

23rd September 2020

FAO Victoria Crosby
Regeneration & Neighbourhoods
Southwark Council
PO Box 64529
London
SE1P 5LX

DP9 Ltd
100 Pall Mall
London SW1Y 5NQ

Registered No. 05092507

telephone 020 7004 1700
facsimile 020 7004 1790

www.dp9.co.uk

Dear Victoria

**NEW CITY COURT, 4-26 ST THOMAS STREET, LONDON, SE1 9RS
RESPONSE TO PUBLIC CONSULTATION REPRESENTATIONS**

On behalf of our client, GPE (St Thomas Street) Limited ('the Applicant'), we set out below our response to the key issues raised during the periods of public consultation in respect of planning application reference 18/AP/4039 (associated LBC reference 18/AP/4040) relating to the proposed office-led redevelopment ('the Proposed Development') of New City Court, 4-26 St Thomas Street, London, SE1 9RS ('the Site').

Height and Massing

A number of the responses received raised concern regarding the height and massing of the Proposed Development, and the potential impact upon the surrounding designated heritage assets.

The scheme has been subject to a rigorous design process, led by award-winning architects AHMM. The concept has evolved following close consultation with LBS, the GLA, Historic England, CABE and other key stakeholders, over a period spanning several years. It remains our view that the Proposed Development will result in a scheme of the highest architectural quality which will complement the vision for the regeneration of London Bridge. The form of the building has been carefully considered and developed, responding to both strategic and local views as well as the setting of the various designated heritage assets situated within close proximity to the Site, including the Tower of London.

During the determination period, additional townscape views and studies were prepared by Miller Hare and Peter Stewart Consultancy, whilst a revision to the December 2018 Environmental Statement was submitted to LBS in July 2020, which included a TVIBHA Cumulative Assessment Addendum. The Addendum concluded that the conclusions of the December 2018 TVIBHA remain valid, which stated that *'the Development would transform the Site from a disparate collection of buildings, varied in quality, into a major new development in which the best buildings are retained, a major and substantial new building of high quality is added, and the buildings are brought together into a coherent whole with a significant new contribution to the public realm of the conservation area which provides useful new routes and connections, and a variety of new landscaped spaces open to all.'*

Central to the assessment of the impact of the Proposed Development on relevant heritage assets is Paragraph 196 of the NPPF. Where harm is caused to a heritage asset, the NPPF requires decision makers to determine whether the harm is substantial, or less than substantial. If the harm is deemed to be less than substantial, paragraph 196 of the NPPF requires that harm to be weighed against the public benefits of the proposals. It is considered that the proposed provision of a tall building will result in less than substantial harm to the relevant designated heritage assets – a view which is supported by Historic England, CABE, the GLA and counsel opinion. It remains our view that this harm is far outweighed by the many significant public benefits which would be delivered as part of the Proposed Development, which are described in full in the December 2018 Planning Statement.

In response to the objection received from Historic Royal Palaces, which was based on concerns regarding the views from the southern Inner Curtain Wall walkway and the Inner Ward north of the White Tower, a letter was issued to Historic Royal Palaces by DP9 on 16th January 2019 which concluded that the Proposed Development would not affect one's ability to perceive and appreciate the Tower of London, and instead would strengthen the sense of contrast that exists today between the Tower and the successful modern city seen beyond its walls.

Transport and Servicing

In response to the concerns relating to the proposed servicing strategy for the Proposed Development, Davies & Robson were appointed by the Applicant to undertake a detailed and comprehensive assessment of the expected office and retail deliveries for the Proposed Development. This resulted in the creation of a revised consolidated servicing strategy, as detailed in the Consolidation of Deliveries Report (January 2020), prepared by TPP, which reduces the number of deliveries expected to the Proposed Development by 70%, with no deliveries taking place during the peak pedestrian times. This is considered to represent a substantial improvement to a servicing strategy which was already deemed to be acceptable at the time of submission. The revised strategy was also presented to a number of surrounding landowners, including (but not limited to) Guy's and St Thomas' Charity, King's College London and the NHS Trust. Feedback regarding the revised servicing strategy was generally supportive.

