

Vinegar Yard

Southwark, SE1 3QR

21. Environmental Statement Non-Technical Summary

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

October 2021



Vinegar Yard

Environmental Statement

Non-Technical Summary

Prepared for:
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Date:
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INTRODUCTION

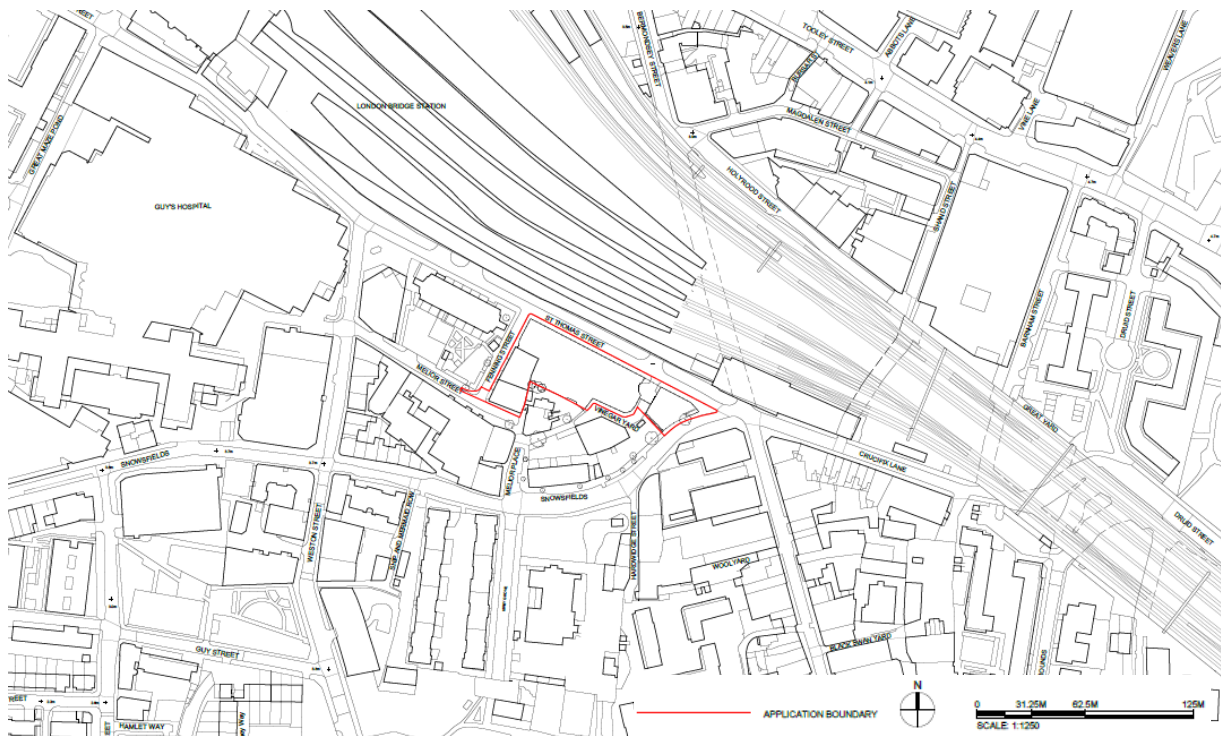
- 1.1 St Thomas Bermondsey Limited (the 'Applicant') submitted an application for full planning permission for an office led mixed use redevelopment of a site in the London Borough of Southwark located on St Thomas Street between Fenning Street and Snowsfields (the Proposed Development') in December 2018 under reference 18/AP/4171 (the 'December 2018 Application').
- 1.2 The December 2018 Application was supported by an Environmental Statement (the 'December 2018 Environmental Statement') which was prepared in accordance with the statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('the EIA Regulations').
- 1.3 The December 2018 Application was considered by Southwark's Planning Committee in June 2020. Officers recommended the Application for approval, but Southwark resolved to refuse the December 2018 Application.
- 1.4 In August 2020, the Mayor of London notified the London Borough of Southwark and the Applicant of his intention to recover the December 2018 Application for his own determination (Greater London Authority reference GLA/6208/S2). Scheme revisions were submitted to the Greater London Authority in December 2020, and Trium Environmental Consulting LLP on behalf of the Applicant undertook an Environmental Impact Assessment of the Proposed Development as amended ('December 2020 scheme') and prepared an updated Environmental Statement (December 2020 Environmental Statement).
- 1.5 Since the submission of the December 2020 Environmental Statement, there remained a few elements of the design that the Greater London Authority wanted to further consider and discuss and, therefore, the scheme has continued to evolve between January and September 2021 in response to ongoing feedback from both London Borough of Southwark and the Greater London Authority. The Deputy Mayor also confirmed that he wished to remain the Local Planning Authority for the purposes of determining the application. Given the time period since the scheme was before the London Borough of Southwark Planning Committee, the suite of submission material has been comprehensively reviewed, updated and refreshed as necessary to take account of the scheme revisions and to ensure that the application materials are fully up to date with any changes to the adopted and emerging legislation and policy framework.
- 1.6 The December 2020 Environmental Statement has, therefore, been updated to reflect the further amendments to the Proposed Development. As such, the Environmental Statement has been prepared as part of a package of materials for submission to the Greater London Authority for the purposes of public consultation and consideration of the October 2021 scheme (hereinafter referred to throughout this document as the '2021 Proposed Development') by the Mayor.
- 1.7 The site is near to London Bridge Station. The site is surrounded by St Thomas Street, with London Bridge Station to the north, Snowsfields to the east, Vinegar Yard and Melior Place to the south and Fenning Street to the west. The site location is shown in **Figure 1** below.
- 1.8 The site is currently occupied by two buildings in the south west portion of the site. It is formed predominantly of hardstanding and very limited vegetation with the exception of a few trees along the southern border outside of the site boundary. Vinegar Yard (the road) runs diagonally through the middle of the site and there is one access point into the site from St Thomas Street. In addition to this, the site is currently in use temporarily by food and drink stalls, retail units, a bar and events space along with art installations and art artist studios. This temporary use has required a number of temporary structures and external seating areas on site.
- 1.9 The 2021 Proposed Development is shown in **Figure 2**; and comprises of the refurbishment of the

existing on site warehouse and the construction of a ground, mezzanine and 18 storey building (Main Building) (with plant at roof level) and 3 basement levels. The 2021 Proposed Development would provide retail and community space within the warehouse, flexible retail, affordable workspace, office and flexible medical and research and development floorspace within the Main Building. The 2021 Proposed Development will also provide cycle and disabled car parking, servicing, refuse and plant areas, a public garden (including soft and hard landscaping) and some highway improvements.

- 1.10 This document is a Non-Technical Summary of the findings of the Environmental Impact Assessment for the 2021 Proposed Development, which are reported on in the October 2021 Environmental Statement.
- 1.11 For clarity and completeness and to avoid a 'paper trail', rather than prepare an addendum to the December 2018 Environmental Statement, a full update to the December 2018 Environmental Statement has been prepared which comprises the October 2021 Environmental Statement. The October 2021 Environmental Statement replaces the December 2018 Environmental Statement and the December 2020 Environmental Statement in its entirety. This ensures that adequate information is available (and before the Greater London Authority) to assess the potential for likely significant environmental effects as a result of the 2021 Proposed Development, to be taken into consideration in determination of the planning application by the Greater London Authority (in accordance with the EIA Regulations).
- 1.12 The October 2021 Environmental Statement meets the requirements of the EIA Regulations and includes a review of the findings and conclusions of the assessment against that of the December 2018 Environmental Statement so it is clear whether or not the 2021 Proposed Development¹ results in any additional or different likely significant environmental effects not previously identified within the December 2018 Environmental Statement.
- 1.13 This Non-Technical Summary has been prepared to explain the 2021 Proposed Development, the likely significant environmental and socio-economic effects of the 2021 Proposed Development and the measures proposed to protect the environment. The Environmental Impact Assessment has identified the effects that could result during the demolition and construction works and when the 2021 Proposed Development is completed and in use.

¹ In some instances where comparisons are being made between this 2021 ES and the December 2018 ES, reference is made to these as 'the 2018 Proposed Development' or '2018 ES' and 'the 2021 Proposed Development' and 'the 2021 ES'.

Figure 1 Site Location



Purpose of the Environmental Impact Assessment and Non-Technical Summary

- 1.14 Environmental Impact Assessment is a process that allows the environmental and socio-economic effects of certain projects on the environment to be identified and reported upon. This is required by law and helps the decision maker understand the environmental effects of a proposed development when they make their decision on whether to grant planning permission for it and consider any conditions that such permission should be granted subject to.
- 1.15 Measures to protect the environment, otherwise known as 'mitigation measures' have also been identified as part of the Environmental Impact Assessment process.
- 1.16 Trium Environmental Consulting LLP has undertaken the Environmental Impact Assessment for the 2021 Proposed Development and has prepared the October 2021 Environmental Statement and this Non-Technical Summary. Trium is an environmental consultancy, with extensive experience in managing the environmental issues and impacts surrounding large scale, high profile urban regeneration development projects. The technical ES Chapters provided within the ES have been prepared by competent experts, who have sufficient knowledge and experience of working on projects involving urban regeneration schemes relating to the relevant technical topic in question.
- 1.17 The Environmental Statement is made up of a number of documents and so this Non-Technical Summary provides an overview of all the Environmental Statement documents in non-technical language.

Figure 2 The 2021 Proposed Development (October 2021)



ASSESSMENT METHODOLOGY

Scoping

- 1.18 One of the first stages of the Environmental Impact Assessment process is referred to as 'Scoping'. Scoping identifies the possible environmental and socio-economic effects of a development and the technical topics that need to be investigated further as part of the next stage of the Environmental Impact Assessment process.
- 1.19 In respect of the 2018 Proposed Development for the site, in September 2018, the Applicant prepared and submitted to the London Borough of Southwark an Environmental Impact Assessment Scoping

Report for discussion (the 'Scoping Report'). The Scoping Report² requested feedback on the proposed scope of the Environmental Impact Assessment for the 2018 Proposed Development for the site, including the proposed approach to the assessments for the technical topics included in the scope of the Environmental Impact Assessment.

- 1.20 In respect of the December 2020 Environmental Statement, an Environmental Impact Assessment Approach Note³ was issued to the Greater London Authority in October 2020.
- 1.21 In acknowledgement of the further changes made to the scheme over the course of 2021, a meeting was also held with the Greater London Authority officers on 8th September 2021 to confirm the approach to the Environmental Impact Assessment in light of these additional design changes.
- 1.22 The scoping process for the 2018 Proposed Development was undertaken in detail and has provided the Applicant and Trium with sufficient knowledge of the site and the surrounding area to be able to determine the scope of the Environmental Impact Assessment for the 2021 Proposed Development. In addition, although the 2021 Proposed Development has evolved from the 2018 Proposed Development, the 2021 Proposed Development still presents an urban redevelopment scheme with a taller building component and comprising of non-residential land uses. While it is acknowledged that the surrounding development context is evolving (through the submission of planning applications for neighbouring and nearby land), the 2021 Proposed Development, in Environmental Impact Assessment terms, is not fundamentally different to the 2018 Proposed Development.
- 1.23 It was therefore not considered, by the Applicant and Trium, necessary to re scope the Environmental Impact Assessment for the 2021 Proposed Development, and it was decided to base the Environmental Impact Assessment scope on the 2018 Scoping Report, Southwark's feedback on the Scoping Report, and Southwark's review of the December 2018 Environmental Statement⁴. This approach was agreed by the Greater London Authority in October 2020.

Technical 'Topics' Included in the Environmental Impact Assessment

- 1.24 Following review of the Scoping process undertaken in 2018, and new and emerging policy, the following environmental topics have been identified to potentially give rise to likely significant effects and have therefore been addressed in the 2021 Environmental Statement:
- Demolition and Construction;
 - Socio-Economics;
 - Health;
 - Traffic and Transport;
 - Air Quality;
 - Noise and Vibration;
 - Wind Microclimate;
 - Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution;
 - Archaeology;
 - Heritage, Townscape and Visual;
 - Climate Change – In accordance with Schedule 4, paragraph 5(f) of the EIA Regulations, to consider "*the impact of the project on climate*" and "*the vulnerability of the project to climate change*", consideration is given within the Environmental Statement to greenhouse gases that

² 2021 ES Volume 3, Appendix: EIA Methodology – Annex 5

³ 2021 ES Volume 3, Appendix: EIA Methodology – Annex 4

⁴ 2021 ES Volume 3, Appendix: EIA Methodology – Annex 5, Annex 6, Annex 7 and Annex 8

would be generated by the 2021 Proposed Development, as well as the 2021 Proposed Development's resilience to climate change.

- 1.25 Each of the above technical topics are addressed in either their own chapter or volume of the Environmental Statement or through a technical report provided within the appendices to the Environmental Statement.

Technical 'Topics' Not Included in the Environmental Impact Assessment

- 1.26 The Scoping process identified several environmental topic areas which are not likely to give rise to significant environmental effects and therefore would not need to be assessed further as part of the Environmental Impact Assessment. Full details of the justification for scoping these topics out can be found within the Environmental Statement (***ES Chapter 2 – EIA Methodology (Volume 1)***).

- 1.27 In summary, the topics scoped out of the Environmental Impact Assessment include:

- Water Resources, Drainage and Flood Risk;
- Ecology;
- Geoenvironmental (Land Contamination, Ground Conditions and Groundwater);
- Television and Radio Interference;
- Waste and Materials;
- Project Vulnerability; and
- Land Take and Soils.

- 1.28 However, various documents are provided either as part of the Environmental Statement or separate documents submitted with the planning application (as necessary) to address these technical topics, for example, a 'Flood Risk Assessment and Drainage Strategy', is provided within the appendices to the Environmental Statement.

