Vinegar Yard

Southwark, SE1 3QR

10. Design and Access Statement

GLA/6913/S2 (LBS 18/AP/4171)

October 2021

KPF

The Project Team

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Contents

1

Introduction

1. Introduction

The applicant

St Thomas Bermondsey Limited (the applicant) has appointed as Development Manager CIT Group (CIT), an independent private equity real estate business founded in 1995 operating in the UK and Europe. Since inception, CIT has invested over £4.0bn (c. 7m sq.ft) directly in real estate globally. CIT is committed to high quality development, working mainly in central London.

CIT has a track record in successfully developing complex projects within tight physical constraints, producing high quality buildings within different contexts. CIT also has a proven track record of being able to tailor developments to help meet the social and economic aspirations of the local authority they are working with as well as the delivering to the needs of the local community.

Current schemes include South Bank Tower in Southwark, Finsbury Tower in Islington, Lancer Square in Kensington and Regents Crescent in Marylebone. Developments previously completed by CIT include the GLA headquarters building at More London, Abbey House on Baker Street, and a variety of other projects for a mix of residential, office and retail uses.

South Bank Tower

- Originally designed by Seifert Architects, CIT transformed a tired 1970s building into a highly successful mixed use development.
- By adding height to the tower and podium, CIT was able to maintain existing employment space and make the development viable.
- In line with Southwark Council's requirements, a large contribution for affordable housing in the borough was generated (£29m), 220,000 sq.ft office, 36,000 sq.ft retail and 193 apartments.

Finsbury Tower

- Existing 16 story, 153,000 sq. ft office building in City fringe location
- Planning consent achieved in 2017 for landmark office-led redevelopment and extension, totalling 412,000 sq. ft GIA
- The scheme includes extending the tower by 13 storeys and podium by three storeys to create additional office space as well as new retail space and 100% affordable housing provision.

More London

- Over 2.8 million sq.ft. office and mixed use development, including current GLA headquarters.

Abbey House

- 138 apartment scheme delivered working with an existing building structure

South Bank Tower

GLA headquarters

Finsbury Tower

1. Introduction

The application

This Design and Access Statement introduces the planning application proposals for the (approx.) 0.3 hectare site bounded by St. Thomas Street, Fenning Street, Vinegar Yard and Snowfields including Nos. 1-7 Fenning Street and No. 9 Fenning Street, SE1 3QR (known as Vinegar Yard).

Redevelopment of the site to include the demolition of existing buildings, retention and refurbishment of the warehouse and the erection of a ground, mezzanine and 18 storey building (with plant at roof) and 3 basement levels, comprising of café and community space within the warehouse and within the new building office, flexible medical and research and development, and flexible retail and affordable workspace, alongside cycle and disabled car parking, servicing, refuse and plant areas, public garden (including soft and hard landscaping), highway improvements and all other associated works. An application for full planning permission for the site was originally submitted to the London Borough of Southwark on 21st December 2018, under reference 18/AP/4171. The application was considered by Southwark's planning committee on 29th June 2020. Officers recommended the application for approval subject to conditions and S106 agreement. However, the committee resolved to refuse planning permission, for reasons explored in the following pages.

On 24 August 2020 the Mayor notified Southwark and the Applicant of his intention to exercise his powers (conferred by Section 2A of the 1990 Act), in order to 'call-in' the application and assume the role of Local Planning Authority. The applicant team have been working with the GLA since August 2020 to revise the scheme and now submit updated supporting material to the GLA as the Local Planning Authority under the reference GLA/6913/S2. For ease of understanding this DAS consolidates description and assessment of the design and the scheme's evolution, firstly with Southwark Council, and latterly with the GLA.

The site has historically been in industrial and commercial uses. It has recently been used as a works site related to the redevelopment of London Bridge Station, but will shortly become available for redevelopment. The site is located within the Central London Bankside, Borough and London Bridge Opportunity Area. Within the New Southwark Plan Schedule of Proposed Main Modifications (August 2021) the site is subject to an emerging site specific allocation: 'NSP51: Land between St Thomas Street, Fenning Street, Melior Place and Snowfields'

The site and public realm landscape is within the St. Thomas Street East Framework Area, an initiative undertaken by a number of landowners to develop a coherent strategy for development along the section of St Thomas Street stretching from Bermondsey Street to Weston Street.

This Design and Access Statement should be read in conjunction with the accompanying suite of application documentation.

1. Introduction

Executive Summary

The proposed design of Vinegar Yard has been prepared by Kohn Pedersen Fox Associates, supported by a professional team listed at the start of this document, on behalf of St. Thomas Bermondsey Limited.

This is the latest iteration of an application previously submitted to Southwark Council by the same applicant (LBS/18/AP/4171) in December 2018 and subsequent addendum in June 2019.

This document outlines how the Vinegar Yard proposals have been adjusted to respond to Southwark Planning Committee's resolution to refuse the application and discussions with GLA officers, while preserving the essence of the project and its positive contribution to the St. Thomas Street area.

Key Issues Requiring Response

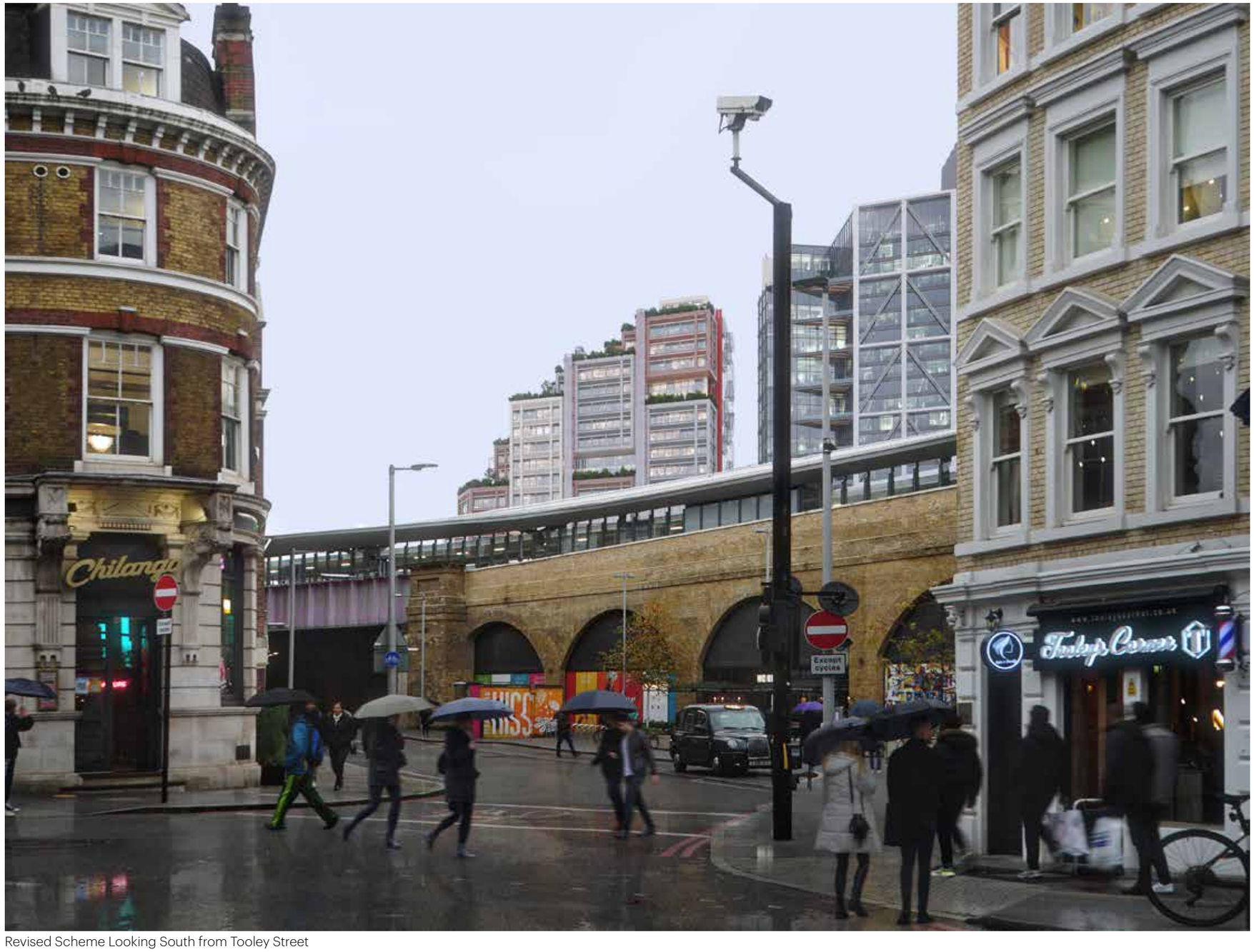
The Vinegar Yard project was considered at Southwark Council Planning Committee in June 2020. The committee resolved to refuse the application, the sole reason for which is interpreted as being:

- A tall structure within the Bermondsey Street Conservation Area, which replaced a warehouse that is considered to make a positive contribution to the conservation area; and
- Inadequate consideration for the setting of the Horseshoe Inn.

In addition, during the Planning Committee there was discussion regarding:

- A request for more urban greening / green space for local use;
- A reservation about the noise and disruption of a music venue;
- Clarity over why the affordable work space offer was not all provided on site;
- Concern over mitigation of the impact of a taller building both visually and environmentally; and
- Discussion about the relevance of a new office building in a world where work patterns are changing.

The project had an officer recommendation for approval. The principle of a large building was supported and was seen to be aligned with Southwark's draft site allocation. We therefore now propose focused adjustments to the scheme that positively respond to the criticisms expressed by the committee and to respond to GLA requirements, while maintaining the main positives.



Revised Scheme Looking South from Tooley Street

1. Introduction

Executive Summary

Site location aerial view

Design Responses To The Issues Raised

Adjustments to the proposals are as outlined below:

1. Remove all bulk from within the conservation area and retain the existing warehouse at 9 Fenning Street;
2. Propose the warehouse as a community-focused use with ground floor retail and first floor that can facilitate meetings / events/ exhibition space. This replaces the music venue with a more flexible and diverse offer that can work in conjunction with the affordable work space;
3. Create a new urban garden at the east end of the site, replacing the music venue entrance pavilion and reduce the extent of the basement so that there is no basement underneath the park area. There is no reduction in public open space proposed;
4. Provide policy compliant on-site affordable work space offer set at 10% of the area of the building. The intention is to retain Southwark Studios to bring creative activity to the site, with the additional affordable space likely to be MedTech related start-ups;
5. Develop a more articulated treatment in the evolved massing and external architectural treatment to respond more sensitively to the adjacent context;
6. Extend testing of the environmental impact to demonstrate acceptability;
7. Adjust the design to allow flexible medical use and research and development use to offer help in making Guy's and St.Thomas' medical research and innovation hub a reality. This makes the building very relevant to immediate needs in the area whilst maintaining flexibility and long term resilience. The changes are primarily an increase in floor-to-floor heights, a more rigid structure (to control vibration, which is an important criterion for medical equipment) and spatial provision for many more systems to support the proposed uses within the criteria for healthy and flexible buildings established by the NHS, for instance.
8. Respond to the GLA's agenda that the project should address emerging requirements with regard to Sustainability - Carbon Emissions, Embodied Carbon and Life Cycle Commitments.

These adjustments are a comprehensive response to the previous criticisms. while working within the architectural framework of the proposal.

1. Introduction

Project Description

The essence of the original proposal has been retained.

Massing

The stepped massing and idea that the building is a composition of bundled vertical elements has been retained, however the detail of the steps has been simplified to make a clearer, more resolved composition. The vertical core bundle, previously located within the conservation area, has been absorbed within the remaining footprint outside of the conservation area. The vertical elements now incorporate recessed double height spaces to create additional external terraces, increase the urban greening provision and visually reduce their impact.

The small pavilion at the east end of the site has been omitted, the yard replaced by a new garden, and the massing adjusted. The area of public space has been retained. The adjustment to the massing allows for the area removed from the conservation area to be redistributed, within the main building, stepping down to the east.

The adjusted massing allows a clear view of the sky between the proposals and the proposed Edge scheme to the west.

Height

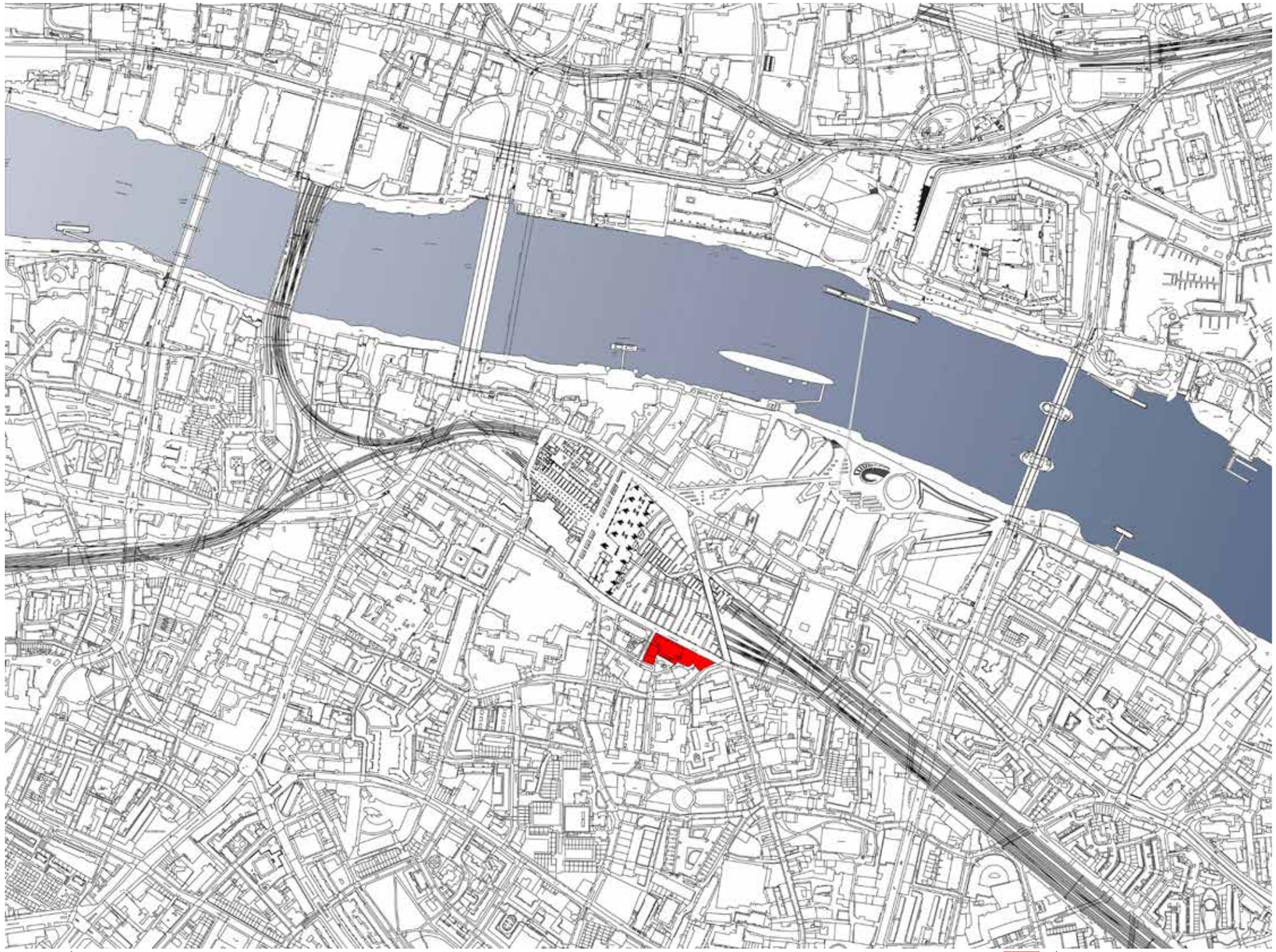
The number of floors remains the same. To provide a space suitable for a potential medical brief, the floor-to-floor dimension has been increased to accommodate increased service zones and structure, which accumulate to an increase in roof height of approximately 11.3m. See sectional diagrams for comparison.

Areas

The net area reduces by approximately 4.5% to accommodate the more intense medically related systems. More plant space must be allowed for and so the building is very marginally bigger. However, the total Gross External Area (GEA) is within 4% of the original scheme.

Basement Extent

The basement footprint is reduced, with less extent to the south where the warehouse is retained, and to the east, placing the new urban garden on “terra firma”. As much plant as possible has been kept within the basements and so, while the footprint is smaller, and the third basement extent has been increased, the total basement size is very similar. There is no longer a music venue within a deep basement location.In addition, it is proposed to install a subterranean cycle storage facility accessed from the public garden to the east of the building.



Location plan

the site

1. Introduction
Project Description

Revised Massing

Ground Plane
The principle of a generous ground floor with a mezzanine has been maintained. Retail frontage to St. Thomas Street and running through the building to open onto the south elevation has also been retained, as well as an open aspect to the east, which now faces onto a green urban garden.

The proposal includes clearer entrances to the medical/office uses from St. Thomas Street. The cyclists' arrival experience to basement cycle storage and shower facilities has been improved by the introduction of access via an shallow stair within an atrium space.

The escalators have been removed to accommodate patient visitors to the building and the lift arrangement has been adjusted accordingly.

The warehouse ground floor has been selectively opened up to contribute to the public realm and an adjacent entrance to the proposed Southwark Studio affordable workspace, which establishes a synergy between the warehouse spaces and the creative tenants. The community hall could be used by Affordable Work Space oprators as meeting / exhibition space.

Typical Floor
The intention to provide large floorplates for tech / institutional use has been retained. However, a 1.8m grid has been adopted to align with lab / medical standards.

Urban Greening
Accessible external space at lower levels has been provided, with the Urban Greening Factor increased, exceeding policy requirements.

Wellness Agenda
The provision of openable windows has been retained and further attention has been given to natural and mixed mode ventilation, with passive vent chimneys added to the north façade. It is anticipated that air will be drawn from the south and drawn across the floor plate by the chimneys along the north façade.

- Office
- Affordable Work Space
- Retail
- Medical / Office
- Community/ Exhibition

Architectural Treatment
The brick frames and warehouse references have been retained. The scale of the frames has been increased to slightly lighten the overall appearance.

KPF believe that the process of critique and adjustment has significantly improved the scheme.

St. Thomas Street East Framework

KPF first started the Framework working with CIT and in collaboration with the London Borough of Southwark. At that time we set out key guiding principles in Framework 1.00 as follows:

- St. Thomas St is transformed to be a pedestrian and cycle-friendly significant urban route with trees along its southern edge and a setback of the glass enclosure line to create a generous pavement width. It becomes positive urban space. Significant volumes and architectural treatments would echo the scale of the arches on the north side of the street.

- More generous spaces at the top of each end of this stretch of St. Thomas Street would be provided (hence our public space at the east end of the site) and urban greening would be encouraged.

- The pattern of courtyards and alleys, so strongly evident historically, would be enhanced and extended, in this instance informing the character of the urban block within St. Thomas Street / Fenning Street /Snowsfields. This includes the positive engagement of the Vinegar Yard southern façade with the yard of the Horseshoe Inn.

- A presumption to step down in height towards the east.

All of these principles have been retained as fixes within both the Vinegar Yard original and current amended proposals.

Over time, Greystar, Threadneedle (now Edge) and Sellar joined the landowners' group, working together to design the Framework. Two additional themes emerged and were defined in the subsequent Framework 3.00 as follows:

- Greystar Chapter Living expresses a base across the whole north south extent of the building with more communal uses and earthen materials to relate to the existing context. Edge proposes a wide north south garden and a parallel internal volume of more public space. This established a clear north-south pattern relating to St. Thomas Street, helping the connectivity between it and areas to the south.

- In addition there was a second mid-block east-west route south of St. Thomas Street, however this was rather "driven" across the more complex existing topography.

This emerging pattern of north-south volumes has been incorporated into the thinking for the amended proposals, with a double height entrance space running north-south parallel to Fenning Street and opening into a link space that acts as an entrance to the affordable workspace and warehouse. As such, the amended proposals take the opportunity to align with the emerging pattern along St. Thomas Street. The loading area has been relocated to within the block to improve the quality of Fenning Street as a north-south local route over the earlier version of the proposal. However, the east-west route is questioned. The Edge scheme, by creating a strong north-south garden and preserving the existing garden at the south west end of Fenning Street, successfully responds to the wider context and the instigating ideas from Southwark and in the draft site guidance. As such, the east-west route becomes unnecessary, albeit there is a much more nuanced and meandering route through the southern garden on their site. Sellar are believed to be reconsidering their site where the idea of this route was generated.

We therefore propose a more nuanced pattern of movement in the inner block of our site, with frontage onto the Horseshoe Inn courtyard, the possibility of access to our building from the east or west along a similar alignment of the previously proposed route and with the additional possibility of a south entrance to our lobby space. There are permeable spaces and dispersed entrances without a forced new straight route through.

2

Place

2. Place

Site Location and City Context

Covering an area of approximately 0.3 hectares within the internationally renowned London Bridge area, the site is set directly opposite and framed by the scale of the newly enlarged London Bridge station and viaduct on St. Thomas Street and the Shard at London Bridge Place.

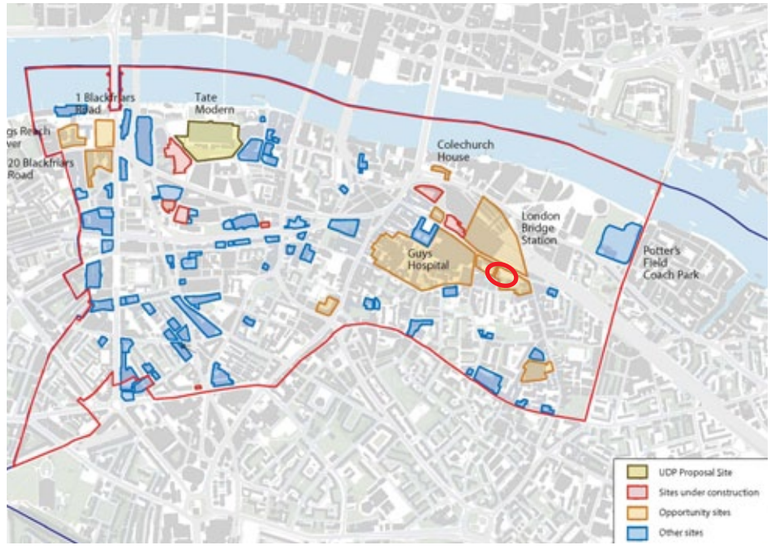
Stretching east from Borough High Street, St. Thomas Street forms the transition between this metropolitan scale of buildings and that found within the more intimate streets of the Bermondsey Street Conservation Area to the south and east of the site.

The Vinegar Yard site is part of the strategically designated Bankside, Borough and London Bridge Opportunity Area. A vibrant and culturally rich part of South London's Central Activities Zone, the area benefits from a unique history and diverse architectural legacy.

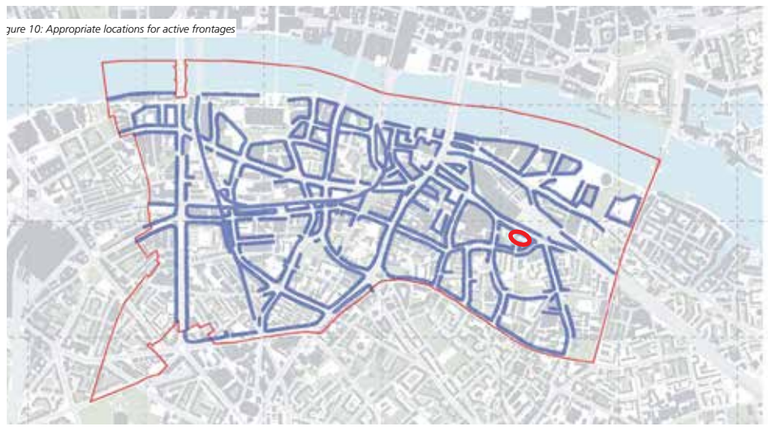
The London Bridge Area is today a strategic international business location including headquarters buildings, the centres of academic and health excellence at King's College London and Guy's Hospital, cultural spaces (such as the Operating Theatre Museum, Science Gallery, the White Cube Gallery and the Fashion Textile Museum) and retail uses including the world famous Borough Market and local Maltby and Druid Street Markets.

The regeneration of the London Bridge area has more recently been led by two significant building projects – the New London Bridge Station and the Shard which has brought about a dramatic transformation of the public realm around this strategic transport interchange. There has also been significant investment in local public realm initiatives such as the Low Line and complimentary community and cultural activation, art and place-making projects. These not only complement the riverside but enhance the area towards the south of the Low Line and London Bridge Station.

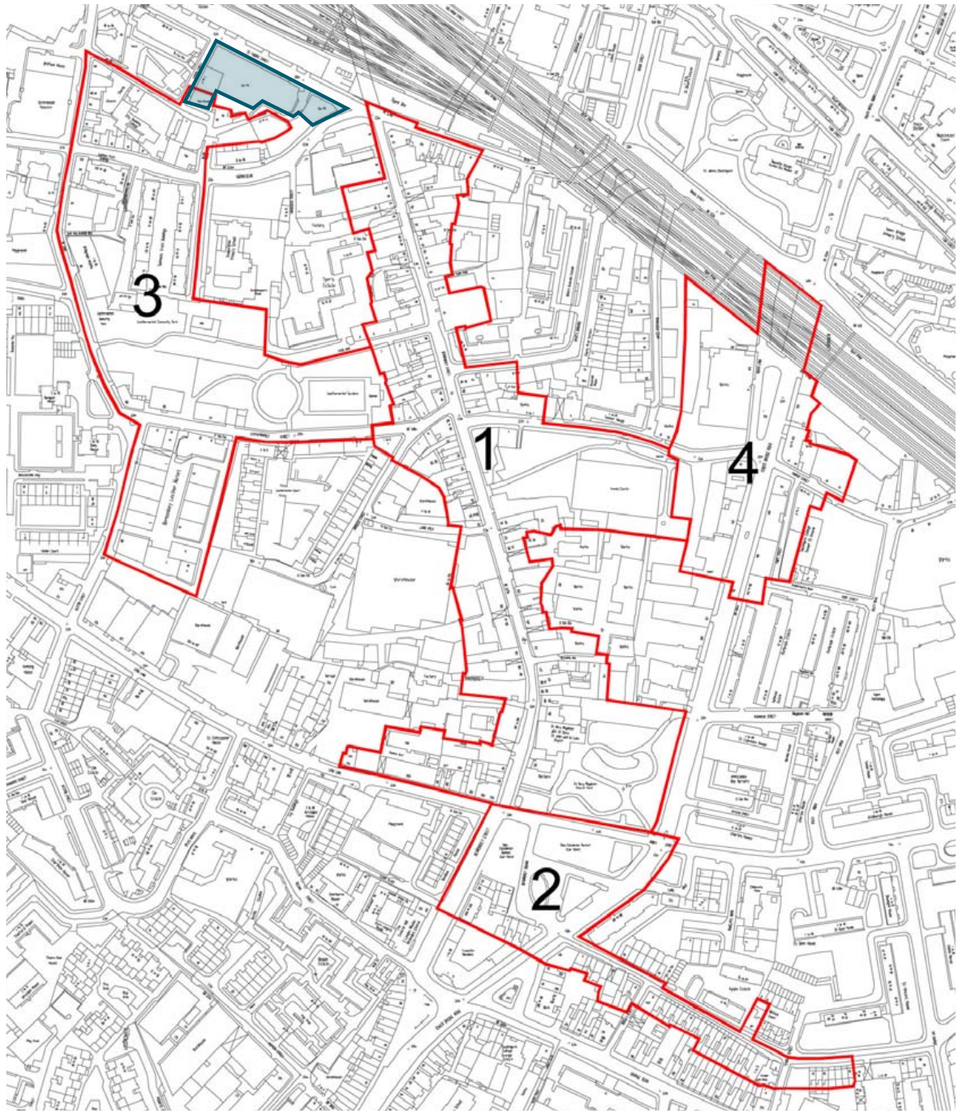
The Low Line is coordinated by Better Bankside together with stakeholders such as Network Rail, Southwark Council and Bankside Neighbourhood Forum, local businesses, community groups and residents and is embedded in emerging planning policy in Southwark. It aims to reinstate and activate the common spaces that run along the base of the viaduct, connecting London Bridge with Waterloo stations through a traffic-free route.



Opportinity Sites in Bankside, Borough and London Bridge Draft Bankside, Borough and London Bridge SPD 2010 *(approx. site location added for reference)*



Locations Suitable for Active Frontages, Draft Bankside, Borough and London Bridge SPD 2010



Extent of Conservation Area

Area 1 : based on medieval Bermondsey Street
Area 2 : based on the site of Bermondsey Abbey and 17th Century houses of Grange Walk
Area 3 : separated from Bermondsey Street by Leathermarket Gardens : late 18th Century redevelopment
Area 4 : separated from Bermondsey Street by Tanner Street Gardens: redeveloped in 1890's to build new road to Tower Bridge

Bermondsey Street Conservation Area Appraisal, January 2003
Fig. 1 Bermondsey Street conservation area and sub Areas *(site location added for reference)*

2. Place

London Bridge, Bermondsey and Bankside Opportunity Area – The New Character

The Shard by Renzo Piano Building Workshop

London Bridge train station

The site in relation to the Low Line

The London Plan designation of the Bankside, Borough and London Bridge Opportunity Area (in 2004) acted as a catalyst for major building projects around London Bridge Station interchange (stemming from the Thameslink 2000 project) along with reformulation of Borough Market, have added dynamism to the regeneration of the area around St. Thomas Street. A series of new buildings have been completed, (such as the London Bridge Place Cancer Centre, the new Science Gallery and the Main Building Courtyard project at Guy's Hospital as well as the restoration of historic buildings such as the conversion of St. Thomas' Church by Charles Henry Driver and Grade II listed arches of the London Bridge viaduct.

The centrepiece landmark building of the London Bridge area is the Shard, designed by architect Renzo Piano at over 300 metres in height. It forms part of the London Bridge Place development comprising office and retail uses framing the new public transport interchange.

The two local Business Improvement Districts (Better Bankside and Team London Bridge) working in partnership with Southwark Council, Network Rail, TfL and other area partners have formulated public realm, cultural and placemaking strategies (including the Low Line Project) to complement the various building projects and heal the fragmented public realm and to introduce greening and biodiversity to soften the hard urban landscape and enhance livability. A vision for St. Thomas Street East is emerging, embracing the opportunity to deliver comprehensive development and quality public realm.

St. Thomas Street is anchored at either end by two very distinctive and dynamic places – Borough High Street and Market at its western end and Bermondsey Street at its eastern end. Nestled within is the large academic and health campus of Guys Hospital, part of Kings College London adds a further dimension of life and activity alongside the hustle and bustle of London Bridge Station. St. Thomas Street already benefits from significant footfall, particularly at peak periods. The new concourse at London Bridge Station is a new north - south link which creates a closer link to the area north of the station.

The Vinegar Yard site forms part of a wider urban block formed by Weston Street, Snowfield and St. Thomas Street, much of which has been sterilised by infrastructure construction work for many years and is now coming forward for redevelopment.

The site benefits from a PTAL of 6b (Excellent) recognising its central location within Zone 1 with a direct connection to the public transport network at London Bridge, proximity to Bermondsey Station on the Jubilee Line connecting to London Overground line as well as the local bus and cycle hire network.

2. Place

Planning Policy Context and Site Designations

The Development Plan comprises the National Planning Policy Framework (2021) adopted London Plan (2021) and the adopted Southwark Core Strategy (2011) and Saved Southwark Plan Policies (2007). The Adopted London Plan (2021) considers the growth potential of the Opportunity Area including London Bridge to deliver 25,000 jobs and 1,900 homes across the 155 hectare footprint over the plan period. The Intend to Publish London Plan (December 2019) proposes revisions to these targets, subject to examination. In strategic terms the site is located within the London Plan Central Activities Zone.

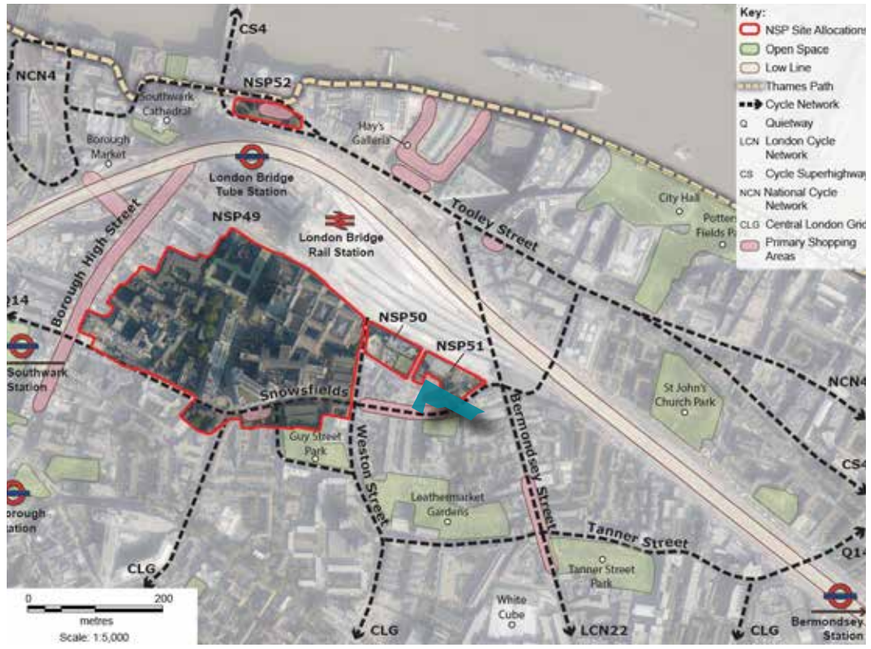
The adopted Southwark Core Strategy (April 2011) sets the strategic vision for the London Bridge Area as part of the wider Central Activities Zone and Opportunity Area. Within the CAZ and the OA the Core Strategy advises that the (OA) zone will contain a mix of tourism, cultural and creative industries, finance and office jobs. It indicates St Thomas Street as one of the main focus areas for development and provides urban design guidance reflecting upon the work included in the draft Bankside, Borough and London Bridge Supplementary Planning Document (2010). There are a number of Core Strategy policies of relevance to the redevelopment of the site, including strategic policies 1: Sustainable Development; 2: Improving Places; 3: Retail, Leisure and Entertainment, 10: Jobs and Employment, 12: Design & Conservation and 13 – High Environmental Standards following the adoption of the 2007 Unitary Development Plan. Further detail is provided in the accompanying Planning Statement.

Within the New Southwark Plan Schedule of Proposed Main Modifications (August 2021) the site is subject to an emerging site specific allocation:

‘NSP51: Land between St Thomas Street, Fenning Street, Melior Place and Snowfields’.

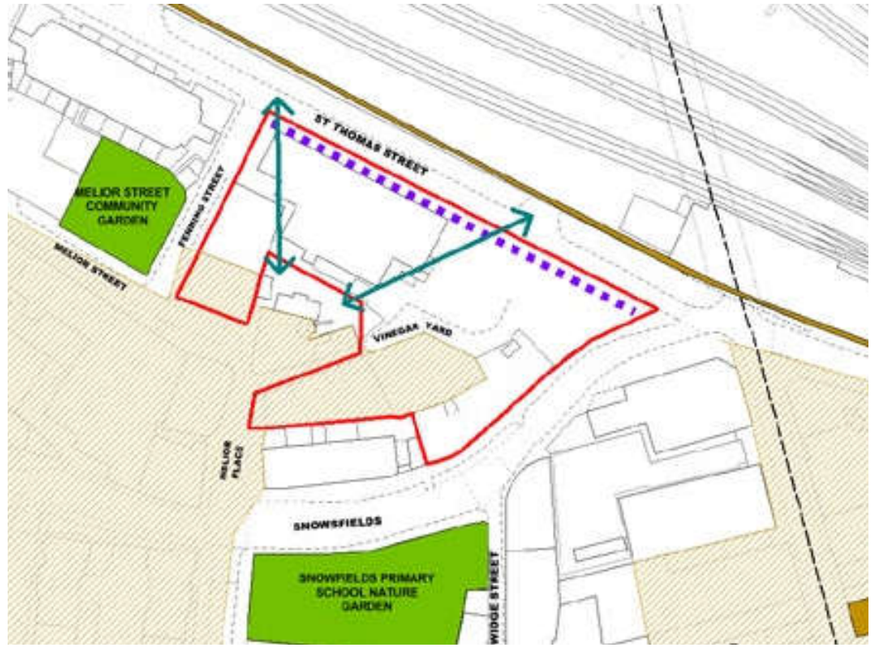
The emerging allocation requires redevelopment of the site to:

- Provide at least the amount of employment floorspace (E(g), B class) currently on the site or provide at least 50% of the development as employment floorspace, whichever is greater;
- Provide a new north-south green link from Melior Place to St Thomas Street;
- Enhance St Thomas Street by providing high quality public realm and active frontages including retail, community or leisure uses (as defined in the glossary); and
- Provide new open space of at least 15% of the site area – 605 sq.m.



New Southwark Plan Submission Version: London Bridge Area Vision Map

- site, within Draft NSP 51



New Southwark Plan Submission Version: NSP51: Land Between St. Thomas St, Fenning Street Melior Place and Snowfields

Site Boundary
Conservation Area
Grade I Listed Building
Grade II Listed Building
Grade II* Listed Building
Opportunity for Active Frontages
Cycleways
Improved connectivity for pedestrians and cyclists
Open Spaces
Buildings of architectural and historic merit
Buildings of townscape merit
Locally Significant Industrial Sites
Strategic Protected Industrial Land
New Public Open Space

Reference numbers	Inspector Action reference	Policy section /number	Address	Existing uses	Proposed modification	Reasons
					townscape. Taller buildings should be **located** towards the west of the site **with building heights stepping down in height from west to east. Taller buildings** ~~and~~ should not detract from the primacy of The Shard. **Planning application 18/AP/0900 is relevant to this site.**	
MM140 (EIP204, CPC0462)	47 71	NSP51	Land between St Thomas Street, Fenning Street, Melior Place, and Snowsfields	Office (temporary) (B1) – 2,691 m2 Light industrial with ancillary office and storage ~~(B1)~~ **(E(g))** – 751 m2 Warehouse (vacant) – 1,117 m2	**Indicative residential capacity: 121 homes**	To comply with national policy
					Redevelopment of the site must: • Provide at least the amount of employment floorspace ~~(B use class)~~ **(E(g), B class)** currently on the site or provide at least 50% of the development as employment floorspace, whichever is greater;	Factual update. Use class order change. To clarify amount of open space.

Reference numbers	Inspector Action reference	Policy section /number	Address	Existing uses	Proposed modification	Reasons
				(Buildings recently demolished and temporary uses on site)	and • Provide a new north-south green link from Melior Place to St Thomas Street; and • Enhance St Thomas Street by providing high quality public realm and active frontages including ~~town centre uses (A1, A2, A3, A4, D1, D2)~~ **retail, community or leisure uses (as defined in the glossary)** at ground floor; and • Provide new open space of at least 15% of the site area - **605sqm** Redevelopment of the site should: • Provide new homes (C3). Amend: Approach to tall buildings Comprehensive mixed-use redevelopment of the site could include taller buildings subject to consideration of impacts on existing character, heritage and townscape. Taller buildings should be **located** towards the west of the site **with building**	

Reference numbers	Inspector Action reference	Policy section /number	Address	Existing uses	Proposed modification	Reasons
					heights stepping down in height from west to east taking into account the height of buildings approved at site NSP50. Taller buildings ~~and~~ should not detract from the primacy of The Shard	
MM141 (CPC0317, CPC0463, EIP204)		NSP52	Colechurch House, London Bridge Walk	**Retail and office** ~~Town centre~~ uses ~~(A1, A2, A3, A4, B1)~~ 12,674 m2	**Indicative residential capacity: 0 homes**	To comply with national policy
					Redevelopment of the site must: • ~~Provide an uplift in office floorspace (B1);~~ • ~~Re-~~ **Provide at least the amount of employment floorspace** ~~(B use class)~~ **(E(g), B class) currently on the site or provide at least 50% of the development as employment floorspace, whichever is greater; and** • Contribute to a vibrant pedestrian area with ~~town centre uses (A1, A2, A3, A4, D1, D2)~~ **retail, community or leisure uses (as defined in the glossary)** which create an active street frontage; and • Provide a high quality pedestrian environment which links to London Bridge and the Thames Path; and • Provide ground floor active frontages on Duke Street Hill,	Use class order change. To be consistent with other site allocations in the CAZ.

Extract from Southwark's NSP Main Modifications: NSP51

While the Site is not allocated specifically for redevelopment within the current Local Plan, within the New Southwark Plan (NSP) Schedule of Modifications (August 2021) the Site forms one of four key sites that have a site specific allocation in the identified 'London Bridge Area'. "London Bridge is part of central London and has the potential to grow its strategic office provision, shops leisure, culture, science and medical facilities. London Bridge will also contribute towards meeting the borough's housing needs." Development in London Bridge should, inter alia, "make sure the new standard of London Bridge Station is upheld and the Shard remains significantly taller and more visible than surrounding buildings as the station's landmark". It sets a series of guiding principles for development to inform site specific proposals:

- Attract global commerce with headquarters and local offices and build on its reputation for arts and crafts, food and trade while serving local needs through its town centre role.
- Support the creation of a distinctive and inspiring world class environment through a mix of inspiring new architecture, restored and reactivated warehouses and other heritage revealed with 'placemarks'.
- Public art and quality public realm that provides openness, connectivity and a 'green grid'. Greenery and innovations in environmental resilience should be incorporated into buildings.
- Build on the fabric of local alleyways and yards to create quiet, green routes with clean air.
- Strengthen the cultural offer of the area and diversify activities and shops;
- Make sure the new standard of London Bridge Station is upheld and the Shard remains significantly taller and more visible than surrounding buildings as the station's landmark;
- Improve local accessibility and interchange at the station with enhanced walking, cycling, tube, bus and boat routes;
- Contribute towards the development of the Low Line, a new public realm corridor adjacent to historic railway arches, with lively accessible spaces for creativity, new jobs and retail;
- Harness the expertise and infrastructure from Kings College London, Guy's Hospital and other medical and science facilities to develop a strong, dynamic and specialised local economy that will attract new specialised services and research and promote health and wellbeing in the local environment. Enhance the sense of place and visitor and cultural activities along the Thames riverfront, and encourage use of riverboat services, waterborne freight and the Thames Path in a safe and sustainable way.; and,
- Support the development of vibrant new high streets on St. Thomas Street, Crucifix Lane and Tooley Street, complementing the distinct character of nearby Bermondsey Street

In addition to being designated as part of London's Central Activities Zone, the site is affected by a series of local planning designations. Both the adopted Southwark Core Strategy and emerging New Southwark Plan (August 2021) policies map indicate the site as being within the Opportunity Areas and the Central Activities Zone, the Strategic Cultural Area, part of the wider Area of Archaeological Priority and Flood Zone 3.

The Site benefits from draft NSP allocation NSP 51, which states that redevelopment of the Site should deliver a comprehensive mixed-use development and specifically to:

- Provide at least the amount of employment floorspace (B use class) currently on the site or provide at least 50% of the development as employment floorspace, whichever is greater; and
- Provide a new north-south green link from Melior Place to St Thomas Street; and
- Enhance St Thomas Street by providing high quality public realm and active frontages including town centre uses (A1, A2, A3, A4, D1, D2) at ground floor; and
- Provide new open space of at least 15% of the site area.

The emerging allocation also recognises that tall buildings could be included as part of a redevelopment, subject to the consideration of impacts on heritage and townscape receptors. The allocation states taller buildings should be towards the west of the Site and should not detract from the primacy of The Shard.

The principle of the Site's redevelopment, optimising the development potential of an underutilised urban site, is therefore consistent with all levels of adopted plan policy and with emerging policy that is at an advanced stage of development.

2. Place

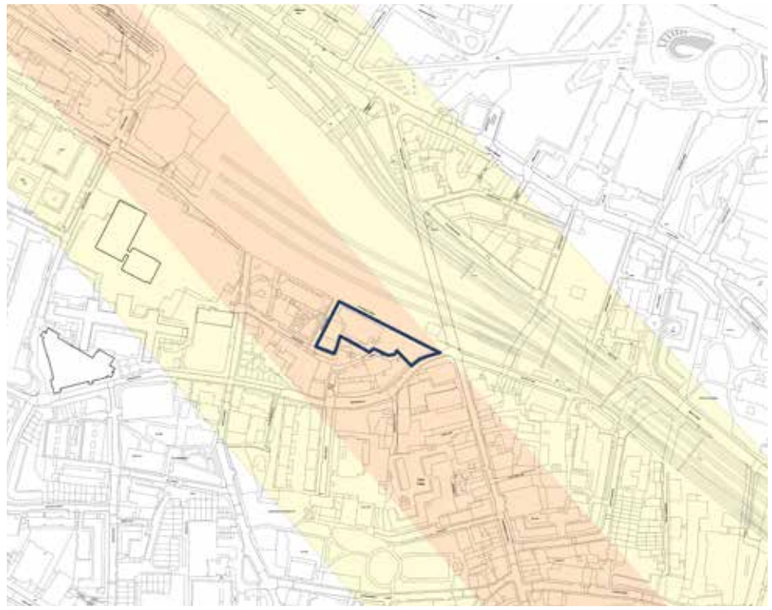
Planning Policy Context and Site Designations

Policy D9: Tall Buildings for the adopted London Plan 2021 states that boroughs should decide what consitutes a tall building for specific areas based on the local context. Saved Policy 3.20 (Tall Buildings) of the Saved Southwark Plan explains that planning permission may be granted for buildings that are significantly taller than their surroundings or have a significant impact on the skyline, on sites which have excellent accessibility to public transport facilities and are located in the Central Activities Zone (particularly in Opportunity Areas) outside landmark viewing corridors. Proposals for tall buildings should ensure that there are excellent links between the building(s) and public transport services.

The strategic designation of London Bridge as an Opportunity Area confirms its appropriateness in principle to accommodate a higher density of development related to its public transport accessibility. The Council's Core Strategy 2011 intends for tall buildings to be located around London Bridge and Blackfriars Road. At London Bridge the Shard is intended to remain the highest building. The Council's 2009 Tall Building Study concluded that "St. Thomas Street Car Park and Surrounding Sites including 17 Fielding Street, 8-17 Vinegar Yard, 8-20 Snowsfields were viewed to be suitable for tall buildings subject to locational sensitivities".

The emerging allocation recognises that the comprehensive mixed-use redevelopment of the site could include taller buildings subject to consideration of impacts on existing character, heritage and townscape. It explains that taller buildings should be located towards the west of the site with building heights stepping down in height from west to east and should not detract from the primacy of The Shard, taking into account the height of buildings approved at site NSP50' (in main mods version of NSP51).

A series of new tall building clusters are also proposed to be introduced elsewhere in the Borough at Old Kent Road and Canada Water, which are both designated Opportunity Areas locations. It is considered important to reinforce the pre-eminent cluster with the Shard as its centrepiece at London Bridge reflecting the Opportunity Areas strategic and international importance as part of the Central London Activities Zone.



The site is behind the View Corridor and in the Background Consultation Area of LVMF view 2A.1, Parliament Hill the summit looking towards St Paul's Cathedral.

2A.1, Parliament Hill the summit looking towards St Paul's Cathedral.

The site is behind the Wider Setting Consultation Area and in the Background Consultation Area of LVMF view 3A.1, Kenwood House the gazebo looking towards St Paul's Cathedral.

3A.1, Kenwood House the gazebo looking towards St Paul's Cathedral.

2. Place

Planning, Heritage, Views and Townscape Considerations

Tower of London, the Scaffold Site. (Proposed as wireline).

Leathermarket Gardens with Proposed

Corner of Bermondsey and Tanner Streets with Proposed

The proposed design strategy for the site seeks to harness the full potential of the site to deliver regeneration benefits complementary to the wider area.

The implications of the site's locational, topographical and microclimatic constraints have informed the approach to site layout and the sensitivities of the site from a heritage and townscape perspective have been fully analysed during the design development stage.

The effects of strategic London View Management Framework viewpoints and local views as well as heritage assets and wider Tower of London World Heritage Site on building form, massing and height are of relevance. The local views in particular played an important role in determening the proposed building form. This is described under Townscape and Built Form in section 5 of this document and has been critically appraised in the accompanying Heritage Townscape and Visual Impact Assesment submitted with this application.

2. Place

Planning, Heritage, Views and Townscape Considerations

A small part of the site at 9 Fenning Street, situated at the corner of Fenning Street and Melior Street lies within the western part of the Bermondsey Street Conservation Area. An appraisal of the Bermondsey Street Conservation Area was prepared by LBS in 2003. Sub area 3 is applicable to the site at Vinegar Yard, with Melior Street marking the area's northern boundary. The primary significance of Melior Street is identified as the approach to the Horseshoe Inn. The Council's 2018 Draft Local List of Buildings of local townscape, architectural or historical interest does not identify the existing warehouses on the site as positive contributors, however, in response to the feedback of the Southwark planning commitee in June 2020, the older, southern element of the warehouse will now be retained and refurbished.