With regards to the proposed new LUL station entrance, regular meetings have taken place with TfL and a full team has been allocated to the workstream by TfL, following the Applicant's confirmation of cost undertakings. A draft set of heads of terms has been prepared which, once agreed, will be expanded into a Development Agreement. Discussions on this element of the proposals have been very positive and collaborative, with good progress having been made to date. Discussions are ongoing with TfL to address any further transport-related considerations.

Additionally, in response to a request made by the Port of London, a revised Travel Plan which considers River Bus services, was prepared and issued to LBS in April 2020. This change was acknowledged and supported by the Port of London.

Daylight, Sunlight and Overshadowing

In response to the representations received relating to the daylight, sunlight and overshadowing impacts of the Proposed Development on the surrounding area, a number of additional assessments were prepared by GIA and issued to LBS during the determination period. These include a Daylight, Sunlight and Overshadowing Letter addressing impacts on Borough Market (June 2019), a Daylight and Sunlight Assessment addressing the impacts on Guys Chapel (April 2019), and a Daylight, Sunlight and Overshadowing Assessment assessing impacts on overshadowing on the London Bridge Station public plaza, the News Building public plaza, communal amenity areas within Shard Place and front open space at 9 St Thomas Street (June 2019).

In each instance, it was demonstrated that the daylight and sunlight impacts to the relevant surrounding buildings would be within acceptable levels. With regards to the overshadowing impacts on Borough Market, the assessment demonstrated that the market will only experience limited additional shadowing as a result of the proposed scheme, which would be insignificant and unlikely to affect visitors and traders alike. Similarly, the assessment relating to London Bridge Station public plaza, the News Building public plaza, communal amenity areas within Shard Place and front open space at 9 St Thomas Street showed the impact upon these spaces would be largely negligible.

Wind Impacts

In response to concerns regarding the potential wind impacts on the surrounding area, we refer to the December 2018 Environmental Statement, which demonstrates that, with the proposed mitigation measures, the Proposed Development would have an insignificant effect on the surrounding area and the proposed public realm.

With regards to the Conservation Area Advisory Group (CAAG) representations relating to a potential wind tunnelling effect on the Borough High Street station entrance, the potential for such an effect was flagged as a potential area for concern by the design team during the development of the proposals at pre-application stage, so this region was included in the wind tunnel test model. Analysis of the station region showed that, with the Proposed Development in place, conditions in the station would generally be suitable for a mixture of long-term sitting and occasional sitting, with a few localised regions suitable for standing (in the windiest season). These conditions are suitable for a station and are therefore considered acceptable.

Public Realm

In response to the representations received from the CAAG, the LBS Urban Forester and the LBS Ecology Team regarding the proposed public realm, a Consultation Response Document, prepared by AHMM, was issued to LBS in April 2020. The document demonstrates that public realm design has been subject to extensive design development to ensure the Proposed Development can fully integrate and respect the historic merit of King's Head Yard. The proposed planting strategy and choice of surface treatment and street furniture were tested and discussed with LBS planning officers. The proposed materiality seeks to offer subtle colour variations to help evoke a sense of the site's history, whilst robust materials will be used throughout the site for longevity and ease of maintenance. The landscape design also takes into account anticipated levels of peak and off-peak pedestrian circulation through the various spaces, as informed by the assessments undertaken by Space Syntax.

Construction Impacts

A number of representations received raised concerns with regards to the potential impacts during the construction period, construction working hours, and the proposed use of St Thomas Street for construction traffic. We would note that the Construction Management Plan submitted in support of the application is in outline only at this stage, and is of course subject to change and agreement with LBS. The Applicant is committed to ensuring construction impacts are minimised for the duration of the construction period.

We trust this letter adequately responds to the concerns raised in the representations received throughout the determination period of the application. Should you have any queries relating to the above, please contact David Shiels or Hugh Morgan of this office.

Yours sincerely

A handwritten signature in black ink, appearing to be 'DP', followed by a horizontal line.

DP9 Ltd.