Impact Assessment

- 1.29 The Environmental Impact Assessment process is undertaken in a number of stages, with each technical topic assessment following the same process.

- 1.30 Firstly, the 'baseline' is identified. The baseline considers the existing (or representative of existing) conditions of the area where the development will be located and includes both the site itself and the surrounding area. Where an area is subject to widespread, planned change, and is rapidly changing, a 'future baseline' is established. This future baseline makes reasonable predictions (based on published guidance, data, and professional knowledge / experience) of the likely change that may occur, across the area without the development that is proposed taking place.

- 1.31 Within the baseline conditions, a number of key environmental, social and economic aspects are identified, which are defined as 'receptors'. The sensitivity of the receptors is identified.

- 1.32 The impact of the 2021 Proposed Development is then identified and the size of the impact (impact magnitude) is considered against the receptors. Impacts are identified during the demolition and construction works and for when the development is completed and in use.

- 1.33 The size of the impact and how sensitive a receptor is to the impact defines the scale of an effect.

- 1.34 Effects can be defined as being either 'negligible', 'minor', 'moderate or 'major' in scale and 'beneficial', 'neutral' or 'adverse' in nature. Once the effect has been identified, the assessment then determines whether the effect is considered 'significant' or 'not significant'.

- 1.35 If a significant adverse effect is identified, measures are required to reduce or remove these effects; these measures are referred to as 'mitigation measures'. Once the mitigation measures have been

identified, the effect is re-assessed to understand whether the scale of the effect has changed because of the mitigation measures.

- 1.36 Effects resulting from a combination of the 2021 Proposed Development and other surrounding development schemes are also assessed; in addition, the combination of several different effects from the 2021 Proposed Development on a single receptor are considered.
- 1.37 All of the likely effects of the development are reported within the Environmental Statement, and the likely significant residual (after mitigation measures) effects are specifically highlighted.
- 1.38 To ensure a robust assessment has been made of the likely significant environmental effects of the flexible medical/research and development floorspace part of the scheme, both the medical and research and development scenarios have been assessed (as relevant) in this Environmental Statement and the likely significant effects presented within this Non-Technical Summary. These two development options are summarised below:
- Option 1 (Medical Use Class D1 Scenario): Where levels 1 - 10 of the Main Building are provided as medical use; and
 - Option 2 (Research and development Use Class B1(b) Scenario): Whereby levels 1 - 10 of the Main Building are provided as research and development use.
- 1.39 In both options the remaining levels of the Main Building and levels of the Warehouse are provided as office, affordable workspace, community and retail use.
- 1.40 The Non-Technical Summary of the Environmental Statement (i.e., this document) is required to present a summary of the likely *significant* effects of the 2021 Proposed Development. All the likely effects and the likely *significant* effects relating to the 2021 Proposed Development are discussed in detail in each relevant technical topic assessment of the Environmental Statement (**Volumes 1-4**).

THE SITE AND SURROUNDING AREA

Site Description and Environmental Context

- 1.41 The site is irregular in shape with an area of approximately 0.3 hectares. The site currently has two buildings in the south west part of the site. The existing site is formed predominantly of hardstanding and very limited vegetation with the exception of a few trees along the southern border outside of the site boundary.
- 1.42 In addition to this, the site is currently in use temporarily by food and drink stalls, retail units, a bar and events space along with art installations and art artist studios; this temporary use has required a number of temporary structures and external seating areas on site.
- 1.43 Vinegar Yard (the road) runs diagonally through the middle of the site and there is one access point into the site from St Thomas Street.
- 1.44 The site's main environmental features are listed below in **Table 1**.

Table 1 Outline of the Site's Key Features and Designations

Environmental Topic	Key features and designations
Traffic and Transport	<ul style="list-style-type: none"> • High level of accessibility to public transport rating (PTAL) of 6b, reflecting being well connected to the surrounding rail/tube stations, the London Bus network, cycle and walking routes.
Air Quality	<ul style="list-style-type: none"> • The site is located within an Air Quality Management Area (as is the whole of the borough) on the basis of exceedances of the annual mean objective for concentrations of nitrogen dioxide and dust.

Environmental Topic	Key features and designations
Water	<ul style="list-style-type: none"> The site is located within a high risk flood area (Flood Zone 3²) due to the close proximity of the River Thames, but the Environment Agency consider the site to be at very low risk of flooding. The site is located within a Critical Drainage Area (Group7_035 (London Bridge) Critical Drainage Area (CDA); Areas of high/medium risk of surface water flood to the southeast of the site, along Snowfields; The site does not lie within a groundwater source protection zone or a nitrate vulnerability zone.
Ecology	<ul style="list-style-type: none"> The site does not fall within the boundaries of any statutory or non-statutory ecological sites, including Special Areas of Conservation, Special Protection Areas, Ramsar sites, Sites of Special Scientific Interest, National Nature Reserves and Local Nature Reserves.
Archaeology	<ul style="list-style-type: none"> The site is located within the Borough, Bermondsey and Rivers Archaeological Priority Zone, as designated in the Borough's Local Development Framework Core Strategy. However, the emerging New Southwark Plan will reclassify the APAs within the borough, meaning the site will be within a Tier 1 APA, named the 'North Southwark and Roman Roads'. This will be the largest and the most archaeologically important APA in Southwark.
Heritage	<ul style="list-style-type: none"> The site does not contain any built designated heritage assets, however, the retained warehouse is a built non-designated heritage asset. Part of the south-west corner of the site falls within the Bermondsey Street Conservation Area.
Townscape	<ul style="list-style-type: none"> The site falls within both the Parliament Hill Summit to St Paul's Cathedral and the Kenwood viewing Gazebo to St Paul's Cathedral background viewing corridors of the London View Management Framework.

Surrounding Environmental Context

1.45 The site's surrounding environmental context is described below in **Table 2**.

Table 2 The Site's Surrounding Environmental Context

Environmental Topic	Key features and designations
Socio-Economics	<ul style="list-style-type: none"> The Ark Nursery is a nursery school located approx. 330m south west of the site. The nearest healthcare facilities include: <ul style="list-style-type: none"> Concordia Health (approx. 300m south); New Mill Street Surgery (approx. 830m east); Borough Medical Centre (approx. 930m to the south-west)); Guy's Hospital is approximately 200m west of the site and London Bridge Hospital and associated buildings lie approximately 340m north west). Dental practices located in the surrounding area include: <ul style="list-style-type: none"> London Bridge Dental Practice (approx. 210m north); Bridge Dental (approx. 470m west). Local public amenity space include: <ul style="list-style-type: none"> Leathermarket Gardens and Community Park (approx. 175m south); Guy Street Park (approx. 150m south-west); Tanner Street Park (approx. 265m south east).
Traffic and Transport	<ul style="list-style-type: none"> Features of the local highway road network include: <ul style="list-style-type: none"> St. Thomas Street forms part of the Transport for London (TfL) Road Network with associated parking and waiting restrictions; Fenning Street is a narrow and lightly trafficked two-way street. Snowfields is a narrow one-way westbound street. The local surrounding area is located within a Controlled Parking Zone, which comprises of a mixture of single and double yellow lines, pay and display bays and permit holder only bays.

Environmental Topic	Key features and designations
	<ul style="list-style-type: none"> • In terms of public transport, the site is located adjacent to London Bridge Station which benefits from London Underground services (Jubilee and Northern Lines) in addition to National Rail services. These services are operated by Southern, Southeastern Rail and Thameslink, providing routes from Charing Cross to southeast London, Kent and East Sussex as well as destinations towards South East England. It also provides services that can provide interchanges with Waterloo (via Waterloo East) and London Victoria. • There are a number of bus routes with stops along St Thomas Street, at London Bridge station and on Tooley Street. Additionally, 19 existing bus services stop within walking distance (approx. up to 5 minutes' walk), including but not limited to routes: 381 (Waterloo Station to Peckham), 149 (London Bridge to Edmonton), 521 (London Bridge to Waterloo Station) and 43 (London Bridge to Friern Barnett). • A Santander Cycle Hire Docking Station is located adjacent to the site on Snowfields.
Air Quality	<ul style="list-style-type: none"> • The whole of the borough has been designated an Air Quality Management Area on the basis of exceedances of the annual mean objective for concentrations of nitrogen dioxide and particulate matter.
Water	<ul style="list-style-type: none"> • The tidal River Thames lies approximately 380 metres to the north of the site.
Ecology	<ul style="list-style-type: none"> • The nearest Site of Importance for Nature Conservation is the River Thames and Tidal Tributaries which is located approximately 380m north of the site and is categorised as being a Site of Metropolitan Importance for Nature Conservation; • The Site of Local Importance for Nature Conservation at the Leathermarket Gardens and Borough Grade II site at Snowfields Primary School Nature Garden are both within 500m of the site.
Heritage	<ul style="list-style-type: none"> • Part of the south west part of the site falls within the northern portion of the Bermondsey Street Conservation Area, which itself extends further south and to the east; • Tooley Street Conservation Area is located to the north (approx. 150 metres distance) and east of the site; • There are approximately 65 listed buildings/monuments (designated heritage assets) within a 500 metres radius of the site including but not limited to: <ul style="list-style-type: none"> - London Bridge Station, platforms 9-16 (Brighton side) (Grade II) to the north-west of the site; - Several properties (Grade II) along Bermondsey Street to the east (approx. 90m distance), including No. 55 (former tannery), and terrace housing (No's 68 to 76 (even)); and - Leather Market (Grade II) to the south (approx. 240m distance); • The site is located approximately 640 metres south west of the Tower of London which is designated as a World Heritage Site. • The site and surrounding area is within the Borough, Bermondsey and Rivers Archaeological Priority Zone, as designated in the Borough's Local Development Framework Core Strategy. • A scheduled ancient monument (a Roman River Boat (surviving as below-ground remains), at New Guy's House, the surgical wing of Guy's Hospital) is located to the west of the site (approx. 200 metres distance).

ALTERNATIVES AND DESIGN EVOLUTION

1.46 The EIA Regulations require an Environmental Statement to summarise the reasonable alternatives studied by the developer relevant to the development that is proposed and its specific characteristics and to also describe the design process (the design evolution of the development). The following sections of this Non-Technical Summary explain the alternative sites considered, the option of not developing the site, and the design process.

Alternative Sites

1.47 No alternative sites or locations have been considered for the 2021 Proposed Development. The site is an area of previously built upon ("brownfield") land that needs regeneration. The site is in an area which is undergoing considerable redevelopment and it is therefore considered appropriate to

redevelop this site for the type of development proposed. The Draft New Southwark Local Plan introduces that the London Bridge area has the potential to grow its strategic office provision, shops, leisure, culture, science and medical facilities.

- 1.48 The Draft New Southwark Local Plan has identified area visions within the borough with the aim of providing strategic visions for the future of Southwark's distinct places and neighbourhood. They set out key infrastructure enhancements, opportunities for public realm and transport improvements and growth opportunities for new jobs. The site falls within the 'London Bridge Area Vision' (AV.11).
- 1.49 In addition, the site falls within part of site allocation 'NSP 51: Land between St Thomas Street, Fenning Street, Melior Place and Snowsfields'. The allocation provides guidance on the development potential of the various land parcels and their opportunity to contribute to the wider regeneration of St Thomas Street in the context of both London Bridge and Bermondsey.

No Development Alternative

- 1.50 This refers to leaving the site in its current state and not building the 2021 Proposed Development on this land. This has not been considered as not building the 2021 Proposed Development would result in a missed opportunity to regenerate this site and provide a use on it that works alongside and enhances the surrounding uses and the existing site condition.
- 1.51 In addition to this, not developing the site for the 2021 Proposed Development will deny the area of the regenerative benefits which would arise from the 2021 Proposed Development, including various social, environmental and economic benefits, such as, for example, job creation, new high quality public realm and open space, improved access to the site and surrounding area including to London Bridge Station, St Thomas Street and Melior Street, and the creation of a new café, retail, community uses and affordable workspace in this part of Southwark.

Design Evolution

- 1.52 A number of alternative design iterations for the site were developed by the Applicant and the design team, led by Kohn Pederson Fox Associates (KPF) architects and which were evaluated according to the following key points:
- London View Management Framework (LVMF) viewing corridors;
 - Scale and relationship to existing buildings; and
 - Enhancement of St Thomas Street and surrounding streets.
- 1.53 To help with the design evolution process, public consultation and consultation with statutory and non-statutory consultees has been undertaken. The comments provided during this process have informed the scheme design. In particular, the height of the 2021 Proposed Development in response to local views, the creation of an east-west route along the southern edge of the site, the creation of a north-south access through the retail hall and the south west of the main building was reduced in size in response to the Horseshoe Inn context. This helped to address concerns of overlooking from local residences to the south of the site.
- 1.54 During the design evolution process undertaken by the Applicant and the design team between May 2018 and December 2018, culminating in submission of planning application (Ref: 18/AP/4171) to the London Borough of Southwark, four main versions (refer to **Figures 3-6** – Scheme Proposals 2 to 5 respectively) of the 2018 Proposed Development were considered after presenting the initial design concept to the London Borough of Southwark in May 2018 (Proposal 1). The versions of the development differ in the way in which the proposed commercial uses are arranged on site, the height of the building, and the relationship between the Main Building and the (then proposed) music venue Pavilion as well as the public realm and opening up of the site to visitors.

