67-71 TANNER STREET SOUTHWARK

LONDON SE1

DOCUMENT TITLE: DESIGN & ACCESS STATEMENT

PRODUCED BY: SPPARC

DATE: March 2019

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SPPARC

67-71 TANNER STREET Southwark London SE1

Client:	Deco Design & Build Ltd
Architect:	SPPARC Architecture
Planning Consultant:	Brunel Planning
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Prepared by:	TDM
Checked by:	*DW/*jjf
Version:	FINAL P2

THE ARCHITECTURAL RESPONSE FOR THE SITE HAS BEEN DESIGNED IN ACCORDANCE THE FOLLOWING DEVELOPMENT PLAN:

The Development Plan for the application site comprises:

Further Alterations to The London Plan (March 2015)
The LBS Core Strategy (April 2011)
Saved polices of the Southwark Plan (July 2007)

In addition to the Development Plan, regard has been given to the following material considerations: the National Planning Policy Framework (NPPF), the London Plan Minor Alterations (2015) and regional and local level Supplementary Planning Documents.

Emerging Planning Policy Framework

At local level, in accordance with the Planning and Compulsory Purchase Act (2004), the Southwark Plan is being replaced by the New Southwark Plan.

The New Southwark Plan Preferred Options Version was out for consultation until 16 February 2016.

For the purposes of this Design & Access statement, we have concentrated on the policies set out within the London Plan 2015, the Core Strategy 2011 and the saved policies within the Southwark Plan 2007.

Site Designations

The site has the following designations:

Air Quality Management Area;
Urban Density Zone;
Borough, Bermondsey and Rivers Archaeological Priority Zone;
Flood Zone 3;
PTAL 4.

Thames Link runs past the site along the railway.

The site is close to the Bermondsey Street Conservation Area and is directly east of the Central Activities Zone and the Bankside, Borough and London Bridge Opportunity Areas

PRINCIPAL CONSULTANT TEAM

PLANNING CONSULTANT	Brunel Planning
LEAD CONSULTANT/ARCHITECT	SPPARC
TOWNSCAPE & HERITAGE	Montague Evans
ENERGY	MRB energy & sustainability
TRANSPORT CONSULTANT	ADL Traffic Engineering Ltd
SUNLIGHT + DAYLIGHT	Dixon Payne Surveyors

HEIGHT DATUMS

Noted heights and levels in all architectural drawings and reports have been verified by a full topographical survey.

The stated level dimensions relate to the existing height of the front entrance door fronting Rushworth Street and are calculated with an established value of 3.110m above datum.


SPPARC
Open Terrace
Cafe
Office Accomodation
Research & Development
Void Space For House Mock Up

CONTENTS

THE APPLICATION

The description of development as stated on the Application Form is:

"Development of the site for a basement, ground plus nine storey hotel (86 bedrooms) with ancillary restaurant at ground floor level and associated cycle parking, refuse and recycling stores and plant."

1.0 EXECUTIVE SUMMARY

1.0

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1.1 This document has been prepared on behalf of Deco Design & Build Ltd and provides a comprehensive design and access statement into the redevelopment proposals for their property ownership of 67-71 Tanner Street SE1.

1.2 The site is currently in a cleared condition following the demolition of the previous buildings subsequent to the approval of a mixed use residentially led scheme in 2015 (15/AP/0627).

1.3 Whilst not in a conservation area, the site is in close proximity to the eastern boundary of the Bermondsey Street Conservation area.

1.4 Over a period of 9 months, SPPARC has evolved through a formal pre-application process with senior Southwark Officers an informed architectural solution for a hotel building which follows the massing and aesthetic principles of the 2017 consented scheme for a commercial office building.

1.5 The existing cleared site detracts from the enormous potential that the site offers to this vibrant and well established part of Southwark with particular consideration of how the building can relate and activate the railway viaduct.

1.6 The ambition for this site is to produce an exceptional scheme to become a recognisable and welcome high quality addition to the varied architectural character of the area.

1.7 The building owners in association with the consultant team will deliver an exemplar development ensuring the building is of the highest quality set within the existing robust urban framework which will act as the catalyst for further high quality development aligned to the Southwark vision for the area.

1.8 It is recognised that the site dictates and deserves a creative yet measured architectural response.

1.9 The scheme has been conceived to promote and enhance the development of the site through a thorough consideration to the proposed massing, orientation and layout the development which is without compromise.

1.10 Sustainable development, good urban design and strong architectural detailing are the key principles that have informed the design - the form, scale and mass of the scheme ensures the integration and interconnection into the existing Southwark fabric.

1.11 SPPARC has adopted innovative architectural techniques to generate the original design concepts for the site that reflect and take influence from the heritage context of the surrounding street pattern and in particular the warehouse buildings of the tanneries from which the street gets its name to evolve an architectural composition of beauty and merit whilst respecting and responding to the inherent limitations of the location.

1.12 The architectural composition is designed in harmony with the mixed character of the area, using modern interpretations of traditional materials, window hierarchy and features that will add diversity and delight to the street.

1.13 The scheme design has been informed by the industrial heritage of the warehouses and the robust brick features that are prevalent in the street and neighbouring Bermondsey Street Conservation Area.

1.14 From the outset, the proposal has been conceived to be an exemplar of energy efficient and sustainable design through its approach to facade detailing responding to orientation and the considered use of materials to achieve a BREEAM Excellent rating.

1.15 Through its concept, the building has a horizontal rhythm that rises elegantly from its base which integrates into the established street pattern, whilst the receding form of the top floors relate and mediate between the changing scales of the area and the railway viaduct.

1.16 The proposal's objectives are to create a modern, elegant building that respects and enhances the streetscape including the relationship to the viaduct in the wider view from Jamaica Road as it meets Tanner Street.

1.17 The modern intervention will act as a visual and physical conduit between the changing scales and quality of the surrounding buildings.

1.18 The redevelopment of the site has an architectural ambition to demonstrate the commitment to create a quality architectural response that adopts the highest principles of urban and architectural design.

1.19 The hierarchy in the depth of the external surfaces places an important variety into each elevation which change in character to respond to their context. The building has been purposefully approached to be read as a single homogenous design that reflect the weight and character of the area.

1.20 As the building rises the form and mass of the proposal recedes into the depth of the site along the Tanner Street frontage, the elevation treatment continuous with its palette of robust masonry junctions articulated to respond to the differing contextual conditions of the adjoining properties.

1.21 A logical setting out pattern based on a 1.5m grid has been introduced which formalises the various cladding junctions without compromising the ambition of the schemes interest.

1.22 The scheme proposes a 9 storey purpose built hotel with front of house facilities offering animation to the Tanner Street frontage and associated ancillary facilities.

1.23 The approach of the proposal has been conceived with the regeneration objectives of the Southwark Plan to be delivered.

1.24 The proposed hotel will provide 86 hotel rooms and will also provide job opportunities for local residents.

2.0 BUILDING DESIGN STRATEGY

2.0

2.1 Deco Design & Build Ltd will deliver an exemplar development ensuring the building is of the highest quality set within the existing robust urban framework that sensitively relates to the changing scales and varied characters of the area.

2.2 Sustainable development, good urban design and strong architectural detailing are the key principles.

2.3 The form, scale and mass of the scheme ensures the integration and interconnection of the proposal – a sense of place and a sustainable destination.

2.4 The building design strategy has been three-fold, incorporating the site, the building and the wider context.

This strategy includes:

- Consideration and response to the townscape;
- Redevelopment of a vacant site;
- An appropriate response in the height and bulk of the proposed building elements to relate to the established and urban grain;
- Creation of a legible street elevation fronting Tanner Street;
- Consideration for the amenity and setting of the surrounding residential buildings;
- The opportunity for the future ambition to activate the railway arches and to enable a possible pedestrian connection from Tanner Street into Tower Bridge Road meeting the aspirations of Southwark's Low Line imitative;
- Provision of quality visitor accommodation to meet the identified need of the area;
- Respect for the layout of the established street pattern, the principle buildings and the external spaces to which they enclose;
- Integration of the proposed development into the existing urban context;
- Creating an animated streetscape;
- Creation of a building identity whilst being sensitive to its relationship with the established resident and business communities of the area;
- Creation of an inclusive environment which caters for diverse users, including the disabled and visually impaired;
- Careful orientation and treatment of external/internal detailing to consider the relationships and amenity of the neighbouring properties;
- Provide integration with technology to achieve efficiency and effectiveness;
- Use a compatible architectural thematic palette of high quality materials selected to have minimum impact on the environment;
- Reduce heating and cooling loads through considered detailing and layout;
- Utilise robust constructions details to ensure longevity;
- Creation of a building that will age with dignity for future generations;
- Create a highly sustainable building that maximises energy efficiency.

