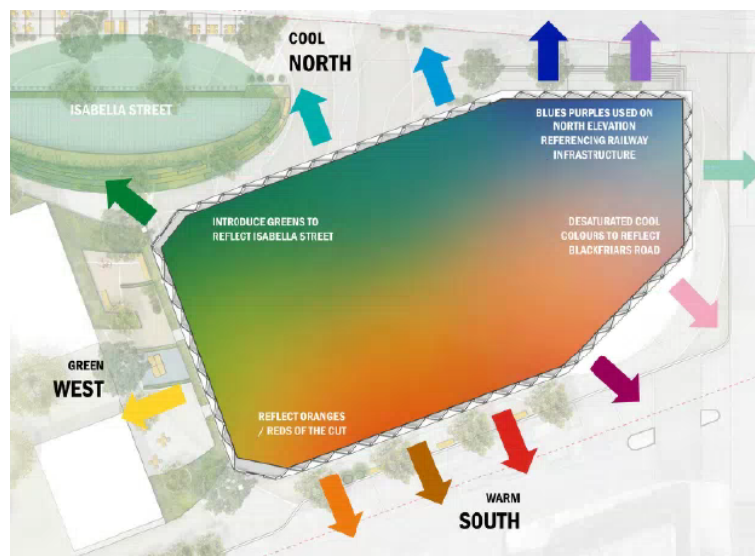


Architectural design and materials

105. In order to be considered exemplary, the architectural design of the façade has to be integrated with the overall form of the building, and has to be responsive to site conditions, especially environmental factors.
106. The façades will consist of expressed floor slabs brought to and exposed on the outside of the building. Spanning between the floors slabs are panels that are to be angled in plan in a zig -zag arrangement around the perimeter of the building. Panels will be alternatively glass and vertically textured/fluted solid panels.
107. From a distance the framework of slabs and panels will look balanced, well-proportioned and elegant in itself. Closer up, the considerable depth of the

facades imparted by the zig-zag arrangement will be revealed. Furthermore, the pattern of solid and transparent panels will alter as one moves around the building according to orientation, with more a more solid arrangement towards the south in order to reduce heat gain in summer, and a more open arrangement to the north to allow more daylight into the building from this aspect. This arrangement is a subtle device which reinforces the multi-faceted concept of the massing of the building.

108. Unusually, the building is to be a colourful one. The flutes of the solid vertical panels will be coloured to match the colours of the various underground lines, with the northern facades featuring the cooler colours of the Piccadilly, Victoria, and Docklands lines, through to the warmer greens and yellows of the Circle and District Lines as one moves round the building, to reds, yellows and purples of the Central, Overground and Metropolitan Lines on the southern façade. Again, this change in colour as one moves around the building reinforces the multi faceted architectural concept of the design. The colour adds interest without becoming garish or overly dominant.



109. The main body of the building will stand on a two storey plinth that is tall enough to encompass the interesting and dynamic existing station entrance at the key outward facing façade of the building. The top of the building is to be marked by a double height module of the façade below that will serve as an effective cap to the building.
110. The terraces on the west side of the building are a key part of the overall aesthetic. The dramatic form of the building imparted by this feature will be reinforced with planting which will vary according to height on the building. The lower (and therefore darker) tiers will have a 'forest floor' theme. This will give way to valley meadow, grassland, pioneer summit and alpine forest as one goes up the building. The choice of species and the planting and irrigation systems will be critical to ensuring that the planting thrives and does create the intended garden effect, and this would be secured by condition. Behind the edge planting each terrace will provide generous outdoor areas for tenants of the building.

111. Overall, the facades and form of the building constitute an integrated aesthetic concept, which alludes to this building's position at a key transport node and which will be fully climate responsive. Overall, therefore the form and aesthetic of the building envelope befits the building's intended role as a local landmark. It will be one of considerable interest and quality.

Landscaping and public realm

112. Isabella Street lies immediately to the north of the proposed building. At present this is the western termination of the Low Line and has cafes spilling out from adjacent railway arches on to it. Despite this, changes in level make access from Blackfriars Road awkward. In addition, the area immediately adjacent to the station is somewhat utilitarian and uninteresting. The 'eyelid'- a skylight into the underground station below - forms a dramatic feature but is somewhat isolated.



113. The scheme proposes extensive landscaping for this whole area. Whilst it will not result in new public space, it will be more accessible, more usable and will be a more interesting and attractive space to spend time in and to pass through. The eyelid is to be integrated as a feature with tiered landscaping and seating around its perimeter. Whilst there would be the loss of a number of small trees, their contribution to amenity is limited given their poor quality and new planting as part of a comprehensive landscaping strategy can appropriately mitigate their loss.



114. The land swap with the adjacent Styles House site results in a building of a bigger and therefore more viable commercial footprint. However, it will also mean the loss of Joan Street which runs between Isabella Street and The Cut. Whilst it is not at present a particularly important or pleasant street, its loss means that the site will be less permeable for pedestrians, and access to the Isabella Street will be less easy and obvious from the south and west.
115. The no build zone between the new office building and the new homes proposed on the Styles House site will be pleasant landscaped garden. The gardens will form a green open space between The Cut and Isabella Street, but would not be open to the general public; the issue of pedestrian movement is discussed further in the transport section below.



Heritage considerations

116. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990

requires local planning authorities to consider the impacts of proposals upon a conservation area and its setting and to pay “special regard to the desirability of preserving or enhancing the character or appearance of that area”. Section 66 of the Act also requires the Authority to consider the impacts of a development on a listed building or its setting and to have “special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. The NPPF provides guidance on how these tests are applied, referring in paras 193-196 to the need to give great weight to the conservation of the heritage asset (and the more important the asset, the greater the weight); evaluate the extent of harm or loss of its significance; and, where necessary, weigh this against the public benefits of the scheme. Para 197 goes on to advise taking into account the effect of a scheme on the significance of a non-designated heritage asset.

LVMF and Southwark views

117. In London View Management Framework (LVMF) views, the protected views from Waterloo Bridge, Victoria Embankment, Westminster Bridge would be unaffected by the proposed development. The development would either not be visible or it would appear as a small and distant object which would not impact on the overall viewing corridor. It is therefore concluded that the development would have no impact on any strategic viewing corridor and therefore satisfies the development plan requirements to respect these important London views.

Conservation areas and listed buildings

118. The application site is close to the Valentine Place and King’s Bench conservation areas which are within Southwark. However, the closest conservation area to the site is the Roupell Street Conservation Area which lies to the north west within the London Borough of Lambeth. The Waterloo and Mitre Road Conservation Areas, also in Lambeth, lies close to the site to the west. There are listed buildings located to the south of the site on Blackfriars Road as well as within the wider area including the Christ Church and the obelisk and listed buildings at St George’s Circus. The development has the potential to affect their setting. In order to explore this further CGI’s from key viewpoints have been provided.
119. As might be expected, in views from major roads which abut the site the building appears as a prominent landmark structure. It will be a major feature rising as viewed from The Cut, for example.
120. In the important view from St Georges Circus at the southern terminus of Blackfriars Road, the building will appear as a reasonably distant object that does not rise markedly above foreground buildings. Due to distance, the listed buildings that are located on parts of Blackfriars Road are not prominent in this view. From this viewpoint their settings are not affected.
121. From surrounding smaller roads the tightness of the existing townscape tends to restrict views to the proposed building. However, it will rise into the sky

above existing townscape in views from Waterloo and Mitre Road conservation areas (Lambeth) and Kings Bench conservation area. It also rises above the large group of listed townhouses that line the western side of Blackfriars Road to the south of the site (Nos.74, 75-78, 81-83, 85-86). Partly because of distance in none of these views will be building appear over dominant. However, the conservation areas each have a coherent and intact character, as does the group of townhouses on Blackfriars Road. By rising above them, the building would affect the settings of these heritage assets.

122. The NPPF requires harm to heritage assets, including to their settings, to be judged as either 'substantial', or 'less than substantial'. Substantial harm has been held at appeal to mean that most of the significance of a heritage asset has, or will be, lost. This is clearly not the case here and indeed it would be unusual to judge any harm to setting as 'substantial'. Paragraph 196 of the NPPF goes on to states that:
123. "Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal".
124. In this case the heritage assets are relatively small fragments of diverse townscape. All have modern developments that impinge, to a greater or lesser degree, on their setting. The 'less than substantial harm' can therefore be judged to be towards the minor end of 'less than substantial'. It can be balanced against the public benefits that would be generated by the development including the significant uplift in employment floorspace.

Ecology and biodiversity

125. A Preliminary Ecological Appraisal has been submitted with the application and reviewed by the Council's Ecologist. The site is currently occupied by buildings, hardstanding and some grassed areas and as such has negligible ecological value. It is noted that the grassed areas and small planting beds on the western part of the site may have potential value to common invertebrate species and birds, however with the inclusion of green roofs and other landscaping measures it is considered that the overall impact on biodiversity would be appropriately mitigated. Based on the current landscape plan general arrangement it is anticipated that the area based habitat biodiversity net gain for the scheme would be 88% which is welcomed. The ecological benefit measures will be secured by condition.

Fire safety

126. Policy 7.13 (B) of the London Plan 2016 requires development proposals to contribute to the minimisation of potential physical risks, including those arising as a result of fire. Policy D12 of the Publication London Plan expects all development proposals to achieve the highest standards of fire safety and to this end requires applications to be supported by an independent Fire Strategy, produced by a third party suitably qualified assessor.
127. A Fire Strategy, prepared by OFR Fire and Risk Consultants, has been submitted and sets out the fire strategy principles for the proposed

development. The fire strategy includes details of the pre-application engagement that was undertaken with the London Fire Brigade and the developer.

128. The report sets out the fire safety provisions for the building, which will be developed to satisfy the requirements of the Building Regulations. These measures include automatic fire detection and alarm systems, a phased evacuation regime, structural protection to withstand burnout, sprinkler systems, external wall construction not containing combustible materials, space separate assessments, dual firefighting shafts with mechanical smoke extraction, diverse building entry points from multiple facades and a wet riser.

Archaeology

129. The Council's Archaeologist has reviewed the application and notes that the area of archaeological interest is located to the rear of Southwark Station. This area is shown on the 18th century Rocque's map as occupied by buildings associated with a Tenter ground and works to the east side of Blackfriars' Road for the construction of the office building on this location revealed remains of geo-archaeological interest. The site is also located within the proposed north Southwark and Roman roads Archaeological Priority Area. As such it is recommended that planning conditions covering to archaeological evaluation, mitigation and reporting be imposed on any consent issued alongside an appropriate S106 contribution to fund archaeological monitoring.

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

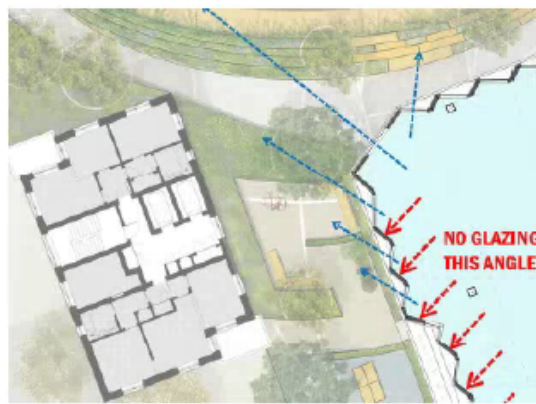
130. Strategic Policy 13 of the Core Strategy sets high environmental standards and requires developments to avoid amenity and environmental problems that affect how we enjoy the environment. Saved Policy 3.2 of the Southwark Plan states that planning permission for development will not be granted where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

Outlook and privacy

132. 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.
133. This distance would be met for all existing dwellings however it is noted that there would be a close relationship with the new Council housing proposed on the Styles House site to the west where the opposing facades between the new office and new housing would be separated by a minimum of 13.8 metres. The

distance from the existing Styles House would be approximately 26.5 metres. It should also be noted that the western façade of the proposed office building recesses as it increases in height thereby increasing the separation distance incrementally on upper levels and by the tenth floor the distance between it and the proposed housing block has increased to approximately 19.5 metres.

The proposed scheme is therefore considered to minimise amenity impacts on both existing occupiers and the new homes being proposed on the Styles House site. It is noted that this exceeds the minimum 12 metre requirement set out in the SPD for frontages, however, following consultation with the Styles House TMO during the scheme development for both schemes, residents expressed some concern about the amount of glazing that would be facing the new homes. In response, the developer amended their scheme during the pre-application phase and reduced the ratio of glazing at the lower levels as well as angling the windows so that there were no directly opposing windows.



Daylight

134. A daylight and sunlight report has been submitted as part of the Environmental Statement. The report assesses the scheme based on the Building Research Establishments (BRE) guidelines on daylight and sunlight.
135. The BRE Guidance provides a technical reference for the assessment of amenity relating to daylight, sunlight and overshadowing. The guidance within it is not mandatory and the advice within the guide should not be seen as an instrument of planning policy. The guidance notes that within dense urban environments and areas of modern high rise buildings, a higher degree of obstruction may be unavoidable. The application site is located within an Opportunity Area within the CAZ and has been identified as suitable for a tall building. There are several examples of tall buildings within the local area including the completed developments at Palestra as well as consented schemes at Sampson House and Ludgate House, and the site known as 18 Blackfriars Road, all to the north of the site.
136. The BRE sets out the detailed daylight tests. The first is the Vertical Sky Component test (VSC). 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. Impacts on VSC can generally be categorised as

Reduction in VSC	Level of impact
0-20%	Negligible (not noticeable)
20.1-30%	Minor
30.1-40%	Moderate
40% +	Major

137. 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 20% in the area of sky visibility, daylight may be affected.
138. The daylight study considers the impact on the following neighbouring buildings:
- 77 Blackfriars Road
 - 1-48 Styles House
 - Benson House
 - Rowland Hill House
 - Ring Court
 - 1 The Cut
 - 36 The Cut
 - Proposed Styles House TMO scheme
139. The properties at 77 Blackfriars Road, Benson House and 36 The Cut would remain unaffected by the development proposals and as such are not considered further. Each of the remaining properties will be assessed in turn:

Rowland Hill House

140. Rowland Hill House is located to the south east of the application site on the other side of Blackfriars Road and has its main frontage onto Union Street. A total of 69 windows and 64 rooms have been assessed for VSC and NSL respectively as set out below:

Vertical Sky Component (VSC)					
Window			Loss		
Total	Pass	BRE Compliant	20%-30%	30% - 40%	40% +
69	12	17.4%	9	2	46
No Sky Line (NSL)					
Room			Loss		
Total	Pass	BRE Compliant	20% - 30%	30% - 40%	40%+
64	47	73.4%	4	5	8

141. A total of 69 windows have been assessed for VSC and a total of 12 windows would remain fully compliant with the BRE guidelines. There would be 9 windows that would experience minor impacts of between 20% and 30% loss of

VSC. As set out above the loss of between 20% and 30% VSC is considered to be a minor impact overall and would be balanced by the fact that all of these windows serve rooms that would remain fully compliant in terms of NSL

142. Moderate impacts of between 30% and 40% loss of VSC would be experienced at 2 windows however the actual loss of VSC here would only be between 1.9% and 2.6% overall and as such is considered acceptable. As above, both of these windows would serve rooms that would remain fully compliant with the BRE in terms of NSL.
143. There would be major VSC impacts, equating to more than a 40% proportion reduction at 46 windows. At 42 of these windows the actual real terms reduction in VSC would be between 0.5% and 2.4% which is so low that it would be imperceptible to occupiers. The remaining four windows would see real terms VSC reductions of between 3.4% and 9.8% however these windows serve a single room that would also benefit from two additional windows that would remain unaffected in terms of a loss of VSC. Furthermore, this room would remain fully compliant with the BRE in terms of NSL.
144. It is noted in the table above that 47 of the 64 rooms assessed for NSL would remain compliant with the BRE. Of the 17 rooms that would see reductions in NSL beyond the BRE guidelines, 10 are kitchens with less than 11 sqm of floorspace and as such are not considered habitable rooms for the purposes of the assessment and the remaining seven rooms are bedrooms which are less sensitive to daylight impacts than principal living accommodation such as living rooms. The NSL reductions to the seven affected bedrooms is considered acceptable and to put these reductions into context they would affect between 0.1 sqm and 0.4 sqm of the aforementioned rooms. Rowland Hill House would remain unaffected in terms of sunlight.

1 The Cut

145. 1 The Cut lies immediately to the south of the application site. There are eight windows serving seven rooms within the four single aspect dwellings facing the site.

Vertical Sky Component (VSC)					
Window			Loss		
Total	Pass	BRE Compliant	20%-30%	30% - 40%	40% +
8	0	0%	0	0	8
No Sky Line (NSL)					
Room			Loss		
Total	Pass	BRE Compliant	20% - 30%	30% - 40%	40%+
7	0	0%	0	0	7

146. As detailed in the table above, all eight windows assessed for VSC and all seven rooms assessed for NSL would see major reductions which would be noticeable for occupiers and would have an impact on their amenity. At present the properties at 1 The Cut benefit from unobstructed views across the site which lies undeveloped beyond the single storey entrance structure. It would be unrealistic to assume this situation could be maintained in central London. This

results in unimpeded access to daylight and views of the sky that are not typical for such a central London location.

147. The site has been identified in policy as being suitable for a tall building and it is anticipated that there would be a degree of impact as a result of a reasonable development. The SPD envisages a building up to 70 metres in height; the additional impact arising from the slight increase in height above 70 metres is not noticeable, but the impact derives to some extent due to the length of the building. This form arose following the agreement in principle by the Council to allow Joan Street and parts of the Styles House area to be incorporated into the development site.
148. It should be noted that the site is also constrained by the existing underground station which has informed the location of the building's lift and stair core. This had to be located outside of the ticket hall and circulation void, which has caused the mass of the building to extend along The Cut. In effect, the greatest mass of the building is located directly opposite a small number of flats, and it is these flats which are the most severely affected in terms of their day light and outlook (sunlight is not affected due to the northerly outlook).
149. The architects were asked to look, in conjunction with the daylight consultants, and options to improve the daylight amenity of the flats in 1 The Cut. This indicated that a very significant reduction in height would be required in order to make a meaningful improvement to the flats. This would effectively render the development deliverable, as well as failing to address the landmark position of the site, as indicated by the Blackfriars Road SPD.
150. The harm to the daylight amenity of these four flats is a factor which weighs against the application, and must be considered in the balance against the wider economic and regeneration benefits of the development.

Ring Court

151. This property is located to the south of the site on The Cut and includes residential accommodation on the upper floors. In terms of layouts it should be noted that the principal living accommodation is located on the southern façade which would be unaffected by the proposals. The windows facing the application site serve bedrooms and kitchens.

Vertical Sky Component (VSC)					
Window			Loss		
Total	Pass	BRE Compliant	20%-30%	30% - 40%	40% +
15	1	6.7%	0	2	12
No Sky Line (NSL)					
Room			Loss		
Total	Pass	BRE Compliant	20% - 30%	30% - 40%	40%+
14	5	35.7%	0	8	1

152. 15 windows have been assessed for VSC with one window remaining compliant with the BRE guidance. Of the remaining 14 windows, nine are positioned in kitchens that measure less than 11sqm and as such are not

considered habitable rooms for the purposes of the assessment. The remaining five affected windows would serve bedrooms and whilst there would be noticeable impacts, it is recognised that bedrooms are less sensitive to reductions in daylight. Of these five bedrooms, four would retain VSC levels of between 20% and 25% which is positive for a highly urbanised environment. The remaining bedroom would see a retained VSC level of 8% which is low; however the use of the room as a bedroom reduces its reliance on daylight under the terms of the BRE and the main living accommodation would be on the southern façade and as such would be unaffected by the proposal.

153. Of the 14 rooms assessed for NSL, five (35.7%) would remain compliant with the BRE guidelines and experience no noticeable alteration in daylight distribution. Five of the remaining nine rooms are small kitchens and as outlined above these are not considered further as they are not habitable rooms. The remaining four rooms are all bedrooms and continue to experience in excess of 55% NSL which is considered acceptable given the use of the rooms as bedrooms and the site's location within a central London environment. It should be noted that Ring Court, by virtue of its position and orientation, would remain unaffected by the proposed development in terms of sunlight.

Styles House

154. Styles House lies to the west of the application site and comprises flatted dwellings in a building of 12 storeys. It would not be appropriate to test the low rise 'chalet' dwellings since these would need to be removed, as part of the wider land swap arrangement, to allow this office development to proceed.

Vertical Sky Component (VSC)					
Window			Loss		
Total	Pass	BRE Compliant	20%-30%	30% - 40%	40% +
104	70	67.3%	5	25	4
No Sky Line (NSL)					
Room			Loss		
Total	Pass	BRE Compliant	20% - 30%	30% - 40%	40%+
24	24	100%	0	0	0

155. At Styles House a total of 104 windows and 24 rooms have been assessed for VSC and NSL respectively. All of the assessed rooms would remain fully compliant with the BRE in terms of NSL. With regards to VSC, whilst there would be 34 windows that would see noticeable reductions, these windows all serve rooms that benefit from additional windows that would be unaffected in terms of VSC and would remain compliant with the BRE guidelines.
156. The impact of the development on Styles House is considered acceptable given that all rooms are dual aspect and benefit from windows that would remain unaffected in terms of VSC and that all rooms would remain BRE compliant in terms of NSL. In terms of sunlight, Styles House would remain unaffected by the proposed development.

Styles House TMO development scheme

157. The applicant has assessed the impact of the proposed development on the proposed Styles House TMO scheme for new housing to the west of the proposed office building. In line with BRE guidance, the appropriate test for quantifying the quality of daylight to new homes is the Average Daylight Factor (ADF) and the applicant has considered this alongside NSL.

In terms of NSL, 25 rooms have been assessed and all of them would be compliant with the BRE in terms of daylight distribution with all rooms achieving the target value of 80%.

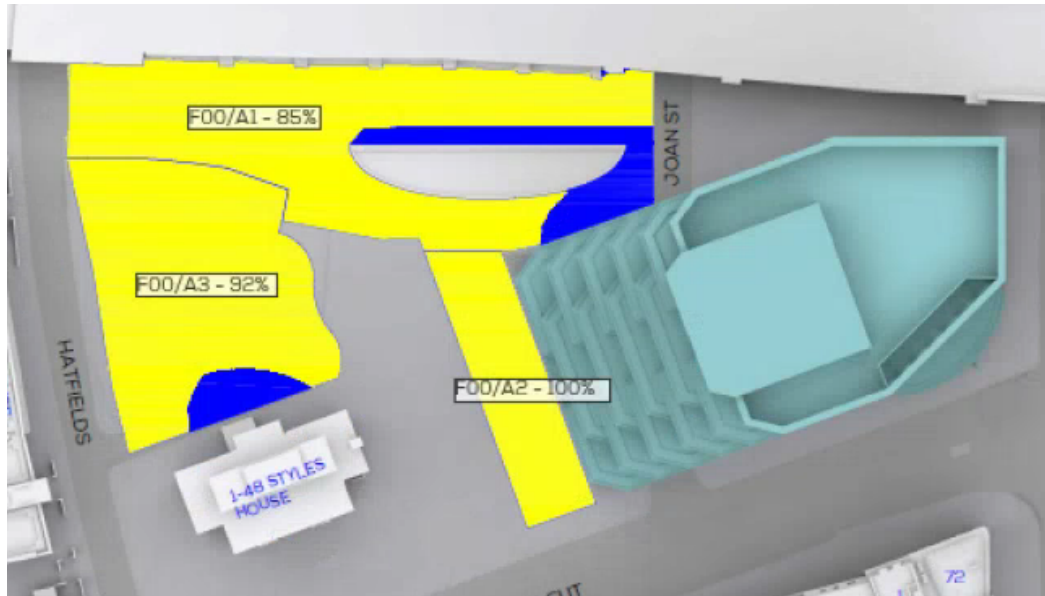
158. In terms of ADF, 14 of the 25 rooms would meet the target ADF value for their specified room use. Target ADF values are as follows:

Room	ADF Target
Living/Kitchen/Diner	2%
Kitchen	2%
Living Room	1.5%
Bedroom	1%

159. The 11 rooms which do not meet the target ADF levels are Living/Kitchen/Diners which have a target ADF value of 2%. Of these 11 L/K/Ds, a total of seven would achieve ADF levels in excess of 1.5% which is an acceptable level for a living room. It should also be noted that all L/K/Ds are positioned such that they benefit from multiple windows and as a result all meet the BRE guidelines with regards to NSL. Furthermore, all rooms assessed for sunlight would be compliant with the BRE standards.

Overshadowing of amenity spaces

160. The applicant has undertaken an overshadowing study to assess the impact of the development on the open spaces surrounding the site. The BRE recommends that at least half of the amenity area space should achieve at least two hours of direct sunlight on the 21st March. The image set out below shows in yellow, those parts of the site that would achieve a minimum of two hours of sunlight of sunlight on 21 March and the blue indicates those areas that would not meet that target. All areas comfortably meet the BRE guidelines with regards to overshadowing.



Conclusion on daylight and sunlight

161. Developing sites in highly urbanised environments often results in some unavoidable impacts to daylight and sunlight. Recognising the challenges associated with developing inner city sites, the numerical targets given in the BRE are expected to be treated with a degree of flexibility, having due regard for the existing and emerging context within which these sites are located. The application site is within a Central London Opportunity Area.
162. In this instance, the site has been designated as an appropriate location for a tall building up to 70 metres in height. The Blackfriars Road SPD accepts the principle of a tall building in this location in order to provide a focal point to the existing Southwark Underground station, as does the Blackfriars Road Area Vision (AV.04) of the NSP. The daylight assessment shows that a small number of windows/homes would experience significant reductions in the amount of daylight, classified as 'major' impacts. Sunlight is not affected due to the orientation. Looking at the nature of the rooms affected, many are bedrooms, where the primary use means that the BRE gives these rooms a lower expectation in terms of daylight. Other affected rooms are small kitchens, which are not recognised as habitable rooms under the BRE guidance. The flats in Ring Court are dual aspect, with their principal living rooms on the south façade, which is unaffected. However, it must be acknowledged that a small number of flats in 1 The Cut would have both living and bedroom spaces affected. This harm should be recognised and given weight in the determination of the application. On balance, officers consider that, when reading the BRE guidance with the required flexibility, and in view of the positive benefits of the development proposal, the degree of harm to amenity would not justify withholding planning permission in this case.

Solar glare

163. Various nearby viewpoints have been considered for impacts as a result of solar glare. This analysis has identified instances of solar glare that may occur throughout the year at various times of the day depending on the exact point of observation.

164. Due to the multi faceted design of the building facades, windows are angled and only visible as narrow strips from a number of viewpoints and as such instances of solar reflection would be limited when seen from a moving vehicle. It is therefore concluded that there will be no significant impacts resulting from the proposed development with regards to solar glare.

Noise and vibration

165. A noise and vibration survey has been undertaken on the site of the proposed Southwark OSD with the intention of assessing the potential noise impact of the proposed development on the surrounding area and occupiers.
166. The focus of the assessment is on noise from plant once the building is completed and is operational. The report concludes that the recommended plant noise emission limits will be achieved in line with the Council's standards and notes further that typical noise mitigation measures may be required in order to meet these limits, such as in duct attenuators and plant screens. The noise limits will be secure by condition alongside mitigation measures. Officers consider that there would be no adverse impact in terms of noise from plant once the development is completed and operational. Other sources of noise and vibration during the construction phases will be controlled under a Construction Environmental Management Plan

Transport and highways

167. The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
168. Core Strategy Strategic Policy 2 encourages walking, cycling and the use of public transport rather than travel by car. Saved Policy 5.1 of the Southwark Plan states that major developments generating a significant number of trips should be located near transport nodes. Saved Policy 5.2 advises that planning permission will be granted for development unless there is an adverse impact on transport networks; and/or adequate provision has not been made for servicing, circulation and access; and /or consideration has not been given to impacts of the development on the bus priority network and the Transport for London (TfL) road network.