Figure 3 Scheme Proposal 2

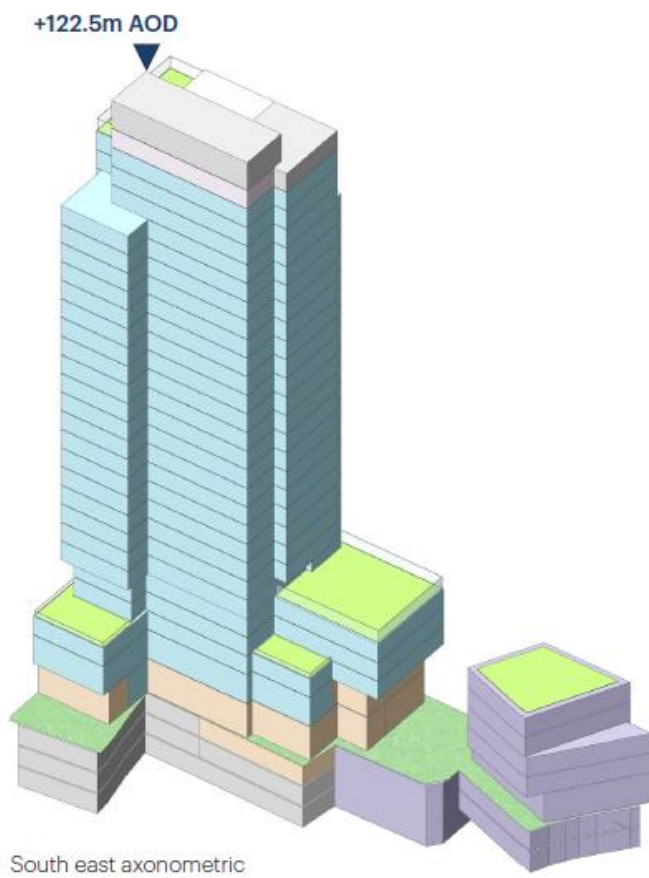


Figure 4 Scheme Proposal 3

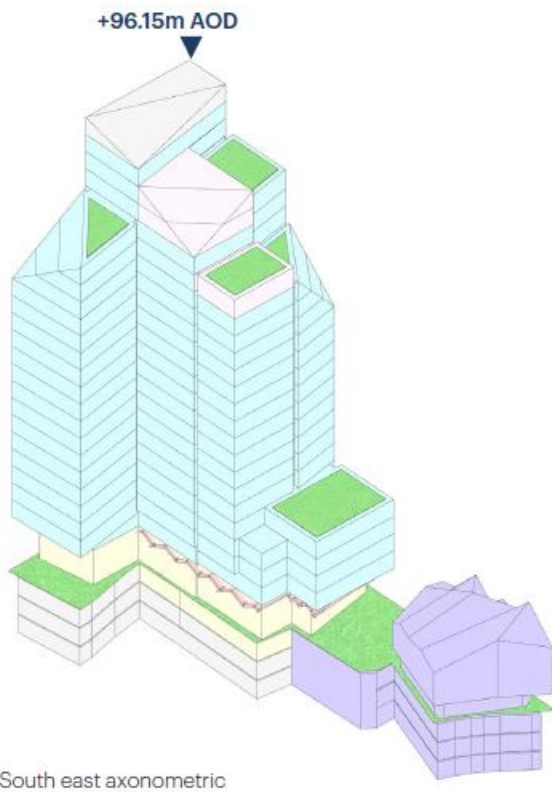


Figure 5 Scheme Proposal 4

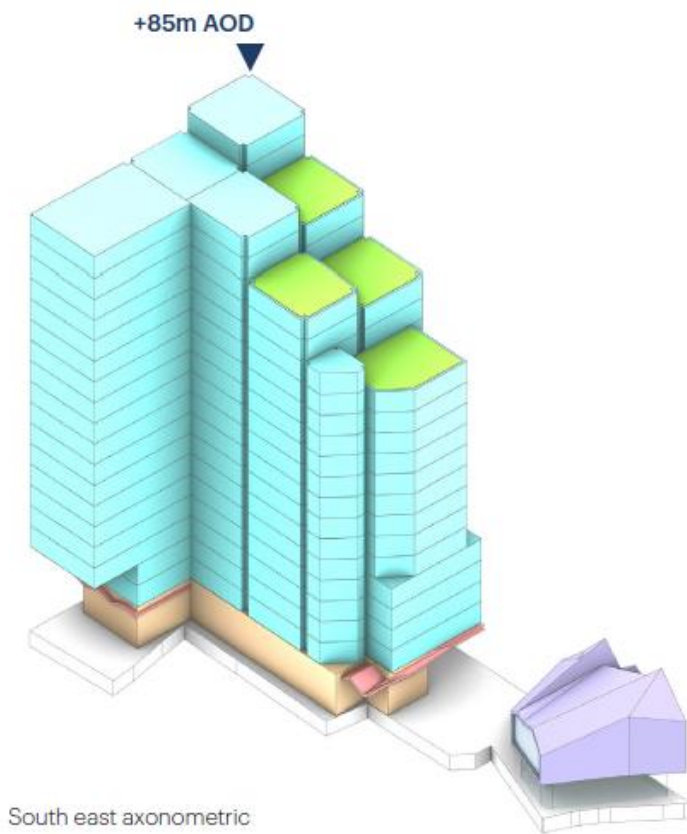
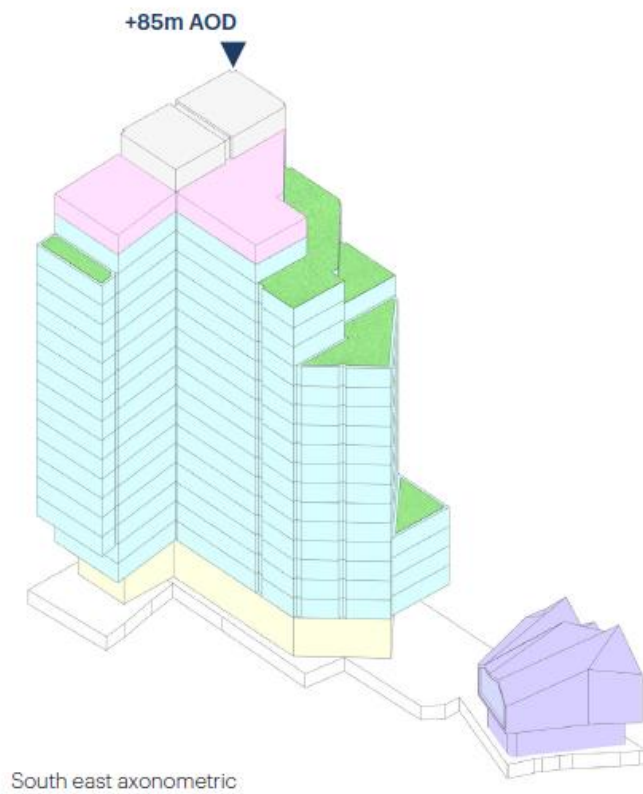
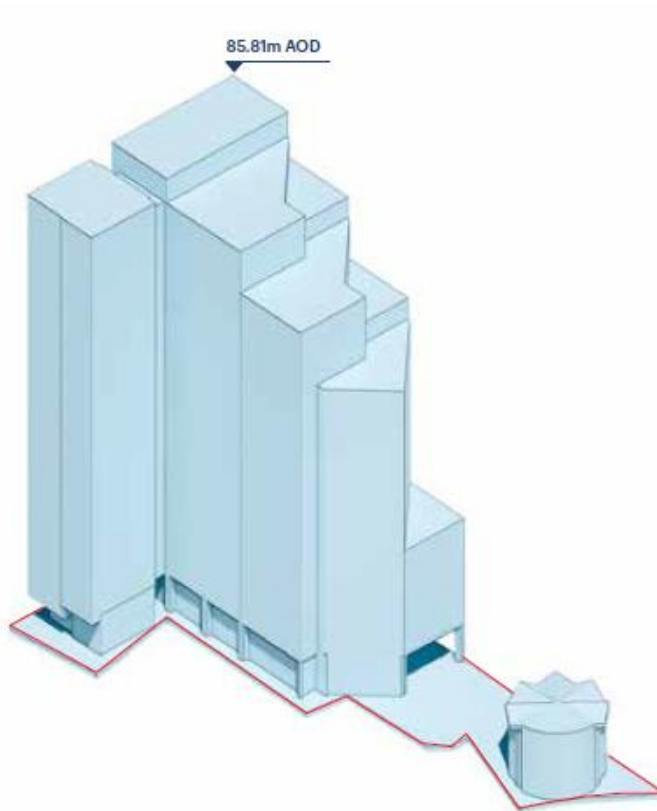


Figure 6 Scheme Proposal 5



1.55 **Figure 7** shows the changes made to the scheme following further consultation with stakeholders in October 2018 which led to the scheme that was submitted to the London Borough of Southwark in December 2018 (Ref: 18/AP/4171).

Figure 7 2018 Proposed Development



1.56 The 2018 Proposed Development was resolved to be refused by Southwark’s Planning Committee in June 2020 for the following key reasons:

- The nature of a tall structure within a Conservation Area was felt to be an uncomfortable setting for the adjacent Horseshoe Inn Pub; and
- Request was made for more urban greening, better expression of the facades, reservations were expressed about the music venue and the requirement for new office space in the context of the COVID-19 pandemic.

1.57 Southwark’s Planning Committee concluded that the 2018 Proposed Development’s “*excessive height, scale and massing would result in the loss of 9 Fenning Street and have an adverse impact on the Horseshoe Inn, both of which are undesignated heritage assets which make a positive contribution to the Bermondsey Street Conservation Area. The Proposed Development would therefore fail to preserve or enhance the character and appearance of the Conservation Area. The heritage harm would not be outweighed by the public benefits.*”

1.58 The scheme did however have an officer recommendation for approval and so the principle of a large building was supported and seen to align with Southwark’s draft site allocation for the site (refer to paragraph 1.47-1.49).

1.59 The Applicant with KPF undertook a number of focussed adjustments to the scheme to align with the comments made by the Southwark Planning Committee and including additional requirements from the Greater London Authority. Key adjustments included:

- Recognising the local importance of the Horseshoe Inn and the Warehouse at 9 Fenning Street; and
- Provision of medical space to meet the requirement of the National Health Service (resulting in removing the music/performance venue previously proposed).

1.60 The following changes were presented to the Greater London Authority by the Applicant throughout September, October and November 2020:

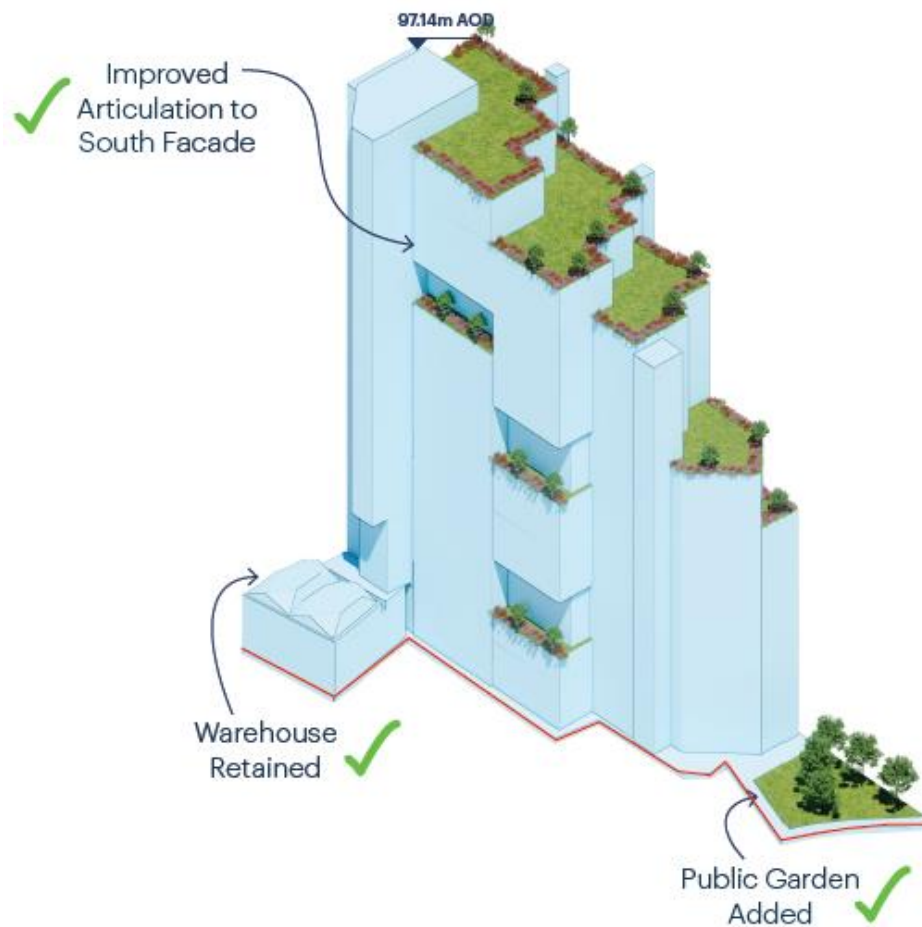
- Removal of the bulk massing from within the Bermondsey Conservation Area resulting in stepping the main mass of the building back from the Horseshoe Inn pub and retaining the existing Warehouse at 9 Fenning Street;
- Propose the Warehouse as a community-focused use with ground floor retail and first floor flexible meeting/event/ exhibition space. This proposal looked to replace the music venue with a more flexible and diverse offer that can work in conjunction with the affordable work space;
- Creation of a new urban garden at the east end of the site, replacing the music venue entrance pavilion and reduction of the extent of the basement so that there would be no basement underneath the park area, allowing trees / garden to be planted in deep / undisturbed ground;
- Removal of the Pavilion to also address the concerns from some local residents that this use would be seen as negative in terms of local amenity due to the noise nuisance or anti -social behaviour it may generate;
- The brick frames and warehouse references were retained, but the scale of the brick frames have been increased to slightly lighten the overall appearance;
- Provision of on-site affordable workspace to bring creative and research activity to the site;
- Development of a more articulated treatment in the evolved massing and external architectural treatment to respond more sensitively to the adjacent context, including the addition of gardens dispersed up the building;
- Adjustment of the design to allow medical use whether medical lab / research or clinical use to capitalise on the proximity to Guy's and St. Thomas' Hospital. This improves the buildings relevancy to the immediate needs in the area; and
- Addressing emerging policy requirements with regard to sustainability, specifically carbon emissions, embodied carbon and life cycle commitments in line with the Greater London Authorities' agenda.