3.0 PROPOSED USE

3.0

Principle of Hotel Use

3.1 The proposals are for a high-quality hotel development.

3.2 The application seeks approval for a new hotel development comprising of ground and 9 floor upper levels.

3.3 London is one of the world's most dynamic cities, with outstanding cultural, study, live, work, leisure and travel opportunities.

3.4 London provides an incredibly rich source of cultural and leisure entertainment with all the attractions and amenities of a thriving contemporary city.

3.5 Tourism is a key part of the London economy, valued at over £10 billion per annum, which accounts for up to six per cent of the capital's GDP. The sector employs approximately 350,000 people, accounting for ten per cent of total jobs in London.

3.6 The capital receives 50 per cent of all overseas visits to the UK and plays a key role as a gateway to the rest of the UK, with 28 per cent of overseas visitors to London travelling onward to other parts of the country.

3.7 Policy 1.12 of the Southwark Unitary Development Plan, 2007 (UDP 2007) encourages hotel use in areas with high public transport accessibility.

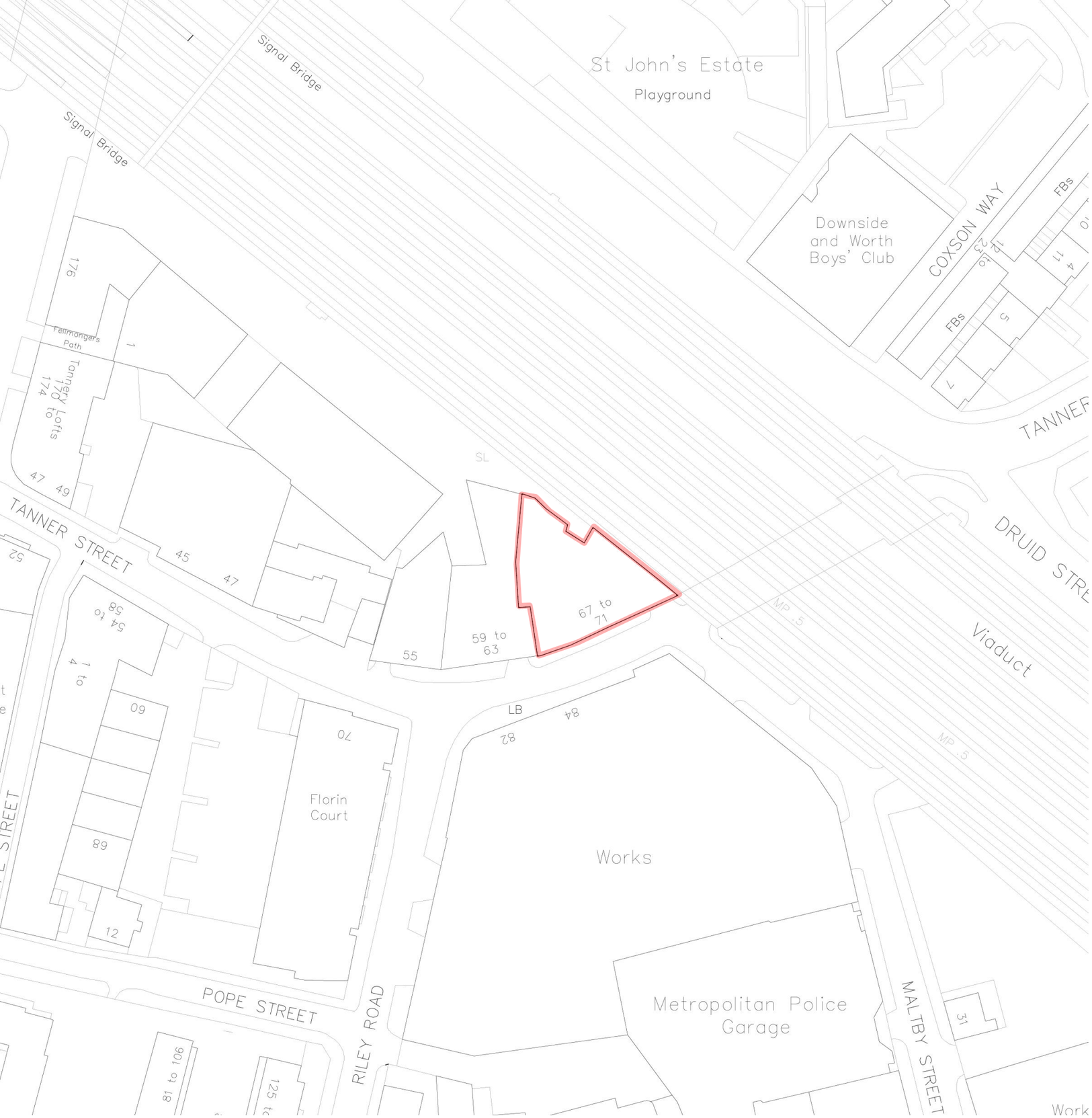
3.8 71 Tanner Street has a PTAL but is in close proximity to the major railway interchange of London Bridge station and numerous bus routes and is therefore highly accessible making this location suitable for a hotel in transport accessibility terms.

3.9 The redevelopment of 67-71 Tanner Street is to provide a part five, part six/seventh, part eight/ninth and part ten storey building providing an 86 room hotel (Use Class 1) with associated cycle parking and landscaping.

3.10 The development of a 86 room hotel in the form and size proposed, would complement the local overnight accommodation offer and provide additional supply in order to reduce business being displaced to other areas to central London.

4.0 DESIGN ASSESSMENT OF THE SITE

4.0



THE EXISTING BUILDING
EXTENT OF SITE OWNERSHIP OUTLINED IN RED

SITE:
67-71 Tanner Street SE1

SITE AREA DATA:

460 sq/m
4,951 sq/ft
0.048 ha
0.11 acres

EXISTING BUILDING DIMENSIONS:

Frontage to Tanner Street 28.6 m

EXISTING HEADLINE BUILDING DATA:

USE: Cleared Site

CONSENTED SCHEME:

Demolition of existing two storey building followed by the erection of an eight-storey mixed-use building providing nine residential dwellings and 400 sqm of flexible commercial floorspace (Classes A1, A2 and B1), provision of cycle storage, refuse storage and landscaped outdoor space

The application site currently comprises of a cleared site with a 2017 planning consent for a commercial office building arranged over eight storeys

N

SITE PLAN

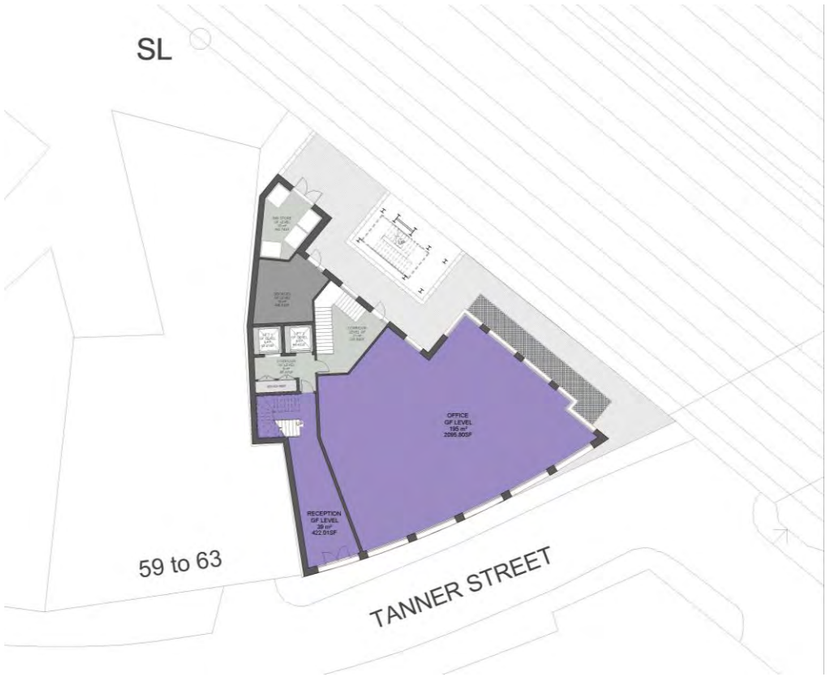
extent of site outlined in red

PREVIOUS PLANNING APPROVED SCHEME

4.11 Planning Approval was granted in 2017 for a commercial office building.

4.12 This application relates to the creation of a 9 storey (+ basement) hotel building (use class C1) adopting a similar architectural aesthetic to that of the consented scheme and following the same massing principles and maximum building heights and set backs – the slab heights have been reduced to accommodate the new hotel use.