Historic maps of the site show clearly how significantly the pattern of industrialisation and development of the railway network affected the granular and dense network of historic yards, courts, alleys and streets that had been present from the late 1600's (Morgan 682). The current formation of the street network dates from the early 1800's (Harwood Map 1813 / OS 1872 / GOAD 1887/ OS 1914 / LCC Bomb Damage 1945). The 1887 Goad Plan indicates the site to have been used for commercial warehouses, offices and artisan buildings.

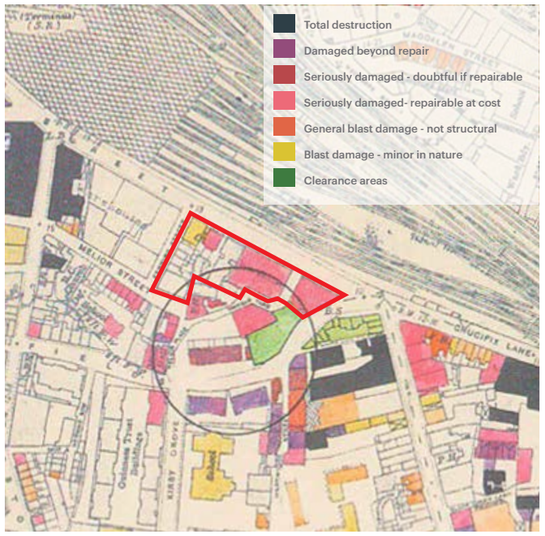
Following bomb damage in WWII, much of the site appears to have been cleared by OS 1982 leaving only the block of buildings on Fenning Street in existence.

Conservation area on Brett-James's map representing 1603

Faithorne & Newcourt 1658

Rocque map, 1747

Harwood map, 1819



WWII Bomb Damage Map

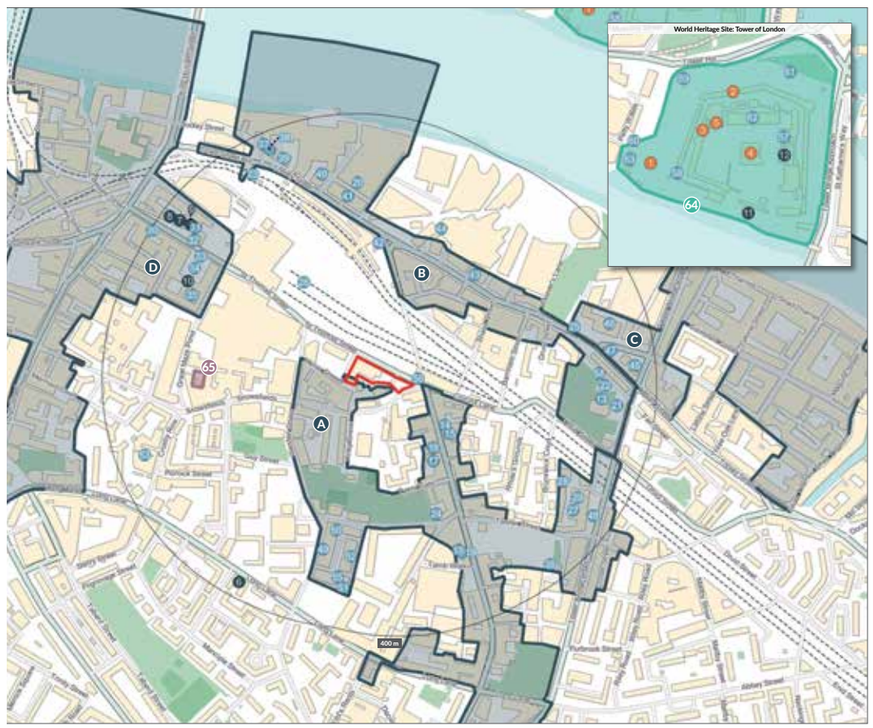
OS map, 1872

Groud plan, 1887

OS map, 1893

Dilapidated housing 1890, Snowsfields

OS map, 1914



Contains OS data © Crown copyright and database right 2018

Map of historic assets

HERITAGE ASSET PLAN

Conservation Areas

A. Bermondsey Street
B. Tooley Street
C. Tower Bridge
D. Borough High Street

Listed Buildings

Grade I

1. The Middle Tower, with Causeway to Byward Tower (QV) and Remains of Causeway to Lion Tower to West
2. Outer Curtain Wall with Casements and Mural Towers
3. Tower of London (Inner Curtain Wall with Mural Towers, The New Armouries, The Queen's House and Tower Green)
4. The White Tower
5. Chapel of St Peter Ad Vincula

Grade II*

6. No 142 and Attached Railings
7. No 9 and Attached Railings
8. 9A, St Thomas Street
9. Mary Sheridan House (Part) and Area Railings
10. Guys Hospital Main Building Including Wings and Chapel
11. Revetment Wall to South Side of Moat, from Tower Bridge approach to Middle Tower (QV)
12. The Old Hospital Block and Raised Terrace and Railings

Grade II

13. War Memorial
14. 55, Bermondsey Street
15. Nos 59, 61 and 63 and Attached Railings
16. 68-76, Bermondsey Street
17. 78, Bermondsey Street
18. 124-130, Bermondsey Street
19. 132, Bermondsey Street
20. Hays Galleria
21. No 10 and Attached Railings to Front Door Steps
22. Watch House In St Johns Churchyard (Recreation Ground)
23. Bridge Over North End, London Bridge Station
24. 2 and 4, Leathermarket Street
25. Three Bollards
26. London Bridge Station, Platforms 9-16 (Brighton Side)
27. Bonded Warehouse, Sarsons Vinegar Factory
28. Fermentation Vats, Malt Store, Brewhouse, Engine House, Boiler House and Coal Store, Plumbers Office, Former Still House, Sarsons Vinegar Factory
29. Warehouse, Sarsons Vinegar Factory
30. Nos 4-8 and 12-16 and Attached Railings
31. Mary Sheridan House (Part) and Attached Area Railings
32. K2 Telephone Kiosk Outside Nos 17 and 19 (Nos 17 and 19 Not Included)
33. Gates, Gate Piers and Street Railings to Guys Hospital
34. Statue of Thomas Guy In Courtyard of Guys Hospital, Pedestal and Railings
35. Alcove from Old London Bridge In Inner Quadrangle of Guys Hospital
36. Drinking Fountain In South East Corner of Tanner Street Recreation Ground
37. Denmark House
38. London Bridge Hospital (Part)
39. 29, 31 and 33, Tooley Street
40. 47 and 49, Tooley Street
41. The Counting House
42. Shipwrights Arms Public House
43. Fire Station
44. 115-121, Tooley Street
45. Former London and County Bank
46. South London College
47. Statue On Island Site In Front of South London College and Railings
48. K2 Telephone Kiosk At Junction with Roper Lane
49. Leather Market
50. "London Leather, Hide and Wool Exchange The Jugglers Arms Public House"
51. Leathermarket Yard
52. Warehouse Block to East of Leathermarket Yard, Units 13-16
53. 25 and 27, Crosby Row
54. Gate Piers and Railings to The Churchyard of The Former Church of St John
55. Units 7 and 8, Bermondsey Leather Market
56. Railway Viaduct Arches
57. Museum of The Royal Fusiliers and Attached Terrace to Front
58. K6 Telephone Kiosk Outside Gateway of Byward Tower
59. Revetment Wall to West and North Side of Moat, from Outwork Attached to Middle Tower (QV) to Tower Hill Postern
60. 8 Bollards (On Pavement Outside Main Entrance to Tower of London)
61. Revetment Wall to North Side of Moat, from Tower Hill Postern to Tower Bridge Approach
62. Waterloo Block
63. Former Pump House

World Heritage Site

64. Tower of London

Scheduled Monuments

65. Roman riverboat, 136m west of Greenwood Theatre

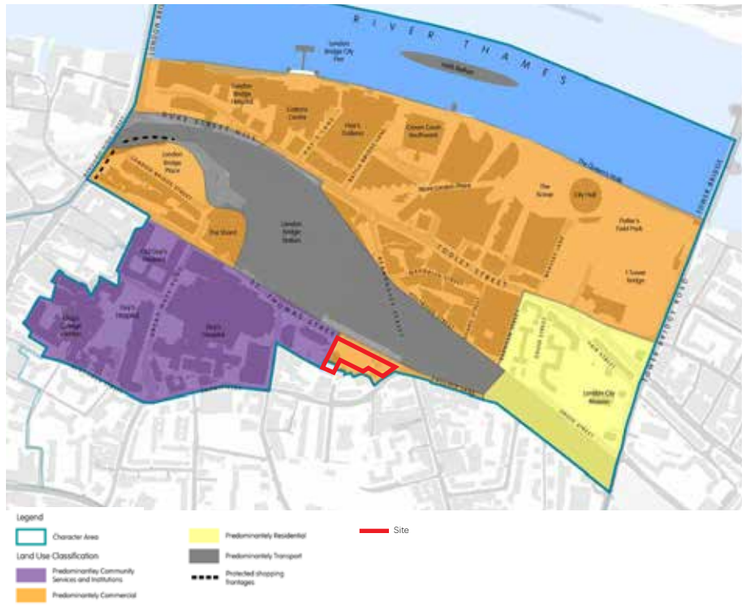
Horseshoe Inn from Melior Street

9 Fenning Street warehouse

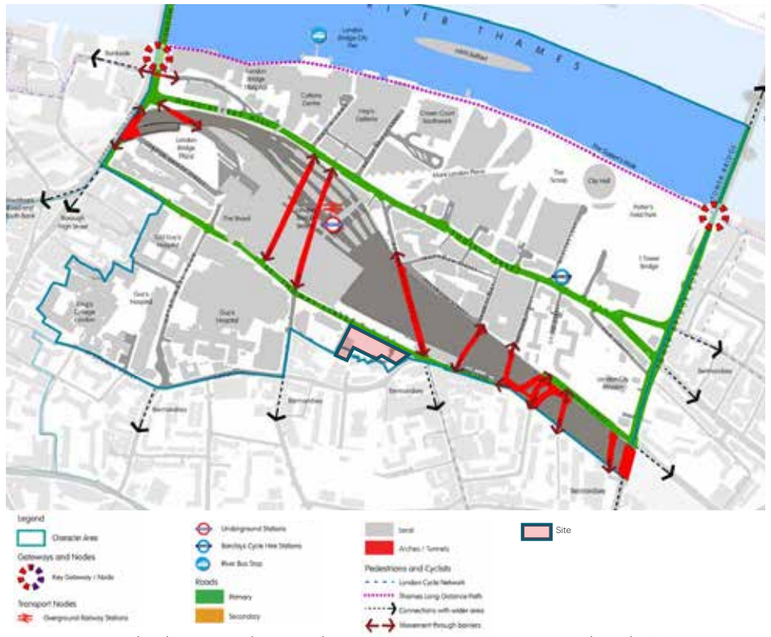
KPF

2. Place

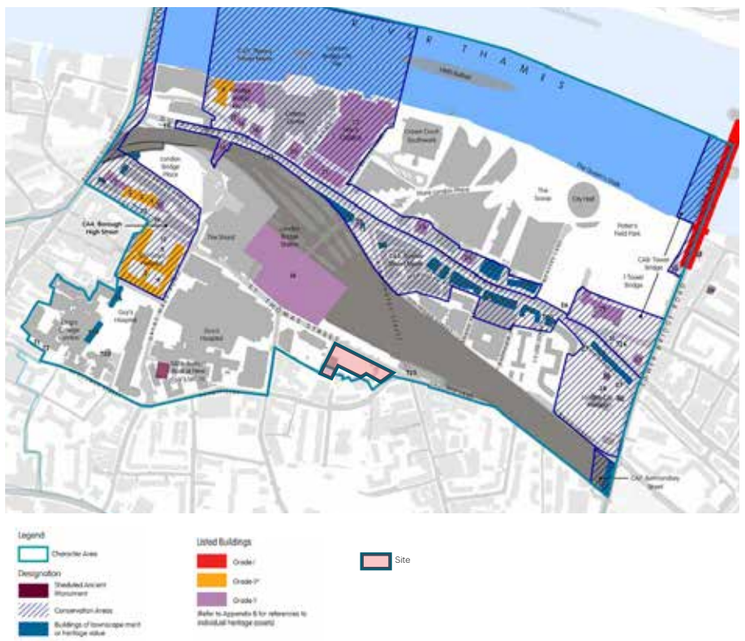
Land Use and Transport Context



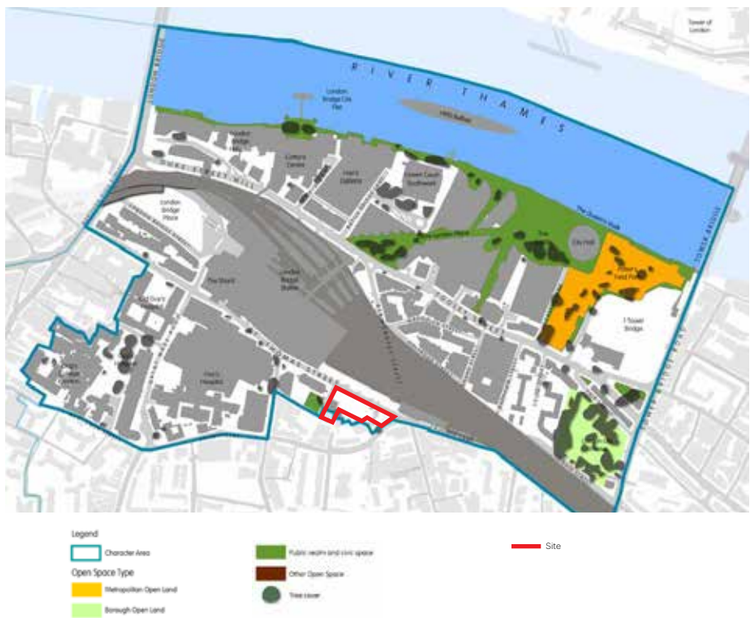
Indicative land use Bankside, Borough & London Bridge Characterisation Study, July 2013



Movement: Bankside, Borough & London Bridge Characterisation Study, July 2013



Indicative land use: Bankside, Borough & London Bridge Characterisation Study, July 2013



Indicative land use: Bankside, Borough & London Bridge Characterisation Study, July 2013

The Council's Borough, Bankside & London Bridge Characterisation Study (2013) identifies the pattern of predominant land use in the immediate streets around Vinegar Yard and London Bridge station as commercial with the area further south from Snowfields around Leathermarket as predominately residential in character.

St. Thomas Street therefore forms the transitional point in scale and massing thereby suggesting the need for a tailored approach.

3

St. Thomas Street East Framework

3. St. Thomas Street East Framework

Key Routes and Typologies

The St Thomas Street East (STSE) Design Framework was an ambitious shared vision of four major landowners - Greystar, Edge, CIT Group and Sellar (the 'Landowner Board') - for the physical, social and economic transformation of four high profile sites, located close to London Bridge station. Since the application for Vinegar Yard was originally submitted however, the Becket House site to the west, previously Columbia Threadneedle, is now being developed as a different scheme by Edge. In addition, it is believed forthcoming proposals on the site to the east by Sellar Properties are being reconsidered.

The Design Framework is a non-statutory and informal document. It is a tool to bring the landowners together to work collaboratively to address the main issues of the redevelopment of these sites. It has been commissioned by the contributing landowners and produced by KPF Architects. The Design Framework ensures that development across the four sites will create a place that brings people together, encourages health and wellbeing, creates jobs and opportunities, and offers cultural opportunities, with a design that respects and enhances the area's existing heritage.

The key objectives of the Framework are:

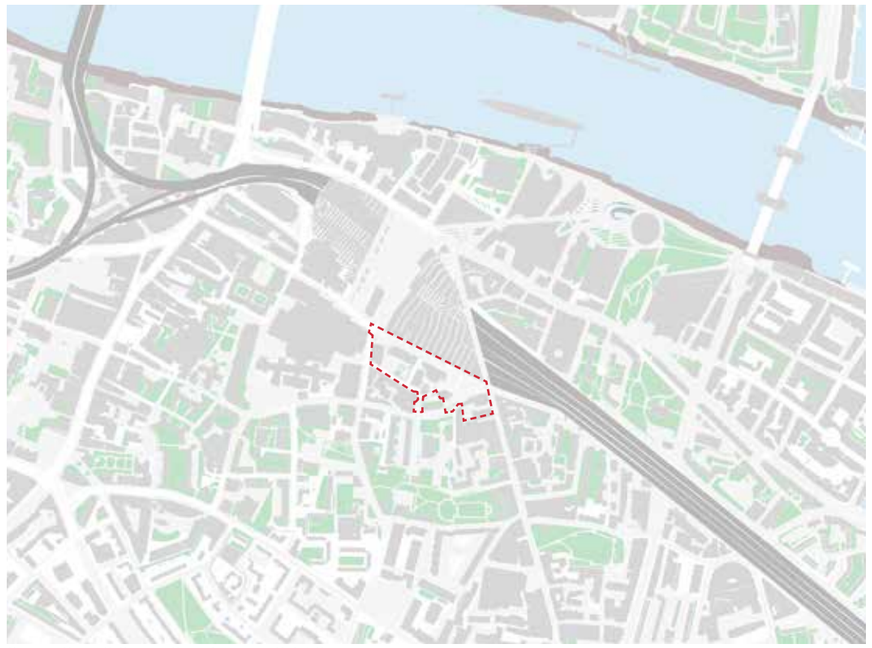
- To establish St. Thomas Street as a boulevard of prime importance
- To create effective public spaces at either end of this stretch of St. Thomas Street
- To promote urban greening
- To understand the historic pattern of alleys and courtyards in the area
- To enable north-south links

The Framework has been adapted and improved across three iterations as a result of an extensive public consultation process with local residents, community groups and other stakeholders, including a series of events, meetings and public exhibitions.

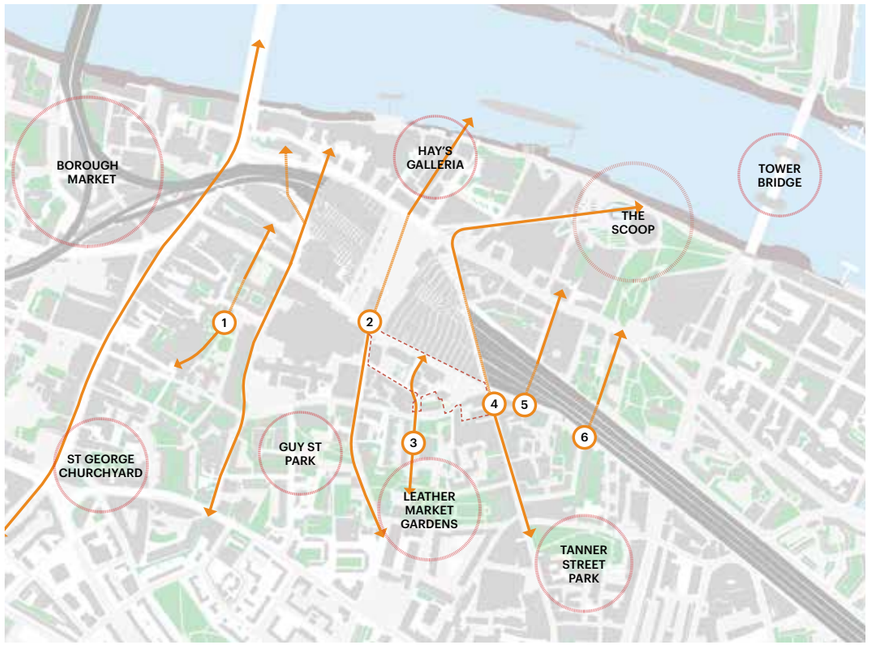
Version 1.0 of the Framework was developed in the context of our understanding of political and community aspirations, planning policy, history and heritage, as well as the physical constraints of the area. It set out a series of priorities, including an emphasis on north-south connections to the south of St. Thomas Street.

Version 2.0 of the Framework, (February 2019), set out changes made as a result of a first phase of public consultation. summarised below.

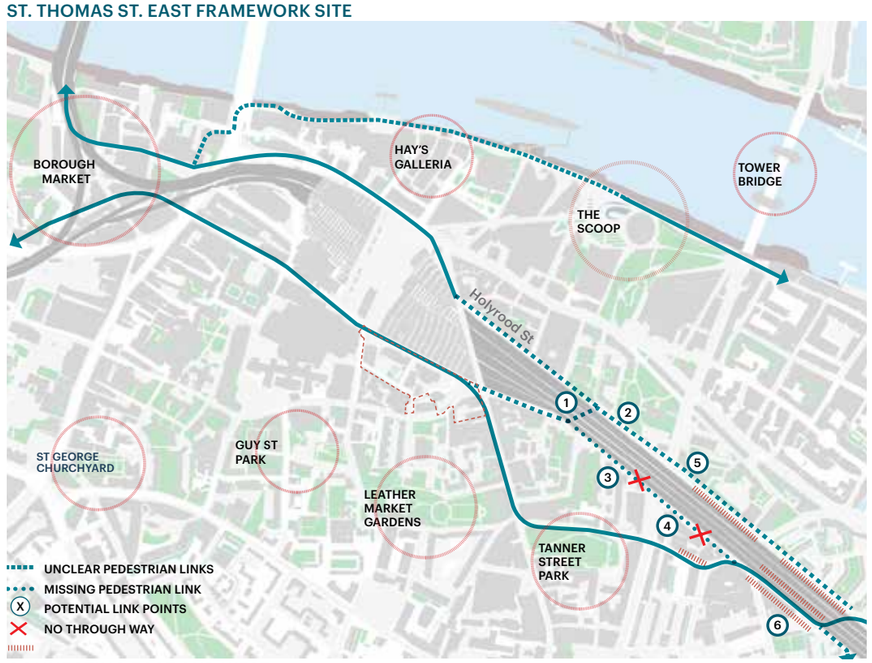
- Changed the east-west route to make it more direct and further enhance the setting of the Horseshoe Inn ;
- Strengthened the north-south walking route to improve access



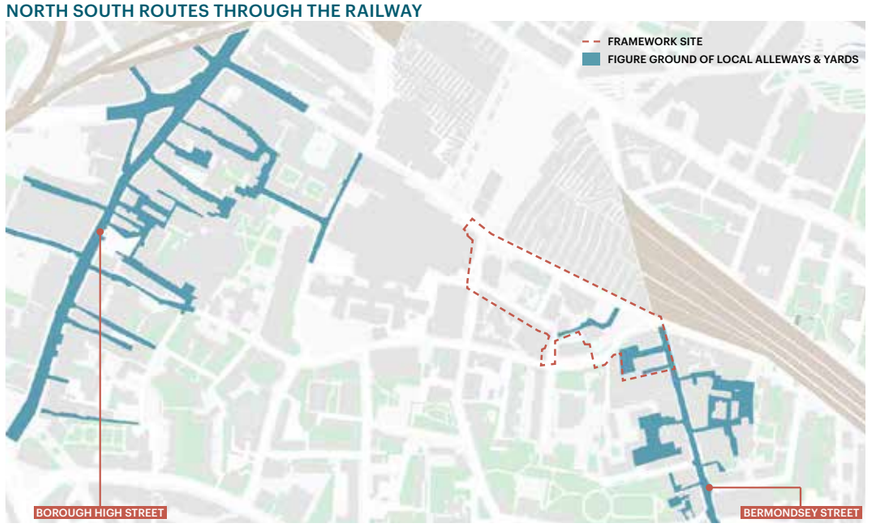
ST. THOMAS ST. EAST FRAMEWORK SITE



NORTH SOUTH ROUTES THROUGH THE RAILWAY



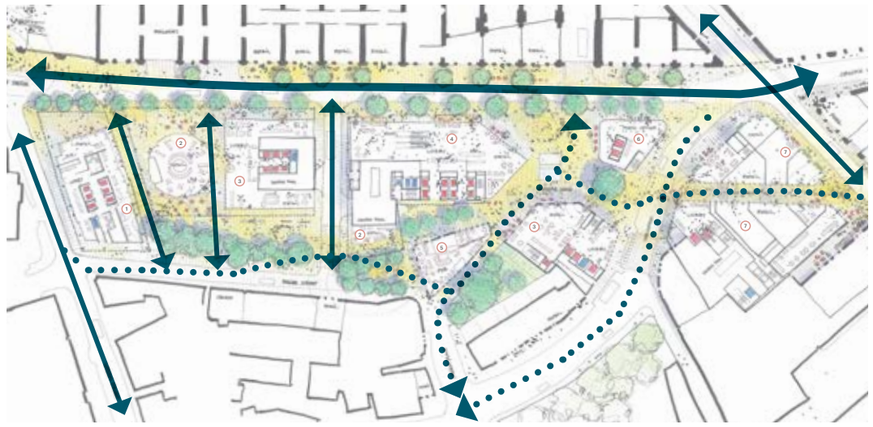
CONNECTING EAST AND WEST



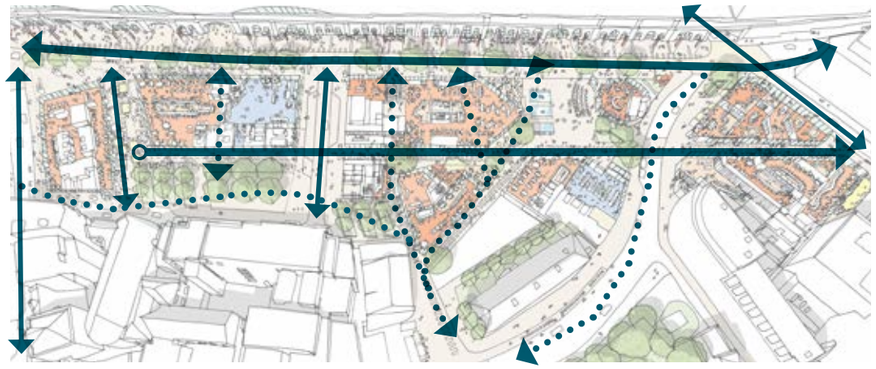
INNS AND YARDS OF BOROUGH AND BERMONDSEY

3. St. Thomas Street East Framework

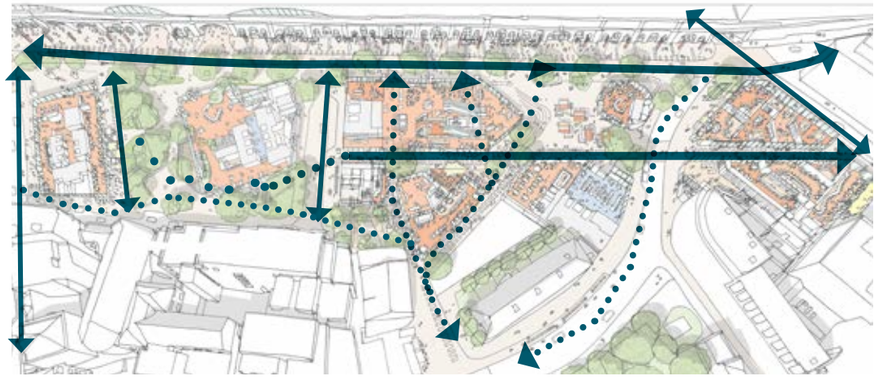
Evolving Ground Floor Plan



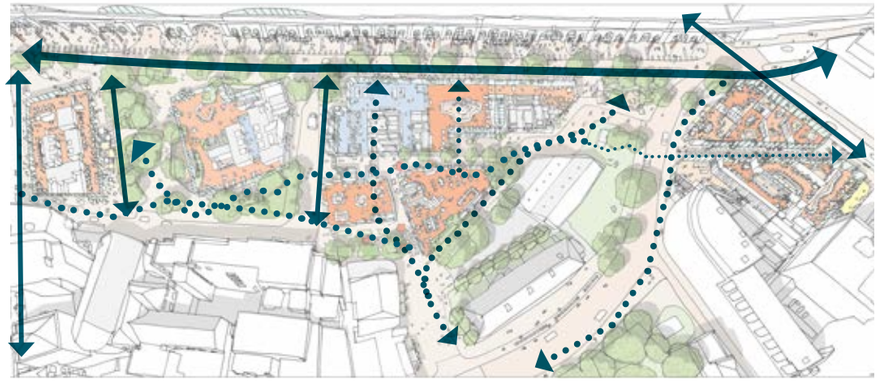
FRAMEWORK 1.0
North/south Connections with meandering east west secondary routes



FRAMEWORK 2.0/ 3.0
Introduction of strong secondary east west route through sites



FRAMEWORK 2.0/ 3.0 + NEW EDGE SCHEME
Strong Secondary east/west route undermined



FRAMEWORK 2.0/ 3.0 + NEW EDGE SCHEME + NEW VINEGAR YARD SCHEME
East west routes return to meandering nature as initially proposed

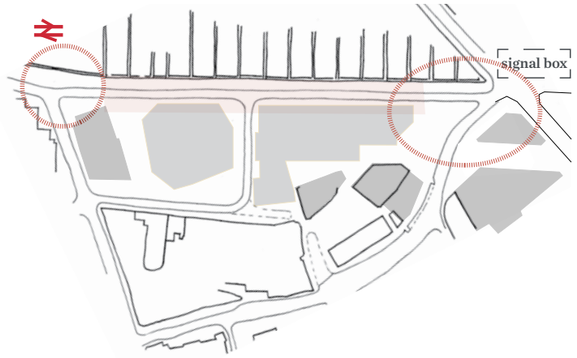
from London Bridge station to Old Bermondsey;
- Created better views of The Horseshoe Inn from all angles by pulling back development;
- Increased the size of the new Vinegar Yard public space;
- Created clearly defined arrival points at each end of St. Thomas Street East to define this part of The Low Line;
- Enlarged area of Melior Gardens
- Brought active ground floor uses at this key arrival space;
- Enhanced the entrance to the east-west route from Bermondsey Street;
- Commissioned a Landscape Strategy for the Framework to ensure a consistent approach across all four sites; and
- Commissioned a Retail & Workspace Strategy for the Framework to maximise the cultural and employment benefits to the area and support local creative communities.

Framework 3.0 (May 2019) changes were made in response to feedback received across the various consultation events held, as follows:

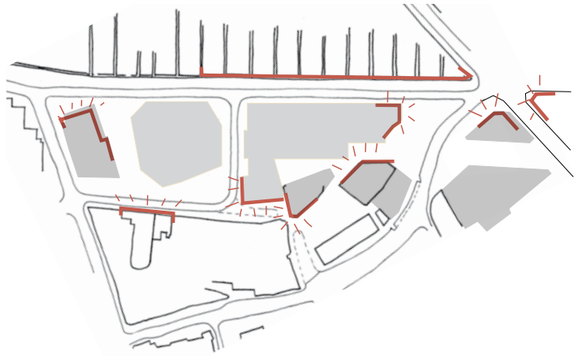
- Incorporated a Transport Strategy to ensure that getting to and from the four sites during construction and afterwards is managed in a coordinated manner;
- Further studied public realm materiality across the four sites, ranging from Yorkstone paving along Bermondsey Street, to reflect that area's heritage to granite pavers across the rest of the Framework to evoke the yards and alleyways of the local area;
- Defined cycle lanes along St Thomas Street;
- Proposed wider pavements along St. Thomas Street and at the junction of Melior Place and Snowsfields to improve the pedestrian experience;
- Considered and enabled active frontages and spill-out spaces. Wider pavements along St. Thomas Street and at 'bookend' locations allow for more external seating and spill-out space, reflecting what is happening in uses inside the railway arches;
- Consolidated pedestrian priority on Fenning Street through paving on service bays that matches those of pavement across the site;
- Introduced informal play space throughout the Framework in public spaces, including set piece installations and water jets;
- Melior Gardens and Melior Street Rain Gardens proposed to integrate the work of local groups such as BOST and TLB's Rain Garden proposals;
- Proposed the integration of trees in the landscape to improve pedestrian comfort conditions at street level; and
- Proposed integration of active frontage along the south elevation of Becket House.

3. St. Thomas Street East Framework

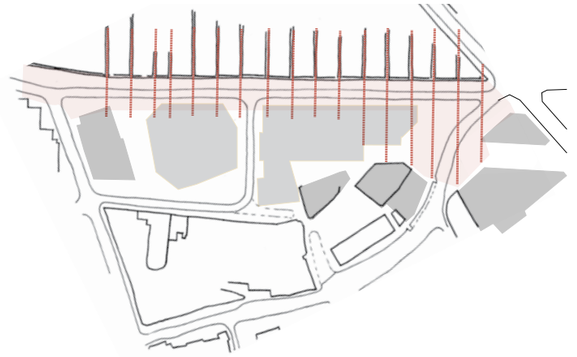
Design Principles



Anchor Destinations along St Thomas Street: London Bridge Station and 5 Way Crossing

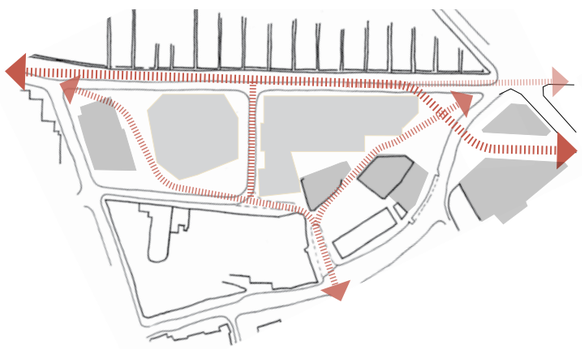


Anchor Buildings and Active Frontages

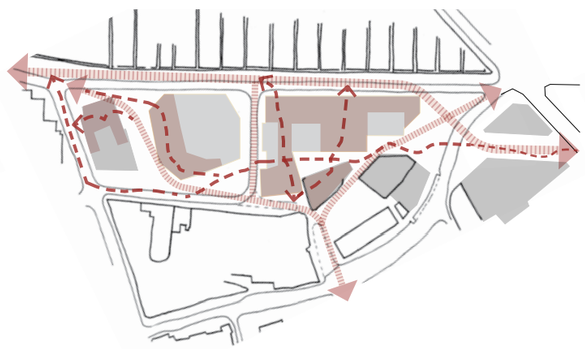


Railway Arches Define an Organisational Grid onto the Public Realm

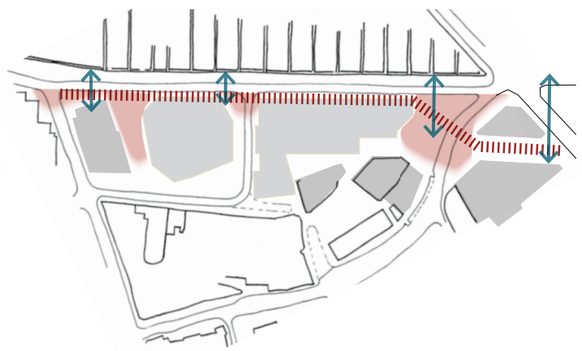
Streets and Open Spaces Face Active Frontages



Main Pedestrian Connections



Secondary Connections Through Inns and Yards



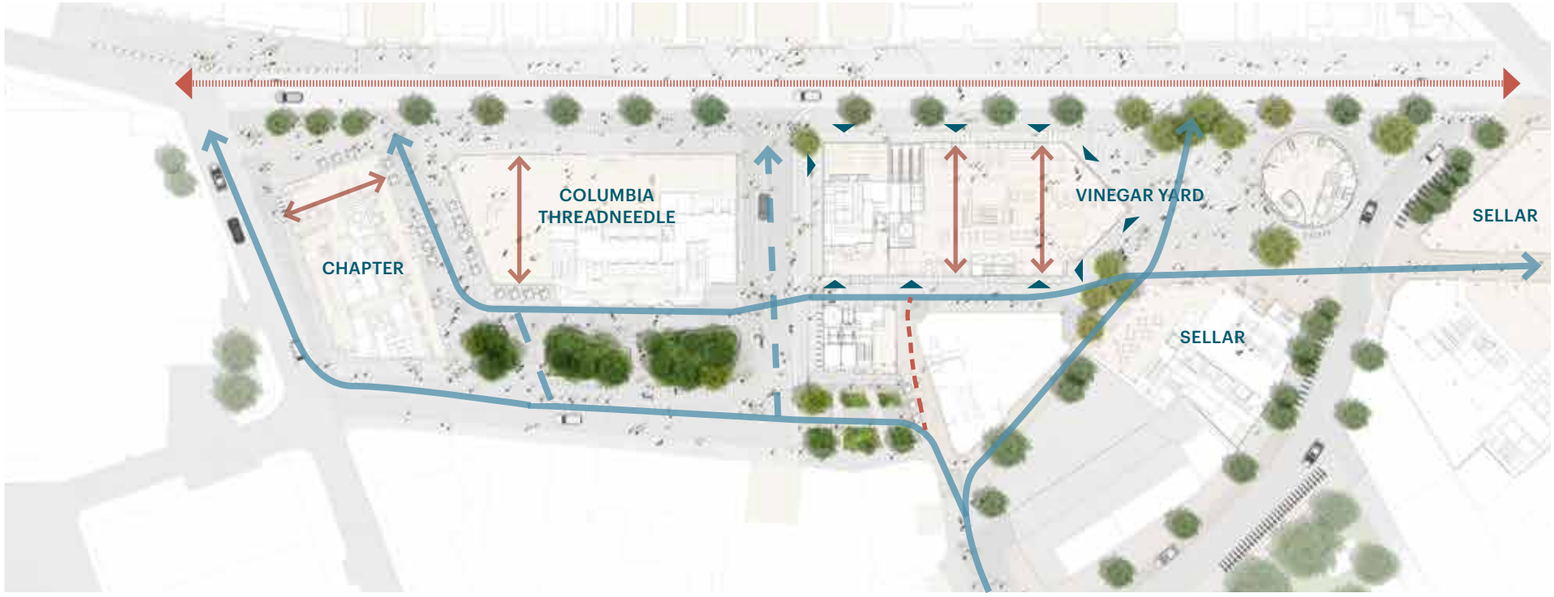
Maximising St Thomas Street Width with a Covered Walkway and a New Yard

3 Types of Spaces: St Thomas Street, Alleys and Yards

KPF

3. St. Thomas Street East Framework

Masterplan Changes



FRAMEWORK 3.0 PLAN

PROPOSED PLAN

Since Framework 3.0, there have been a number of changes that suggest some adjustment to priorities with regard to the nature of the east-west route and the possibility of creating an urban enclosure similar in form to those traditionally found in the area.

The Edge scheme has a very different footprint to the Threadneedle scheme and, as such, does not facilitate an axial east-west route. Instead, any such route would be of a less formal nature and would need to occur south of its originally intended location. In addition, the Sellar proposal is unknown at this stage. Should it remain unchanged, there is potential for the creation of an excellent urban space between it and Vinegar Yard from which a more meandering westward route would emerge, south of the now retained Vinegar Yard warehouse and the Edge scheme.

In this vision, additional clarity is given to the emerging north-south routes that are so important in stitching this area together. Vinegar Yard embraces this approach, which is consistent with the original idea. Greystar is lifted up with a communal amenity space at its base running north south. Edge proposed a north-south garden and space.

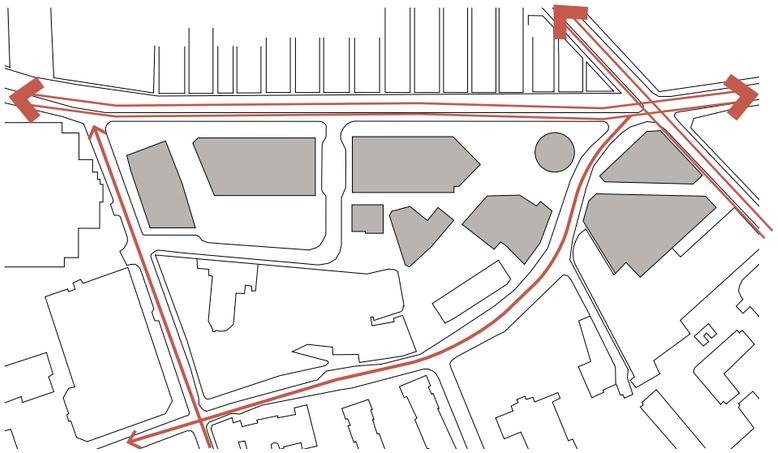
In light of this, we have reconsidered the arrangement of entrances and lobbies to include a northern entrance on St. Thomas Street and a southern entrance adjacent to retained warehouse. The base of the building is conceived as a permeable space that blurs the distinction between internal zones and incorporates the retained warehouse to the south, which contains a new linking element to the main building, through which east-west permeability is also allowed, helping to stitch together the various internal and external spaces being envisioned by the four adjacent developments.

The retained warehouse and linking element are key elements of the new proposals for Vinegar Yard and facilitate a number of critical townscape enhancements over the previous proposal, while supplementing the formal, axial east-west route in favour of an informal and meandering permeability that captures all elements of activity, including the legible integration of the affordable workspace across the ground, mezzanine and basement mezzanine levels and the community hall with the option for use as meeting / exhibition space for affordable workspace operators and market occupiers in the retained warehouse itself. The setting of the Horseshoe Pub is retained and enhanced, becoming part of a busy community hub.

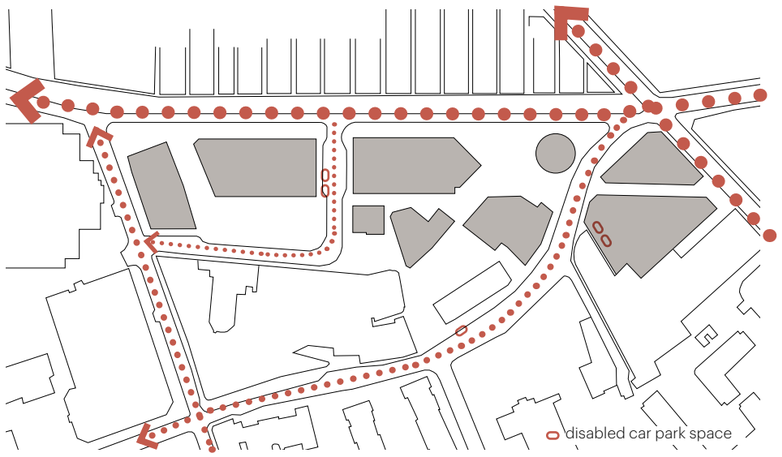
3. St. Thomas Street East Framework

Transport Strategies

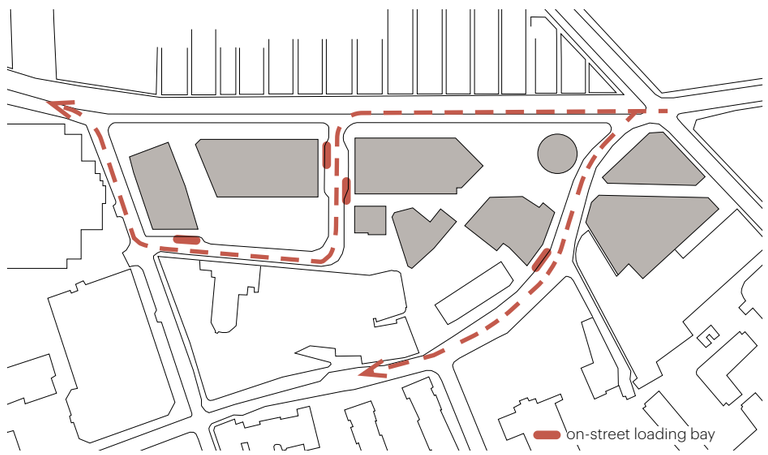
FRAMEWORK 3.0 KEY STRATEGIES



Proposed Cycle Connections

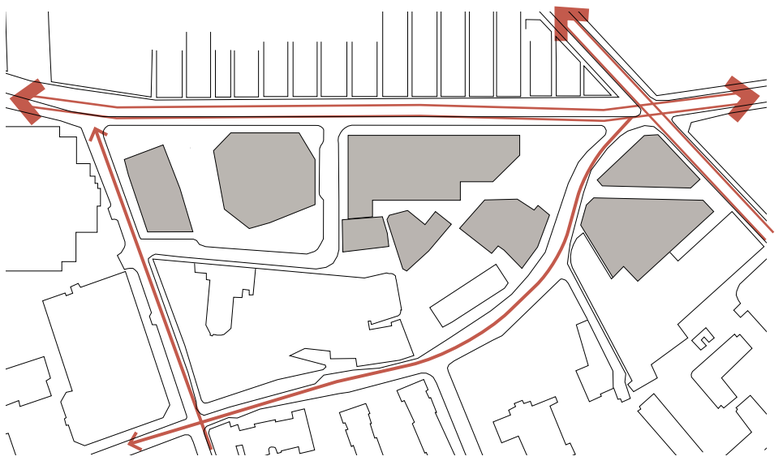


Vehicular Routes & Disabled Parking Provision

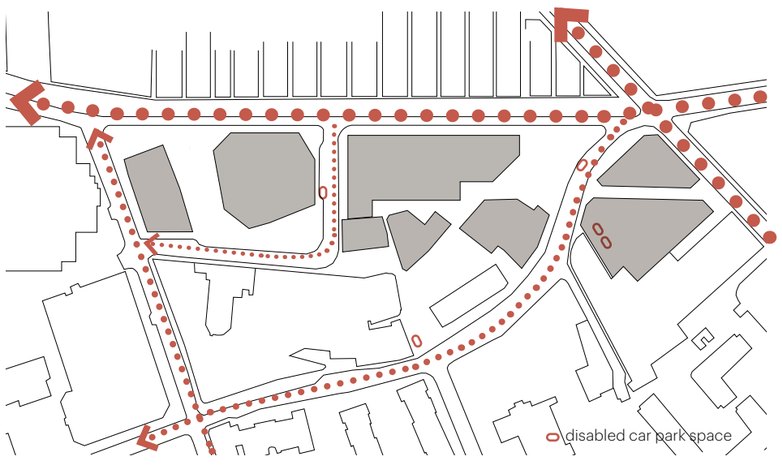


Service Routes & On-Street Loading

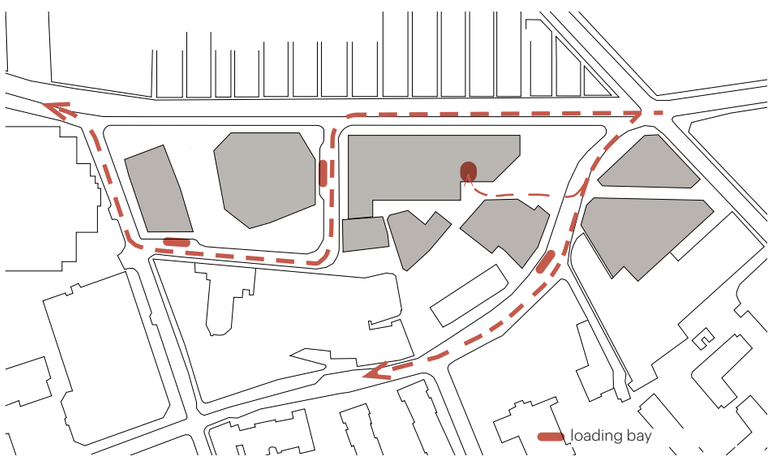
PROPOSED STRATEGIES



Proposed Cycle Connections



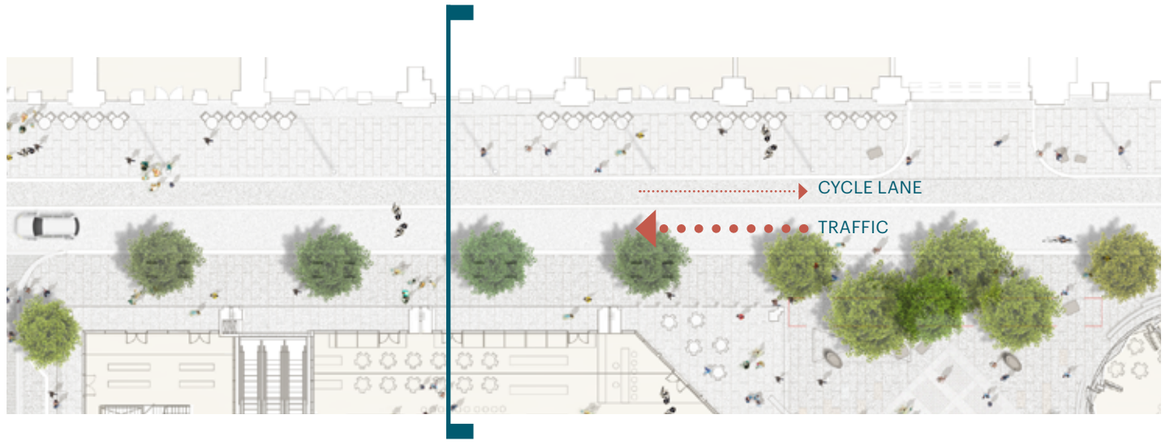
Vehicular Routes & Disabled Parking Provision