1.61 This December 2020 scheme incorporating the changes stated above was the basis for the assessments that comprised the December 2020 Environmental Statement which was submitted to the Greater London Authority in December 2020 (seen in **Figure 8**).

1.62 Since then, the scheme design has continued to evolve in response to feedback from the Greater London Authority and the London Borough of Southwark, resulting in further focussed revisions being made to the scheme which now comprises the 2021 Proposed Development which is described in more detail within **ES Chapter 4 – The Proposed Development (Volume 1)**. The changes made from the December 2020 scheme to the 2021 Proposed Development are detailed with **ES Chapter 0- Preface (Volume 1)** and **ES Chapter 3 – Alternatives and Design Evolution (Volume 1)**.

1.63 The design of the 2021 Proposed Development has taken into consideration environmental considerations, specifically relating to wind microclimate, ecology and biodiversity, built heritage and conservation and townscape impacts. Further information on the design evolution can be found in the Environmental Statement (**ES Chapter 4 – The Proposed Development (Volume 1)**).

Figure 8 December 2020 Scheme



THE 2021 PROPOSED DEVELOPMENT

1.64 Under the re-submission of the planning application, the Applicant seeks approval for:

“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.”

1.65 The 2021 Proposed Development comprises flexible medical and research and development space, as well as affordable workspace, commercial office space, flexible retail and community space.

The Main Building and Warehouse

1.66 Above ground the 2021 Proposed Development comprises one Main Building made up of two elements; a ground, mezzanine and 18-storey flexible medical and research and development building with office space on the upper levels and retail at its base and a 2-storey re-purposed Warehouse, 9 Fenning Street, that houses retail and community space. These two elements are connected at the ground floor and mezzanine levels. The tallest part of the 2021 Proposed Development is the Main Building which is located within the west of the site and the retained and re-purposed Warehouse in the south western corner of the site.

1.67 Public space is provided on site and in the area of the site that is adjacent to the Horseshoe Inn Pub

(outside of the redline planning application boundary) and the proposed retail unit in the Warehouse (within the redline planning application boundary). In addition, the public space provided between the 2021 Proposed Development and the residential properties on Melior Street, opens up views from the west of Melior Street into the site.

- 1.68 The new public realm (including a new public garden) created to the east of the Main Building includes hard and soft landscaping as well as access to underground automated cycle storage. The northern part of the new public space 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.
- 1.69 The building has entrances from St. Thomas Street, Vinegar Yard and the Horseshoe Inn Pub to the south, and from Fenning Street to the west.
- 1.70 The main entrances to the office and medical floors are located along St. Thomas Street, along with retail entrances and a cycle entrance as well as entrances along the southern facade. A double height space is created along the northern façade and allows for a mezzanine level above the ground floor, which is proposed to be used as affordable workspace.
- 1.71 The existing Warehouse at 9 Fenning Street will provide retail use at ground level and community space on the first floor.
- 1.72 The Main Building has a recessed base helping to widen the pavements to further improve pedestrian movement.
- 1.73 There are three levels of basement (below the Main Building only) plus a basement mezzanine level between ground floor and basement level 01. The Basement Mezzanine Level and Basement Level 01 are designed principally for the use of Affordable Workspace (AWS) accessed via Fenning Street. Basement levels 02 and 03 are used wholly for plant and back of house spaces.
- 1.74 Floors 1 to 10 of the Main Building are flexible medical or research and development use, with the remaining upper floors being office use. The medical and research and development uses consist primarily of consulting rooms, clinical offices, support accommodation and laboratory space. The office floors on the upper levels are designed for commercial use.
- 1.75 Generally, the fenestration of the Main Building is arranged to have proportions 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 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.
- 1.76 The retained and re purposed two storey Warehouse will provide a community focussed use. The ground floor is proposed as retail, with the vision that this use could draw in custom not only from workers in the Main Building, but from local residents to the south, the outpatient waiting room, and patrons of the affordable workspace, currently proposed to be let to Southwark Studios (**Figure 9**).
- 1.77 The existing Warehouse extension will be demolished to make way for a new connecting element that contains the circulation between levels and entrance to the affordable workspaces.
- 1.78 The Warehouse refurbishment façade works along Fenning Street include the enlargement of one window, the widening of the existing garage door opening for the addition of a new shopfront, the addition of a window above the new shop front, the extension of two existing windows above new shop front and the refurbishment and reuse of the existing Juliet balcony ironwork.
- 1.79 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.

- 1.80 The north façade will be adapted to provide access to the new linking element and will have new openings at first floor level.
- 1.81 The roof will also be fully replaced with a geometric roof 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.

Figure 9 The 2021 Proposed Development – Sketch of the Retained Warehouse



Landscape

- 1.82 The landscape proposals have been developed in line with principles established in the St Thomas Street East framework document. Key objectives of the framework are to create effective public spaces, promote urban greening and to enable the north-south route.
- 1.83 Within the eastern portion of the site, a new public garden is proposed. The public garden will be planted with a range of native and wildlife friendly plants, along with herbaceous plants and a species rich lawn and the garden is surrounded by public realm area.
- 1.84 In terms of hard landscaping, the ground floor will primarily comprise of York Stone and Granite. There will also be stepping stones within the public garden, as well as structural glass, metal grilles and timber benches.
- 1.85 Tree and plant species will be selected for their suitability to microclimate; their aesthetic qualities; their potential to support wildlife; and their ability to alleviate pollution.
- 1.86 Where the massing of the Main Building is set back at the upper levels, this creates multiple rooftops

(terraces) which are proposed as external landscaped amenity for the office users of the building. All terraces are bordered with a perimeter planter, which will provide a green edge visible from the ground.

Servicing and Cycle Parking

- 1.87 Servicing is via a loading bay served by the re-routed Vinegar Yard accessed from Snowsfields. Servicing will be organised so that arrival times and loading are managed. Consolidation outside of central London shall be explored to reduce the number of deliveries to the site.
- 1.88 The 2021 Proposed Development provides automated parking for approximately 200 bicycles in an underground facility at the east of the site within the new public garden. In addition to the automated parking, there are 64 Sheffield stand spaces around the site at ground floor, including 48 on the St. Thomas Street footway, in conjunction with new trees.
- 1.89 12 spaces along St. Thomas Street can be used by accessible style bicycles, in addition to the eight spaces elsewhere around the site, and three at basement level 01.
- 1.90 The remainder of the parking spaces, in the form of double stacked racks and folding bicycle lockers are housed in a store at the basement mezzanine level, accessed via a front of house stair with a ramped wheel gutter and a lift from St. Thomas Street.
- 1.91 On the level below this, are accessible bicycle parking for three bikes, and changing facilities and lockers.

Energy and Sustainability

- 1.92 The heating and cooling strategy for the 2021 Proposed Development will primarily be achieved through reversible air sourced heat pumps located on the roof of the Main Building. In addition, in order to maximise the on-site energy generation, façade mounted photovoltaics have been proposed for the project, as part of the commitment and sustainability focused design of the building.
- 1.93 The combination of the optimised passive design measures, energy efficient plant selection and the low temperature heat pump design with photovoltaics result in regulated carbon dioxide savings of 57% under Option 1 and 55% under Option 2.
- 1.94 The high sustainability ambitions of the 2021 Proposed Development extend to the aspiration of achieving a net zero carbon development for operational energy and construction embodied carbon.

Biodiversity

- 1.95 The 2021 Proposed Development will increase the biodiversity value of the site through:
- Provision of new street trees and a new garden area at ground level containing a mixture of native, European and exotic trees, herbaceous planting, including a green wall;
 - Roof level planting of mostly ornamental species, many of which have known wildlife value; and
 - The inclusion of solitary bee boxes near planting, and house sparrow boxes either integrated into the façade or attached to the façade near planting; and
- 1.96 Tree and plant species will be selected for their suitability to microclimate; their aesthetic qualities; their potential to support wildlife; and their ability to alleviate pollution.

Wind Microclimate

- 1.97 A number of wind mitigation measures have been incorporated into the design of the 2021 Proposed Development and landscaping strategy to ensure the wind conditions in and around the site are suitable. This includes the following measures:
- Proposed landscaping scheme;

- Consented landscaping scheme around Capital House, and proposed landscaping scheme around the Edge, and the Sellar schemes;
- 2.5m wide solid canopy at the south-east corner of the Main Building at the top of the colonnade extended around the south-eastern corner;
- 1.5m high dense shrubs approximately 2m long added underneath the solid canopy along the southern side of the Main Building;
- 1.5m high dense shrubs approximately 2m long added underneath the solid canopy;
- One 10m high deciduous tree added between the 2021 Proposed Development and the Sellar Scheme;
- 1.5m high line of dense shrubs added along the north-western side of the Sellar Scheme extended from the tree to the building's corner;
- Three 10m high deciduous trees and five 7m high deciduous trees added to the south of the 2021 Proposed Development; and
- Five existing trees added along Vinegar Yard.

Climate Change Resilience

- 1.98 From worldwide observations on climate change, conclusions can be drawn that long-lasting droughts, torrential rain, heavy thunderstorms, heatwaves, gales and hail stones as well as pressure from pests and diseases are on the increase. Climate change could reduce the amount of water available and increase demand in summer, with impacts upon the growing season of a 30% reduction in rainfall.
- 1.99 To ensure that planting is resilient to climate change, a number of factors will be taken into consideration when selecting trees and plants which focus upon being fit for purpose and include size, shape, seasonal variation, appropriateness to level of altitude, wind and sun exposure, hardiness, resilience to pests and disease, leaf and seed litter, and plants at risk registers.
- 1.100 Also, for selecting herbaceous plants a very cautious approach is used, where resilience, drought tolerance and hardiness have highest priority. Only species that have been previously tested and have performed well are included in the scheme. Priority is given to drought-tolerant species that don't require much irrigation after the establishment period.
- 1.101 The drainage strategy proposes to reduce the surface water runoff rates as much as possible in agreement with the local lead flood authority. The strategy proposes the use of SuDS techniques to reduce the surface water runoff from the various surfaces on the site, with the overall effect of reducing the required surface water attenuation requirement.
- 1.102 The drainage strategy and corresponding measures implemented will be designed to take account of climate change, with calculations accounting for all storm events up to and including a 100-year event with an increase in rainfall intensity of + 40% to account for potential future changes in climate conditions.

Pandemics / Infections Control

- 1.103 A number of design measures will be considered for the 2021 Proposed Development throughout the next stage of the detailed design process to react to any future pandemic occurrences, such as a worsening of the current Covid-19 pandemic or any future pandemics of considerable scale. The following key themes will be considered to address this:
- Promote clean contact through encouraging handwashing and use of cleaning products and protocols;
 - Improving air quality:
 - Through ventilation effectiveness;

- Enhanced ventilation;
 - Operable windows;
 - Air filtration; and
 - Microbe and mold control.
- Manage humidity and control sources of indoor moisture;
 - Maintain water quality;
 - Manage risk and create organizational resilience;
 - Support movement and comfort including working from home;
 - Strengthen immune systems;
 - Foster mental resilience; and
 - Champion community resilience and recovery.

DEMOLITION AND CONSTRUCTION

Anticipated Works and Programme

- 1.104 The existing structures (apart from the Warehouse which is to be retained) on site will be demolished before the development is built.
- 1.105 The development will take approximately 36-months to build and is anticipated to be completed in 2025.
- 1.106 The works required to build the development include:
- Site establishment and enabling works – setting up of the site ready for the construction works including site hoardings and construction site offices and utility (gas, water, electricity) diversions;
 - Excavation, piling and substructure work for the building's foundations and basement;
 - Construction of the above ground parts of the development (the Main Building);
 - Outside works to the development, including the façade, cladding and roof;
 - Internal works, fitting out the inside of the buildings and testing of the systems (heating, hot water, fire sprinklers etc.);
 - Landscaping and other external works;
 - Work to the retained Warehouse.

Site Access and Road Vehicle Movements

- 1.107 The main access into and out of the site during the construction works will be via St Thomas Street. At certain times during the construction works, additional vehicle and/or pedestrian site accesses will be created from Vinegar Yard and Snowsfields.
- 1.108 Short-term closures of St Thomas Street may be required to deliver and remove tower cranes and to deliver large items of building plant. The requirement for short-term road closures will be discussed and agreed with the London Borough of Southwark prior to the start of works that will need the temporary road closure.
- 1.109 No car parking will be available on site for construction staff/workers. Construction staff and workers will need to travel to site by public transport.
- 1.110 The estimated number of two-way vehicle movements for the peak works period (i.e., when the works on site are the most intensive) is 3,402 per month (during the excavation and substructure works).
- 1.111 This equates to a peak of approximately 75 vehicles accessing the site (one way) per working day.

Construction Site Management and Working Hours

- 1.112 Prior to the start of the demolition and construction works, discussions with the London Borough of Southwark and other relevant consultees (such as Transport for London) will be undertaken in relation to demolition and construction logistics, as well as site and environmental management.
- 1.113 Also, a number of management plans will be prepared and agreed with the London Borough of Southwark, including a Construction Method Statement and a Construction Environmental Management Plan. A draft Construction Environmental Management Plan has been prepared for the application which will be reviewed and agreed with the London Borough of Southwark. Specifically, these documents will explain how the works and the site will be managed, including environmental management.
- 1.114 The likely construction working hours are:
- 08:00 – 18:00 hours between Monday and Friday;
 - 08:00 – 14:00 hours on Saturdays; and
 - No working on Sundays, Bank or Public Holidays (unless otherwise agreed with the London Borough of Southwark).