Site context

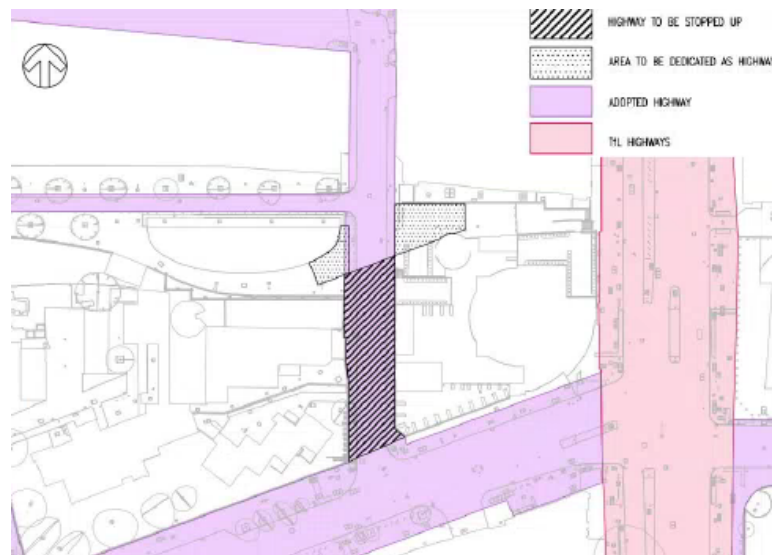
169. The site benefits from an exceptional level of accessibility to the London public transport network with immediate access to Southwark Underground station on the Jubilee Line as well being within easy walking distance of Waterloo and Waterloo East stations which offers onward connections to the mainline train network. Blackfriars Road offers many bus routes and Cycle Superhighway 6 lies immediately adjacent to the site on Blackfriars Road. A cycle hire docking station is located immediately to the north of the current station on Isabella Street and provides 82 cycle parking spaces. The site sits within Controlled Parking Zone C1 which operates Mon – Fri 8 – 23:00 and Sat 9.30 – 12.30. Joan Street, which connects The Cut to Hatfields, dissects the site in a north south orientation

Site layout

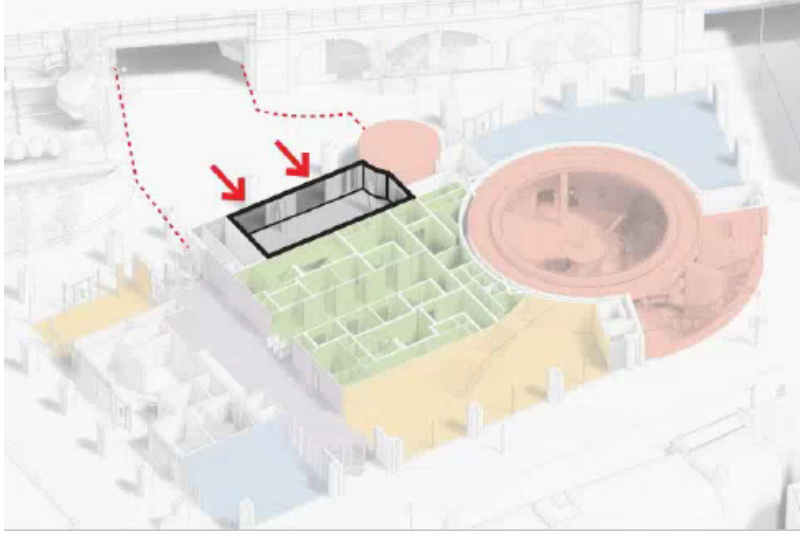
170. The proposed building would be arranged as a single block around the principal boundaries of Isabella Street, Blackfriars Road and The Cut. Due to the land swap agreement, the western boundary would be located within what is currently the Styles House communal garden (shown below) and Joan Street would be stopped up. The layout is rational and would maintain principal pedestrian routes with the added benefit of wider pavements on The Cut and the area immediately adjacent to the entrance to the Underground station. There would be a single point of access for vehicles and this would be located at the junction of the retained leg of Joan Street and Isabella Street on the north side of the proposed building where a servicing bay within the curtilage of the building would be provided.

Stopping Up of Joan Street

171. Then proposed development would necessitate the closure and stopping up of Joan Street in order to enable the development of the OSD as well as the delivery of the Styles House development and the public realm benefits.
172. Joan Street currently connects The Cut to Hatfields, passing beneath the railway viaduct and provides access to Colombo House, occupied by British Telecom (BT) and the rear of the Isabella Street retail units. It is the southern section of Joan Street which would need to be stopped up (south of the railway viaduct). The access to Colombo House and the Isabella Street businesses would be maintained from the northern leg of Joan Street. This is shown on the image below.



173. The applicant has undertaken traffic surveys which demonstrate that Joan Street is lightly trafficked and that the majority of vehicles using Joan Street are servicing vehicles for businesses including the retail units on Isabella Street and the Colombo House which is an important BT asset. The applicant has undertaken various studies that demonstrate that the servicing of these businesses can continue with the proposed new layout as shown below.



174. There would be some impact on pedestrian permeability as a result of the closure of Joan Street. Those wishing to access Isabella Street would need to enter via Blackfriars Road or Hatfields, to the east or west of Joan Street. The council would normally wish to maintain maximum pedestrian permeability, and when an existing route is stopped up, a new route offering equivalent access should be proposed. However, on balance the diversions are minimal and would not inconvenience users.
175. As well as the main public routes, a north south route is provided through the ground floor of the office building which would be a semi public route that would offer a north south pedestrian connection during business hours which would to some degree offer a replacement Joan Street connection, although it would be less obviously 'public' and only open during limited hours, and not to cyclists. A colonnade space is also created along the western edge of the building, which office workers could use to access cycle stores and secondary entrances. This colonnade route would be kept private at the request of the Styles House TMO who wish to mitigate the potential for adverse amenity impacts such as noise, nuisance and antisocial behaviour. The proposed arrangement is therefore considered acceptable in this instance only due to the site specific constraints placed on the development as a result of the land swap and the requirements of the Styles House TMO.
176. If the Committee resolves to grant planning permission, the applicant would need to make an application to Southwark Council as Highways Authority to formally close ("Stop up") Joan Street. This application, under s247 of the Town and Country Planning Act 1990 would be subject to consultation including site notices. If any objections are received and these are not resolved by negotiation then the application is referred to the Mayor of London and there would potentially be a public inquiry. The Mayor of London would then either decide that under section 252 (5A) "*in the special circumstances of the case*" an inquiry is unnecessary, in which case the borough may confirm the order, or that an inquiry is necessary, in which case a Public Inquiry would be held before a formal Order is issued. The road could not be closed unless an Order is issued, and any planning permission could not proceed to be built out without the Order being carried out.

Trip generation

177. The Council's Transport Officer has undertaken an independent review of trip generation for the site using the TRICS database. The use of TRICS is supported by TfL.
178. The Transport Officer, using TRICS, has calculated that in terms of servicing, the development would produce approximately 44 and 29 two-way net additional vehicle movements in the morning and evening peak hours respectively. Whilst these figures differ slightly from those provided by the applicant, the additional vehicle movements they would not have any noticeable adverse impact on prevailing vehicle movements on surrounding roads or any adverse impact on the transport network.
179. The applicant's consultants have estimated that this development proposal would create an additional 613 and 558 two-way public transport trips in the morning and evening peaks hours respectively. The Council's Transport Officer's own investigations show that there would be 596 and 645 two-way public transport trips in the morning and evening peaks hours. Following a detailed review of bus, rail and underground provision as well as station/escalator capacity, it is considered that the increase in public transport trips can be sufficiently catered for within the existing network capacity and that there would be no detrimental impact on accessing public transport. A s106 contribution for additional bus capacity has been requested and agreed.

Servicing and deliveries

180. The complexities of the site's location and the adjoining road network is such that servicing the development from the north via Hatfields and the northern leg of Joan Street, passing beneath the railway viaduct, is the most appropriate and practical option following the stopping up of southern section of Joan Street at The Cut. A servicing bay will be created within the curtilage of the development with access from Joan Street.
181. The servicing bay will have capacity for two servicing vehicles at a time and will allow them to park safely within the site curtilage whilst undertaking deliveries and this will meet the servicing demands of the building. Given that the vehicle movements would be restricted to the hammerhead created around the existing area of Joan Street to the north of the proposed building, it is not considered to have any adverse impact on pedestrian movement along Isabella Street, particularly the areas outside the existing businesses in the railway arches. It is recommended that full details of servicing, how it will be managed and how deliveries could be consolidated be secured by a Service Management Plan as part of the S106 Agreement.

Refuse storage arrangements

182. A large consolidated refuse store will be located at basement level 2 and there will be access from this store to a service lift that will bring the refuse to ground floor level. Refuse collection will be undertaken from within the turning area to the north of the building (fronting the serving bays). Refuse vehicles will use the turning head provided to manoeuvre and reverse next to the loading bay where refuse collection will be undertaken.

Car parking

183. Saved Policy 5.6 (Car Parking) of the Southwark Plan and Core Strategy Policy 2 (Sustainable Transport) state that for office use, a maximum of one space per 1500sqm is permitted which would equate to a maximum of six spaces. No parking (except disabled provision) is permitted for retail or culture uses.
184. The proposed development would be completely car free. Parking standards usually require a minimum of one accessible parking bay for commercial uses regardless of the car free nature of a development or its location within the CAZ. In this instance the proposal is fully car free and does not propose any accessible car parking spaces. This is acceptable in this instance, given the the step free accessibility and proximity of Southwark Station in addition to the existing disabled parking bays on Hatfields. Future occupiers of the new offices and retail units will be exempt from obtaining parking permits and this will be secured as part of the legal agreement.

Cycle parking and cycling facilities

185. The development would provide a total of 402 cycle parking spaces which would include 371 long stay spaces in the upper basement level and 31 short stay spaces distributed across the ground floor. This complies with current policy as well as the standards set out in the Publication London Plan. It is noted that the draft New Southwark Plan would require additional cycle parking however until the Examination in Public is concluded on the draft plan this policy can only be afforded limited weight. As is the approach taken on similar applications, a condition will be imposed on any consent issued that will obligate the developer to use best endeavours to increase the number of cycle parking spaces on site. The location, layout and associated facilities relating to the cycle parking are all considered acceptable.
186. There are currently 82 cycle hire docking station spaces to the rear of the site on Isabella Street and it is proposed that 30 of these spaces be retained onsite and the remaining 52 be relocated within the local area. This will be secured under the S106 Agreement.

Public realm improvements

187. The pavement space to the south of the site on The Cut and immediately outside the station entrance on the corner with Blackfriars Road is limited and this has implications for pedestrian flow and comfort. It is not possible to set back the building line to widen the pavement due to the existing structure of the station entrance. As part of the proposals the developer seeks to widen the footway on The Cut through removing the left turn lane on the approach to Blackfriars Road. This would create a wider footway which would provide the required level of acceptable space for pedestrians post-development. This proposal would provide a clear footway width of approximately 3.5m and the provision of a cycle approach lane to the advance stop line (ASL) at the traffic signals. It is considered that this would improve the pedestrian experience on the approach to this significant junction and transport node, as well as reducing traffic and improving safety for cyclists.



Conclusions on transport

188. The proposed site layout including the vehicular access points, position of buildings in relation to highways and the improvement to the footway on The Cut are all welcomed. The proposed development would minimise car parking whilst encouraging walking and cycling which supports the Council's sustainability agenda.
189. The site has excellent access to public transport and the development has been shown to have a very limited impact on the public transport network in terms of vehicle trips and the proposed servicing arrangements would minimise any highways impacts.
190. Whilst the closure of Joan Street would have some impacts on pedestrian permeability, these are not considered to be significant. However, the ability to implement any planning permission will be dependent on the applicant securing a stopping up order for the southern leg of Joan Street. This is outside of the planning process, being a decision of the highway authority.
191. The S106 Agreement should secure details of a Demolition/Construction Environmental Management Plan; Construction Logistics Plan, Delivery Consolidation Strategy; Service Management Plan including servicing bond; Car Parking Exemption; and Travel Plan. Additionally, financial contributions will be secured in relation to public transport improvements, cycle hire and site specific transport improvements such as raised tables and resurfacing of footways.

Construction management

192. Demolition and construction activities including associated traffic could give rise to some noise disturbance at nearby homes and adjacent buildings as well as affecting pedestrians at street level. These impacts are associated with the demolition and construction of the development and whilst they have the potential to cause disturbance they would be short term and temporary and relevant planning conditions would be imposed to offer mitigation and control hours of work as well as agreeing routes for construction vehicles. The Plan would also have to demonstrate measures to ensure safe operation of the underground station during construction.

Flood risk

193. The application site is located within Flood Risk Zone 3 and as such a Flood Risk Assessment, Basement Impact Assessment and Drainage Strategy have been submitted as part of the application. The Environment Agency and Thames Water have both been consulted on the proposed development and neither has raised any objections subject to conditions. The relevant conditions would be imposed on any consent issued.
194. The Drainage Strategy proposes to retain the existing discharge rates due to the complexity of the drainage in the area and the function of the station. As such it is recommended that a financial contribution be secured which can be used to fund local flood risk mitigation and/or SUDS in the area, helping to reduce surface water runoff. With a catchment area of approximately 1,924sqm for Isabella & Joan Street this would equate to £129,870. Based on comparisons with the Council's ongoing SUDS projects in the London Bridge area this would fund a sizable rain garden with attenuation storage.

Land contamination

195. A Geo-Environmental Desk Study has been submitted with the application in order to examine potential ground contamination risks and to assess both ground and groundwater conditions. The eastern part of the site was developed as Southwark Underground station in 1999 and given the significant excavations that took place as part of that construction project, no unacceptable land quality risks have been identified.
196. The study has identified that the western part of the site has the potential to include made ground and the chemical/physical nature of these soils is unknown. It is acknowledged that the proposed basement excavations will remove much of this material and that the proposed development is a relatively low sensitivity land use.
197. It is therefore recommended that further site investigation is undertaken on the western side of the site to evaluate the chemical and physical ground conditions as well as groundwater analysis. These requirements will be imposed as conditions on any consent issued.

Air quality

198. An Air Quality Assessment has been submitted as part of the application and considers the construction phase of the proposed development, and the impact on local air quality of emissions from road traffic associated with the site during the construction and operational phases. The pollutants of primary concern in the borough are particulate matter (PM10 and PM2.5) and NO2.
199. It is anticipated that there would be some impacts on air quality as a result of the construction phase of the development. During the demolition and construction phase it is recognised that there would be impacts such as dust in the air as well as dust and dirt on the highway as a result of construction vehicle movements. Officers consider that this can be suitably managed and mitigated through a Construction Environmental Management Plan which

would be a conditioned requirement of any consent issued.

200. The proposed development would be car free and there would be a net reduction in car parking spaces as a result of the closure of Joan Street. As such the development is expected to generate minimal additional traffic movements on the local network. Whilst the development would be car free it would use electricity in order to power the building and there would be a requirement for a back up diesel generator on the site.
201. As part of the study, an Air Quality Neutral assessment has been undertaken which demonstrates that the proposed development would be air quality neutral in regards to both transport and building related emissions. It is therefore considered that the development would not contravene any national or local planning policies related to air quality.

Wind

202. A Wind Assessment has been submitted that quantifies the risk of excessive windiness to pedestrians as well as wind comfort analysis. This report considers the wind impact of the planned over station development (OSD) and focuses on three distinct phases:
- The site in its current state;
 - The site with the OSD in place;
 - The site with the OSD in place alongside any planned developments that would have a significant impact on the wind microclimate (future surrounds).
203. The study concluded that, for all configurations, wind speeds are tolerable in terms of both comfort and safety. The addition of the OSD produces areas at street level where long periods of sitting or using an entrance could exceed the comfort criteria albeit remaining well within the tolerable range.
204. The area most affected lies on the south side of The Cut, including The Tortilla restaurant, The Ring pub, the Tesco Express and Southwark College. All four entrances and the outdoor seating areas of the pub and restaurant would at times exceed their respective comfort criteria but remain well within the tolerable range. The assessment includes a study of the future townscape, including the proposed Council block at Styles House just to the west of the site and the simulations suggest that this block will generally improve the wind microclimate in the affected areas.
205. The plans for the OSD include significant soft landscaping, making use of trees and vertical climbing plants to reduce wind speeds. This mitigation has not been included in the wind study in order to maintain a conservative (worst case scenario) result from the simulations. The inclusion of the proposed landscaping is likely to mitigate some of the discomfort caused by the new building. In order to maximise the effectiveness of mitigation including physical mitigation on the façade of the building, it is recommended that a Wind Mitigation Assessment be secured as part of the S106 Agreement. Overall, there is no significant adverse impact on amenity as a result of the wind environment caused by the new development.

Energy and sustainability

206. The London Plan Policy 5.2 sets out that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy Be lean: use less energy; Be clean: supply energy efficiently; Be green: use renewable energy. This policy requires development to have a carbon dioxide improvement of 35% beyond Building Regulations Part L 2013 as specified in Mayor's Sustainable Design and Construction SPG.
207. Policy 5.3 states that developments should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. London Plan policy 5.7 requires that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.
208. Strategic Policy 13 of Core Strategy states that development will help us live and work in a way that respects the limits of the planet's natural resources, reduces pollution and damage to the environment and helps us adapt to climate change. The applicants have submitted an energy strategy and a sustainability assessment for the proposed development which seek to demonstrate compliance with the above policy.
209. Policy S12 of the Publication London Plan seeks to minimise greenhouse gas emissions in accordance with an energy hierarchy with a minimum 35% reduction to be achieved on site and financial offsets to help achieve carbon zero.

Whole life cycle and the circular economy

210. Policy GG5 (Growing a Good Economy) of the Publication London Plan promotes the benefits of transitioning to a circular economy as part of the aim for London to be a zero-carbon city by 2050. Policy D3 (Optimising Site Capacity Through the Design-Led Approach) requires the principles of the circular economy to be taken into account in the design of development proposals in line with the circular economy hierarchy. Policy SI7 (Reducing Waste and Supporting the Circular Economy) of the Publication London Plan requires referable applications to develop circular economy statements.
211. The applicant's consultant has undertaken a Whole Life Carbon Assessment that demonstrates that the majority of the carbon emissions (58%) can be attributed to the processing and production of the construction materials to be used, particularly the large quantities of steel and concrete in substructure elements, the steel frame, and aluminium and glass for the façade and curtain walling systems.
212. During the scheme development and as part of the appraisal, the large impact from using aluminium in the curtain wall and façade cladding was shown. Minimising the quantity of aluminium and using aluminium with a high recycled content would assist in reducing the embodied carbon of the entire building. Additional improvements are shown using Cross Laminated Timber (CLT) over concrete and steel for the upper floor slabs, and in using aluminium clad timber

frames for the glazed curtain walling.

Carbon emission reduction

213. In terms of the energy hierarchy the Be Lean and Be Green measures would achieve a total carbon reduction of 42% taking into account SAP10 and decarbonising of the electricity grid and would exceed the requirements of the policy. This is set out in more detail below.

Be Lean (use less energy)

214. The proposed development is estimated to achieve a reduction of 74 tonnes per annum (22%) in regulated carbon dioxide emissions for the 'Be Lean' case compared to a 2013 Building Regulations compliant development, based on SAP 10 emissions factors. This exceeds the Publication London Plan targets. The reduction in carbon dioxide emissions has been achieved by maximising the energy efficient measures and will include:

- Energy efficient HVAC systems
- Energy efficient lighting
- High thermal insulation standards and air tightness.

Be Clean (supply energy efficiently)

215. The proposed development would incorporate an individual centralised energy centre located on the roof and Air Source Heat Pumps (ASHPs) will meet the all the demands for heating, cooling and hot water. Two large heat pumps are proposed in order to maximise efficiency and meet the building's base/simultaneous load. These would be supplemented by smaller modular heat pumps which will be sized to meet the peak loads such as the peak cooling load in summer. The proposed carbon reduction under Be Clean would equate to 20%.

Be Green (Use low or carbon zero energy)

216. Photovoltaic panels are proposed as part of the Be Green requirement. The development would incorporate 4.7 kWp of PV panels located on the restricted available roof area. The potential space for PV panels on the roof is limited due to the space taken up by the plant area and the air source heat pumps. A total of 45sqm of net PV area and a predicted 3,370 kWh of electricity generation per annum would be achieved on site.

Carbon Zero

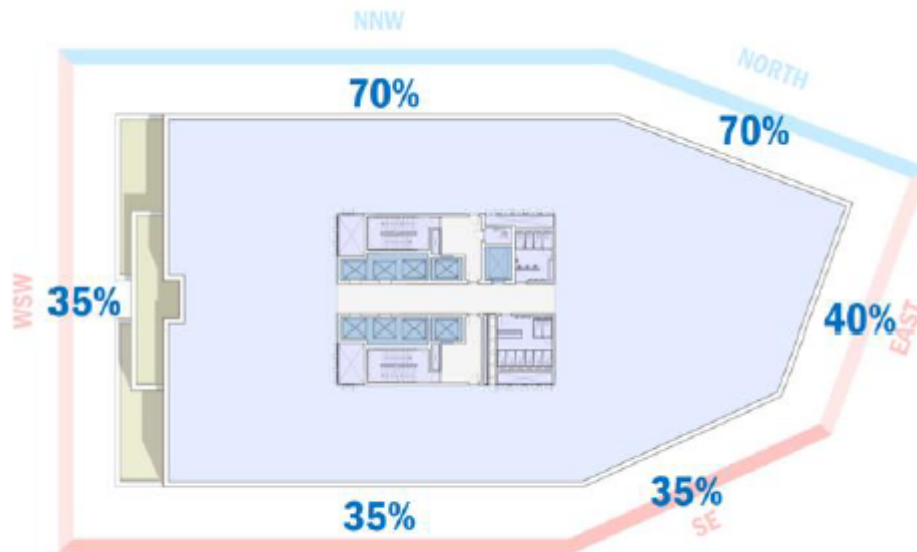
217. TfL have made a commitment for the development to achieve carbon zero status in order to comply with the zero carbon target set by the Publication London Plan. As such a financial contribution of £544,350 representing £95 per tonne of CO₂ will be secured as part of the legal agreement.

Overheating

218. The Publication London Plan Policy SI4 Managing heat risk and The New

Southwark Plan policy P68: Sustainability standards set out the cooling hierarchy that should be followed when developing a cooling strategy for new buildings.

219. The main aim of the strategy is to minimise heat loss and solar gain through energy efficient design. The proposal includes the provision of energy efficient heating, ventilation and air conditioning (HVAC) equipment and lighting. The scheme has also been designed to reduce the amount of heat entering the building in summer through orientation, shading, fenestration, insulation and green roof. Central to this is variable glazing ratios across the different facades of the building as set out below:



220. The image above demonstrates that the building is designed with low façade glazing ratios for the south and south-east facing façades reducing the direct solar gains during the summer months. The building will be equipped with high performance and low reflectivity double glazing and the lower levels of the east and south-east façades will be protected by adjacent buildings and as such would not be subjected to direct solar heat gain.
221. Heat within the building can also be managed through exposed internal mass and high ceilings. Additionally, incorporating Cross Laminated Timber in the construction process delivers a number of sustainability benefits.
222. The scheme has been designed with responsive facades which would be equipped with openable panels to provide ventilation and allow air to penetrate the building, providing natural ventilation. This will supplement the mechanical ventilation system that will further reduce unwanted heat gains and overheating.

BREEAM

223. A BREEAM pre-assessment has been completed which demonstrates that the scheme's anticipated rating would be BREEAM 'Outstanding' which is a positive aspect of the scheme in terms of sustainability and energy efficiency.

Planning obligations (S.106 agreement)

224. Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 of the Southwark Plan is reinforced by the recently adopted Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. Strategic Policy 14 'Implementation and delivery' of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments. The NPPF which echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:

- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development
- Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight

Planning Obligation	Mitigation	Applicant Position
Affordable Housing payment to offset loss of chalets	£1,600,000	Agreed, this payment will only be required should the housing on the Styles House site not get built.
Affordable workspace	2,652sqm of workspace provided on affordable terms at a discount of 30% off market rent for a period of 30 years.	Agreed.
Archaeology	£11,171	Agreed.
Carbon Offset	£544,350	Agreed.
Cycle Hire	Three years membership for all eligible occupiers.	Agreed.
Employment During Construction	Provide 57 jobs, 57 short courses and 14 construction industry apprentices for Southwark residents or make a payment of £437,950.	Agreed.
Employment in the Development	Provide 178 sustained jobs for unemployed Southwark residents or make a payment of £765,400.	Agreed.
Public realm improvements	Footway improvements - £14,592 Resurfacing at The Cut	Agreed.

	and Hatfields - £8,000	
SUDS	£129,870	Agreed.
Transport for London	Cycle hire docking station - £120,000. Legible London – £20,000	Agreed.
Transport (site specific)	Raised entry treatments - £60,000 Bus service improvements - £135,000 DSP Bond - £28,500	
Trees	Not specifically required unless unforeseen issues prevent trees from being planted or they die within five years of completion of the development in which case a contribution will be sought - £6,000 per tree.	Agreed.

225. The legal agreement will also secure an Affordable Workspace Strategy; Construction Environmental Management Plan; Construction Logistics Plan; Delivery Consolidation Strategy; Site Wide Energy Strategy; Service Management Plan; Landscaping Strategy; Parking Permit Exemption; and Wind Mitigation Strategy. The agreement will also secure an admin charge of 2% of the total contributions.

226. The S106 Agreement must also secure the following S278 works:

- Repave the entire footway including new kerbing fronting the development on The Cut using materials in accordance to Southwark's Streetscape Design Manual - SSDM (Yorkstone natural stone slabs and 300mm wide granite kerbs).
- Provide a cycle approach lane to the Advance Stop Line (ASL) at the traffic lights on The Cut.
- Repave Isabella Street in accordance to Southwark's Streetscape Design Manual.
- Resurface The Cut eastbound carriageway fronting the development.
- Offer for adoption the land either side of Joan Street as required to facilitate a turning head for vehicles accessing the service bays.
- Promote all necessary Traffic Management Orders to amend waiting/loading restrictions.
- All utility covers on footway areas are to be changed to recessed

type covers.

- Repair any damage to the highway due to construction activities for the development including construction work and the movement of construction vehicles.

227. In the event that an agreement has not been completed by 30 September 2021, the committee is asked to authorise the director of planning to refuse permission, if appropriate, for the following reason:

228. In the absence of a signed S106 legal agreement there is no mechanism in place to mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to Saved Policy 2.5 Planning Obligations of the Southwark Plan 2007, Strategic Policy 14 Delivery and Implementation of the Core Strategy (2011) Policy 8.2 Planning Obligations of the London Plan (2016) and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015).

Mayoral and borough community infrastructure levy (CIL)

229. Section 143 of the Localism Act states that any financial contribution received as 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 invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark. In this instance, based on information provided by the applicant, an estimated Mayoral CIL payment of £5,468,719.63 and a Southwark CIL payment of £2,690,396.24 would be due. This figure is an estimate only, and would be calculated in more detail when CIL Additional Information and Assumption of Liability forms are submitted prior to implementation.

Community involvement and engagement

230. The applicant has undertaken a comprehensive programme of pre-application meetings, community engagement and stakeholder meetings. As previously mentioned, the site is subject to a Land Swap Agreement that will enable the transfer of land to enable the development of both the Styles House scheme and the OSD. The applicant for the OSD, TfL, entered into an engagement process with the Styles House TMO and Southwark Council Housing Delivery Board. This process included design workshops and feedback sessions to address the TMO concerns and ensure that the views of the TMO were reflected in the plans that TfL brought forward.