Service Routes & On-Street Loading

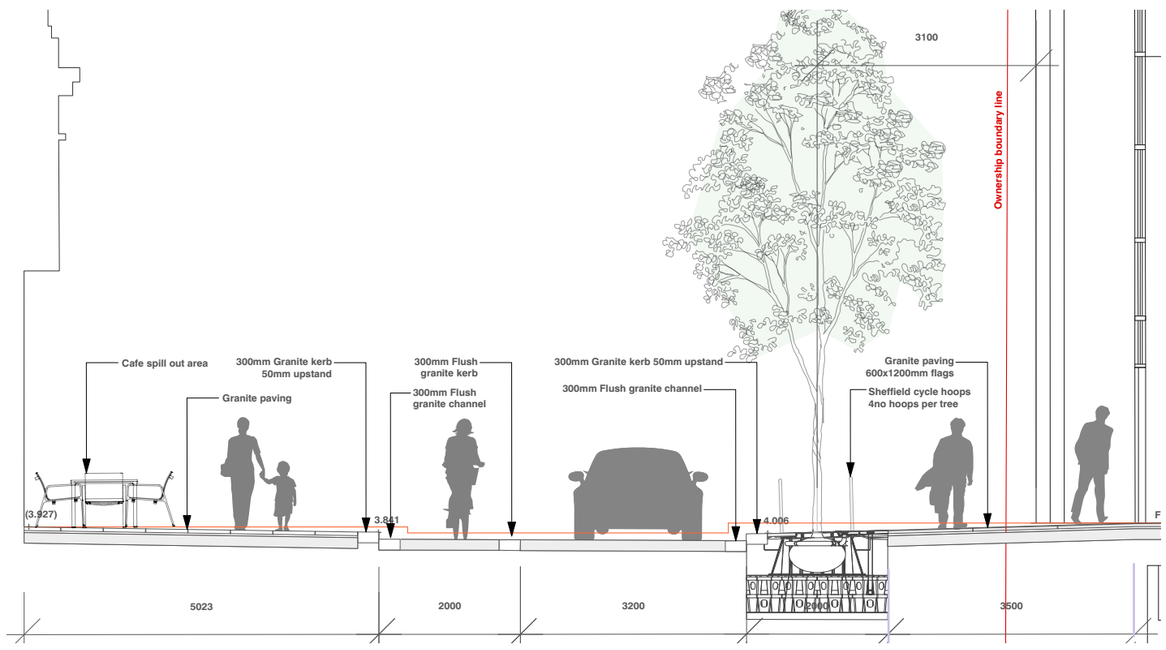
3. St. Thomas Street East Framework

St. Thomas Street



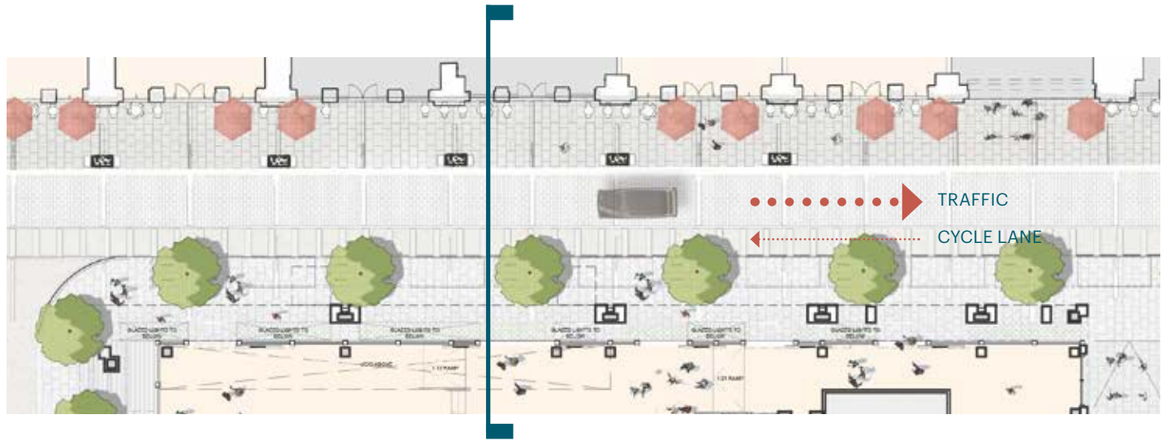
FRAMEWORK 3.0 ST. THOMAS STREET SECTION

Single lane Car traffic with contraflow cycle lane



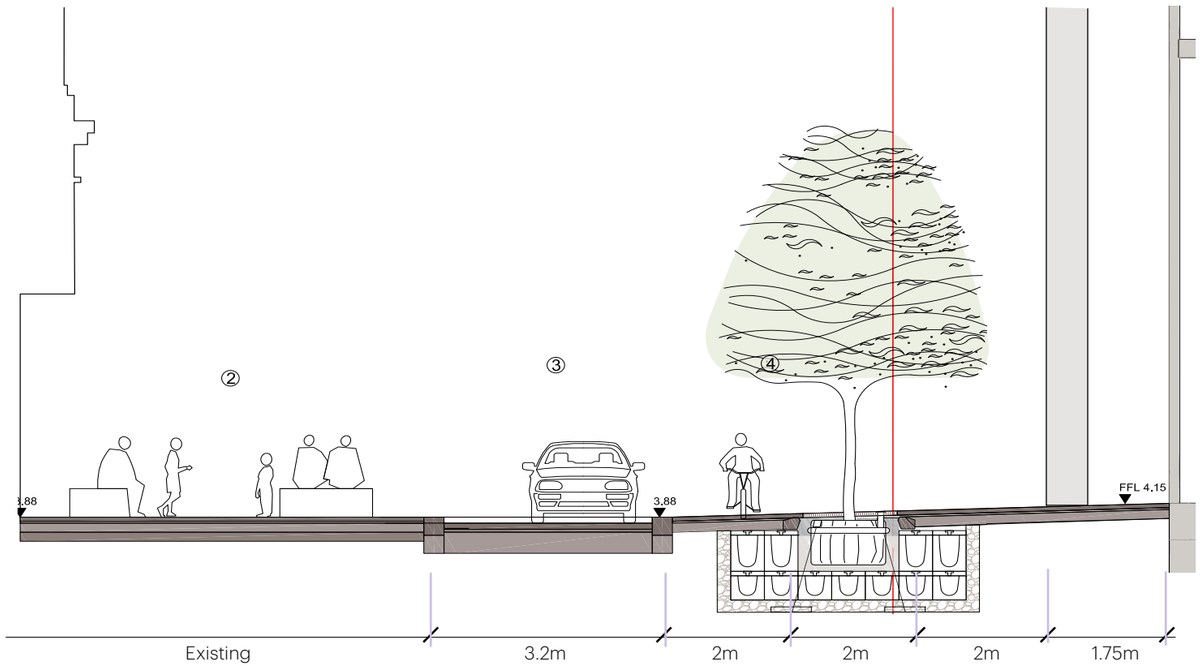
FRAMEWORK 3.0 ST. THOMAS STREET SECTION

Single lane car traffic with contraflow cycle lane



PROPOSED ST. THOMAS STREET SECTION

Single lane car traffic with contraflow cycle lane, direction flipped (TfL Request)



PROPOSED ST. THOMAS STREET SECTION

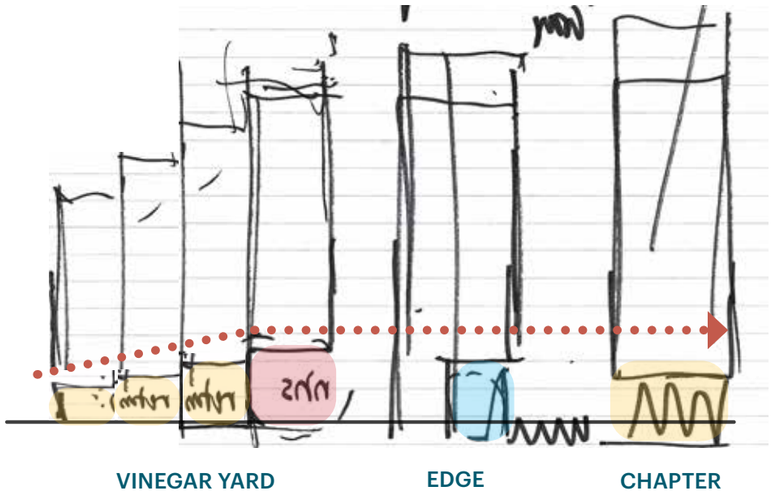
Single lane car traffic with contraflow cycle lane

3. St. Thomas Street East Framework

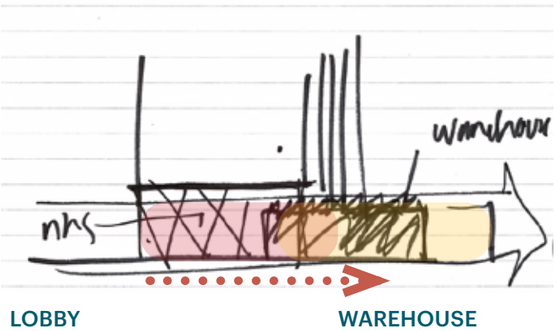
Building Base

A primary principle of the original framework was that open and accessible building bases would drive a successful place. The proposed Vinegar Yard base merges the welcoming and opening lobbies for the upper floors and the myriad affordable workspaces with open informal retail. The scale of the base elevation steps from west to east, mediating between the larger scale of the Edge and Chapter bases, and the more local scale of Bermondsey High Street. The scale of the retained warehouse is matched by the base of its larger new neighbour, which is intended to draw these elements, their users and their localities together.

Fenning Street has been further enhanced and forms a key component in reinforcing pedestrian north-south routes and the setting of the Melior Street Public Garden. It is intended that the building base therefore makes a positive contribution to the public realm on all sides.



Concept sketch of north elevation base - building base height mediates between Bermondsey and generous scale of St, Thomas Street East buildings



Concept sketch of west elevation base - retained warehouse relating to scale of lobby and base height

Vinegar Yard Public Garden

Vinegar Yard Main Entrance from St. Thomas Street

Edge Building Base

Chapter Living Building Base


AM 2020

4

The Brief and Design Development

4. The Brief and Design Development

Key drivers

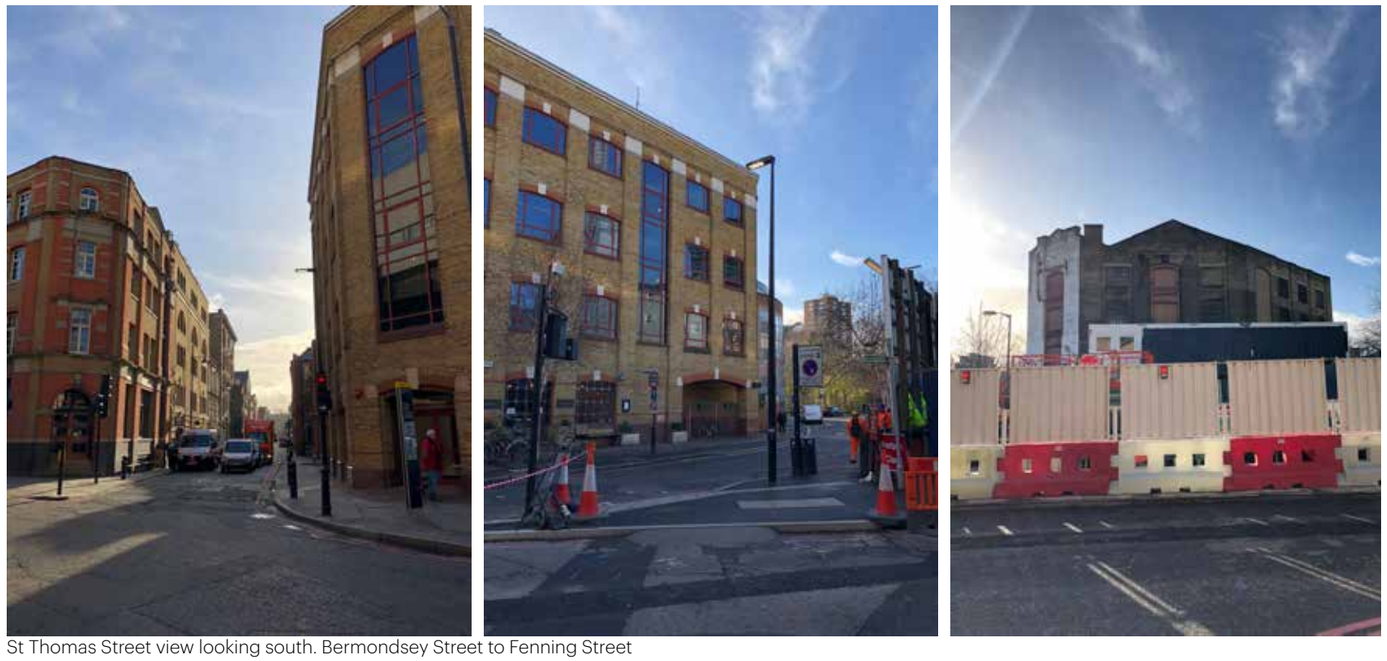
The Vinegar Yard site has been used as an open car park and, more recently, to house temporary offices and storage related to the London Bridge Station construction work site. It is currently used for market-style food and beverage on a temporary basis. As such, the site has been under-utilised and has had a negative impact on the surrounding area over a substantial duration.

The original planning submission was for a mixed use office- led building, whereas this iteration of the proposed development proposes a scheme that has been adapted to enable potential medical / research and development for of up to 60% of its floor space. It is intended as a medical building that supperts Guys and St Thomas's and teh SC1 cluster and corresponds with the Guys and St. Thomas NHS Flexible Estates Policy for flexible use over a design lifetime of at least 40 years.

The proposed development therefore seeks to:

- Sensitively re-integrate the site into the urban fabric and townscape;
- Recognise the local importance of the Horseshoe Inn and the warehouse at 9 Fenning Street;
- Complement the architecture of the surrounding area;
- Create new public realm;
- Contribute to London Borough of Southwark's vision for improved connectivity and green routes;
- Enhance the local cultural offer and diversify activities;
- Provide a mix of uses including:
    - Attractive , flexible, well-lit offices
    - Flexible medical and/or research and development uses;
    - Outdoor amenity; and
    - Retail.
- Be an integral part of a wider vision for the St. Thomas Street area, in conjunction with neighbouring landowners;
- Create a secure and inclusive building and environment; and
- Create a sustainable, high quality development with in-built flexibility to respond to evolving work practices.

London Bridge Station. St Thomas Street view looking north



St Thomas Street view looking south. Bermondsey Street to Fenning Street

London Bridge Station. St Thomas Street view looking north

The Leather Warehouse looking East from The Horseshoe Inn

Melior Place LookingTowards the Horseshoe Inn and the Warehouse to be Retained

The Horseshoe Inn looking from Fenning Street

4. The Brief and Design Development

Social Benefit

A PLACE FOR CULTURE & LIFE

A proposed new home for a cultural treasure – Southwark Studios

Offering retail onto a public space will **build on London Bridge's reputation for food, arts and creativity**

Opportunity to juxtapose art and medical uses to create **collaboration** and unusual communication methods

Bringing people together in the cummunity hall in the first floor of the warehouse

Design and materials that **enhance the setting of heritage assets**

CREATING JOBS & OPPORTUNITY

10% provision of affordable workspace provided on-site

Up to 900 permanent new jobs created for local people, and approximately 500 jobs per year in the construction phases

Flexible work opportunities created by the diverse mix of retail, medical, creative and office workspace

Construction Apprenticeships and traineeships as well as a **'Business Charter'** for future occupiers

BRINGING PEOPLE TOGETHER

Our Vinegar Yard **meanwhile use is bringing life to the site today**

The New Vinegar Yard will be a **public space for the whole community**

Design ties in with the heritage of Bermondsey's alleyways & yards

Consolidate the Low Line

New walking routes

Deliver the **Social Regeneration Charter** for St. Thomas Street to improve the well-being of residents in and around the area

HEALTH & WELLBEING

Clean, green energy and highly sustainable design

Achieve a Gold **WELL Building Standard with the aspiration of Platinum Fit-out**

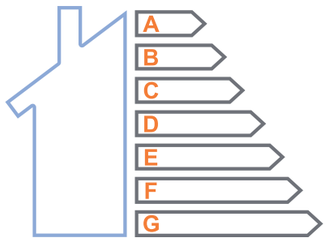
A coordinated construction methodology that minimises the impact of development

Servicing consolidation will reduce traffic

A commitment to a **management strategy and structure** that upholds our vision

Proven benefits of arts and culture on health and wellbeing

Landscaped **green space** for building users and local community

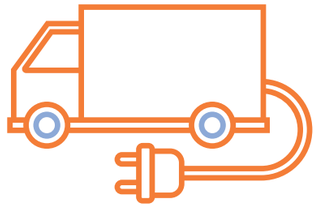


Energy efficiency
reduces carbon emissions by **50%**

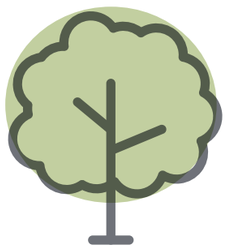
Air source heat pumps.
Low to zero emissions

BREEAM Excellent
aiming for Outstanding

WELL Building Institute Gold standard with aspiration of **'Platinum Fit-out'**

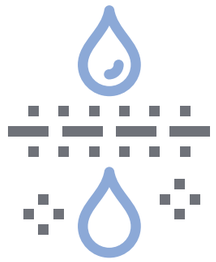


Servicing consolidation reduce traffic and air pollution

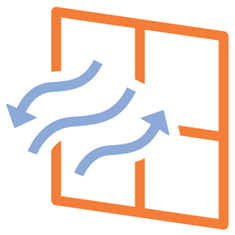


New trees along St. Thomas Street & the new public garden

Green roof terraces for cleaner air & green roof for insects



Flood controls including raising floor levels, blue roofs, and attenuation tanks



Mixed mode ventilation with **openable windows** for fresh air and to reduce use of air conditioning

Car free & highly accessible public transport

4. The Brief and Design Development

Potential Medical Use Brief Requirements

Since the original application, the brief has evolved to enable accommodation of potential medical-related uses. The site is in close proximity to a major London hospital, this is therefore an obvious response to opportunities raised by its specific location within the Innovation Quarter.

The updated scheme seeks to provide flexible medical and research & development floorspace (Use Classes D1 or B1(b)) designed to allow for potential occupation on the lower floors of the main building by Guys and St Thomas' NHS Foundation Trust, but flexible to ensure long term resilience. Levels one to ten of the building will first be offered to Guys and St Thomas' for use as either D1 medical space or B1(b) research & development. The remainder of the upper floors, levels 11 to 18, comprise a B1(a) office use. This configuration reflects Guys and St Thomas's Adaptable Estates Strategy, where buildings are able to accommodate a range of possible functions both physically and by virtue of permitted uses in the long term.

In the event that Guys and St Thomas' do not wish to occupy levels 1 to 10 of the proposed building, it is proposed that a B1(b) research and development use and will be made available to R&D occupiers which may include those whose work can support the SC1 Life Science & Innovation District. Minor changes to the plant configuration at levels 3 and 8 of the building and the retail floorspace at ground floor level would also change as a result of a research and development use. The remainder of the proposed floorspace within the scheme would not change in the event of a research and development occupier taking the building.

The flexible medical and research & development use will be regulated by a suitably worded planning condition and obligation within the Section 106 agreement.

The team has been guided by the design standards set out by the Adaptable Estates Strategy produced by NBBJ for Guys and St. Thomas Hospital. These standards promote design that will enable a range of medical or research uses, with a large amount of future-proofing. Similar needs and standards would apply to any interested tenant, not only the NHS or Guys and St. Thomas hospital, and the spaces could be fitted out for less intensive needs should these be required.

The higher floor to floor dimensions are particularly important in facilitating the free flow of air and ensuring effective natural ventilation. This is the direction in which workplace design is tending towards in a variety of locations worldwide and is especially pertinent in relation to improved health and wellbeing following the Covid 19 Pandemic.

INCREASED STRUCTURAL ALLOWANCE

- Meeting strict vibration limits
- Allowing for future flexibility and adaptability
- Enhanced floor loadings with hard structural zones
- Meeting strict floor vibration limits

RESULTS IN DEEPER STRUCTURAL ZONES WHICH INCREASES TYPICAL FLOOR TO FLOOR HEIGHTS

INCREASED MEP CEILING ZONE

- Allowing for future flexibility and adaptability
- Allowing for more onerous service dispersement throughout medical floorplates
- Meeting increased ventilation requirements for medical areas

RESULTS IN DEEPER CEILING CAVITY ZONES WHICH INCREASES TYPICAL FLOOR TO FLOOR HEIGHTS

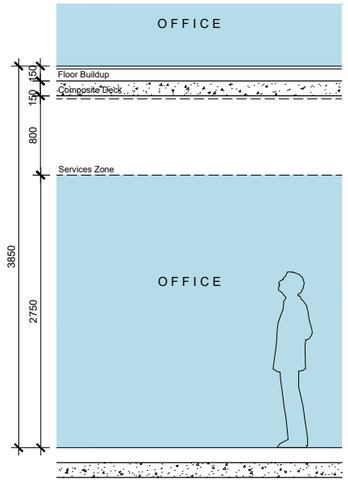
INCREASED PLANT REQUIREMENTS

- Allowing for future flexibility and adaptability
- Meeting Energy and Sustainability commitments
- Meeting increased typical airchange numbers as per medical brief
- Meeting medical brief resiliency requirements
- Meeting increased ventilation requirements for medical areas
- Allowing for additional specialist medical plant areas
- Meeting MEP design criteria's as per medical brief

RESULTS IN LARGER RISERS AND TWO INTERMEDIATE PLANT FLOORS DECREASING THE NIA TO GIA RATIO

4. The Brief and Design Development

Medical Use Brief Effects - Comparison with 2018 Application



Diagrammatic 2018 Typical Floor to Floor Section

TYPICAL OFFICE FLOOR

150mm Floor Buildup [*Medical Use Brief*]
150mm Composite Deck

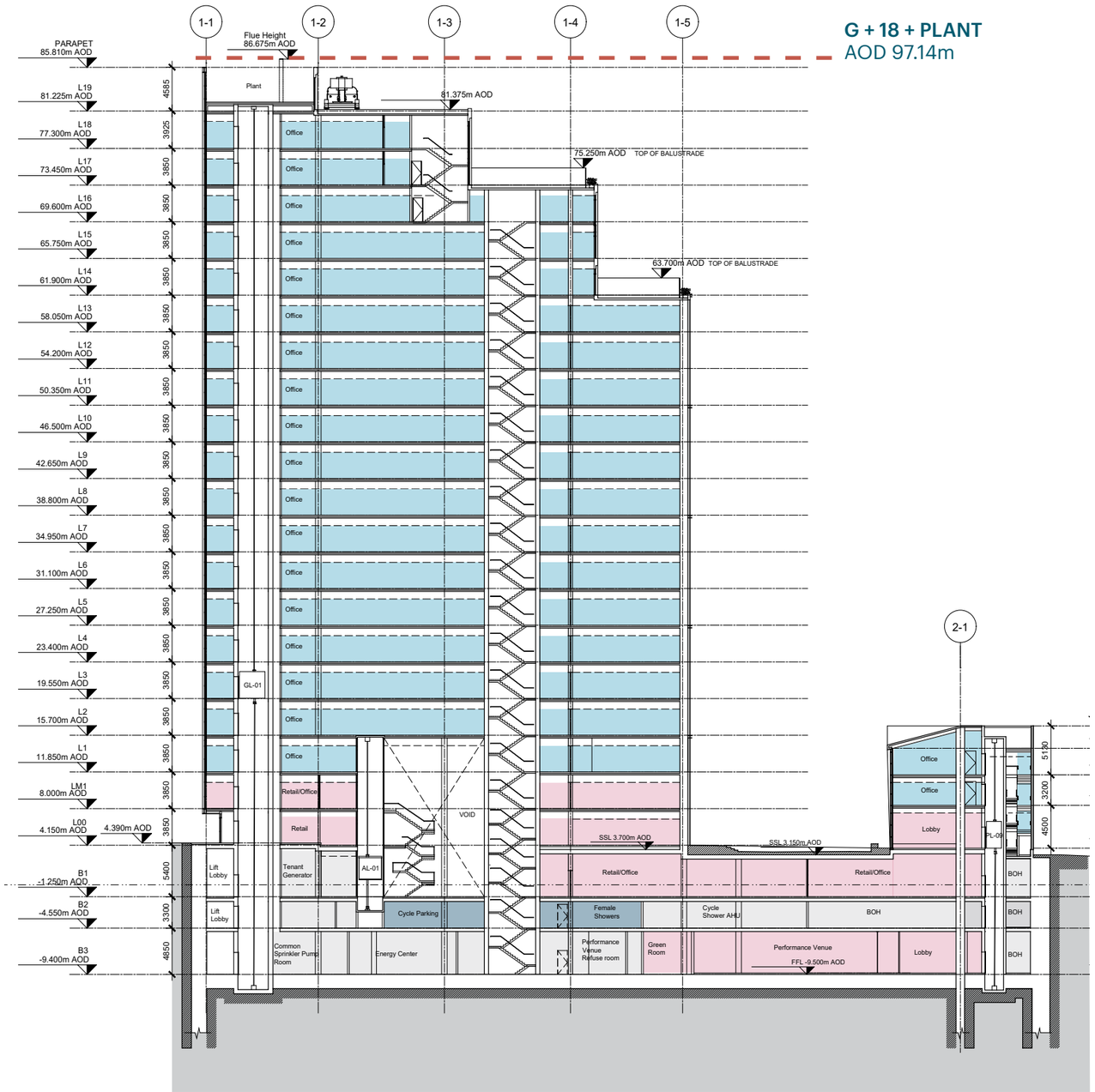
800mm Services Zone [*Medical Use Brief*]
Structural tolerance within zone

2750mm Ceiling Height [*Medical Use Brief*]

3850mm Floor to Floor

	OVERALL GEA	OVERALL GIA	OVERALL NIA
2018 SCHEME	33,067sqm	30,376sqm	20,925sqm
2021 SCHEME	34,190sqm	30,503sqm	19,499sqm
	+1,123	*+127*	*-1,426*

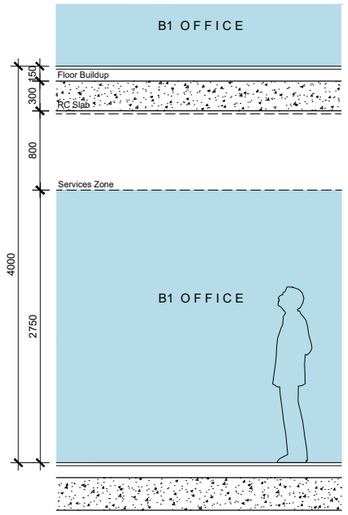
Overall Area Comparison 2018 to 2021



2018 Proposed Office Use Floors- Longitudinal Section Looking North

4. The Brief and Design Development

Medical Use Brief Requirements



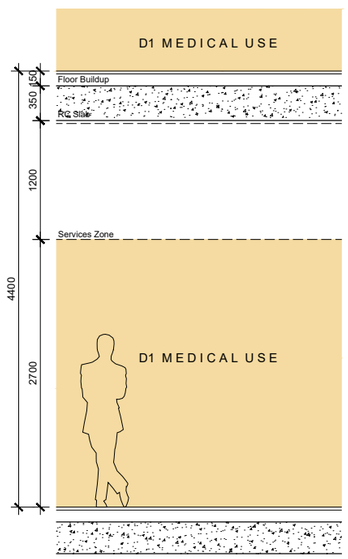
TYPICAL OFFICE FLOOR

150mm Floor Buildup [*Medical Use Brief*]
320mm RC Slab

800mm Services Zone [*Medical Use Brief*]
Structural tolerance within zone

2750mm Ceiling Height [*Medical Use Brief*]

4020mm Floor to Floor



TYPICAL FLEXIBLE D1 / B1(B) FLOOR

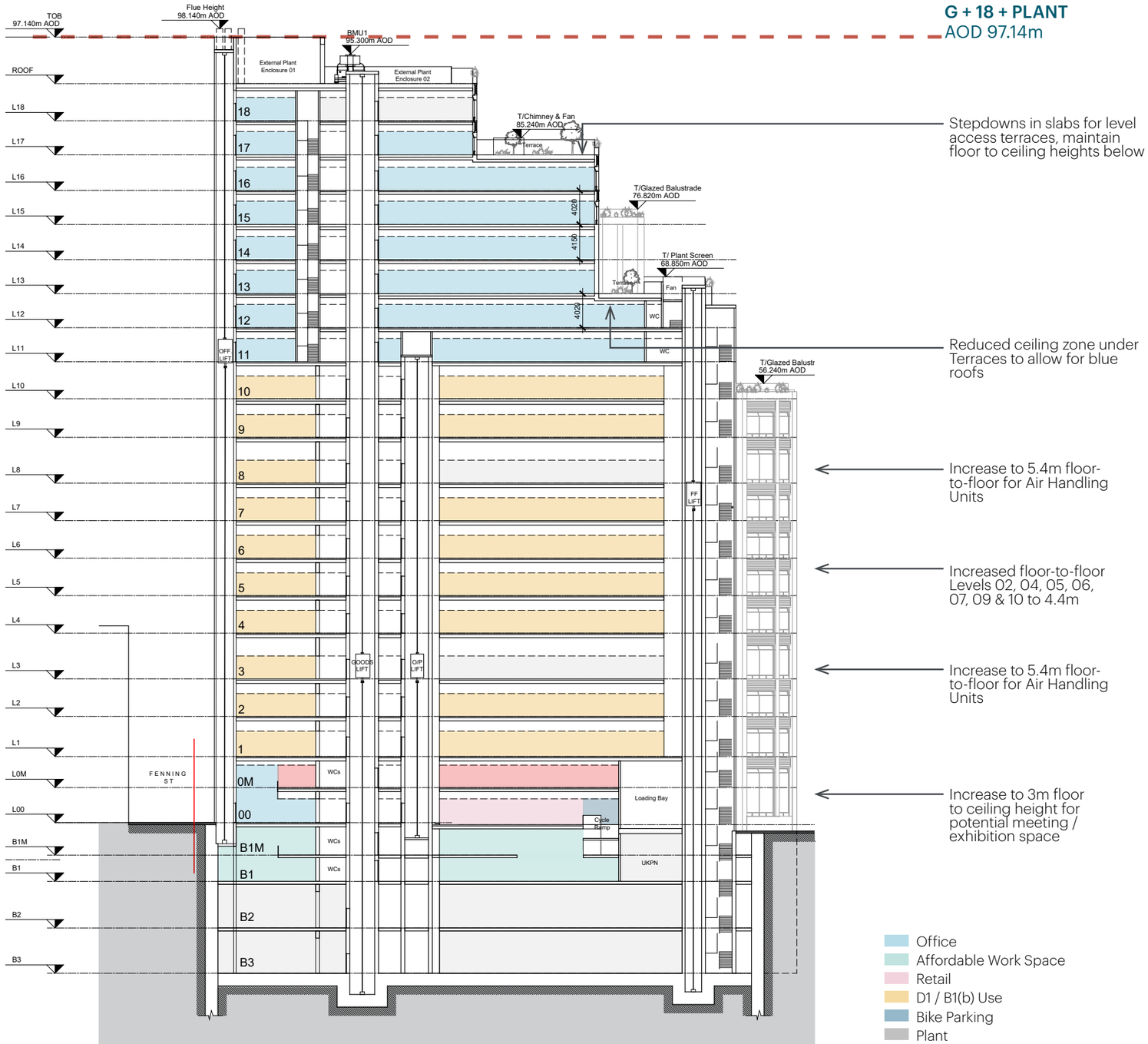
150mm Floor Buildup [*Medical Use Brief*]
350mm RC Slab

1200mm Services Zone [*Medical Use Brief*]
Structural tolerance within zone

2700mm Ceiling Height [*Medical Use Brief*]

4400 mm Floor to Floor

Diagrammatic New Floor to Floor Sections



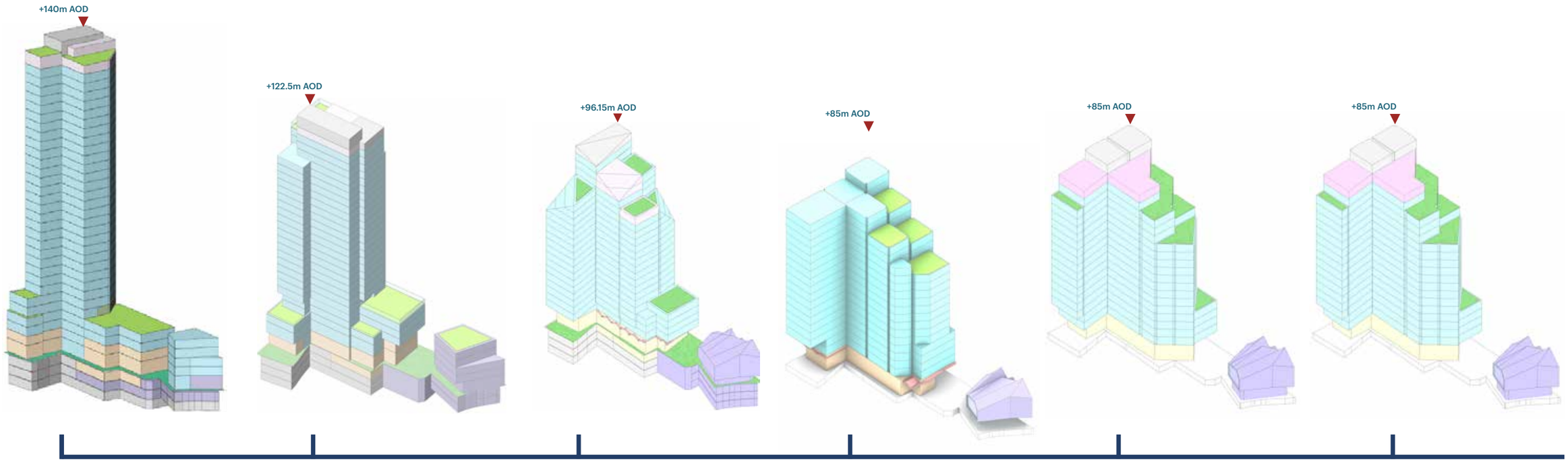
Revised Proposal Incorporating D1/ B1(b) Flexible Use Floors - Longitudinal Section Looking North

4. The Brief and Design Development

Design Evolution

The following are key dates to illustrate progression and not a complete list of consultation.

PRE-2018 PLANNING SUBMISSION



May 2018 - Initial design concept

- Commercial mixed use scheme
- +140m AOD, office, retail podium and 2000 person performance venue
- small public square, public accessible roof terrace

- Massing tested in LVMF, Tower of London and local views
- Massing was subsequently reduced in height

August 2018- LBS Growth, Development and Planning meeting

- Commercial mixed use scheme
- +122.5m AOD, office, retail podium and 2000 person performance venue
- Three floor retail hall
- Affordable workspace

- London Borough of Southwark requested a reduction in height

12 September 2018 - LBS Growth, Development and Planning meeting

- Commercial mixed use scheme
- + 96.15m AOD, office, retail podium and 2000 person performance venue
- Three floor retail hall with folded structural soffit
- Affordable workspace
- Pavilion concept introduced

- London Borough of Southwark requested a reduction in height and articulation relative to the Bermondsey - Tanner Street view

20 September 2018 - Pre-application meeting

- Commercial mixed use scheme
- +85m AOD, office, retail podium and 200 person performance venue
- Three floor retail hall
- Affordable workspace
- Pavilion reduced in size

- LBS commented the building was appropriate subject to Bermondsey-Tanner Street view , and relationship to Horseshoe pub
- Composition of form to be improved

27th September 2018 - GLA

- Commercial mixed use scheme
- +85m AOD, office, retail podium and 200 person performance venue
- Three floor retail hall
- Affordable workspace

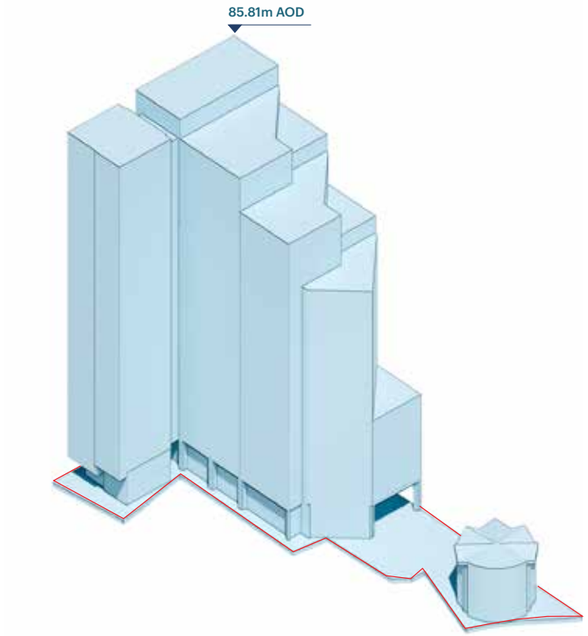
- Principle of proposed uses accepted
- Servicing on Fenning Street must be incorporated into public realm strategy
- Height, bulk and mass and material palette supported
- Inclusive access must be secured

12 October 2018 - LB Southwark, Design Review Panel (DRP)

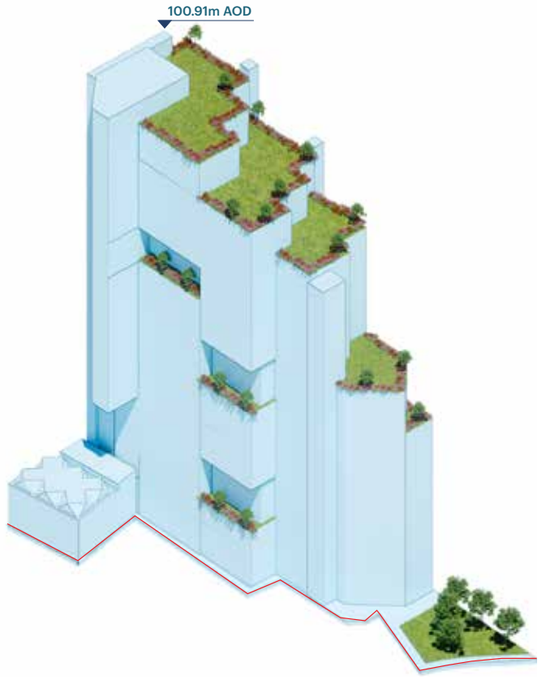
- Same scheme presented as GLA
- Presented along with other St. Thomas St. East Framework schemes

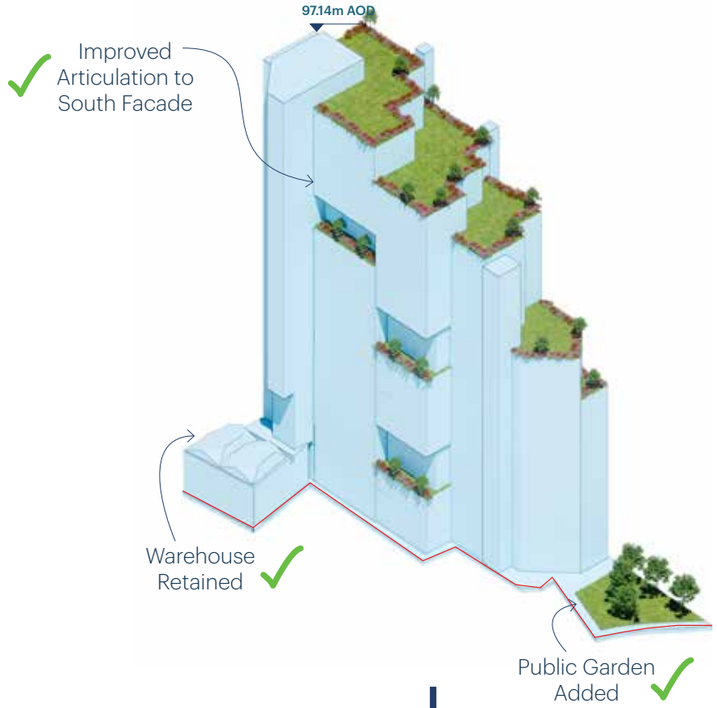
- Height appropriate
- Buildings should be grounded and not 'float'
- Relationship of south west component to the pub can be improved
- Pavilion design not supported
- East-west route suggested by the St. Thomas Street East Framework should be integrated

2018 PLANNING SUBMISSION



POST-2018 PLANNING SUBMISSION





December 2018 - Submitted for Planning

- Commercial mixed use scheme, Ground plus 18 floors with a rooftop plant enclosure
- +85.81m AOD, office, retail podium and 200 person performance venue accessed by a redesigned pavilion
- Three floor retail hall
- Affordable workspace

Planning Commitee Refusal Reasons and other noted concerns (Refer also to Chapter 01)

- Tall structure in Conservation Areas resulting in inadequate setting for the Horseshoe Inn Pub
- Demolition of warehouse
- Request was made for more urban greening, comment on the expression of the facades, reservations expressed about the music venue and the requirement for new office space in the context of the Covid pandemic

21st September, 2nd & 15th October, 2nd and 12th November 2020 - GLA

The scheme was recovered by the GLA in September 2020. The revised scheme accomodating a NHS user brief and responding to criticism of the rejected scheme was presented on a number of occasions to the GLA.

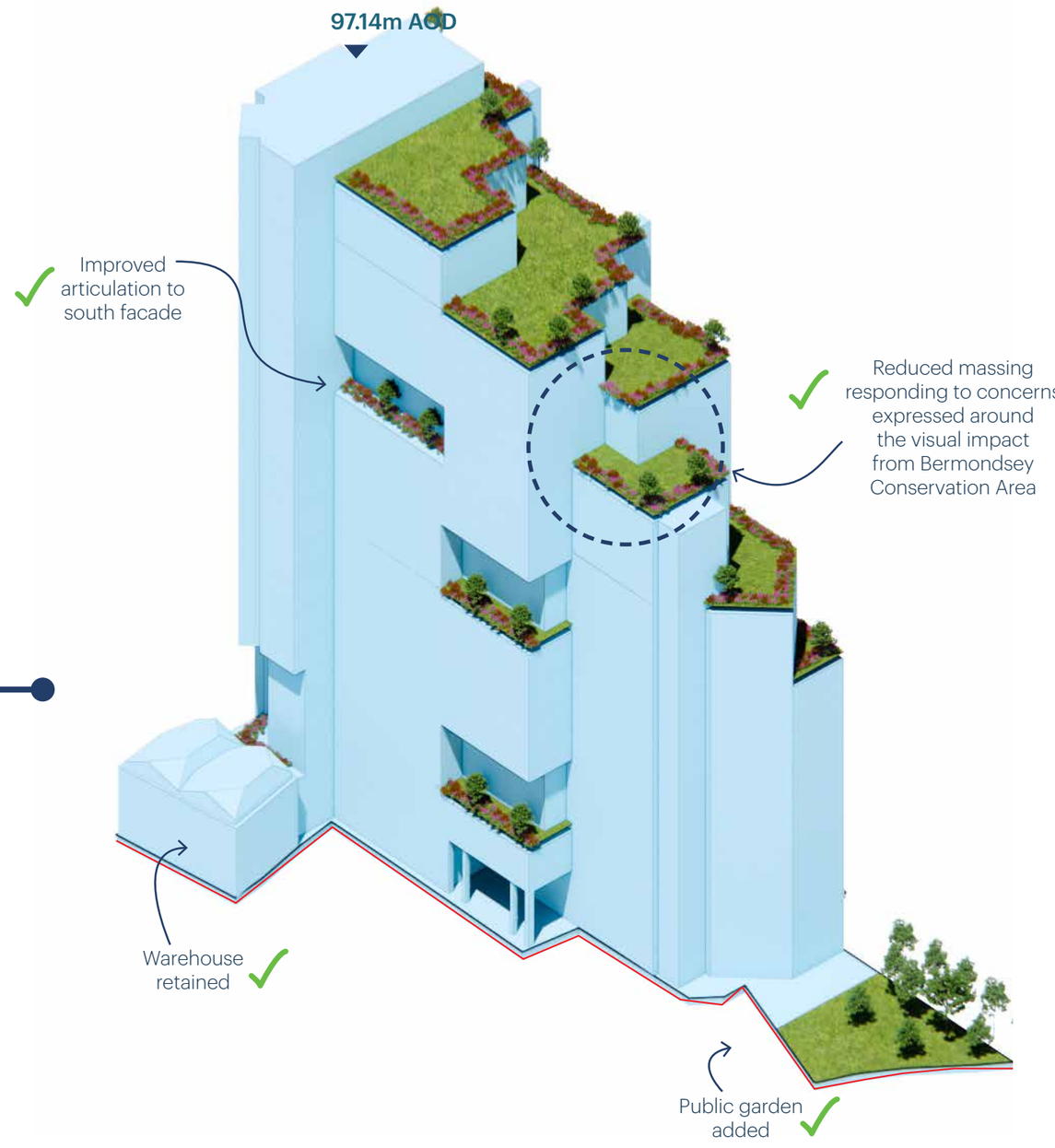
- 9 Fenning St. warehouse retained, stepping main mass of building back from the Horseshoe Inn and out of conservation area
- Building adapted to be suitable for incresed height requirements of NHS, therefore overall height of building increased
- Eastern Public Garden added
- Facade articulation improved and broken down, adding interstitial gardens dispersed up the building
- Scheme approach and additional detail addressed at each meeting and the design was tuned in response to comments received

December 2020

- Number of floors reduced to match original application (Ground + 18 Floors + Plant Floor). Overall height reduced to +94.17m.
- Adjustments made to the south-west and south-east corners for the purposes of wind mitigation, alongside adjustments to façade treatment to control air flow
- Community hall and retail use proposed within retained warehouse

4. The Brief and Design Development

Design Evolution

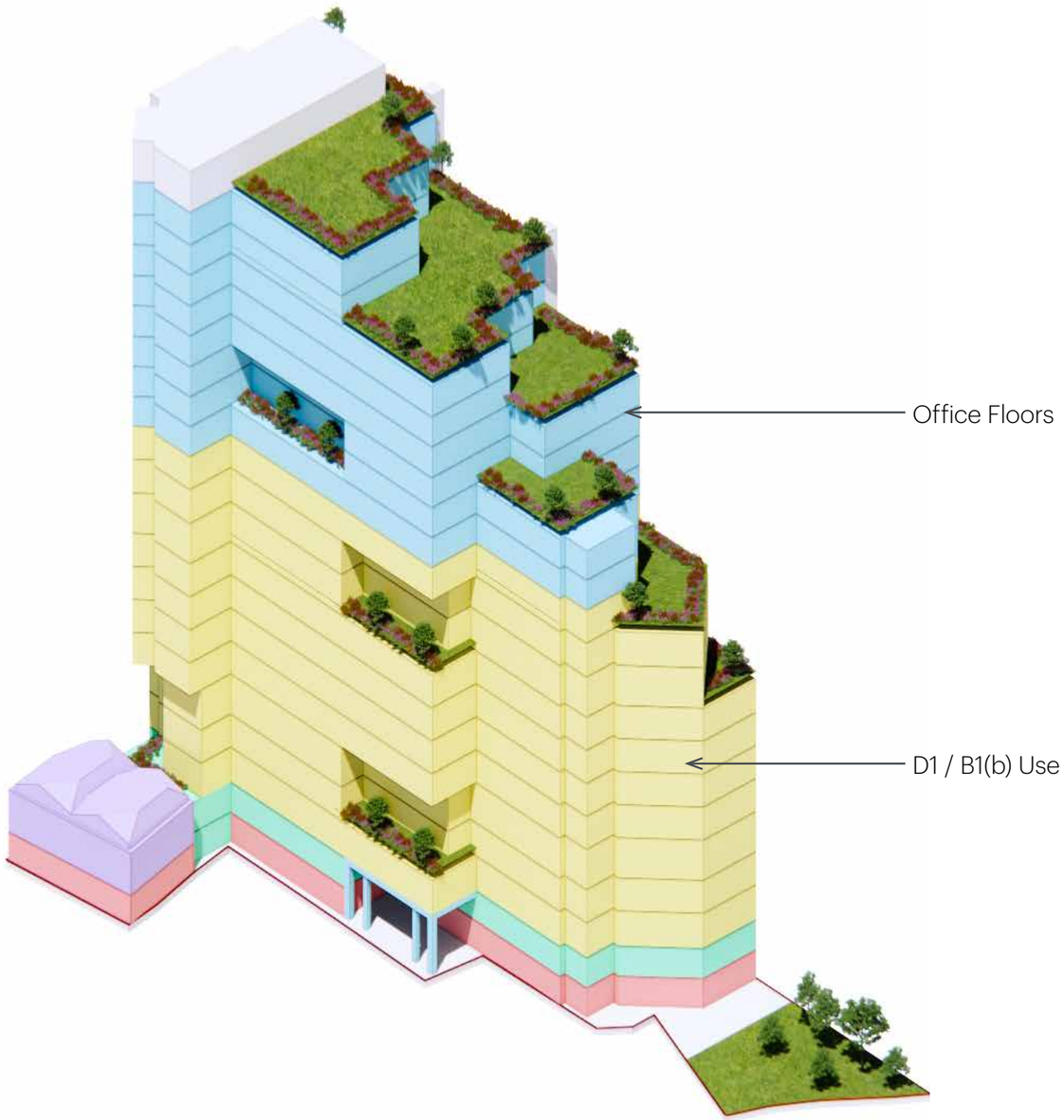


October 2021 - Proposed

- Adjustments on ground level
- Relocation of affordable workspace entrance to align with the St Thomas Street East Framework east - west route
- Relocation of gas storage to increase retail frontage at eastern retail unit (applies to D1 use)
- Accessible Parking spaces moved to Snowsfields
- Reduced massing at the eastern end of the building with an additional terrace on L13

4. The Brief and Design Development

Use Class Options



The D1 / B1(b) use class change applies to levels 1-10 only

The D1 use requires more air changes than B1(b) meaning that the B1(b) use requires 2 less air handling units in the plantroom.