ENVIRONMENTAL IMPACT ASSESSMENT

- 1.115 The following sections of this Non-Technical Summary present a summary of the environmental technical topic assessments that have been undertaken as part of the Environmental Impact Assessment.
- 1.116 Where the effects of the 2021 Proposed Development under Option 1 and Option 2 differ, this will be stated clearly.
- 1.117 Further details can be found within the Environmental Statement (**Volumes 1-4**).

SOCIO-ECONOMICS

- 1.118 The assessment focussed on key social and economic considerations, specifically job creation (during construction and once the development is completed and in use), local spending by new employees on the site, the impact on the local economy and the provision of new public realm and open space.
- 1.119 The construction works will create a number of on-site and off-site employment opportunities within the construction sector. This employment could be expected to include a broad range of job-types and occupations (e.g. surveyors, labourers and suppliers of building materials). A number of these jobs could be expected to be filled by people who are residents of Southwark and currently unemployed. Whilst beneficial, the construction employment effect has not been identified as a significant socio-economic effect.
- 1.120 The site of the 2021 Proposed Development is currently used to host the Vinegar Yard Street Food and Culture Hub, which consists of an eclectic mix of food and drink, a flea market and arts hub. The jobs generated from the temporary use will not be displaced elsewhere in the local area, this means that the estimated 100 on-site jobs from the temporary use would be lost as a result of the 2021 Proposed Development. Once built and in use, the development will generate a number of jobs both on site and off site. Between 682 and 900 jobs could be created under Option 1 and 885 jobs could be created under Option 2 on site, and more jobs will be generated off site as a knock-on effect through supply chains for example. Whilst beneficial, the employment effect once the development is complete and in use under both Option 1 and Option 2 has not been identified as a significant socio-economic effect (minor beneficial).

- 1.121 The development will generate 'economic activity' and, in addition, it is likely that the development will generate additional revenue for the LBS through business rates. Whilst beneficial, this has not been identified as a significant effect (minor beneficial) to the local economy.
- 1.122 Once completed, the 2021 Proposed Development will provide an improvement to the quality of the public realm offer in its immediate surroundings, and the wider London Bridge area more generally. Given the scale of the site and public realm improvement, the magnitude of the impact at the local area is estimated to be low. The likely effect open space at the local level is there assessed as minor beneficial and is not considered to be significant.
- 1.123 Whilst beneficial socio-economic effects as a result of the 2021 Proposed Development have been identified as summarised above, the assessment has not identified any likely *significant* socio-economic effects. All the effects identified have been classified as minor beneficial and not significant.
- 1.124 In terms of socio-economic effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), the assessment has not identified any significant effects during the demolition and construction process.
- 1.125 The assessment has, however identified significant major beneficial effects with regards to increased employment and moderate beneficial effects with regards to, economic output⁵ and business rates revenue at the local authority level. The cumulative effects associated with the provision of new public realm and open space remain minor beneficial and not significant.
- 1.126 The residual socio-economic effects are the same for both Option 1 and Option 2 of the 2021 Proposed Development.

TRAFFIC AND TRANSPORT

- 1.127 The assessment undertaken has reviewed the effects of the 2021 Proposed Development on roads and traffic, public transport and pedestrian and cyclist routes. The assessment has considered possible effects relating to: severance (being or the feeling of being isolated or separated from something); pedestrian and cyclist amenity, fear and intimidation; delay for drivers, pedestrians and cyclists; accidents and safety; bus passenger delay, public transport service capacity and hazardous loads.
- 1.128 The existing traffic and transport conditions of the site and surrounding area have been established from a series of site visits, a review of the local transport network and the results of a number of traffic surveys undertaken on St Thomas Street and Fenning Street in November 2018.
- 1.129 The site has an excellent level of accessibility to public transport; people can access the underground, rail, river bus and bus easily within this part of the borough. In addition, there are good pedestrian and cycle routes across the area.
- 1.130 During the construction works, when construction traffic will be at its greatest, no significant adverse effects have been identified in relation to severance, pedestrian and cyclist delay, pedestrian and cyclist amenity, fear and intimidation, driver delay or accidents and safety (all identified as negligible). Construction road traffic will be managed appropriately through a Construction Logistics Plan which will form part of the Construction Environmental Management Plan.
- 1.131 No hazardous loads are anticipated throughout the construction works and was therefore not assessed.
- 1.132 No car parking will be available on site for construction staff/workers. Construction staff and workers will need to travel to site by public transport. Regardless, the number of people travelling to the site to work throughout the construction works will not generate any significant adverse effects on the capacity of the public transport serving the area (e.g. underground, rail, bus services).

⁵ A measure of the additional profits generated within businesses plus the additional salaries that are paid to employees

- 1.133 When the 2021 Proposed Development is completed and in use, the 2021 Proposed Development will create a number of road vehicle trips associated with deliveries to and from the development, in addition to taxi trips. As a result of these road trips, the assessment has not identified any significant adverse effects to severance, pedestrian and cyclist delay, pedestrian and cyclist delay, amenity, fear and intimidation, driver delay or accidents and safety (all identified as negligible).
- 1.134 The 2021 Proposed Development when built and in use will generate additional trips on the public transport network (e.g. underground, rail, bus services). The assessment has shown that no significant adverse effects are expected (negligible). Given how well served the site is for public transport, the extra trips on the underground, rail and bus services are not likely to affect the public transport capacity.
- 1.135 A Travel Plan will be prepared for the 2021 Proposed Development which will cover all employees working at the development and visitors. The Travel Plan will contain a range of measures and targets to reduce travel by car and public transport and encourage shorter trips by foot and bicycle.
- 1.136 To reduce any possible impact of servicing and deliveries to and from the 2021 Proposed Development, a Delivery and Servicing Management Plan will be prepared which will set out how delivery and servicing activities will be managed, and where possible, reduce servicing and deliveries during the busiest times of day on the local roads.
- 1.137 In summary, no likely significant traffic and transport related effects have been identified. All effects have been defined as negligible and not significant.
- 1.138 In terms of traffic and transport effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), the assessment has not identified any different or additional likely significant effects. The cumulative effects associated with traffic and transport aspects remain negligible and not significant.
- 1.139 The residual traffic and transport effects are the same for both Option 1 and Option 2 of the 2021 Proposed Development.

NOISE AND VIBRATION

- 1.140 The assessment undertaken has focused on potential noise and vibration effects during construction, in particular construction road traffic (HGVs) and onsite works noise. In addition, the assessment has considered noise from surrounding road traffic and from building services / plant when the 2021 Proposed Development is built and in use.
- 1.141 The assessment has identified that a number of mitigation measures will be required to manage the noise associated with the construction works. This will include approval of a Construction Environmental Management Plan which will include appropriate noise and vibration management measures, an agreed Construction Method Statement, and agreement with the London Borough of Southwark on construction noise limits.
- 1.142 With these measures some significant adverse noise and vibration effects (up to major adverse) during construction are still expected to result, specifically associated with noisy demolition and construction activities such as basement excavation and piling. However, these significant adverse effects will be temporary in nature and would be similar to the adverse effects expected from any alternative development of the site.
- 1.143 Construction road traffic from the onsite construction works are, however, not expected to generate significant adverse effects at surrounding sensitive premises.
- 1.144 Once the 2021 Proposed Development is built and in use, no significant adverse noise or vibration effects are expected as a result of onsite activities, or from building services / plant.
- 1.145 Noise related effects as a result of road traffic generated by the 2021 Proposed Development under

Option 1 have been identified as minor adverse (not significant) at some receptors, however under Option 2 all receptors would experience negligible effects.

1.146 In summary, the noise and vibration impact assessment has identified the following significant effects:

Receptor	Description of Effect	Scale & Nature of Residual Effect
Demolition and Construction		
The Horseshoe Inn	Onsite Demolition and Construction Activities - Noise	Moderate Adverse to Major Adverse
Snowsfields Flats		Minor to Major Adverse
8-14 Melior Street		Up to Major Adverse
16 Melior Street		Up to Major Adverse
147 Snowsfields		Up to Moderate Adverse
The Glasshouse (2-4 Melior Street),		Up to Moderate Adverse
The Glasshouse (2-4 Melior Street), 8-14 Melior Street, The Horseshoe Inn	Onsite Demolition and Construction Activities - Vibration	Moderate Adverse

1.147 In terms of noise and vibration effects due to the Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'):

- If demolition and construction works for both the 2021 Proposed Development and the consented Capital House cumulative scheme were to coincide, the receptors that both schemes have in common (Guy's Hospital, 16 Melior Street, 8-14 Melior Street, Our Land of La Salette Church, Beckett House and Kings College accommodation / Wolfson House) could likely experience moderate adverse cumulative effects.
- The development at 2-4 Melior Place has the potential to result in major adverse effects in combination with the 2021 Proposed Development for sections of the demolition and construction programme at 8-14 Melior Place and the Horseshoe Inn.
- The cumulative effects of the 2021 Proposed Development in combination with the Guinness Court scheme could result in moderate to major adverse effects to The Glasshouse (2-4 Melior Street), 147 Snowsfields, 8-14 Melior Street, 16 Melior Street, Snowsfields Flats and The Horseshoe Inn.
- If demolition and construction works for both the 2021 Proposed Development and the recently approved Edge scheme cumulative scheme were to coincide, the common receptors (that are a high sensitivity) for both schemes would experience moderate adverse or major adverse cumulative noise and vibration effects.
- The cumulative construction noise effect of the 2021 Proposed Development and the undetermined Sellar cumulative scheme is expected to result in significant effects that are similar to those significant effects identified as a result of the 2021 Proposed Development being constructed in isolation at The Horseshoe Inn, The Glasshouse (2-4 Melior Street), Snowsfields Flats and 147 Snowsfields. However, the minor adverse construction noise effects experienced at Snowsfields Flats as a result of the 2021 Proposed Development being constructed in isolation could increase to moderate adverse or major adverse cumulative construction noise effects should the 2021 Proposed Development be constructed at the same time as the Sellar cumulative scheme.

1.148 The residual noise and vibration effects are broadly the same for both Option 1 and Option 2 of the 2021 Proposed Development with the exception being noise effects generated by road traffic.

AIR QUALITY

- 1.149 The LBS has investigated air quality within its area and has declared an Air Quality Management Area due to exceedances of the relevant air quality standards. The Air Quality Management Area covers the entire northern part of the borough, extending from Rotherhithe to Walworth and Camberwell and up to the boundary of the River Thames. The site is located within this Air Quality Management Area.
- 1.150 The assessment undertaken considered the potential for both the construction works and the operation of the 2021 Proposed Development to result in air quality impacts. The key considerations of this assessment have been dust emissions and emissions from HGVs during construction, road traffic emissions once the development is in use and emissions from the on-site energy plant.
- 1.151 The assessment has identified that the 2021 Proposed Development will not cause significant air quality impacts during either the construction works, or once completed and in use. Additionally, the development will be air quality neutral, as required for all new developments in London.
- 1.152 To minimise impacts to air quality, the design has incorporated the provision of pedestrian and cycle access into the 2021 Proposed Development (including cycle parking), as well as not providing any onsite car parking. These measures will encourage visitors to use public transport options to get to and from the 2021 Proposed Development.
- 1.153 To manage impacts to air quality during the construction works, dust management measures will be incorporated into the site's Construction Environmental Management Plan. Construction logistics management will also be undertaken to manage construction vehicle and delivery movements to and from the site.
- 1.154 Overall, no significant air quality effects have been identified. All effects have been defined as negligible and not significant.
- 1.155 In terms of air quality effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), the assessment has not identified any different or additional likely significant effects. The cumulative effects associated with air quality remain negligible and not significant both for demolition and construction and in the completed development scenario.
- 1.156 The residual air quality effects are the same for both Option 1 and Option 2 of the 2021 Proposed Development.