231. TfL then held a number of individual sessions with Styles House residents as well as issuing invitations to residents to attend a meeting with the Deputy Leader and Cabinet Member for Housing on 19 January 2018. These meetings were held at Platform (also known as Algarve House) at the following times:

- Wednesday 31 January 2018 between 18:00 and 21:00
- Wednesday 7 February 2018 between 13.00 and 16.00

- Thursday 8 February 2018 between 18.00 and 21.00

232. TfL continued to work and engage with the residents of Styles House through a number of workshops, 1-2-1's and presentations in advance of public consultations. The public consultations consisted of six separate public consultation events and two public exhibitions to present the final designs. The details of these events are set out below:

Consultation One public consultation dates and times

- Thursday 27 June 2019 from 2pm until 8pm
- Saturday 29 June 2019 from 12pm until 4pm

Consultation Two public consultation dates and times

- Thursday 17 October 2019 from 2pm until 8pm
- Saturday 19 October 2019 from 12pm until 4pm
- Tuesday 19 November 2019 from 4pm until 8pm
- Thursday 21 November 2019 from 4pm until 8pm

January Public Exhibitions date and times

- Thursday 23 January 2020 from 4pm until 8pm
- Saturday 25 January 2020 from 12pm until 4pm

233. The objectives of the consultations were to allow all residents, businesses, commuters and political representatives in the local area to provide feedback and raise any concerns they may have on the development. The formal objectives for both consultations were:

- to provide stakeholders, including local businesses, residents' groups, community groups and station users with clear information about the proposals for the area, understand thoughts about the area and provide feedback;
- to collate and analyse community views about the proposed development so the design team could develop the scheme, meeting local aspirations where possible;
- to understand the level of support or opposition for future development;
- to identify new issues;
- to understand stakeholders' concerns and;
- to allow respondents to make additional suggestions.

234. Various other consultation methods were employed in order to engage with as many people as possible including:

- An email sent to the 105,051 Southwark station users with registered Oyster cards;
- 500 information leaflets distributed to commuters at Southwark Station which outlined the consultation;
- a press release sent out by TfL publicising the consultation;
- a dedicated online consultation portal: <https://consultations.tfl.gov.uk/planning/southwark-osd/>
- a dedicated email address: SouthwarkOSD@tfl.gov.uk and;
- emails and letters sent to political representatives, including Borough and Bankside ward councillors (LBS) outlining the proposals and offering a

- meeting in advance of the consultation;
- emails sent to nearby businesses;
- two days of public consultation were held on a weekend day and weekday, running into the evening;
- a consultation feedback form handed out at the consultation events and;
- a dedicated telephone number and email address for further enquiries.

235. As part of the development process, TfL has undertaken an Equalities Impact Assessment (EqIA). The aim of this document is to examine the impact of our proposals on those who represent the nine protected characteristics (age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex and sexual orientation).

- Unique;
- LGBTQ+ Disability Community Group;
- Southwark LGBT Network, Inclusive Women;
- OBAC - Organisation of Blind Africans & Caribbeans;
- London Senior Social;
- Black Lives and More (BLAM);
- CareTrade Charitable Trust;
- Camden Society;
- Bede House;
- The Redeemed Christian Church of God (RCCG);
- Shekinah Glory of the Living God (SGLG);
- Camberwell Community Building
- South London Inter Faith Group (SLIFG);
- St Andrew's Church;
- Baitul Aziz Islamic Cultural Centre;
- Working Families;
- Britain Has Class;
- Link Age Southwark;
- Rerezent Radio and;
- Group Pregnancy Care.

236. As part of its statutory requirements the Local Planning Authority sent letters to surrounding residents, displayed site notices in the vicinity, and issued a press notice publicising the planning application. Adequate efforts have, therefore, been made to ensure the community has been given the opportunity to participate in the planning process. Details of consultation undertaken by the Local Planning Authority in respect of this application are set out in the appendices. The responses received are summarised later in this report.

Consultation responses from members of the public and local groups

237. Following neighbour consultation, a total of 40 objections were received which are summarised and addressed below:

- The proposed development would have an adverse impact on daylight and sunlight to surrounding residents.
- The proposed new building would block views.

- The proposed building is excessive in scale, height and massing.
- The development is not in keeping with the scale or appearance of the local townscape.
- The proposal would represent overdevelopment.
- The site should be providing housing which is much needed in London/Southwark.
- The design is poor quality.
- There is no need for more office space or retail space in post Covid London.
- The site should be used for affordable housing which is needed more than office space.
- The development would restrict access to Isabella Street and the business in the railway arches and as such will compromise the businesses.
- The development will result in more noise pollution.
- The streets around this area are already congested and this will get worse with more transient workers who come to the area for work and don't contribute in any meaningful way.
- The development will cause significant disruption and nuisance.
- Relocation of the residents of Styles House during a pandemic is unconscionable.
- There doesn't seem to be any proposal to integrate the arts into this new development.
- The removal of the Platform building would be a loss to the community.
- The commercial units should be small in size and limited to independent traders.
- The scheme should use exclusively fossil free fuel and equipment. The development should contribute to the greening of the area.
- There should be segregated cycle lanes on The Cut and a diagonal crossing at the main junction.
- The development doesn't propose any improvements to Southwark Underground Station
- The development fails to address climate change or the net zero target.
- The development fails to promote sustainable forms of transport like cycling and scooters.
- The development would impact on the privacy of the Rochester Estate
- The development would result in increased traffic.
- The development would result in more pollution and would affect the health of residents and visitors.
- The development exceeds the height limit set out in the SPD.
- The development would impact on the character and setting of the nearby listed buildings and Nelson Square
- The proposed development and the influx of workers will have an adverse impact on Nelson Square as a result of rubbish, noise, wear and tear and inconvenience for residents.
- The scheme will result in a wind tunnel effect on Union Street.
- The design should have more of a relationship to the Southwark underground Station.
- The design for the building should be more in keeping with the original design of Southwark station. The iconic design for the station would be lost. Any new development on top of the station should be inspired by the existing station.

- The curved shape of the existing station is at odds with the angular shape of the proposed development.
- The closure of Joan Street will impact on the attractiveness and openness of Isabella Street and the railway arches.
- The closure of Joan Street will reduce pedestrian connectivity and restrict access to the railway arches and would conflict with the aspirations of the emerging local plan.
- The loss of the Joan Street access will impact on the businesses function and operation of the railway arches.
- The development fails to define and improve the public realm or create permeable routes.

238. An objection has been received from British Telecom (BT) who operate the Colombo House Telephone Exchange. For commercial sensitivity reasons, BT have asked that the detail of their objection remain confidential however the main issue of objection relates to construction impacts, flood risk and impacts on the vehicle and servicing arrangements to Colombo House as a result of the closure of Joan Street. During the course of the application TfL have undertaken a significant amount of work to demonstrate that the servicing arrangements and plant replacement operations at Colombo House can continue with the closure of Joan Street as the relevant vehicles can approach the site from Stamford Street/Hatfields and The Cut/Hatfields. To inform this study TfL have completed tracking diagrams and employed the advice of specialist logistics consultants. Issues raised by BT in relation to flood risk and construction impact can be adequately mitigated by way of planning conditions.

Consultation responses from external and statutory consultees

239. Environment Agency – No objection subject to conditions.
Response – Noted, the relevant conditions will be imposed on any consent issued.
240. Greater London Authority – In terms of the main strategic issues, the GLA is fully supportive of the principle of unlocking the development potential of the application site and the Styles House site through the land swap agreement that would allow delivery of affordable housing on the Styles House site and a significant uplift in high quality office and retail space within the CAZ and an opportunity area.
241. The GLA considers that the development optimises the site capacity and provides flexible and efficient floorplates for the new offices. In terms of height, the GLA are clear that the proposal raises no strategic issues and the detailed design, architectural approach and the use of colour on the building facades is fully supported.
242. In terms of energy and sustainability, the GLA consider that the applicant should demonstrate that the site has been future proofed for connection to a future district heating network should one become available. Additionally, the applicant is encouraged to maximise energy efficiency measures and the use of PV panels. The GLA also consider that all possible measures in the cooling hierarchy have been investigated and adopted where feasible.
243. Concerns have been raised about the Urban Greening Factor which should be

0.3 and contributions are sought regarding Legible London signage, bus service improvements and cycle hire.

244. Response – In terms of energy and sustainability, the developer has submitted additional information that demonstrates that the use of PV panels has been maximised in site. Additionally, further information on overheating has demonstrated that all possible measures have been investigated. The ability to connect to any future district heating network will be secured as part of an Energy Strategy in the S106 Agreement and a contribution will be secured that will meet the carbon zero target. Financial contributions towards signage, bus service improvements and cycle hire would be secured in the S106 Agreement.
245. In terms of the Urban Greening Factor (UGF), it is noted that the target for 23 an office development is 0.3 and the scheme would only achieve 0.2 however, this is a result of the site conditions and constraints, namely the underlying underground station and infrastructure that limits opportunities for trees and planting due to the poor soil depths and impacts on root systems. Planters will be used where appropriate but it is recognised that these can be obstructive to pedestrian movement. The greened terraces on the western face have been optimised. Having reviewed all possible opportunities and constraints it is considered that the scheme maximises potential greening.
246. Heathrow Airport – No safeguarding objections.
Response – Noted.
247. Historic England – Historic England do not wish to offer any comments on the application and suggest that the views of the Council's specialist conservation advisors are taken into account.
Response – Noted and agreed.
248. London Borough of Lambeth – No objection.
Response – Noted.
249. London Fire and Emergency – The LFB have responded to the consultation to confirm that they do not usually comment on planning applications at the application stage, instead they would only provide comments after planning permission has been granted and the formal application is received from the building control body. They have confirmed that this will also be the case for any comments about the closure of Joan Street and any operational issues.
Response – As set out above, the London Fire Brigade will not comment on the application until after permission has been granted. This includes providing comments on any potential operational issues as a result of the closure of Joan Street. It should be noted that the applicant has undertaken pre-application meetings with the London Fire Brigade, including the operational team and as such discussions have been taking place. No operational issues were raised to the closure of Joan Street as a result of the earlier meetings between the developer and the Fire Brigade. Furthermore, the vehicle access arrangements are such that Joan Street would remain accessible from Hatfields and the Fire Brigade could also use Isabella Street as part of any emergency response. It would only be the southern section of Joan Street south of the Eyelid that would be subject to closure. The London Fire Brigade have made it clear that they think the appropriate time for them to comment on the application will be

the building control stage and it should be noted that they will also have the opportunity to respond to a future application for the stopping up of Joan Street

250. London Underground – London Underground can confirm that the applicant is in communication with London Underground engineers with regard to the development. Subject to the applicant fulfilling their obligations to London Underground and Transport for London under the legal requirements between parties and the promoter of the development, including post planning, London Underground have no objection to make on this planning application.
Response –Noted.
251. Natural England – Do not wish to offer any comments on the application.
Response – Noted.
252. Network Rail – Recommend the inclusion of various informatives to protect Network Rail assets and operations during construction and once the development is completed.
Response - Noted and agreed, the relevant informatives will be added to any consent issued.
253. Metropolitan Police – Recommend that the Secured By Design condition is imposed in order to ensure that the scheme will achieve SBD standards and accreditation.
Response -
254. Thames Water – No objection subject to conditions.
Response –Noted and agreed.

Community impact and equalities assessment

255. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
256. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
257. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant

protected characteristic that are different from the needs of persons who do not share it

- Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

258. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

Human rights implications

259. 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.

260. This application has the legitimate aim of providing new office space and retail units. 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.

Positive and proactive statement

261. The council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

262. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

263. Positive and proactive engagement: summary table

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES

To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date? YES

CONCLUSION

264. The intention to redevelop the land around the Southwark underground station site for a commercial scheme within a tall building is one that is supported by current and emerging planning policy and the Blackfriars Road SPD. The substantial uplift in employment space through the creation of high quality offices, and the provision of new retail opportunities that will enliven the streets whilst supporting the functions of the District Town Centre, is consistent with the NSP site allocation and the objectives for the Opportunity Area.
265. The development would be provide a substantial uplift in employment floorspace to create up to 2,000 new jobs in a location highly accessible by various modes of public transport and by bicycle. The provision of affordable workspace will secure low cost space for micro to medium sized enterprises.
266. The immediate townscape is varied with lower rise buildings on The Cut and taller buildings located to the east and north of the site on Blackfriars Road. The development plan expects tall buildings to be located in areas which having the highest accessibility to public transport, and the Blackfriars Road SPD specifically identifies this site as suitable for a landmark tall building. The building would, along with the Palaestra building opposite, mark this important point in the long Blackfriars Road boulevard. The building would be of the highest design quality and would incorporate climate mitigation measures and planting into its design language.
267. Whilst there would be public realm improvements such as the quality landscaping scheme proposed around Isabella Street and the 'Eyelid' in addition to the widened pavement widths on The Cut, it is acknowledged that the closure of Joan Street would result in reduced pedestrian permeability. However this is considered acceptable on balance given the site specific circumstances and the need to unlock the Styles House site to develop new affordable housing.
268. The ability to develop the Styles House site for additional affordable housing is reliant on this development and the associated land swap agreement. The approval of this over station development will majority fund the provision of 25 affordable homes on the Styles House site.
269. It is fully acknowledged that there would be significant impacts in terms of daylight and sunlight impacts to a small number of homes, particularly to the property at No. 1 The Cut. Recognising the challenges associated with developing inner city sites, the numerical targets given in the BRE are expected to be treated with a degree of flexibility, having due regard for the existing and emerging context within which these sites are located. Having considered the number of rooms affected, the use of those rooms, and setting this in the context of the wider benefits of the development, it is concluded that it would not be reasonable to refuse planning permission on the basis of the amenity impacts.

270. The development would be energy efficient and sustainable with an on site carbon reduction of 42% above the 2013 Building Regulations in addition to a carbon offset payment that would help the development achieve Carbon Zero status. Furthermore the development would be car free and would promote sustainable forms of transport such as walking, cycling and public transport.
271. The impacts identified in the application documents and through officer assessment in this report should be considered in determining the application. No impacts of a significant scale have been identified which are not capable of being mitigated through detailed design, through conditions, or through provisions in the S106 agreement.
272. The application is considered to be in compliance with the development plan, and emerging documents, when read as a whole, and It is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.

BACKGROUND INFORMATION

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
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@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Planning History (of the site and nearby sites)
Appendix 4	Recommendation (draft decision notice)

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Terence McLellan, Team Leader	
Version	Final	
Dated	17 February 2021	
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 of 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		26 February 2021

Consultation Undertaken

Notices:

Site • A Site Notice was not
Notice: displayed.

Press • Date Notice was • Expiry Date of Notice: 09.07.2020
Notice: published: 11.06.2020

Consultation Letters to Neighbours and Local Groups:

Recipient Address:

Date Letter Sent:

01.07.2020

- Flat 73, Globe View House, 29 Pocock Street
- Flat 102, Rowland Hill House, Nelson Square
- Ground Floor Flat, 77 Blackfriars Road, London
- 173A Blackfriars Road, London, Southwark
- Unit 407, 2-6 Boundary Row, London
- H 54, 6 Paris Garden, London
- Third Floor, Great Surrey House, 203-205 Blackfriars Road
- Third Floor Flat, 176 Blackfriars Road, London
- Basement And Ground Floor, 33 The Cut, London
- Basement And Rear Of, 25 Short Street, London
- Flat 3, 84 Blackfriars Road, London
- 18 Lagare Apartments, 51 Surrey Row, London
- Flat 10, 237 Union Street, London
- Pg 63, 6 Paris Garden, London
- Pg 40, 6 Paris Garden, London
- Pg 14, 6 Paris Garden, London
- Pg 11, 6 Paris Garden, London
- Flat 83, Globe View House, 29 Pocock Street
- Flat 75, Globe View House, 29 Pocock Street
- Flat 60, Globe View House, 27 Pocock Street
- Flat 35, Globe View House, 27 Pocock Street
- Flat 12, 235 Union Street, London
- Flat 6, 235 Union Street, London
- Flat 30, Globe View House, 171 Blackfriars Road
- Flat 89, Rowland Hill House, Nelson Square
- Flat 83, Rowland Hill House, Nelson Square
- Flat 73, Rowland Hill House, Nelson Square
- Flat 38, Edward Edwards House, Nicholson Street
- Flat 24, Edward Edwards House, Nicholson Street
- Flat 21, Edward Edwards House, Nicholson Street
- Flat 50, Pakeman House, Pocock Street
- Flat 236, Helen Gladstone House, Nelson Square
- Unit 213, 2-6 Boundary Row, London
- Flat 150, Rowland Hill House, Nelson Square
- Flat 206, Applegarth House, Nelson Square
- 8A Lagare Apartments, 51 Surrey Row, London

- Flat 185, Applegarth House, Nelson Square
- Flat 180, Applegarth House, Nelson Square
- Flat 28, Styles House, Hatfields
- 53A The Cut, London, Southwark
- Post Office, 52 Blackfriars Road, London
- Unit 405, 2-6 Boundary Row, London
- Unit 314, 2-6 Boundary Row, London
- Flat 3, 1 Treveris Street, London
- Flat 2, Milton House, Short Street
- 49 The Cut, London, Southwark
- Flat 46, Styles House, Hatfields
- Flat 3, 6 Burrows Mews, London
- Flat 1, 44 Nelson Square, London
- Flat 4, 86 Blackfriars Road, London
- Third Floor, 82-83 Blackfriars Road, London
- Flat 1, Theatre View Apartments, 19 Short Street
- Flat 1, Garrett House, Burrows Mews
- First Floor Flat, 81 Blackfriars Road, London
- Flat 7, 84 Blackfriars Road, London
- Second Floor, 176-177 Blackfriars Road, London
- Friden House, 96-101 Blackfriars Road, London
- Flat 2, 45 Dolben Street, London
- Second Floor Flat, 77 Blackfriars Road, London
- 47 The Cut, London, Southwark
- 6 Ring Court, The Cut, London
- 45B The Cut, London, Southwark
- St Andrews Vicarage, Short Street, London
- Flat 56, Styles House, Hatfields
- Flat 42, Styles House, Hatfields
- Flat 3, Styles House, Hatfields
- Flat 22, Styles House, Hatfields
- 169 Blackfriars Road, London, Southwark
- 14 Nicholson Street, London, Southwark
- 12 Nicholson Street, London, Southwark
- Flat 37, Edward Edwards House, Nicholson Street
- Flat 18, Edward Edwards House, Nicholson Street
- 10 Rotherham Walk, London, Southwark
- 5 Lagare Apartments, 51 Surrey Row, London
- Flat 247, Helen Gladstone House, Nelson Square
- Flat 242, Helen Gladstone House, Nelson Square
- Flat 202, Applegarth House, Nelson Square
- Flat 192, Applegarth House, Nelson Square
- 12 Gambia Street, London, Southwark
- Flat 186, Applegarth House, Nelson Square
- Flat 8, Vaughan House, Nelson Square
- Flat 51, Vaughan House, Nelson Square
- Flat 34, Vaughan House, Nelson Square
- Flat 25, Vaughan House, Nelson Square
- Flat 10, Vaughan House, Nelson Square
- Flat 152, Rowland Hill House, Nelson Square
- Flat 138, Rowland Hill House, Nelson Square
- Flat 136, Rowland Hill House, Nelson Square
- Flat 133, Rowland Hill House, Nelson Square

- Flat 128, Rowland Hill House, Nelson Square
- Flat 126, Rowland Hill House, Nelson Square
- Flat 98, Rowland Hill House, Nelson Square
- Flat 80, Rowland Hill House, Nelson Square
- Flat 53, Rowland Hill House, Nelson Square
- Flat 5, Pakeman House, Pocock Street
- Flat 39, Pakeman House, Pocock Street
- Flat 3, Pakeman House, Pocock Street
- Flat 22, Pakeman House, Pocock Street
- Second Floor, 209-215 Blackfriars Road, London
- Estate Office, Pakeman House, Pocock Street
- Attic, 2 Valentine Place, London
- Railway Arch 80, Scoresby Street, London
- Flat 1B, 1 The Cut, London
- 8 Ring Court, The Cut, London
- Third Floor Flat, 81 Blackfriars Road, London
- 1 Burrows Mews, London, Southwark
- 39 The Cut, London, Southwark
- 43A The Cut, London, Southwark
- Flat 47, Styles House, Hatfields
- Flat 26, Styles House, Hatfields
- Flat 14, Styles House, Hatfields
- 9 Brinton Walk, London, Southwark
- 8 Brinton Walk, London, Southwark
- 5 Brinton Walk, London, Southwark
- 11 Brinton Walk, London, Southwark
- Flat 36, Edward Edwards House, Nicholson Street
- Flat 16, Edward Edwards House, Nicholson Street
- 7 Rotherham Walk, London, Southwark
- 11 Lagare Apartments, 51 Surrey Row, London
- Flat 261, Helen Gladstone House, Nelson Square
- Flat 219, Helen Gladstone House, Nelson Square
- Flat 209, Applegarth House, Nelson Square
- Flat 196, Applegarth House, Nelson Square
- Flat 181, Applegarth House, Nelson Square
- Flat 179, Applegarth House, Nelson Square
- Flat 178, Applegarth House, Nelson Square
- Flat 163, Applegarth House, Nelson Square
- Flat 156, Rowland Hill House, Nelson Square
- Flat 139, Rowland Hill House, Nelson Square
- Flat 115, Rowland Hill House, Nelson Square
- Flat 114, Rowland Hill House, Nelson Square
- Flat 87, Rowland Hill House, Nelson Square
- Flat 45, Pakeman House, Pocock Street
- Flat 28, Pakeman House, Pocock Street
- Flat 25, Pakeman House, Pocock Street
- Flat 2, Pakeman House, Pocock Street
- Pg 78, 6 Paris Garden, London
- Pg 45, 6 Paris Garden, London
- Pg 44, 6 Paris Garden, London
- Pg 42, 6 Paris Garden, London
- H 70, 6 Paris Garden, London
- Flat 36, 237 Union Street, London

- Flat 30, 237 Union Street, London
- Flat 24, 237 Union Street, London
- Flat 14, 237 Union Street, London
- Flat 11, 237 Union Street, London
- Flat 64, Globe View House, 27 Pocock Street
- Flat 62, Globe View House, 27 Pocock Street
- Flat 15, Pakeman House, Pocock Street
- Flat 14, Pakeman House, Pocock Street
- Pg 67, 6 Paris Garden, London
- Pg 64, 6 Paris Garden, London
- Pg 58, 6 Paris Garden, London
- Pg 51, 6 Paris Garden, London
- Pg 18, 6 Paris Garden, London
- Pg 12, 6 Paris Garden, London
- H 76, 6 Paris Garden, London
- Flat 28, 237 Union Street, London
- Flat 20, 237 Union Street, London
- Flat 12, 237 Union Street, London
- 33 Hatfields, London, Southwark
- Flat 44, Globe View House, 27 Pocock Street
- Flat 32, Globe View House, 171 Blackfriars Road
- Flat 29, Globe View House, 171 Blackfriars Road
- Flat 22, Globe View House, 171 Blackfriars Road
- Flat 15, Globe View House, 171 Blackfriars Road
- Kiosk 2, Blackfriars Road, London
- Unit 205, 2-6 Boundary Row, London
- Ground Floor, 1-7 Boundary Row, London
- Flat 11, 1 Treveris Street, London
- Ground Floor Flat, 86 Blackfriars Road, London
- H 43, 6 Paris Garden, London
- H 37, 6 Paris Garden, London
- H 28, 6 Paris Garden, London
- H 26, 6 Paris Garden, London
- H 21, 6 Paris Garden, London
- H 11, 6 Paris Garden, London
- 92 Blackfriars Road, London, Southwark
- Flat 1, 6 Burrows Mews, London
- Flat 3, 86 Blackfriars Road, London
- Flat D, 35A The Cut, London
- Flat 3, 75-76 Blackfriars Road, London
- Flat 2, 75-76 Blackfriars Road, London
- Flat 2A, Vaughan House, Nelson Square
- Basement To Ground Floor, 209-215 Blackfriars Road,
London
- Railway Arches 94 To 95, Joan Street, London
- Basement, 75-76 Blackfriars Road, London
- Flat 51, Globe View House, 27 Pocock Street
- Flat 31, Globe View House, 171 Blackfriars Road
- Flat 9, Globe View House, 171 Blackfriars Road
- Flat 3, Globe View House, 171 Blackfriars Road
- Basement Front, 82-83 Blackfriars Road, London
- 200 Blackfriars Road, London, Southwark
- Unit 114, 2-6 Boundary Row, London

- Unit 110, 2-6 Boundary Row, London
- Studio Flat Ground Floor, 77 Blackfriars Road, London
- Flat 5, 1 Treveris Street, London
- H 8, 6 Paris Garden, London
- 159A Applegarth House, Nelson Square, London
- Ground Floor, 19 Short Street, London
- Part First Floor, St Andrews Church Hall, 4-15 Short Street
- Flat 5, 86 Blackfriars Road, London
- Flat 2, 86 Blackfriars Road, London
- Flat 5, 45 Nelson Square, London
- Flat 2, 44 Nelson Square, London
- Flat 8, Theatre View Apartments, 19 Short Street
- Flat 61A, Rowland Hill House, Nelson Square
- Flat 1, Edward Edwards House, Nicholson Street
- Flat 1, 237 Union Street, London
- Cafe, 2-6 Boundary Row, London
- Pg 73, 6 Paris Garden, London
- Flat 228, Helen Gladstone House, Nelson Square
- Flat 68, Globe View House, 27 Pocock Street
- Flat 18, Styles House, Hatfields
- Flat 19, Globe View House, 171 Blackfriars Road
- Flat 62, Rowland Hill House, Nelson Square
- H 82, 6 Paris Garden, London
- 2 Brinton Walk, London, Southwark
- Flat 55, Styles House, Hatfields
- Flat 11, 235 Union Street, London
- Unit 312, 2-6 Boundary Row, London
- Unit 103, 2-6 Boundary Row, London
- H 68, 6 Paris Garden, London
- H 25, 6 Paris Garden, London
- Flat 15, Edward Edwards House, Nicholson Street
- Flat 13, Theatre View Apartments, 19 Short Street
- Flat 3A, Vaughan House, Nelson Square
- 53C The Cut, London, Southwark
- Flat 171, Applegarth House, Nelson Square
- Flat 151, Rowland Hill House, Nelson Square
- Flat 100, Rowland Hill House, Nelson Square
- Pg 19, 6 Paris Garden, London
- Part Basement Front, 42-44 Dolben Street, London
- Fifth Floor, 209-215 Blackfriars Road, London
- Flat C, 35A The Cut, London
- Ground Floor, 6-10 Valentine Place, London
- 8 Lagare Apartments, 53 Surrey Row, London
- 3 Lagare Apartments, 53 Surrey Row, London
- Flat 29, 237 Union Street, London
- Flat 26, 237 Union Street, London
- Flat 22, 237 Union Street, London
- Flat 19, 237 Union Street, London
- Pg 17, 6 Paris Garden, London
- H 81, 6 Paris Garden, London
- H 61, 6 Paris Garden, London
- H 52, 6 Paris Garden, London
- H 22, 6 Paris Garden, London