The ground floor gas storage room is not provided in the B1(b) use option.

This difference is shown on the two sets of plans being issued as part of this application that cover the layout differences between the two uses.

The required cycle provision for the B1(b) use is lower than that required for the D1 use, but the development will provide 463 cycle spaces instead of the required 360 if the B1(b) use is triggered.

- Office
- Affordable Work Space
- Retail
- D1 / B1(b) Use
- Bike Parking
- Plant

4. The Brief and Design Development

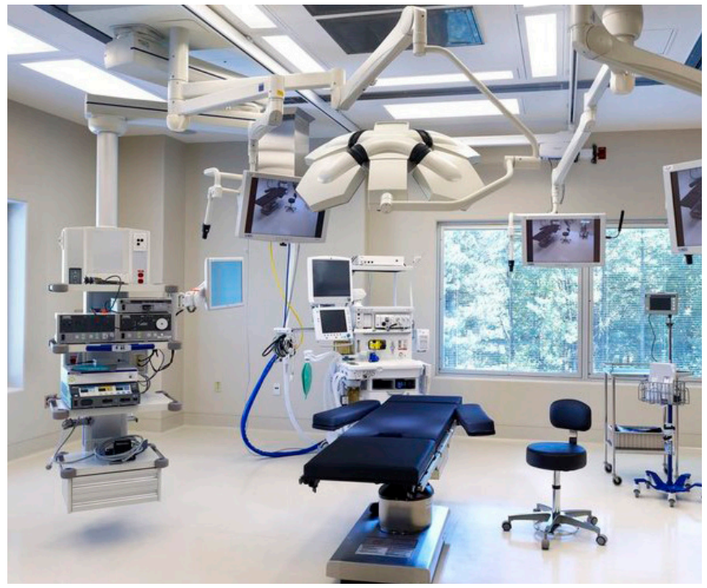
Use Class Options

OPTION 1 - Medical (Use Class D1) Scenario

Tower
- Levels 11-18: Use class B1(a) floorspace = 8,207 sq.m.
- Levels 1-10: Use class D1 floorspace = 12,634 sq.m.
- Mezzanine Affordable Workspace: Flexible use class D1 / B1(b) floorspace = 918 sq.m.
- Ground Medical (circulation): Use class D1 = 320 sq.m.
- Affordable Workspace (circulation): Flexible use class D1 / B1(b) floorspace = 117 sq.m.
- Ground Retail: Flexible use classes A1, A2, A3 & A4 floorspace = 408 sq.m.
- Basement Affordable Workspace: Use class B1 floorspace = 2,032 sq.m.
- Mechanical plant = 5,827 sq.m

Warehouse -
- First floor Community: Use class D1 floorspace = 180 sq.m.
- Ground Retail: Flexible use classes A1, A2, A3 & A4 floorspace = 180 sq.m.

Totals –
- Total above ground = 24,952 sq.m.
- Total below ground = 5,551 sq.m.
- Total proposed floorspace = 30,503 sq.m.



OPTION 2 - Research and Development (Use Class B1(b)) Scenario

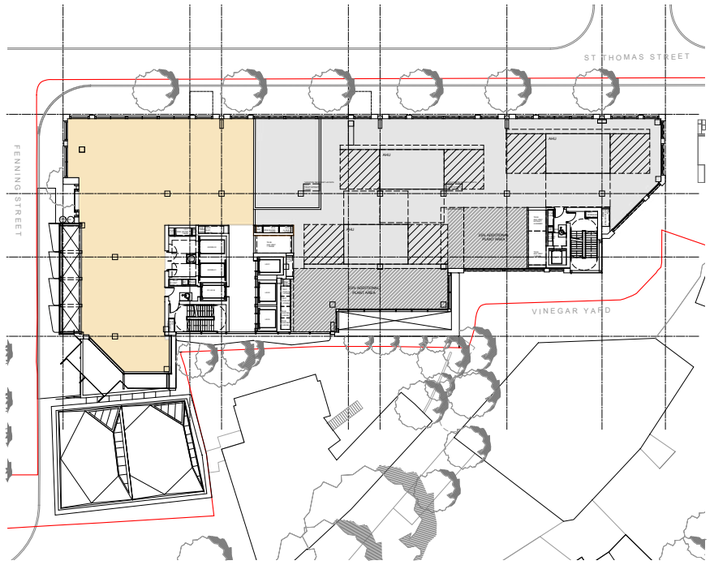
Tower
- Levels 11-18: Use class B1(a) floorspace = 8,207 sq.m.
- Levels 1-10: Use class B1(b) floorspace = 12,964 sq.m.
- Mezzanine Affordable Workspace: Flexible use class D1 / B1(b) floorspace = 918 sq.m.
- Ground Research & Development (circulation): Use class B1(b) =320 sq.m.
- Affordable Workspace (circulation): Flexible use class D1 / B1(b) floorspace = 117 sq.m.
- Ground Retail: Flexible use classes A1, A2, A3 & A4 floorspace = 438 sq.m.
- Basement Affordable Workspace: Use class B1 floorspace = 2,032sq.m.
- Mechanical plant = 5,467 sq.m

Warehouse
- First floor Community: Use class D1 floorspace = 180 sq.m.
- Ground Retail: Use classes A1, A2, A3 & A4 floorspace = 180 sq.m.

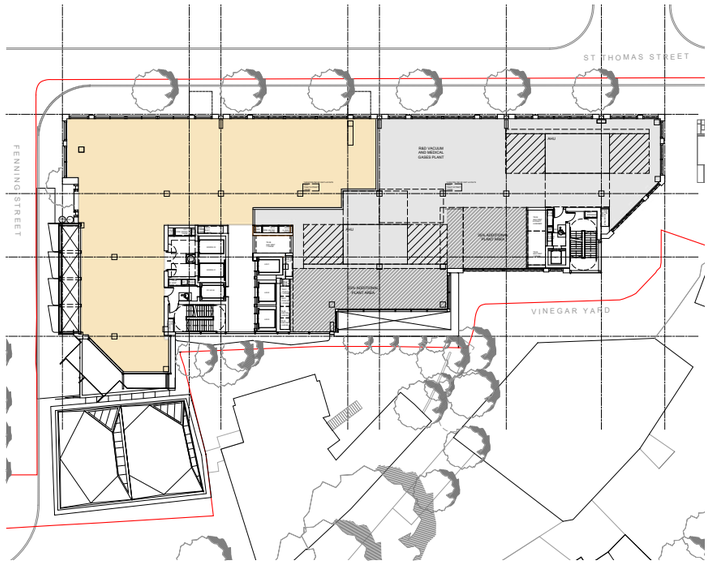
Totals
- Total above ground = 24,952 sq.m.
- Total below ground = 5,551 sq.m.
- Total proposed floorspace = 30,503 sq.m.

Please refer to the area tables later in this document for more detailed breackdown of areas.

Level 3



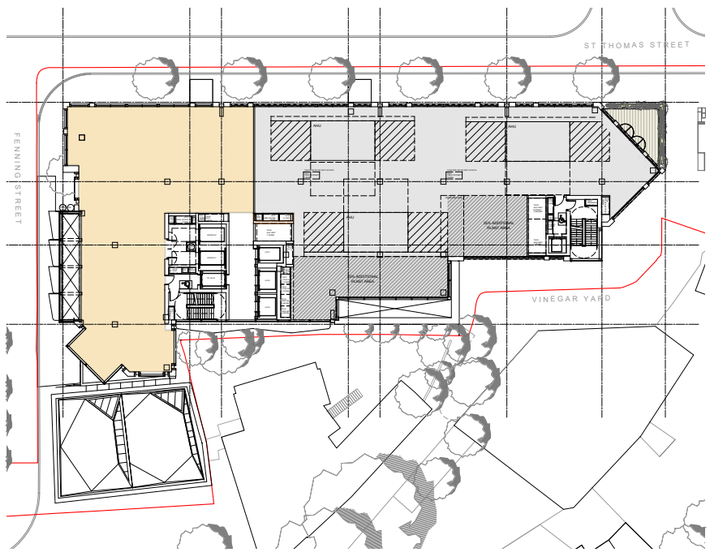
D1 Use



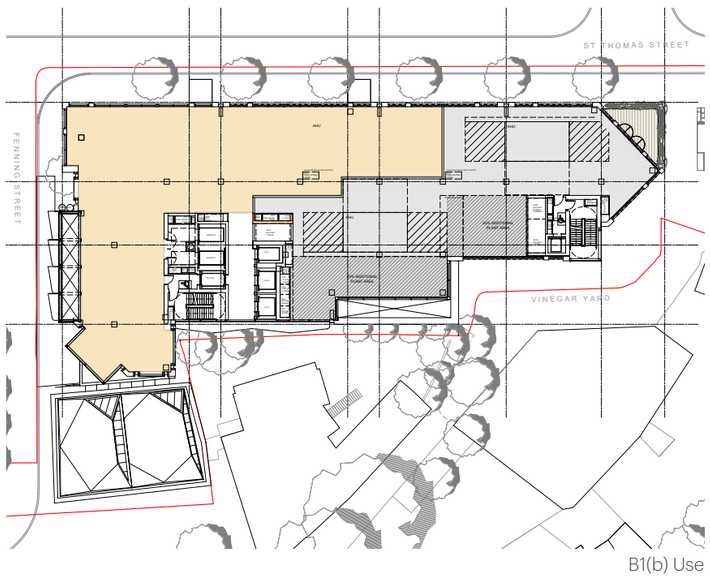
B1(b) Use

The reduced air handling requirement for the B1(b) use results in a higher net area for the B1(b) option on levels 3 and 8 as illustrated on this page.

Level 8



D1 Use

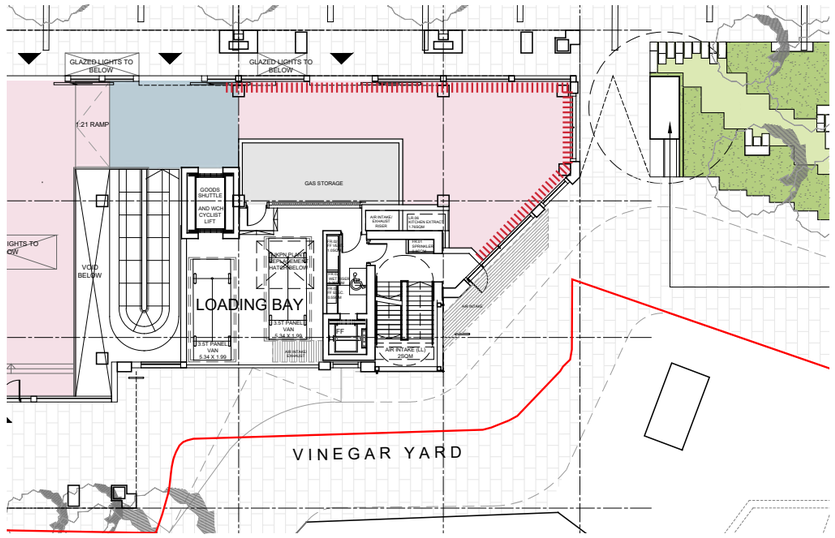


B1(b) Use

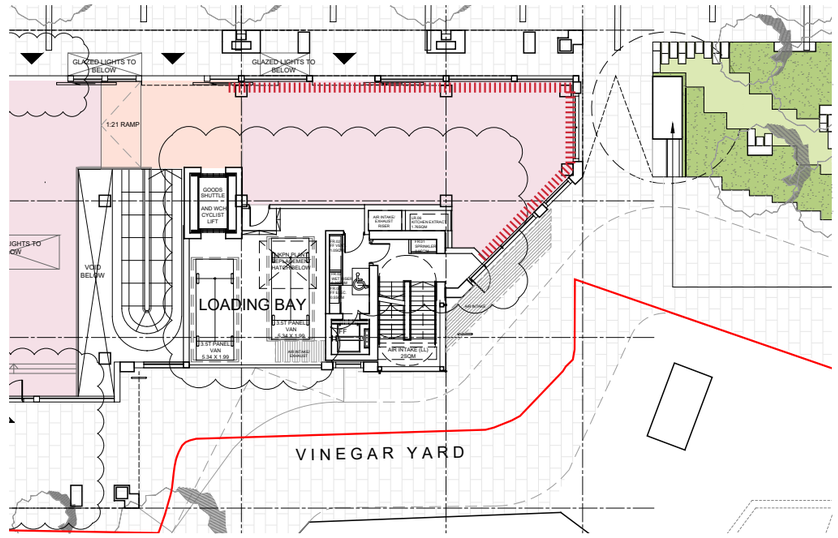
4. The Brief and Design Development

Use Class Options

Ground floor gas storage is not provided in the B1(b) use option, allowing the eastern retail unit to become larger.



D1 Use

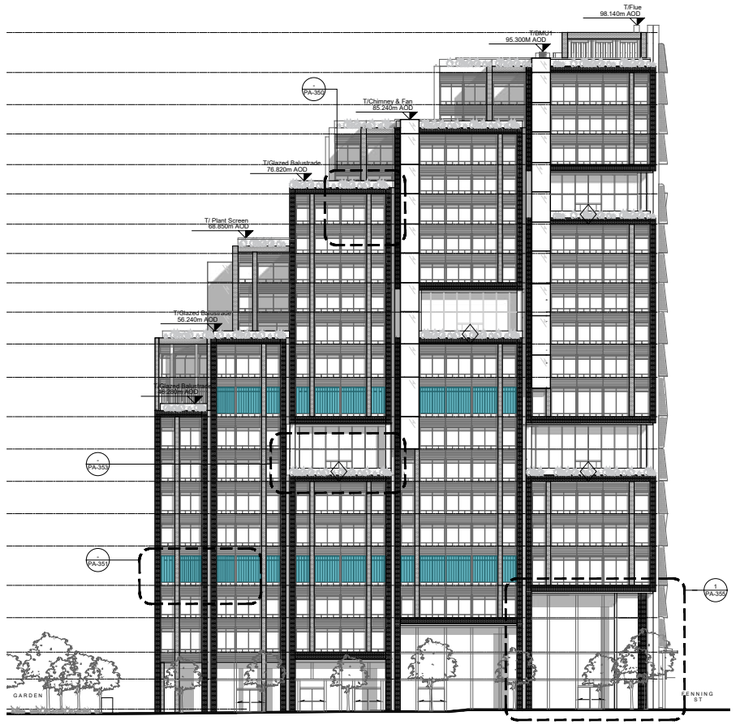


B1(b) Use

Ground Floor

4. The Brief and Design Development

Use Class Options

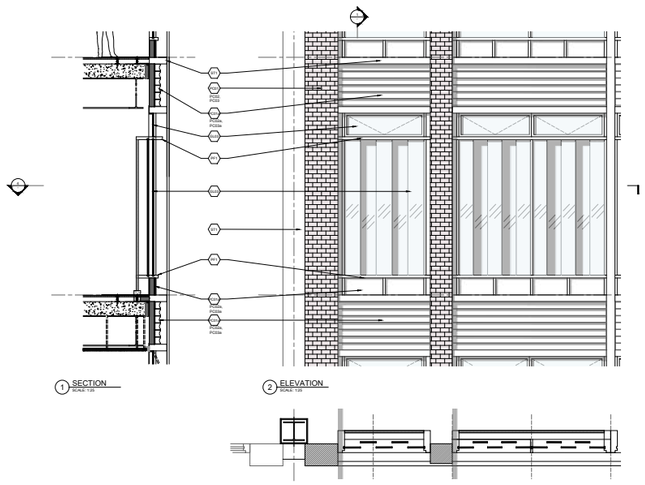


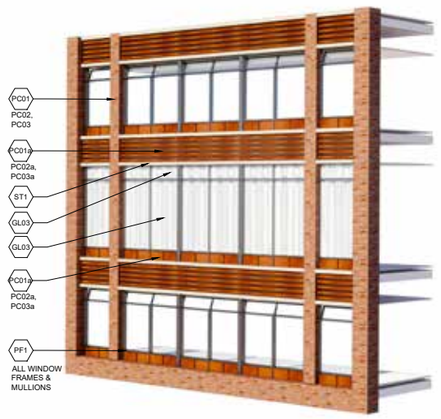
D1 Use

B1(b) Use

The difference in air handling requirements between the two uses results in a differing requirement for glazed louvres serving levels 03 and 08. The B1(b) use requires slightly less fresh air than the D1 use.

The glass louvres are created by positioning the glass in a staggered arrangement in plan within fenestration that is similar to the design of the floors above and below. The visual difference between the two uses in the facade is very minor.





Extent and location of vertical glass louvres

5

The Proposed Development

5. The Proposed Development

Massing Strategy

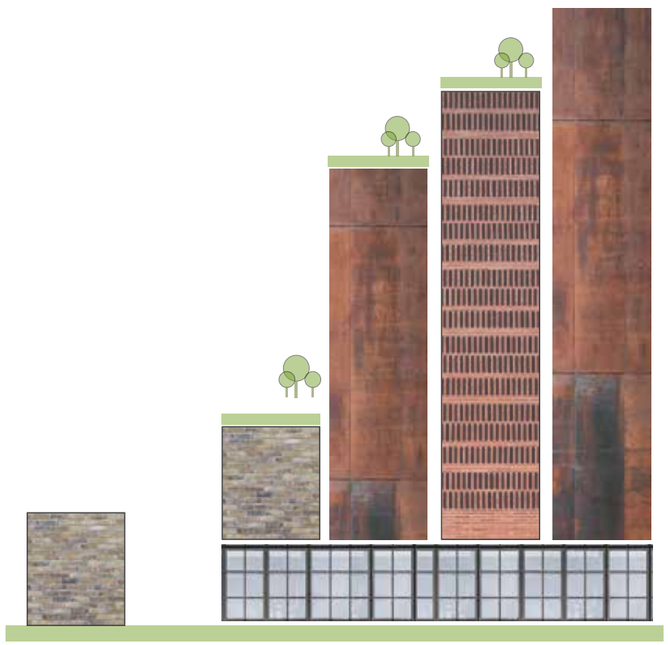
Redevelopment of the site to include the demolition of existing buildings, retention and refurbishment of the warehouse and the erection of a ground, mezzanine and 18 storey building (with plant at roof) and 3 basement levels, comprising of café and community space within the warehouse and within the new building office, flexible medical a nd research and development, and flexible retail and affordable workspace, alongside cycle and disabled car parking, servicing, refuse and plant areas, public garden (including soft and hard landscaping), highway improvements and all other associated works.

A seminal image that informed the design strategy from the outset, particularly considering the appearance of the architectural form in townscape terms, was Old London Bridge from the West by Claude de Jongh (1615-1663). In this image the bridge allows the flow of water between its piers. The buildings on the bridge are tightly packed vertical forms or 'bundles'.

Throughout the evolution of the design, the building remains composed of rectangular volumes, making it possible to carefully craft its height and roofscape in response to townscape views.

A form composed of assembled volumes creates the opportunity for subtle variation between the components. This is achieved in variation of colour and facade expression which further reduces the appearance of a monolithic form.

Claude de Jongh. Old London Bridge from the West

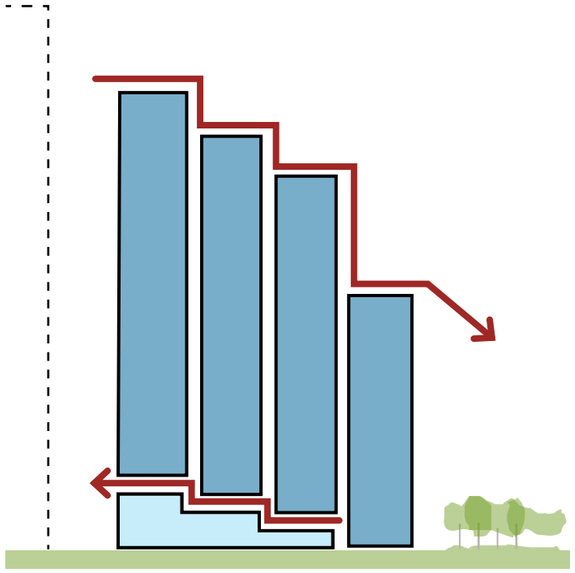


Previously Submitted Design Diagram

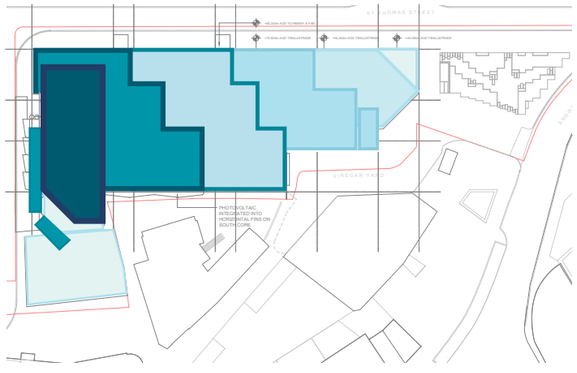
Proposed Design Diagram- Transformation taken further to respond to local context

5. The Proposed Development

Townscape and building form



Building form stepping down towards Bermondsey Street



Height located on west of site to step down to Bermondsey Conservation Area

Roof silhouette from Bermondsey Street and Tanner Street view with Capital House and Edge Developments included

Careful assessment of the massing in local views from the conservation area and the building's relationship to its immediate surroundings have been the key drivers in determining the height and form of the building.

A key local view is from the entry to Tanner Street Park at the corner of Bermondsey and Tanner Street. This is the location from which the proposed development will be most visible on Bermondsey Street. Acceptable step heights have been determined by the view from this point, although the building is actually hidden behind the Bermondsey Street roofline at most points along the street.

The volumes at the top of the building are further attenuated in plan to reduce the impact of the building in this view. Where the massing sets back at the upper levels, the rooftops thus created are proposed as external landscaped amenity for the office users. The composition of the top of the proposed development echoes the angle and profile of the rooftops beyond which it is seen.
The treatment of the building as a composite form is also a response to views from south of the site, such as those from Leathermarket Gardens, ensuring that the broad elevations are treated as assemblages of smaller components rather than a single form.

The site is within the background consultation area of two LVMF London Panoramas:

- 2A.1. Parliament Hill: the summit looking towards St. Paul's Cathedral. Part of the site is in the view shadow of the Shard. The proposed development however is of a height that does not impact on this view.
- 3A.1 Kenwood. The viewing gazebo looking towards St Paul's Cathedral. The site is in the background consultation area of this view. The proposed development will be seen from this vantage point, on the opposite site of the Shard to St Paul's. As shown in the Planning Policy Context and Site Designations section of this document.

The impact on townscape views is described and assesed in more detail within the Historic Townscape and Visual Imapct Assesment submitted with this application.

5. The Proposed Development

Townscape and Building Form

In facilitating the flexibility to incorporate medical uses into the building, the overall height of the massing has slightly increased, which can particularly be seen from the viewpoint at Bermondsey Street and Tanner Street. The following diagrams are intended to demonstrate that this is a fleeting glimpse of the building, over a short stretch of the street.

Local Context Plan

1 Building not seen

2

3

Viewpoints

4

5

6

Viewpoints

7

8

9

Viewpoints

Building not seen

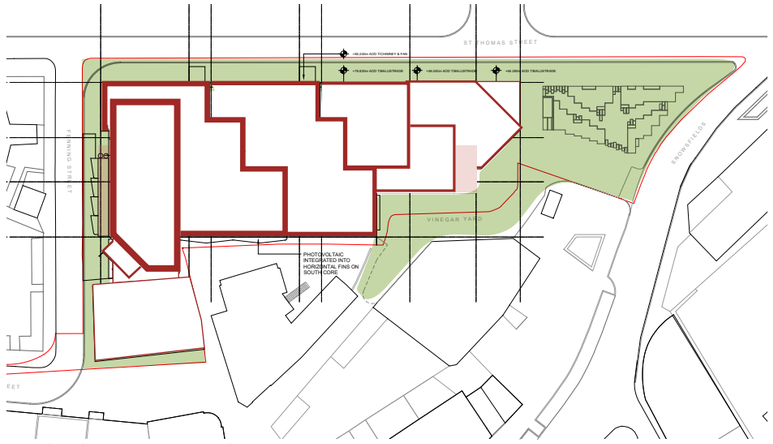
5. The Proposed Development

Proposal

The scheme includes the erection of a ground, mezzanine and 18 storey building (with plant at roof level) and 3 basement levels.

- A flexible mixed-use building of +97.14m AOD ;
- Ten floors enabled for flexible medical use or research and development use and eight floors for commercial office;
- Retained warehouse at 9 Fenning Street of two storeys, containing retail and the community hall;
- Retail and affordable work space halls linked over four floors;
- Roof terraces provided for the use of occupiers and to increase urban greening; and
- A new landscaped public garden to the east of the site with landscaping improvements surrounding.

Height located on west of site to step down to Bermondsey Conservation Area



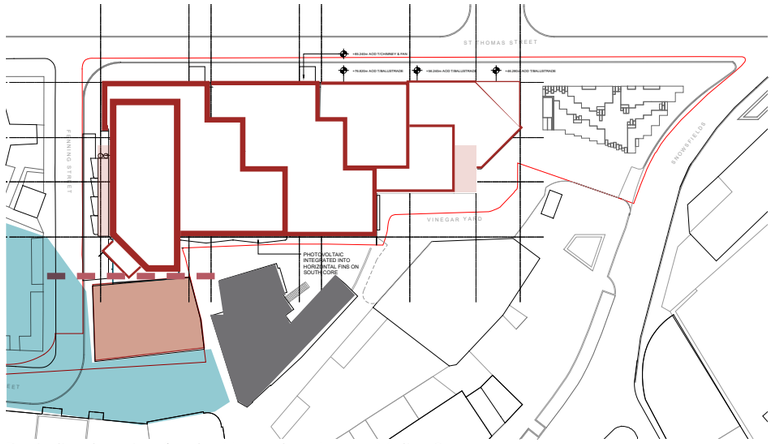
New landscaping surrounding site

South East Axonometric

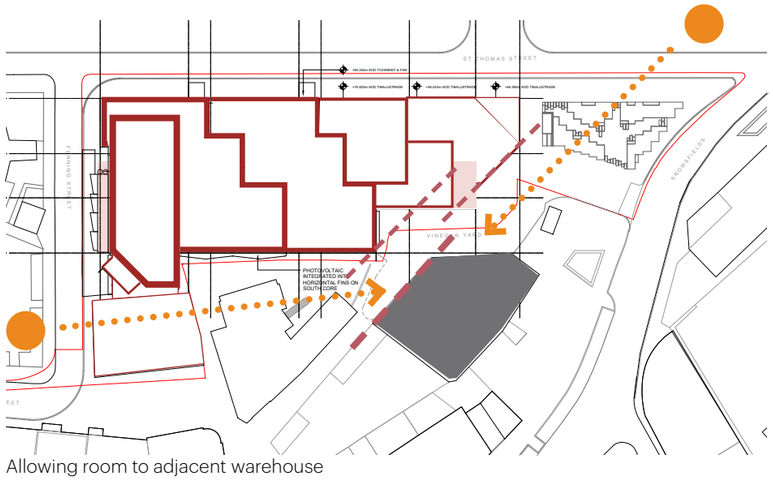
South West Axonometric

5. The Proposed Development

Proposal



Revitalised setting for the Horseshoe Inn on Melior Street



Allowing room to adjacent warehouse

North West Axonometric

North East Axonometric

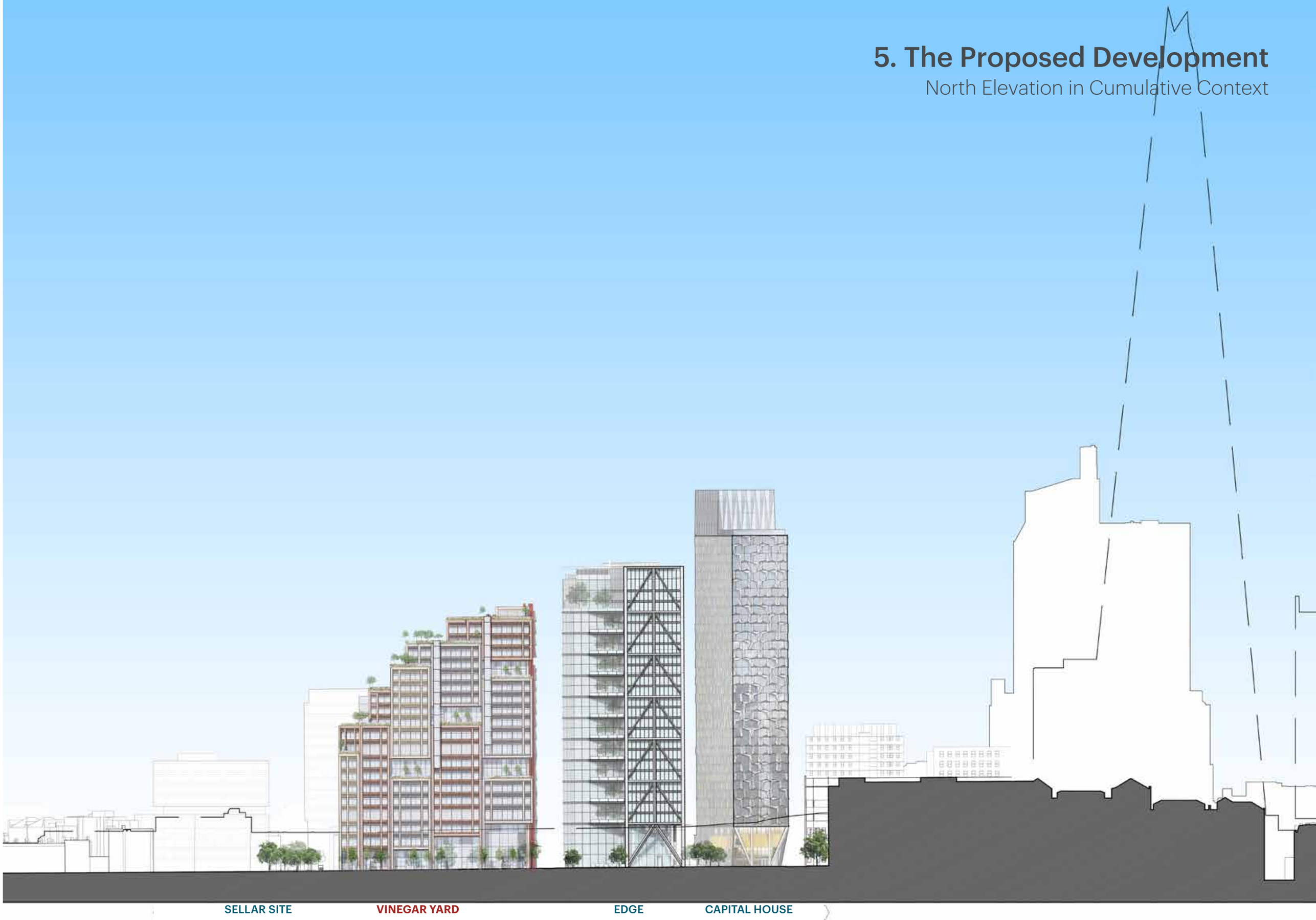
5. The Proposed Development

Wider Setting

Proposed Masterplan

5. The Proposed Development

North Elevation in Cumulative Context



5. The Proposed Development

Site Organisation

The design of the proposed development addresses the key drivers previously identified in Section 4 of this document.

This part of Southwark has a rich history and specific character, with an aesthetic and architectural language consistent with the traditional activities that were once prevalent in the area. Much of this comes from the brick Victorian warehouses and the arches carrying the railway viaduct into London Bridge Station.

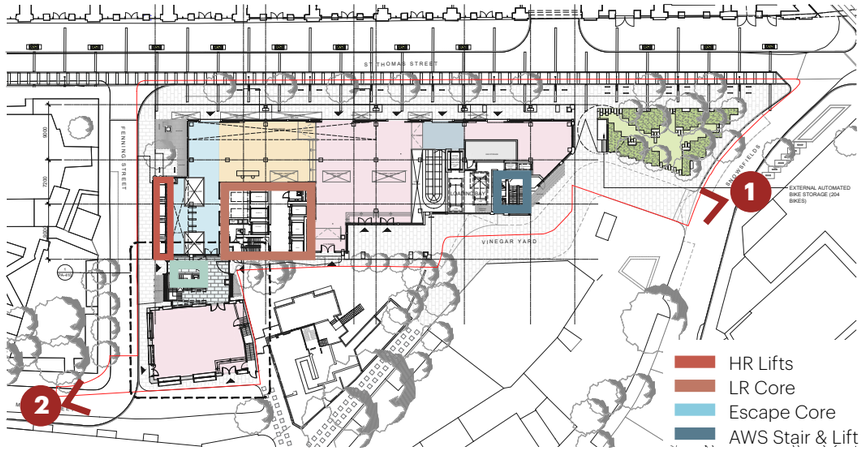
Above ground there are two components comprising the proposed development, a ground +18 storey building with retail at its base and a re-purposed warehouse that houses retail and community hall that could facilitate meetings and exhibition space for building occupants. The tallest part of the massing is located on the west of the site, in accordance with emerging LBS policy and site allocation NSP: 51. There are three basement levels below the new-build element of the scheme.

To suit the flexible medical brief and the retention of the warehouse, the main core has been relocated to the southern edge of the floor plate, with a secondary core and the loading bay (at ground level) at the eastern end of the building. A line of wall-climber lifts animate the west facade on Fenning Street and separate the main lobby from the warehouse.

Moving the main core into the body of the building exposes more of the attractive Victorian front of the Horseshoe Inn and enhances the prominence of the pub as a focal point to Melior Street. A generous public space is formed in front of the pub and a new retail unit in the warehouse. In addition, the proximity of the proposed development to the flats on Melior Street is relieved, which opens up views from the west of Melior Street and presents the building with a slimmer profile.

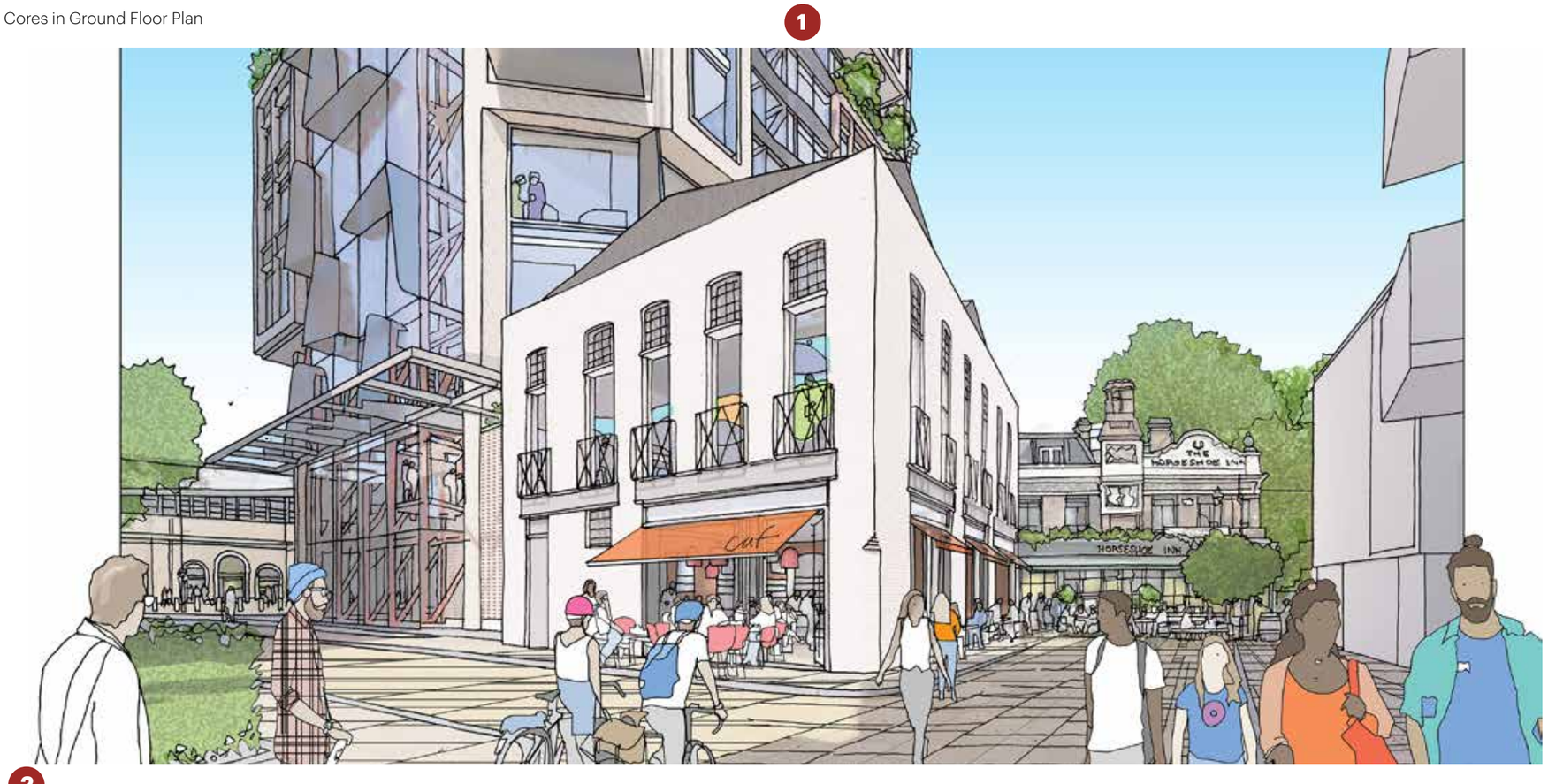
The retention of the warehouse activates the Fenning Street facade. It will now open up and benefit from adjacency to the new park proposed at the corner of Melior Street and Fenning Street by the Edge scheme. A secondary entrance to the building is proposed on this street, which will primarily serve the community function of the warehouse, and the affordable workspaces, and the ground floor retail in the warehouse will benefit from large glazed openings.

A new public plaza is proposed to the east of the building including hard and soft landscaping as well as access to underground automated cycle storage. The north of the plaza is enlivened by the historic railway arches on St. Thomas Street, now inhabited by restaurants and cafes, and benefits from proposed adjacent retail to its west.



Cores in Ground Floor Plan

1

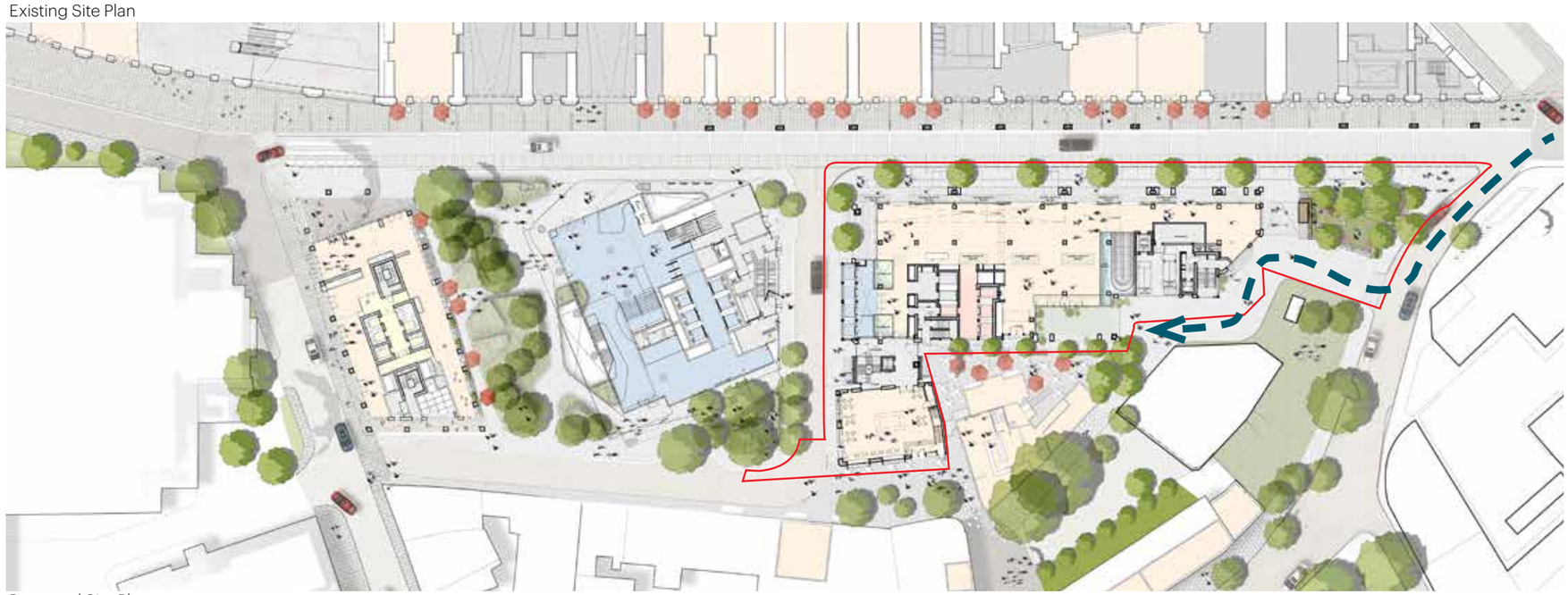


2

5. The Proposed Development

Site Organisation

Existing Site Plan



Proposed Site Plan

A new loading bay, located to the south east side of the building is proposed, which is accessed via a slightly re-routed Vinegar Yard, primarily to support the wider ambition of TfL and the plan to implement the 'Healthy Streets' cycle lane and traffic calming in St. Thomas Street and to enable the creation of the new public garden.

5. The Proposed Development

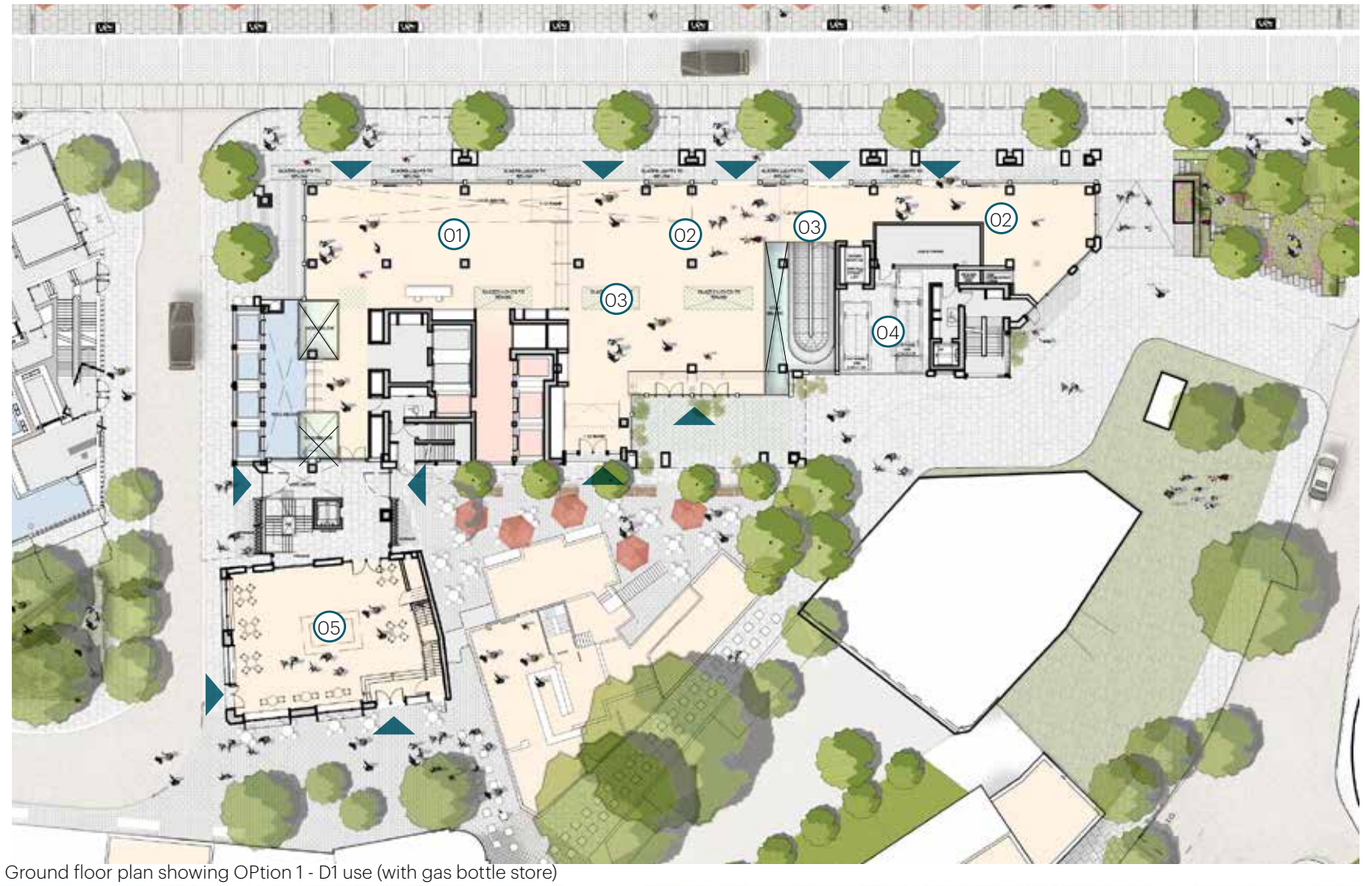
Ground Floor

The delineation of space at ground level allows for blurring of uses and interaction of patrons of the retail and medical / research and development facilities, office workers and users of the affordable work spaces at the lower levels. The building is permeable with entrances along St. Thomas Street, Vinegar Yard and Horseshoe Inn Yard to the south.

The north face of the ground floor is unencumbered by cores and can therefore be a legible, transparent facade along its entire length. The main entrances to the office and flexible medical / office floors are located here, along with retail entrances and cycle entrance. A double-height space along the facade gives a feeling of generosity, provides light into the entrance and retail zone and allows the affordable work space at mezzanine level to engage with ground floor activity.

Cyclist arrival is given equal prominence to pedestrian arrival with a dedicated entrance on St. Thomas Street, giving access to a front of house shallow stair to basement storage and changing areas. Bicycle parking is also available on street and in a below-ground automated cycle parking machine.

Lobby and reception areas for the office and medical users are located in the northwest corner of the ground floor. Arrivals are then streamed towards the appropriate lift banks in the main core. Voids to lower and upper levels, and a blurring of lines with the adjacent spaces should engender a busy, welcoming feel, upon arrival to work or appointment.



- Low Rise Office / Medical Floor Lifts
- High Rise Office Lifts
- Affordable Workspace Stair

1. D1 / B1(b) / Office Lobby
2. Retail/ Food and Beverage
3. Cycle Stair
4. Loading Bay
5. Warehouse Retail

Ground floor plan showing OPtion 1 - D1 use (with gas bottle store)

Sketch View Looking South East through New Garden

Sketch View Looking West Along St. Thomas Street from the New Public Garden

Sketch View Looking West Along St. Thomas Street

5. The Proposed Development

Ground Floor

Render View of St. Thomas Street Main Entrance Looking East

The Fenning Street entrance primarily serves the affordable work spaces above and below ground via a stair and dedicated lift, which gives an 'address' to these uses separate from the main building, although access to these areas is linked and can be gained from anywhere in the building.

The existing warehouse at 9 Fenning Street has been integrated into the ground floor sequence of spaces, providing retail use at ground level and proposed community hall that could facilitate meetings and exhibition spaces for the building occupants on the first floor. Increased glazed openings to the lower level are proposed, with access to the retail/ cafe space both from the south on Melior Place towards the neighbouring pub.