The 2018 Consented Scheme

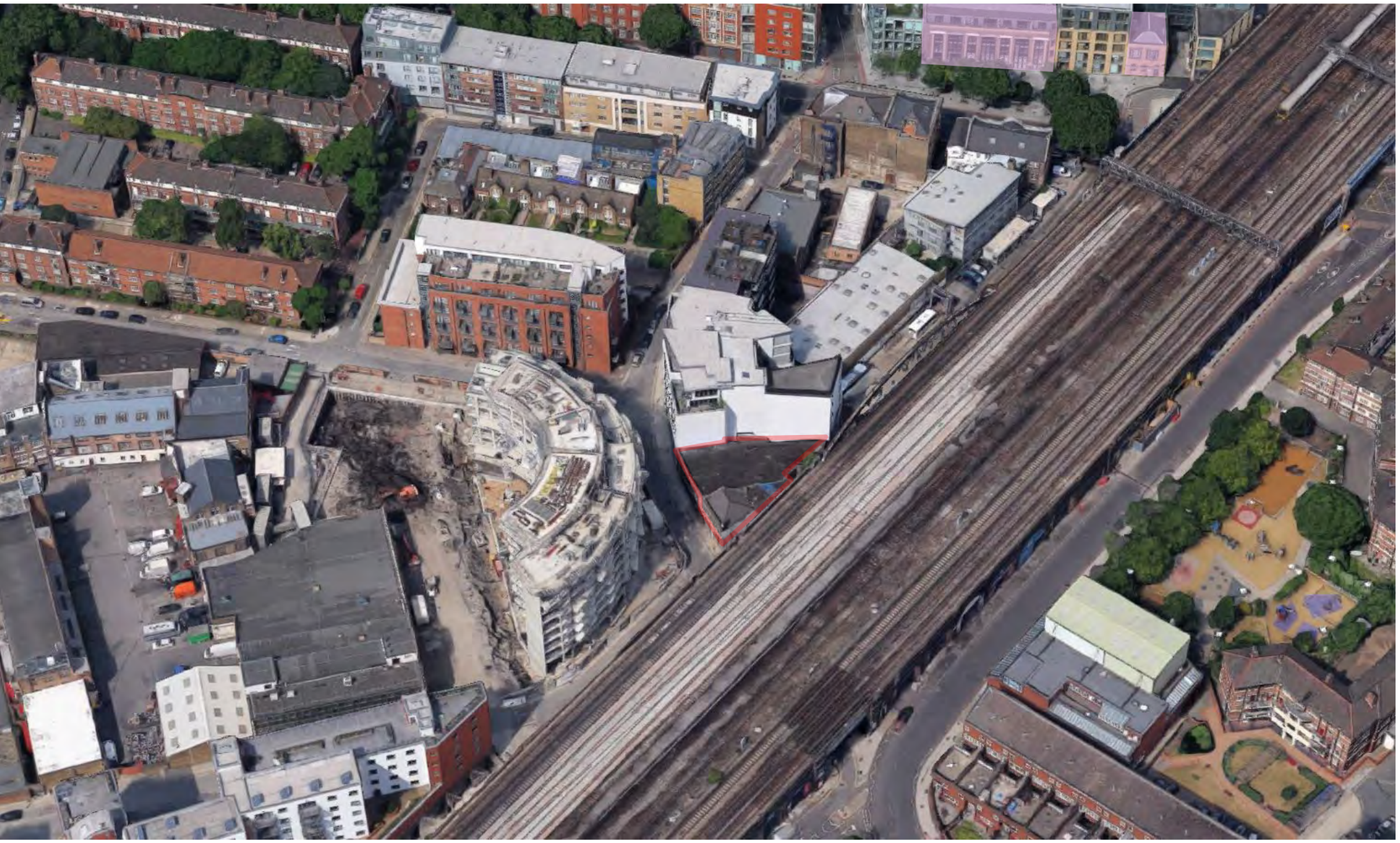


The 2018 Consented Ground Floor Plan

The Revised Hotel Scheme

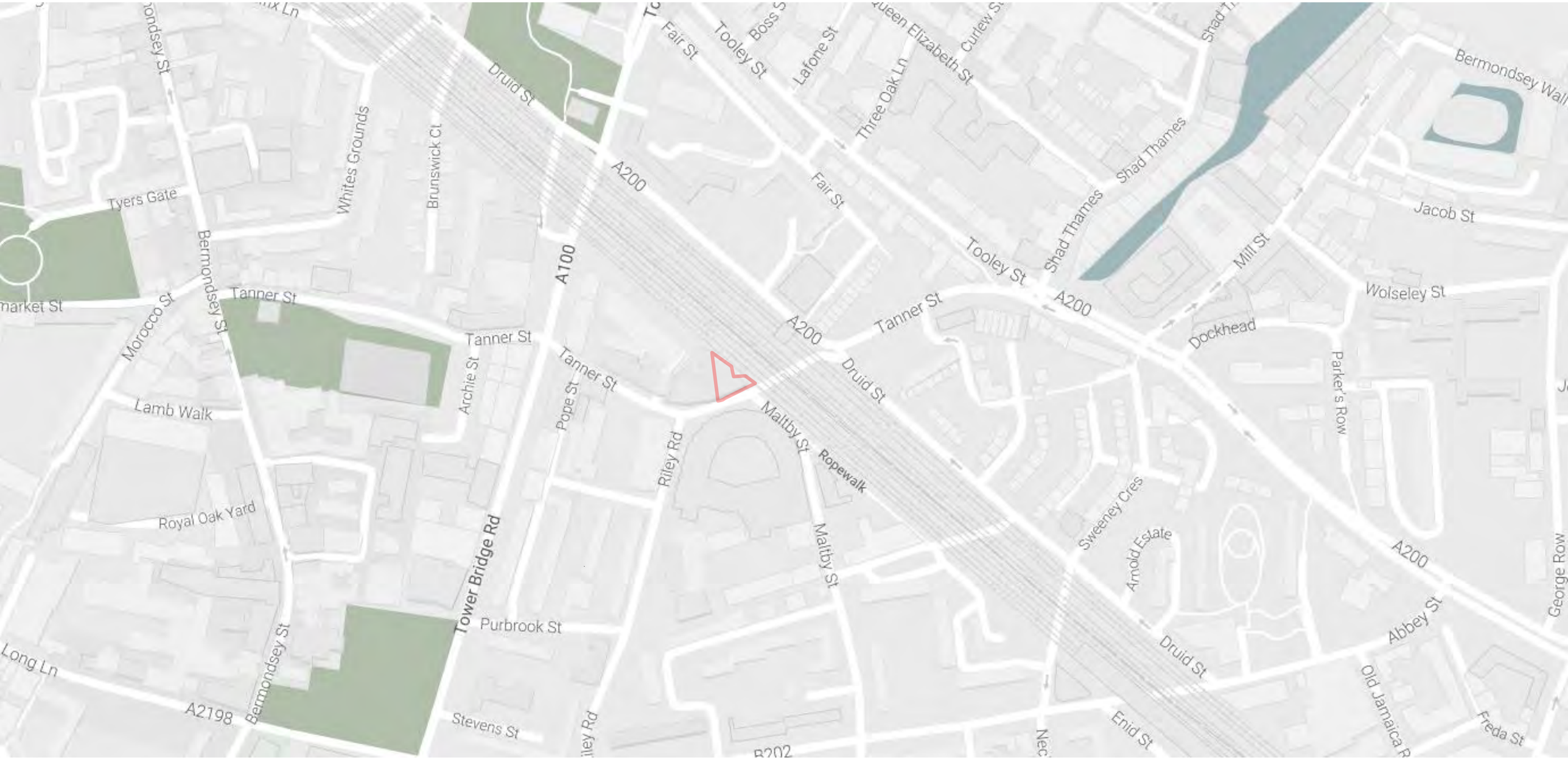
THE SITE

THE SITE



Grade II Listed Buildings

THE SITE


Fair St
Tooley St
Boss St
Lafone St
Queen Elizabeth St
Curlew St
Three Oak Ln
Shad Thames
Bermondsey Wall
Druid St
A200
Tyers Gate
Whites Grounds
Brunswick Ct
A100
Bermondsey St
Tanner St
Jacob St
Mill St
Wolseley St
Dockhead
Parker's Row
Morocco St
Archie St
Pope St
Riley Rd
Maltby St
Ropewall
Lamb Walk
Royal Oak Yard
Tower Bridge Rd
Purbrook St
Sweeney Cres
Arnold Estate
Abbey St
George Row
Long Ln
A2198
Stevens St
Enid St
Freda St
B202

TOWNSCAPE + THE SURROUNDING GARDENS CONSERVATION AREA

4.1 The application site is on the north side of Tanner Street, the site is broadly triangular in shape and is approximately 0.046 hectares in size.