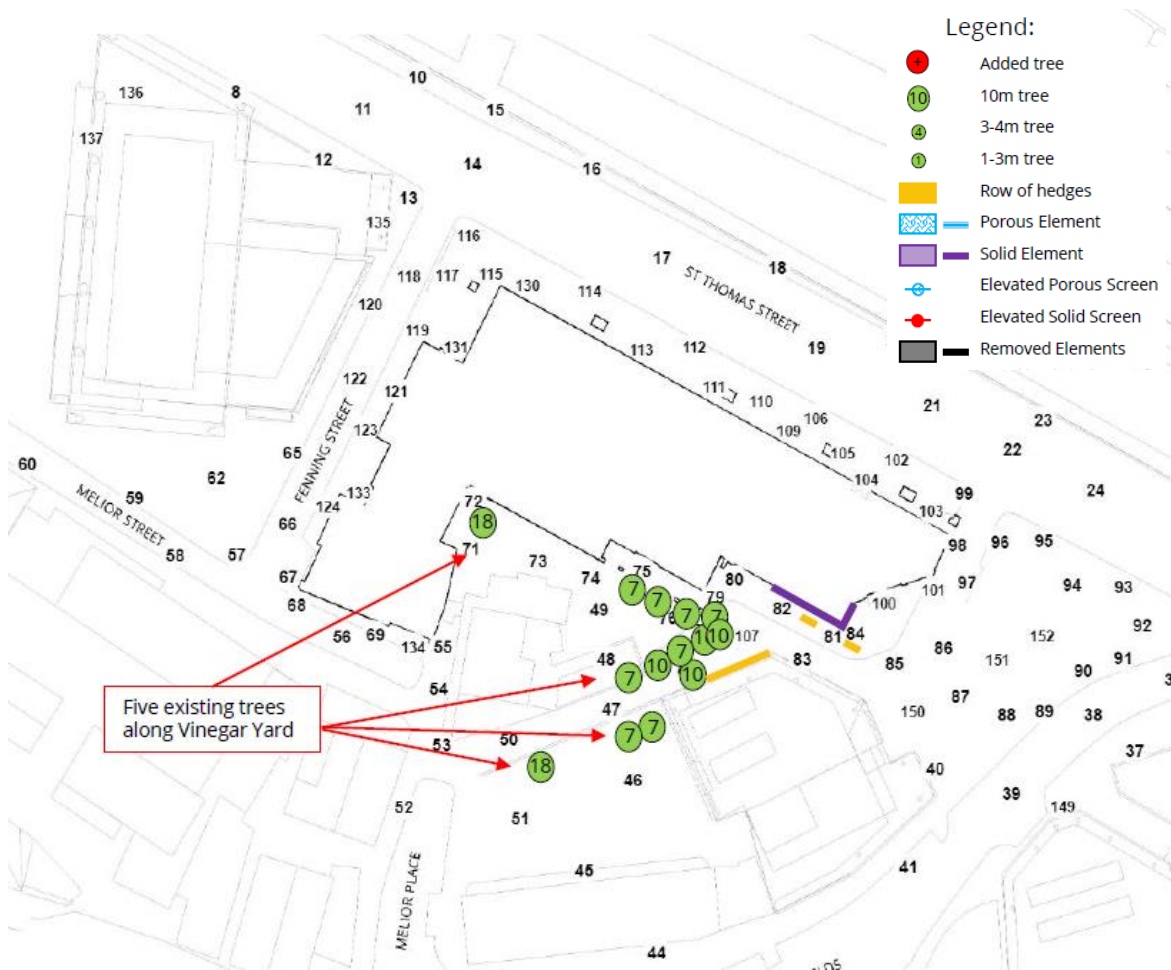
WIND MICROCLIMATE

- 1.157 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 2021 Proposed Development. Undesirable wind speeds may result in pedestrian comfort conditions unsuitable for the intended site use or in safety concerns. 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 public garden at ground level. Areas around other buildings surrounding the site and associated pedestrian crossings and thoroughfares have been tested.
- 1.158 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.
- 1.159 A wind tunnel test has been undertaken and wind speeds have been considered against a set of criteria which defines the reaction of an average pedestrian to the wind condition at various locations across the site (the 'Lawson Comfort Criteria').
- 1.160 At the current site, conditions are calm and are therefore suitable for the current uses.

1.161 The wind effects of the 2021 Proposed Development⁶ have been assessed on the assumption that the surrounding cumulative schemes⁷ are brought forward which represents the reasonable worst case scenario. In this scenario, the assessment found that conditions become windier but are suitable for the desired uses at the vast majority of measured locations. Some significant adverse wind effects were identified at the south eastern corner of the 2021 Proposed Development. Strong Winds were also identified at the south eastern corner on roadways (on Vinegar Yard) and thoroughfares.

1.162 To reduce the adverse wind effects in these areas, a number of wind ‘mitigation measures’ were incorporated into the development during the design process as illustrated in **Figure 10**. With the wind mitigation measures included in the design, the assessment concluded that the 2021 Proposed Development will not have any significant adverse wind microclimate effects either on its own or when considering other surrounding developments that are coming forward in the local area. Indeed, the assessment found that some significant beneficial wind effects have been identified, meaning that some areas onsite (at thoroughfares and entrances to the 2021 Proposed Development), are calmer than the desired conditions.

Figure 10 Wind Mitigation



⁶ The wind assessment is based on the December 2020 scheme, however the changes resulting in the 2021 Proposed Development have been qualitatively assessed and have been confirmed to not have any material bearing on the effects already identified in relation to the December 2020 scheme.

⁷ Principally, Capital House scheme at 40 – 46 Weston Street (ref. 18/AP/0900), the ‘Edge’ scheme at 60 – 68 St Thomas Street (ref. 20/AP/0944) and the undetermined scheme known as the ‘Sellar’ scheme at 40-44 Bermondsey Street (ref. 19/AP/0404).

DAYLIGHT, SUNLIGHT, AND OVERSHADOWING

- 1.163 Temporary changes during the construction works to the duration and quality of daylight and sunlight, as well as the occurrence and duration of overshadowing experienced by surrounding sensitive receptors will occur as well as changes once the 2021 Proposed Development⁸ has been completed and in operation.
- 1.164 Due to the current site status, neighbours benefit from an unusually large amount of daylight and sunlight, particularly considering their location in a dense urban environment. As such, any development on the site may be expected to have an adverse effect on neighbours' daylight and sunlight amenity, both internal to their properties and to associated external open areas.
- 1.165 Daylight is the general amount of light (direct and indirect) which enters a room during the daytime. To identify potential effects to sensitive receptors, 514 windows, serving 277 rooms in 18 property groups (i.e. an amalgamation of individual properties at a location representing similar characteristics for assessment) and discrete individual properties surrounding the site, have been assessed. Of the 18 property groups / properties, the following properties would experience significant adverse effects:
- The Glasshouse (2-4 Melior Street) (existing)
 - 8 Melior St - 36 Snowfields; and
 - 8 – 20 Snowfields.
- 1.166 However, given the scale of the development proposed and the highly dense urban context of the site, these effects are likely to be unavoidable in relation to new development making the most effective optimal use of the site.
- 1.167 Sunlight is the direct light from the sun which can be seen / which enters a room. In the United Kingdom, this is often only experienced from rooms which have windows facing south (due to the sun's location in the sky). To identify potential effects to sensitive receptors, 119 rooms in 10 different property groups and individual properties surrounding the site have been assessed. Of the 10 property groups / individual properties, 8 of these will experience a negligible effect (which is not considered significant) on sunlight amenity. The remaining 2 properties will experience a minor adverse effect to sunlight amenity. These are not considered to be significant effects.
- 1.168 To identify potential impacts of overshadowing on open spaces surrounding the site, three open areas have been assessed and include (**Figure 11**):
- St John's Church Park (1);
 - Communal gardens serving St Olaves Estate (2); and
 - Communal area serving Melior Street and Fenning Street (3).

⁸ The daylight, sunlight and overshadowing assessments are based on the December 2020 scheme, however the changes resulting in the 2021 Proposed Development have been qualitatively assessed and have been confirmed to not have any material bearing on the effects already identified in relation to the December 2020 scheme.

Figure 11 Overshadowing Receptors



1.169 The communal gardens serving Melior Street and Fenning Street are expected to experience a minor adverse overshadowing effect which is not significant. The other two areas assessed which are further from the site will not experience any significant overshadowing effects.

1.170 In summary the significant daylight, sunlight and overshadowing are as follows:

Receptor	Description of Effect	Nature & Scale of Residual Effect
Completed Development		
Daylight Sensitive Receptors: The Glasshouse, 8 Melior St-36 Snowsfields, 8-20 Snowsfields	Daylight to surrounding sensitive receptors	Major Adverse

1.171 In terms of daylight, sunlight and overshadowing from the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), two scenarios have been assessed to separately consider a scheme with planning consent and two further schemes which are pending planning determination by Southwark:

- 2021 Proposed Development in conjunction with Capital House (Scenario A); and
- 2021 Proposed Development in conjunction with Capital House, The Edge⁹ and Sellar Scheme (Scenario B).

⁹Since the assessment was undertaken, the Edge scheme has now received a resolution to grant from the London Borough of Southwark. The change in planning status to this scheme does not however have any bearing to the effects identified within the assessments.

- 1.172 For both Scenario A and Scenario B, additional daylight and sunlight effects are identified to a number of receptors as a result of the 2021 Proposed Development coming forward with Capital House, The Edge and Sellar Schemes. The effects range in scale but are adverse and up to major in scale and so significant.
- 1.173 In terms of overshadowing, in Cumulative scenario A, there is no additional overshadowing (sun hours on the ground) from Capital House to of the sensitive amenity areas assessed St John's Church Park and Communal area serving Melior Street and Fenning Street. Therefore, the effect remains negligible (not significant).
- 1.174 Within Cumulative scenarios B, the Communal Gardens serving Melior Street and Fenning Street would be redeveloped with the Edge and Sellar schemes coming forward. Therefore, this amenity area does not exist in these scenarios and as such, is not relevant for assessment. St John's Church Park experiences no additional effect.
- 1.175 The transient overshadowing results for Scenario A and Scenario B do not material differ to that of the 2021 Proposed Development.

LIGHT POLLUTION

- 1.176 Light pollution or 'light intrusion' refers to light coming from the 2021 Proposed Development and reaching or 'spilling' into neighbouring properties. Some light intrusion into the surrounding area can be good to help light up the area after dark and make the place feel safer. However, light intrusion into residential properties can be a nuisance.
- 1.177 The results of the assessment indicate that the levels of light pollution from the 2021 Proposed¹⁰ Development would be very limited and well within the level suggested by guidance for a city centre location.
- 1.178 The residual light pollution effects are negligible and not significant.
- 1.179 In terms of light pollution effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), the assessment has not identified any different or additional cumulative effects relating to light pollution.

SOLAR GLARE

- 1.180 The assessment¹¹ has been undertaken from signalised railways, road junctions and pedestrian crossings nearby which are considered sensitive in terms of solar glare. A total of 19 sensitive locations have been tested. The assessment has shown that the proposed building is not visible from 11 of them. The 8 other sensitive locations have been assessed in detail.
- 1.181 The assessment undertaken for solar glare is a worst-case scenario and assumes clear skies at the precise time that the sun is in the location needed to create reflections. The detailed assessment has shown that 7 of the 8 viewpoints assessed in detail will not experience a significant solar glare effect.
- 1.182 One viewpoint (Kirby Grove) was however identified as having the potential to experience a moderate adverse effect (significant) at certain times of the days over a few months in the year. However, the majority of the 2021 Proposed Development's façade has a broken-up nature which would result in scattered reflections that would not be continuously visible. Furthermore, all potential solar reflections

¹⁰The light pollution assessment is based on the December 2020 scheme, however the changes resulting in the 2021 Proposed Development have been qualitatively assessed and have been confirmed to not have any material bearing on the effects already identified in relation to the December 2020 scheme.

¹¹ The solar glare assessment is based on the December 2020 scheme, however the changes resulting in the 2021 Proposed Development have been qualitatively assessed and have been confirmed to not have any material bearing on the effects already identified in relation to the December 2020 scheme.

occur above the driver's visor cut-off line and therefore should reflections occur, the driver could deploy their visor to mitigate any reflections.

Receptor	Description of Effect	Nature & Scale of Residual Effect
Completed Development		
Kirby Grove Junction	Solar Glare	Moderate Adverse

- 1.183 In terms of solar glare effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), the assessment has not identified any different or additional cumulative effects relating to solar glare.

ARCHAEOLOGY

- 1.184 The site does not contain any Scheduled Ancient Monuments and does not lie within a Designated Archaeological Area as defined in Schedule Ancient Monuments & Archaeological Areas Act 1979. The site does not contain any listed buildings but does lie within an Archaeological Priority Area, as defined by Southwark.
- 1.185 The archaeological assessment indicates that during the Prehistoric and Roman period the site lay towards the eastern end of a gravel island which lay on the eastern side of the Guy's Channel. A Roman and mediaeval settlement lay on the western bank of the Guy's Channel approximately 500m west of the site.
- 1.186 Archaeological and map evidence shows that in the Mediaeval period the site remained open, waterlogged ground until the 15th century. By the 16th century development along Bermondsey Street had reached the site. The site probably lies partially within the curtilage of a Tudor mansion.
- 1.187 Subsequently the site was redeveloped for industrial and domestic purposes, finally being 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 of the site.
- 1.188 The site has potential for providing information on the topographic and environmental development of north-east Southwark from the Prehistoric to Mediaeval periods. Deep water lain deposits are probably present. It is likely that traces of post mediaeval houses, warehouses, factories and workshops are also present beneath the site.
- 1.189 An archaeological evaluation has been undertaken across the site. Four trenches were dug and analysed.
- 1.190 The evaluation found natural sands in two of the trenches. The sand was sealed by alluvial deposits consistent with the gradual silting of Guy's Channel through the prehistoric to late medieval period.
- 1.191 Evidence was seen for late-Medieval to early post-Medieval land reclamation, achieved by the dumping of material onto the alluvium to consolidate the ground. This allowed the site to be developed with dwellings and properties, including the suggestion of a Tudor period chalk wall in one of the trenches which had later been reconfigured and stood for long enough to influence the alignment of a series of post-medieval tanning pits to the north.
- 1.192 A post-medieval ditch was seen in one of the trenches which is likely to be the same one shown on a historical map of 1682.
- 1.193 Significant change to the site occurred from the 1830s as St Thomas Street was created, and warehouse structures fronted the road, their foundations and basement levels visible in all trenches. A basement was seen to occupy a large area of the eastern side of the site; it was of varying depths but not deep enough to completely remove all archaeological evidence.

- 1.194 The groundworks necessary to provide the foundations of the new building will remove all remaining archaeological deposits. During the groundworks, an archaeologist will be present on site to monitor any archaeological finds and record these prior to their excavation. There are no archaeological features underground that are important enough to be preserved in the ground. On this basis, **no likely significant effects to archaeology are expected. The effects identified range from negligible to minor adverse and are not significant.**
- 1.195 In terms of archaeology effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), the assessment has not identified any different or additional effects.

BUILT HERITAGE, TOWNSCAPE AND VISUAL

- 1.196 The site is located within an area identified as suitable for tall buildings. The site is one of several key sites identified for development in the London Bridge Area (identified within the Draft New Southwark Plan). The emerging site allocation recognises that the comprehensive mixed-use redevelopment of the site could include taller buildings subject to consideration of impacts on heritage and townscape.
- 1.197 The 2021 Proposed Development is complementary to the strategy and approach to developing the series of sites within this area. This wider strategy is in accordance with the aspirations of the development plan.