St. Thomas Street Detail of Ground Floor North Elevation

Sketch View Looking East through to New Public Garden

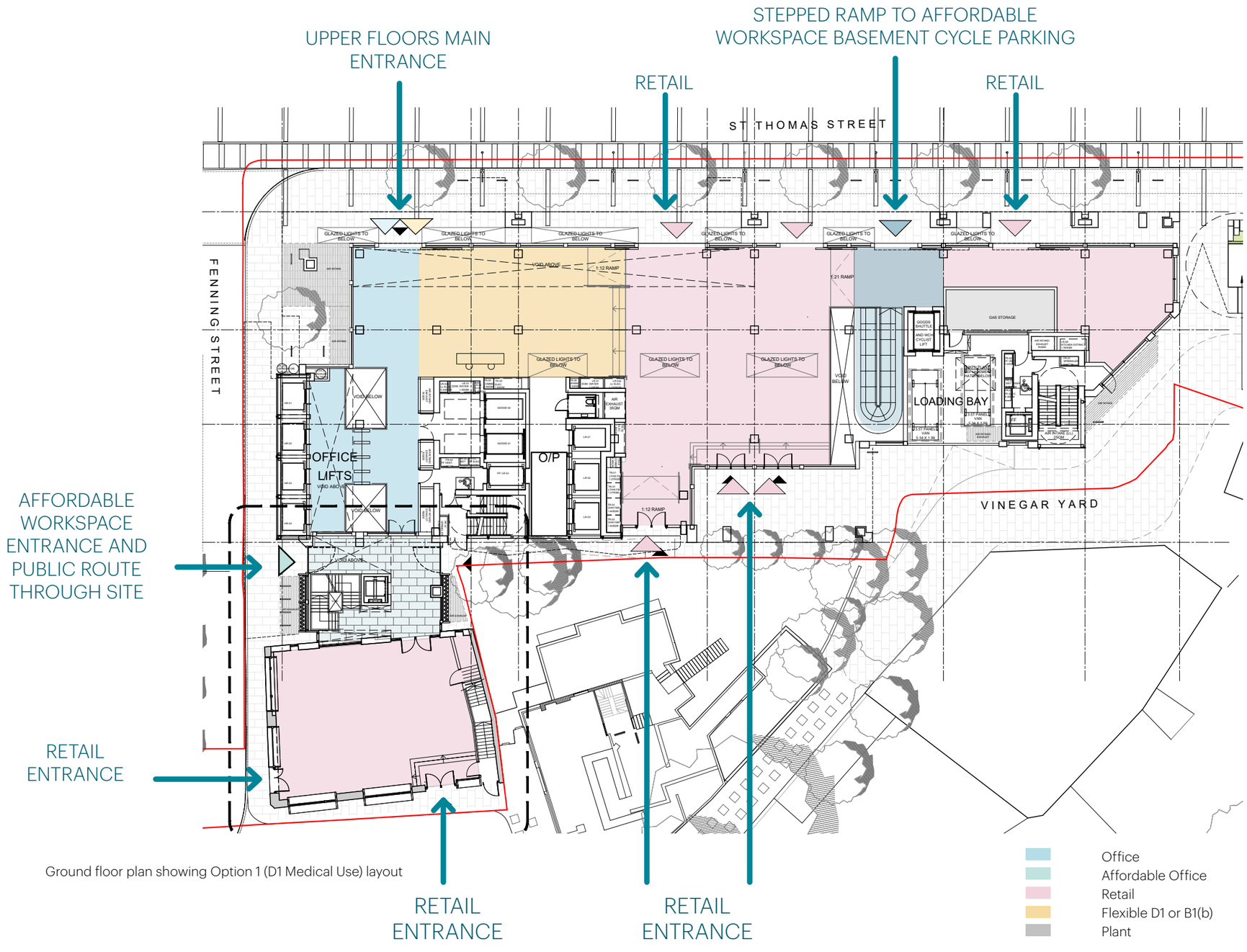
Vinegar Yard Detail of Ground Floor South Elevation

5. The Proposed Development

Ground Floor Entrances

Ground floor entrances are clearly defined on the facade and will feature integrated signage within the spandrel zone above. Doors will be powered and sliding to enable easy touch-free access, with level thresholds and clear internal directional signage to enable people to move smoothly through the space to their intended destinations.

Precedent images of building signage integrated with facade glazing

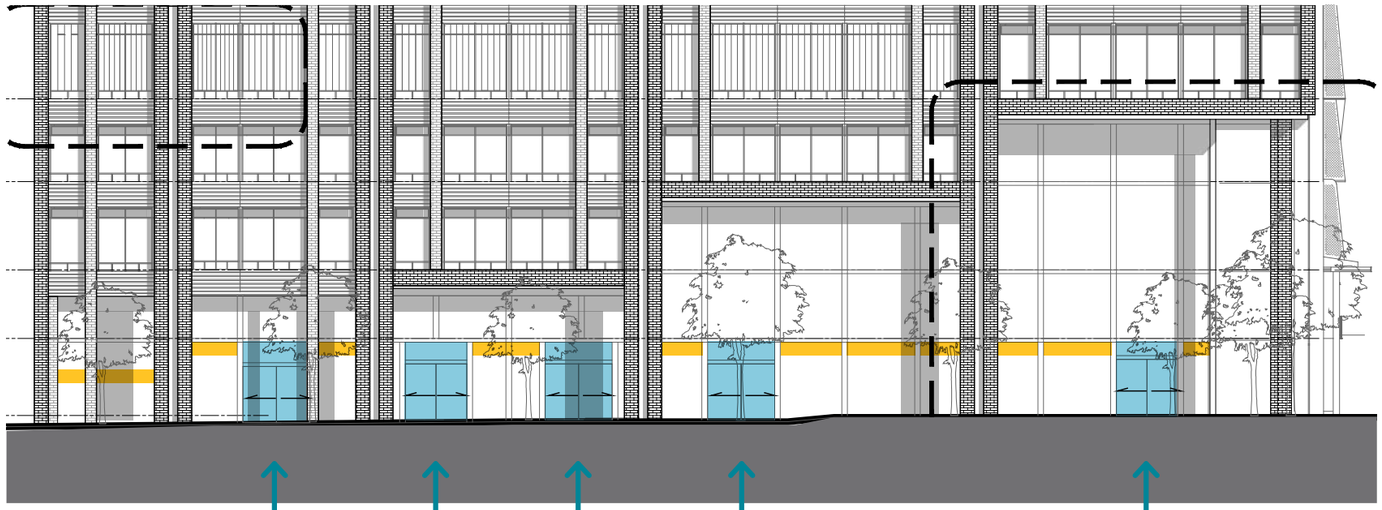


Ground floor plan showing Option 1 (D1 Medical Use) layout

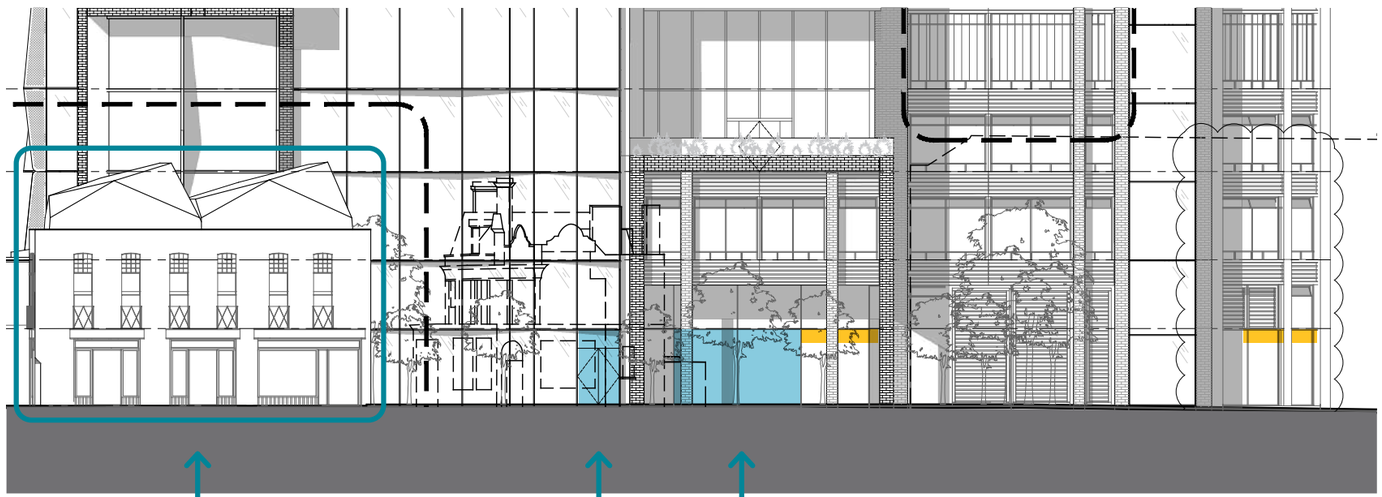
5. The Proposed Development

Ground Floor Entrances

NORTH ELEVATION



SOUTH ELEVATION



Tag	Material	Colour
PF1	Metal	Dark Charcoal
M01	Structural Steel	Red
GL01	Typical Glazing	/
GL02	Typical Spandrel Glazing	/
GL03	Translucent Frosted Glazing	/
PC01	Brick	Red
PC02	Brick	Beige
PC03	Brick	Grey
PC01a	Profiled Terracotta Panels	Red
PC02a	Profiled Terracotta Panels	Beige
PC03a	Profiled Terracotta Panels	Grey
ST1	Portland Stone	

Door with Integrated Signage

Location for Behind Glass Signage

5. The Proposed Development

Warehouse

The retained and transformed warehouse building will provide a flexible community focused use.

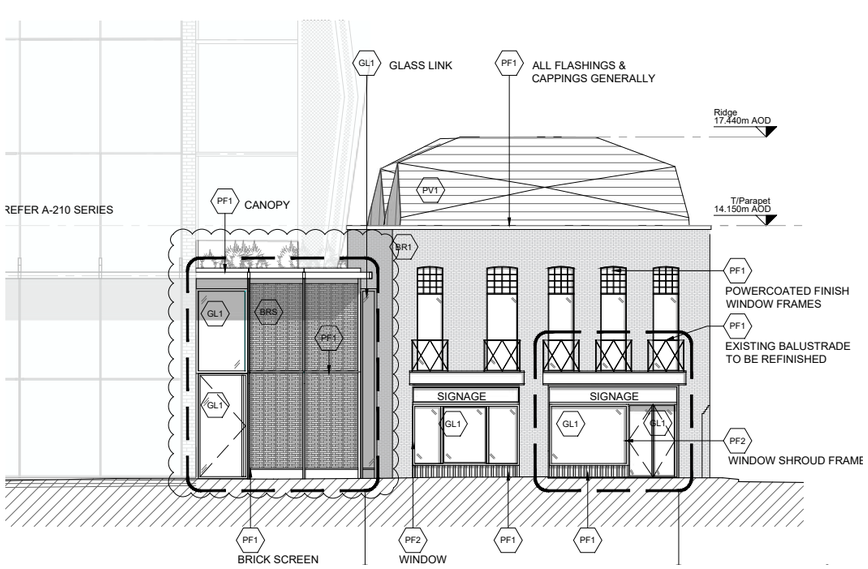
The existing warehouse extension is proposed to be demolished to make way for a new connecting element that contains circulation between levels and the entrance to the affordable workspaces. This two-storey connecting element is set back on both the east and west sides and has an open brick screen in front of glazed walls so that the internal space, stair and lift can be glimpsed from outside and will glow at night through the open latticework of the brick façade. The brickwork is in a saw-tooth arrangement to enhance shadow-play and texture.

The warehouse itself will be revitalised with new glazed openings at ground floor level, new first floor windows, sympathetic decorative metalwork and a sculptural roof, composed of geometrically articulated mansards, expressed within the 1st floor interior.

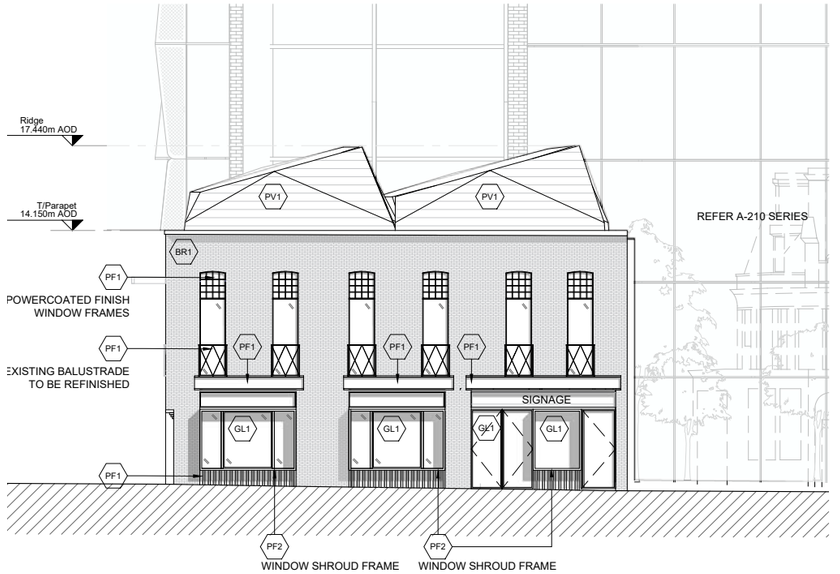
The ground floor is proposed as retail, with the vision that this could be a cafe drawing in custom not only from workers and patrons of the main building, but from local residents, and patrons of the affordable workspace, currently proposed to be let to Southwark Studios.

The first floor warehouse space is set under a new sculptural roof which allows in north light, and creates spaces enlivened by the soaring ceiling. The roof is designed to create divisible space, for uses such as meetings and smaller community clubs, which when walls are retracted, has the ability to host lectures or meetings for up to 200 people. Southwark Studios have expressed an interest in hosting art exhibitions in the space, while consultation with Guys and St. Thomas Hospital raised the need for leasable large scale meeting spaces in the area.

The Fenning Street façade works are proposed to include the enlargement of one window, the widening of the existing garage door opening for the addition of a new shop front , the addition of a window above the new shop front, the extension of two existing windows above new shop front and the refurbishment and potential reuse of the existing Juliette balcony ironwork. The south façade will receive three shop fronts, two of which are new and one converted from a blocked up existing garage door, as well as the enlargement of six existing window openings. The north façade will be adapted to provide access to the new linking element at ground and first floor level. The warehouse's roof will be fully replaced with a geometric design that will incorporate photovoltaics and skylights. In all areas where the current facades are painted brickwork, the paint is to be stripped off and the brickwork repaired.



West Elevation



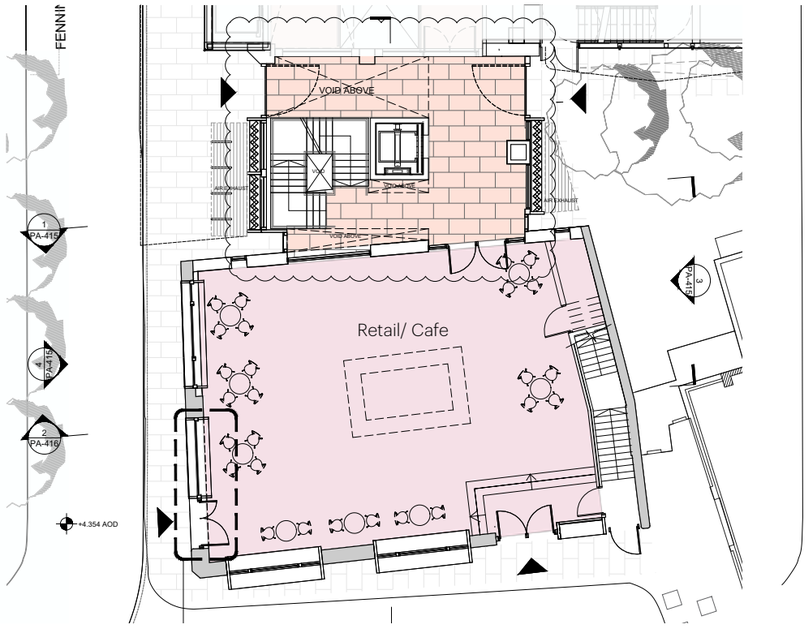
South Elevation

Sketch View of Horseshoe Inn and Retained Warehouse

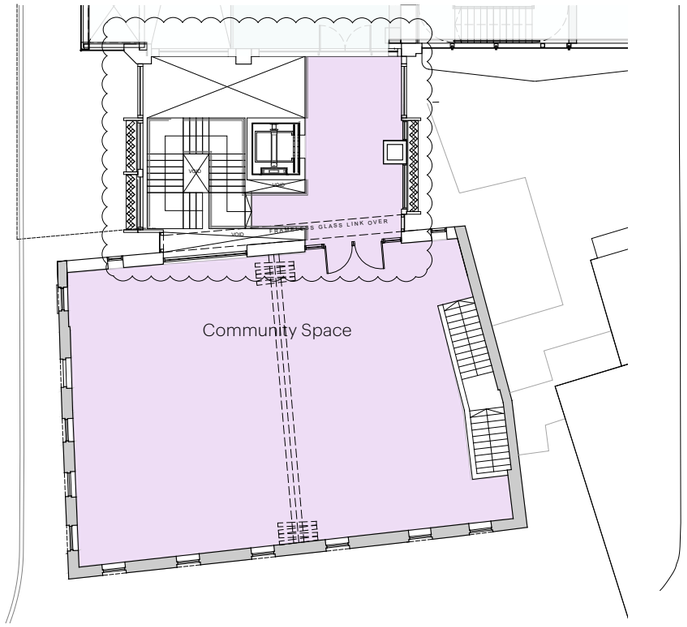
Sketch View of Horseshoe Inn Setting

5. The Proposed Development

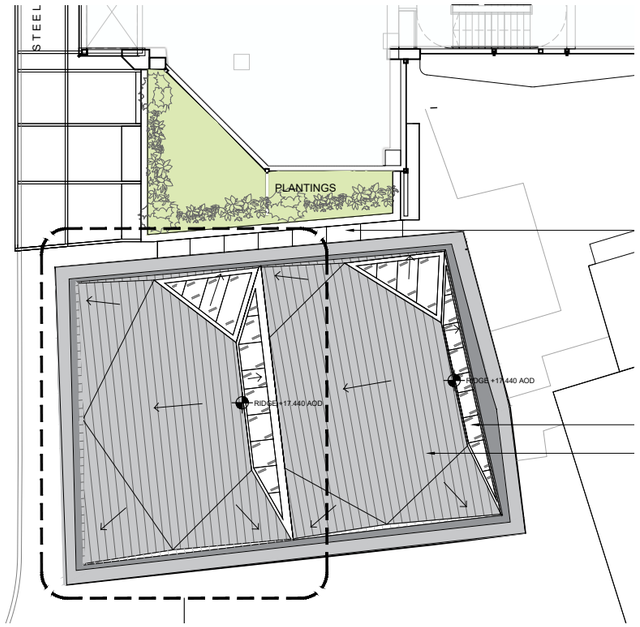
Warehouse



Ground Floor Plan



First Floor Plan



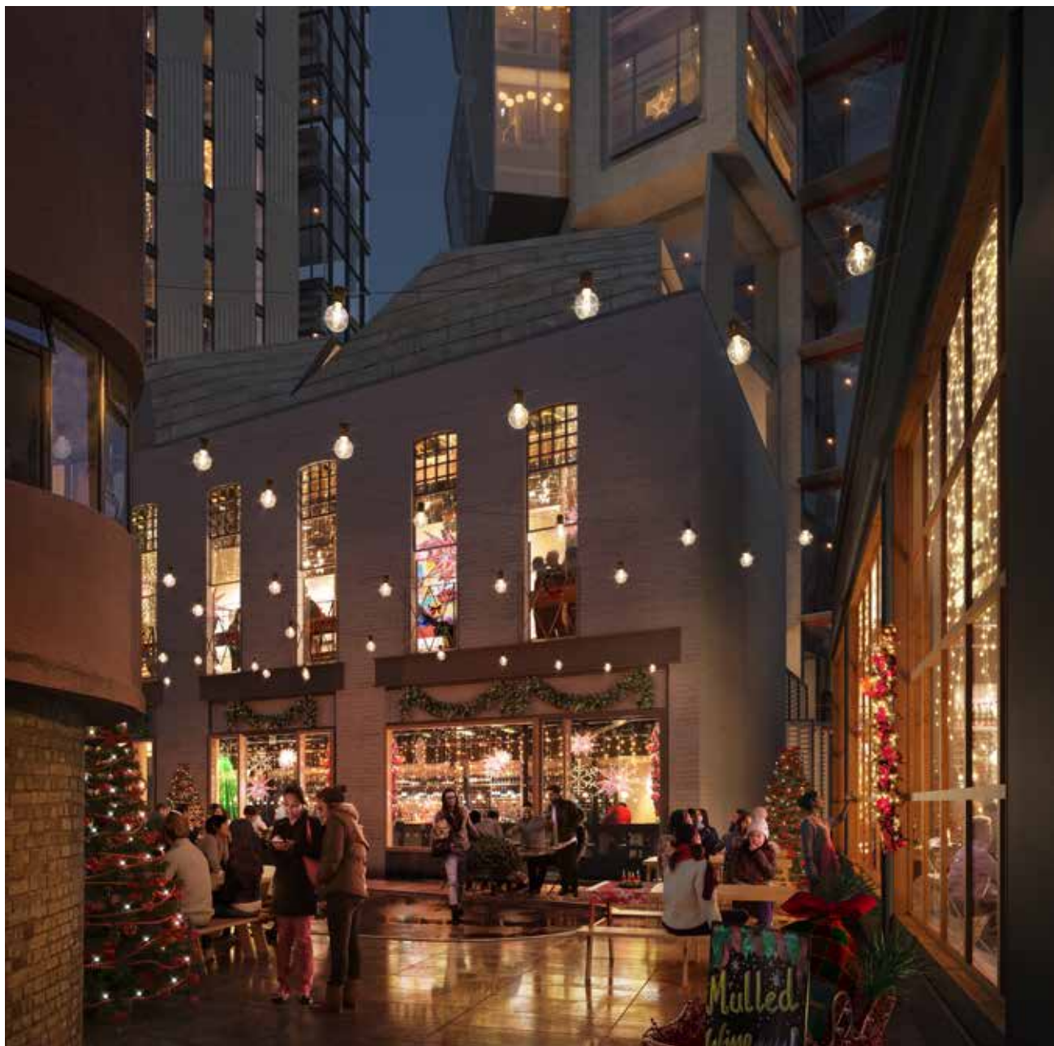
Roof Plan

Shopfront Vignette

Infill Building Brick Screen Facade

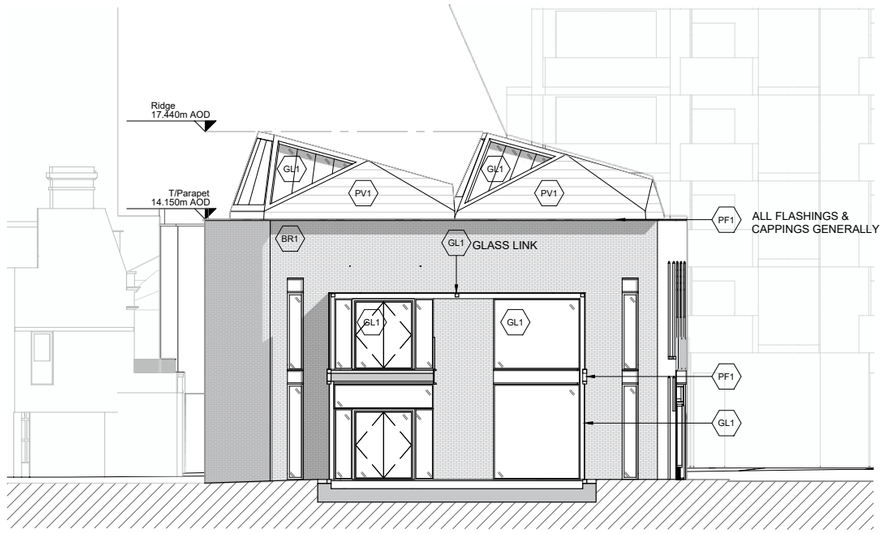
Roof Module


BACKSTREET COFFEE

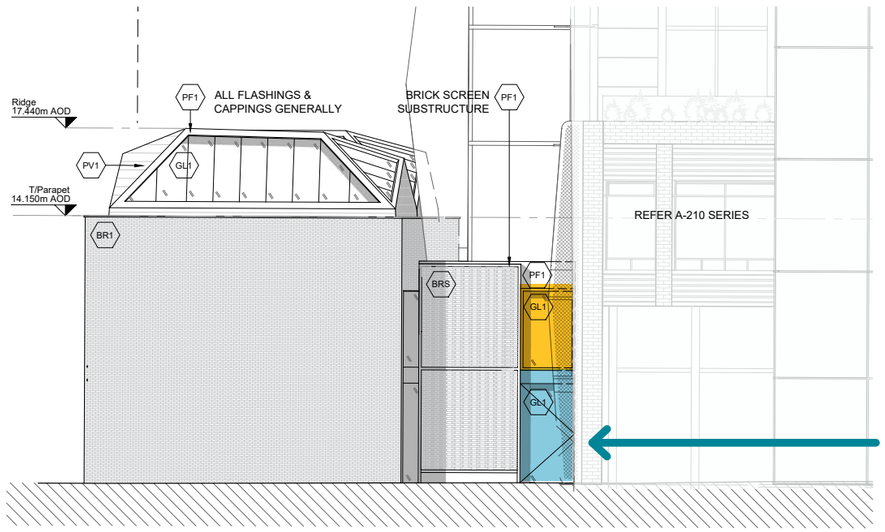

Mulled

5. The Proposed Development

Warehouse Entrances

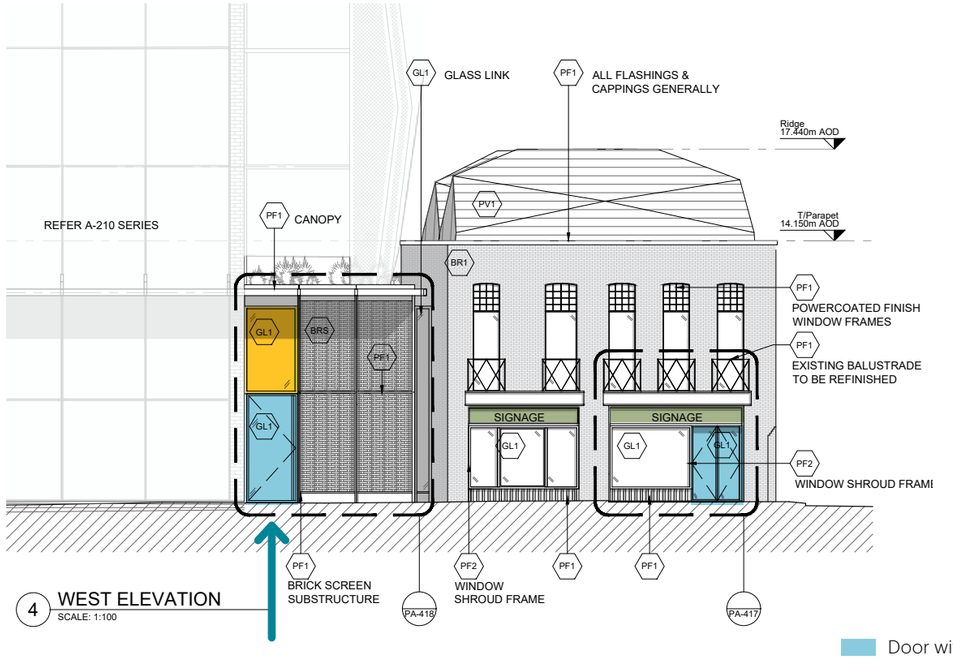


1 NORTH ELEVATION
SCALE: 1:100



2 EAST ELEVATION
SCALE: 1:100

3 SOUTH ELEVATION
SCALE: 1:100

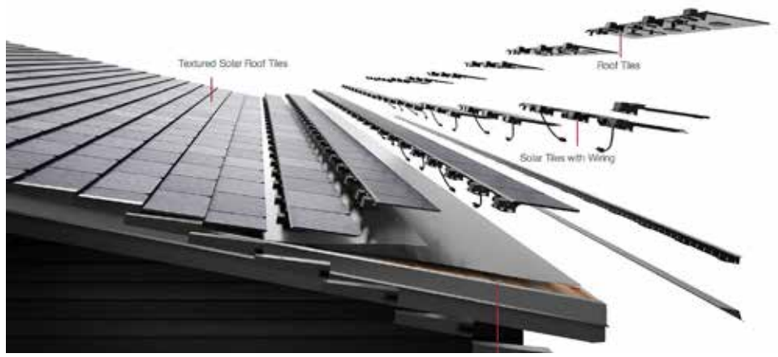


4 WEST ELEVATION
SCALE: 1:100

Door with Integrated Signage
Location for Behind Glass Signage
Retail Signage Above

5. The Proposed Development

Warehouse Roof Photovoltaics




THE HORSESHOE INN
HORSESHOE INN
AM 2020

5. The Proposed Development

Affordable Work Space

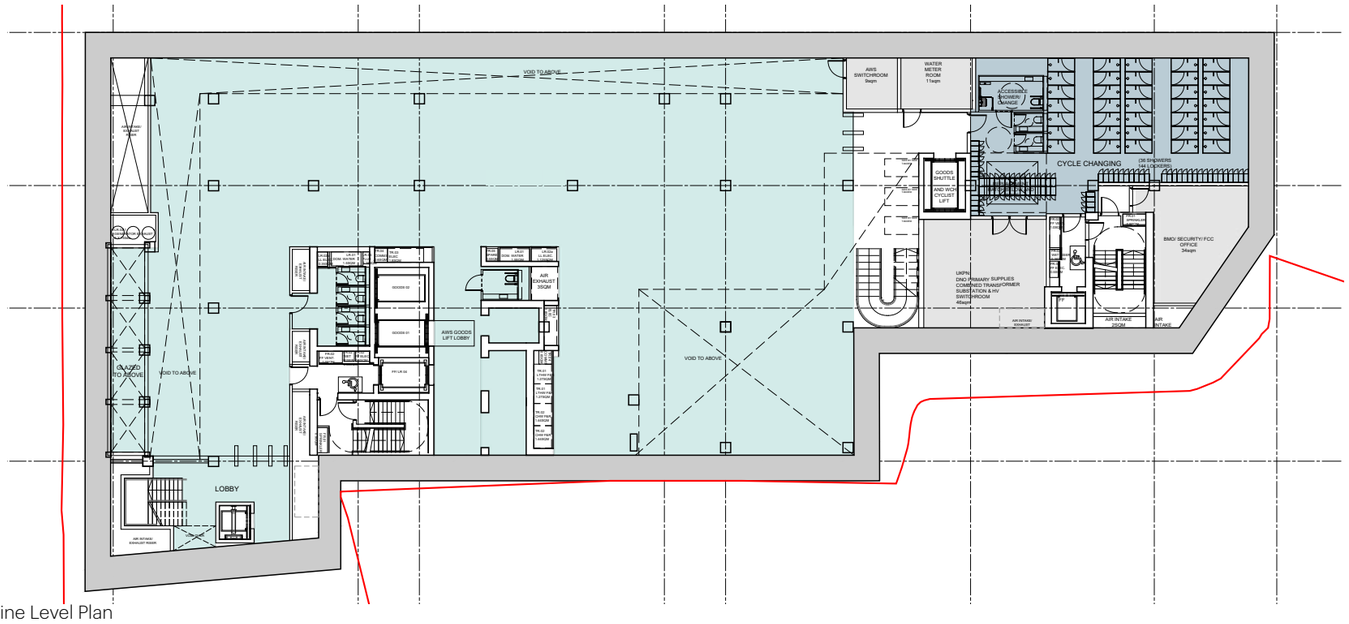
Affordable work space (AWS) is provided at a rate of 10% of the overall gross internal area. This is arranged over three floors; above ground mezzanine, below ground mezzanine and basement level 01.

It is expected that Southwark Studios will take a large portion of the below ground space, which may be in conjunction with another operator. The above ground affordable space is anticipated to be used for medical research and development 'start-ups', but of course would be suitable for a wide range of potential users.

It is currently envisaged that all the AWS floors would be accessed via the Fenning Street entrance, and its dedicated lift and stairs. However, access is also provided to the lower levels via the shallow cycle stair (with adjacent lift for accessible access). Alternatively, the above ground mezzanine may be served via the low rise core, should that be more appropriate to its tenants.

Care has been taken to design the below ground floors with enough light and interest to create high quality workspace. The high rise glazed lift core drops into the western end of the basement space, allowing light in and creating interest with moving mechanical parts. At the opposite end of the space, giving opportunity for long range views, a triple height void in which the cycle stair sit provides light, activity and interest. Double height spaces along the longitudinal edges of the floors, linking to pavement lights above, and double height 'rooms' adjacent to the void to above allow a connection to the outside from all areas.

Above Ground Mezzanine Level Plan



Below Ground Mezzanine Level Plan

B1(a) OFFICE

B1 AFFORDABLE WORKSPACE

D1/ B1(b) AFFORDABLE WORKSPACE

D1 COMMUNITY HALL

SHARED AFFORDABLE WORKSPACE/ COMMUNITY HALL LOBBY

A1 - A4 RETAIL

D1 MEDICAL/ B1(b) RESEARCH AND DEVELOPMENT

BICYCLE FACILITIES

PLANT

TERRACE

5. The Proposed Development

Affordable Work Space

5. The Proposed Development

Lower Floors

The above ground floors of the main building are designed to allow medical and reserach and development (D1 and B1(b)) use on floors 01-10, and office use on upper floors 11-18. The balance of uses will vary over the long life of the building, which is reflected in the proposed dual use of floors 1-10 of the building (D1 / B1). Please refer to Montagu Evans' Planning Statement for more details.

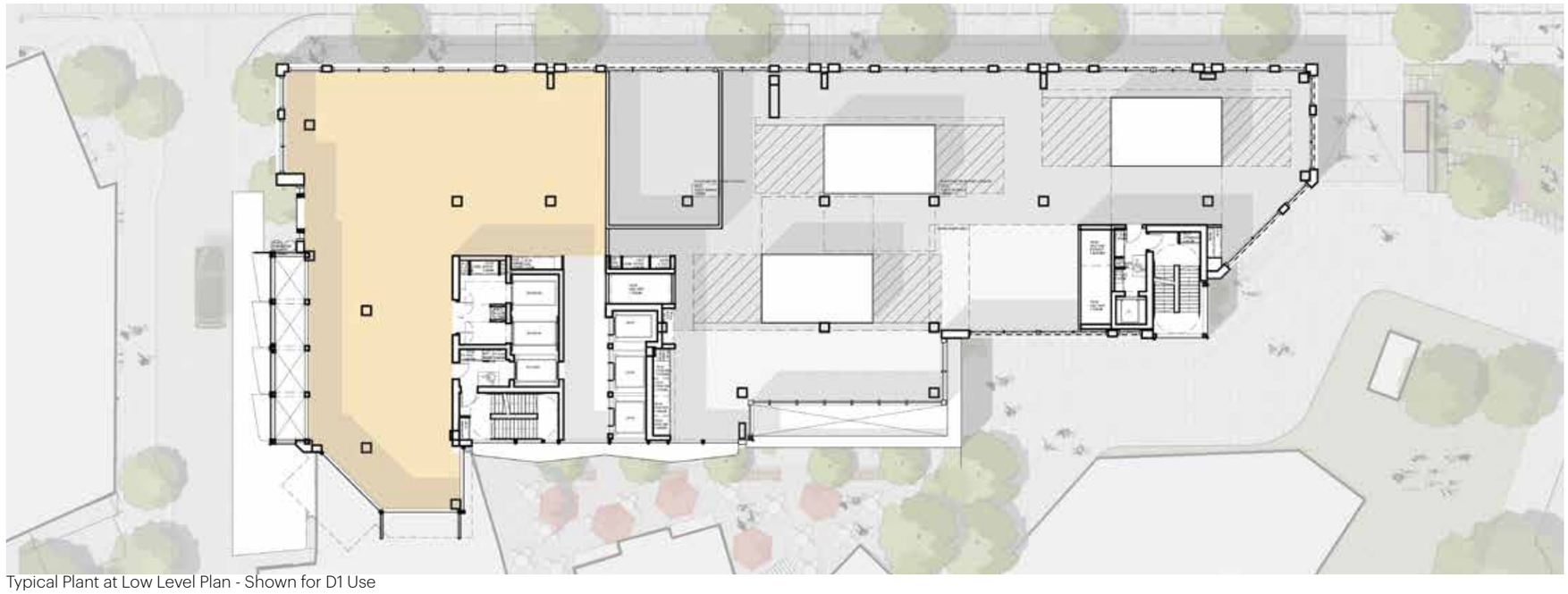
Along with the Health Technical Memoranda (HTM) guidance for the design of NHS buildings, all upper floors have been designed to adhere to the Guys and St. Thomas (GSt.T) Adaptable Estates Guidance, however, this does not preclude use by an alternative tenant. The medically adapted floors are designed to the 'Medium' category defined within the GSt.T guidance as pertaining to consulting rooms, medical offices, support accommodation and Cat. 1 Lab space. The office floors are designed to the 'low' category, for commercial offices. By designing to meet these stringent standards, it is anticipated that the building will offer maximum flexibility for the future, meeting the needs of a wide range of potential occupiers over the lifetime of the building.

Floor to ceiling heights on the medical floors are 2.7m, with a high level deep service zone of 1200mm, primarily to accommodate the requirement for a very high number of air changes. In addition to mechanical ventilation, provision for operable windows has been made, which could be used where allowed by the particular use of each room.

Floor to ceiling heights on the office floors are 2.75m, in line with both the Adaptable Estate Guidance and the British Council of Offices standards. Adoption of the GSt.T design standards have resulted in an increased service zone of 800mm, again to allow for an increased number of mechanical air changes compared to standard office design. In addition to, and in tandem with this, natural ventilation is designed in from the beginning, with both provision for operable windows on all facade panels, and passive cooling by cross ventilating air chimneys (further information on these are provided in the Sweco design report). It is anticipated this increased air quality will be in line with requirements of many prospective tenants in the post-covid market for workspaces.

In response to guidance from the GSt.T Adaptable Estates, a 1.8m grid has been adopted throughout the floors, which may suggest slightly more spacious layouts at a later stage than would generally be allowed for in a standard office layout. Again, given the lessons learnt from the recent pandemic, this is considered a wise measure for the future, regardless of the end uses.

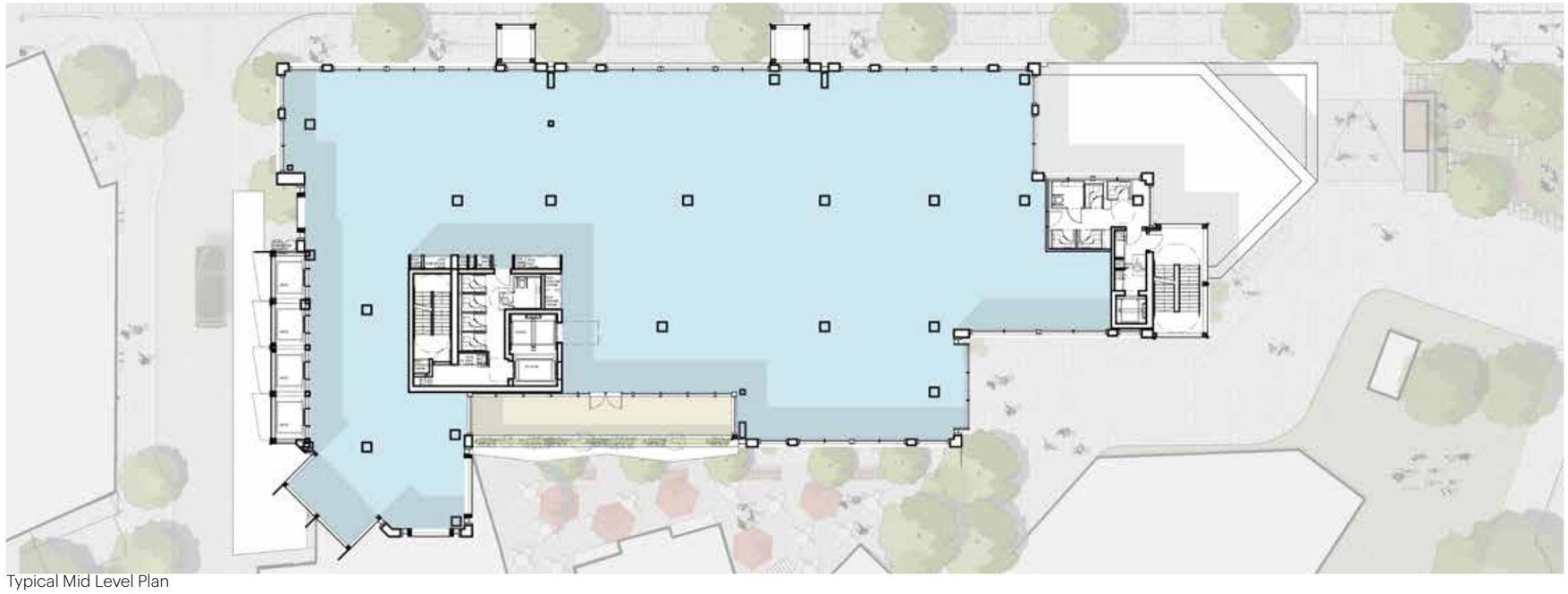
Typical Low Level Plan



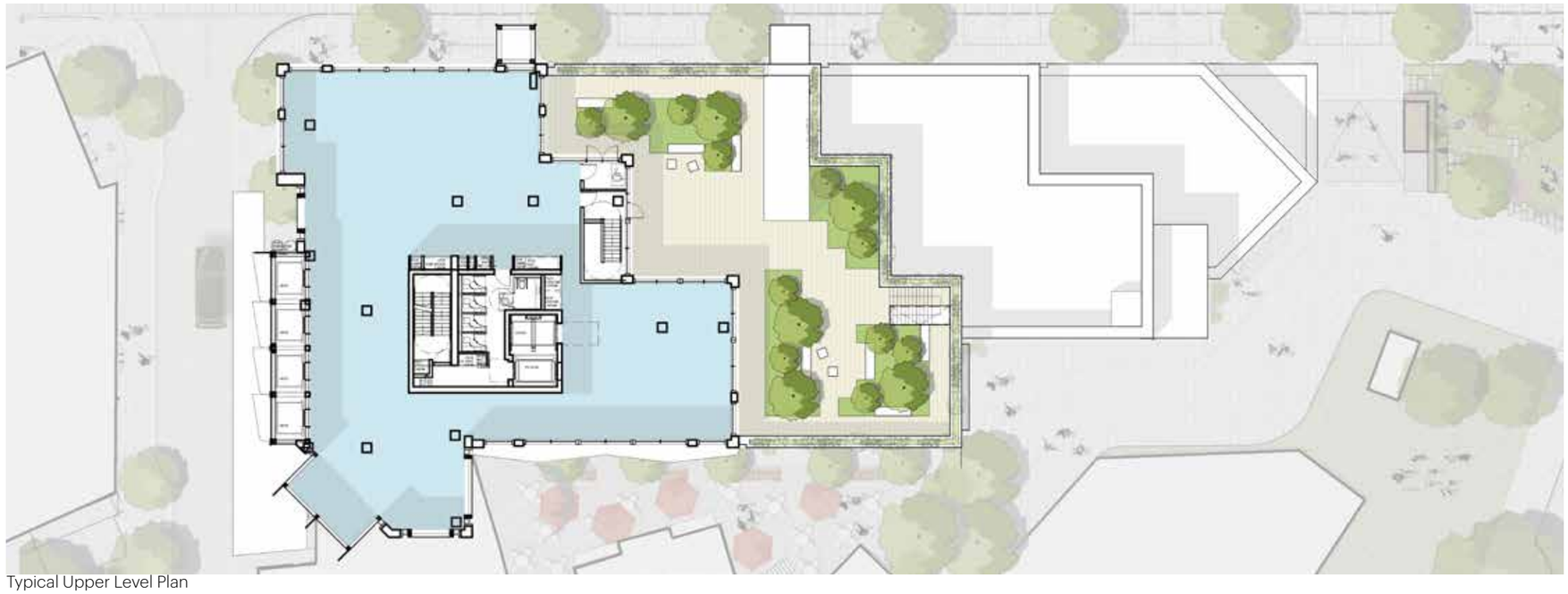
Typical Plant at Low Level Plan - Shown for D1 Use

5. The Proposed Development

Upper Floors



Typical Mid Level Plan



Typical Upper Level Plan

On both the medical/ research and development and office floors, cores have been placed towards the south of the floorplates, leaving large (15m) open plan space to the north and enabling easy space planning by tenants later. Views to the river, the City and to Canary Wharf are to the north, and so it was deemed that these elevations had the better aspect, although views to Crystal Palace and towards Kent to the south are also good.

Cores are designed to the enhanced standard required by the Health Technical Memoranda for evacuation, and it is envisaged that stairs will be used for inter-floor communication, particularly on the lower floors.

Floors 1-10 are served by the central core on the south facade, with the eastern core being primarily for fire egress. Three of the low rise lifts terminate at level 10, and the stair transfers back into the plan, to allow for a recessed terrace above the low rise core. One goods lift, and one of the passenger lifts for fire fighting use continue to level 18. The east core terminates at level 14, as the building cuts back to smaller floorplates, however, two stair escape routes are maintained to the top plant floor via transfers over the roof terraces to the east stair.

The office levels are served by high rise express lifts, which by-pass levels 01-10. The are in glazed shafts, giving interest to the western facade, and a fun journey to the upper floors.

The Wellness agenda is well served on all floors of the building, with high air changes per floor, and personally controlled natural ventilation allowed for. In addition, there are inset terraces at levels 02, 06, 07, 10, 12, 13 and 14, as well as the roof terraces at levels 08, 10, 15 and 17. This varied access to the outdoors and green landscaping should create a valued connection to nature, and allow the workers in the building to work in a modern, transient and healthy way.

- B1(a) OFFICE
- B1 AFFORDABLE WORKSPACE
- D1/ B1(b) AFFORDABLE WORKSPACE
- D1 COMMUNITY HALL
- SHARED AFFORDABLE WORKSPACE/ COMMUNITY HALL LOBBY
- A1 - A4 RETAIL
- D1 MEDICAL/ B1(b) RESEARCH AND DEVELOPMENT
- BICYCLE FACILITIES
- PLANT

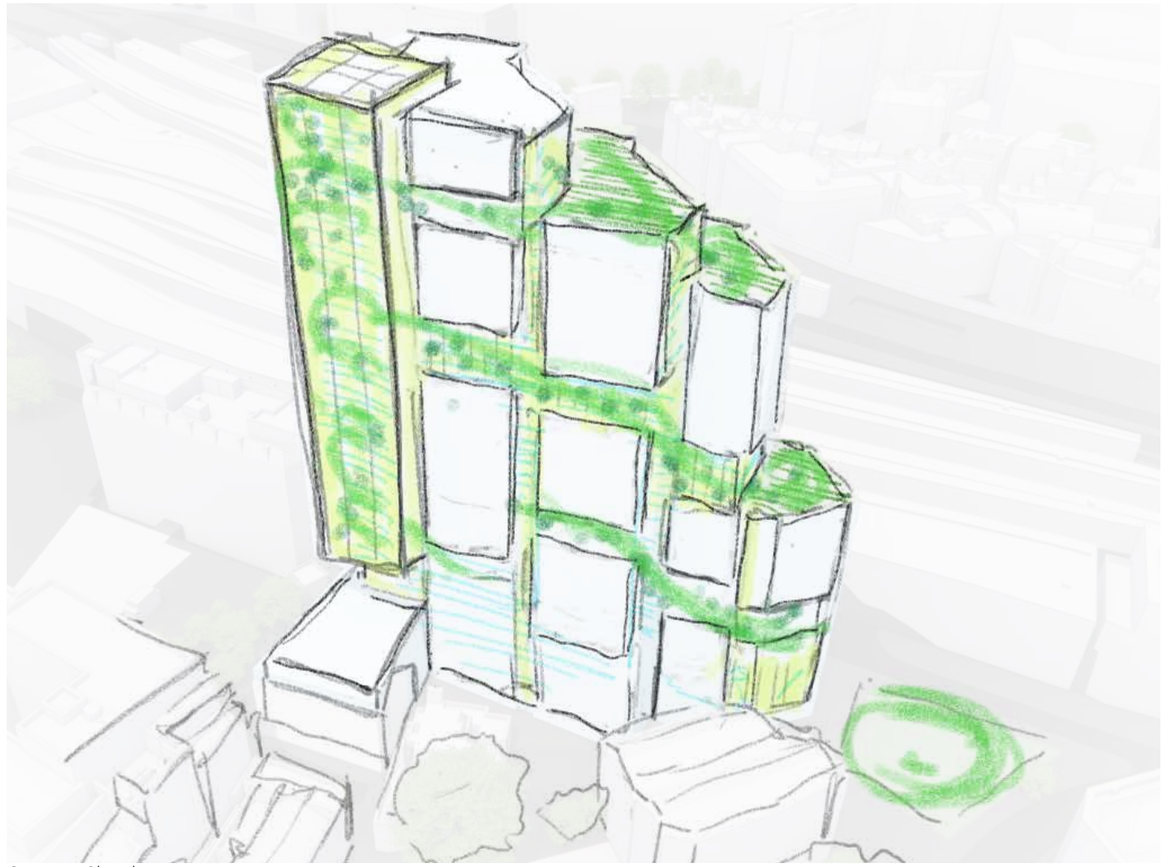
5. The Proposed Development

Roof Terraces

The setbacks in the massing create opportunities for the creation of accessible roof terraces. These have been designed to have level thresholds and are located on levels 8, 10, 13, 15 and 17 of the main building. The lower terrace is provided for the use of the workers on the lower floors, with the possibility of patient use. Terraces at the two upper levels are for office workers use.

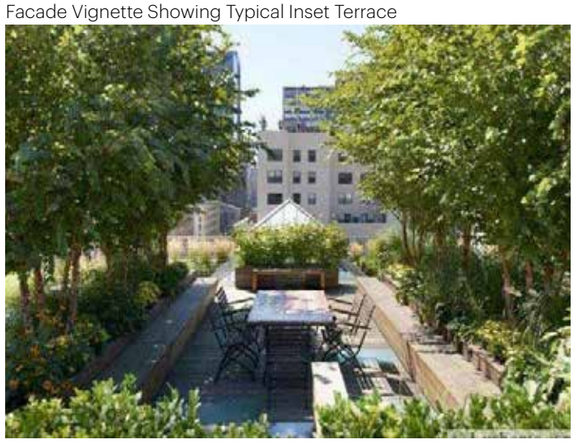
The form of the building shields most of the terraces from the prevailing south-westerly winds. They are provided with 1.8m tall glass balustrades for safety and wind comfort, which are set back from the building edge. All the terraces will receive direct sunlight and offer panoramic views.