4.2 It is bounded to the north by the railway viaduct serving London Bridge Station (including several currently vacant arches at grade), to the south by Tanner Street and to the west by a 7 storey mixed-use building ("the Leatherworks").

4.3 The site is currently vacant, though it is acknowledged that planning permission was granted in 2015 for a part 7/part 8 storey development comprising a ground floor retail unit and 9 residential apartments above.

4.4 Tanner Street starts to the west of the site at the junction with Bermondsey Street, heads east, crossing Tower Bridge Road and then turns northeast past the site and under the railway line where is meets Druid Street and before meeting Tooley Street and Jamaica Road.

4.5 Maltby Street joins Tanner Street opposite the site which is an attractive street and market that has taken advantage of activating the arches within the railway viaduct.

4.6 The site is bound by a mix of commercial and residential properties to the west and south and the railway viaduct to the north east.

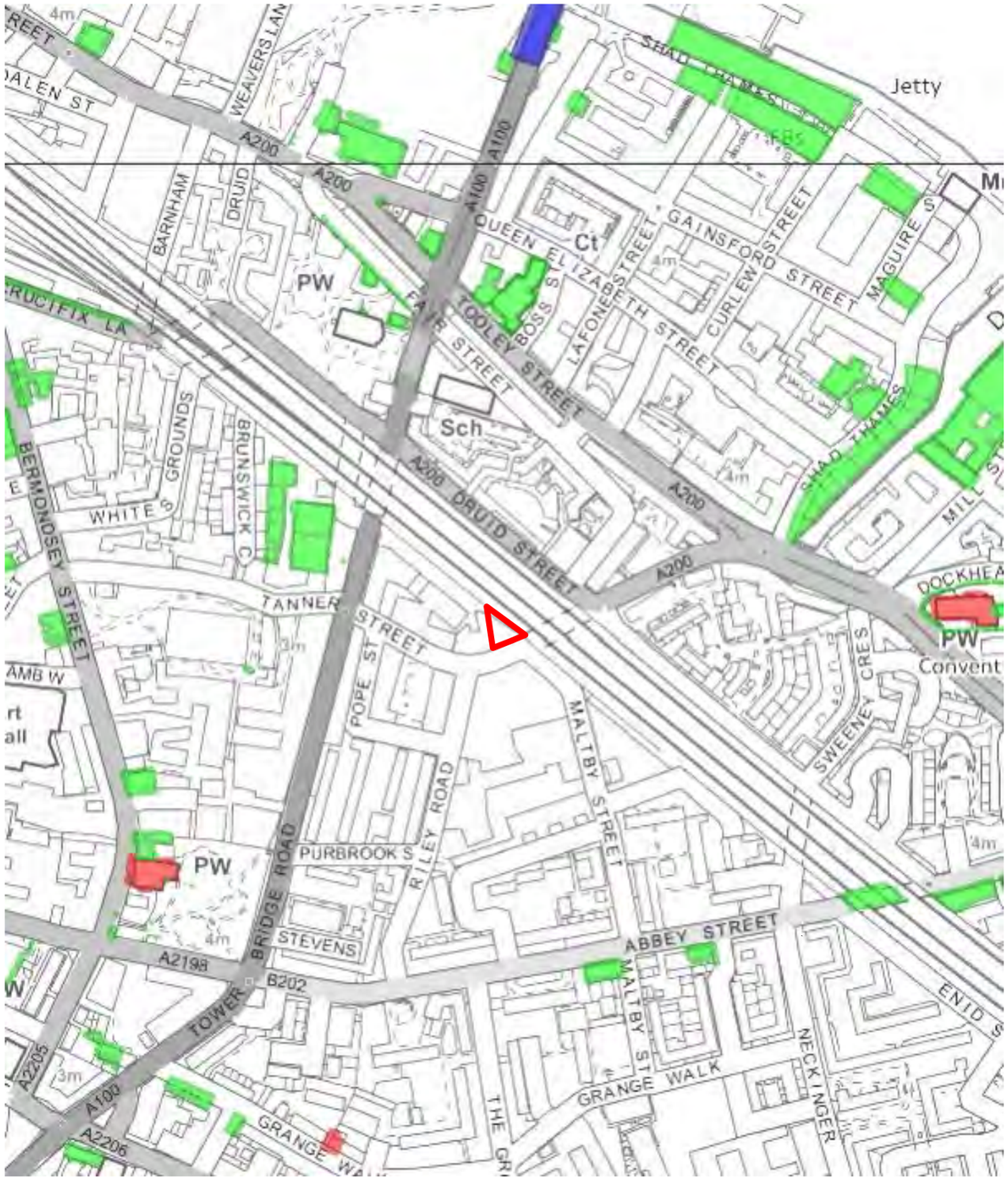
4.7 The wider vicinity consists of a combination of residential properties, purpose built office buildings and attractive converted warehouses. As such, the proposed development is considered to be located within an established area that will benefit from numerous local amenities.

4.8 There have been a number of developments within the immediate area completed over recent years including 53-55 Tanner Street and immediately to the south of the site, the opposite property known as The Arc is a large scale curved building extending to 10 storeys.

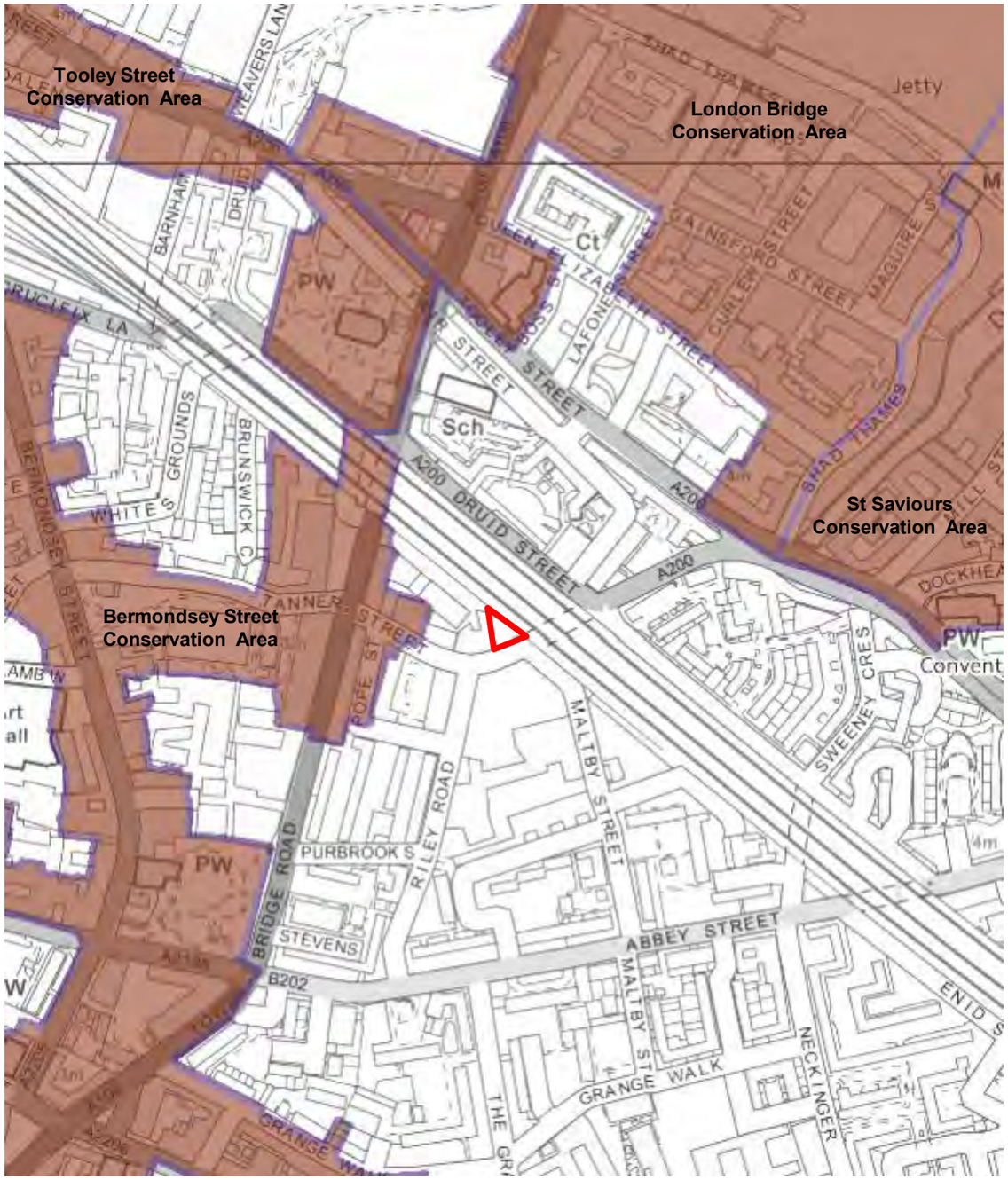
4.9 The general characteristics of Tanner Street is highly urban and comprises of a variety of building types and scale which is reflective of its industrial history and the on-going regeneration.