Heritage

Bermondsey Street Conservation Area

- 1.198 There are no statutorily listed or locally listed buildings within the site boundary. Part of the site, comprising the existing former brick warehouse, falls within the boundary of the Bermondsey Street Conservation Area and the (built) heritage assessment has considered the value (significance) of this heritage asset and the impact of the 2021 Proposed Development upon that significance.
- 1.199 In terms of heritage receptors, the geographical extent of the Bermondsey Street Conservation Area is large and it comprises several sub-areas. The site incorporates one small part of the Conservation Area as a whole. The existing application site includes a temporary market, although generally comprise a cleared area enclosed by hoardings in which the warehouse sits. This existing site condition is poor and a detracting feature to the setting of the Conservation Area.
- 1.200 The redevelopment of the site to a high density would include provision of tall buildings. The impact of the 2021 Proposed Development is limited to the immediate area surrounding the application site, plus further views in and around Leathermarket Gardens. Other parts of the Conservation Area will not be impacted or the affect would be negligible.
- 1.201 Where visible, there will be a juxtaposition in scale between the 2021 Proposed Development and the immediate area surrounding the site, including the Horseshoe Inn public house. The 2021 Proposed Development would be experienced in the context of tall development associated with London Bridge. The juxtaposition of tall buildings in the area with lower rise areas is inevitable, mindful of the allocations identified by the development plan. Accordingly, the extent to which design has mitigated identified harm needs to be considered. The 2021 Proposed Development would be of high architectural quality which is a mitigating factor to harmful impacts in itself.
- 1.202 Equally, the assessment identifies countervailing heritage benefits to the Bermondsey Street Conservation Area. In particular, the 2021 Proposed Development includes the refurbishment of the existing warehouse building on the application site. The early 20th century warehouse is complementary to the historic industrial character of the Conservation Area and its retention is seen by the London Borough of Southwark as an important measure to protect the character and appearance of the

Conservation Area.

- 1.203 At ground floor, the 2021 Proposed Development would comprise significant townscape and urban design benefits, including opening up views of the Horseshoe public house along Melior Street, animation of the ground floor through active frontages and creation of new public garden and permeable routes through the application site towards St Thomas Street.
- 1.204 As a whole, the assessment has identified a minor adverse likely effect arising from the impact of the 2021 Proposed Development on the setting and significance of the Bermondsey Street Conservation Area. Within the context of the National Planning Policy Framework (NPPF)¹², this comprises a degree of harm, which would be at the lower end of the 'less than substantial' harm scale. This degree of harm is not only considered acceptable by the assessment, but also necessary to deliver the regeneration aspirations set out in the adopted and emerging development plan framework.

Heritage Setting

- 1.205 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 2021 Proposed Development upon that setting, and therein, value.
- 1.206 The site is located adjacent to the Grade II listed railway viaduct arches at London Bridge. The heritage significance of the arches derives from their historical interest as a surviving, early feature of the boom in railway development in the 19th century. The arches have architectural interest for the design, materials and craftsmanship of the structure which would have been unusual in what was a poor, inner-city district. The association with the architect, Charles Henry Driver, also contributes to their interest.
- 1.207 The recent expansion of London Bridge included the restoration of the arches and their renovation for retail use. The 2021 Proposed Development would include the creation of new active frontages along St Thomas Street and the provision of new public realm, which would substantially enhance the setting of the arches. It would be complementary to their use and function, including indirectly the generation of greater footfall and creation of a sense of 'place' that would further help secure their long-term conservation. Accordingly, the assessment has identified a minor beneficial effect (not significant) arising from the impact of the 2021 Proposed Development to the Grade II listed arches.
- 1.208 In the wider area, views of the 2021 Proposed Development have informed the assessment of impact to the setting of heritage receptors. In all cases (except for the Railway Viaduct Arches discussed above), the assessment finds the 2021 Proposed Development would have a negligible or no effect upon setting and thus would preserve their value.
- 1.209 The 2021 Proposed Development will introduce high quality architecture into the experience of the listed buildings, lifting the overall townscape setting in which the buildings are appreciated.
- 1.210 The 2021 Proposed Development is not considered to adversely impact the Outstanding Universal Value of the Tower of London World Heritage Site, as demonstrated by a series of views presented in the assessment in ES Volume 2.
- 1.211 The assessment has identified a Minor Adverse effect (not significant) arising from the impact of the 2021 Proposed Development to the Bermondsey Street Conservation Area and low level of 'less than substantial harm' to its significance using the terminology of paragraph 196 of the NPPF. In relation to a finding on that basis, the decision maker is required to make a balanced planning judgement, taking into account the public benefits of the 2021 Proposed Development.
- 1.212 In addition, the assessment has identified Minor beneficial effects (not significant) arising from the impact of the 2021 Proposed Development to the non-designated heritage asset: 9 Fenning Street.

¹² <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

- 1.213 On this basis, **no likely significant effects to built heritage are expected. The effects identified range from none/negligible to minor adverse/beneficial and are not significant.**
- 1.214 In terms of heritage effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as 'cumulative effects'), the assessment has not identified any different or additional effects as a result of the combined 2021 Proposed Development and the cumulative schemes.

Townscape and Visual

Townscape

- 1.215 The townscape assessment has considered the 2021 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.
- 1.216 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 busy urban environment in and around London Bridge. To the south, there are a series of secondary routes enclosed by relatively fine grain development.
- 1.217 The site, identified in the development plan to form part of the 'London Bridge Area', marks the transition in townscape character between the north and south. The existing condition of the site makes a limited contribution to the character, appearance and function of the townscape.
- 1.218 The 2021 Proposed Development will comprise the comprehensive redevelopment of the site to provide a significant quantity of retail, leisure and office floorspace. This is in accordance with the aspirations of the area and the creation of an active, lively environment within close proximity of London Bridge.
- 1.219 The proposed Main Building would comprise ground, mezzanine and 18 storey building. To the south of the site, the townscape is fragmented and not cohesive. The 2021 Proposed Development would form part of the established context of tall and mid-rise modern development in close proximity to London Bridge station, which provides a dramatic contrast to the finer scale and grain of the character area to the south. The architectural design of the Main Building would further mitigate the contrast in scale; it would appear as several massing volumes, by virtue of the variation in height, stepped form and architectural treatment to elevations.
- 1.220 To the north, the Main Building would be set back from the northern site boundary and pavement edge, thus providing a generous pedestrian route along St Thomas Street. The ground floor will include active frontages that will animate the adjacent streets. This will help transform St Thomas Street from a transient thoroughfare to a 'place', including high quality landscaped areas to accommodate seating that will encourage people to stop and dwell.
- 1.221 The centre of the site would comprise a significant area of public realm with high quality hard and soft landscaping. The permeable area will connect St Thomas Street to Snowfields, and Bermondsey Street beyond.
- 1.222 The permeability and legibility created by the 2021 Proposed Development as a whole would be highly beneficial to the townscape, mindful of the central London location and high footfall driven by the adjacent public transport hub. It would achieve the urban design strategies set out within the existing and emerging development plan.
- 1.223 The retained warehouse at 9 Fenning Street is integrated into the proposals, offering new exhibition space and community use which will animate the public space around the site. In combination with the industrial high-tech aesthetics of the new elements and traditional materials such as brick, the existing warehouse brings the industrial legacy of the area back to life.

1.224 As a whole, the assessment demonstrates that the 2021 Proposed Development will give rise to effects ranging from moderate beneficial (significant) to negligible (not significant), arising from impact to townscape receptors. The 2021 Proposed Development would demonstrably improve the character, appearance and function of the area within close proximity to London Bridge. It would be consistent with the existing and emerging context of development in the area and will be a key part of its wider regeneration, in accordance with the aspirations of the development plan.

1.225 In summary, the following significant townscape effects have been identified:

Receptor	Description of Effect	Scale and Nature of Residual Effect
Completed Development		
<u>Townscape Character Area:</u> St Thomas Street Bermondsey London Bridge and Railway Infrastructure	Effect on townscape character	Moderate Beneficial

1.227 In terms of townscape effects due to the 2021 Proposed Development and other surrounding development schemes (referred to as ‘cumulative effects’), the assessment has identified moderate beneficial effects with regards to the St Thomas Street, Bermondsey and London Bridge and Railway Infrastructure townscape character areas.

Visual (Visual Amenity)

1.228 The visual assessment has considered the impact of the 2021 Proposed Development upon visual receptors e.g., people experiencing a change in views and visual amenity at different places.

1.229 The 2021 Proposed Development would give rise to an adverse effect arising from the impact to visual receptors along Kirby Grove and Hardwidge Street. The effect from Kirby Grove and Hardwidge Street would not be significant, although very localised to the fine grain secondary streets, set back behind St Thomas Street. It should be noted that redevelopment of the application site with any form of equivalent scale necessary to achieve the objectives of the site allocation policy in the emerging development plan would present an equivalent contrasting juxtaposition and would result in at least the same level of impact.

1.230 In contrast, to the north of the site, St Thomas Street and lands adjacent to the London Bridge Area have a distinctly different hierarchy. Here, the 2021 Proposed Development would significantly enhance the visual amenity of the area to the immediate south of the station. The assessment has identified a major beneficial effect (significant) arising from the impact of the 2021 Proposed Development to the visual receptors travelling along St Thomas Street and to/from the station.

1.231 In wider views, the 2021 Proposed Development would be of high-quality design and form an attractive skyline composition adjacent to London Bridge. The 2021 Proposed Development would help to consolidate and complement the emerging cluster, whilst ensuring The Shard remains significantly taller and more visible than surrounding buildings as the station’s landmark.

Visual (Designated Views)

1.232 The application site is not located within the Landmark Viewing Corridor of any identified strategic views in the London View Management Framework (2012). The application site is, however, located in the Wider Setting Consultation Area of view 2A.1 from Parliament Hill and 3A.1 from Kenwood. Verified views of the 2021 Proposed Development from these locations are provided within the assessment in ES Volume 2. These views demonstrate that there will be no adverse visual impact.

1.233 Policy P21: Borough Views identifies five views that the development plan seeks to protect. A verified

view of the 2021 Proposed Development from ‘View 1: The London panorama of St Pauls Cathedral from One Tree Hill’ is provided in ES Volume 2. The 2021 Proposed Development will not adversely impact this view.

1.234 The 2021 Proposed Development does not have the potential to impact any other views identified by Policy P21 of the emerging New Southwark Plan. A non-verified massing study of the 2021 Proposed Development from ‘View 2: The linear view of St Pauls Cathedral from Nunhead Cemetery’ is provided in ES Volume 2 for completeness.

1.235 In summary, the following significant visual effects have been identified:

	Description of Effect	Scale and Nature of Residual Effect
Completed Development		
<u>View 17</u> St Thomas Street, junction with Bermondsey Street	Change in view for pedestrians and road users	Moderate - Major Beneficial
<u>View 23</u> St Thomas Street at the Shard	Change in view for pedestrians and road users	Major - Moderate Beneficial

1.237 In terms of effects on views due to the 2021 Proposed Development and other surrounding development schemes (referred to as ‘cumulative effects’), the assessment has identified moderate to major effects on Views 17 and 23, moderate beneficial effects on Views 9N, 16, 18, 18W and 23 as well as moderate adverse effects at Views 24, 24W and 28.

1.238 In conclusion, the 2021 Proposed Development has evolved through a detailed understanding of the site, its surrounding context and the policy objectives of the adopted and emerging development plan.

1.239 The 2021 Proposed Development represents an opportunity for optimisation of brownfield land that would contribute to the delivery of much needed office and medical/research and development floorspace in the area and improvement to the function of the public realm in close proximity to London Bridge, a major public transport hub. On the whole, the 2021 Proposed Development would improve the appearance, character and function of the townscape, in accordance with the development plan.

CLIMATE CHANGE

The Impact of Climate Change on the 2021 Proposed Development

1.240 Climate change has the potential to alter existing the current environment. To consider how the environmental and socio-economic effects of the development might change under a different climate in the future, a future climate scenario has been developed using projections published by the Met Office.

1.241 As a result of climate change, several different environmental factors are likely to vary in the future. These include the increase in average air temperatures, increase in yearly rainfall and sea level rise. Additionally, cloud cover could slightly decrease.

1.242 Each technical topic assessment has reviewed the possible implications of a different climate in the future against the results and conclusions of impact assessment of the development. With the exception of noise, the likely effects identified for the technical topics are not expected to change as a result of climate change.

1.243 Climate change has the potential to intensify heat in the summer and cold in the winter, therefore as a result there is the potential for an increase in the use of heating and cooling functions of air handling type plant and a potential for receptors to open windows for longer durations.

1.244 Increased heat is likely to result in residents in the vicinity of the development to open windows for longer and reduce the level of attenuation their facades would typically provide and an increase in the use of air handling plant within the development may result in higher noise levels at those receptors. Alternatively, additional Air handling plant may be installed.

Greenhouse Gas Emissions

1.245 Greenhouse gasses are gases in the atmosphere which have the potential to influence climate change. A greenhouse gas emissions assessment has been undertaken for the 2021 Proposed Development.

1.246 The purpose of the assessment has been to quantify the anticipated greenhouse gas emissions and define the project's contribution to an existing carbon budget. Based on the assessment undertaken, the contribution of emissions in the context of the budget are deemed to be low. The assessment demonstrates that the arising greenhouse gas emissions from the 2021 Proposed Development represent a small proportion of national greenhouse gas emissions and through mitigation measures, as well as continuing decarbonisation of the energy network, it is anticipated that emissions will be reduced over time.