The terraces are to be attractively landscaped with a variety of hard and soft surfaces, planting in containers or within built-up planters integrated with seating and lighting. Such external amenity spaces are popular among office users and contribute to the wellbeing of the occupiers.



Concept Sketch

Facade Vignette Showing Typical Inset Terrace



Precendent London Rooftop Gardens

SPACEHUB

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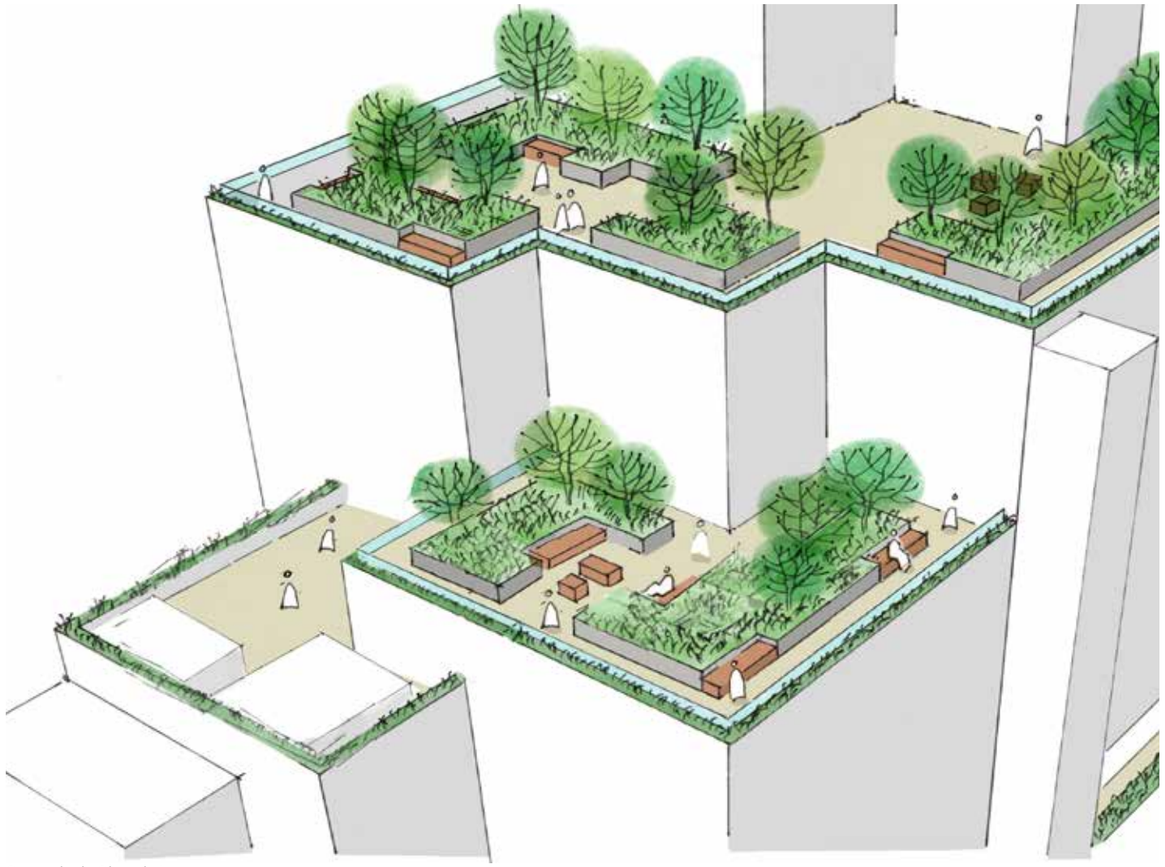
5. The Proposed Development

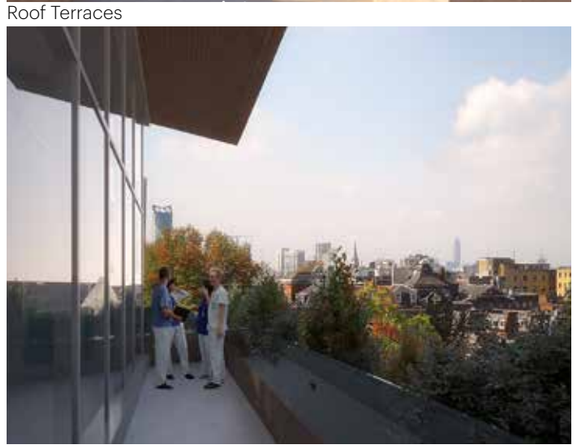
On-floor Terraces



Spacehub Sketch Impression

Roof Terrace Atmosphere, Sketch by Spacehub

Roof Terraces



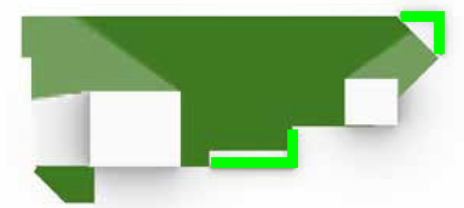
Inset Terrace

The refinement of the facade design to break up the vertical scale of the elements has given rise to the addition of eight smaller terraces distributed around the building.

The inset terraces are double height cut outs from the mass of the building which are sheltered on three sides. An 1800mm high balustrade, set behind attractive planters, shields users from wind. These small terraces, adjacent to workspaces, allow for outdoor meetings, small breaks to be taken outside, perhaps for patients to be able to step outside for a breath of fresh air. Connection to nature and the outdoors is a key aspiration of the Wellness agenda, and should promote a healthier work environment.

- indicates visual connection to plants/ garden space

- indicates planter or garden space



Typical Lower Floor Visual Connection to Greenery

Typical Upper Floor Visual Connection to Greenery

5. The Proposed Development

Landscape and Public Realm

The Vinegar Yard development sits within the wider framework masterplan area of St Thomas Street East.

The key objectives of the Framework are:

- To establish St. Thomas Street as a boulevard of prime importance
- To create effective public spaces at either end of this stretch of St. Thomas Street
- To promote urban greening
- To understand the historic pattern of alleys and courtyards in the area
- To enable north-south links

The landscape proposals have been developed in line with the following outline principles established in the masterplan framework document:

1. A collaborative, cohesive approach across all four sites whilst retaining distinctive characters;
2. Understanding and enforcing the importance of public realm – new quarter, active, appealing, intriguing, high quality;
3. Landscape informed by the earlier, historical, street patterns eg John Rocque's Map of London 1746 – inns, yards and alleyways (surprising, intriguing).
4. Also informed by 'engineered' street pattern imposed by trains, railway arches and Victorian revolution (north side of St Thomas Street);
5. High quality natural stone paving which responds to its heritage – robust, textural, layered;
6. Celebrating St Thomas Street East as a walking destination; reducing traffic flow, pedestrian focus, slower paced environment;
7. A flowing landscape, ie not subservient to building grids etc; permeability through new alleyways with glimpses to new planting creating a sense of intrigue and exploration;
8. Celebrate thresholds/connections with landscape features such as 'over-large' paving elements and specimen trees;
9. New planting as focus for new public spaces – informal, abundant parkland /woodland character instead of formal layouts.

Vinegar Yard will sit within the wider St Thomas Street East developments. Strategies for circulation, tree planting and material palettes have been considered as a whole across the masterplan.

The Vinegar Yard proposals build on these strategies outlined within Framework document.

St Thomas Street will provide a clear route between Bermondsey St and London Bridge Station.

Vinegar Yard will respond to the anticipated future desire-lines coming from new routes between Bermondsey Street, St Thomas Street and Melior Place.

The landscape for Vinegar Yard has been designed to read as part of the St Thomas Street setting, developed to integrate with surrounding emerging developments.

Please refer to the separate Landscape and Public Realm Strategy document for full details of the proposals.

Ground Level Illustrative Plan

Roof Level Illustrative Plan

SPACEHUB

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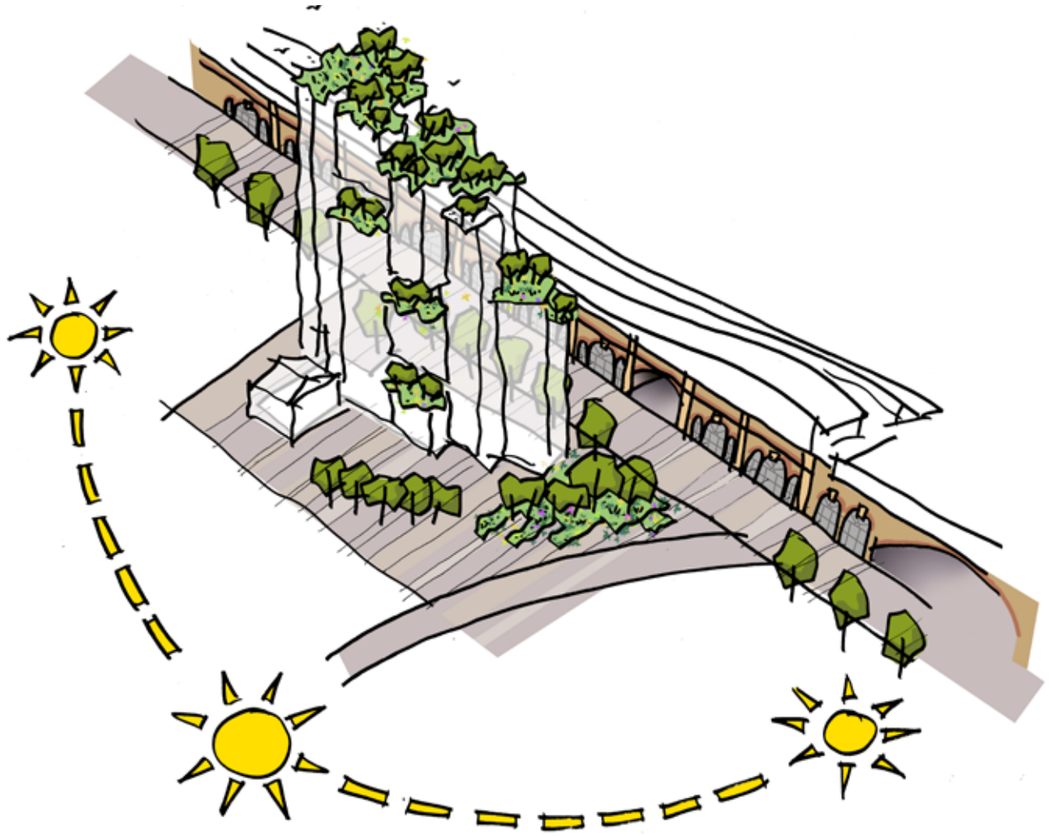
5. The Proposed Development

Landscape and Public Realm



A CONNECTED PUBLIC REALM

- Creation of a permeable, safe, legible, new public realm
- High quality transformation of the streetscape
- Clutter free
- Urban greening enhancement

+

A NEW GARDEN

- Delivering a new green open space for the community
- A place of respite and informal relaxation
- Ecology + biodiversity enhancement
- A distinctive new green space that brings a little bit of nature to this dense urban context

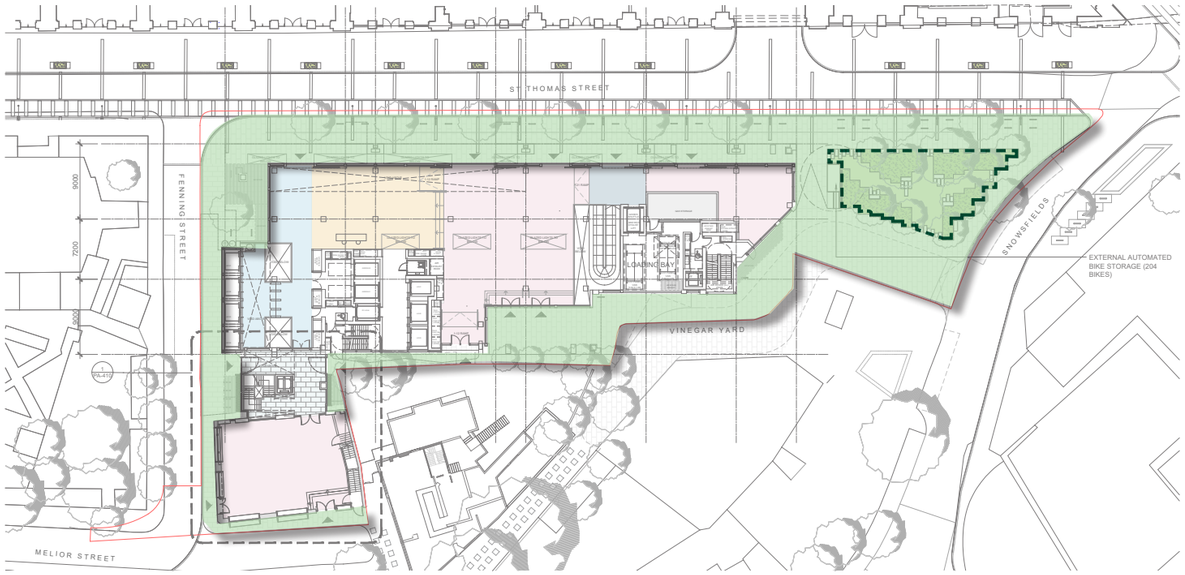
Vinegar Yard Garden looking West, Sketch by Spacehub

Vinegar Yard Garden looking South, Sketch by Spacehub

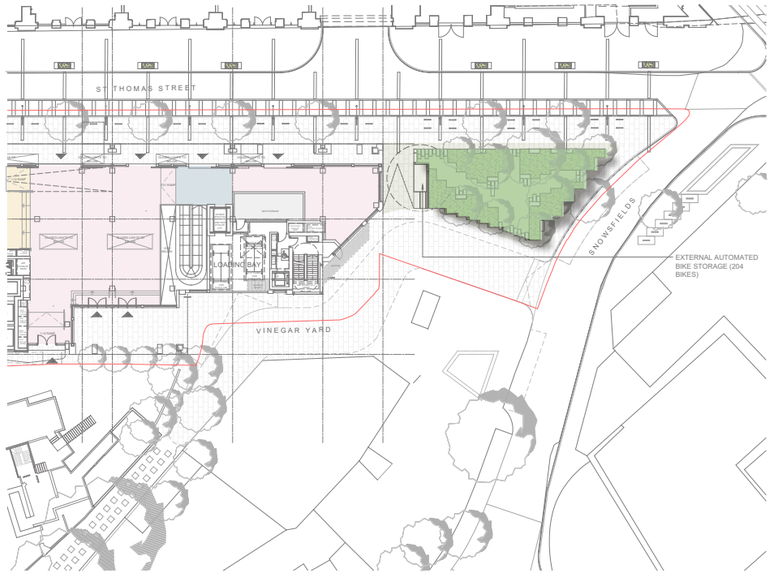
Vinegar Yard Garden Section, Sketch by Spacehub

5. The Proposed Development

Public Realm Analysis



PUBLIC REALM AREA - 1533SQM / 16,500SQFT - 51% OF SITE APPLICATION AREA



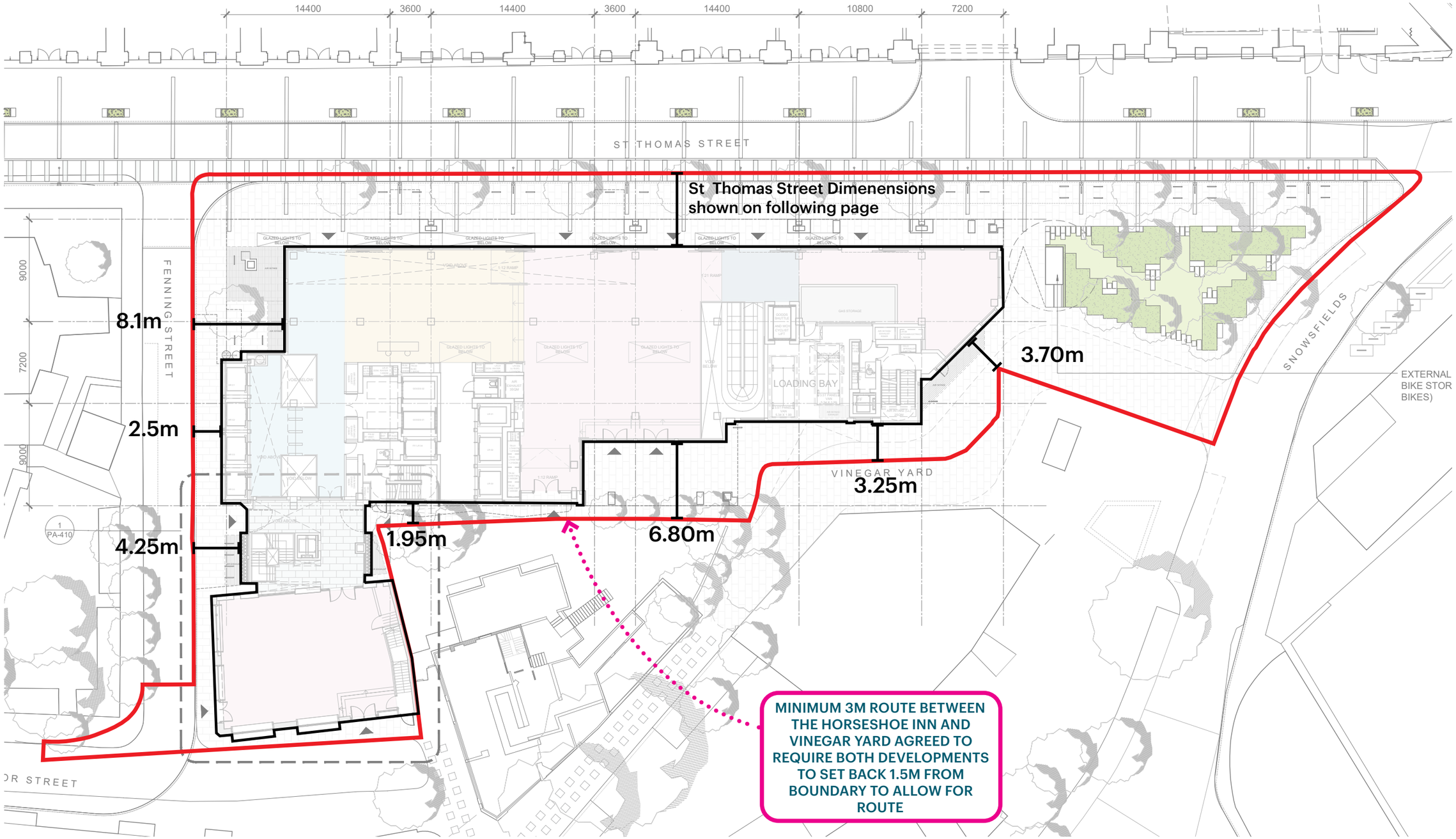
PUBLIC GARDEN AREA - 190SQM / 2,045SQFT - 6.3% OF APPLICATION AREA

New Public Garden and Route Through South Yard

East Public Garden

5. The Proposed Development

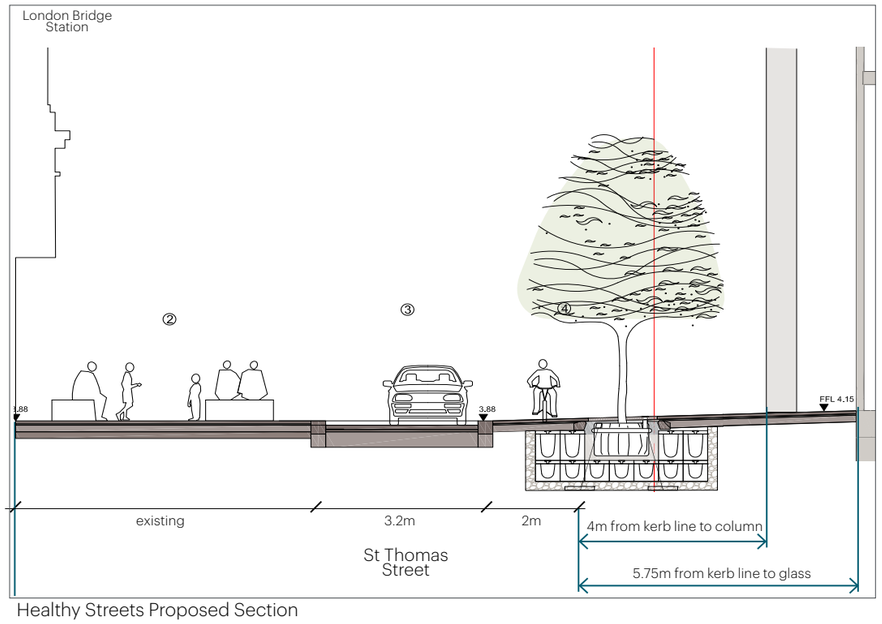
Public Realm Analysis - Key Dimensions



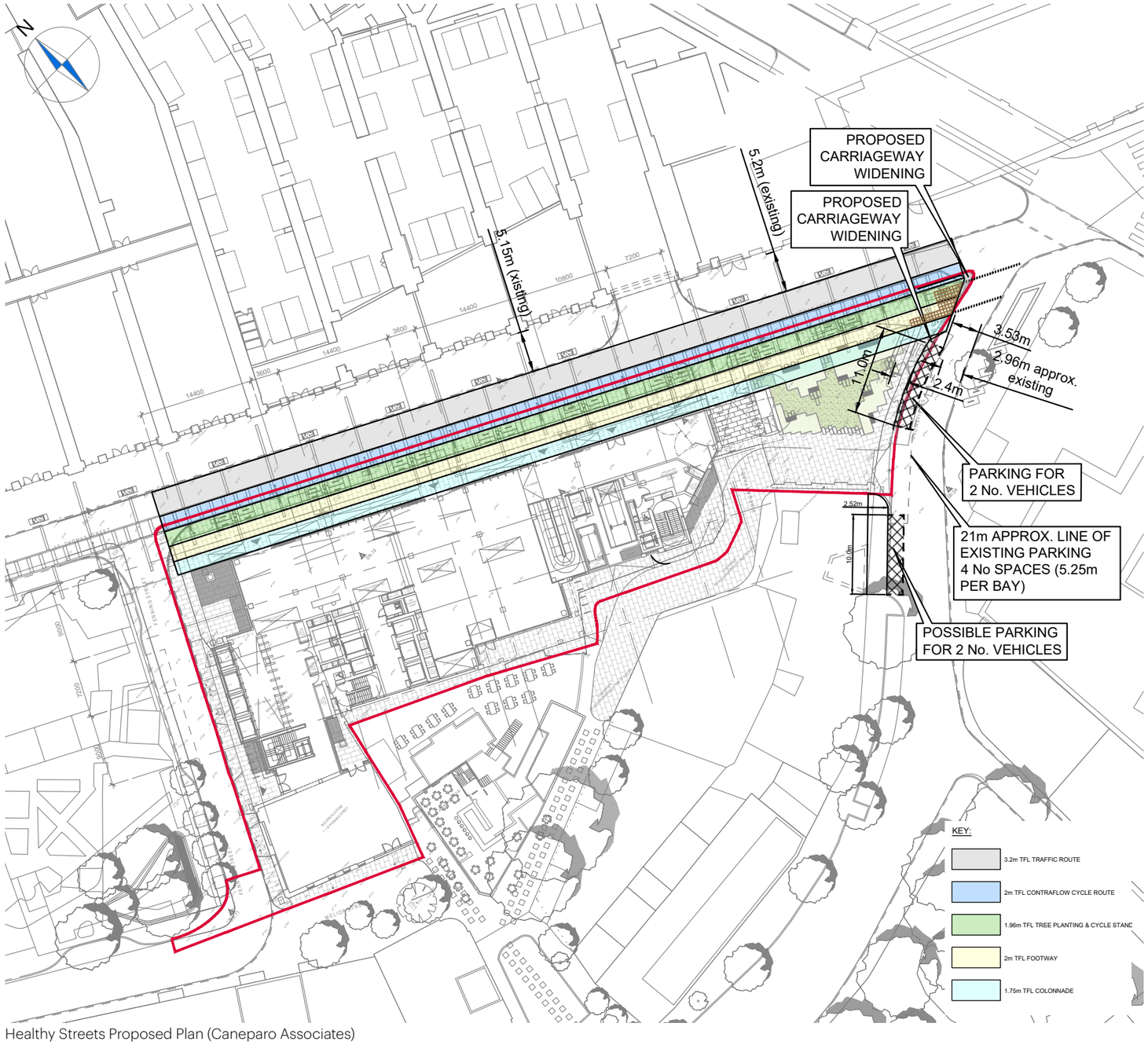
5. The Proposed Development

Public Realm Analysis - St Thomas Street

St. Thomas Street



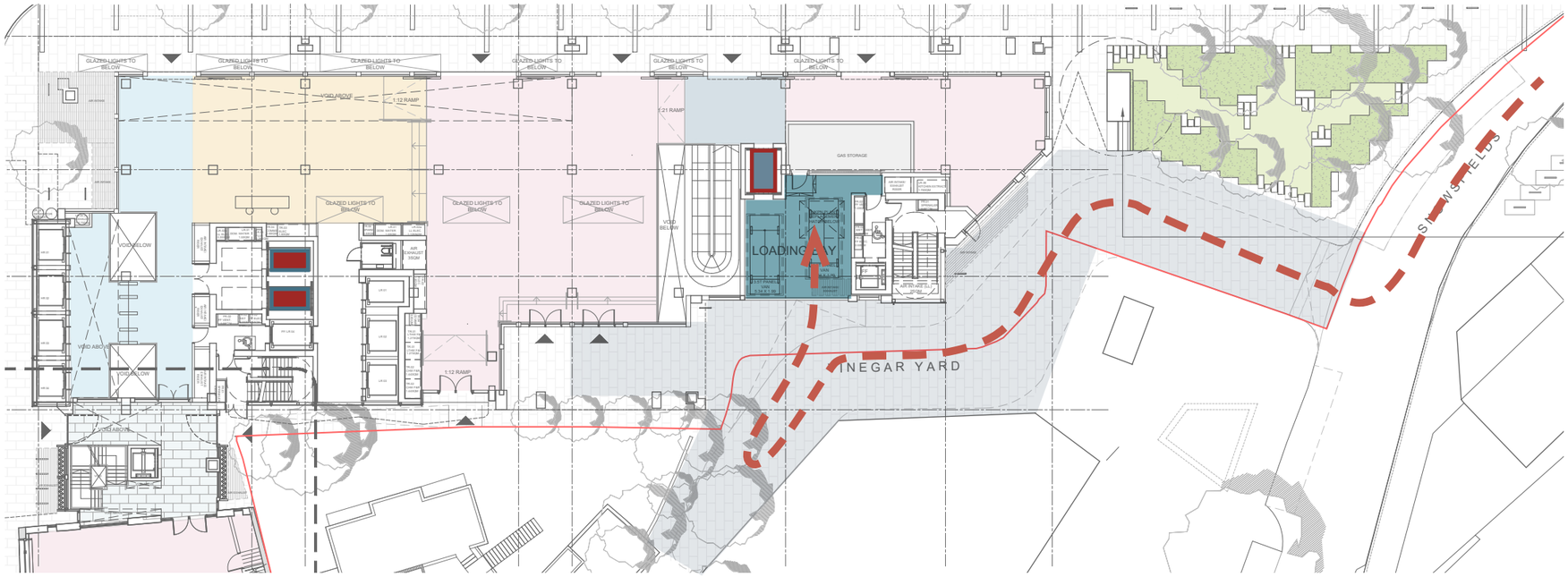
Healthy Streets Proposed Section



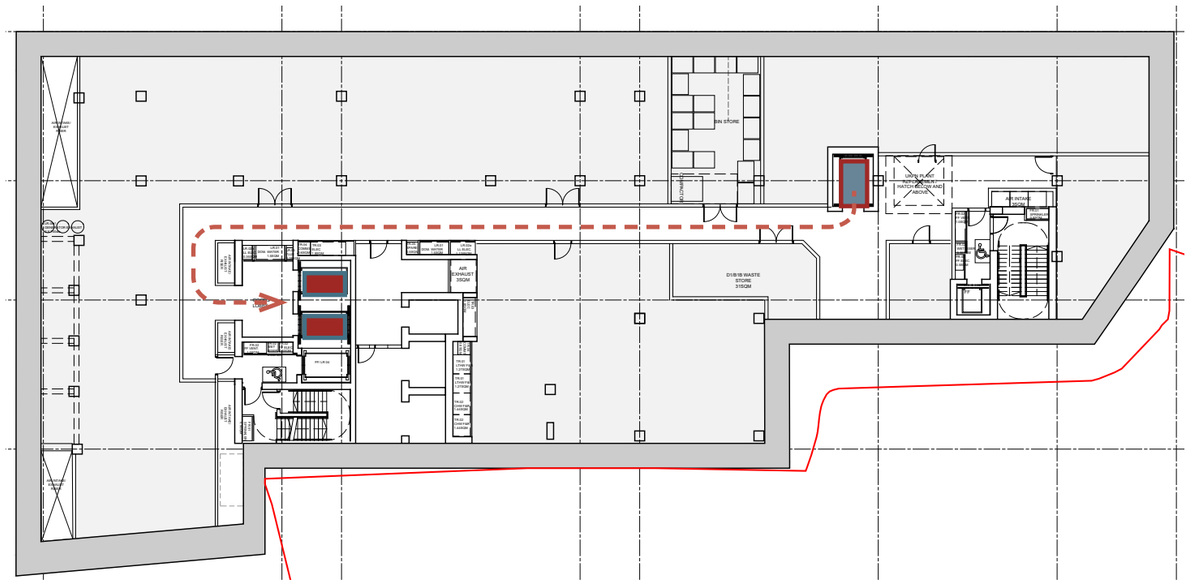
Healthy Streets Proposed Plan (Caneparo Associates)

5. The Proposed Development

Servicing



Ground Floor



Basement level 02

Due to the changes in the brief to accommodate potential medical uses, it was determined that servicing from the street, as the Framework recommended, would not be suitable. Servicing will now be via a loading bay served by the re-routed Vinegar Yard accessed from Snowsfields.

Servicing is anticipated to be commercially procured, with organised arrival times and managed loading. Consolidation outside of central London will be considered to reduce the number of deliveries to the site.

There is space for two 3.5T panel vans to load/ unload at the same time within the loading bay.

Deliveries would arrive to the loading bay at an appointed time, be received by building management staff, and be taken in the shuttle lift down to B2 level. At B2, the goods would be transferred to the main goods lifts and transported to the prescribed upper levels. Should goods receiving or post sorting rooms be required, there are 'spare' spaces marked for future use within the basement areas, which may be employed for this purpose.

- shared space for pedestrians and service vehicles
- loading bay
- shuttle lift
- goods lifts
- vehicle route
- goods delivery route

5. The Proposed Development

Servicing - Consolodated Delivery Case Studies and Emerging Guidance

Delivery and Servicing Plan Guidance

Planning for Safe, Clean, and Efficient freight in London

December 2020

MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

1. Introduction: What is a DSP?

A Delivery and Servicing Plan (DSP) sets out how building occupiers will enable Safe, Clean and Efficient deliveries to their site.

DSPs are usually created for new development sites (or when there is a change of use at a site). A DSP is usually secured by means of a section 106 obligation or similar planning condition once planning permission is granted to a developer by the local authority.

However, they can also be used to optimise the delivery and servicing activities at existing sites. While a DSP can be put in place at any time for an existing site, it is perhaps most useful when there is a change of landlord, management company or tenants or owner.

Regardless of whether it applies to a new or existing site, the DSP should be a live document that is updated over time to reflect changes.

The DSP covers both deliveries and servicing made to the business(es) at the site, and the personal deliveries made to its employees, or to its tenants/occupiers in the case of residential uses.

The DSP covers both deliveries and servicing made to the business(es) at the site, and the personal deliveries made to its employees, or to its tenants/occupiers in the case of residential uses.

The DSP covers:

- the physical design and layout of the site, and how it provides adequate provision for delivery and servicing activity from day one;
- the day-to-day policies and measures which will be implemented so that deliveries and servicing are appropriately managed, and how the disruption and environmental impact of that activity locally will be minimised over time. It should set appropriate targets for continuous improvement; and
- it also sets out the forecast trip rates for the site.

Case study

Guy's and St Thomas' Trust: Off-site freight consolidation

Background
Lambeth and Southwark are two of the most deprived boroughs in London with poor levels of air quality impacting on public health. Guy's and St Thomas' is one of the largest NHS Trusts in the country employing over 16,000 staff across two main hospital sites, St Thomas' Hospital by Westminster Bridge and Guy's Hospital by London Bridge, as well as a number of community based sites. The hospital receives over 40,000 truck deliveries per annum, with one delivery every 3 minutes during peak hours, equivalent to a medium size car factory.

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Aim
The Trust recognised the need to reduce the volume of in-bound deliveries to both improve local air quality and to future proof the Trust ahead of planned redevelopment which will lead to a further increase in clinical activity and traffic.

Delivery
The Trust set up an off-site consolidation centre at Dartford in partnership with CEVA Logistics with the aim to consolidate 90% of truck deliveries. The business case also identified a number of other benefits from adopting an off-site consolidation model:

- Space - over 1,300 sq m of space could be freed up for clinical use by using the consolidation centre to re-design processes and move bulk storage of products such as IV fluids off-site.
- Overhead - different product lines could be cross-docked off-site to enable an integrated on-site team to put-away once, reducing overhead costs by over 30%.
- Waste - outer cardboard packaging to be removed at the consolidation centre reducing delivery volume and designing out on-site waste collection.

From January 2020 the use of hybrid 7.5T electric trucks will also be piloted to shuttle deliveries from the consolidation centre into each site. The reduction in truck delivery volume is also improving delivery reliability by designing out the risk of couriers being unable to deliver to loading bays that are full.

Impact
The new facility opened in August 2019 with a 9 month phased implementation.

Future
The aim is to scale up the use of the consolidation centre to support other London hospitals who have the same challenge of needing to reduce truck delivery volumes into congested inner city locations and release on-site space to expand clinical services. The Trust is also piloting the adoption of electric vehicles for its own fleet to deliver into community sites and switching to cargo bikes to ship blood samples between clinics on the Guy's site and pathology laboratories on the St Thomas' site.

Guy's and St Thomas' are happy to talk about their experiences to NHS bodies wanting to explore consolidation of freight. Contact David.Lawson@gstt.nhs.net

Further case studies can be found here:
https://tfl.gov.uk/corporate/about-tfl/corporate-and-social-responsibility/transport-and-health

MAYOR OF LONDON

Transport for London

KPF

5. The Proposed Development

Cycle Provisions

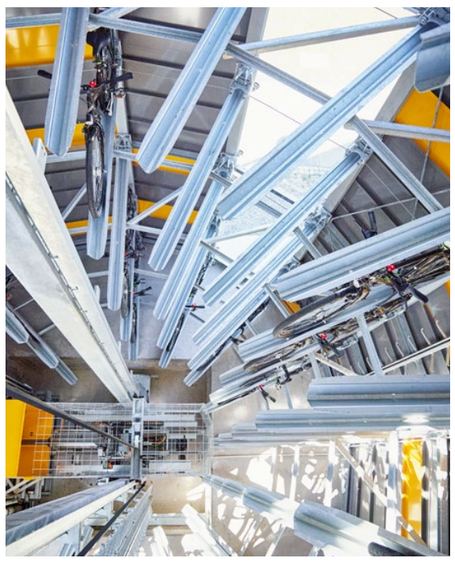
Bicycle use and provision for storage is a key contributor to the Wellness agenda of the Proposed Development. Bicycle parking is provided in a variety of ways to be compliant with the adopted London Plan. A Framework Employee Travel Plan has also been prepared for the development to encourage the use of this sustainable mode of transport.

Cycle parking numbers were arrived at in discussion with the GLA and TFL officers. It was considered that were the designated flexible floors to be used as medical or research space, there would not be as many short stay users as a D1 category standard would suggest. We therefore agreed a C2 rate , though with twice as many short stay spaces, would be more appropriate.

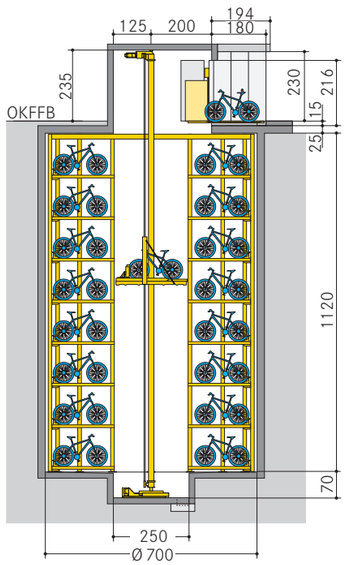
An innovative element of the proposal is to provide automated parking for no less than 204 bicycles (subject to manufacturer) in an underground silo at the east of the site. This system, available since at least 1998, and now from several manufacturers, is popular in Japan and has been introduced successfully to mainland Europe.

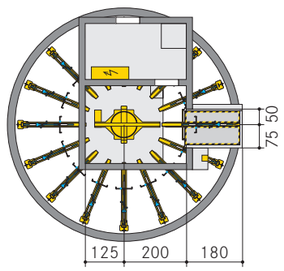
It allows users to drop off their bike at ground level, the machine then takes the bike to an available space, safe and dry underground until the user picks it up again later. Return is stated to take a maximum of only 13 seconds. In early consultation with manufacturers , the applicant has been assured of maintenance provisions already in place in London used for lifts, car lifts and automated car parking mechanisms, that can also be employed to maintain cycle parking.

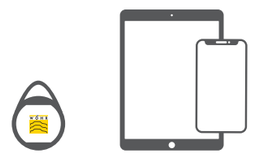
Automated Underground Cycle Parking



Case Study installation in Germany by Wöhr at Rutesheim, Baden Wüttemberg, Germany

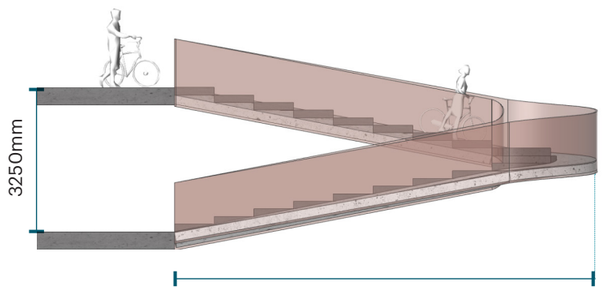






Wohr Underground parking system to park up to 240 bicycles. The system can be operated by membership scheme, or via an app

Cycle Stair with Wheel Gutter



19 steps @ 900mm going and 170mm riser +
20m Cycle stair / wheel gutter @ 1:6.2

Cycle Parking

		Long Stay	Short Stay	Total
A1	Food Retail	5	41	46
B1	Business Offices / AWS	216	12	228
D1 / B1(b)	Outpatient / Health Center / Medical Research and Development	70	117	187
	Community Hall	1	3	4
		292	173	465

Parking Type

	Total	%	Long Stay	Short Stay
Auto Drum	204	44%	82	122
Sheffield Outside	44	9%	0	44
Acc. Shef. O'side	20	4%	13	7
Acc. Scooter	3	0.6%	3	0
Double stackers	148	32%	148	0
Brompton Lockers	46	10%	46	0
Total	465		292	173

Lockers and Showers

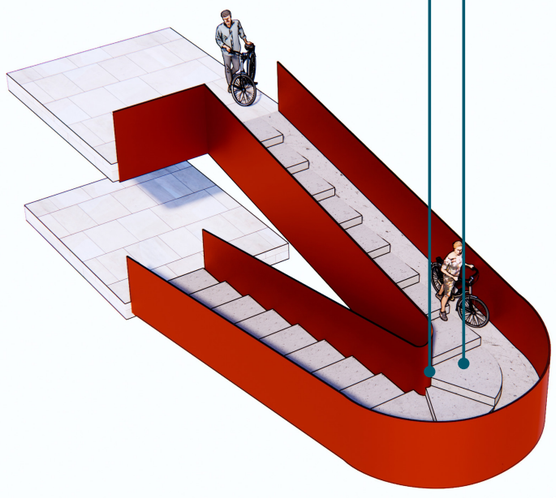
Lockers	237
Showers	36

Case Study installation of below ground cycle store interface in Japan

Illustrative bespoke drop off structure in landscaping

Cycle stair / wheel gutter @ 1:6.2 gradient
with 3.65m outside diameter turning circle

19 steps 1800mm wide @ 900mm going and 170mm riser

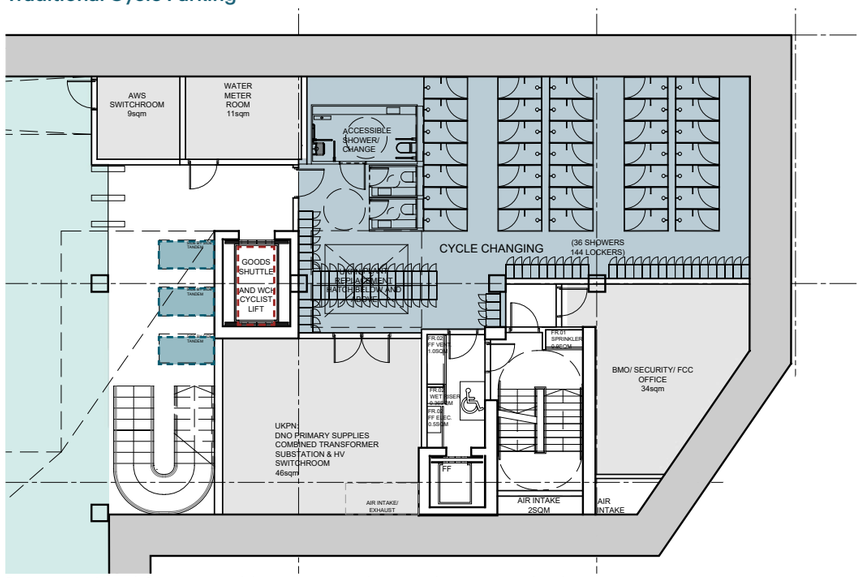


3D Illustration of cycle stair

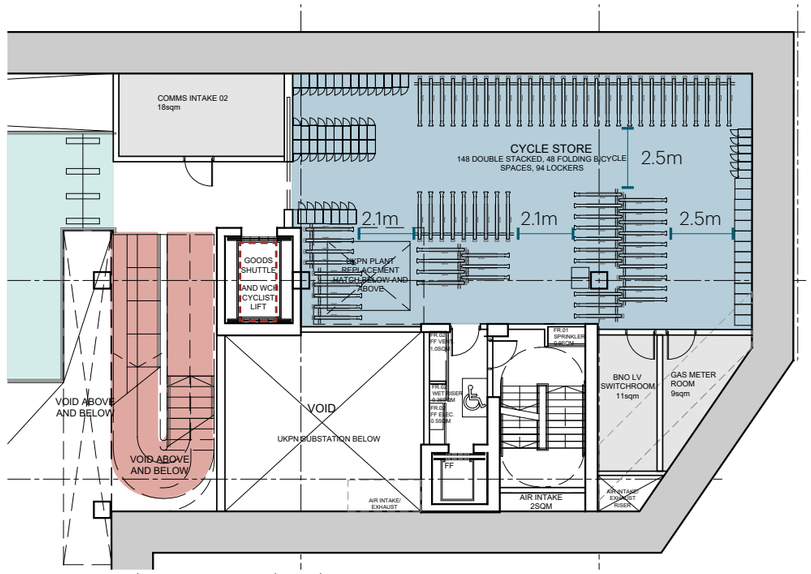
5. The Proposed Development

Cycle Provisions

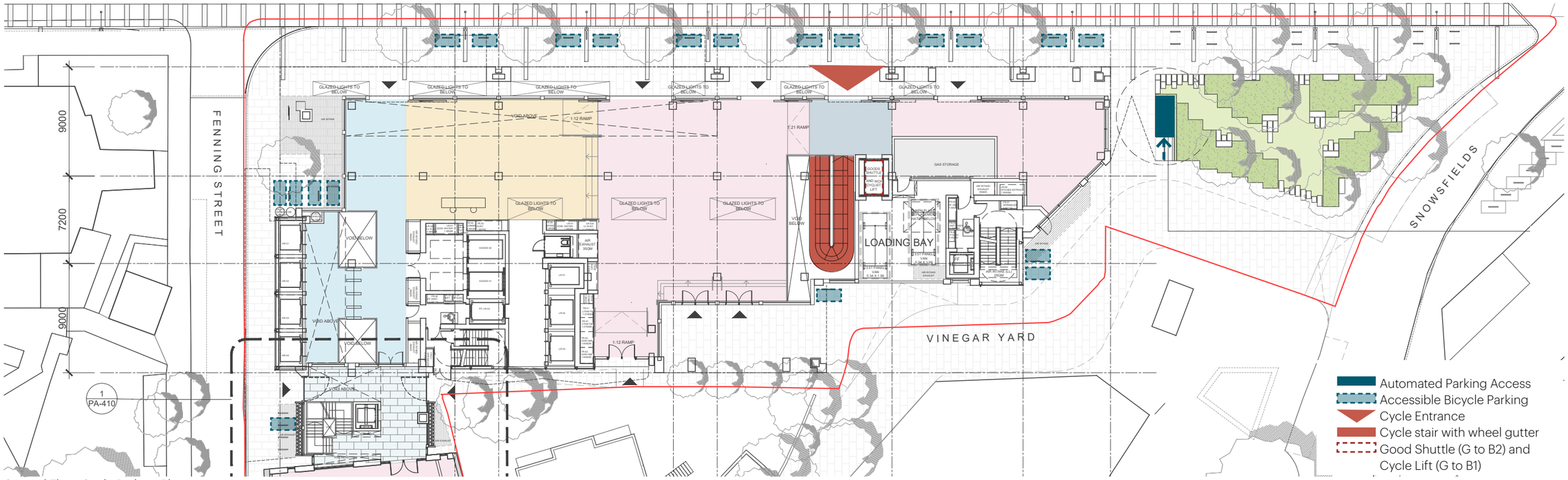
Traditional Cycle Parking



Basement Level 01 - accessible scooter parking and unisex cycle changing



Basement Level 01 Mezzanine - bicycle storage



Ground Floor Cycle Parking Plan

In addition to the automated parking, there are 64 sheffield stand spaces around the site at ground floor, including 48 spaces on the St. Thomas Street footway, in conjunction with new trees.

12 spaces along St. Thomas Street can be used by accessible style bicycles, which in addition to the eight spaces elsewhere around the site, and three at basement level 01 (which will be provided with power to accommodate scooters), provides for 5% accessible/ cargo cycle parking.

The remainder of the parking spaces, in the form of double stacked racks and folding bicycle lockers are housed in a store at B1 mezzanine level, accessed via a front of house stair with a ramped wheel gutter and a lift from St. Thomas Street.

On the level below this, are three accessible bicycle spaces, and changing facilities and lockers for building users to the numbers suggested by the British Council of Offices, accessed by stair and lift large enough to accommodate accessibility scooters.

5. The Proposed Development

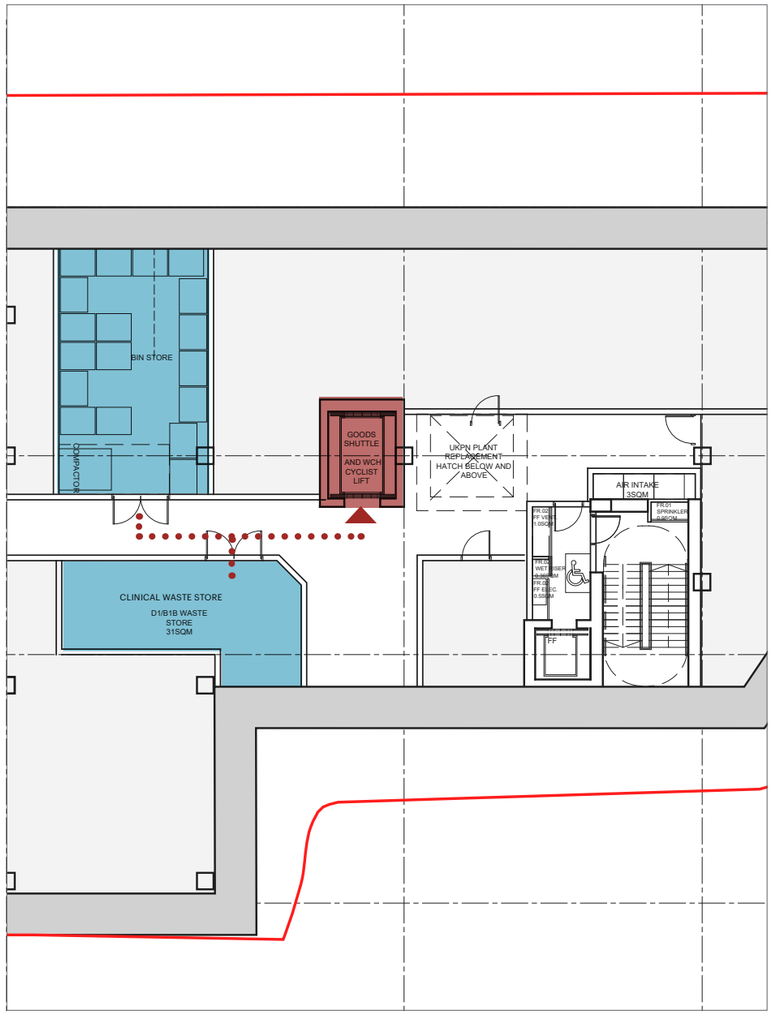
Refuse

Bin storage is provided at level B2, with general waste and medical waste separated in two rooms.