- Flat 58, Globe View House, 27 Pocock Street
- Flat 55, Globe View House, 27 Pocock Street
- Flat 48, Globe View House, 27 Pocock Street
- Flat 9, 235 Union Street, London
- Flat 35, 237 Union Street, London
- Flat 14, Globe View House, 171 Blackfriars Road
- Flat 2, Globe View House, 171 Blackfriars Road
- Flat 111, Rowland Hill House, Nelson Square
- Flat 86, Rowland Hill House, Nelson Square
- Flat 60, Rowland Hill House, Nelson Square
- Flat 55, Rowland Hill House, Nelson Square
- Flat 30, Edward Edwards House, Nicholson Street
- Flat 46, Pakeman House, Pocock Street
- Flat 251, Helen Gladstone House, Nelson Square
- Flat 19, Pakeman House, Pocock Street
- Flat 11, Pakeman House, Pocock Street
- 4 Nicholson Street, London, Southwark
- Unit 204, 2-6 Boundary Row, London
- Unit 112, 2-6 Boundary Row, London
- Unit 106, 2-6 Boundary Row, London
- Flat 36, Vaughan House, Nelson Square
- Flat 130, Rowland Hill House, Nelson Square
- Flat 195, Applegarth House, Nelson Square
- Flat 36, Styles House, Hatfields
- Flat 23, Styles House, Hatfields
- Unit 408, 2-6 Boundary Row, London
- 41B The Cut, London, Southwark
- Railway Arch 13, Chancel Street, London
- Flat 9, Theatre View Apartments, 19 Short Street
- Ground Floor, 17 Short Street, London
- Flat 4, 75-76 Blackfriars Road, London
- Flat 6, 84 Blackfriars Road, London
- Flat A, 33 The Cut, London
- 2-6 Boundary Row, London, Southwark
- 79-80 Blackfriars Road, London, Southwark
- 2 Ring Court, The Cut, London
- 51B The Cut, London, Southwark
- Flat 52, Styles House, Hatfields
- Flat 50, Styles House, Hatfields
- Flat 34, Styles House, Hatfields
- Flat 11, Styles House, Hatfields
- 78 Blackfriars Road, London, Southwark
- 6 Nicholson Street, London, Southwark
- 18 Nicholson Street, London, Southwark
- Flat 9, Edward Edwards House, Nicholson Street
- Flat 23, Edward Edwards House, Nicholson Street
- 11 Rotherham Walk, London, Southwark
- 16 Lagare Apartments, 51 Surrey Row, London
- Flat 265, Helen Gladstone House, Nelson Square
- Flat 255, Helen Gladstone House, Nelson Square
- Flat 214, Helen Gladstone House, Nelson Square
- Flat 204, Applegarth House, Nelson Square
- 49 Surrey Row, London, Southwark

- Flat 173, Applegarth House, Nelson Square
- Flat 168, Applegarth House, Nelson Square
- Flat 160, Applegarth House, Nelson Square
- Flat 47, Vaughan House, Nelson Square
- Flat 13, Vaughan House, Nelson Square
- Flat 154, Rowland Hill House, Nelson Square
- Flat 146, Rowland Hill House, Nelson Square
- Flat 144, Rowland Hill House, Nelson Square
- Flat 141, Rowland Hill House, Nelson Square
- Flat 124, Rowland Hill House, Nelson Square
- Flat 95, Rowland Hill House, Nelson Square
- Flat 93, Rowland Hill House, Nelson Square
- Flat 92, Rowland Hill House, Nelson Square
- Flat 82, Rowland Hill House, Nelson Square
- Flat 79, Rowland Hill House, Nelson Square
- Flat 77, Rowland Hill House, Nelson Square
- Flat 69, Rowland Hill House, Nelson Square
- Flat 67, Rowland Hill House, Nelson Square
- Flat 66, Rowland Hill House, Nelson Square
- Flat 59, Rowland Hill House, Nelson Square
- Flat 31, Pakeman House, Pocock Street
- Flat 17, Pakeman House, Pocock Street
- Pg 74, 6 Paris Garden, London
- Pg 8, 6 Paris Garden, London
- Flat 10, 235 Union Street, London
- Flat 27, 237 Union Street, London
- Flat 85, Globe View House, 29 Pocock Street
- Flat 82, Globe View House, 29 Pocock Street
- Flat 77, Globe View House, 29 Pocock Street
- Flat 49, Globe View House, 27 Pocock Street
- Flat 39, Globe View House, 27 Pocock Street
- Flat 37, Globe View House, 27 Pocock Street
- Flat 34, Globe View House, 27 Pocock Street
- Flat 27, Globe View House, 171 Blackfriars Road
- Flat 24, Globe View House, 171 Blackfriars Road
- Flat 13, Globe View House, 171 Blackfriars Road
- Basement Rear, 82-83 Blackfriars Road, London
- Unit 406, 2-6 Boundary Row, London
- Unit 309, 2-6 Boundary Row, London
- Unit 206, 2-6 Boundary Row, London
- Unit 111, 2-6 Boundary Row, London
- Unit 105, 2-6 Boundary Row, London
- 46 Blackfriars Road, London, Southwark
- H 64, 6 Paris Garden, London
- H 46, 6 Paris Garden, London
- H 36, 6 Paris Garden, London
- H 30, 6 Paris Garden, London
- H 20, 6 Paris Garden, London
- H 7, 6 Paris Garden, London
- Flat 3, 44 Nelson Square, London
- Ground Floor, 42-44 Dolben Street, London
- Flat 12, Theatre View Apartments, 19 Short Street
- Flat 3, Theatre View Apartments, 19 Short Street

- Railway Arch 96, Joan Street, London
- Ground Floor, 85 Blackfriars Road, London
- Ground Floor Rear, 1 Joan Street, London
- 14 Rotherham Walk, London, Southwark
- Basement Flat, 77 Blackfriars Road, London
- Sixth Floor, Palestra House, 197 Blackfriars Road
- First Floor, 42-44 Dolben Street, London
- Flat 22, Edward Edwards House, Nicholson Street
- 4 Rotherham Walk, London, Southwark
- 60A Rowland Hill House, Nelson Square, London
- Computacenter House, 100 Blackfriars Road, London
- Flat 4, 237 Union Street, London
- Flat 1A, Pakeman House, Pocock Street
- Flat 1, 84 Blackfriars Road, London
- Flat 17, Vaughan House, Nelson Square
- 1 The Cut, London, Southwark
- Flat 48, Styles House, Hatfields
- Flat 32, Styles House, Hatfields
- Flat 16, Globe View House, 171 Blackfriars Road
- H 40, 6 Paris Garden, London
- Flat 112, Rowland Hill House, Nelson Square
- Flat 90, Rowland Hill House, Nelson Square
- Pg 48, 6 Paris Garden, London
- Part Basement And Part Ground Floor, Christchurch House, 4 Chancel Street
- Flat D, 1C Burrows Mews, London
- Flat 5, 84 Blackfriars Road, London
- Pg 57, 6 Paris Garden, London
- Pg 43, 6 Paris Garden, London
- Pg 30, 6 Paris Garden, London
- Pg 4, 6 Paris Garden, London
- H 65, 6 Paris Garden, London
- H 48, 6 Paris Garden, London
- H 38, 6 Paris Garden, London
- H 16, 6 Paris Garden, London
- Flat 86, Globe View House, 29 Pocock Street
- Flat 78, Globe View House, 29 Pocock Street
- Flat 32, 237 Union Street, London
- Flat 17, Globe View House, 171 Blackfriars Road
- 173B Blackfriars Road, London, Southwark
- Flat 76, Rowland Hill House, Nelson Square
- Flat 33, Pakeman House, Pocock Street
- Flat 26, Pakeman House, Pocock Street
- Flat 20, Pakeman House, Pocock Street
- The Lord Nelson, 243 Union Street, London
- 16 Nicholson Street, London, Southwark
- 6 Brinton Walk, London, Southwark
- Unit 201, 2-6 Boundary Row, London
- Flat 223, Helen Gladstone House, Nelson Square
- Flat 200, Applegarth House, Nelson Square
- Flat 15, Vaughan House, Nelson Square
- Flat 172, Applegarth House, Nelson Square
- Flat 170, Applegarth House, Nelson Square

- Flat 162, Applegarth House, Nelson Square
- Flat 33, Styles House, Hatfields
- Company Wine Bar, 53 The Cut, London
- 4 Ring Court, The Cut, London
- Part First Floor And Part Second Floor, St Andrews Church Hall, 4-15 Short Street
- Second Floor, 1-7 Boundary Row, London
- Part Second Floor, St Andrews Church Hall, 4-15 Short Street
- Part Ground Floor, Palestra House, 197 Blackfriars Road
- Flat 11, Theatre View Apartments, 19 Short Street
- Flat 52A, Rowland Hill House, Nelson Square
- Railway Arches 97 To 99, Joan Street, London
- Mar I Terra Public House, 14 Gambia Street, London
- Basement Flat, 81 Blackfriars Road, London
- First Floor Flat, 1 The Cut, London
- Second Floor Flat, 81 Blackfriars Road, London
- 7 Ring Court, The Cut, London
- Flat 3, Suthring House, 220 Blackfriars Road
- Flat 2, Suthring House, 220 Blackfriars Road
- 53B The Cut, London, Southwark
- Prince William Henry, 216-219 Blackfriars Road, London
- 37 The Cut, London, Southwark
- Flat 1, Milton House, Short Street
- Flat 45, Styles House, Hatfields
- Flat 38, Styles House, Hatfields
- 2 Nicholson Street, London, Southwark
- 7 Brinton Walk, London, Southwark
- 14 Brinton Walk, London, Southwark
- 13 Brinton Walk, London, Southwark
- Flat C, Christchurch House, 4 Chancel Street
- Flat 31, Edward Edwards House, Nicholson Street
- Flat 27, Edward Edwards House, Nicholson Street
- Flat 19, Edward Edwards House, Nicholson Street
- 3 Rotherham Walk, London, Southwark
- 16 Rotherham Walk, London, Southwark
- 1 Lagare Apartments, 53 Surrey Row, London
- 12 Lagare Apartments, 51 Surrey Row, London
- Flat 256, Helen Gladstone House, Nelson Square
- Flat 254, Helen Gladstone House, Nelson Square
- Flat 250, Helen Gladstone House, Nelson Square
- Flat 249, Helen Gladstone House, Nelson Square
- Flat 244, Helen Gladstone House, Nelson Square
- Flat 237, Helen Gladstone House, Nelson Square
- Flat 232, Helen Gladstone House, Nelson Square
- Flat 230, Helen Gladstone House, Nelson Square
- Flat 220, Helen Gladstone House, Nelson Square
- Flat 217, Helen Gladstone House, Nelson Square
- Flat 212, Helen Gladstone House, Nelson Square
- Flat 201, Applegarth House, Nelson Square
- Flat 9, Vaughan House, Nelson Square
- Flat 32, Vaughan House, Nelson Square
- Flat 30, Vaughan House, Nelson Square

- Flat 119, Rowland Hill House, Nelson Square
- Flat 116, Rowland Hill House, Nelson Square
- Flat 110, Rowland Hill House, Nelson Square
- Flat 61, Rowland Hill House, Nelson Square
- Flat 6, Pakeman House, Pocock Street
- Pg 75, 6 Paris Garden, London
- Pg 62, 6 Paris Garden, London
- Pg 37, 6 Paris Garden, London
- Pg 28, 6 Paris Garden, London
- Pg 26, 6 Paris Garden, London
- Pg 25, 6 Paris Garden, London
- Pg 24, 6 Paris Garden, London
- Pg 22, 6 Paris Garden, London
- Pg 16, 6 Paris Garden, London
- Pg 2, 6 Paris Garden, London
- Flat 2, 235 Union Street, London
- Flat 25, 237 Union Street, London
- Flat 8, 237 Union Street, London
- Flat 76, Globe View House, 29 Pocock Street
- Flat 72, Globe View House, 29 Pocock Street
- Flat 71, Globe View House, 29 Pocock Street
- Flat 66, Globe View House, 27 Pocock Street
- Flat 57, Globe View House, 27 Pocock Street
- Flat 46, Globe View House, 27 Pocock Street
- Kiosk 3, Blackfriars Road, London
- Unit 308, 2-6 Boundary Row, London
- Unit 212, 2-6 Boundary Row, London
- Flat 10, 1 Treveris Street, London
 - Flat 4, 1 Treveris Street, London
- H 62, 6 Paris Garden, London
- H 59, 6 Paris Garden, London
- H 39, 6 Paris Garden, London
- H 33, 6 Paris Garden, London
- H 13, 6 Paris Garden, London
- Flat, 37 The Cut, London
- Third Floor, 4 Valentine Place, London
- Flat 2, 6 Burrows Mews, London
- Part First Floor, Palestra House, 197 Blackfriars Road
- Flat 10, Theatre View Apartments, 19 Short Street
- First Floor Front, 82-83 Blackfriars Road, London
- School House, Southwark College, Ufford Street
- Second Floor And Third Floor, 42-44 Dolben Street,
London
 - Flat 131, Rowland Hill House, Nelson Square
 - Pg 49, 6 Paris Garden, London
 - Pg 59, 6 Paris Garden, London
 - The Ring, 72 Blackfriars Road, London
 - Flat 187, Applegarth House, Nelson Square
 - Flat 14, Vaughan House, Nelson Square
 - Flat 17, 237 Union Street, London
 - H 18, 6 Paris Garden, London
 - Unit 2, 200 Blackfriars Road, London
 - Estate Workshop, Pakeman House, Pocock Street

- 85 Blackfriars Road, London, Southwark
- Flat 7, Vaughan House, Nelson Square
- Flat 12, Styles House, Hatfields
- Surgery, Rowland Hill House, Nelson Square
- 21 Short Street, London, Southwark
- Flat 26, Globe View House, 171 Blackfriars Road
- 12 Rotherham Walk, London, Southwark
- H 69, 6 Paris Garden, London
- 9 Lagare Apartments, 51 Surrey Row, London
- Flat 235, Helen Gladstone House, Nelson Square
- Flat 20, Vaughan House, Nelson Square
- Railway Arch 82, Scoresby Street, London
- 10 Lagare Apartments, 51 Surrey Row, London
- Flat 7, 237 Union Street, London
- Pg 76, 6 Paris Garden, London
- Pg 33, 6 Paris Garden, London
- H 78, 6 Paris Garden, London
- H 72, 6 Paris Garden, London
- H 58, 6 Paris Garden, London
- H 42, 6 Paris Garden, London
- H 19, 6 Paris Garden, London
- Flat 63, Globe View House, 27 Pocock Street
- H 6, 6 Paris Garden, London
- Flat 33, Globe View House, 27 Pocock Street
- Flat 3, 235 Union Street, London
- Flat 20, Globe View House, 171 Blackfriars Road
- Flat 12, Globe View House, 171 Blackfriars Road
- 172 Blackfriars Road, London, Southwark
- 43C The Cut, London, Southwark
- Basement And Ground Floor, 176-177 Blackfriars Road,
London
- 5 Burrows Mews, London, Southwark
- Flat 5, 75-76 Blackfriars Road, London
- Flat 84, Rowland Hill House, Nelson Square
- Flat 54, Pakeman House, Pocock Street
- Flat 18, Pakeman House, Pocock Street
- Pg 31, 6 Paris Garden, London
- Flat 165, Applegarth House, Nelson Square
- Flat 45, Vaughan House, Nelson Square
- Flat 34, 237 Union Street, London
- Flat 52, Globe View House, 27 Pocock Street
- Unit 411, 2-6 Boundary Row, London
- Flat 6, 6 Burrows Mews, London
- Flat 153, Rowland Hill House, Nelson Square
- Flat 120, Rowland Hill House, Nelson Square
- Flat 5, Suthring House, 220 Blackfriars Road
- 47B The Cut, London, Southwark
- Flat 61, Globe View House, 27 Pocock Street
- Flat 41, Globe View House, 27 Pocock Street
- Flat 35, Vaughan House, Nelson Square
- Flat 51, Pakeman House, Pocock Street
- Flat 24, Pakeman House, Pocock Street
- Pg 3, 6 Paris Garden, London

- Flat 8, 84 Blackfriars Road, London
- Flat 1C, 1 The Cut, London
- 15 Lagare Apartments, 51 Surrey Row, London
- Flat 13, 237 Union Street, London
- Pg 7, 6 Paris Garden, London
- Flat 40, Globe View House, 27 Pocock Street
- Flat 41, 237 Union Street, London
- Flat 4, Edward Edwards House, Nicholson Street
- Flat 10, Edward Edwards House, Nicholson Street
- Flat 9, Pakeman House, Pocock Street
- Flat 257, Helen Gladstone House, Nelson Square
- Flat 238, Helen Gladstone House, Nelson Square
- Flat 233, Helen Gladstone House, Nelson Square
- Flat 13, Pakeman House, Pocock Street
- Flat D, Christchurch House, 4 Chancel Street
- Unit 115, 2-6 Boundary Row, London
- Flat 216, Helen Gladstone House, Nelson Square
- Flat 198, Applegarth House, Nelson Square
- Flat 193, Applegarth House, Nelson Square
- Flat 12, Vaughan House, Nelson Square
- Flat 1, Vaughan House, Nelson Square
- Flat 177, Applegarth House, Nelson Square
- Flat 10, Globe View House, 171 Blackfriars Road
- Flat 113, Rowland Hill House, Nelson Square
- 2 Rotherham Walk, London, Southwark
- Flat 7, Pakeman House, Pocock Street
- Flat 53, Pakeman House, Pocock Street
- Unit 304, 2-6 Boundary Row, London
- Unit 301, 2-6 Boundary Row, London
- Flat 40, Vaughan House, Nelson Square
- Flat 33, Vaughan House, Nelson Square
- Flat 31, Vaughan House, Nelson Square
- Flat 29, Vaughan House, Nelson Square
- Flat 148, Rowland Hill House, Nelson Square
- Flat 132, Rowland Hill House, Nelson Square
- Flat 125, Rowland Hill House, Nelson Square
- Flat 211, Helen Gladstone House, Nelson Square
- Flat 183, Applegarth House, Nelson Square
- Flat 50, Vaughan House, Nelson Square
- Flat C, 33 The Cut, London
- Ground Floor, 8 Boundary Row, London
- Flat 6, Styles House, Hatfields
- Excluding Part Ground Part First Floor And Sixth Floor,
Palestra House, 197 Blackfriars Road
- Second Floor, 4 Valentine Place, London
- Second Floor, 2 Valentine Place, London
- First Floor, 2 Valentine Place, London
- First Floor, 33 The Cut, London
- Ground Floor, 25 Short Street, London
- Flat D, 33 The Cut, London
- Railway Arches 77 To 78, Gambia Street, London
- 51 The Cut, London, Southwark
- 2 Burrows Mews, London, Southwark

- 39A The Cut, London, Southwark
- Flat 7, Styles House, Hatfields
- Flat 4, Styles House, Hatfields
- Flat 31, Styles House, Hatfields
- Flat 27, Styles House, Hatfields
- Flat 32, Edward Edwards House, Nicholson Street
- 8 Rotherham Walk, London, Southwark
- 7 Lagare Apartments, 53 Surrey Row, London
- 14 Lagare Apartments, 51 Surrey Row, London
- 8 Lagare Apartments, 51 Surrey Row, London
- Flat 207, Applegarth House, Nelson Square
- Flat 191, Applegarth House, Nelson Square
- Flat 174, Applegarth House, Nelson Square
- Flat 169, Applegarth House, Nelson Square
- Flat 44, Vaughan House, Nelson Square
- Flat 4, Vaughan House, Nelson Square
- Flat 38, Vaughan House, Nelson Square
- Flat 28, Vaughan House, Nelson Square
- Flat 18, Vaughan House, Nelson Square
- Flat 167, Applegarth House, Nelson Square
- Flat 159, Applegarth House, Nelson Square
- Flat 39, Styles House, Hatfields
- Unit 410, 2-6 Boundary Row, London
- Unit 310, 2-6 Boundary Row, London
- 1 Ring Court, The Cut, London
- 45A The Cut, London, Southwark
- Flat 9, 1 Treveris Street, London
- Flat 6, 1 Treveris Street, London
- Part 2, 35 The Cut, London
- Flat 1, 45 Nelson Square, London
- Railway Arch 85, Scoresby Street, London
- Flat 2, 84 Blackfriars Road, London
- Ground Floor Flat, 81 Blackfriars Road, London
- Fourth Floor Flat, 1 The Cut, London
- Part Basement Ground Floor First Floor And Second Floor,
6 Chancel Street, London
- Flat 4, Suthring House, 220 Blackfriars Road
- 8 Boundary Row, London, Southwark
- First Floor Flat, 77 Blackfriars Road, London
- 51A The Cut, London, Southwark
- 45C The Cut, London, Southwark
- Flat 5, Styles House, Hatfields
- Flat 35, Styles House, Hatfields
- Flat 21, Styles House, Hatfields
- Flat 16, Styles House, Hatfields
- 176 Blackfriars Road, London, Southwark
- 10 Brinton Walk, London, Southwark
- Flat E, Christchurch House, 4 Chancel Street
- Flat 7, Edward Edwards House, Nicholson Street
- Flat 25, Edward Edwards House, Nicholson Street
- 17 Rotherham Walk, London, Southwark
- 15 Rotherham Walk, London, Southwark
- 13 Rotherham Walk, London, Southwark

- 5 Lagare Apartments, 53 Surrey Row, London
- 17 Lagare Apartments, 51 Surrey Row, London
- 6 Lagare Apartments, 51 Surrey Row, London
- Flat 252, Helen Gladstone House, Nelson Square
- Flat 245, Helen Gladstone House, Nelson Square
- Flat 240, Helen Gladstone House, Nelson Square
- Flat 229, Helen Gladstone House, Nelson Square
- Flat 176, Applegarth House, Nelson Square
- Flat 166, Applegarth House, Nelson Square
- Flat 41, Vaughan House, Nelson Square
- Flat 23, Vaughan House, Nelson Square
- Flat 16, Vaughan House, Nelson Square
- Flat 11, Vaughan House, Nelson Square
- Flat 149, Rowland Hill House, Nelson Square
- Flat 129, Rowland Hill House, Nelson Square
- Flat 109, Rowland Hill House, Nelson Square
- Flat 106, Rowland Hill House, Nelson Square
- Flat 123, Rowland Hill House, Nelson Square
- Flat 85, Rowland Hill House, Nelson Square
- Flat 57, Rowland Hill House, Nelson Square
- Flat 54, Rowland Hill House, Nelson Square
- Flat 52, Pakeman House, Pocock Street
- Flat 48, Pakeman House, Pocock Street
- Flat 47, Pakeman House, Pocock Street
- Pg 68, 6 Paris Garden, London
- Pg 35, 6 Paris Garden, London
- H 77, 6 Paris Garden, London
- Flat 4, 235 Union Street, London
- Flat 40, 237 Union Street, London
- Flat 6, 237 Union Street, London
- Flat 81, Globe View House, 29 Pocock Street
- Unit 211, 2-6 Boundary Row, London
- Unit 5, 200 Blackfriars Road, London
- Unit 102, 2-6 Boundary Row, London
- H 66, 6 Paris Garden, London
- H 47, 6 Paris Garden, London
- H 41, 6 Paris Garden, London
- H 31, 6 Paris Garden, London
- Flat 6, 45 Nelson Square, London
- Flat 2, 45 Nelson Square, London
- Flat C, 1C Burrows Mews, London
- Flat 7, Theatre View Apartments, 19 Short Street
- Flat 2, Theatre View Apartments, 19 Short Street
- Flat 3, Garrett House, Burrows Mews
- Railway Arch 83, Scoresby Street, London
- 35B The Cut, London, Southwark
- Capitalise Dot Com Platform Ltd, 2 Valentine Place,
London
- Flat 7, 235 Union Street, London
- Flat 96, Rowland Hill House, Nelson Square
- 6 Lagare Apartments, 53 Surrey Row, London
- Flat 122, Rowland Hill House, Nelson Square
- Flat 157, Applegarth House, Nelson Square

- 45 Colombo Street, London, Southwark
- Flat 1, 86 Blackfriars Road, London
- Pg 77, 6 Paris Garden, London
- Pg 50, 6 Paris Garden, London
- Pg 15, 6 Paris Garden, London
- 5 Ring Court, The Cut, London
- 47 Nelson Square, London, Southwark
- Flat 142, Rowland Hill House, Nelson Square
- Flat 5, 6 Burrows Mews, London
- Flat 264, Helen Gladstone House, Nelson Square
- Pg 27, 6 Paris Garden, London
- Flat 4, 45 Nelson Square, London
- Unit 402, 2-6 Boundary Row, London
- Flat 17, Styles House, Hatfields
- Unit 305, 2-6 Boundary Row, London
- H 10, 6 Paris Garden, London
- Flat 74, Rowland Hill House, Nelson Square
- Flat 56, Rowland Hill House, Nelson Square
- Flat 35, Pakeman House, Pocock Street
- Pg 72, 6 Paris Garden, London
- Pg 71, 6 Paris Garden, London
- Pg 52, 6 Paris Garden, London
- Pg 38, 6 Paris Garden, London
- Pg 32, 6 Paris Garden, London
- H 84, 6 Paris Garden, London
- H 80, 6 Paris Garden, London
- H 79, 6 Paris Garden, London
- Flat 39, 237 Union Street, London
- Flat 33, 237 Union Street, London
- Flat 23, 237 Union Street, London
- Flat 2, 237 Union Street, London
- London College Of Contemporary Music, 241 Union Street,
London
- Flat 67, Globe View House, 27 Pocock Street
- Flat 56, Globe View House, 27 Pocock Street
- Flat 47, Globe View House, 27 Pocock Street
- Flat 11, Globe View House, 171 Blackfriars Road
- Unit 409, 2-6 Boundary Row, London
- Unit 404, 2-6 Boundary Row, London
- Unit 311, 2-6 Boundary Row, London
- Unit 306, 2-6 Boundary Row, London
- Unit 303, 2-6 Boundary Row, London
- Unit 302, 2-6 Boundary Row, London
- Unit 215, 2-6 Boundary Row, London
- Unit 214, 2-6 Boundary Row, London
- Unit 4, 200 Blackfriars Road, London
- Unit 104, 2-6 Boundary Row, London
- 49 Blackfriars Road, London, Southwark
- Units 1 And 2, 1 Treveris Street, London
- H 3, 6 Paris Garden, London
- H 60, 6 Paris Garden, London
- H 53, 6 Paris Garden, London
- H 15, 6 Paris Garden, London

- H 5, 6 Paris Garden, London
- H 4, 6 Paris Garden, London
- Part 1, 35 The Cut, London
- 2A Burrows Mews, London, Southwark
- Unit 2, 202 Union Street, London
- Flat 4, 6 Burrows Mews, London
- Flat 3, 45 Nelson Square, London
- Railway Arch 12, Chancel Street, London
- Railway Arch 84, Scoresby Street, London
- Flat 197, Applegarth House, Nelson Square
- Pg 23, 6 Paris Garden, London
- H 55, 6 Paris Garden, London
- St Andrews Church Hall, 4-15 Short Street, London
- Third Floor To Fourth Floor, 209-215 Blackfriars Road,

London

- Flat 37, Pakeman House, Pocock Street
- Flat 258, Helen Gladstone House, Nelson Square
- Flat 16, 237 Union Street, London
- Pg 70, 6 Paris Garden, London
- Pg 1, 6 Paris Garden, London
- H 75, 6 Paris Garden, London
- H 9, 6 Paris Garden, London
- Flat 65, Globe View House, 27 Pocock Street
- Flat 50, Globe View House, 27 Pocock Street
- Flat 45, Globe View House, 27 Pocock Street
- Flat 38, Globe View House, 27 Pocock Street
- Flat 28, Globe View House, 171 Blackfriars Road
- 171A Blackfriars Road, London, Southwark
- Flat 108, Rowland Hill House, Nelson Square
- Flat 94, Rowland Hill House, Nelson Square
- Flat 81, Rowland Hill House, Nelson Square
- Flat 52, Rowland Hill House, Nelson Square
- 9 Rotherham Walk, London, Southwark
- Flat 49, Pakeman House, Pocock Street
- Flat 38, Pakeman House, Pocock Street
- Flat 29, Pakeman House, Pocock Street
- Flat 23, Pakeman House, Pocock Street
- Flat 253, Helen Gladstone House, Nelson Square
- Flat 246, Helen Gladstone House, Nelson Square
- Flat 241, Helen Gladstone House, Nelson Square
- Flat 16, Pakeman House, Pocock Street
- Unit 210, 2-6 Boundary Row, London
- Flat 231, Helen Gladstone House, Nelson Square
- Flat 43, Vaughan House, Nelson Square
- Flat 39, Vaughan House, Nelson Square
- Flat 22, Vaughan House, Nelson Square
- Flat 145, Rowland Hill House, Nelson Square
- Flat 143, Rowland Hill House, Nelson Square
- Flat 127, Rowland Hill House, Nelson Square
- Flat 117, Rowland Hill House, Nelson Square
- Flat 208, Applegarth House, Nelson Square
- Flat 190, Applegarth House, Nelson Square
- Microcell 47132, The Ring, 72 Blackfriars Road