4.10 The wider surrounding area is characterised by mainly post war housing mixed with shops, converted industrial buildings and some modern development of varying quality.

CONSERVATION AREAS AND LISTED BUILDINGS



Grade I Listed Buildings
Grade II Listed Buildings
Grade III Listed Buildings
Site



Conservation Areas
Site

AREA HISTORY & THE BERMONDSEY STREET CONSERVATION AREA

4.11 The area gets its name from the industrial boom of the 19th century.

4.12 Industries that were deemed too noisome to be carried on within the narrow confines of the City of London had been located here — one such industry that came to dominate central Bermondsey, away from the riverfront, was the processing and trading of leather and hides.

4.13 Some of the warehouse buildings from this era survive around Bermondsey Street, Tanner Street, Morocco Street and Leathermarket Street, whilst these are now largely in residential or work space use, the area maintains the character of its strong industrial past, a character from which the proposed development has taken its architectural influence

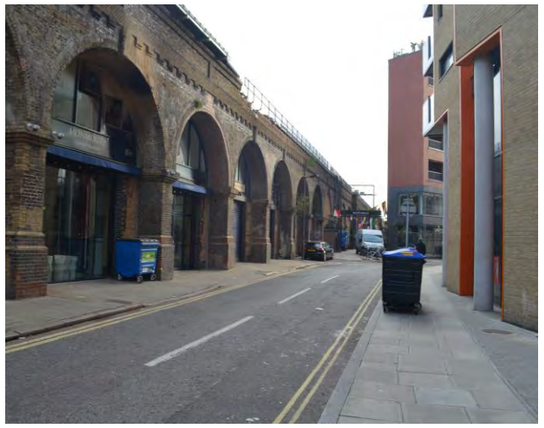
THE BERMONDSEY STREET CONSERVATION AREA

4.14 Bermondsey Street Conservation Area was originally designated in 1972 by the Greater London Council under the Civic Amenities Act 1967. It included Bermondsey Street, Bermondsey Square and parts of Long Lane and Grange Walk. It was subsequently extended to its present boundaries in October 1991 and December 1993.

4.15 The adjacent Bermondsey Conservation Area is centred on Bermondsey Street itself, running north-south from St. Thomas Street, Crucifix Lane to Tower Bridge Road. Long Lane & Abbey Street, crosses it near its southern end.

4.16 The area abuts the main railway line into London Bridge station in the north, and the Tooley Street Conservation Area lies immediately to the north side of the line.

4.17 The area is very level and low lying, between 2 and 4 metres above OS datum. With its proximity to the river, this fact has had some effect on its historical development. However, the natural topography has little direct visual impact on the character of the area and the main physical element is the artificial one of the railway viaduct, brought in at high level above the streets to the north of the Conservation Area.



THE HISTORY OF THE AREA

4.18 Bermondsey was listed in the Domesday Book (1086), deriving its name from Ey,Beormund's Ey, or 'Beormund's Ey, island'. The name described the original settlement, which was on high land amid the marshes and streams that almost surrounded it.

4.19 West of the area, Borough and the London Bridge area have a history dating to Roman times. Roman inhumations and other features have been found in Bermondsey.

4.20 In 1086 Bermondsey was part of a royal manor belonging to King William and consisted of a settlement and farmland. There was also a new church – St Saviours, around which Bermondsey Priory was founded in 1082 by Aylwin Child.

4.21 The monks of Bermondsey were of the Cluniac order who in 1117, according to the Annals of Bermondsey Abbey (1433), found a holy cross near the Thames.

4.23 Subsequently the Abbey became a destination for pilgrims, who reached the Abbey via London Bridge and along Bermondsey Street from the north, or via Long Lane from the west.

4.24 The first rector of St Mary Magdalene was John de Ecclesia in 1291. Between 1675 and 1679 most of the church was rebuilt incorporating its 15th century tower. The west front was rebuilt in 1830.

4.25 Southwark always lived in the shadow of The City of London across the river, and provided the support necessary to maintain the capital's metropolitan way of life.

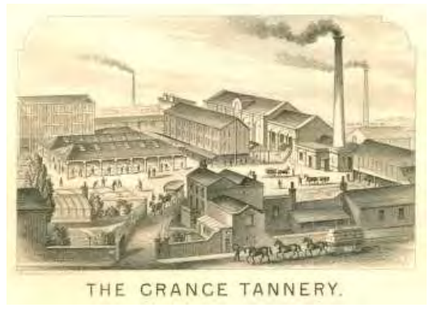
4.26 As early as 1392, a proclamation gave butchers a place in Southwark to dump their refuse, and so the link with leather working as a by-product of the butchers' trade can be made.

4.27 The leather industry was particularly strongly established, and its legacy can still be identified in the local street names, such as Morocco Street and Tanner street.

4.28 The industry became so prominent that the construction of a Leather Exchange was begun in 1874 and the building was formally opened in August 1879.

4.29 This still stands today on Leathermarket Street.

George Whichelow Merchant & Tannery, founded in 1865 Tanner Street



THE EXISTING SITE CONDITION & THE OPPORTUNITY

4.30 The site is currently vacant but was previously used to accommodate a two-storey industrial style warehouse building fronting Tanner Street occupied by Tower Bridge Furniture Market, (Class B8) which closed in 2014.

4.31 In 2015, planning permission for a mixed use residentially led scheme was consented.

4.32 Due to the constraints of the site for residential use, the scheme did not sit comfortably within the established street scene which is characterised by a continuous building enclosure of legible horizontality of load bearing masonry buildings in a warehouse style.

4.33 The future ambition for the redevelopment of 67-71 Tanner Street is to produce a high quality hotel building to become a recognisable and welcome addition to the character of the area.

4.34 The hotel use of the proposed building follows the same massing and architectural aesthetics of the consented commercial scheme.

4.35 The proposed architectural composition is designed in harmony with the character of the Bermondsey Street Conservation Area, using modern interpretations of traditional materials, window hierarchy and features that will add diversity to this prominent corner site.

4.36 The scheme design has been informed by the architectural heritage of the area and in particular the Victorian warehouses that once occupied the site.

4.37 The Tanner Street elevation will have a robust curved brick base over ground to 5th floors whilst the upper floors will have an expressed horizontal rhythm that will set back from the street edge.

4.38 The proposal's objectives are to create a modern, polite development that respects and enhances the setting whilst redefining the site to meet the expectations of a well established hotel opertator.