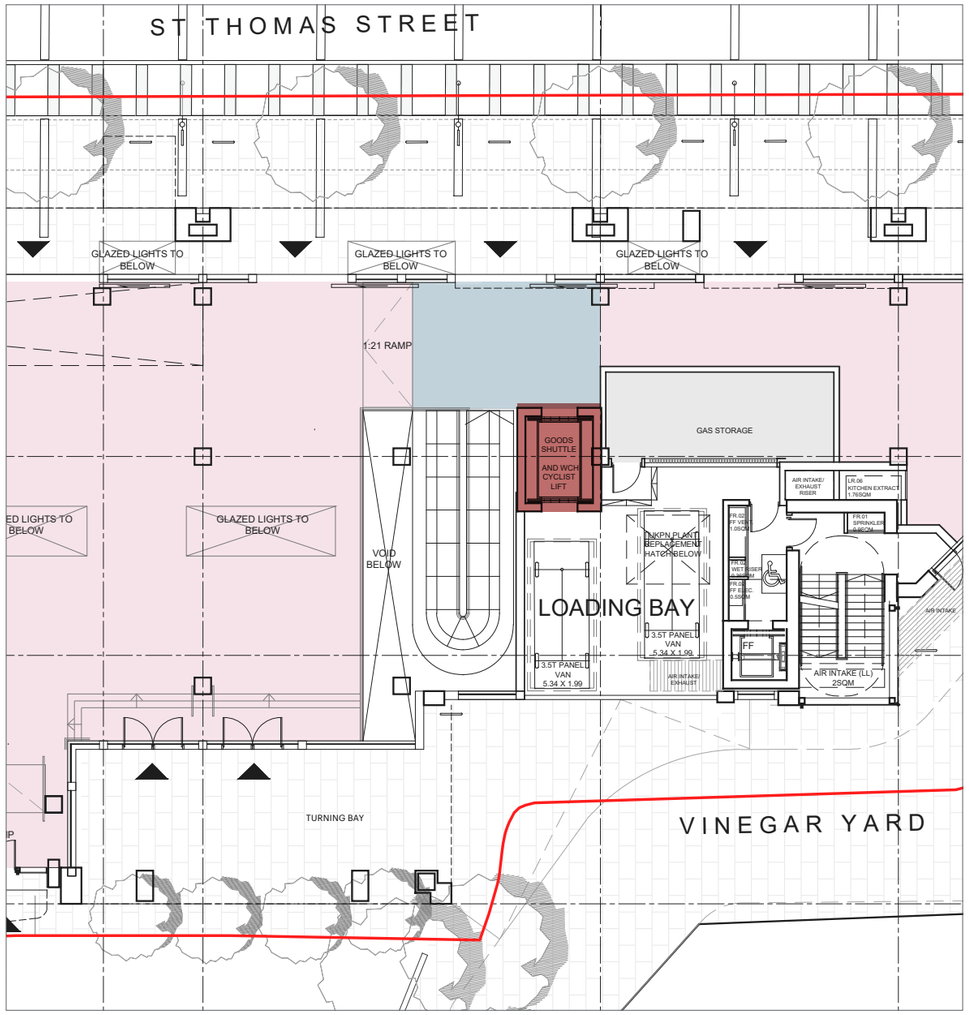
Waste will be collected from the upper floors and stored at level B2 until collection from the ground level loading bay, which will be manged by facilites managment (FM) staff. FM staff will take batches of bins up and down to ground floor using the shuttle lift, with a temporary marshalling area created in the 'other' parking space. Management of this process and collection times with other deliveries will be a key responsibility of the building management staff.

General waste from office, medical floors and ground floor retail will be combined and compacted in a dedicated refuse room at basement level 02. Specialist medical waste will be separated at source into different bins on the medical floors, and stored in a seperate room, also at basement level 02.

The warehouse retail unit has a small dedicated refuse store, from which rubbish can be collected from Fenning Street.



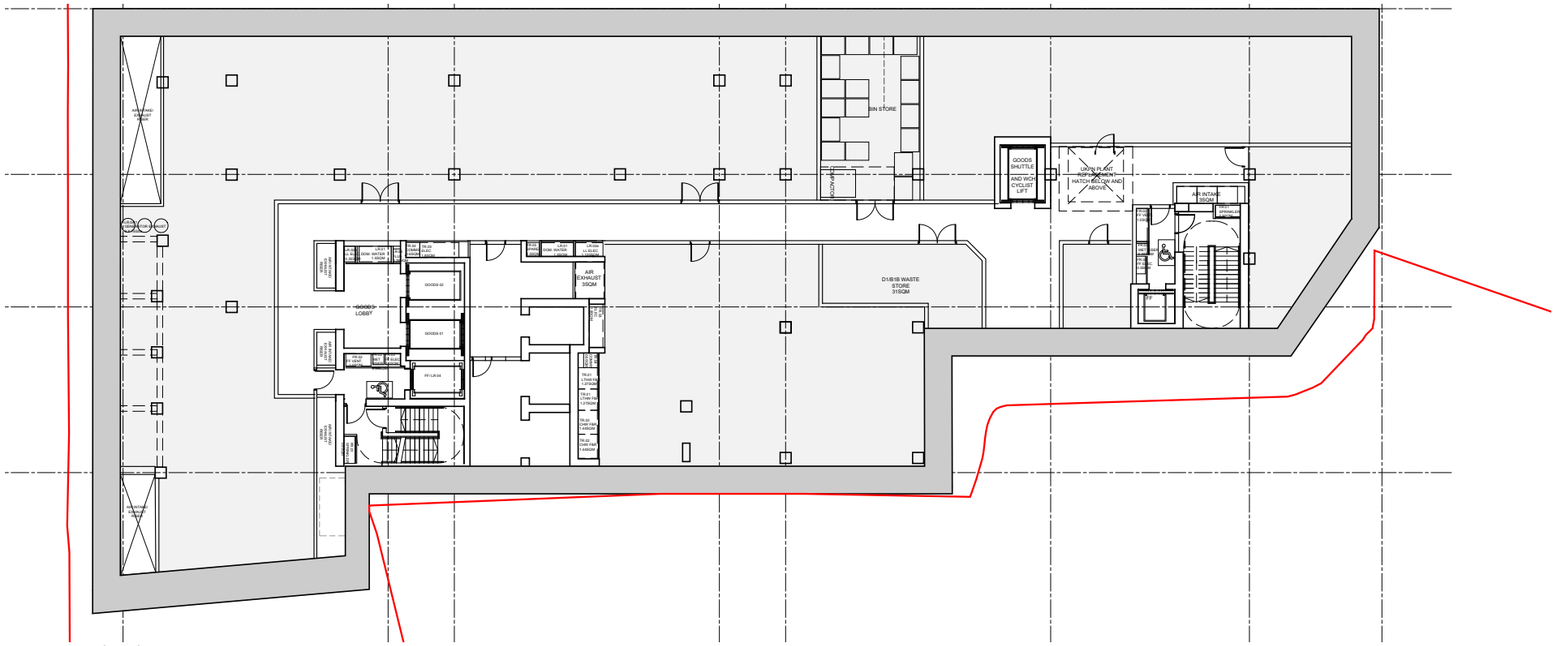
Basement level 02



Loading Bay at Ground Level

5. The Proposed Development

Basement Levels 02 and 03



Basement levels 02 and 03 are used wholly for plant and back of house spaces.

These are designed to meet the requirements of the Guys and St. Thomas Adaptable Estates guidance, which has particularly stringent standards for future-proofing plant areas and so is likely to meet a variety of other tenants' needs. 25% additional capacity for key plant rooms is designed in from the beginning to allow the Trust, or another similar operator, to take advantage of improvements and changes to these elements as they become available.

5. The Proposed Development

Facades

The stepped massing and idea that the building is a composition of vertical bundles has been retained throughout the evolution of the scheme. However, the core 'bundle' previously located within the Conservation Area has been moved out and assimilated within the remaining site footprint.

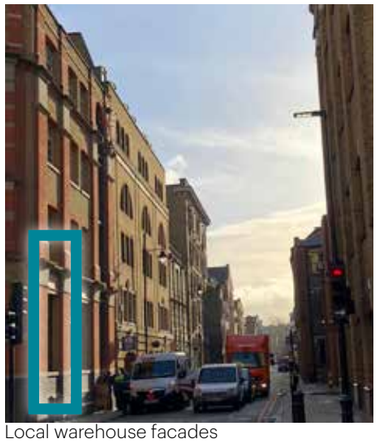
The detail of the steps has been simplified to make a clearer, more resolved composition. The massing steps up and away from the conservation area to the east and presents a narrow face to the west and the east, allowing the 9 Fenning Street warehouse to be retained and integrated into the proposed development. The 'bundles' of vertical massing elements have been broken down into a carefully composed assemblage of volumes that are defined by brick frames with a predominantly vertical emphasis.

The volumes are separated vertically by double-storey recesses with simplified glazed facades that create small gardens in the sky to be used by the occupiers. Horizontally, the volumes are separated by articulated brick piers, though the arrangement is made less formal by a degree of overlapping at the angled steps as the building rises to the west. A secondary, slimmer, vertical articulation of brick piers adds to the vertical reading of each volume and implies continuity between volumes as well. Further separation is expressed by the two fresh air 'chimneys' on the north façade that extend up to roof level, and serve the office floors. By arranging the recessed gardens in an informal manner on the north and south elevations, the composition of stacked volumes appears more abstract which helps break down the scale of the long facades. A similar approach is employed above the ground level entrance and retail zone, with the solid expression of volumes stepping up towards the west on the north face of the building. This signals the main entrance to the building at the north-western corner of the site, the scale of which relates to the building base heights of the adjacent proposals and the railway viaduct opposite.

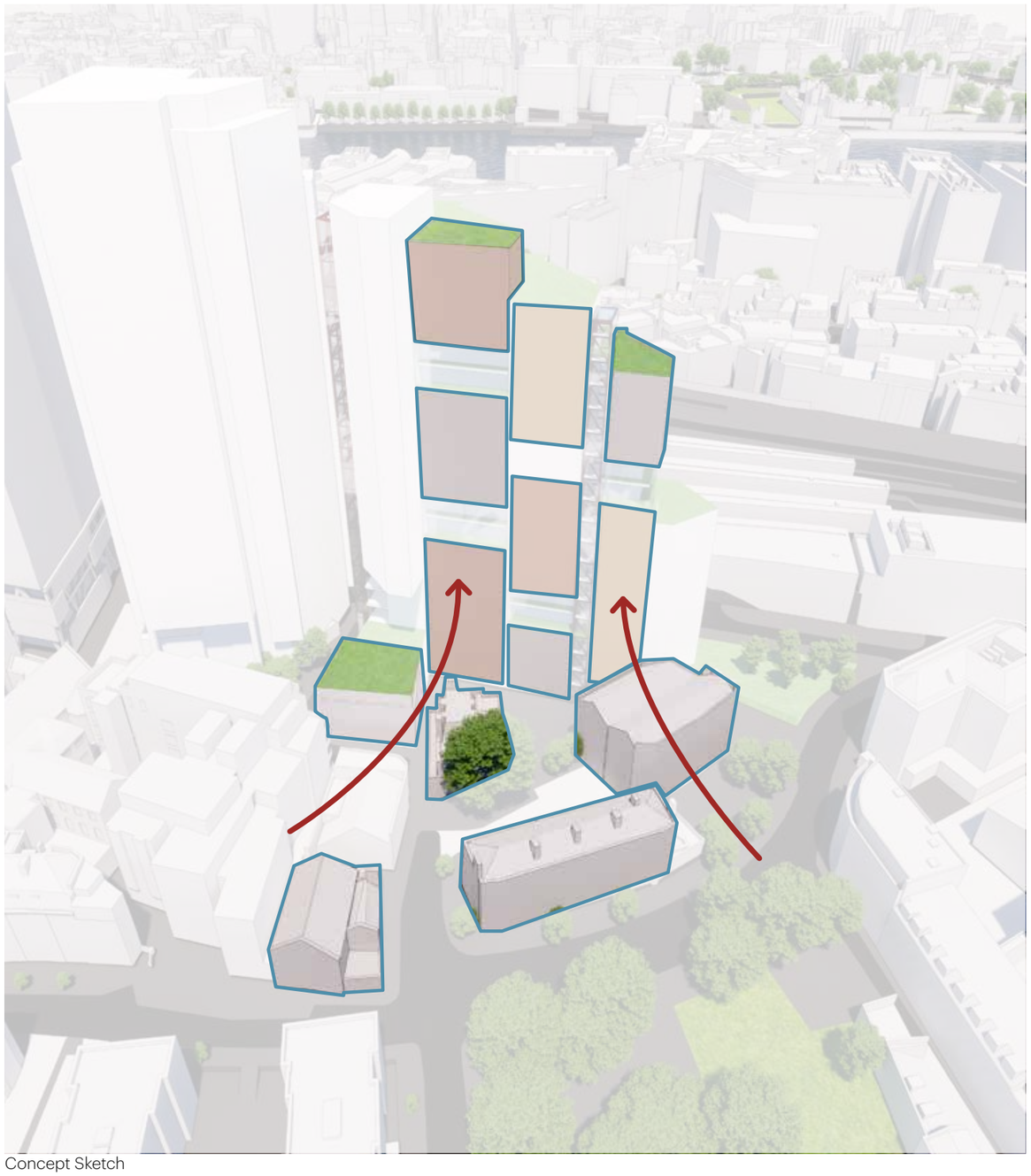
The south façade is further articulated by a different wall system for the primary core and lift shafts. This consists of a floor to ceiling glazed wall system with fins both for solar and wind mitigation, and equipped with photovoltaics to generate solar energy. The volumes located at both ends of the building are chamfered to contribute to wind mitigation as well as softening the appearance of the massing, especially when viewed from the south (Kirby Grove and Leathermarket Gardens) and the east. The western chamfered volume provides a frame out of which glazed bays are allowed to protrude in order to articulate the corner, especially in long views from the southwest.

When viewed from the east along St. Thomas Street down to Crucifix Lane, the building presents a lower 'prow' with the attenuated upper massing, as a result of its stepped nature.

London Bridge Station



Local warehouse facades



Concept Sketch


Chilango
Except cycles
Tulip's Corner

5. The Proposed Development

Facades

Further differentiation between volumes is achieved by using a palette of three principal brick colours, including red / orange, buff and grey. Adjacent volumes differ in colour and, especially when viewed from street level, the brick soffits above each garden recess emphasise the volumetric approach to the façade treatment and underscore the colour variation.

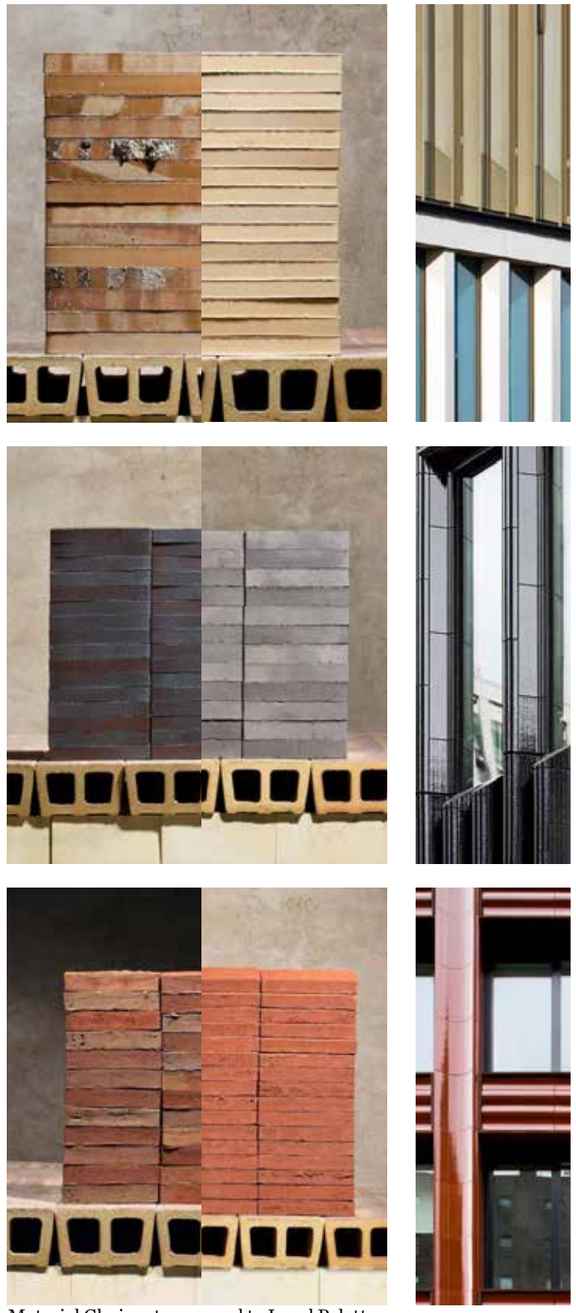
Within each volume the horizontal spandrels are expressed in extruded coloured and textured, fluted terracotta, each in a darker shade to the adjacent brick colour. The depth of the façade and spandrel horizontally creates a more solid looking building when viewed obliquely, particularly from locations within the conservation area. This approach takes inspiration from the scale and textures of the buildings within the conservation area.

Where the facades are more simply glazed, for example on the southern core and western lift shaft, internal structural steel elements are picked out in a strong colour, adding depth to the building.

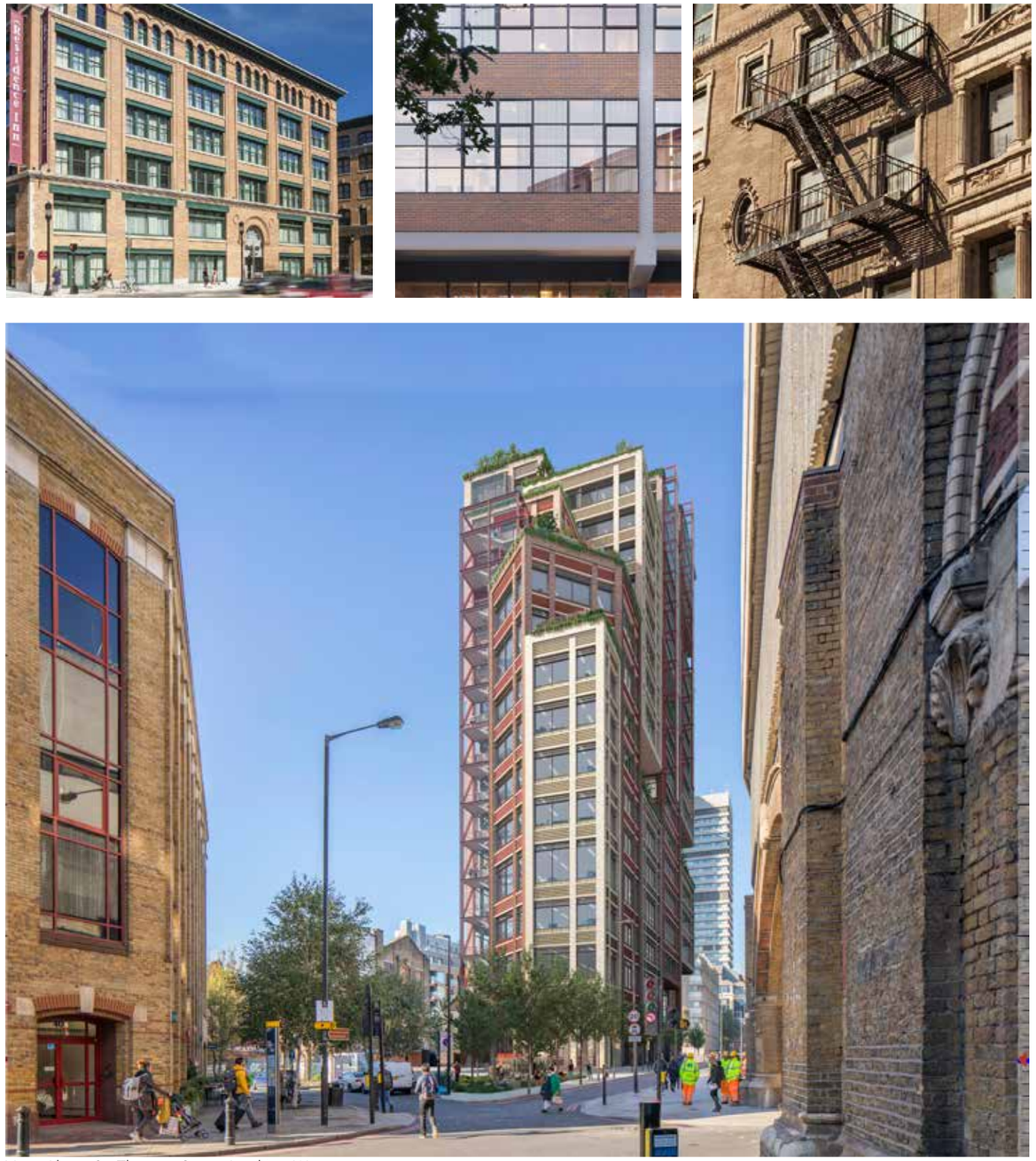
Generally, the fenestration of the principal volumes is arranged to have proportions subtly reminiscent of traditional warehouses in the area and this extends to the way that each window bay is subdivided with slim metal profiles, a slender top and bottom light and a primary light that is divided, all divided in two vertically. The window openings are set back behind the main vertical brick elements to allow shadows to fall over the windows and to emphasise the verticality of the main brick frames. The terracotta is also set back, approximately in line with the glazed elements. The scale of the stack of volumes is derived from the building sizes within the conservation area when viewed from Bermondsey, the volumes relating to the immediate scale in the area.

The ground floor space has been conceived as an 'urban room', one in a series of such spaces projected along St. Thomas Street, including the Greystar development and Edge to the west of Vinegar Yard. The urban room is clearly identifiable on the façade and visually engages St. Thomas Street and the new public square at the eastern end of the site.

The west façade is arranged as three distinct vertical elements. Four glazed lift shafts form the central part of the western façade with the chamfered bays to the right and three brick volumes wrapping around the corner of St Thomas Street and Fenning Street to the left.



Material Choices to respond to Local Palette



View Along St. Thomas Street Looking West

5. The Proposed Development

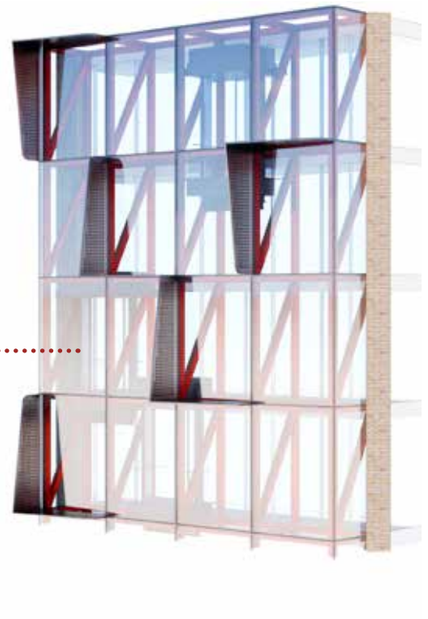
North Elevation

North elevation

Wall Type 01

The strategic design principle for the façades is to facilitate a longer life span that corresponds to the Flexible Estates Policy for adaptability of the building over time. This means that, rather than relying on gasketed panel junctions throughout, as would be typical in a curtainwall arrangement, the facades are treated as fixed solid spandrels with window infills, meaning that reliance on gasketry for performance is minimised and supplanted by mechanically fixed interfaces wherever possible. This also means that any repair or replacement over time can be performed locally and in a targeted fashion.

West elevation

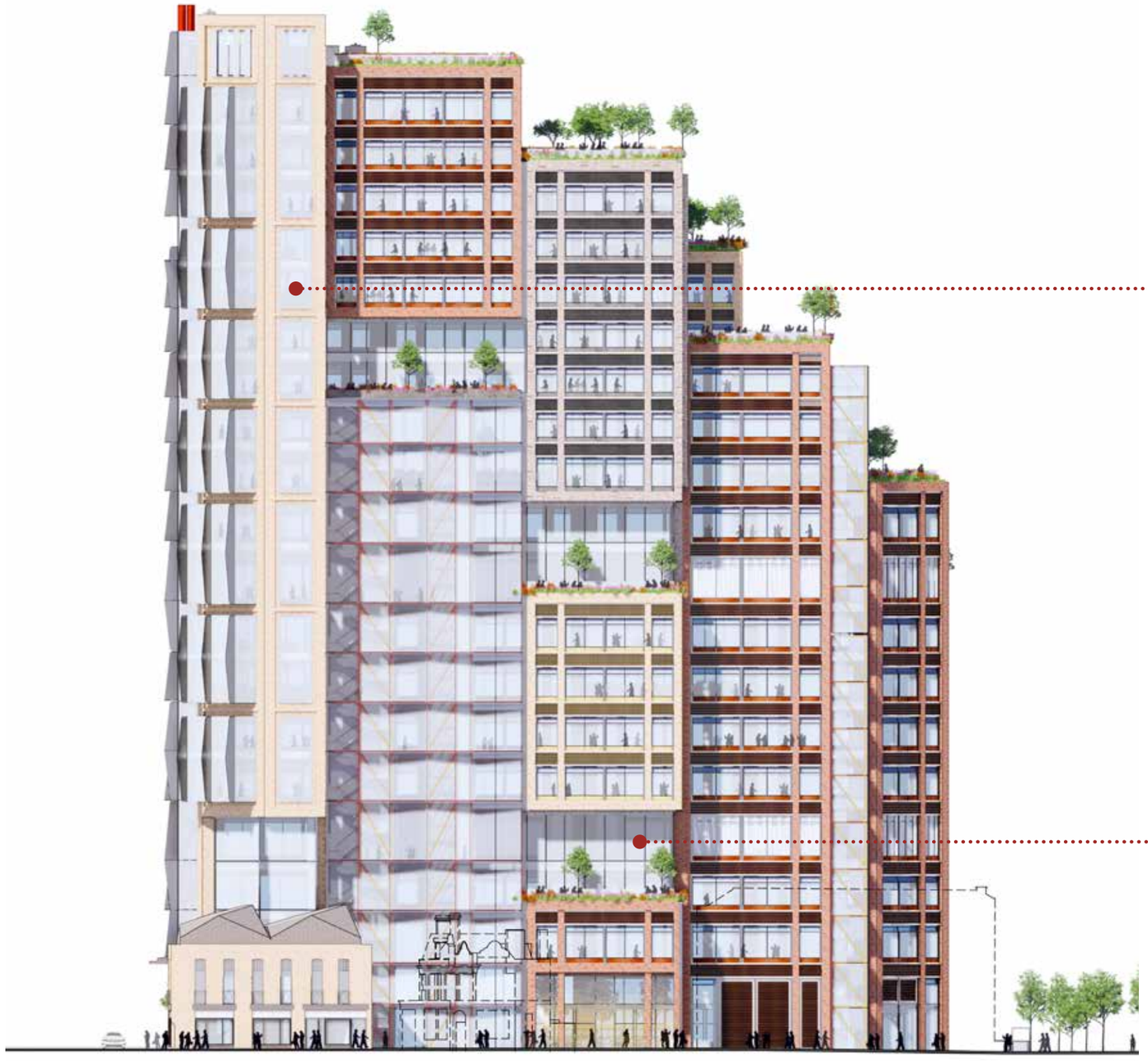


Wall Type 05

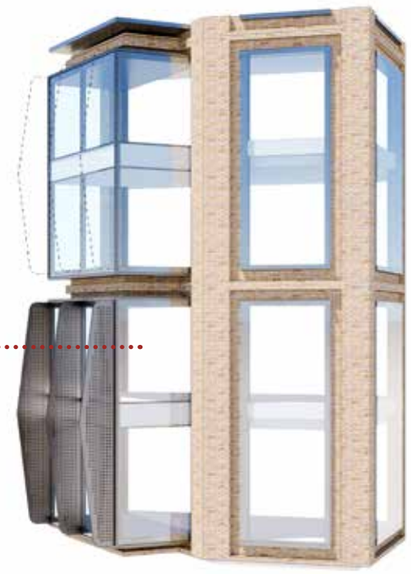
Wall Type 06

5. The Proposed Development

South Elevation



South elevation



Wall Type 03

Wall Type 04

5. The Proposed Development

East Elevation

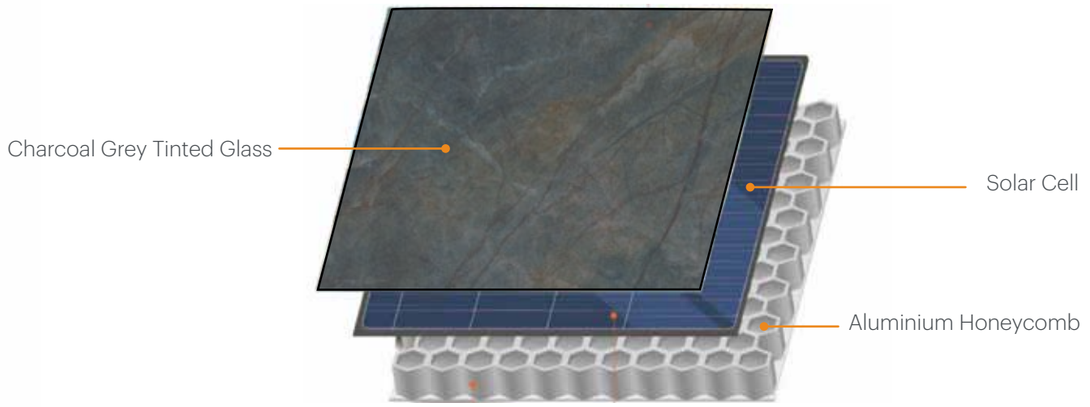
East elevation

Wall Type 03

Wall Type 02

5. THE PROPOSED DEVELOPMENT

SOUTH FACADE - Horizontal Fins with Integrated Glazed Photovoltaics Cells



Example - Transparent Photovoltaic Glass Bus Shelter - Canary Wharf

5. The Proposed Development

Secure by Design

The team met with the Metropolitan Police and anti-terrorism representative to review the previously submitted proposal on 5th December 2018. The advice received has been applied to the revised proposals.

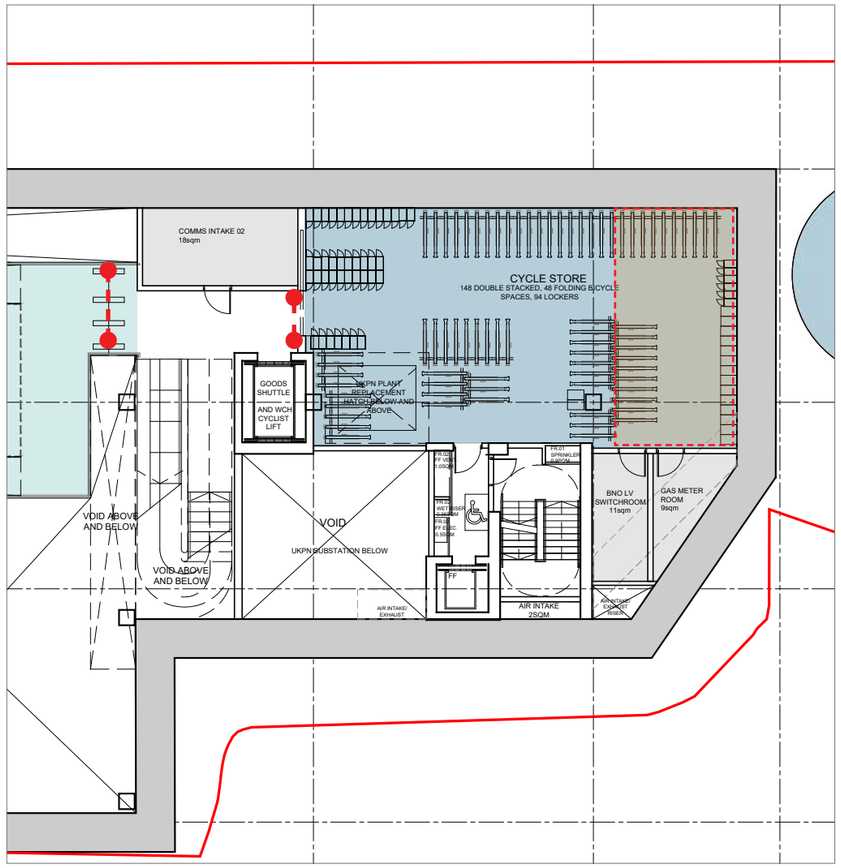
The high level of permeability of the ground floor and transparency of the lower levels are positive contributors to the safety of the site.

There were no major concerns raised but the following recommendations were made that are still applicable:

- enclose groups of cycle parking within the basement, ideally no more than 80 stands per group. 'Cages' can be used to secure groups of cycles while providing visibility;
- all terrace balustrades should be a minimum of 1,8m tall.

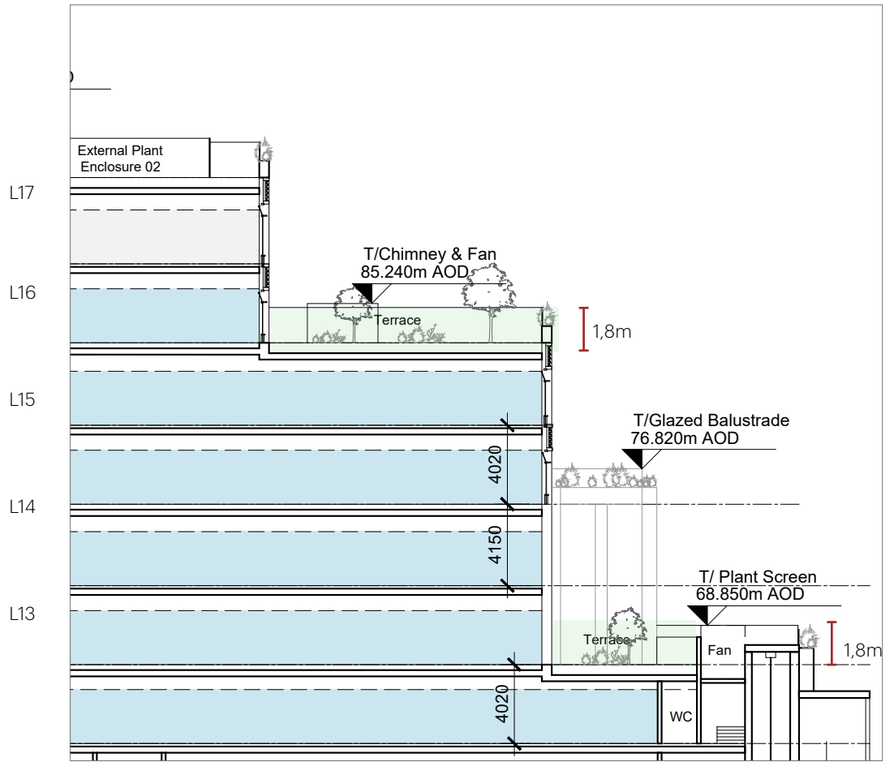
These recommendations have been taken on board and now form part of this application.

Principles for the public realm were discussed but it was acknowledged that this would need to be addressed as part of the more detailed landscape design.



Division of cycle storage

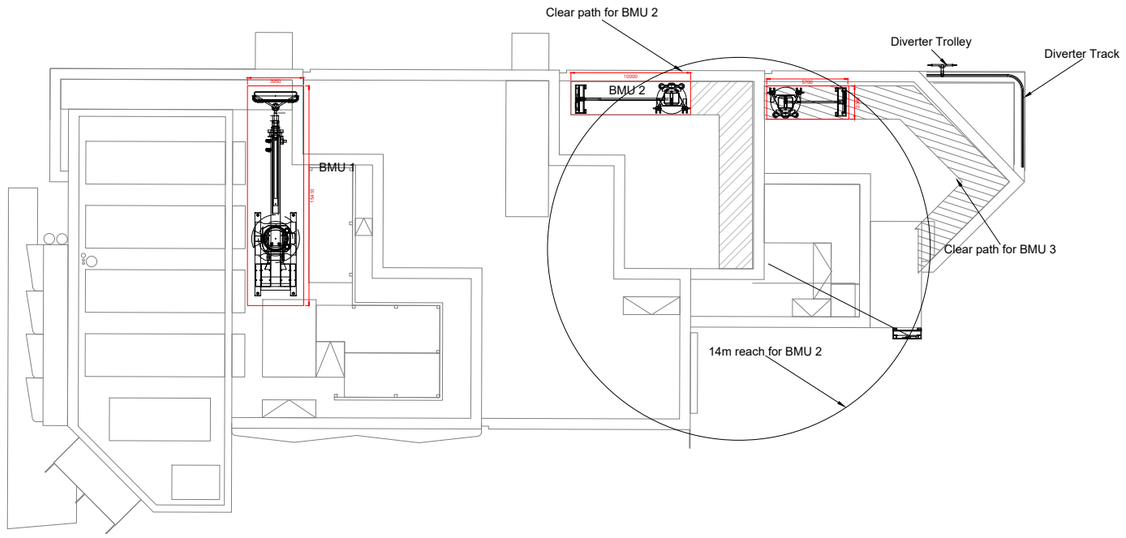
cycle store
additional security / cage
access control point (automatically released with fire alarm)



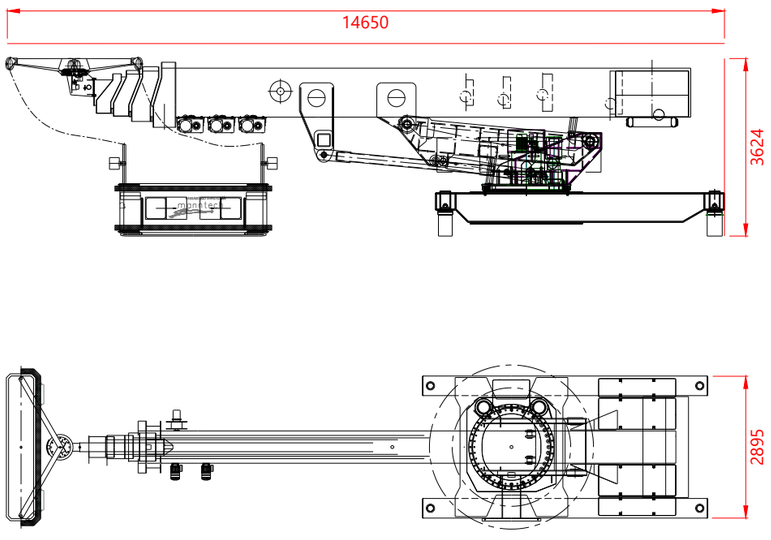
Partial East/West Section through Terraces showing 1.8m balustrades

5. The Proposed Development

Facade maintenance and access

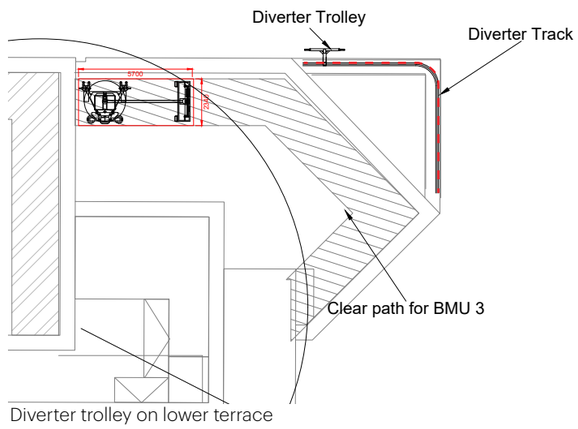


Roof plan showing BMU locations



Primary building maintenance unit at roof level

BMU such as on levels 13 and 15



Diverter trolley on lower terrace

Diverter Trolley

The access strategy to provide adequate cleaning and maintenance for the building façades will consist of three Building Maintenence Units (BMU), operating on various roof levels and terraces.

For the majority of facade, a single large reach BMU located on roof level is proposed to access the elevations. The proposed BMU is of a pantograph design, enabling it to park below the height of the plant screen to obscure its view from ground level. Smaller BMU systems shall be used on the lower levels, with a “diverter” system to be used for the lowest terrace from BMU 3 as indicated.

Permanent facade sockets shall be incorporated into the façade at pre-determined heights and centres, designed to accommodate a loading of approx. 1.5kN in any direction.

Next Steps

- Glass replacement strategy to be fully co-ordinated and confirmed.
- BMU details (including track) and diverter system to be developed.
- Safe access and egress to BMU systems to be developed and confirmed.
- BMU loadings to be confirmed during design.

5. The Proposed Development

Access and Inclusive Design

This access statement sets out the approach to inclusion to ensure that the buildings, facilities and external environment will be accessible to all users. It shows how the principles of inclusive design are incorporated into the design to provide an accessible and sustainable development.

The developer is fully conversant with its responsibilities to provide and manage inclusive environments, and the access statement will continue to be developed through detailed design and the construction phase and will form part of the facilities management strategy for the buildings.

Standards

The following documents are to be referred to for statutory requirements and best practice guidance.

- Equality Act 2010
- Approved Document Part M 2015, Volumes 1 & 2 of the Building Regulations (ADM) (both refer to AD Part K 2013 for stairs)
- BS8300:2018 Design of an accessible and inclusive built environment
- The London Plan (adopted)
- 'Accessible London: Achieving an Inclusive Environment'
- 'Designing an Accessible City'
- Inclusive Mobility – DoT
- Health Technical Memoranda (HTMs) where applicable.

The Scheme

The development comprises a ground +18 storey tower. Levels 1-10 are designed flexibly, to accommodate office and/or medical/ research and development uses and Levels 11-18 are offices, both have entry and reception at Ground Level. GF Mezzanine, Basement 1 and Basement Mezzanine are affordable Workspace and Basement 2 and 3 are Plant areas. There is retail space at Ground Level.
Parking for cycles is provided at Basement Mezzanine with toilet facilities at Basement 1.

External Environment and Local Transport

The development is located in the London Borough of Southwark. The site is bounded by St Thomas Street, Fenning Street, Vinegar Yard and Snows Fields; it includes Nos 1-7 and No 9 Fenning Street.

The location is well served by bus, National Rail and London Underground. The nearest accessible transport hub is London Bridge station. Full details are set out in the Section 2 above of this Design and Access Statement.

The pedestrian routes from public transport to the site are reasonably accessible, and are level or easy gradients. Paving materials and finishes will be in accordance with the requirements of TfL and the LBS Highways Department; tactile paving is provided at crossing points.

Within the site area pavements are level or easy gradients and all facilities have level access from the adjacent pavement. The detailing of paving, gradients and steps will satisfy the requirements of Part M. Doors opening onto main access routes will be protected. The detailing of the paved areas, using texture, delineators and colour will provide clear indication of safe routes for those with impaired sight or other cognitive difficulties.

Vehicle & Bicycle Parking

As discussed with Southwark Highways department and Transport for London, one disabled parking space will be provided on Snowsfields, and another one on Melior Place, which can be used for building users who have a Blue Badge. Drop off in the adjacent streets will be possible.

Accessible cycle storage within in the building is at Basement Mezzanine level with a changing area at Basement B1. Access is via the lift and stair entered from St Thomas Street. The bicycle parking area in the building can be used for larger wheelchairs and mobility scooters; charging points for wheelchairs/scooters will be provided in these areas.

There are also parking positions for bicycles and tricycles on St Thomas Street and an automatic cycle storage facility adjacent to the building that will be accessible for some disabled users.

An accessible uni-sex shower/WC is provided within the changing facilities and locker area. Lockers are provided at a suitable height for disabled users in accordance with recommendations as set out in BS8300:2018.
In accordance with the recommendations of BS999 there will be appropriate communication systems and refuges for safe means of escape.

Entrances and Lobbies

All primary entrances are at grade and have level thresholds. Doors will be designed to comply with ADM and will be appropriate for the facility and the number of users. Sliding and automatic swing doors will have appropriate protection. The ironmongery and/or controls needed to operate the doors will be accessible to all users. When the pressure on doors makes them difficult to operate, automatic or power assisted doors will be used. Access controls and security systems will be suitable for all users.

The entrance areas will be detailed to ensure the environment is comfortable for all users.

- Highly reflective surfaces will be avoided.
- There will be good levels of lighting.
- Clear glass will have manifestations to make it visible.
- Reception desks will be accessible.
- Floor finishes will be slip resistant

The main entrance to the building is in St Thomas Street. There are other entrances to the retail areas around the perimeter of the building providing alternative internal routes to the main reception.

Horizontal and Vertical Circulation

Accessible lifts from GF serve all levels and facilities. Lifts HR 01- HR 04 serve office levels and LR 01-LR 04 serve floors 1-10. An additional lift provides access to the affordable workspace areas at GF/M, B1 and BM.

The detailed design of lifts will meet the requirements of ADM and be in accordance with BS EN1. Where there are multiple lifts there will be clear indication of which lift is available and sufficient delay on the door closing for all users to approach and enter the lift.

On the Ground Floor there is a difference in level from West to East that is negotiated with steps and ramps. Also there is a ramp at the secondary entrance from Vinegar Street into retail; ramps will be designed in accordance with Part M/Part K of the Building Regulations.

There are staircases serving all floors, generally designed to Approved Documents Parts K & M2 (2015) of the Building Regulations. The number of risers between landings on floors 1-10 is between 12 and 16; for the evacuation of matresses additional changes of direction are less safe than straight flights. Lifts are the primary means of vertical circulation and this arrangement of the stairs is reasonable to satisfy all requirements and is in accordance with Health Technical Memoranda.

The detailed design of stairs will include:

- closed risers
- handrails which are continuous and extend beyond the last tread
- contrast to nosings on both tread and riser
- headroom under stairs, less than 2000mm, will be guarded

Corridor widths are designed in accordance with ADM2 to allow easy manoeuvring for wheelchair users. Where fire escape strategy or security controls permit, corridor doors will be held open on magnetic holdbacks. Where there are double doors a single leaf will provide the minimum clear opening width required by ADM2 Table 2.

Doors in corridors will have vision panels and glass doors and screens will have clear manifestations.

Toilet Facilities

Offices
Toilet facilities are provided on all office levels within acceptable travel distance. All WCs are uni-sex (with WC and basin) and accessible uni-sex WCs are provided at each location. Accessible WCs will be handed on alternate levels where possible. It is not proposed that an enlarged cubicle (ADM 5.14d) will be provided; this is not a public facility and the WCs will be used predominantly by employees who will be familiar with the facilities available and will choose one appropriate to their needs.

Outpatients / Medical

The fit out of the medical floors, including toilet facilities will be undertaken by the tenants and is not part of this statement.

Retail

The fit out of the retail areas will be undertaken by tenants as part of their leasehold obligations, and in accordance with statutory requirements as required within The Equality Act 2010.

All accessible toilets will satisfy the requirements of ADM2. Visual alarms will be provided in toilets, also emergency call cords/ re-set buttons and sounder.

Means of Escape

Refuge spaces (900 x 1400) with two way communications are provided in the escape stairs or adjacent protected lobbies. The call system will be suitable for use by all people with disabilities, including those with hearing, speech or visual impairment. The number of refuge spaces that need to be provided is part of the

number of refuge spaces that need to be provided is part of the means of escape strategy to be incorporated in the Management Plan.

The building owner's management procedures will advise tenants of their responsibilities for the means of escape plans for their employees and visitors.