- Flat 175, Applegarth House, Nelson Square
- Flat 164, Applegarth House, Nelson Square
- Flat 48, Vaughan House, Nelson Square
- Flat 30, Styles House, Hatfields
- Flat 25, Styles House, Hatfields
- Flat 20, Styles House, Hatfields
- Flat 15, Styles House, Hatfields
- Flat B, 33 The Cut, London
- 41 The Cut, London, Southwark
- 87 Blackfriars Road, London, Southwark
- Flat 51, Styles House, Hatfields
- Flat 49, Styles House, Hatfields
- Flat 6, Edward Edwards House, Nicholson Street
- 41A The Cut, London, Southwark
- Flat 210, Helen Gladstone House, Nelson Square
- Flat 189, Applegarth House, Nelson Square
- Second Floor, 82-83 Blackfriars Road, London
- Flat 74, Globe View House, 29 Pocock Street
- Unit 208, 2-6 Boundary Row, London
- Ground Floor, 2-6 Boundary Row, London
- Flat 2, Garrett House, Burrows Mews
- Pg 0, 6 Paris Garden, London
- Unit 3, 200 Blackfriars Road, London
- Flat 24, Vaughan House, Nelson Square
- Flat 8, Styles House, Hatfields
- First Floor, 176-177 Blackfriars Road, London
- 4 Brinton Walk, London, Southwark
- Flat 28, Edward Edwards House, Nicholson Street
- H 24, 6 Paris Garden, London
- Flat 6, Vaughan House, Nelson Square
- Unit 108, 2-6 Boundary Row, London
- 13 Lagare Apartments, 51 Surrey Row, London
- 7 Lagare Apartments, 51 Surrey Row, London
- Pg 20, 6 Paris Garden, London
- H 45, 6 Paris Garden, London
- Flat 80, Globe View House, 29 Pocock Street
- Flat 53, Globe View House, 27 Pocock Street
- Flat 43, Globe View House, 27 Pocock Street
- Flat 25, Globe View House, 171 Blackfriars Road
- Flat 7, Globe View House, 171 Blackfriars Road
- Flat 5, Globe View House, 171 Blackfriars Road
- Flat 8, Edward Edwards House, Nicholson Street
- Flat 65, Rowland Hill House, Nelson Square
- Flat 63, Rowland Hill House, Nelson Square
- Flat 58, Rowland Hill House, Nelson Square
- Flat 35, Edward Edwards House, Nicholson Street
- Flat 33, Edward Edwards House, Nicholson Street
- Flat 26, Edward Edwards House, Nicholson Street
- Flat 13, Edward Edwards House, Nicholson Street
- Flat 43, Pakeman House, Pocock Street
- Flat 36, Pakeman House, Pocock Street
- Flat 262, Helen Gladstone House, Nelson Square
- Unit 207, 2-6 Boundary Row, London

- Unit 109, 2-6 Boundary Row, London
- Flat 221, Helen Gladstone House, Nelson Square
- Flat 218, Helen Gladstone House, Nelson Square
- Flat 26, Vaughan House, Nelson Square
- Flat 155, Rowland Hill House, Nelson Square
- Flat 137, Rowland Hill House, Nelson Square
- Flat 213, Helen Gladstone House, Nelson Square
- Railway Arch 11, Chancel Street, London
- Lower Ground Floor, 1-7 Boundary Row, London
- Ground Floor, 82-83 Blackfriars Road, London
- Fourth Floor, 82-83 Blackfriars Road, London
- Flat 4, Theatre View Apartments, 19 Short Street
- First Floor, 6-10 Valentine Place, London
- Railway Arch 81, Scoresby Street, London
- Flat Above, Prince William Henry, 216-219 Blackfriars

Road

- Basement To Second Floor, Great Surrey House, 203-205

Blackfriars Road

- Flat 1B, Pakeman House, Pocock Street
- First Floor, 1-7 Boundary Row, London
- 35A The Cut, London, Southwark
- 3-11 The Cut, London, Southwark
- 3 Ring Court, The Cut, London
- 47A The Cut, London, Southwark
- 43B The Cut, London, Southwark
- 47C The Cut, London, Southwark
- Flat 9, Styles House, Hatfields
- Flat 44, Styles House, Hatfields
- Flat 29, Styles House, Hatfields
- Flat 19, Styles House, Hatfields
- Flat 39, Edward Edwards House, Nicholson Street
- 6 Rotherham Walk, London, Southwark
- Flat 268, Helen Gladstone House, Nelson Square
- Flat 266, Helen Gladstone House, Nelson Square
- Flat 260, Helen Gladstone House, Nelson Square
- Flat 239, Helen Gladstone House, Nelson Square
- Flat 225, Helen Gladstone House, Nelson Square
- Flat 194, Applegarth House, Nelson Square
- Flat 184, Applegarth House, Nelson Square
- Flat 158, Applegarth House, Nelson Square
- Flat 49, Vaughan House, Nelson Square
- Flat 37, Vaughan House, Nelson Square
- Flat 3, Vaughan House, Nelson Square
- Flat 21, Vaughan House, Nelson Square
- Flat 147, Rowland Hill House, Nelson Square
- Flat 118, Rowland Hill House, Nelson Square
- Flat 103, Rowland Hill House, Nelson Square
- Flat 97, Rowland Hill House, Nelson Square
- Flat 75, Rowland Hill House, Nelson Square
- Flat 64, Rowland Hill House, Nelson Square
- Flat 44, Pakeman House, Pocock Street
- Flat 42, Pakeman House, Pocock Street
- Flat 4, Pakeman House, Pocock Street

- Flat 34, Pakeman House, Pocock Street
- Flat 32, Pakeman House, Pocock Street
- Flat 21, Pakeman House, Pocock Street
- Flat 12, Pakeman House, Pocock Street
- Flat 10, Pakeman House, Pocock Street
- Flat 203, Applegarth House, Nelson Square
- 49A The Cut, London, Southwark
- 49C The Cut, London, Southwark
- Flat 54, Styles House, Hatfields
- Part Basement Rear, 42-44 Dolben Street, London
- Flat 1, 75-76 Blackfriars Road, London
- 9 Ring Court, The Cut, London
- Flat 1, Suthring House, 220 Blackfriars Road
- Third Floor Flat, 77 Blackfriars Road, London
- 49B The Cut, London, Southwark
- 51C The Cut, London, Southwark
- 41C The Cut, London, Southwark
- Flat 53, Styles House, Hatfields
- Flat 40, Styles House, Hatfields
- Flat 24, Styles House, Hatfields
- Flat 13, Styles House, Hatfields
- Flat 10, Styles House, Hatfields
- 202 Union Street, London, Southwark
- Flat B, Christchurch House, 4 Chancel Street
- Flat 5, Edward Edwards House, Nicholson Street
- Flat 3, Edward Edwards House, Nicholson Street
- Flat 12, Edward Edwards House, Nicholson Street
- 1 Rotherham Walk, London, Southwark
- 4 Lagare Apartments, 53 Surrey Row, London
- 3 Lagare Apartments, 51 Surrey Row, London
- Flat 263, Helen Gladstone House, Nelson Square
- Flat 227, Helen Gladstone House, Nelson Square
- Flat 224, Helen Gladstone House, Nelson Square
- Flat 222, Helen Gladstone House, Nelson Square
- Flat 205, Applegarth House, Nelson Square
- Flat 199, Applegarth House, Nelson Square
- Flat 182, Applegarth House, Nelson Square
- Flat 161, Applegarth House, Nelson Square
- Flat 5, Vaughan House, Nelson Square
- Flat 42, Vaughan House, Nelson Square
- Flat 19, Vaughan House, Nelson Square
- Flat 134, Rowland Hill House, Nelson Square
- Flat 107, Rowland Hill House, Nelson Square
- Flat 101, Rowland Hill House, Nelson Square
- Flat 88, Rowland Hill House, Nelson Square
- Flat 72, Rowland Hill House, Nelson Square
- Flat 8, Pakeman House, Pocock Street
- Flat 27, Pakeman House, Pocock Street
- Flat 1, Pakeman House, Pocock Street
- Pg 69, 6 Paris Garden, London
- Pg 55, 6 Paris Garden, London
- Pg 47, 6 Paris Garden, London
- Pg 41, 6 Paris Garden, London

- Pg 39, 6 Paris Garden, London
- Pg 10, 6 Paris Garden, London
- Pg 61, 6 Paris Garden, London
- Pg 56, 6 Paris Garden, London
- Pg 53, 6 Paris Garden, London
- Pg 29, 6 Paris Garden, London
- Pg 21, 6 Paris Garden, London
- Pg 13, 6 Paris Garden, London
- Flat 14, 235 Union Street, London
- Flat 13, 235 Union Street, London
- Flat 5, 235 Union Street, London
- Flat 1, 235 Union Street, London
- Flat 9, 237 Union Street, London
- Flat 69, Globe View House, 27 Pocock Street
- Flat 59, Globe View House, 27 Pocock Street
- Flat 21, Globe View House, 171 Blackfriars Road
- Flat 4, Globe View House, 171 Blackfriars Road
- Flat 1, Globe View House, 171 Blackfriars Road
- Unit 403, 2-6 Boundary Row, London
- Unit 202, 2-6 Boundary Row, London
- Unit 107, 2-6 Boundary Row, London
- Unit 101, 2-6 Boundary Row, London
- Flat 8, 1 Treveris Street, London
- H 67, 6 Paris Garden, London
- H 63, 6 Paris Garden, London
- H 17, 6 Paris Garden, London
- Living Accommodation, Mar I Terra Public House, 14

Gambia Street

- Living Accommodation, The Lord Nelson, 243 Union Street
- First Floor Second Floor And Third Floor Flat, 74

Blackfriars Road, London

- Flat 14, Theatre View Apartments, 19 Short Street
- 1C Burrows Mews, London, Southwark
- Ground Floor Front First Floor And Second Floor, 1 Joan

Street, London

- Flat 79, Globe View House, 29 Pocock Street
- Flat 5, Theatre View Apartments, 19 Short Street
- Flat 68, Rowland Hill House, Nelson Square
- Flat 267, Helen Gladstone House, Nelson Square
- Pg 36, 6 Paris Garden, London
- H 29, 6 Paris Garden, London
- Flat 104, Rowland Hill House, Nelson Square
- 202 Blackfriars Road, London, Southwark
- 1 Lagare Apartments, 51 Surrey Row, London
- Flat 234, Helen Gladstone House, Nelson Square
- Flat 3, Milton House, Short Street
- Flat 37, Styles House, Hatfields
- Flat 27, Vaughan House, Nelson Square
- Flat 7, 1 Treveris Street, London
- H 2, 6 Paris Garden, London
- H 51, 6 Paris Garden, London
- H 34, 6 Paris Garden, London
- 8 Chancel Street, London, Southwark

- Flat 30, Pakeman House, Pocock Street
- 10 Nicholson Street, London, Southwark
- Pg 9, 6 Paris Garden, London
- Pg 6, 6 Paris Garden, London
- Pg 5, 6 Paris Garden, London
- H 83, 6 Paris Garden, London
- H 74, 6 Paris Garden, London
- H 71, 6 Paris Garden, London
- Flat 8, 235 Union Street, London
- Flat 37, 237 Union Street, London
- Flat 21, 237 Union Street, London
- Flat 18, 237 Union Street, London
- Flat 5, 237 Union Street, London
- Flat 3, 237 Union Street, London
- Flat 84, Globe View House, 29 Pocock Street
- Flat 54, Globe View House, 27 Pocock Street
- Flat 42, Globe View House, 27 Pocock Street
- Flat 36, Globe View House, 27 Pocock Street
- Flat 18, Globe View House, 171 Blackfriars Road
- Flat 6, Globe View House, 171 Blackfriars Road
- 25 The Cut, London, Southwark
- First To Third Floors, 8 Boundary Row, London
- Unit 401, 2-6 Boundary Row, London
- Unit 315, 2-6 Boundary Row, London
- Unit 209, 2-6 Boundary Row, London
- Unit 1, 200 Blackfriars Road, London
- H 57, 6 Paris Garden, London
- H 56, 6 Paris Garden, London
- H 50, 6 Paris Garden, London
- H 49, 6 Paris Garden, London
- H 44, 6 Paris Garden, London
- H 27, 6 Paris Garden, London
- H 23, 6 Paris Garden, London
- H 14, 6 Paris Garden, London
- 6 Paris Garden, London, Southwark
- Unit 3, 202 Union Street, London
- Living Accommodation, 72 Blackfriars Road, London
- First Floor Rear, 82-83 Blackfriars Road, London
- First Floor, 209-215 Blackfriars Road, London
- Flat 4, Garrett House, Burrows Mews
- Pg 34, 6 Paris Garden, London
- 2 Lagare Apartments, 51 Surrey Row, London
- Flat 40, Pakeman House, Pocock Street
- 12 Brinton Walk, London, Southwark
- Flat 46, Vaughan House, Nelson Square
- Unit 307, 2-6 Boundary Row, London
- Flat 4, 84 Blackfriars Road, London
- 2 Lagare Apartments, 53 Surrey Row, London
- Flat 2, Styles House, Hatfields
- Flat 121, Rowland Hill House, Nelson Square
- Flat 8, Globe View House, 171 Blackfriars Road
- Multisports Courts, Hatfields, London
- Third Floor, 2 Valentine Place, London

- Pg 60, 6 Paris Garden, London
- 2 Surrey Row, London, Southwark
- Flat 188, Applegarth House, Nelson Square
- Ground Floor, 74 Blackfriars Road, London
- Flat 31, 237 Union Street, London
- Flat 15, 237 Union Street, London
- 8 Nicholson Street, London, Southwark
- Unit 203, 2-6 Boundary Row, London
- Flat 215, Helen Gladstone House, Nelson Square
- Flat 71, Rowland Hill House, Nelson Square
- Flat 41, Pakeman House, Pocock Street
- Pg 65, 6 Paris Garden, London
- H 73, 6 Paris Garden, London
- Flat 1, 45 Dolben Street, London
- 4 Lagare Apartments, 51 Surrey Row, London
- Pg 66, 6 Paris Garden, London
- Pg 54, 6 Paris Garden, London
- Pg 46, 6 Paris Garden, London
- H 35, 6 Paris Garden, London
- H 32, 6 Paris Garden, London
- H 12, 6 Paris Garden, London
- Flat 70, Globe View House, 29 Pocock Street
- H 1, 6 Paris Garden, London
- Flat 38, 237 Union Street, London
- Flat 23, Globe View House, 171 Blackfriars Road
- Flat 105, Rowland Hill House, Nelson Square
- Flat 99, Rowland Hill House, Nelson Square
- Flat 91, Rowland Hill House, Nelson Square
- Flat 78, Rowland Hill House, Nelson Square
- Flat 70, Rowland Hill House, Nelson Square
- Flat 29, Edward Edwards House, Nicholson Street
- 5 Rotherham Walk, London, Southwark
- Flat 269, Helen Gladstone House, Nelson Square
- Flat 259, Helen Gladstone House, Nelson Square
- Flat 248, Helen Gladstone House, Nelson Square
- Flat 243, Helen Gladstone House, Nelson Square
- Flat A, Christchurch House, 4 Chancel Street
- 3 Brinton Walk, London, Southwark
- 1 Brinton Walk, London, Southwark
- Flat 226, Helen Gladstone House, Nelson Square
- Flat 140, Rowland Hill House, Nelson Square
- Flat 135, Rowland Hill House, Nelson Square
- Flat 2, Vaughan House, Nelson Square
- Kiosk 1, Blackfriars Road, London
- Flat 41, Styles House, Hatfields
- Flat 1, Styles House, Hatfields
- Flat 43, Styles House, Hatfields
- Flat 6, Theatre View Apartments, 19 Short Street
- Flat A, 1C Burrows Mews, London
- Flat B, 1C Burrows Mews, London

28.07.2020

Re-consultation Letters to Neighbours and Local Groups:

- No consultation was carried out with neighbours and/or

Consultation Letters to Internal Consultees:

No consultation was carried out

Re-consultation Letters to Internal Consultees:

No re-consultation was carried

Consultation Letters to External Consultees:

No consultation was carried

Re-consultation Letters to External Consultees:

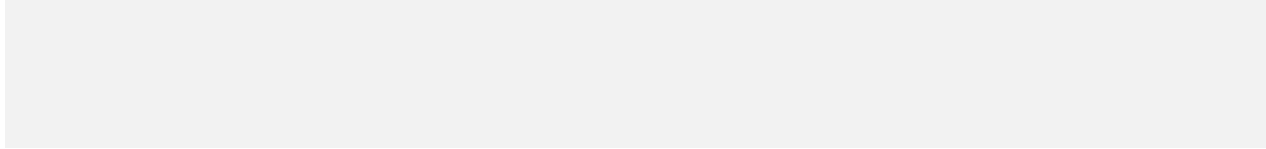
No re-consultation was carried

Site Visit

Case officer site visit date:

The case officer did not carry out a site visit.

Consultation Received



Planning History

Southwark Underground Station

99/AP/1837 - Erection of part 16/part 18 storey building for use as 189 serviced apartments for short term rental & 1123sq.m offices [B1]on upper floors above underground station plus 2 grd.flr retail[A1]/hot food[A3] units with servicing from Joan St.

Application withdrawn

01/AP/1418 - Over station development above Southwark Jubilee line station comprising a 9 storey office building with one floor of roof plant together with an office reception and a retail unit at ground floor level.

Approved with Section 106 Agreement (31 July 2002)

12/AP/3022 - Replacement of existing stairway with a ramp to provide improved access to the docking station on the roof of Southwark London Underground Station.

Approved (12 November 2012)

1Joan Street

00-AP-1475 - An addition of two storeys at roof level and the use of the building, as extended, for 14 flats with ground floor retained for business purposes.

Approved (29 May 2003)

01/AP/0614 - Use of ground floor for educational and training purposes for temporary period of three years

Approved (14 June 2001)

13/AP/3536 - Certificate of lawfulness to confirm that planning permission 00/AP/1475 was lawfully implemented by the expiry date of 29/05/2008

Approved (13 January 2014)

18/AP/1970 - Extension of temporary change of use for a period of 30 months from office (Use Class B1) to artist studios, gallery and community arts centre (Use Class D1)

Approved (17 August 2018)

Appendix 4:**Recommendation**

This document shows the case officer's recommended decision for the application referred to below. This document is not a decision notice for this application.

Applicant	Transport for London	Reg. Number	20/AP/1189
Application Type	Major application		
Recommendation	GRANT subject to Legal Agreement and Referral to the Mayor of London	Case Number	1390-Q

Draft of Decision Notice**For the following development:**

Redevelopment of the site including the demolition of Nos. 49-56 Hatfields and No 1 Joan Street to provide an 17 storey (plus plant) building above Southwark Underground Station accommodating Class B1 office space and Class A1/A2/A3/A4 retail space. The development includes associated basement construction, public realm improvements and associated highways works including the closure of Joan Street.

Southwark Underground Station, The Cut/68-70 Blackfriars Road, London

In accordance with application received on 28 April 2020

1 Approved drawings

The development will be completed in accordance with the following approved drawings:

Proposed

SOSD-AHMM-MAC-J013_Z-DRG-A-00001
 SOSD-AHMM-MAC-J013_Z-DRG-A-00002 REV P01
 SOSD-AHMM-MAC-J013_2-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_3-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_1-DRG-A-00002 REV P01
 SOSD-AHMM-MAC-J013_A-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_B-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_C-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_D-DRG-A-00001 REV P01

SOSD-AHMM-MAC-J013_E-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_F-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_G-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_H-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_I-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_J-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_K-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_L-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_M-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_N-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_O-DRG-A-00002 REV P01
 SOSD-AHMM-MAC-J013_P-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_Q-DRG-A-00001 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00010 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00011 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00012 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00013 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00019 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00014 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00006 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00007 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00008 REV P01
 SOSD-AHMM-MAC-J013_Z-DRG-A-00020 REV P01
 CCL 10397/TPP REV 1

Demolition Plan

SOSD-AHMM-MAC-J013_Z-DRG-A-00004 REV P01

Landscape

CCL 10397/IAP REV 1

SOSD-EXA-MAC-J013_1-DRG-ZZ-00001 REV P02

Reason

To retail effective planning control.

2. **Time limit condition**

Time Limit

The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required by Section 91 of the Town and Country Planning Act 1990 as amended.

3. **Pre-commencement condition**

Prior to the commencement of development a drainage strategy detailing any on and or off site drainage works shall be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water.

No discharge of foul or surface water from the site shall be accepted into the public systems until drainage works referred to in the strategy have been completed and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

The development may lead to sewage flooding and to ensure that sufficient capacity is made available to cope with the new development and in order to avoid adverse environmental impact upon the community in accordance with The National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.1 Environmental Effects and 3.9 Water of the Southwark Plan 2007.

4. **Pre-commencement condition**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:

The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

5. **Pre-commencement condition**

Archaeological Evaluation

Before any work hereby authorised begins, excluding demolition to ground level only, the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals to be presented in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

6. **Pre-commencement condition**

Before any work hereby authorised begins, the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

7. **Pre-commencement condition**

Site Contamination

a) Prior to the commencement of any development, a site investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site.

i) The Phase 1 (desk study, site categorisation; sampling strategy etc.) shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations.

ii) Any subsequent Phase 2 (site investigation and risk assessment) shall be conducted in accordance with any approved scheme and submitted to the Local Planning Authority for approval prior to the commencement of any remediation that might be required.

b) In the event that contamination is present, a detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for approval in writing. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out in accordance with its terms prior to the commencement of development, other than works required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed shall be submitted to and approved in writing by the Local Planning Authority.

d) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and

verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2019.

8. **Pre-commencement condition**

Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.

a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.

b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.

c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as

may be specified in writing by the Local Planning Authority.

Reason:

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2019 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

9. **Pre-commencement condition**

Prior to works commencing, full details of all proposed tree planting including 24 trees on site and 6 on The Cut shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period. All tree planting shall be carried out in accordance with those details and at those times. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in accordance with The National Planning Policy Framework 2019 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity."

10. **Pre-commencement condition**

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A site investigation scheme, based on the document 'Geo-Environmental Desk Study' by Atkins (reference SOSD-ATK-XX-XX-RP-SD-003 Rev 4.0 dated 18 March 2020) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason:

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with the National Planning Policy Framework (NPPF) (Paragraph 170). The site is located over a Secondary Aquifer and it is understood that the site may be affected by historic contamination.

11. **Above grade condition**

Landscaping

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2019; Strategic Policies 11 (Open Spaces and Wildlife), 12 (Design and conservation) and 13 (High Environmental Standards) of The Core Strategy 2011, and; Saved Policies 3.2 (Protection of Amenity), 3.12 (Quality in Design) 3.13 (Urban Design) and 3.28 (Biodiversity) of the Southwark Plan 2007.

12. **Above grade condition**

Ecological Management Plan

Before any construction above grade hereby authorised begins, an Ecological Management Plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

Reason:

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site. This is an mandatory criteria of BREEAM (LE5) to monitor long term impact on biodiversity a requirement is to produce a Landscape and Habitat Management Plan

13. **Above grade condition**

Nesting boxes

Details of Swift nesting boxes / bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any construction works above grade. No less than six nesting boxes / bricks shall be provided and the details shall include the exact location, specification and design of the habitats. The boxes / bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The Swift nesting boxes / bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter. Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision

towards creation of habitats and valuable areas for biodiversity in accordance with policies: 5.10 and 7.19 of the London Plan 2016, Policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy.

14. Above grade condition

Green roofs

Before any above grade construction works hereby authorised begin, details of the biodiversity (green/brown) roofs shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- * biodiversity based with extensive substrate base (depth 80-150mm);
- * laid out in accordance with agreed plans; and
- * planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiversity roofs shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the green/brown roofs and Southwark Council agreeing the submitted plans, and once the green/brown roofs are completed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with: Policies 2.18 (Green Infrastructure: the Multifunctional Network of Green and Open Spaces), 5.3 (Sustainable Design and Construction), 5.10 (Urban Greening) and 5.11 (Green Roofs and Development Site Environs) of the London Plan 2016; Strategic Policy 11 (Design and Conservation) of the Core Strategy 2011, and; Saved Policy 3.28 (Biodiversity) of the Southwark Plan 2007.

15. Above grade condition

Materials

Prior to above grade construction commencing, material samples/sample-panels/sample-boards of all external facing materials including finish and details of colouration, to be used in the carrying out of this permission shall be presented on site and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

16. **Above grade condition**

Detailed drawings

1:5/10 section detail-drawings through all buildings facades; parapets; heads, cills and jambs of all openings; entrance lobbies; shop frontages; roof edges; details of typical window openings, terraces, roof gardens, entrances (inc servicing) and shopfronts to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority before any construction work above grade in connection with this permission is carried out. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in accordance with saved policies: Part 7 of the NPPF 2019; Policy SP12 of the Core Strategy (2011) and saved Policies 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (2007). (2007).

17. **Above grade condition**

Design mock ups

Full-scale mock-ups of the facades shall be presented on site and approved in writing by the Local Planning Authority before any construction work above grade for the relevant building in connection with this permission is carried out; the development shall not be carried out otherwise than in accordance with any such approval given. The detailed scope of mock up requirements must be agreed with the Local Planning Authority in advance of the mock ups being constructed and presented on site.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in accordance with saved policies: Part 7 of the NPPF 2019; Policy SP12 of the Core Strategy (2011) and saved Policies 3.12 Quality in Design; 3.13 Urban Design, 3.20 Tall Buildings; of The Southwark Plan (2007).

18. **Above grade condition**

Secure by design

Before any above grade work hereby authorised begins, details of security measures shall be submitted and approved in writing by the Local Planning Authority. Any such security measures shall be implemented prior to

occupation in accordance with the approved details which shall seek to achieve the 'Secured by Design' accreditation award from the Metropolitan Police.

Reason:

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with: the National Planning Policy Framework 2019; Strategic Policy 12 (Design and Conservation) of the Core Strategy 2011, and; Saved Policy 3.14 (Designing out crime) of the Southwark Plan 2007.

19. **Above grade condition**

Cycle storage

Before any above grade work hereby authorised begins, details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose, and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with: the National Planning Policy Framework 2019; Strategic Policy 2 (Sustainable Transport) of the Core Strategy 2011, and; Saved Policy 5.3 (Walking and Cycling) of the Southwark Plan 2007.

20. **Above grade condition**

BREEAM

(a) Before any fit out works to the commercial premises hereby authorised begins, an independently verified BREEAM Design Stage report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a minimum 'excellent' rating shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given;

(b) Before the first occupation of the building hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at (a) have been met.

Reason:

To ensure the proposal complies with The National Planning Policy Framework 2019, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

21. Compliance condition

Noise

The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise does not, at any time, increase the ambient equivalent noise level when the plant, etc., is in use as measured at any adjoining or nearby premises in separate occupation; or (in the case of any adjoining or nearby residential premises) as measured outside those premises; or (in the case of residential premises in the same building) as measured in the residential unit.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from plant and machinery in accordance with the National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

22. Compliance condition

Office terrace use

Other than for maintenance purposes, repair purposes or means of escape, the office terraces shall not be used outside of the following hours:
10:00 - 20:00 on Mondays to Fridays

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance in accordance with: the National Planning Policy Framework 2019; Strategic Policy 13 (High Environmental Standards) of the Core Strategy 2011, and; Saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007.

23. Compliance condition

Restrictions on use

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders), no more than 50% of the retail space shall be used for Class A4 purposes.

Reason:

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case and wishes to have the opportunity of

exercising control over use, in accordance with: the National Planning Policy Framework 2019; Strategic Policy 13 (High environmental standards) of the Core Strategy 2011, and; Saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007.

24. Compliance condition

Hours of use

The use hereby permitted for Class A purposes shall not be carried on outside of the hours of:

07:00 - 23:30 on Monday to Saturday and;

08:00 - 23:00 on Sundays and Bank Holidays.