View 1 – from Tanner Street looking east

View 3 – from Tanner Street looking north east

View 2 – from Tanner Street looking west

View 4 – from Riley Road looking north

View 1 – from Maltby Street looking south east

View 3 – from Tanner Street looking south west

View 2 – from Maltby Street looking north west

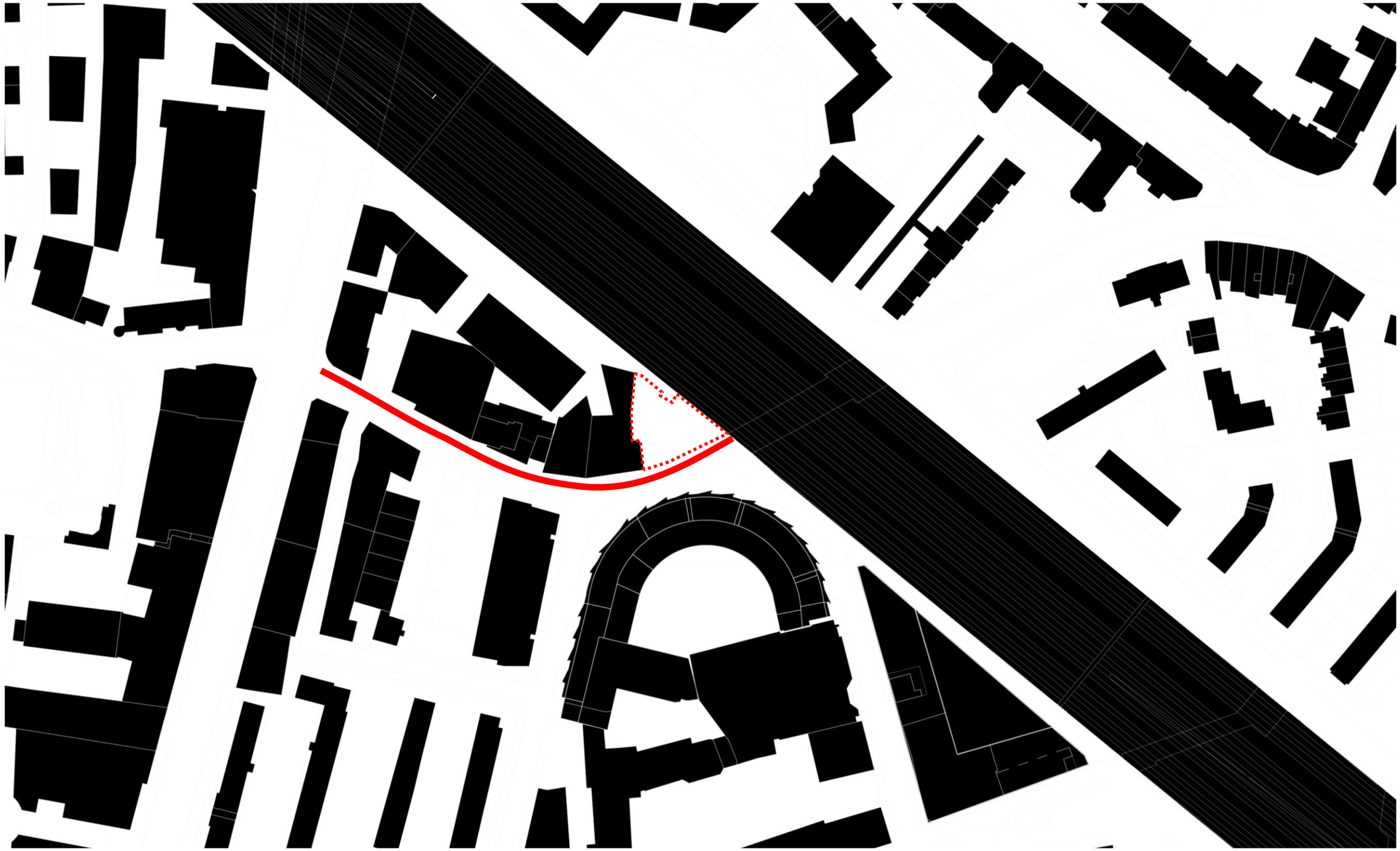
View 4 – Opposite side of railway from site, Druid Street looking north west

VARIED SITE CONTEXT TANNER STREET
INFORMING THE APPROACH TO THE PROPOSED LAYOUT AND USE ALLOCATION

VARIED SITE CONTEXT MALTBY STREET
INFORMING THE APPROACH TO THE PROPOSED LAYOUT AND USE ALLOCATION

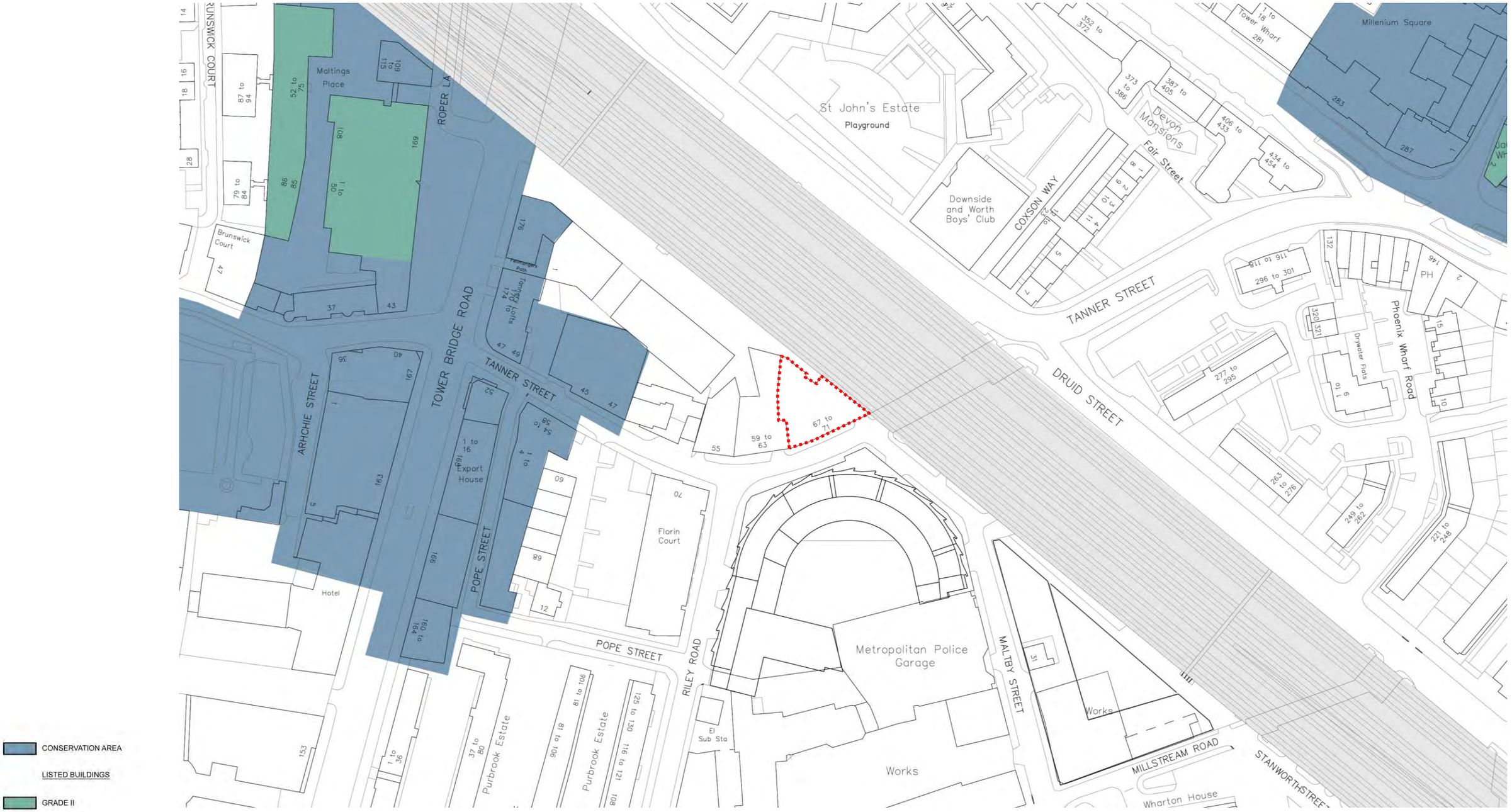
URBAN ANALYSIS
FIGURE GROUND MAPPING

The proposed scheme will develop the currently cleared site with a robust building edge to repair the lost legibility of the street enclosure