1.247 In terms of greenhouse gasses, when assessing the 2021 Proposed Development to relevant climate change policy, it has been demonstrated that the 2021 Proposed Development meets all relevant policy requirements. The UK has adopted a net zero target to be achieved no later than 2050 with UK government legally mandated to take steps across the economy to meet this target. This will include measures to decarbonise UK power supply as well as ground transportation the effects of which will be to reduce the longer term operational GHG emissions associated with the 2021 Proposed Development to zero by 2050.

1.248 Overall, the 2021 Proposed Development contributes a small amount to greenhouse gas emissions representing below 1% of each of the UK carbon budgets (under Option 1 and Option 2) and will employ measures to ensure policy compliance and minimise its contribution to climate change where possible to ensure that likely significant effects associated with the 2021 Proposed Development itself are avoided. The relevant guidance is however clear that any greenhouse gas emissions might be considered significant, and it is important to acknowledge that significant effects from climate change relate to cumulative global greenhouse gas emissions from all sources driving up atmospheric temperatures and do not relate to a direct effect resulting from a small additional greenhouse gas contribution associated with the 2021 Proposed Development.

HEALTH

1.249 A number of human health related impacts have been identified as part of the Health Impact Assessment (HIA).

1.250 The Health Impact Assessment follows a different methodology than that of the ES, drawing on residual effects from the ES to determine the resultant human health impacts. As such, no significance is assigned to these effects.

1.251 The human health impacts identified as a result of the Health Impact Assessment are listed below:

- The 2021 Proposed Development will retain a warehouse of significant community value, transforming into a flexible retail and community space and affordable workspaces. The new, high-quality public realm will also provide the opportunity for pop-up events which may include community and social enterprise events and stalls and food festivals and markets.
- The 2021 Proposed Development will support between 682 - 900 gross FTE jobs under Option 1 and 885 gross FTE jobs under Option 2, providing opportunities for employment across a range of sectors and occupations including for local residents. In addition, during the demolition and

construction phase, temporary employment opportunities (approximately 520 FTE jobs per annum) will be generated (for both Option 1 and Option 2).

- The 2021 Proposed Development makes no provisions for private vehicles and includes a fully accessible site including the buildings, pedestrianised plaza and terraces and provides significant cycle infrastructure (including for accessible style bicycles) across the site. The site further benefits from strong public transport links.
- The 2021 Proposed Development will open up the site with permeable ground flood design and landscaped public plaza and new public garden, enhancing public access across the site. Landscaped inset and roof terraces will also be available for employees. The 2021 Proposed Development will further contribute to the greening of this urban setting.

EFFECT INTERACTIONS

1.252 The assessment presented within this section has identified the following potential effect interactions (i.e., where more than one effect is experienced by a receptor):

1.253 Potential for effects interactions during the demolition and construction phase of the 2021 Proposed Development have been identified as:

- **Temporary Adverse** effects interactions in respect to noise and vibration to existing commercial and residential / public house properties. The effect interaction is not considered significant to the commercial property and significant to the residential / public house properties; and
- **Temporary Adverse** effects interactions in respect to Townscape, Heritage and Views – to the setting of built heritage assets specifically the Bermondsey Conservation Area, the Grade II Railway Viaduct Arches and the non-designated heritage receptor: 9 Fenning Street, interacting with effects on townscape character areas (specifically, St Thomas Street, Bermondsey and London Bridge and Railway Infrastructure) and visual amenity at views 17, 20, 23, 24, 24W, 25 and 28 and associated effects on pedestrians, residents, road users and workers. These effect interactions during the demolition and construction phase apply to both Option 1 and Option 2.

1.254 Potential for effects interactions when the 2021 Proposed Development is complete and operational have been identified as:

- **Permanent Beneficial** effects interactions in respect to effects on Gross Value Added and Business Rates on the local economy. These effects will interact with each other to enhance the local economy. This effect interaction is not considered to be significant; and
- **Permanent Adverse** effect interactions in respect of daylight and sunlight amenity to existing residential properties at 16 Melior Street and 8 Melior Street to 36 Snowfields. The effect interaction on 16 Melior Street is considered to not be significant. The effect interaction on 8 Melior Street to 36 Snowfields is considered to be significant. These receptors although roughly similar in height to the surrounding buildings to the north, have large balconies, many with recessed windows that would restrict the access to daylight and sunlight. It is important to note however that many of the windows that experience significant (moderate or major) adverse percentage changes in daylight and/or sunlight fall into one or more of the following categories:
 - a) are located beneath balconies or overhangs;
 - b) they have low levels of light and are thus susceptible to large percentage alterations;
 - c) they serve less sensitive spaces such as bedrooms.

Furthermore, although defined as a significant daylight amenity effect (and so a significant daylight / sunlight effect interaction) in accordance with EIA methodology and terminology, the daylight / sunlight values in the BRE Guidelines¹³ are derived on the basis of a 2-3 storey suburban model, and therefore the application of the BRE Guidelines in inner urban environments

¹³ <https://www.bregroup.com/services/testing/indoor-environment-testing/natural-light/>

should be treated flexibly. Clearly in more urban environments, if development is to meet the scale and proportion of neighbouring buildings, large factor reductions are very difficult to avoid. In addition, it should be noted that 8 Melior Street to 36 Snowfields has large balconies with recessed windows which can block daylight and sunlight leading to a low baseline value and so a disproportionate percentage change as a result of the 2021 Proposed Development.

- **Permanent Beneficial** effect interactions in respect of townscape, built heritage and visual amenity. This includes a number of significant beneficial effects in relation to the effect on the St Thomas Street, Bermondsey and London Bridge and Railway Infrastructure townscape character areas and the visual amenity along St Thomas Street (as well as a minor beneficial effect on the listed Railway Viaduct Arches). In addition, adverse effects relating to visual amenity have been identified along Kirby Grove and Hardwidge Street and an adverse effect has been identified in relation to the setting of the Bermondsey Conservation Area in relation to built heritage. Overall, the effects interactions between built heritage, townscape and visual amenity as a result of the completed 2021 Proposed Development is considered to be significant.

1.255 A number of human health impacts (neutral and positive) have also been identified during the demolition and construction and the operational phases of the 2021 Proposed Development, however, given the methodology for defining these effects, they are by default effect interactions and are summarised as such within this **ES Chapter 13 – Effect Interactions (Volume 1)**.

1.256 These effect interactions once the 2021 Proposed Development is operational apply to both Option 1 and Option 2.

SUMMARY OF THE LIKELY SIGNIFICANT EFFECTS

1.257 The likely significant effects associated with the demolition and construction works for the 2021 Proposed Development are presented in **Table 3**. Note that this table only includes the effects which have been identified as significant within each of the technical assessments and does not include the effects considered to be not significant. The likely significant residual effects in **Table 3** are applicable to both Option 1 and Option 2.

Table 3 Likely Significant Residual Effects – Demolition and Construction

EIA Topic Area	Receptor	Description of Residual Effect	Classification of Residual Effect			
			Scale, Nature and Geographic Extent	D I	P T	St Mt Lt
Noise	Snowfields Flats	Increased Noise Construction activities	Minor-Major Adverse (Local)	D	T	St
	The Horseshoe Inn	Increased Noise from Construction activities	Moderate-Major Adverse (Local)	D	T	St
	8-14 Melior Street and 16 Melior Street	Increased Noise from Construction activities	(Negligible to) Major Adverse (Local)	D	T	St
	The Glasshouse (2-4 Melior Street) and 147 Snowfields	Increased Noise from Construction activities	(Negligible to) Moderate Adverse (Local)	D	T	St
Vibration	The Glasshouse (2-4 Melior Street), 8-14 Melior Street and The Horseshoe Inn	Increased Vibration from Construction activities	Moderate Adverse (Local)	D	T	St

EIA Topic Area	Receptor	Description of Residual Effect	Classification of Residual Effect			
			Scale, Nature and Geographic Extent	D I	P T	St Mt Lt
Notes:						
Nature = Beneficial or Adverse						
Scale = Negligible / Minor / Moderate / Major						
Geographic Extent = Site or Local, District / Borough, Regional, National						
-ve = Negative (Adverse) / +ve = Positive (Beneficial)						
D = Direct / I = Indirect						
St = Short Term / Mt = Medium Term / Lt = Long Term						

1.258 The likely significant effects as a result of the 2021 Proposed Development when completed and in use are presented in **Table 4**. Note that this table only includes the effects which have been identified as significant within each of the technical assessments and does not include the effects considered to be not significant. The likely significant residual effects in **Table 4** are applicable to both Option 1 and Option 2.

Table 4 Likely Significant Residual Effects – Completed Development

EIA Topic Area	Receptor	Description of Residual Effect	Classification of Residual Effect			
			Scale and Nature Geographic Extent	D I	P T	St Mt Lt
Daylight	The Glasshouse (2-4 Melior Street)	Reductions in Daylight availability to surrounding sensitive receptors	Major Adverse (Local)	D	P	Lt
	8-20 Snowsfields			D	P	Lt
	8 Melior Street to 36 Snowsfields			D	P	Lt
Solar Glare	Kirby Grove (S2)	Incidences of solar glare	Moderate Adverse (Local)	D	P	Lt
Townscape	<u>Townscape Character Area:</u> St Thomas Street Bermondsey London Bridge and Railway Infrastructure	Effect on townscape character	Moderate Beneficial (Local/Borough)	D	P	Lt
Visual	<u>View 17</u> (St Thomas Street, junction with Bermondsey Street) and View 23 (St Thomas Street at the Shard)	Change in view for pedestrians and road users	Moderate to Major Beneficial (Local)	D	P	Lt
Notes:						
Nature = Beneficial / Adverse / Neutral						
Scale = Negligible / Minor / Moderate / Major						
Geographic Extent = Site or Local / District or Borough / Regional / National						

EIA Topic Area	Receptor	Description of Residual Effect	Classification of Residual Effect			
			Scale and Nature Geographic Extent	D I	P T	St Mt Lt
-ve = Negative (Adverse) / +ve = Positive (Beneficial)						
D = Direct / I = Indirect						
P = Permanent / T = Temporary						
St = Short Term / Mt = Medium Term / Lt = Long Term						

MITIGATION AND MONITORING SUMMARY

- 1.259 The section below summarises the mitigation and monitoring measures identified during both the demolition and construction works relating to the 2021 Proposed Development and once the 2021 Proposed Development is complete and operational. The mitigation measures described below are applicable to both Option 1 and Option 2.

Demolition and Construction

- 1.260 A number of pre-commencement surveys, investigations, as well as necessary consents and licenses required to commence onsite activity will be undertaken or obtained ahead of the works commencing and given the appropriate notice period. A Construction Environmental Management Plan (CEMP) will be developed and implemented in accordance with the Greater London Authority's (GLA) 'Sustainable Design and Construction Supplementary Planning Guidance (SPG)'¹⁴ and will refer to industry standards, best practice and guidance such as the 'Considerate Constructors Scheme'¹⁵.
- 1.261 To mitigate any unexpected construction effects related to traffic and transport, a Construction Logistics Plan (CLP) will be implemented. The CLP will contain measures to managed construction related road traffic and logistics, including site access arrangements, haulage routes and materials deliveries and waste collection. With regard to air quality, compliance with GLA guidance (GLA, 2014b), the GLA 's SPG on The Control of Dust and Emissions During Construction and Demolition'¹⁶, and best practice measures from the LBS 'Technical Guidance for Demolition and Construction' will mitigate any adverse effects on air quality, particularly in relation to the effect of construction dust. Trade contractors will comply with all relevant legislation for the control of noise and vibration from construction works and includes complying with guidance and advice from the British Standards Institute.
- 1.262 The mitigation strategy is preservation by record i.e. excavation. The details of the scope of the mitigation measures will be agreed in due course with LBS. It is anticipated the strategy will comprise a combination of boreholes and targeted areas of excavation. Where archaeological remains will be preserved by record, the analysis and reporting of the results of the archaeological works will occur off site, however the results will be published in a variety of technical and non- technical formats.

Completed Development

- 1.263 Once the 2021 Proposed Development is completed and operational, a Framework Travel Plan and a Delivery and Servicing Management Plan will be implemented to promote the use of sustainable modes of travel. In terms of air quality, the 2021 Proposed Development will implement good design and best practice measures in line with the Environmental Protection UK / Institute of Air Quality Management

¹⁴ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/sustainable-design-and>

¹⁵ <https://www.ccscheme.org.uk/>

¹⁶ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/control-dust-and>

(EPUK/IAQM) guidance¹⁷. Noise emissions from building services plant will be controlled by appropriate selection of plant and attenuation packages in accordance with BS4142 and the Institute of Acoustics / Institute of Environmental Management and Assessment (IEMA) 'Guidelines for Noise Impact Assessment'¹⁸.

- 1.264 Initial adjustments to the building design and a proposed landscaping scheme were developed to address initial instances of adverse wind effects across the site as a result of the 2021 Proposed Development. Further landscaping measures were implemented through an iterative approach during the wind mitigation workshop.
- 1.265 The ES is viewable online at the Greater London Authority Planning Application Search: <https://gla.force.com/pr/s/>.
- 1.266 A paper copy of the ES is also available for viewing by the public at the GLA's Planning Department at the following address:
- Greater London Authority
City Hall
The Queen's Walk
London, SE1 2AA
- 1.267 Additionally, comments on the Planning Applications can be forwarded to the GLA at the address stated above.
- 1.268 The NTS is free of charge and printed and electronic copies of the ES can also be purchased from Trium Environmental Consulting LLP; for further details contact hello@triumenv.co.uk or Tel: +44 (0) 203 887 7118 or by post at the address above.

¹⁷ <https://iaqm.co.uk/guidance/>

¹⁸ <https://www.bsigroup.com/en-GB/standards/bs-4142/>



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