Signage

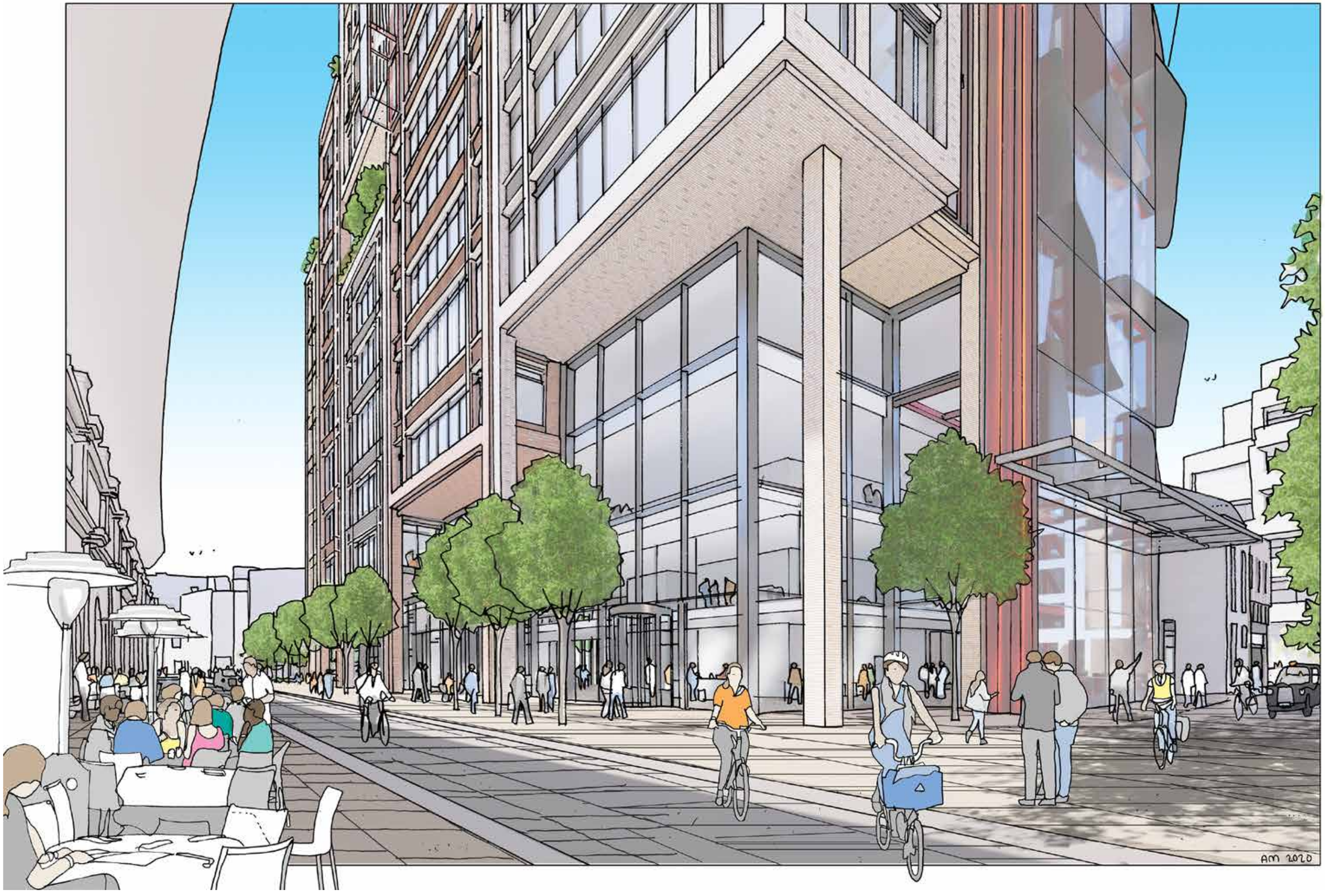
The way-finding strategy will be developed with the design detail, and signage will provide clear information, pictorial and text, on alternative routes and the location of facilities.

Building Management Strategy

The final Access Statement and operation strategies will be incorporated in the Facilities Management Manuals for the buildings. Leaseholders and tenants will be informed of their responsibilities to maintain the inclusive environment in use.

The manuals will include strategies to ensure that:

- external and internal pedestrian routes are kept clean and unobstructed
- lifts are serviced regularly
- induction loops or other hearing enhancement systems are publicised
- alarms are checked regularly
- door operating systems are checked regularly and maintained to keep operating pressure to a minimum
- two-way communication systems in escape refuges are properly maintained
- staff are trained to understand and implement the principles of inclusion
- operating policy will include staff procedures for helping users access facilities if they have any difficulties.



6

Technical Summary

6. Technical Summary

Townscape and Visual Impact Assessment (Montague Evans)

This section should be read in conjunction with the Heritage, Townscape and Visual Impact Assessment (HTVIA) prepared by Montague Evans LLP on behalf of St Thomas Bermondsey Limited.

The HTVIA provides an assessment of the impact of the Proposed Development on heritage, townscape and visual receptors. 'Heritage' and 'Townscape and Visual' are treated as separate disciplines and separate assessments are provided in accordance with legislation, planning policy and best practice guidance. The assessment is informed by accurate visual representations (AVRs), night-time iterations of specific views and non-verified massing studies of the Proposed Development to assess its heritage, townscape and visual impact. Viewpoint locations were agreed with the local planning authority during pre-application discussions prior to the 2018 submission, and have been confirmed to be still relevant for this submision to the GLA.

Policy Designations

Policy designations outline the strategic aspirations for an area, contribute to the understanding of its function and the potential for, or even lack of, change. Some of the key policies considered are the Submitted New Southwark Plan (August 2020) (and Southwark Council's main modifications to this document) and the London Bridge, Borough and Bankside Opportunity Area designation within the London Plan 2021.

The site is at London Bridge, which is identified within the Central Activities Zone, an area that seeks to optimise office development. It is also within a designated district town centre (Southwark Core Strategy 2011 and London Plan 2016).

The Site is located within an area identified as suitable for tall buildings in both the adopted development plan and emerging New Southwark Plan. Allocation NSP51 states that the site is suitable for taller buildings subject to consideration of impacts on heritage and townscape receptors taking into account the height of buildings approved at site NSP50. The allocation states taller buildings should be towards the west of the Site and should not detract from the primacy of The Shard.

Also considered is the NSP Policy P21: World Heritage Sites relating to the setting of the Tower of London World Heritage site.

Heritage

Impact of the proposed is assessed in relation to the Bermondsey Street Conservation Area. There are no statutorily listed or locally listed buildings within the Site boundary. Part of the site falls within the Bermondsey Street Conservation Area on which is the existing brick warehouse at 9 Fenning Street. The removal of this warehouse was cited as one of the key reasons for the 2018 submission's resolution to refuse. This revised application retains this building, and refurbishes it in a style in-keeping with its heritige, the surrounding area, and its proposed use. The heritage value and the impact of retaining this building is assessed in the HTVIA.

The (built) heritage assessment has also considered the contribution that setting makes towards the value of heritage receptors in the wider area and the impact of the Proposed Development upon that setting, and therein, value. Receptors include the Grade II listed railway viaduct arches at London Bridge and, in the wider area, the impact on the Outstanding Universal Value of the Tower of London World Heritage Site.

Townscape

The townscape assessment has considered the proposed development within its urban context, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces.

The Site itself forms part of a ribbon of land separating two areas of distinct townscape character. To the north is tall and large development associated with the urban environment in and around London Bridge. To the south is a series of secondary routes enclosed by relatively fine urban grain. The Site marks the transition in townscape character between the north and south. The existing condition of the Site makes a very limited contribution to the character, appearance and function of the townscape.

Visual assessment

The visual assessment has considered the impact of the proposed development upon visual receptors e.g. people experiencing a change in views and visual amenity at different places, including publicly accessible locations. The location of the viewpoints has been informed by architectural and historic accounts of the area, an appraisal of the existing site and surroundings, and relevant policy designations.

Particular strategic views have been considered that are protected by the existing and emerging development plan. The Site Falls within 2 strategic views identified by the London View Management Framework (2012), Parliament Hill Summit to St Paul's Cathedral, and the Kenwood Viewing Gazebo to St Paul's Cathedral background viewing corridors. The role of the Proposed Development in consolidating and complementing the emerging cluster, whilst ensuring The Shard remains significantly taller and more visible than surrounding buildings as the station's landmark is assessed.

St Thomas Street East Framework

The HTVIA only considers cumulative impacts of existing or approved projects consented and under construction in the local area as agreed with the GLA as the designated planning authority. It does not consider the impact of the development sites within the St Thomas Street East Framework Area as the design for these proposals are still evolving.

The Built Heritage, Townscape and Visual Impact Assessment is submitted with this application as Environmental Statement Volume 2.

Structural Approach (AKT II)

The proposed development comprises of a ground +18 storey (plus basement and above ground mezzanine) mixed use building with three levels of basement (with B1 including a non-structural upper floor).

The lower floors of the building above ground level (1-10) are designed for a potential D1 and B1(b) use, allowing flexibility to accommodate flexible medical / research and development uses. The top floors (11-18) are designed for office use. Basement levels B1, B1 mezzanine and ground floor mezzanine will accommodate affordable workspace. The ground floor level is where the retail areas and the lobby for the office and / or flexible medical / research and development floors will be located. The plant areas will be located at the basement levels B2 and B3 and on the top floors of the building. On-floor plant will also exist at levels 3 and 8.

The existing warehouse to the south west of the site is being retained and refurbished to be used as retail and community hall that could facilitate meetings and exhibition spaces for building occupants.

The building has a trapezoidal shape on plan and comprises a stepped massing rising from the east of the site. The superstructure of the building consists of a reinforced concrete (RC) frame designed to allow for future flexibility and adaptability. The flexible medical / research and development levels have been designed for enhanced floor loadings with hard structural zones and to meet strict floor vibration limits. These floors are therefore suitable for either use.

The basement will consist of reinforced concrete floor slabs up to and including ground floor, secant piled retaining walls to support the soils around the site and a piled raft which forms the foundation.

In order to allow for the flexible service distribution a flat soffit construction was set as a constraint which when coupled with the strict vibration limits for the medical floors dictated that a reinforced concrete flat slab was the optimum solution due to its inherent stiffness and mass.

In order to deal with the long spans along the façade of the building and the winter gardens slab steps, downstand steel beams have been introduced to control the slab edge deflections with provision for openings to allow the connection of the services in the ceiling void with the façade louvres and service chimneys.

6. Technical Summary

As the building steps back at the upper levels this provides external terrace areas. In order to accommodate the thicker finishes of the terraces, including a blue roof system, steps in the slab have been introduced. A few transfer beams have been also adopted at those levels to provide support to the slab edges of the floors above as the building steps.

The global stability of the building is provided by the two reinforced concrete cores both eccentric to the floor plan and located to the south of the building. The south elevation of those cores is to be made of structural steelwork integrated with the façade. The RC slabs at each level will transfer the wind loads to the cores through diaphragm action. The cores take lateral support at ground and basement levels through the diaphragm action of the RC floor slabs transferring loads to the retaining walls and foundations.

There is also an additional bank of scenic lifts to the west of the building. This steel structure will provide vertical support to the floors and support to the lift and façade with no global stability function to the building.

Building Services - MEP (Sweco)

Heating and Cooling

The building will be served by a low temperature hot water (LTHW) and chilled water (CHW) system from high efficiency multipurpose air source heat pumps (ASHPs), capable of providing simultaneous heating and cooling, at roof level. Secondary LTHW and CHW pipework will be distributed via centrally located vertical risers serving the office and / or D1 and B1(b) spaces above ground, and landlord areas within the development. Heat exchanger interface(s) will be located within the basement to serve retail and affordable workspace areas. Additional resiliency shall be provided by water-water source heat pumps (WSHPs) connected to heat rejection plant located at roof level.

Provisions will be made for sleeves within the basement to facilitate any future connection to district heating networks when available.

Space heating and cooling within the office floors shall be achieved through 4-pipe fan coil units (FCUs) on the floor plate. Space heating and cooling for the flexible D1 & B1(b) users shall be achieved through air handling units (AHUs) located on intermediate floors, level 03 and 08. Additional heating and cooling for these areas will be achieved through 4-pipe FCUs or similar.

Ventilation

Ventilation of office spaces within the development will be via several soffit mounted mechanical ventilation air handling plant with high efficiency heat recovery (HRUs) across the floor plate. The HRUs shall connect to high level louvres for outside air intake and exhaust, located along the external façade. Openable windows across the floors will also allow for natural ventilation opportunities, during favourable external conditions, with natural ventilation chimneys rising from office to roof terrace levels located on the north elevation of the building to facilitate stack ventilation.

The ventilation of medical and research and development spaces shall be via AHUs with high efficiency heat recovery, located on intermediate floors L03 and L08, distributed via vertical ventilation risers serving each D1 and B1(b) floor above and below. The AHUs shall connect to full height louvres located locally at the AHUs plant room floors along the external façade, for outside air intake and exhaust.

The ventilation of basement landlord and BOH areas will be by AHUs located at basement 3 and 2, with heat recovery achieved through high efficiency thermal wheels. The AHUs shall connect to ventilation risers rising to ground floor louvres for outside air intake and exhaust.

All basement plant areas shall be provided with mechanical smoke evacuation.
Plant and riser space provision shall be provided to the affordable workspace areas within the basement to allow double stacked air handling units with heat recovery, providing background fresh air ventilation, to connect to ground floor louvres. The above ground affordable workspace areas shall be served by high efficiency heat recovery units (HRUs) located across the floor plate, connecting to high level louvres along the perimeter of the façade.

Retail areas at ground floor shall be provided with risers and ground/mezzanine floor louvre connections for ventilation plant located within their demise.

Utilities

Sleeve(s) within basement 1 shall be provided into the gas meter room which shall be adjacent to the highways. Any future gas mains required will enter straight into the gas meter room, with the provision of future meters to accommodate any food and beverage requirements at a later stage.

Two communications rooms shall be located on opposite sides of the development and adjacent to the highways at basement 1. Sleeves into the rooms shall allow for IT connectivity to fibre networks.

Incoming sleeve(s) shall be provided at basement 1 for the connection of incoming water services into the development water meter room. The development water meter room shall be located along the perimeter of the basement, adjacent to the highways. Connection to sewers for foul and surface drainage will also be required for this development.

Domestic cold water for the above ground floors will supplied from bulk water storage tanks located within basement. Cold water service will be pressurised and distributed across the building within services risers to serve all landlord toilets and tenant fit out water fittings. Domestic hot water for basement landlord areas and above ground medical floors will be generated centrally within the basement by water-water heat pumps (WSHPs) to hot water storage cylinders, and distributed across the building within service risers to serve basement toilets, showers and medical floors above. Domestic hot water for office floors above ground will be generated by electric point of use water heaters located locally within the WC.

The primary electricity supplies to the building will emanate from the UKPN HV switchroom/substation and supplies will be provided at high voltage for the landlords supplies and at low voltage for the retail units. The landlord's primary electricity supply will comprise two metered HV services so as to provide N+1 redundancy. Service entry sleeves will be provided directly into the room. Cold air and warm air inlets direct to external via louvred building facade.
The electricity supply capacities will be sized in accordance with construction industry design codes of practice to suit the requirements of the pre-let commercial tenants including BCO Specification for offices.

Electrical Distribution

The secondary electricity supplies for business essential back-up will emanate from HV standby diesel generators so as to provide N+1 redundancy and be located within the generator plantroom.

The life safety electricity supplies will emanate from an LV standby diesel generator.

Standby generator air inlets and air outlets will be provided direct to external to each generator. Engine exhausts will discharge at top of the building. A fuel transfer and bulk fuel storage system will be provided for the generators.

The electrical plantrooms will include Landlords secondary HV switchroom, Landlords main HV switchroom, Landlords main substation, BNO LV switchroom, Landlords life safety LV switchroom, and roof level LV switchroom.

Electrical, ICT and security services will be distributed using horizontal distribution routes and via landlords electrical and ELV risers to serve each floor. Electrical and ELV risers will be accessible at each floor level directly from their respective demise.

6. Technical Summary

Energy and Sustainability (Sweco)

Refer also the the Environmental Statement

Policy & Regulation Requirements

The sustainability strategy complies with all relevant targets set within Southwark – Core Policies and the London Plan:

- The energy strategy has been updated to match the New Draft London Plan (2021).
- The SAP10 carbon factors were adapted to reflect the decarbonisation of the grid.
- Energy efficiency measures under current design development are approaching a reduction in the predicted CO2 emissions of 34%.
- On-site renewable energy will be provided by façade and roof mounted photo voltaic (PV) panels and air source heat pumps at roof level, 23%.
- The new build non-domestic development will achieve at least a 57% reduction in regulated carbon dioxide (CO2) emissions compared to Part L2A 2013 as per SAP10 carbon factors.
- Energy metering as per the GLA's published guidelines on "Be Seen" and the Better Building Partnerships (BBP) guide for office energy metering.
- Commitment in place to be net-zero operational carbon commercial building from the outset.
- Life Cycle Analysis (LCA) using the RICS published standards to assess the embodied carbon impact and inform the early stage building design. The LCA analysis has resulted in embodied carbon savings in line with the RIBA 2020 Climate Challenge Benchmark of 800 kgCO2e/m².
- 45% reduction in potable water consumption, with the application of low drainage for flushing toilets.
- At least 70 kWh/m2(NLA)/year for the base building energy consumption, subject to detailed evaluation and with an aspiration to reduce it further down which will be investigated as the design develops.
- Aiming to tie waste targets in with the whole life cycle process and opportunities to embrace circular economy principles.

BREEAM

The office will aim to achieve BREEAM – 'Excellent' Rating with aspiration of 'Outstanding' assessed under BREEAM 2018 New Construction 'Shell and Core.'

Accessibility Strategy

The access and inclusive design statement sets out the approach to inclusion to ensure that the buildings, facilities and external environment will be accessible to all users. It shows how the principles of inclusive design are incorporated into the design to provide an accessible and sustainable development.

The developer is fully conversant with its responsibilities to provide and manage inclusive environments, and the statement will continue to be developed through detailed design and the construction phase and will form part of the facilities management strategy for the buildings.

The following documents are to be referred to for statutory requirements and best practice guidance.

- Equality Act 2010
- Approved Document Part M 2015, Volumes 1 & 2 of the Building Regulations (both refer to Part K 2013 for stairs) BS8300:2018 Design of an accessible and inclusive built environment
- The London Plan
- 'Accessible London: Achieving an Inclusive Envi-ronment'
- 'Designing an Accessible City'
- Inclusive Mobility – DoT
- Health Technical Memoranda, Department of Health and Social Care

Refer to section 5 of this DAS.

Daylight, Sunlight And Overshadowing (GIA)

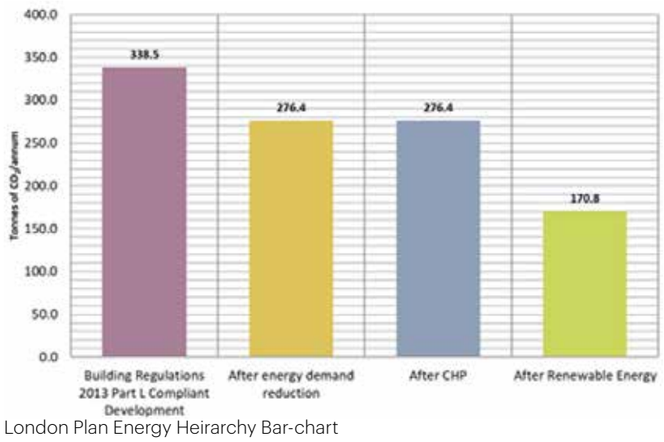
Gordon Ingram Associates (GIA) have analysed the impact of the proposed development upon the daylight and sunlight amenity to the surrounding residential properties, the amount of shadow cast over areas of open amenity space, the potential occurrence of solar reflections given off the proposed building's façade and any light pollution impacts upon surrounding sensitive receptors.

The development was modelled and assessed in accordance with BRE's Guidelines as set out in the "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" 2011.

The effect of the development has been assessed on the assumption that all surrounding schemes under construction at the date of this application have been completed. Only residential accommodation within these surrounding developments have been considered as part of the assessment.

The effect of the development has also been considered cumulatively in the context of the construction of the consented schemes for Fielden House and Capital House.

Further details on Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution can be found within the ES Chapter 11.



London Plan Energy Heirarchy Bar-chart

Route to Carbon Emission Reductions

Vinegar Yard and the New London Plan

6. Technical Summary

Wind Microclimate Assesment (RWDI)

The wind microclimate assessment has focused on understanding whether any undesirable wind conditions would be created on site and in the surrounding area as a result of the development. Undesirable wind speeds may result in pedestrian comfort conditions unsuitable for the intended site use. Areas within and around the site at ground level, including areas where outdoor seating is proposed, have been considered as well as accessible roof terraces and conditions around the proposed public garden. In addition, areas around other buildings surrounding the site and associated pedestrian crossings and thoroughfares have been tested.

In addition to the above, the assessment also considered roadway locations including the potential for strong winds to impact upon cyclists and pedestrians that may cross the road in ad-hoc locations.

The assessment was undertaken via fully-quantitative wind tunnel testing, for the current site situation, the introduction of the development and the development in the presence of cumulative (future) schemes in the vicinity which have been submitted for planning. It is quantified in terms of the well-known and established Lawson Criteria.

At the current site, conditions are calm (below the thresholds of the comfort criteria relative to the target use).

With the development in place, conditions become windier in certain locations without mitigation, but are nevertheless generally suitable for the desired uses at the vast majority of measured locations – with effects ranging from minor beneficial (not significant), to minor adverse (significant). Exceptions, where adverse effects occur, have been identified at the entrance to the north-western corner of the development, and at the south east of the site at the turning head of Vinegar Yard.

A number of wind mitigation measures have therefore been incorporated into the development during the design process. These measures include adjustments to massing of the scheme, incorporation of targeted landscaping, and fins on certain facades to direct and deflect wind gusts. With the wind mitigation measures included in the design, the development will not have any significant wind microclimate effects with conditions ranging from minor beneficial (not significant) to negligible (not significant).

The assessment of cumulative schemes did not significantly alter the wind effects. With mitigation remaining in place as per the existing surrounding context scenario, conditions range from minor beneficial (not significant) to negligible (not significant).

Archaeology (Mills Whipp)

Mills Whipp Projects prepared a desk-based assessment which provided details of the archaeological development of the site. The site lies within an Archaeological Priority Area as defined by LB Southwark. The proposed development will remove all earlier deposits.

Historically, the site lies within the riverine environment of the Thames. This has been, until recently, a high dynamic landscape subject to extremes of flooding and overbank alluvial deposition. The area was characterised by a series of shifting mudflats and islands cut by a number of waterchannels. During the prehistoric and Roman periods the site lay towards the eastern periphery of a gravel island which was low lying and prone to inundation. The Roman and mediaeval settlement of Southwark lay about 500m west of the site.

Archaeological and map evidence shows that in the mediaeval period the site remained open, waterlogged ground until the 15th century. By the 16th century ribbon development along Bermondsey Street had reached the subject site. The subject site probably lies partially within the curtilage of a Tudor mansion. Subsequently the site was redeveloped for industrial and domestic purposes from the 18th century onwards including the production of the eponymous vinegar. In the 19th century the site was occupied by warehouses, industrial buildings, houses and flats. The buildings were largely cleared in the 1980s with the exception of buildings in the south-west.

A phase of archaeological evaluation was completed (November 2018) which confirmed the conclusions of the desk-based assessment. The evaluation demonstrated the presence of deep alluvial deposits dating from the prehistoric periods onwards. No significant evidence for pre mediaeval occupation was reported. By the late 15th century land reclamation had begun and traces of a Tudor structure, possibly related to the documented mansion, have been uncovered. Subsequent periods of industrial works, including possible vinegar vats, were recorded.

The appropriate archaeological strategy is envisaged to comprise detailed archaeological excavation of the upper levels, 15th century and later, and sample excavations of the deeper, less complex deposits. These works are expected to be agreed with LB Southwark by conditions attached to the planning permission.

Fire Strategy (Sweco)

The RIBA Stage 2 Fire Strategy (FSS) has been developed to address the functional requirements of Parts B1 – B5 of the Building Regulations 2010. In doing so, the FSS takes into account the total fire safety package within the scheme to provide a functional and practical solution to fire safety.

Basis Of Design

The FSS draws on BS 9999 “Fire safety in the design, management and use of buildings – Code of practice” and HTM 05- [Health Technical Memorandum 05-02: Firecode. Guidance in support of functional provisions (Fire safety in the design of healthcare premises. 2015] as a basis of design. This approach is supported by a Qualitative Design Review (QDR) in accordance with BS 7974 “Application of fire safety engineering principles to the design of buildings – Code of practice.

Package Of Fire Safety Measures

The scheme will include the following package of fire safety measures:

Automatic fire detection and alarm in accordance with BS 5839-1:2013 Category L1

Automatic sprinkler protection in accordance with the LPC Rules incorporating BS EN 12845

Fire fighting shafts and fire control centre

Mechanical smoke control at basement level and serving the fire fighting shafts

Means Of Escape

The building is served by two primary escape stairs, which will be designed for phased evacuation. Any healthcare accommodation will operate under a progressive evacuation strategy. The central stair will be supplemented with an evacuation lift and a firefighters lift. The secondary stair will be supplemented with a firefighters lift. Note that the joint use of a firefighting lift and an evacuation lift will be discussed and requires agreement with Fire and Rescue Service.

Structural Fire Protection And Compartmentation

The superstructure and the substructure will be 120 min. Each floor will be a compartment floor.

External Fire Spread

The design of the external walls of the building will be designed to adequately resist the spread of fire over the walls and to another building. The external façade of the building will be designed to mitigate fire spread through the use of fire stopping, cavity barriers and non-combustible insulation.

Access And Facilities For Fire Fighting

The building will be served by two fire fighting shafts to satisfy the area and hose coverage requirements of the relevant guidance. Each fire fighting shaft will house a fire fighting stair, mechanically ventilated lobby, wet rising main and fire fighters lift.

Access to the fire fighting shafts will be provided direct from outside and within the permitted distance of the fire service vehicle parking positions.

6. Technical Summary

Transport Assessment and Servicing Strategy (Caneparo Associates)

Caneparo Associates have prepared a Transport Assessment incorporating a Healthy Streets / Active Travel Audit, a Framework Employee Travel Plan, Pedestrian Environment Review System (PERS) Audit, Draft Delivery & Servicing Management Plan and an Environmental Statement Transport and Traffic Chapter to support the planning application proposals. These reports fully assesses all traffic and transport aspects of the development proposal.

The central London location of the development and the corresponding high levels of available public transport services will mean that the vast majority of journeys to the site will be undertaken by sustainable modes of transport. These sustainable modes of transport include numerous existing bus services, Underground services, mainline rail services and river boat services.

In accordance with the central London location of the site, and policies for sustainable development, no general car parking is proposed on the site. The roads surrounding the site are part of a Controlled Parking Zone and so on this basis employees at the site will not be able to park cars on surrounding streets. As discussed with Southwark Highways department and Transport for London, one disabled parking space will be provided on Snowsfields, and another one on Melior Place, which can be used for building users who have a Blue Badge. As part of the Framework development, there are additional spaces provided in the locality associated with neighbouring proposals.

The location of the development proposal will also allow a proportion of employees and visitors to walk and cycle to the site. To encourage cycling, employee cycle parking will be provided to the London Plan March 2021 policy standards and additionally showers, lockers and changing facilities will be provided for employees. The site also benefits from cycle hire docking stations in the local vicinity. Sustainable transport will be supported and encouraged by an employee Travel Plan.

Delivery, refuse and servicing vehicles will be accommodated by a new loading area on Vinegar Yard.

Vertical transportation (D2E)

The lifts are intended to be in full compliance with the latest industry standards specified within the EN 81 family, BCO 2019, Building Regulation Part M and BREEAM 2018 design standards.

Medical/ Office Floors Passenger Lifts

Performance standards and lift spatial requirements for the medical. research and development (D1/ B1(b)) floors have been measured against the requirements of the Health Technical Memorandum 08-02-Lifts (2016) and the Guys and St. Thomas Adapatable Estates Documentation issued September 2020. Traffic simulations have been carried out to meet the performance requirements for population at 1:14m2 with no absenteeism.

The vertical transportation system for these floors consists of four low-rise Machine Room Less lifts (LR-PL1, LR-PL2, LR-PL3, LR-PL4) running at 2.0 m/s. Two of these lifts PL1 and PL4 are at 17-person/1275kg capacity, whereas, the other two lifts PL2, PL3 are 21-person/1600kg capacity. PL1, PL2, PL3 serve floor G to 10, however PL4, which is also a dual-purpose firefighting will serve all floors from B3 to 18. These lifts will utilise conventional control system. PL1, PL2, PL3 are also intended to be scenic lifts.

Office Floors Passenger Lifts

The performance standards adopted by the industry for commercial office developments are provided by the British Council for Offices (BCO). Vinegar Yard (VY) is measured against the requirements of the BCO from their Guide to Specification 2019.

From the traffic simulation work undertaken, the following main passenger lift systems have been selected to meet the performance requirements at 1:8 m2 population density with a 20% absenteeism. High Rise Lifts (HR-PL1, 2, 3, HR-PL4): 4 x 17-Person/ 1275 kg Machine Room Less Passenger Lifts running at 2.5 m/s utilising destination control system serving floor G, 11 to Level 18. All four lifts will be scenic lifts.

Goods Lift Requirements

A dedicated 26-person/2000kg Goods Lift (GL1) is provided to support goods strategy for the medical/ office floors. This lift will serve floors B3 to 10 excluding the two mezzanine floors above and below Ground floor.

The goods strategy for the office floors will be supported by 1x26-person/2000Kg capacity Goods Lift (GL2) . This lift will serve all floors from B3 to 18. In addition, this lift will also support the goods strategy for the affordable workspace floors and medical/ office floors when needed.

In addition 1x26-person/2000kg Goods Lift (GL3) is provided to serve ground and basement floors to support the waste management and transfer of goods to the rest of the building.

Cycle Strategy

A dedicated shallow stair with a wheel gutter is provided to transport cyclists between ground and storage facilities located at Basement B1 and B1 Mezzanine.

Cyclists and their cycles are not intended to use passenger lifts; therefore, no allowance has been made for lifts to transport cyclists and their cycles. However, Goods lift GL3 will be available to provide accessibility for less able cyclists to cycle storage facilities.

Firefighting and Evacuation

The height of the building determines whether firefighting lifts are required, and the building firefighting strategy will dictate the number and location of lifts required for firefighting.

VY shall be provided with two firefighting lifts which are:
- 1x8-person/680kg dedicated firefighting lift (FFL1) serving floors B3 to floor 14 at rated speed of 1.6m/s
- Combined 1x17-person/1275kg passenger/firefighting lift LR-PL 4 serving all floors at rated speed of 2.5m/s.

These lifts will be designed to the requirements of BS EN81-72 (2015). Lift LR-PL4 is designated as a joint fire fighting and evacuation lift.

Affordable Workspace

Population at affordable workspace floors located at Basement B1, B1 Mezzanine and 00 Mezzanine is intended primarily to use stairs to access their floors. Additionally, 1x8-person/630kg lift is provided to serve these floors to provide disabled access.

Additional Requirements

All lifts are designed as machine room less lifts, and therefore, no dedicated machine room is required. Other design requirement such as ride quality, aesthetics, security and technical engineering requirements will be further discussed in the next design stage.

Facade Access and Maintenance Strategy (D2E)

The access strategy to provide adequate cleaning and maintenance for the building façades will consist of a 3 x BMU systems, operating on various roof levels and terraces.

For the majority of facade, a single large reach Building Maintenance Unit (BMU), located on on L19, is proposed to access the elevations. The proposed BMU is of a pantograph design, enabling it to park below the height of the plant screen to obscure its view from ground level. Smaller BMU systems shall be used on the lower levels, with a “diverter” system to be used for the lowest terrace from BMU 3 as indicated.

Permanent facade sockets shall be incorporated into the façade at pre-determined heights and centres, designed to accommodate a loading of approx. 1.5kN in any direction.

Next Steps

- Glass replacement strategy to be fully co-ordinated and confirmed.
- BMU details (including track) and diverter system to be developed.
- Access and egress to BMU systems to be developed and confirmed.
- BMU loadings to be confirmed during design.

6. Technical Summary

CDM

The Client has appointed KPF to facilitate the principal designer role as defined by the Construction (Design and Management) Regulations 2015. This role is designed to provide the client with a manager of Health and Safety (H&S) during the pre construction stages of the project. The role has three main elements which include design risk management, pre construction information management and developing a H&S file to support future maintenance and construction work on the structure.

Current Summary of H&S Risk Profile

At this early design stage the project has a clear and manageable H&S risk profile. The hazards, design actions to mitigate and associated supporting pre-construction information are captured in the live Principal Designer (PD) register.

The Building H&S focus points during stage 2 have been:

1. Coordinating the MEP systems with the structure to minimise on site works and provide access for future maintenance and component replacement in line CIRIA 686, BS8560 and CIBSE Guide M
2. Developing an holistic access for maintenance strategy demonstrating compliance with BS8560
3. Assessing design compliance with the workplace (Health, Latent Safety and Welfare) Regulations 1992
4. Monitoring designer's contributions to occupational health in line with HSE targets
5. Indentifying the temporary works involved to support the Pre-Construction Services Agreement (PCSA) arrangements
6. Coordination of landscape elements with utilities and infrastructure
7. Considering the fire safety arrangements in line with industry lessons learnt

Stage 3 CDM Targets

1. Identification of Contractor Design Portion elements and develop a Stage 3 CDM design and Pre-Construction Information review strategy
2. Develop a schedule of potential temporary works activities for transfer to contractor (including crane, hoist and canti-deck connection arrangements)
3. Develop a schedule of potential PCSA reviews covering;
    - Modularisation
    - Build-ability (Scaffolding design, craneage strategy, outline construction programme, site logistics, temporary fire strategy etc)
    - Proposed design changes
    - Risks and interfaces between packages
    - Contributions to construction management plan
4. Review of site pre construction information
5. Development of temporary fire strategy for partial handover including integrated fire alarm system
6. Review opportunities for early installation of fire engineering principles to support the construction fire plan.

Flood Risk (AKTII)

In accordance with the National Planning Policy Framework, the site would be categorised as lying within Flood Zone 3a - an area assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%). However, the site benefits from the presence of well-maintained flood defences along the River Thames. According to the Environment Agency Product 4 data, the Thames Barrier and associated defence system has a 1 in 1000 year standard which means it ensures that flood risk is managed up to an event that has 0.1% annual probability. This is also confirmed by the Thames Estuary 2100 (2012) report.

In accordance with the NPPF, the proposed office, retail, cafe are acceptable within Flood Zone 3a.

The "more vulnerable" uses of the development (proposed medical uses) are at first floor level and above and are therefore at minimal risk of flooding. However, additional measures including the presence and condition of flood defences, the intention to raise the finished floor levels to protect the building entrances up to breach level, the available warning systems and the safe evacuation route further satisfy the requirements of the Exception Test.

The site has been assessed as being at very low risk of flooding from rivers or tidal sources.

In the event of breach the occupants can evacuate to higher levels and safely remain inside or can leave the site early having been alerted by the Flood Warning Service.

The Developer should register for the Environment Agency's Flood Warning Service as a precaution. Refer also the the Flood Risk Report preapred by AKT II.

- The site has been assessed as being at low risk from surcharging sewers.
- The site has been assessed as being at low risk from groundwater sources.
- The site has been assessed as being at low risk from artificial sources.
- The site has been assessed as being at flood risk from surface water flooding from St Thomas Street and Vinegar Yard. It is recommended that the mitigation measures specified in Sections 6.6 & 7.2 of the Flood Risk Assessment Report are implemented during the next design stage. It is considered that the implementation of the recommended measures would reduce the risk from the surface water flooding to low.
- Temporary or permanent barriers should be provided to the building entrances from flooding in a breach event. It is concluded that given the large number of access points to the building that a temporary level of protection would be difficult to achieve, and therefore the floor levels are set at or above the breach event level, as a permanent protection.

The proposed redevelopment has an acceptable flood risk within the terms and requirements of the National Planning Policy Framework, subject to implementation of mitigation measures.

In order to comply with legislative requirements the existing surface water discharge should be reduced to greenfield rate of 2.65 litres/sec. In order to achieve this the proposed attenuation features for the main building will comprise blue roof systems covering part of the roof terraces and a geo-cellular tank located below the landscaped area to the east of the site. The proposed attenuation strategy for the existing Warehouse building to the south-west of the site will consist of a small geo-cellular tank located below the ground finished floor level. The intention is to accommodate the majority of the required attenuation volume at roof utilising blue roof systems. Any volume that cannot be accommodated at roof will be provided in a geo-cellular storage tank located below the ground level in order to allow gravity discharge into the public sewer. The proposed discharge rates and volumes will be determined at the next design stage.

7

Land Use & Area Schedule

7. Land Use & Area Schedule

Option 1 - D1 Medical Use

KPF

VINEGAR YARD

AREA ESTIMATE

LEGEND

SM	Square Meters
SF	Square Feet
GEA	Gross External Area
GIA	Gross Internal Area
NIA	Net Internal Area

TOWER				PROGRAM	GEA		GIA		NIA	
ZONE	LEVEL	FLR TO FLR	ELEV AOD		MEASURED TO FRONT OF CLADDING		500mm Façade Zone			
					SM	SQFT	SM	SQFT	SM	SQFT
	TOP OF BUILDING		97.140							
	19	5.480	91.660	PLANT	331	3561	290	3122		0
	18	4.400	87.260	PLANT	238	2557	188	2021		0
B1	17	4.020	83.240	OFFICE (B1)	480	5169	456	4910	286	3081
B1	16	4.200	79.040	OFFICE (B1)	731	7863	656	7061	498	5357
B1	15	4.020	75.020	OFFICE (B1)	1142	12287	1056	11367	895	9628
B1	14	4.150	70.870	OFFICE (B1)	1070	11512	988	10635	835	8982
B1	13	4.020	66.850	OFFICE (B1)	1236	13299	1148	12357	970	10444
B1	12	4.020	62.830	OFFICE (B1)	1242	13363	1148	12357	963	10369
B1	11	4.020	58.810	OFFICE (B1)	1371	14752	1266	13627	1066	11478
	10	4.370	54.440	OFFICE (B1)	1385	14903	1280	13778	1026	11048
D1	9	4.560	49.880	D1	1387	14924	1280	13778	1008	10845
D1	8	5.400	44.480	D1	1569	16883	1466	15780	1158	12467
D1	7	4.430	40.050	PLANT	848	9128	793	8536	725	7804
D1	6	4.430	35.620	D1	670	7212	625	6727	422	4539
D1	5	4.430	31.190	D1	1447	15573	1343	14456	1067	11487
D1	4	4.430	26.760	D1	1480	15931	1377	14822	1106	11907
D1	3	5.400	21.360	D1	1578	16985	1478	15909	1207	12987
D1	2	4.430	16.930	D1	1578	16985	1478	15909	1207	12987
D1	1	4.730	12.200	PLANT	869	9354	813	8751	747	8041
	M	3.680	8.520	D1	639	6878	597	6426	395	4252
	G	4.130	4.390	D1	1432	15414	1336	14381	1061	11415
				D1	1432	15414	1334	14359	1058	11391
				AFFORDABLE WORKSPACE	1266	13628	918	9881	615	6620
				AFFORDABLE WORKSPACE (CIRC.)	82	882	54	581	30	323
				RETAIL	445	4787	408	4392	386	4155
				OUT-PATIENT / RESEARCH & DEVELOPMENT LOBBY	349	3754	320	3444	144	1550
				MECHANICAL/BOH	244	2628	224	2411		0
				AFFORDABLE WORKSPACE LOBBY	69	739	63	678	40	431
				OFFICE LOBBY	228	2452	209	2250	139	1496
	LM	3.490	0.900	AFFORDABLE WORKSPACE	1,292	13,907	914	9838	687	7395
				CYCLES / BOH	446	4801	311	3348		
	B1	2.950	-2.050	AFFORDABLE WORKSPACE	1,330	14,316	1,118	12034	901	9698
				CYCLES / BOH	408	4392	324	3488		
	B2	5.500	-7.550	MECHANICAL/BOH	1,738	18,708	1,442	15522		0
	B3	5.350	-12.900	MECHANICAL/BOH	1,738	18,708	1,442	15522		0

GENERAL NOTES

ALL AREAS TO BE VERIFIED BY QS
AREAS MAYBE ADJUSTED BY ONGOING MEP AND STRUCTURAL DESIGN
ATRIUM VOIDS DEDUCTED IN GIA
ASSUMED 500mm FAÇADE ZONE
L0 GEA ESTIMATED AS 1.05 of GIA (95% Efficiency)
PLANT GEA ON L3, 8 ESTIMATED AS 1.05 of GIA (95% Efficiency)
WC AND INTERNAL STAIR INCLUDED IN AFF. WORKSPACE NIA
AREA ESTIMATE EXCLUDES AUTOMATED CYCLE MACHINE
GSTT EXTRA RISER PROVISION PROVIDED AS SOFTSPOT, NOT DEDUCTED FROM NIA
GSTT SPARE PLANT PROVISION ON L3, L8 NOT DEDUCTED FROM NIA
GSST PLANT NIA NOT INCLUDED IN TOTALS
WAREHOUSE MEP, STRUCTURE TO BE INCOPORATED
CANOPY AREA NOT ACCOUNTED

7. Land Use & Area Schedule

Option 1 - D1 Medical Use

WAREHOUSE			
	LEVEL	FLR TO FLR	ELEV AOD
	TOP OF BUILDING		14.700
	M	6.000	8.700
	0	4.310	4.390

PROGRAM	GEA		GIA		NIA	
	SM	SQFT	SM	SQFT	SM	SQFT
COMMUNITY HALL	202	2174	180	1938	180	1938
RETAIL	204	2196	180	1938	180	1938

TOWER - Above Ground	GEA		GIA		NIA	
OFFICE	8654	93148	7998	86092	6539	70387
OFFICE LOBBY	228	2,452	209	2,250	139	1,496
TOTAL OFFICE	**8,882**	**95,600**	**8,207**	**88,341**	**6,678**	**71,883**
D1	13211	142200	12314	132547	9688	104276
D1 LOBBY	349	3,754	320	3,444	144	1,550
TOTAL D1	**13,560**	**145,954**	**12,634**	**135,991**	**9,832**	**105,826**
AFFORDABLE WORKSPACE (Above Ground)	1266	13628	918	9881	615	6620
AFFORDABLE LOBBY (Above Ground)	151	739	117	678	40	431
AFFORDABLE WORKSPACE (Below Ground)	2622	28223	2032	21872	1588	17093
TOTAL AFF. WORKSPACE	**4,039**	**42,590**	**3,067**	**32,432**	**2,243**	**24,143**
RETAIL	445	4787	408	4392	386	4155
TOTAL RETAIL	**445**	**4,787**	**408**	**4,392**	**386**	**4,155**
MECHANICAL (Above Ground)	**2,530**	**27,228**	**2,308**	**24,841**		
MECHANICAL / BOH (Below Ground)	**4,330**	**46,608**	**3,519**	**37,878**		
TOTAL MECHANICAL	**6,860**	**73,836**	**5,827**	**62,719**		

WAREHOUSE	GEA		GIA		NIA	
COMMUNITY HALL	202	2174	180	1938	180	1938
RETAIL	204	2196	180	1938	180	1938
TOTAL WAREHOUSE	**406**	**4,370**	**360**	**3,875**	**360**	**3,875**

	GEA		GIA		NIA	
TOTAL (Above Ground)	**27,238**	**292,306**	**24,952**	**268,000**	**17,911**	**192,790**
TOTAL (Below Ground)	**6,952**	**74,831**	**5,551**	**59,750**	**1,588**	**17,093**

PROJECT GRAND TOTAL	GEA		GIA		NIA	
	34,190	**367,137**	**30,503**	**327,750**	**19,499**	**209,883**

7. Land Use & Area Schedule

Option 2 - B1(b) Research and Development Use

KPF

VINEGAR YARD

AREA ESTIMATE

LEGEND

SM	Square Meters
SF	Square Feet
GEA	Gross External Area
GIA	Gross Internal Area
NIA	Net Internal Area

TOWER				PROGRAM	GEA		GIA		NIA	
ZONE	LEVEL	FLR TO FLR	ELEV AOD		MEASURED TO FRONT OF CLADDING		500mm Façade Zone			
					SM	SQFT	SM	SQFT	SM	SQFT
	TOP OF BUILDING		97.140							
	19	5.480	91.660	PLANT	331	3561	290	3122		0
	18	4.400	87.260	PLANT	238	2557	188	2021		0
	17	4.020	83.240	OFFICE (B1)	480	5169	456	4910	286	3081
	16	4.200	79.040	OFFICE (B1)	731	7863	656	7061	498	5357
	15	4.020	75.020	OFFICE (B1)	1142	12287	1056	11367	895	9628
	14	4.150	70.870	OFFICE (B1)	1070	11512	988	10635	835	8982
	13	4.020	66.850	OFFICE (B1)	1236	13299	1148	12357	970	10444
	12	4.020	62.830	OFFICE (B1)	1242	13363	1148	12357	963	10369
	11	4.020	58.810	OFFICE (B1)	1371	14752	1266	13627	1066	11478
B1	10	4.370	54.440	OFFICE (B1)	1385	14903	1280	13778	1026	11048
	9	4.560	49.880	B1B	1387	14924	1280	13778	1008	10845
	8	5.400	44.480	B1B	1569	16883	1466	15780	1158	12467
	7	4.430	40.050	PLANT	642	6910	597	6426	527	5673
	6	4.430	35.620	B1B	876	9429	820	8826	620	6674
	5	4.430	31.190	B1B	1447	15573	1343	14456	1067	11487
	4	4.430	26.760	B1B	1480	15931	1377	14822	1106	11907
	3	5.400	21.360	B1B	1578	16985	1478	15909	1207	12987
	2	4.430	16.930	B1B	1578	16985	1478	15909	1207	12987
	1	4.730	12.200	B1B	1432	15414	1334	14359	1058	11391
B1(B)	M	3.680	8.520	PLANT	727	7825	679	7309	615	6620
	G	4.130	4.390	B1B	780	8396	732	7879	525	5651
				B1B	1432	15414	1336	14381	1061	11415
				B1B	1432	15414	1334	14359	1058	11391
				AFFORDABLE WORKSPACE	1266	13628	918	9881	615	6620
				AFFORDABLE WORKSPACE (CIRC.)	82	882	54	581	30	323
				RETAIL	477	5139	438	4715	414	4456
				OUT-PATIENT / RESEARCH & DEVELOPMENT LOBBY	349	3754	320	3444	142	1528
				MECHANICAL/BOH	211	2276	194	2088	0	0
				AFFORDABLE WORKSPACE LOBBY	69	739	63	678	40	431
				OFFICE LOBBY	228	2452	209	2250	138	1485
	LM	3.490	0.900	AFFORDABLE WORKSPACE	1,292	13,907	914	9838	687	7395
				CYCLES / BOH	446	4801	311	3348		
	B1	2.950	-2.050	AFFORDABLE WORKSPACE	1,330	14,316	1,118	12034	901	9698
				CYCLES / BOH	408	4392	324	3488		
	B2	5.500	-7.550	MECHANICAL/BOH	1,738	18,708	1,442	15522	0	0
	B3	5.350	-12.900	MECHANICAL/BOH	1,738	18,708	1,442	15522	0	0

GENERAL NOTES

ALL AREAS TO BE VERIFIED BY QS
AREAS MAYBE ADJUSTED BY ONGOING MEP AND STRUCTURAL DESIGN
ATRIUM VOIDS DEDUCTED IN GIA
ASSUMED 500mm FAÇADE ZONE
L0 GEA ESTIMATED AS 1.05 of GIA (95% Efficiency)
PLANT GEA ON L3, 8 ESTIMATED AS 1.05 of GIA (95% Efficiency)
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WAREHOUSE MEP, STRUCTURE TO BE INCOPORATED
CANOPY AREA NOT ACCOUNTED

7. Land Use & Area Schedule

Option 2 - B1(b) Research and Development Use

WAREHOUSE			
	LEVEL	FLR TO FLR	ELEV AOD
	TOP OF BUILDING		14.700
	M	6.000	8.700
	0	4.310	4.390

PROGRAM	GEA		GIA		NIA	
	SM	SQFT	SM	SQFT	SM	SQFT
COMMUNITY HALL	202	2174	180	1938	180	1938
RETAIL	204	2196	180	1938	180	1938

TOWER - Above Ground	GEA		GIA		NIA	
OFFICE (B1)	8654	93148	7998	86092	6539	70387
OFFICE LOBBY	228	2,452	209	2,250	138	1,485
TOTAL OFFICE	**8,882**	**95,600**	**8,207**	**88,341**	**6,677**	**71,873**
B1B	13558	145935	12644	136099	10016	107810
B1B LOBBY	349	3,754	320	3,444	142	1,528
TOTAL B1B	**13,907**	**149,689**	**12,964**	**139,543**	**10,158**	**109,339**
AFFORDABLE WORKSPACE (Above Ground)	1266	13628	918	9881	615	6620
AFFORDABLE LOBBY (Above Ground)	151	739	117	678	40	431
AFFORDABLE WORKSPACE (Below Ground)	2622	28223	2032	21872	1588	17093
TOTAL AFF. WORKSPACE	**4,039**	**42,590**	**3,067**	**32,432**	**2,243**	**24,143**
RETAIL	477	5139	438	4715	414	4456
TOTAL RETAIL	**477**	**5,139**	**438**	**4,715**	**414**	**4,456**
MECHANICAL (Above Ground)	**2,149**	**23,130**	**1,948**	**20,966**		
MECHANICAL / BOH (Below Ground)	**4,330**	**46,608**	**3,519**	**37,878**		
TOTAL MECHANICAL	**6,479**	**69,738**	**5,467**	**58,844**		

WAREHOUSE	GEA		GIA		NIA	
COMMUNITY HALL	202	2174	180	1938	180	1938
RETAIL	204	2196	180	1938	180	1938
TOTAL WAREHOUSE	**406**	**4,370**	**360**	**3,875**	**360**	**3,875**

	GEA		GIA		NIA	
TOTAL (Above Ground)	**27,237**	**292,295**	**24,952**	**268,000**	**18,264**	**196,593**
TOTAL (Below Ground)	**6,952**	**74,831**	**5,551**	**59,750**	**1,588**	**17,093**

PROJECT GRAND TOTAL	GEA		GIA		NIA	
	34,189	**367,126**	**30,503**	**327,750**	**19,852**	**213,686**

8

Planning Application Drawings

Please refer to separately uploaded drawing files

KPF