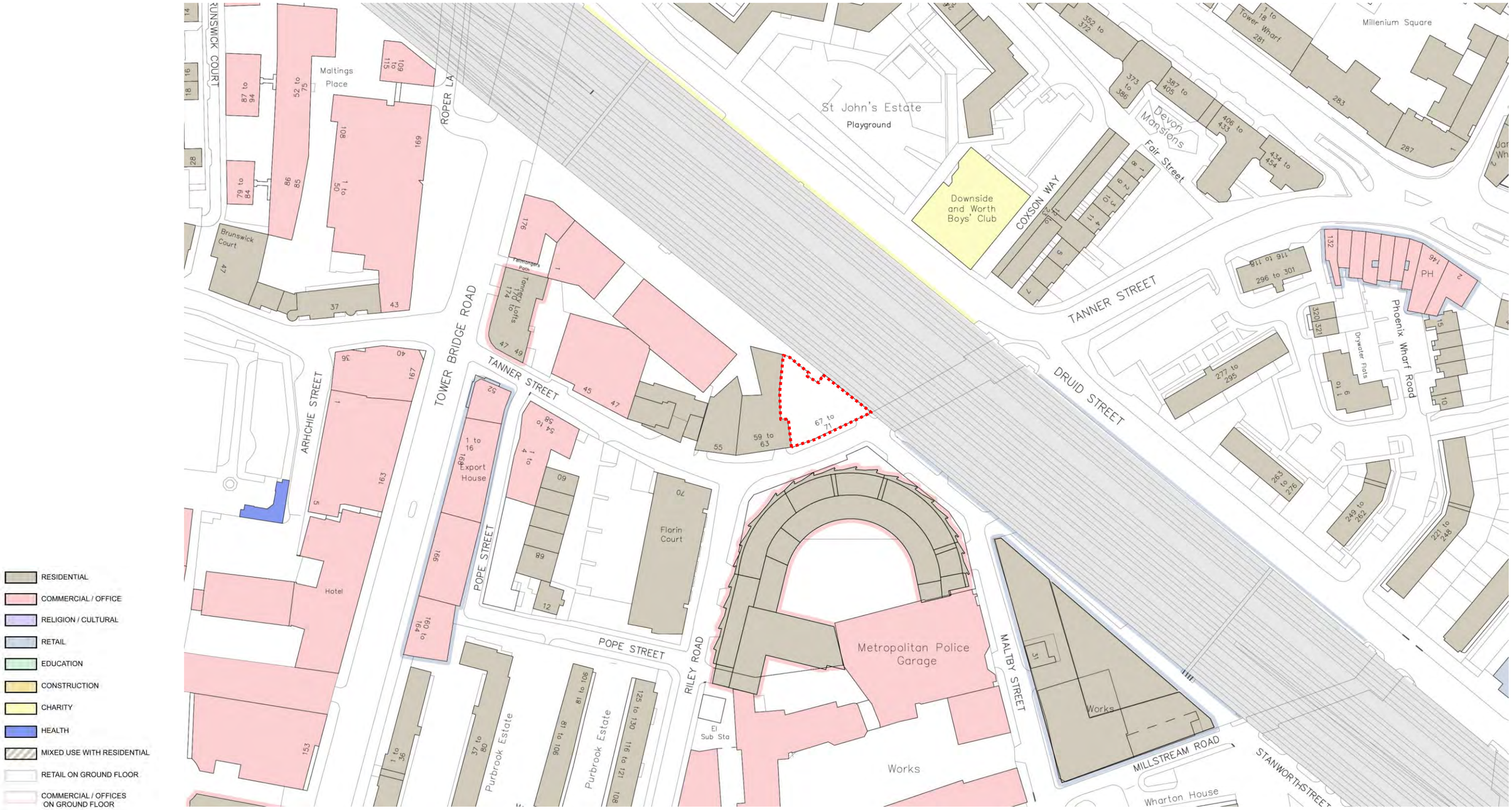


URBAN ANALYSIS
BUILDING HEIGHTS

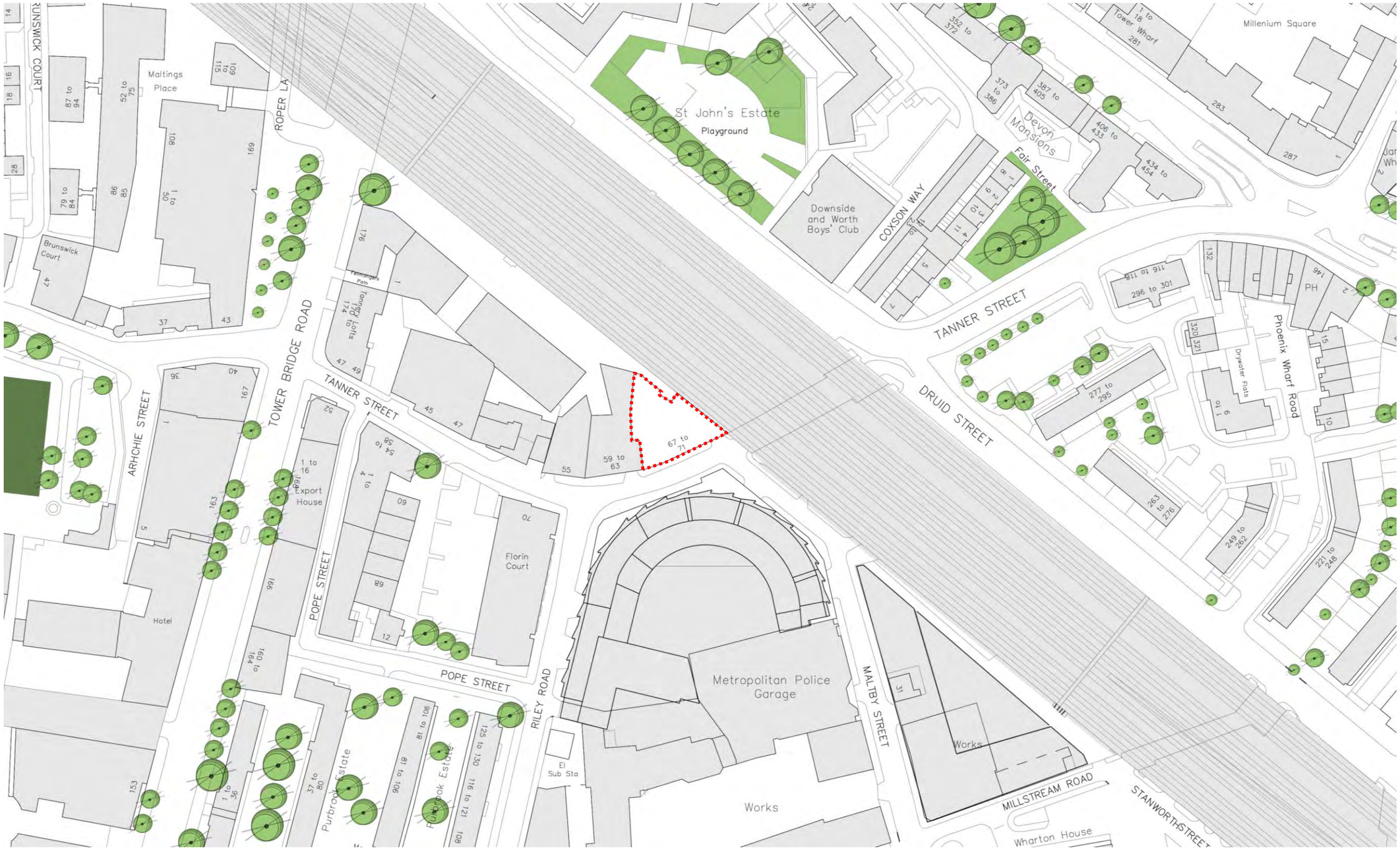
URBAN ANALYSIS
CONSERVATION AREAS AND LISTED BUILDINGS



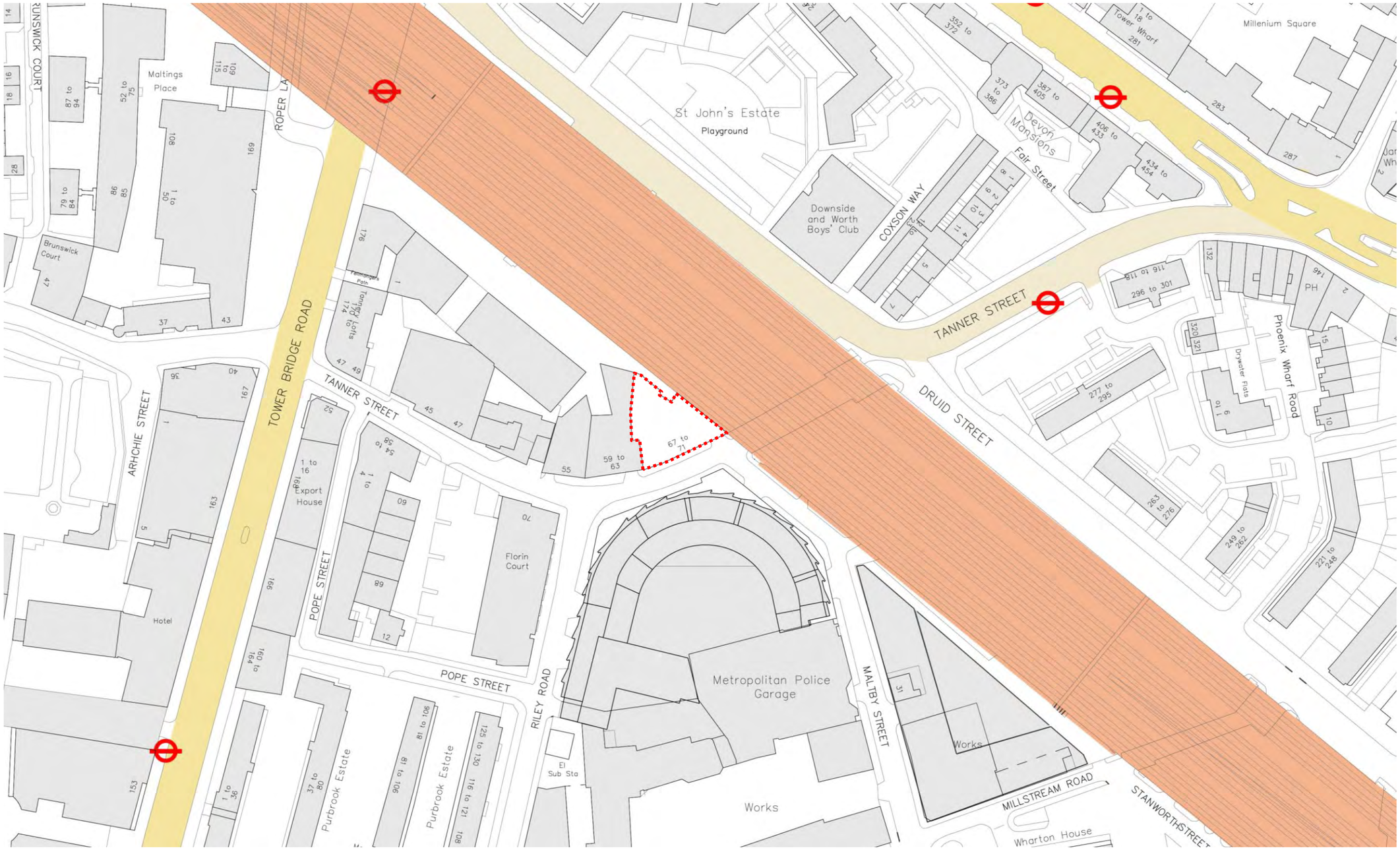
URBAN ANALYSIS
BUILDING USES



URBAN ANALYSIS
GREEN AND OPEN SPACES



URBAN ANALYSIS
PUBLIC TRANSPORT - PTAL RATING OF 4



DESIGN & INFLUENCE
COMMENCES WITH THE UNDERSTANDING OF CONTEXT

4.39 The proposed architectural composition seeks to create a modern intervention which celebrates the colourful evolution of the Tanner Street urban pattern and the robust masonry architectural style of the area.

4.40 SPPARC has adopted innovative architectural techniques to generate the original design concepts for the site that reflect on the attractive warehouse buildings to the west of the site to create a modern interpretation of the industrial character of the area.

4.41 Reference and inspiration has been drawn from the strong vertical and horizontal grain of the brick buildings that line the robust edges of the surrounding streets with a distinct rhythm and playfulness to the window profiles.

4.42 This overall character is to be expressed through a simple and compatible thematic palette which is to be sensitively crafted through a thoroughly considered series of relationships and junctions including the influence of colour and texture.

The scheme aims to strengthen the local identity by creating a richness and diversity of space and building design.

Drawing from the local context yet offering a variety in architectural expression, the proposal provides an active streetscape to Tanner Street in the views both north and south of the railway viaduct.

ORIENTATION SUNPATH & WIND ANALYSIS

PASSIVE DESIGN

4.43 In understanding the opportunities for the redevelopment of the site, the orientation of the building must be informed by the natural conditions of the setting and the urban context.

4.44 This ensures the proposal is able to respond in capturing the present natural resources where possible and to ensure protection from those conditions that make for unpleasant environments whether external or internal.