Reason:

To safeguard the amenities of neighbouring residential properties in accordance with The National Planning Policy Framework 2019, Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

25. Compliance condition

Plant Noise - standard

The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

26. Compliance condition

No roof plant

No roof plant, equipment or other structures, other than as shown on the plans hereby approved or approved pursuant to a condition of this permission, shall be placed on the roof or be permitted to project above the roofline of any part of the buildings as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosures of any buildings hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order to ensure that no additional plant is placed on the roof of the building in the interest of the appearance and design of the building and the visual amenity of the area in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.13 Urban Design of the Southwark Plan 2007.

27. Compliance condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with the National Planning Policy Framework (NPPF) (Paragraph 170).

28. Compliance condition

Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason:

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with the National Planning Policy Framework (NPPF) (Paragraph 170). Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

29. Compliance condition

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the development does not harm groundwater resources in line with the National Planning Policy Framework (NPPF) (Paragraph 170). The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to controlled waters.

30. Pre-Occupation condition

SERVICE MANAGEMENT PLAN

Before the first occupation of the building hereby permitted, a Service Management Plan detailing how all elements of the site are to be serviced shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

Reason:

To ensure compliance with: the National Planning Policy Framework 2019; Strategic Policy 2 (Sustainable Transport) of the Core Strategy 2011, and; Saved Policy 5.2 (Transport Impacts) of the Southwark Plan 2007.

31. Pre-Occupation condition

a) Before the first occupation of the building hereby permitted commences, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan written in accordance with TfL best guidance at the time of submission, setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.

b) At the start of the second year of operation of the approved Travel Plan, a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order that the use of non-car based travel is encouraged in accordance

with: the National Planning Policy Framework 2019, Strategic Policy 2 (Sustainable Transport) of The Core Strategy 2011, and; Saved Policies 5.2 (Transport Impacts), 5.3 (Walking and Cycling) and 5.6 (Car Parking) of the Southwark Plan 2007.

32. Pre-Occupation condition

DETAILS OF THE SHOWERING FACILITIES

Before the first occupation of the development, details of showering facilities to be provided for commercial units over 1000 sq.m shall be submitted to and approved in writing by the Local Planning Authority and thereafter the shower facilities shall be retained and the space used for no other purpose.

Reason:

In order to ensure that satisfactory facilities are provided and retained in order to encourage the use of non-car based travel, in accordance with: The National Planning Policy Framework 2019; Strategic Policy 2 (Sustainable Transport) of The Core Strategy 2011, and; Saved Policies 5.2 (Transport Impacts) and 5.3 (Walking and Cycling) of the Southwark Plan 2007.

33. Pre-Occupation condition

Before the first occupation of the development hereby permitted begins, details of the arrangements for the storing of refuse shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the approved refuse storage facilities shall be provided and made available for use by the occupiers of the development and the facilities shall thereafter be retained and shall not be used or the space used for any other purpose.

Reason:

To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with: the National Planning Policy Framework 2019; Strategic Policy 13 (High Environmental Standards) of the Core Strategy 2011, and; Saved Policies 3.2 (Protection of Amenity) and 3.7 (Waste Reduction) of the Southwark Plan 2007.

34. Pre-Occupation condition

Prior to the commencement of any Class A3/A4 use, full particulars and details of a scheme for the ventilation of the premises to an appropriate outlet level, including details of sound attenuation for any necessary plant and the standard of dilution expected, has been submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

Reason:

In order to ensure that that the ventilation ducting and ancillary equipment will

not result in an odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with The National Planning Policy Framework 2019, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007.

35. Pre-Occupation condition

Thames Water

There shall be no occupation until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or, a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason:

The development may low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues

36. Pre-Occupation condition

The development shall not be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or - an infrastructure phasing plan has been agreed with Thames Water to allow the building to be occupied. Where an infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed infrastructure phasing plan.

Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development"

37. Pre-Occupation condition

Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if

appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason:

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

38. **Special condition**

Archaeological Reporting and Publication

Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason:

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

Informative notes to the applicant relating to the proposed development

Thames Water

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Guidance for works in close proximity to Network Rail's infrastructure

The developer must ensure that their proposal, both during construction and after completion does not:

- o encroach onto Network Rail land
- o affect the safety, operation or integrity of the company's railway and its infrastructure
- o undermine its support zone
- o damage the company's infrastructure
- o place additional load on cuttings
- o adversely affect any railway land or structure
- o over-sail or encroach upon the air-space of any Network Rail land
- o cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommend the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Future maintenance

The development must ensure any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. Network Rail require the 2m (3m for overhead lines and third rail) stand off to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air- space to facilitate works.

The applicant / resident would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant / resident would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs).

However, Network Rail is not required to grant permission for any third-party access to its land. No structure/building should be built hard-against Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network

Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

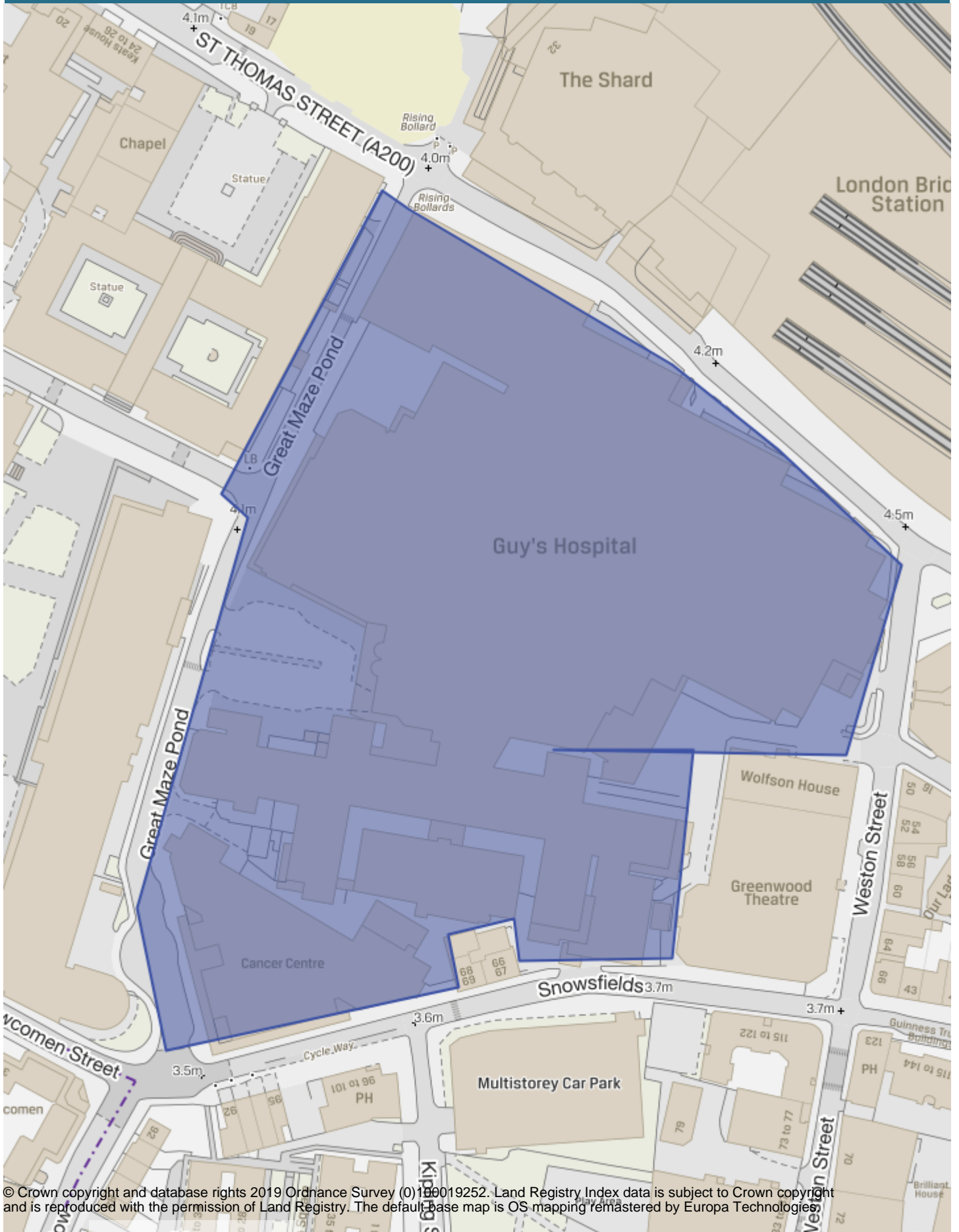
The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:



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Item No. 6.2	Classification: OPEN	Date: 17 March 2021	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 20/AP/3101 for: Full Planning Application Address: SAINSBURY OUTPATIENT PHARMACY SOLOMON CENTRE GUYS HOSPITAL ST THOMAS STREET SE1 9RT Proposal: Construction of a new 8 storey hospital building (C2) 41 metres AOD, alterations to existing access arrangements and public realm works.		
Ward(s) or groups affected:	LONDON BRIDGE AND WEST BERMONDSEY		
From:	DIRECTOR OF PLANNING		
Application Start Date	14.10.2020	PPA Expiry Date	6 January 2021
Earliest Decision Date	13.10.2021		

RECOMMENDATION

1. That planning permission be granted subject to conditions, the applicant entering into an appropriate legal agreement, and referral to the Mayor of London.
2. In the event that the requirements of paragraph 1 above are not met by 30 July 2021, the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 181.

EXECUTIVE SUMMARY

3. The site is currently a hard standing plot, previously occupied by a single storey building comprising a small Sainsbury's store and a pharmacy. These uses were ancillary to the main use of the land as a hospital, (Class C2).
 4. The application is for a new 8 storey building, positioned between the Southwark Wing and Tower Wing. The new hospital building will provide orthopaedic services comprising 24 medi-rooms, 8 theatres as well as an education training facility, support accommodation and discharge area.
 5. It is envisaged that the building will provide the facilities to offer an Orthopaedic Centre of Excellence, providing a full range of elective orthopaedic procedures for patients involving all orthopaedic surgeons within the region. The aim is to provide a hub of excellence for education and
-

training to enable an innovative approach to the development of a of a comprehensive research portfolio to hopefully lead to improved outcomes for patients as well as the ability to attract substantial research funding.

6. The proposed building will directly link to The Tower at ground and first floor levels. This link will allow patients, staff and services to enter the building from the main entrance with good accessibility without the need to go outside.
7. The proposal is required to support existing demand as well as responding to the future needs of patients, whilst maintaining full health care services.

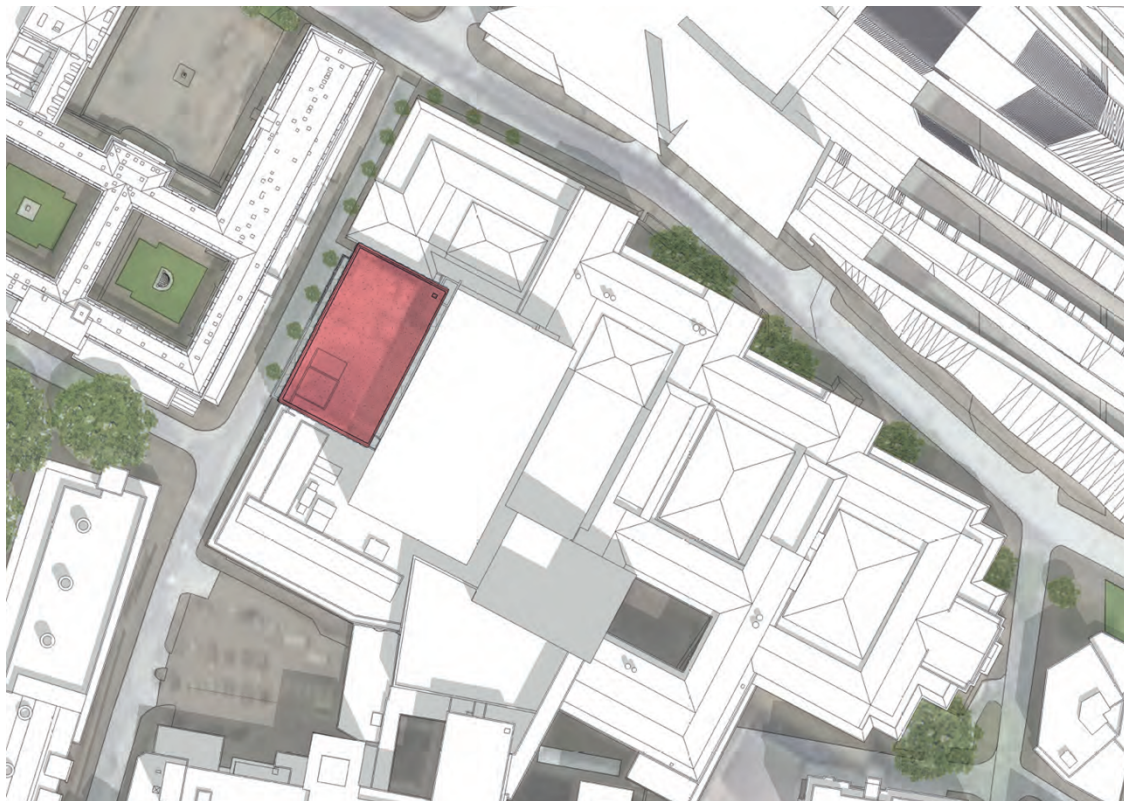
BACKGROUND INFORMATION

Site location and description

8. The site is located within Guy's hospital campus, off of Great Maze Pond. The site previously comprised a single storey outpatient pharmacy facility and Sainsbury's. The site is bound to the north by the Southwark wing to the east by Southwark Wing and Tower Wing, to the south by the Tower Wing and the Boiler House and to the west by Great Maze Pond.
 9. The site lies within the following designations;
 - Borough, Bermondsey and Rivers Archaeological Priority Zone
 - London Bridge District Town Centre
 - Bankside, Borough and London Bridge Strategic Cultural Area
 - Bankside, Borough and London Bridge Opportunity Area
 - Central Activity Zone
 - Air Quality Management Area
 10. The site is also included within a proposals designation in New Southwark Plan, NSP49 London Bridge Health Cluster.
 11. The site is located within Flood Zone 3, but benefits from flood defences.
 12. The site is not within a Conservation Area however Borough High Street Conservation lies to the west of the site. There are no listed buildings on site. However there are several listed buildings located within close proximity to the north west of the site these include;
 - Guy's Hospital War Memorial – Grade II
 - Guy's Hospital Main Building, (including Wings and Chapel) – Grade II*
 - Alcove from Old London Bridge in Inner Quadrangle of Guy's Hospital – Grade II
 - Statue of Thomas Guy in Courtyard of Guy's Hospital – Grade II
 - Gates, Gate Piers and Street Railings to Guy's Hospital – Grade II
 13. A designated Site of Importance for Nature Conservation (SINC) is located within 240 metres north of the site.
 14. The area is characterised by the medical and healthcare buildings within the campus. The site adjoins Southwark Wing to the north, which comprises a 5
-

storey brick building. To the east and south of the site is the 34 storey Guy's Tower (Tower Wing) and 29 storey Guy's House.

15. The site is located within an area of excellent public transport accessibility, with a PTAL pf 6b. The site is easily accessible by London Bridge Railway and Underground Stations as well as by the numerous buses passing through London Bridge.
16. There is limited on street parking available within the surrounding area which lies within a controlled parking zone. A 24 hour NCP car park operates on Snowfields and blue badge holder car parking spaces are locate in the Tower Wing Car Park.



Location of the proposed building

Details of proposal

17. The proposal is currently a vacant hardstanding plot of land. The application seeks to construct a new 8 storey building which will have a gross internal floor area, (GIFA) of 6616.4 sq. metres. The total gross external floor area, (GEFA) would be 7068.3 sq. metres. Due to the 2 storey plant and floor heights the building would measure 41 metres (AOD), classifying it as a tall building as determined by the current and proposed Southwark Plan Policies.
 18. The new building would be located between the Southwark Wing and the Tower Wing and will provide additional orthopaedic services accommodation 24 medi-rooms, 8 theatres and an education and training facility, as well as support accommodation and discharge area.
 19. The proposal aims to provide an Orthopaedic Centre of Excellence within
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South East London, which will provide a full range of elective orthopaedic procedures for patients, involving all orthopaedic surgeons within the region. It is proposed to provide a hub of excellence for education and training and would enable the development of comprehensive research.

20. The new building will directly link to The Tower at ground and first floor levels. These links mean that patients, staff and services can enter the building from the main entrance.
21. The ground floor of the building would act as both the reception and pre and post operative waiting area. Above the ground floor would be 4 clinical floors each with two theatre suites and six medi-rooms. The top floor of accommodation is intended to be both a support floor for clinical staff and for staff training, with a series of meeting rooms which can be opened to create a single flexible space, all of the spaces would be linked back to the theatres below to enable staff training using the latest technologies in real time.

Consultation responses from members of the public and local groups

22. Comment stating it would be good to see a biodiverse green roof.
 23. Comments from Team London Bridge
 24. We believe the proposals are best developed in the context of a wider masterplan for the London Bridge Health Cluster site which establishes the strategic ambition and objectives, informs the development of specific sites and avoids the problems of piecemeal development. We believe such a Masterplan should be agreed prior to consideration of individual development proposals. For example, it is crucial to know how access and permeability is planned into the campus linked to neighbouring areas and planned developments such as those on St Thomas Street and Melior Street.
 25. The proposals are based on a clearly articulated evolution of the design in response to feedback from Southwark Council and others. We recognise them as making a distinctive new contribution to the assemblage of buildings that make up the Guy's Hospital campus.
 26. Given the health and wellbeing role of Guy's and its status as a global innovation hub we would expect the development to support appropriately high sustainability standards. This would also meet the expectations of the London Bridge Area Vision in the New Southwark Local Plan. The standards should include:
 - Ambition to be BREEAM Outstanding alongside commitment to BREEAM Excellent
 - WELL Platinum
 - Air quality positive
 - EPC rating A
 - Wiredscore (platinum)
 - Reduced ground level wind speeds and urban heat island effect
-

- water run off at greenfield rates
27. The proposals are silent on many of these targets or lack their ambition, for example committing to BREEAM Excellent without any ambition to attain BREEAM Outstanding. As the BREEAM assessment shows, this could be achieved through greater ambition on, for example, reducing energy and water use and improved construction practices.
 28. The proposals acknowledge that they only achieve a 28% improvement in carbon emissions over Building Regulations and this is recognised as falling well short of the requirements of both the New Southwark Plan and London Plan. While the “specialist clinical nature” of the building creates particular challenges, and the shortfall can be financially offset, the disparity is significant. We ask that it is further interrogated with a view to significantly improving performance.
 29. The plans could also more visibly address their role as one of the first major developments to be brought forward on a hospital site with the experience of managing the Covid-19 pandemic. They could anticipate future public expectations and requirements; including use of filtration systems, higher standards for fresh air provision in the building, wider doors, lifts and routes, touchless systems, and use of anti-viral coatings on surfaces.
 30. We are disappointed that the opportunity to make a strong contribution to the Green Grid vision that “London Bridge will become one of the greenest, most beautiful, environmentally sensitive and civic-minded business districts in the world” has not been taken. This should including a positive impact on the Urban Greening Factor achieved through greening the building inside and out and supporting biodiversity net gain. There is relevant experience nearby with the Orchard Isle Living Wall, supported and owned by Guy’s and St Thomas’ Charity, and its positive impact on health, wellbeing, wildlife and air quality.
 31. The provision of cycle parking for ten additional bikes is welcome but we believe it should be more generous and anticipate and incentivise a growth in cycle use, particularly since we know cycling by the Trust has increased dramatically in 2020. The plans identify the best route to connect with National Cycleway 4 is via Great Maze Pond which is already an area with significant congestion and conflicts between users on foot and on bike. The plans should be accompanied by measures to support alternative routes.
 32. We welcome the efforts to minimise the impacts of servicing through use of the existing Guy’s consolidation centre.

Planning history of the site, and adjoining or nearby sites.

33. Any decisions which are significant to the consideration of the current application are referred to within the relevant sections of the report. A fuller history of decisions relating to this site, and other nearby sites, is provided in Appendix xx
 - 34.
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KEY ISSUES FOR CONSIDERATION

Summary of main issues

35. The main issues to be considered in respect of this application are:
- Principle of the proposed development in terms of land use;
 - Environmental impact assessment
 - Design, including layout, building heights, landscaping and ecology;
 - Heritage considerations
 - Archaeology
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
 - Transport and highways, including servicing, car parking and cycle parking
 - Environmental matters, including construction management, flooding and air quality
 - Energy and sustainability, including carbon emission reduction
 - Ecology and biodiversity
 - Planning obligations (S.106 undertaking or agreement)
 - Mayoral and borough community infrastructure levy (CIL)
 - Consultation responses and community engagement
 - Community impact, equalities assessment and human rights
36. These matters are discussed in detail in the 'Assessment' section of this report

Legal context

37. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2016, the Core Strategy 2011, and the Saved Southwark Plan 2007. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
38. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

39. The statutory development plans for the Borough comprise the London Plan 2016, Southwark Core Strategy 2011, and saved policies from The Southwark Plan (2007 - July). The National Planning Policy Framework (2019) and emerging policies constitute material considerations but are not part of the statutory development plan. A list of policies which are relevant to this application is provided at Appendix xx. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.
40. The site lies within the following designations;
- Borough, Bermondsey and Rivers Archaeological Priority Zone
 - London Bridge District Town Centre
 - Bankside, Borough and London Bridge Strategic Cultural Area
 - Bankside, Borough and London Bridge Opportunity Area
 - Central Activity Zone
 - Air Quality Management Area
41. The site is located within Flood Zone 3 as identified by the Environment Agency flood map, which indicates a high probability of flooding however it benefits from protection by the Thames Barrier.

ASSESSMENT

Principle of the proposed development in terms of land use

Relevant policy designations

National Planning Policy Framework (2019)

42. The revised NPPF was updated on 19th February 2019 and sets out Government planning policies for England and how they should be applied. The NPPF must be taken into account when local development plans are produced and is a material consideration in planning application decisions by Local Planning Authority. The revised NPPF is the presumption in favour of sustainable development. This commitment to sustainable development should be achieved through three overarching objectives: an economic objective, a social objective and an environmental objective
43. Paragraph 212 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications;
- Chapter 2 Achieving sustainable development
 Chapter 8 Promoting healthy and safe communities
 Chapter 9 Promoting sustainable transport
 Chapter 11 Making effective use of land
 Chapter 12 Achieving well-designed places
 Chapter 14 Meeting the challenge of climate change, flooding and coastal change
 Chapter 15 Conserving and enhancing the natural environment
 Chapter 16 Conserving and enhancing the historic environment
-

London Plan 2016

44. The London Plan is the regional planning framework and was adopted in 2016. The relevant policies of the London Plan 2016 are:

Policy 3.1 Ensuring equal life chances for all
 Policy 3.2 Improving health and addressing health inequalities
 Policy 3.16 Protection and enhancement of social infrastructure
 Policy 5.12 Flood risk management
 Policy 5.13 Sustainable drainage
 Policy 6.9 Cycling
 Policy 7.4 Local character
 Policy 7.5 Public realm
 Policy 7.6 Architecture
 Policy 7.8 Heritage assets and archaeology

Core Strategy 2011

45. The Core Strategy was adopted in 2011 providing the spatial planning strategy for the borough. The strategic policies in the Core Strategy are relevant alongside the saved Southwark Plan (2007) policies. The relevant policies of the Core Strategy 2011 are:

Strategic Policy 1 Sustainable development
 Strategic Policy 2 Sustainable transport
 Strategic Policy 4 Places for learning, enjoyment and healthy lifestyles
 Strategic Policy 11 Open spaces and wildlife
 Strategic Policy 12 Design and conservation
 Strategic Policy 13 High environmental standards

Southwark Plan 2007 (saved policies)

46. In 2013, the council resolved to 'save' all of the policies in the Southwark Plan 2007 unless they had been updated by the Core Strategy with the exception of Policy 1.8 (location of retail outside town centres). Paragraph 213 of the NPPF states that existing policies should not be considered out of date simply because they were adopted or made prior to publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. The relevant policies of the Southwark Plan 2007 are:

Policy 3.2 Protection of amenity
 Policy 3.11 Efficient use of land
 Policy 3.12 Quality in design
 Policy 3.13 Urban design
 Policy 3.15 Conservation of the historic environment
 Policy 5.1 Locating developments
 Policy 5.2 Transport impacts
 Policy 5.3 Walking and cycling

Draft New London Plan

47. The draft New London Plan was published on 30 November 2017 and the first and only stage of consultation closed on 2nd March 2018. Following an Examination in Public, the Mayor then issued the Intend to Publish London Plan. The Secretary of State responded to the Mayor in March 2020 where he expressed concerns about the Plan and has used his powers to direct changes to the London Plan. The London Plan cannot be adopted until these changes have been made. Until the London Plan reaches formal adoption it can only be attributed limited weight. Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.
48. GG2 – Making the best use of land
 GG3 – Creating a healthy city
 SD4 – The Central Activities Zone
 S1 – Developing London’s social infrastructure
 S2 – Health and social facilities
 HC1 – Heritage conservation and growth
 D1 - London’s form and characteristics
 D8 - Tall buildings
- New Southwark Plan
49. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The council concluded consultation on the Proposed Submission version (Regulation 19) on 27 February 2018. The New Southwark Plan Proposed Submission Version: Amended Policies January 2019 consultation closed in May 2019.
50. The New Southwark Plan Submission Version – Proposed Modifications for Examination was submitted to the Secretary of State in January 2020 for Local Plan Examination. It is anticipated that the plan will be adopted in late 2020 following an Examination in Public (EIP). As the NSP is not yet adopted policy, it can only be attributed limited weight. Nevertheless paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan, the extent to which there are unresolved objections to the policy and the degree of consistency with the Framework.
51. AV.11 London Bridge Area Vision
 SP2 Regeneration that works for
 SP4 Strong local economy
 SP5 Healthy, active lives
 SP6 Cleaner, Greener, Safer
 P12 Design of places
 P13 Design quality
 P15 Designing out crime
 P16 Tall buildings
 P17 Efficient use of land
-

P18 Listed buildings and structures
 P20 Conservation of the historic environment and natural heritage
 P21 Borough views
 P22 Archaeology
 P26 Education places
 P44 Healthy developments
 P46 Community uses
 P48 Public transport
 P49 Highway impacts
 P52 Cycling
 P53 Car parking
 P54 Parking standards for disabled people and the mobility impaired
 P55 Protection of amenity
 P64 Improving air quality
 P65 Reducing noise pollution and enhancing soundscapes
 P67 Reducing flood risk
 P68 Sustainability standards
 P69 Energy
 IP3 Community infrastructure levy (CIL) and Section 106 planning obligations
 IP7 Statement of community involvement

Proposal NSP49

Principle of the proposed development in terms of land use

52. London Plan Policies 3.2, 3.16 and 3.17 and Publication London Plan Policies S1 and S2 support the provision of new high-quality social infrastructure in light of local and strategic social infrastructure need and new models of care. Boroughs are required to work with Clinical Commissioning Groups (CCGs) and other NHS and community organisations to identify opportunities to make better use of existing and proposed new infrastructure through integration, co-location or reconfiguration of services, and facilitate the release of surplus buildings and land for other uses.
 53. London Plan Policies 2.12 and 2.13 and Publication London Plan Policies SD1, SD4 and SD5 support strategic functions such as centres of medical excellence and associated specialist facilities in the Central Activities Zone. The proposed 8-storey building which would accommodate orthopaedic centre of excellence seeks to meet existing and future an orthopaedic healthcare service demand in modern and high-quality accommodation.
 54. From a strategic planning perspective, the application site is within the London Bridge, Borough and Bankside Opportunity Area, which the Local Plan has identified as having considerable potential for intensification, particularly at London Bridge and its environs; complemented by improvements to public transport and interchange facilities, better pedestrian integration with the surrounding area and greater use of river passenger transport. More specifically, London Plan Policies 3.2, 3.16 and 3.17 and Publication London Plan Policy S2 affirm the Mayor's support for the provision of high-quality health and social care facilities particularly in places easily accessible by public transport, cycling and walking. Guy's and St Thomas' hospital is a major NHS health facility with the highest public transport accessibility level
-

(6b) and has a reputation for excellence in clinical research and which provides a range of important health services to London as well as the local community. Therefore, the proposed development complies with core London Plan and Publication London Plan policies.

55. The site lies within the hospital campus and it is therefore entirely appropriate to use the land for hospital purposes. The provision of modern world class health and education facilities are noted as part of the vision within the current and emerging Southwark plans.
56. The orthopaedic centre is designed to meet an identified need and improve facilities for the community. The proposal makes effective use of land, will mitigate biodiversity impacts, minimise waste and pollution and seek to provide a BREEAM 'Excellent' sustainable building.
57. The proposed development is located in an area of highest public transport accessibility, is easy to reach on foot and existing cycle parking for staff and visitors.
58. The site is located within the Borough, Bermondsey and Rivers Archaeological Priority Zone. The site lies 10 metres west of Borough High Street Conservation Area as well as a number of listed buildings.
59. The proposal protects existing heritage assets on site and does not affect the setting of the conservation areas or listed buildings.

Environmental impact assessment

60. No EIA Screening Opinion request was submitted to ascertain whether the Proposed Developments would require an Environmental Impact Assessment to be submitted as part of the planning application. However the development would be below the threshold for which an EIA would be required.
61. The proposed development will be similar in nature to the surrounding land uses. Consequently, the extent of the impact of the Proposed Developments are localised due to the nature and characteristics of the end use, and mitigation will be proposed where necessary. There would be a number of positive impacts to be created from the proposed development, notably the provision of improved health care facilities.
62. Good construction practice and site operations would ensure minimal effects to the local environment, whilst its temporary nature would be offset by the benefits the Proposed Developments will deliver. Effects would therefore be mainly limited and local in nature. There may be some impact in terms of additional traffic generation, however it is envisaged that this increase in traffic can be accommodated in the existing highway network and a Traffic Management Plan and / or Construction Logistics Plan will be implemented.

Design

Site context

63. The original London Guy's Hospital consisted of a courtyard facing St Thomas Street opened in 1725. In 1738 the General Court of the hospital started the expansion of the new building; a new East Wing was erected in 1774-80. The building has been added to over the years and extensively repaired following severe bomb damage during the blitz. In 1974 the hospital added the 34 storey Guy's Tower. The hospital campus consists of 19 distinct buildings dating from the 18th century to the present.
64. Great Maze Pond is a narrow pedestrian road, which links directly to London Bridge Station and the Shard. Within close proximity of the site are The Shard and the Guy's Cancer Centre of Excellence, which opened in 2016.
65. The proposed site is constrained on three sides by existing hospital buildings. These include the 34 storey Guy's tower the rear, the 5 storey Southwark wing and the 2 storey Heatherwick Clad Boiler house. Across Great Maze pond which borders the fourth elevation is the recently restored Boland House which is used for the Science Gallery.

Height scale and massing

66. In terms of the locational requirements for tall buildings the site is situated within a highly accessible location, an Opportunity Area and a town centre. The principle of a tall building in this location is established to some extent with the existing series of tall buildings within the existing context. It is still necessary to test the current application against all the requirements of saved policy 3.20 of the Southwark Plan, which requires that all tall buildings should:
- i. Make a positive contribution to the landscape; and
 - ii. Be located at a point of landmark significance; and
 - iii. Be of the highest architectural standards; and
 - iv. Relate well to its surroundings, particularly at street level
 - v. Contribute positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.
67. The building, in terms of its location, its architectural design, and its response to the local streetscape, is considered to meet the requirements for a tall building set out in saved policy 3.20. Given its setting within a group of existing and planned very tall buildings, its height would have no impact on the London skyline.
68. London Plan Policy 7.7 and Publication London Plan Policy D9 set out the criteria against which tall buildings should be assessed. Policy D9 further establishes that boroughs should determine where tall buildings are an appropriate form of development in development plans and criteria against which impact should be assessed including the requirement to take account of and avoid harm to the significance of London's heritage assets and their settings.
69. The application site is located within a designated tall buildings area (London Bridge area) as identified by New Southwark Plan Policies P12 and Policy P16. In these policies tall buildings are identified as those which are more
-

than 30 metres (or 25 metres in the Thames Policy Area) and/or significantly change the skyline.

70. In functional terms, the development has been well thought out. Wind and daylight/ sunlight impacts have been satisfactorily addressed and are therefore acceptable. The site is within the Thames Policy Area and the impact of the proposed building (8-storey) is negligible compared to its neighbouring much taller buildings such as the (34-storey) Tower Wing and the (95-storey) Shard.

Site layout

71. The site layout and massing are supported, and it is noted that there are a number of operational and fire related requirements that have dictated the layout and massing of the building. Pedestrian routes and permeability are clearly articulated and are safe and direct.

Architectural design and materials

72. The applicant has sought to create a positive street facing presence and the simple articulation of the main facade is welcomed and integrates successfully with neighbouring buildings. Given the site is adjacent to a conservation area and within close proximity to the Grade II* Listed Guy's Hospital Main Building, the building will be constructed using contextual materials that respond sensitively to its surrounding context. The proposal includes the use of high-quality cladding materials, key details such as window reveals and rooflines and suggests an exemplary build quality would be achieved. The proposed materials will be dealt with via appropriate conditions.
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London View Management Framework (LVMF)

73. London Plan Policies 7.11 and 7.12 and Publication London Plan Policy HC.4 provide for the designation, protection and management of 27 strategically important views of London. These policies are explained in detail in the LVMF which forms SPG to the London Plan. The proposed building has been tested in the three LVMF protected views the site falls within: 2A Parliament Hill, 3A Kenwood House, and 12B Southwark Bridge, and the applicant has demonstrated that the proposed building would be almost entirely obscured by the Shard in all the three protected views, and given its height, only a small section of part of its roof would be perceptible. The proposed building therefore does not raise any strategic planning concerns with regards to the relevant strategically protected views identified in the LVMF and London

Landscaping, trees and urban greening

74. Landscape and the public realm is an important part of any proposal for a tall building. It will not only create a setting for the building, allowing it to land appropriately, but also an opportunity for such a development to demonstrate the benefits that can flow from expanding vertically providing more space at grade in a congested part of the city.
-

75. The existing site is cleared but was previously occupied by a single storey commercial building. This represented a very low density use which failed to optimise density in such a central and accessible location. At present the site is hoarded up and has a negative contribution to the landscape. The proposed building occupies most of its small site and the scope for the provision of substantial public realm benefits is therefore limited.
76. At ground level it is proposed the recently created pedestrian zone along Great Maze Pond by the Science Gallery will be extended in front of the proposed new building. It is proposed to use complementary hard and soft landscaping with concrete seating area and to treat the ground floor as a shop window for the OCE with to soffit glazing.
77. There are no existing landscape constraints. The proposed public realm shown within the red line includes a line of four street trees. Enhancing green amenity should be seen as an essential element in the design of new facilities within the hospital campus, particularly in relation to recuperation and overall health benefits. It is considered that a condition is imposed to ensure the landscape details are submitted.
78. The GLA have requested that a calculation of the scheme's Urban Greening Factor (UGF), as set out in Policy G5 of the Publication London Plan and achieve the specified target of 0.3. A drawing showing the surface cover types and accompanying UGF calculation should be submitted prior to any Stage 2 referral. Opportunities should be sought for additional planting in the public realm, which could take the form of rain gardens, in order to improve the urban greening of the scheme.



View from Great Maze Pond

Heritage considerations

79. The Planning (Listed Buildings and Conservation Areas) Act 1990 and S66 in particular, imposes the duty on local planning authorities to have special regard to the desirability of preserving or enhancing a listed building and its setting or any features of special architectural or historic interest which it possesses. Further, special attention should be paid to the desirability of preserving or enhancing the character or appearance of conservation areas. This is also reflected in the NPPF (2019), which requires all development to conserve or enhance heritage assets and their settings and avoid causing harm. Designated heritage assets include Statutory listed buildings and designated conservation areas. The NPPF asserts in paragraphs 190 and 192, that Planning Authorities should identify the significance of affected heritage assets and their settings and assess how these are affected by a development, and then in paras 193-196, if any harm is identified, how that harm can be considered in the balance.
80. The site is 60 metres east of the Grade II listed alcove from the old London Bridge station, 70 metres east of the Grade II* listed main building of Guy's Hospital, 70 metres south-east of the Grade II listed statue of Thomas Guy and 75 metres south-east of the Grade II listed gates of Guy's Hospital. The site is not within a Conservation Area, but Borough High Street Conservation Area lies 10 metres to the west of the site.
81. The proposal protects the above onsite and nearby listed buildings and does not undermine the appearance of the Borough High Street Conservation Area. There is no adverse impact and no heritage assets are lost as a result of this proposal. The public benefits the scheme would deliver include a high quality, highly sustainable hospital building, employment generation, and new and improved public realm. The applicant has demonstrated there would be no adverse impact on the nearest SINC, which is located 280 metres from the application site.

Archaeology

82. Policy 3.19 of the Southwark Plan requires an archaeological assessment and evaluation to be submitted for planning applications affecting sites within the Archaeological Priority Zones (APZ).
83. The site is located within Borough, Bermondsey and Rivers Archaeological Priority Zone. A Historic Environment Assessment has been prepared to assess the impact of the scheme on buried heritage assets. The assessment concludes that there is high potential for Roman, later medieval and post-medieval structural and water management remains and moderate potential for human remains relating to the 18th century burial ground within the site.
84. In consultation with Southwark Council's archaeologist it was agreed that a Watching Brief was the most appropriate form of mitigation. The targeted Watching Brief will consist of establishing where, if at all, archaeological deposits survive, recording any necessary material if present and ensuring
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that the proposed groundworks do not destroy any significant archaeological

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

85. Strategic policy 13 of the Core Strategy 'High environmental standards' seeks to ensure that development sets high standards for reducing air, land, noise and light pollution and avoiding amenity and environmental problems that affect how we enjoy the environment in which we live and work. Saved policy 3.2 of the Southwark Plan states that permission will not be granted for development where a loss of amenity, including disturbance from noise, would be caused. The adopted Residential Design Standards SPD expands on policy and sets out guidance for protecting amenity in relation to privacy, daylight and sunlight.

Daylight and Sunlight

86. 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 (VSC) can be reduced by about 20% of the original value before the loss is noticeable.
 87. In considering the impact upon sunlight, the test is based upon a calculation of annual probable sunlight hours (APSH) for all window faces within 90 degree of due south. The BRE guidelines state that a window should receive a minimum of 25% of the annual probable sunlight hours, of which, 5% should be received in winter months. Where window sunlight levels fall below this recommendation, the window should not lose more than a 20% of its former value and the reduction in sunlight over the whole year should not be greater than 4% of the ASPH.
 88. The proposed development will cause some noticeable reductions to some of the windows and rooms belonging to the surrounding buildings, all of which are associated with the hospital and are non residential.
 89. Technically there is no strict requirement to assess non residential uses unless they are buildings of special uses. The majority of reductions occur to areas which would not normally require assessment such as circulation areas, stairwells and offices and although daylight is beneficial it is not critical and allowing leniency would be reasonable. Especially because these room types require artificial lighting to be used. The BRE guidance does allow for reductions to occur under Appendix F (iii) where the developer of the new building owns the existing nearby building, providing there is the potential to carry out a reconfiguration, the proposed development should be considered compliant.
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90. The windows assessed for impacts from the proposed development are Guy's Hospital Building A to the north of the site, Guy's Hospital Building B, (Guy's Tower) to the South East and adjoining the site to the rear, Guy's campus to the South West of the site, Guy's Galleria to the West of the site and The Counting House immediately opposite the site to the West.

Address	Nos. of windows (VSC)	Pass Rate (%)	Number of Rooms Assessed (Daylight Distribution Test)	Pass Rate (%)
Counting House	57	56	30	47
Guy's Galleria	10	100	1	100
Guy's Campus	14	100	2	100
Guy's Hospital Building A	52	71	21	19
Guy's Hospital Building B	79	58	45	16
Guy's Hospital Building C	82	98	40	100

Counting House

91. Counting House is used to provide temporary visitor accommodation for patients, visitors and staff to the campus.
92. The daylighting has been assessed to 57 windows using the Vertical Sky Component Test. The results demonstrate that 26 windows met the recommended BRE level, 12 windows achieve a value within 60% of their former values and 19 windows will experience noticeable reductions.
93. The internal daylight levels have been assess using the Daylight Distribution test, of the 30 rooms assessed 14 meet the recommended BRE levels. The results demonstrate that the reductions that occur will be noticeable by BRE standards. However this analysis applies to residential rooms. Typically, commercial properties are more dependent on artificial lighting.
94. Minor deviation within non – residential use is less critical in terms of enjoyment of daylight, especially in urban city areas where there are reduced existing daylighting levels. Trying to preserve these levels is more challenging and more flexibility should be applied.
95. Sunlight levels have been tested and found to be below the residential standards. Notwithstanding all windows will receive reasonable sunlight
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annually including during the winter months.

Guys Galleria

96. The daylighting has been assessed to 10 windows. All of the windows tested met the recommended levels detailed within the BRE. The internal daylight levels were tested to one room and this demonstrated that it would comply.
97. The sunlight test demonstrated that the building would achieve levels of sunlight in excess of the BRE requirements.

Guy's Campus

98. The daylighting levels were assessed to 14 windows, all of the windows demonstrated compliance with the BRE Guidelines. The internal daylight levels to two rooms were assessed; both rooms achieve the recommended levels in the BRE.
99. Sunlight levels were assessed to two rooms both rooms will retain good levels of sunlight following the proposed development.

Guy's Hospital Building A

100. Building A is a medical building with associated offices.
101. The daylighting has been assessed to 52 windows of which 11 windows met the BRE guidelines, 26 windows demonstrated a minor adverse loss (20-29%), one window achieved a moderate loss (30-39%) and 14 windows would be subject to noticeable losses. The internal daylighting test also demonstrates there will be some reductions.
102. The sunlight analysis shows that there will be a reduction of sunlight to this building, particularly on the lower floors.

Guy's Hospital Building B

Building B is a medical building with associated offices.

103. The VSC daylight test was carried out to 79 windows. One window met the BRE test. 45 windows demonstrated losses between 20 – 29%, one window was subject to a loss of 30- 39% and 32 windows were subject to losses above 40%. The daylight assessment of the individual rooms demonstrated
 104. The daylight distribution figures demonstrate that of the 45 rooms assessed. Seven are BRE compliant, 31 rooms are subject to a minor deviation and 14 rooms are subject to noticeable reductions. It should be noted that the majority of the rooms which are subject to these losses are circulation areas where there is no requirement for daylight.
 105. Sunlight has not been assessed for this block as there are no windows which are 90 degrees due south.
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Guy's Hospital Building C

Building C contains residential accommodation associated with the hospital.

106. The daylighting was assessed to 82 windows, of which 80 meet the BRE guide lines. One window was subject to a minor deviation and the other window will experience a noticeable loss. The windows that are subject to additional deviations are mitigated through multiple windows serving a room, demonstrated in the internal daylighting results. The internal daylighting has been assessed to 40 rooms of which all fall in line with the BRE guidance.
107. Sunlight has not been assessed for this block as there are no windows which are 90 degrees due south.

Overshadowing to the amenity

108. Access to daylight and sunlight is important aspect of a microclimate around buildings. The areas typically require access to good natural light are gardens, parks, playgrounds, sitting areas and focal points.
109. There are two areas identified for assessment, an amenity space within the centre of Counting House and a roof terrace on the fourth floor of Building A. The tests demonstrate that there would be no impact upon the amenity space within Counting House and that there would be a 0.8 percent loss to the amount of sun on the roof terrace of Block A.

Conclusion on daylight and sunlight

110. The proposal is of a size and within a location where reductions are unavoidable. Notwithstanding, the overall impact to the surrounding buildings is confined to buildings within the hospital campus, which are for the most part medical. The residential accommodation most affected is that of Counting House, however the accommodation provided here is of a temporary nature and therefore the BRE standards should be applied more flexibly.
111. The proposal would not impact negatively upon the amenity spaces closest to the site. The proposal is therefore considered acceptable in terms of daylight and sunlight.

Outlook and privacy

112. In order to maintain privacy the Council's Residential Design Standards SPD recommends a minimum separation distance of 12m between the fronts of buildings and any buildings which front a highway, and a minimum of 21m at the rear. The site of the development is such that the nearest neighbouring buildings are separated from the site by either roads or other substantial hospital buildings. Counting House is the nearest facing habitable accommodation, (albeit short stay hospitality) lies opposite Great Maze Pond at a distance of 15 metres. This would be an acceptable level of separation.
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113. The proposed building would lie immediately adjacent Guy's Tower, it therefore will be impacted in terms of outlook due to the proximity of the buildings, notwithstanding these are non habitable windows and within the same ownership. The requirement for outlook within a public building is not the same as for residential windows. Privacy is not going to be an issue as there are no windows on the elevation facing onto Guy's Tower.

Ecology and biodiversity

114. Saved Policy 3.28 of the Southwark Plan requires that biodiversity is taken into account in all planning applications and encourages the inclusion of features which enhance biodiversity.

115. London Plan Policies 5.10 and 5.11 require green roofs and other green infrastructure to be incorporated within major schemes, this is reiterated within the New London Plan.

116. The site is vacant and hoarded from active use. Collectively the habitats within the proposed development site are assessed as being of a low ecological value. Based on the habitat types present, it is considered that the site has no potential to support protected species.

Designing out crime

117. As a large organisation The Trust employ their own qualified security personnel who have been consulted and commented upon the proposal to ensure the security of both hospital staff and users of the proposed facility.

118. Key security aspects of the new development;

- No external entry point, all staff and visitors enter via currently monitored entrances to the hospital.
- All clinical and staff areas are secured via swipe card access related to a site wide database.
- There are no opening windows for unauthorised access.
- All glazing is both toughened and laminated in line with healthcare specifications.
- External fire escape doors are alarmed and constructed of steel.
- The building is raised 800mm above external levels, the front of the building behind the cladding is mass concrete to protect from potential ram raids.
- Rise /fall bollards are located at either end of Great Maze Pond to prevent vehicles using this as a cut through.
- Staff will each have their own lockers to house personal items located within a staff access only staff room.

Fire safety

119. Policy D12 of the Publication London Plan states that proposals must be accompanied by a fire statement, prepared by a suitably qualified third party

assessor, demonstrating how the development would achieve the highest standards of fire safety and ensure that they: are designed to incorporate appropriate features which reduce the risk to life in the event of a fire; are constructed in an appropriate way to minimise the risk of fire spread; provide suitable and convenient means of escape for all building users; adopt a robust strategy for evacuation and provide suitable access and equipment for firefighting which is appropriate for the size and use of the development. At this stage no fire strategy is submitted, however the applicant has confirmed that a fire strategy is being prepared for submission as a policy compliant fire safety strategy prior to any Stage 2 referral.

Noise and vibration

Transport and highways

120. The NPPF states that planning decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
121. Core Strategy Strategic Policy 2 encourages walking, cycling and the use of public transport rather than travel by car. Saved Policy 5.1 of the Southwark Plan states that major developments generating a significant number of trips should be located near transport nodes. Saved Policy 5.2 advises that planning permission will be granted for development unless there is an adverse impact on transport networks; and/or adequate provision has not been made for servicing, circulation and access; and/or consideration has not been given to impacts of the development on the bus priority network and the Transport for London (TfL) road network.

Servicing and deliveries

122. The majority of delivery and servicing activity associated with the hospital is undertaken in a consolidated servicing yard accessed off Weston Street. Servicing bays and a compacter are provided here. A tunnel system is utilised to distribute goods delivery and waste from across the hospital campus. The new building will utilise this central logistics hub and distribute via basement tunnels/lifts at each level. No separate delivery facilities will be provided in respect of the proposed development.
123. The existing loading bay which fronts the site will be removed to enhance the public realm.

Site layout

124. The hospital campus is bound by St Thomas Street to the north, Weston Street to the east, Snowfields and Newcomen Street to the south. The proposed development is located on Great Maze Pond, a private road located in between the Southwark Wing and Tower Wing along the western edge of the main hospital building which forms the core of the hospital.
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125. St Thomas Street is a two-way single carriageway road, subject to a 20mph speed limit. It follows a northwest / southeast alignment between the A3 and Bermondsey Street. St Thomas Street forms part of the TfL Road Network (TLRN), as a red route, which imposes restrictions on loading, waiting and parking along the route.
126. A taxi rank is located on the southern side of the carriageway, directly to the east of the junction with Great Maze Pond opposite the Shangri La Hotel providing capacity for two vehicles. A signalised pedestrian crossing is located directly to the east of Great Maze Pond.
127. Great Maze Pond separates the hospital campus providing a pedestrianised entry point from St Thomas Street to the north, forming a two way vehicular route for the southern section. Vehicle access is controlled by bollards from St Thomas Street. Directly outside the proposed site, Great Maze Pond is formed of a narrow two way carriageway, forming a dead end prior to St Thomas Street for vehicles.
128. The hospital has two public entrances, the main entrance off Great Maze Pond at the centre of the campus and the smaller pedestrian access directly off St Thomas Street opposite the new London Bridge Station entrance.
129. Vehicular access and patient drop off/ pick up is on Great Maze Pond from Snowfields with parking within Vehicular Drop Off and Patient Parking zone.

Car parking

130. No car parking was provided specifically for the former Sainsbury's and Pharmacy located on the OCE site. The hospital car park, located in front of the main entrance provides five ambulance bays, six drop off bays and 15 disabled bays and two electric bays. A further NCP car park is located on Kipling Street. It is not intended to provide additional car parking as part of this application.

Cycle parking and cycling facilities

131. Guy's Hospital Campus provides a total of 75 secure long stay cycle parking spaces and a further 41 short stay cycle spaces. Staff cycle parking is located in front of the Borough Wing and visitor cycle parking in the form of Sheffield stands are located on the western side of Great Maze Pond. The proposal would reformat the secure long stay cycle storage to accommodate the additional 10 hoops.
132. There is also a Santander Cycle Hire Docking Station located on Snowfields, which provides space for 30 bicycles.

Public Transport Accessibility

Buses

133. The closest bus stop is located on the A3 approximately 350 m walking from
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the site. Additional bus stops are located on Southwark Street and London Bridge.

134. There are currently 3 bus services that enter, drop off and pick up from the site, which will continue. It is not envisaged that these services will increase, however 3 covered bus shelters will be provided following the development with 1 on Hunters Way in a similar location to the existing stop and the remaining two located close to the entrance. In addition standing for two further buses will be provided onsite.
135. The site is within a PTaL of 6b, the highest level of accessibility, using TfL's software to calculate journey times to the site it is demonstrated that the majority of inner London can access the site within a 30 to 45 minute public transport time.
136. In addition to the services provided by TfL, London Bridge station is 100m north of the site and provides services from Southeastern and Southern rail to destinations across south London, Kent, Surrey and East Sussex. Thameslink services also run through London Bridge to Brighton, Luton, Cambridge and Bedford.

Trip Generation

137. In terms of staff it is anticipated that up to 40 new members of staff will be employed at the site following completion of the Orthopaedic Centre. A travel survey conducted in March 2011 of 1,528 staff responses found the following travel practices;
 - 2% Drive
 - 0% DLR
 - 1% Motorcycle
 - 3% Other
 - 7% Walked
 - 8% Cycled
 - 11% Bus
 - 20% London underground
 - 48% Train
 138. The survey demonstrates that circa 80% of staff travel by public transport and 15 % by active modes. Since the survey, the consultant car park has been closed, therefore it is anticipated that the car use would have dropped further.
 139. In respect of the travel modes for the new staff assuming the building is open to patients between 08:00 to 20:00, similar to the adjacent facilities. It is anticipated that 20 staff are expected to travel by train, 8 by London Underground and 4 by bus. Three members of staff are expected to travel by foot or cycle respectively.
 140. In respect of patients and visitors, no overnight accommodation will be located in the facility; therefore, no visitors are anticipated. The new building is expected to generate 20 additional patients a day. Based on previous surveys
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of patients and visitors to the hospital it was found that the highest proportion travelled by rail (25%), followed by underground, (24%) and 20% by bus. 10% said they travelled by car and 6% came on foot, 14% by motorcycle and scooter and 1% cycled.

Conclusion on transport issues

141. The development proposals will provide a new Orthopaedic of Excellence at Guys Hospital measuring around 5,550m², comprising an 8 storey building, which would provide clinical theatres and education /training space.
142. No overnight accommodation will be located in the new facility; however 8 clinical theatres will be relocated from the existing hospital and 24 pre / post operation medical rooms will be provided.
143. It is anticipated that up to 40 new members of staff will be employed, with on average to generate 20 patients a day.
144. No additional car parking is proposed and 10 new cycle parking spaces will be provided within existing cycle stores. The site has an excellent level of pedestrian, cycling and public transport infrastructure, making it highly accessible by sustainable modes of transport.
145. A Healthy Streets Assessment has been undertaken on routes to key destinations. The assessment demonstrated that whilst some routes have high vehicular activity, the quality of routes is of a good quality. The development proposals will improve the pedestrian environment for existing and future users.
146. The number of private vehicular trips generated by the development is expected to have a negligible impact upon the surrounding road network. The net increase in public transport users is not expected to result in a material effect due to the frequency of services available. The proposed development will not result in a material impact on the local transport network and is supported by a high level of public transport provision.

Environmental matters

Construction management

147. Construction is likely to be challenging given the very constrained site and proximity of the very high pedestrian flows on Great Maze Pond. The submitted draft construction management plan proposes to close a section of Great Maze Pond for a period of around 2 years, which will have implications for pedestrian flows and pedestrian crossing on St Thomas Street, part of the Transport for London Road Network (TLRN). This will require discussion with TfL as the highway authority and may require temporary crossing facilities/kerb build outs to manage the changes in flow.
 148. The Construction Management Plan submitted with the planning application sets out an approximate time frame of 26 months for the proposed building works. It is proposed to divert pedestrian flow from Great Maze Pond to
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facilitate a partial closure of this route to allow works to be carried out. It is suggested that a condition be included to ensure the construction works are undertaken in conjunction with discussion with TfL.

149. Flood risk

150. Strategic Policy 13 of the Core Strategy allows development to occur in the protected Thames flood zone as long as it is designed to be safe and resilient to flooding. The policy further requires major development to reduce surface water run-off by at least 50%.
151. The online Environment Agency flood zone 3 but benefits from the Thames River Defences. Since the site is defended the risk of flooding is considered low. However, in line with the NPPF, the site can be categorised as 'More Vulnerable' and this type of development is only permitted if application of Sequential and Exception Tests are demonstrated.
152. The sequential test demonstrates that the majority of sites in London suffer from similar flood risk and do not offer an advantage over the proposed site. Both Guy's and St Thomas's Hospital sites are fully in Flood Zone 3.
153. There is a low risk of flooding from tidal, rivers, surface water and private drainage for the proposed development which can be mitigated.
154. The proposed development does not increase flood risk elsewhere as the flows up to the 1 in 100 year plus 40% climate change storm events are managed at the source through SuDS. The runoff rate will be restricted will be restricted to 2 l/s from the roof area through the use of Blue roof. Remaining areas will drain unrestricted to the sewer located in Great Maze Pond. The Exception Test is demonstrated with New Southwark Plan ambitions on the health cluster located around the proposed development and the safe operation plans for the building.
155. The finished floor level for the vulnerable uses should be kept above the maximum likely flood, level 4.68m AOD. There are no proposed vulnerable uses on the ground floor other than patient wait and access areas.
156. The Environment Agency have stated that whilst the proposal is not in complete compliance they raise no objections.

Sustainable urban drainage

157. The proposed development will include SuDS features to manage the surface water without causing any risk to the neighbouring area. The surface water drainage network will be designed to accommodate all storm events up to the 1 in the 100 year storm event (plus 40% climate change). Due to the site boundary constraints and presence of contamination, infiltration techniques will not be adopted for this site. It is proposed to attenuate the flow through the installation of a blue roof.

Land contamination

158. The submitted land contamination assessment demonstrated that no elevated concentrations of ground contaminants were reported that would represent a significant risk to controlled waters. It is suggested that a condition be added to deal with any potential contamination found during the course of construction.

Air quality

159. The majority of the borough, including the application site, is within an Air Quality Management Zone due the significant presence of traffic generated pollutants. As a result, developments are required to take account of any impacts upon air pollution as a result of, and during construction of, a proposed development.
160. There are potential adverse impacts upon local air quality during the construction phase, particularly from dust generation and additional construction traffic vehicle movements. An air and noise quality neutral assessment of the development's transport emissions has not been undertaken and therefore prior to the Stage 2 submission to the GLA it is requested that this be undertaken.
161. An air quality assessment has been undertaken investigating the construction and operational air quality impacts for the proposed development. The report makes various recommendations and these will be included within a condition.

Energy and sustainability

162. The London Plan Policy 5.2 sets out that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy: Be lean (use less energy); Be clean (supply energy efficiently); Be green (use renewable energy). This policy requires major commercial development to achieve a carbon dioxide improvement of 35% beyond Building Regulations Part L 2013, as specified in Mayor's Sustainable Design and Construction SPG.
163. Policy 5.3 states that developments should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. London Plan Policy 5.7 states that major development should incorporate on-site renewable energy generation, wherever feasible.
164. Strategic Policy 13 of Core Strategy states that development will help us live and work in a way that respects the limits of the planet's natural resources, reduces pollution and damage to the environment and helps us adapt to climate change.
165. An energy statement has been submitted which provides an initial assessment of the energy demand and carbon dioxide (CO₂) emissions from a baseline building and estimates the expected energy and CO₂ emissions savings associated with the proposed development. This sets out that the proposed development will reduce carbon emissions by 28%, this is 7% below the current
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35% target. The contribution to off set this shortfall is currently set at £60 per tonne over a period of 30 years, which would equate to a contribution of £37,800. It should be noted that the contribution is due to increase to £90 per tonne. The amount to be paid would also be dependent on the timing for the adoption of the New London Plan, as the contribution could require a 100% reduction.

Carbon emission reduction

166. The Intend to Publish London Plan, Policy SI requires a minimum on –site reduction of at least 35 % beyond Building Regulations. A zero carbon target, and on site reduction of at least 35% has been in place for major residential developments since October. On final publication of the London Plan this will apply to all non residential developments.

Be Lean (use less energy)

167. The proposed building is being designed specifically to reduce its demand for energy throughout its use and operation. In order to be lean the following measures have been adopted.

168. Improved fabric performance has been selected using better U-values than the current Building Regulations and an enhanced air permeability rate.

169. All glazing has been modelled to achieve high levels of light transmittance whilst limiting solar gains. The light transmittance of the glazing has been set to a high level 70% and solar heat gains have been limited by solar performing glass. Additionally, internal shading has been included to give extra protection against solar gains and reduce cooling energy demand.

170. Due to the nature of the proposed building the requirements for heating, ventilation and cooling are high. The heating and cooling are provided from the existing estate infrastructure. Enhanced ventilation plant efficiencies in excess of the Building Regulation minimum efficiencies have been targeted.

171. Luminaire efficiency will be above the minimum Building Regulation standards. In addition, presence detection controls is to be provided on the lighting system to allow for optimum system.

172. The new building systems will have central time control, optimum start/stop control, local temperature and time adjustment which will result in reduced energy requirements for space heating useage.

Be Clean (supply energy efficiently)

173. The hospital has an existing Combined heat and power facility that serves the site and this will be used to server the proposed new building.

174. Policy 5.9 of the London Plan outlines a hierarchy of measures which should be followed in order to reduce the demand for cooling within the development. These have been included within the proposal by;

- Minimising internal heat gains.
- Reducing solar gains
- Passive ventilation
- Mechanical ventilation

Be Green (Use low or carbon zero energy)

175. In accordance with Policy 5.7 of the London Plan the technical feasibility and economic viability of installing green technology has been assessed with only Solar Photovoltaic panels found to be the most appropriate.

Circular economy

176. The Publication London Plan has introduced circular economy policies including a requirement to submit Circular Economy Statements for developments. The GLA has released draft guidance for developers on how to prepare Circular Economy Statements and a 'Design for a circular economy' Primer that helps to explain the principles and benefits of circular economy projects.

177. Publication London Plan Policy SI.7 requires referable applications to include a Circular Economy Statement, whilst Policy D3 of the Publication London Plan requires development proposals to integrate circular economy principles as part of the design process. Therefore, the applicant is required to submit a circular economy statement in accordance with the GLA guidance, as part of the submission of the Stage 2 report.

Planning obligations (S.106 agreement)

178. Saved Policy 2.5 of the Southwark Plan and Policy 8.2 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Saved Policy 2.5 of the Southwark Plan is reinforced by the recently adopted Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations. Strategic Policy 14 'Implementation and delivery' of the Core Strategy states that planning obligations will be sought to reduce or mitigate the impact of developments. The NPPF which echoes the Community Infrastructure Levy Regulation 122 which requires obligations be:

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

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

Planning Obligation	Mitigation	Applicant Position
Carbon off-set	£37,800	
Employment and Training	Intend to Publish London Plan 100% at £90 per tonne £653,400 £62,350	
Construction industry apprenticeships	£4,500	
Archaeology	£11,171	

180. In the event that an agreement has not been completed by 31 August 2021 , the committee is asked to authorise the director of planning to refuse permission, if appropriate, for the following reason:

181. In the absence of a signed S106 legal agreement there is no mechanism in place to mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to Saved Policy 2.5 Planning Obligations of the Southwark Plan 2007, Strategic Policy 14 Delivery and Implementation of the Core Strategy (2011) Policy 8.2 Planning Obligations of the London Plan (2016) and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD (2015).

Mayoral and borough community infrastructure levy (CIL)

182. Section 143 of the Localism Act states that any financial contribution received as 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 invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark. In this instance, as this application is for healthcare and is part of the existing hospital there are no requirements for any Mayoral CIL or Southwark CIL payment.

Community involvement and engagement

183. The engagement and consultation was delivered to capture the following parties:

- Relevant local councillors at London Borough of Southwark including:
 - Leader of Southwark Council (at the time and new leader)
 - Cabinet member for growth, development and planning
 - Cabinet member for public health and community safety
 - London bridge and west Bermondsey ward councillors
 - Member of Parliament for Bermondsey and Old Southwark
 - London Assembly Member
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- Relevant local community groups who are active in the area such as:
- Team London Bridge
- Old Bermondsey Forum
- Shad Thames Area Management Partnership
- Bermondsey Street Tenants and Residents Association
- Bermondsey Village Hall Trust
- Kipling Street Tenants and Residents Association
- SE1 Forum
- Southwark Living Street
- Bermondsey Street
- Patients, Staff and industry experts with an interest in the project
- Patient Reference Group
- Member of the public within an agreed consultation area
- Local businesses within the agreed consultation area
- Other interested parties and site users

Date	Activity	Audience
September 2018 October 2018 March 2019 April 2019 September 2019	Meetings and design workshops on internal layout and user experience	Patients Staff Patient and Reference Group Industry experts
August 2020	Letter outlining details of the project with an offer of one to one virtual briefing	Relevant politicians including: <ul style="list-style-type: none"> • Leader of the council • Cabinet members for Growth, Development and Planning • Cabinet member for Public Health and Community Safety • London Bridge and West Bermondsey ward Councillors • Member of Parliament for Bermondsey and Old Southwark • London Assembly Member Identified community groups including: <ul style="list-style-type: none"> • Team London Bridge • Old Bermondsey Forum • Shad Thames Area Management Partnership • Bermondsey Street Tenants and Residents Association • Bermondsey Village Action Group • Bermondsey Village Hall

		Trust <ul style="list-style-type: none"> • Kipling Street Tenants and Residents Association • SE1 Forum • Southwark Living Street • Bermondsey Street
August 2020	Invitation issued to virtual exhibition, community newsletter summarising the project and feedback form	Members of the public and business community Relevant politicians Identified community groups including: <ul style="list-style-type: none"> • Team London Bridge • Old Bermondsey Forum • Shad Thames Area Management Partnership • Bermondsey Street Tenants and Residents Association • Bermondsey Village Action Group • Bermondsey Village Hall Trust • Kipling Street Tenants and Residents Association • SE1 Forum • Southwark Living Street • Bermondsey Street
August 2020	Staff weekly bulletin included details of the consultation with a link to the virtual exhibition	Staff at hospital
August 2020	Guy's and St Thomas' NHS Foundation Trust's website and social media account promoted details of the consultation including a link to the virtual exhibition and a short summary of the project	Staff Patients Industry experts Interested parties
August 2020 On going	Virtual exhibition detailing the proposals	Members of the public and business community Interested patients Relevant politicians including: <ul style="list-style-type: none"> • Leader of the council • Cabinet members for Growth, Development and Planning

		<ul style="list-style-type: none"> • Cabinet member for Public Health and Community Safety • London Bridge and West Bermondsey ward councillors • Member of Parliament for Bermondsey and Old Southwark • London Assembly Member Identified community groups
1 September 2020	Briefing on the proposals	Local Ward Members
September 2020	Email correspondences with interested local community stakeholders	Old Bermondsey Street Neighbourhood Forum Snowfields Management Ltd Team London Bridge

Consultation responses from members of the public and local groups

184. The following comments were received from Team London Bridge.

Topic	Summary of comment	Applicant's Response	
Sustainability	The group suggested that it is important to them that the proposed building promotes high sustainability standards including aiming to achieve BREEAM outstanding level, WELL platinum level, promote positive air quality, EPC rating A, wirescore (platinum), reduce ground level wind speeds and urban heat island effect and ensure water run off at greenfield rates.	We are proposing to deliver a highly sustainable development. The proposed development will achieve BREEAM rating Excellent. Design The group suggested that they are keen to	
Design	The group suggested that they are keen to ensure that the proposed building is of exemplary design, which fits into the historic location and is supported by the council's Design Review Panel	The proposed building has been designed to respect and enhance its local setting. The proposals have been presented to Southwark Council's Urban Design Officer, which resulted in significant amendment to the design	

Green Grid Vision	The group suggest that the proposals should seek to make a strong contribution to the 'Green Grid Vision' for the local area.	The proposals have been designed to be sustainable and will seek to promote sustainability measures through its design and construction and in how the building is used/operation where appropriate/necessary	
Cycling to the site	The group suggest that the proposals should promote active travel methods and make suggestions including providing generous cycle storage and encouraging use of different routes to alleviate pressure on Great Maze Pond	The proposals will seek to encourage site users and visitors to use green modes of travel including cycling and public transport	
Carbon footprint during construction	The group suggest that the scheme should seek to minimize its carbon footprint through choice of materials, construction methods, incorporating energy efficiency into the scheme and use of renewable sources.	Sustainable design and construction have been key drivers in the brief for the proposal. Hospitals inherently have higher energy demands than other developments due to the nature of treatment patients and life threatening illnesses. However, the proposed development has been designed to follow the energy hierarchy to ensure the proposals make the fullest contribution to minimizing carbon dioxide. The proposal is to connect to the campus CHP network, which will become more sustainably over time, and provide solar panels on appropriate areas of building.	
Servicing	The group suggested that the proposals should have a minimal impact from servicing arrangements	The proposals will use the existing servicing arrangements to service the new building and therefore no additional servicing arrangements are required.	

Consultation responses from external and statutory consultees

185. GLA

London Plan and Publication London Plan policies on principle of development, urban design, inclusive access, transport, sustainable development, circular economy, noise and air quality are relevant to this application. The application does not comply with the London Plan and the Publication London Plan, for the reasons set out below; however, the possible remedies stated could address these deficiencies:

- **Principle of development:** The proposed new health facility (Use Class – C2) within the hospital’s campus, located in CAZ and an opportunity area is strongly supported, subject to satisfactory resolution of the strategic matters set out in this report.
- **Heritage, urban design and inclusive access:** The scheme is of high-quality design. There are no heritage and design concerns and no adverse impact on protected views or river prospects. However, the proposed design and inclusive access measures, and key materials must be secured through appropriate conditions. The applicant must submit a policy compliant fire strategy prior to any Stage 2 referral.
- **Transport:** Given that the proposal is car free, with anticipated relatively small number of new jobs and patients, the residual impacts on the local transport networks will be limited. However, further details and clarifications are required as set out in the transport section of the report.
- **Sustainable development:** Further details and clarification are required, including the scheme’s Urban Greening Factor.
- **Circular economy:** The applicant is required to submit a circular economy statement in accordance with the GLA guidance.
- **Noise and air quality:** Further information is required. As it stands, the proposal does not comply with noise and air quality Policies 7.14 and 7.15 of the London Plan and Policies SI.1 and D14 of the Publication London Plan.

186. Environment Agency

We consider that planning permission should only be granted to the proposed development as submitted subject to planning conditions.

187. Transport for London

Although it is anticipated that the number of new jobs and patients would be low, the applicant is required to clarify this, as the application material is not consistent across the submitted documents. This information should be clarified, so additional cycle hire demand and cycle parking levels in particular can be properly assessed, which is already very well used in the London Bridge area, for example the Hop Exchange cycle hire docking station in Southwark Street is one on the busiest in London.

188. The proposal to improve the section of Great Maze Pond adjacent to the site is

strongly supported as this area has not functioned well in the past, being service vehicle dominated in an area where pedestrian footfall is extremely high. The applicant and the Council should consider this opportunity to seek improvements to the area in front of the entrance to the Tower Wing as this area similarly does not function well and is imbalanced between the dominant pedestrian flows and car and other vehicle parking.

189. Construction is likely to be challenging given the very constrained site and proximity of the very high pedestrian flows on Great Maze Pond. The submitted draft construction management plan proposes to close a section of Great Maze Pond for a period of around 2 years, which will have implications for pedestrian flows and pedestrian crossing on St Thomas Street, part of the Transport for London Road Network (TLRN). This will require discussion with TfL as the highway authority and may require temporary crossing facilities/kerb build outs to manage the changes in flow.
190. Management of construction vehicle in the open section of Great Maze Pond, and egress into St Thomas Street, will be important to reduce road safety impacts in these high pedestrian and cycle movement areas. The construction logistics plan should be secured by way of condition or S106 obligation, for approval by the Council in consultation with TfL. Any temporary changes to the TLRN will need to be agreed with, and implemented at no cost to TfL.
191. The travel plan should be embedded in and complement the overall Guy's Hospital travel plan.
192. Historic England
Application should be determined by the Local Planning Authority.

Consultation responses from internal consultees

193. Ecology – No further surveys required.
194. Highways - Great Maze Pond is a private road and not public highway. Therefore, we don't have any highway comments on this planning application apart from that the applicant should rectify any damaged footways, kerbs, inspection covers and street furniture due to the construction of the development. In addition to this, the applicant should liaise with our Network Management Team with regards to the Construction Management Plan.
195. Urban Forester - There are no existing landscape constraints. The proposed public realm shown within the red line includes a line of four street trees. Enhancing green amenity should be seen as an essential element in the design of new facilities within the hospital campus, particularly in relation to recuperation and overall health benefits.
196. Archaeologist - The applicant's archaeologists have worked very hard to ensure this application meets the requirements of the council. With this application is a Written Scheme of Investigation that adequately provides for the archaeological interests of the site. The provision of this WSI should be secured by condition as should the submission of a timely archaeological report. To secure these
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elements of the work the following conditions are recommended, should you be minded to grant consent for this application. Archaeological watching brief compliance condition and reporting condition.

Community impact and equalities assessment

197. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.
198. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
199. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
 3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
200. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

Human rights implications

201. 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.
202. This application has the legitimate aim of providing the hospital facilities. The
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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.

Positive and proactive statement

203. The council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
204. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

Positive and proactive engagement: summary table

- | | |
|---|-----|
| 205. Was the pre-application service used for this application? | YES |
| 206. If the pre-application service was used for this application, was the advice given followed? | YES |
| 207. Was the application validated promptly? | YES |
| 208. If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval? | YES |
| 209. To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date? | YES |

CONCLUSION

210. The proposal represents an opportunity to make more efficient use of this existing plot by providing a new orthopaedic centre which will improve the quality of treatment offered as well as providing opportunities for teaching and research. The principle of which is supported by the New Southwark Plan and the Intend to Publish London Plan.
211. In terms of design the proposal represents a quality, robust building and whilst considered a tall building, its location close to the existing Guy's Tower and Shard mean that it does not dominant the space or appear uncharacteristic. The building is considered to be a positive addition to the hospital campus and to the wider area.
212. The proposed building is not considered to result in any significant harm in relation to the daylight and sunlight of adjoining buildings, nor is it considered to result in any harmful overlooking or overshadowing.
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213. The proposal whilst extending the services provided at the hospital is not likely to result in any significant increase in patient or staffing numbers. The location of the hospital within PTaL 6B provides excellent public transport facilities and previous travel surveys demonstrate that the majority of staff, visitors and patients use public transport to access the site. The servicing of the new building will be facilitated by the existing servicing regime.
214. In terms of the sustainability credentials of the building, it is acknowledged that there will be a shortfall in terms of meeting the carbon savings. Notwithstanding due to the specialist clinical nature of the development the energy demand from the use is unusually high. The building will connect to the existing CHP and will include the provision of 740 sq metres of PV's. The BREEAM accreditation of excellent would comply with the New Southwark Plan.
215. Overall the proposal would offer wider benefits to the community and is generally in overall compliance with the objectives of the New Southwark Plan and the Intend to Publish London Plan.
216. It is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.

BACKGROUND INFORMATION

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents See weblink below:	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: 0207 525 0254 Council website: www.southwark.gov.uk
https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-transport-policy/development-plan/local-plan		

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Sonia Watson, Team Leader	
Version	Final	
Dated	26 February 2021	
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 of 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		2 March 2021

Consultation undertaken

Site notice date: 24/11/2020

Press notice date: 12/11/2020

Case officer site visit date: n/a

Neighbour consultation letters sent:

Internal services consulted

Transport Policy
Design and Conservation Team [Surgery]
Archaeology
Design and Conservation Team [Formal]
Local Economy
Ecology
Highways Development and Management
Flood Risk Management & Urban Drainage
Urban Forester
Waste Management

Statutory and non-statutory organisations

Environment Agency
Great London Authority
Historic England
London Fire & Emergency Planning Authority
Metropolitan Police Service (Designing O
Thames Water

Neighbour and local groups consulted:

Re-consultation:

Consultation responses received

Internal services

Design and Conservation Team [Surgery]
Archaeology
Ecology
Highways Development and Management
Urban Forester

Statutory and non-statutory organisations

Environment Agency
Metropolitan Police Service (Designing O
Thames Water

Neighbour and local groups consulted

126 Crystal Palace Rd London SE22 9ER

160 Tooley Street London SE1 2QH

160 Tooley Street London SE1 2QH

160 Tooley Street London SE1 2QH

160 Tooley Street London SE1 2QH

160 Tooley Street London SE1 2QH

160 Tooley Street London SE1 2QH

Appendix 3

Draft Recommendation

Permission is subject to the following Approved Plans Condition:

This document shows the case officer's recommended decision for the application referred to below. This document is not a decision notice for this application.

Applicant	GL Hearn	Reg. Number	20/AP/3101
Application Type	Major application		
Recommendation	GRANTED – Major subjected to legal agreement	Case Number	151-A

- 1 The development shall be carried out in accordance with the following approved plans:

Reference no. / Plan/document name / Rev.:

Received on:

16AM027B-IBI-XX-00-PL-A-1000-0001 PROPOSED
SITE PLAN P3

16AM027B-IBI-XX-ZZ-EL-A-2510-1001 BUILDING
CONCEPT ELEVATION - WEST P2

16AM027B-IBI-XX-ZZ-EL-A-2510-1002 BUILDING
CONCEPT ELEVATION - SOUTH P2

16AM027B-IBI-XX-ZZ-EL-A-2510-1003 BUILDING
CONCEPT ELEVATION - NORTH P2

16AM027B-IBI-XX-ZZ-EL-A-2510-1004 BUILDING
CONCEPT ELEVATION - NORTH P2

16AM027B-IBI-WB-00-PL-A-2500-0001 GROUND
FLOOR P11

16AM027B-IBI-WB-0A-PL-A-2500-0001 GROUND
LEVEL (OPD) P4

16AM027B-IBI-WB-01-PL-A-2500-0001 FIRST FLOOR
P8

16AM027B-IBI-WB-02-PL-A-2500-0001 SECOND
FLOOR P6

16AM027B-IBI-WB-03-PL-A-2500-0001 THIRD
FLOOR P6

16AM027B-IBI-WB-04-PL-A-2500-0001 FOURTH
FLOOR P7

16AM027B-IBI-WB-05-PL-A-2500-0001 FIFTH FLOOR
P7

16AM027B-IBI-WB-06-PL-A-2500-0001 SIXTH
FLOOR P6

16AM027B-IBI-WB-07-PL-A-2500-0001 SEVENTH
FLOOR P6

16AM027B-IBI-WB-RF-PL-A-2500-0001 Roof Plan P2

16AM027B-IBI-XX-00-PL-A-1000-0003 SITE
SECTION EXISTING

16AM027B-IBI-WB-XX-SE-A-2500-0002 COLOUR
SITE SECTION A

16AM027B-IBI-WB-XX-SE-A-2500-0003 COLOUR
SITE SECTION B

16AM027B-IBI-WB-XX-SE-A-2500-0004 COLOUR
SITE SECTION C

16AM027B-IBI-XX-ZZ-SE-A-2510-0001 GENERAL
BUILDING SECTION A-A P2

16AM027B-IBI-XX-ZZ-SE-A-2510-0002 GENERAL
BUILDING SECTION B-B P2

16AM027B-IBI-XX-ZZ-SE-A-2510-0003 GENERAL
BUILDING SECTION C-C P2

16AM027B-IBI-XX-ZZ-SE-A-2510-0004 GENERAL
BUILDING SECTION D-D P2

16AM027B-IBI-XX-ZZ-SE-A-2510-0100 TYPICAL
DETAILED EXTERNAL WALL SECTIONS P2

16AM027B-IBI-XX-ZZ-SE-A-2510-0101 TYPICAL
DETAILED EXTERNAL WALL SECTIONS P2

16AM027B-IBI-XX-ZZ-SE-A-2510-0102 TYPICAL
DETAILED EXTERNAL WALL SECTIONS P2

Reason:

For the avoidance of doubt and in the interests of proper planning.

1. **Pre-commencement condition**

SAMPLE MATERIALS/PANELS/BOARDS

Prior to above grade works commencing, material samples/sample-panels/sample-boards of all external facing materials to be used in the carrying out of this permission shall be [presented on site/submitted to] and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

2. **Pre-commencement condition**

HARD AND SOFT LANDSCAPING

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme including four street trees and showing the treatment of all parts of the site not covered by buildings (including cross

sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2019; Strategic Policies 11 (Open Spaces and Wildlife), 12 (Design and conservation) and 13 (High Environmental Standards) of The Core Strategy 2011, and; Saved Policies 3.2 (Protection of Amenity), 3.12 (Quality in Design) 3.13 (Urban Design) and 3.28 (Biodiversity) of the Southwark Plan 2007.

3. **Pre-commencement condition**

No development shall take place until a Fire Statement prepared by a suitably qualified third party assessor has been submitted to and approved in writing by the Local Planning Authority. The Statement shall detail how the development proposal will function in terms of:

- The building's construction: methods, products and materials used;
- The means of escape for all building users: stair cores, escape for building users who are disabled or require level access (including a fire evacuation lift within each building core), and the associated management plan approach;
- Passive and active fire safety measures;
- Access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting and fire evacuation lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these; and
- How provision will be made within the site to enable fire appliances to

- gain access to the building; and
- The future development of the asset and the 'Golden Thread' of information.

The development shall be carried out in accordance with the approved details and retained as such for the lifetime of the development.

Reason:

In order to protect the safety and security of the occupants from fire in accordance with the Intend to Publish London Plan Policy D12.

4. **Pre-commencement condition**

Circular Economy Statement

Prior to the commencement of any above grade works a Circular Economy Statement shall be submitted in accordance with the GLA draft guidance a 'Design for a circular economy'. The development shall be implemented in accordance with the approval of the proposed statement.

Reason

In accordance with Publication London Plan Policy SI.7 requires referable applications to include a Circular Economy Statement, whilst Policy D3 of the Publication London Plan requires development proposals to integrate circular economy principles as part of the design process.

Pre-commencement condition

5.

Prior to commencement of any works, a Construction Logistics Plan developed in liaison with Transport for London to manage all freight vehicle movements to and from the site shall be submitted to and approved by the Local Planning Authority. The Construction Logistics Plan shall identify all efficiency and sustainability measures that will be taken during construction of this development, and shall make firm commitments to smart procurement and collaboration (e.g. sharing suppliers) so as to minimise the number of construction vehicle trips.

The development shall not be carried out other than in accordance Construction Logistics Plan or any amendments thereto.

Reason:

To ensure that construction works do not have an adverse impact on the transport network and to minimise the impact of construction activities on local air quality, in accordance with: the National Planning Policy Framework 2019; Policies 6.11 (Smoothing Traffic Flow and Tackling Congestion), 6.12 (Road Network Capacity) and 7.14 (Improving Air Quality) of the London Plan 2016.

6. Pre-Occupation condition

Before the commencement of the hospital use hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed 'Excellent' standards given in the submitted pre-assessment report have been met.

Reason

To ensure the proposal complies with The National Planning Policy Framework 2019, Strategic Policy 13 - High Environmental Standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

7. Compliance condition

Archaeological watching brief

During all groundworks, as detailed in the Written Scheme of Investigation supplied with this application, (dated August 2020) archaeological works shall be undertaken as detailed in this document by a suitably qualified and experienced archaeologist.

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2019

8. Compliance condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason:

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with the National Planning Policy Framework (NPPF) (Paragraph 170).

9. **Compliance condition**

Compliance with air quality assessment- standard

Prior to occupation this development shall achieve full compliance with the air quality assessment mitigation measures as detailed in DustScan Air Quality Assessment report (rev 4) dated: 3rd January 2020.

Reason

To protect future occupiers from poor external air quality in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.6 Air Quality of the Southwark Plan 2007.

10. **Compliance condition**

Cycle storage

Prior to the commencement of the use of the proposed hospital building permitted the additional cycle storage shall be and made available for use by the users of the building and the facilities provided shall be retained and the space used for no other purpose, and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with: the National Planning Policy Framework 2019; Strategic Policy 2 (Sustainable Transport) of the Core Strategy 2011, and; Saved Policy 5.3 (Walking and Cycling) of the Southwark Plan 2007.

11. **Compliance condition**

No drainage systems for the infiltration of surface water drainage into the

ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason:

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with the National Planning Policy Framework (NPPF) (Paragraph 170). Infiltrating water has the potential to cause remobilization of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

12. Compliance condition

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the development does not harm groundwater resources in line with the National Planning Policy Framework (NPPF) (Paragraph 170). The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. We recommend that where soil contamination is present, a risk assessment is carried out in accordance with our guidance 'Piling into Contaminated Sites'. We will not permit piling activities on parts of a site where an unacceptable risk is posed to controlled waters.

13. Compliance condition

External Lighting

Any external lighting system installed at the development shall comply with the Institute of Lighting Professionals (ILE) Guidance for the Reduction of Obtrusive Light (January 2012).

Reason:

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with The National Planning Policy Framework 2019, Strategic Policy 12 Design and Conservation and Strategic Policy 13 High environmental standards of The Core Strategy 2011.

14. Special condition**Archaeological Reporting**

Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason:

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Strategic Policy 12 - Design and Conservation of The Core Strategy 2011, Saved Policy 3.19 Archaeology of the Southwark Plan 2007 and the National Planning Policy Framework 2019.

Informative notes to the applicant relating to the proposed development

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