4.45 The building will need to sit naturally into its existing context and particular attention given to the interface of where the scheme meets the ground.

4.46 The surrounding area is a mix of uses including residential and commercial uses.

4.47 The buildings on Tanner Street vary between 3 and 9 storeys running east and west.

4.48 To the west of the site 59-63 Tanner has been thoroughly analysed to inform the design and height of the proposed scheme to ensure adequate daylight levels are maintained to the internal accommodation whilst the proposed west façade has been articulated to maintain an attractive outlook.

4.49 The same analysis has been completed for the nine storey residential building known as the arc that lies to the south of the site.

4.50 Overall, the surrounding area is a dense urban environment of varying scale with a few trees and small open spaces between buildings.

4.51 The general wind flow at ground level will be attenuated through the inherent shape and layout of the proposal along with a low level soft planting scheme as there is a tendency for the wind to flow above the roof lines of the surrounding buildings.

4.52 Through the site's inherent orientation the proposal should seek to benefit where possible from the sun path throughout the day – the form and shape of the proposed building will guide the flow of natural phenomena.

4.53 The scheme will be arranged in layout, form and surface treatment to maximise solar access into the hotel floors whilst the upper features of the building will diminish in scale and surface treatment to reflect those characteristics of the surrounding streetscape.

4.54 Analysis of the proposed scheme massing envelopes which test the site's context have been produced by Dixon Payne Surveyors to understand the sunlight and daylight implications on the neighbouring properties as well as the quality of the internal light to the proposed building.

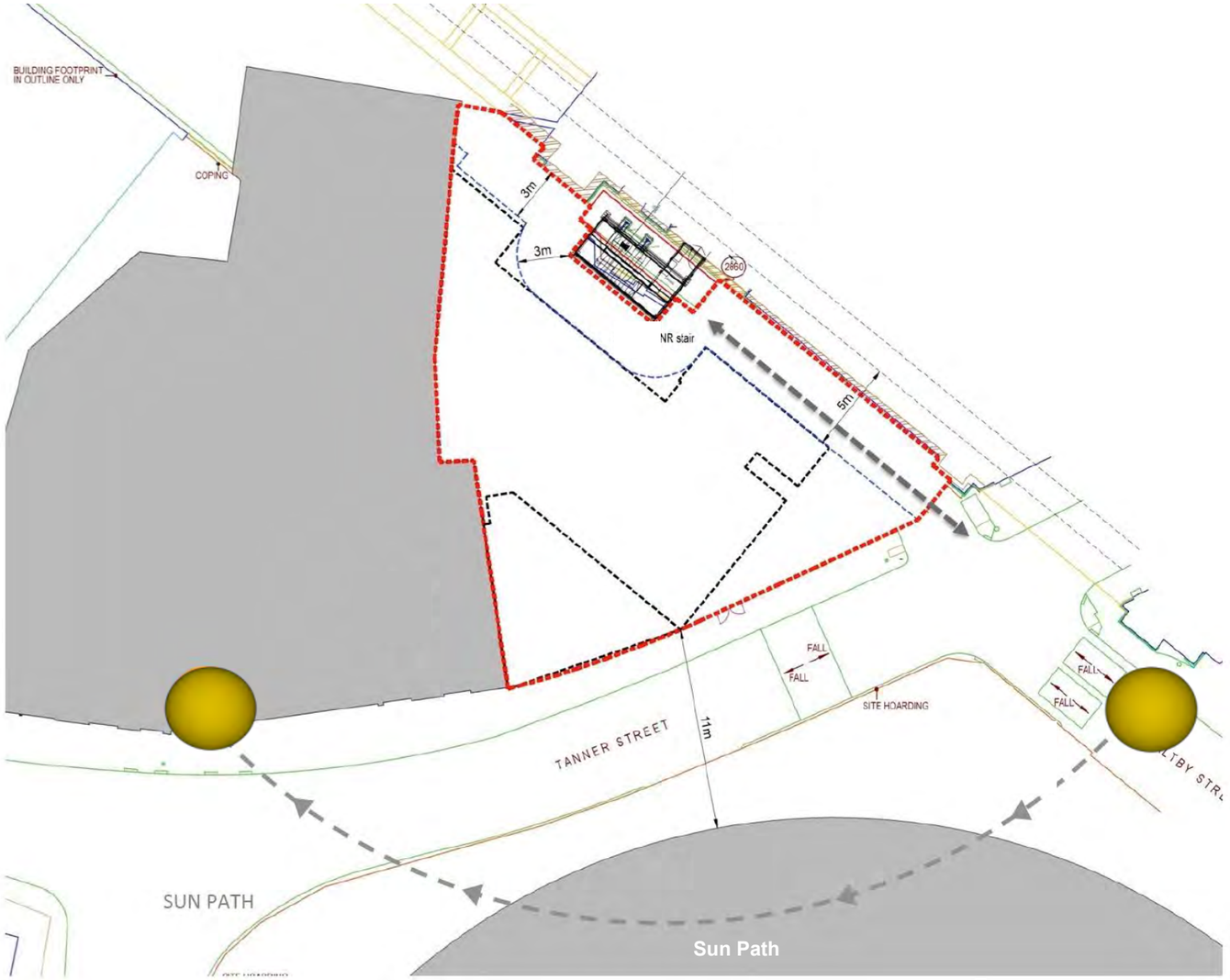
4.55 This resulted in the mass and bulk being sensitively articulated to respect the conditions of the site yet utilise the advantage of its location for the a high quality development.

4.56 The proposed building layout has been scaled to directly respond to the sites context and is designed to bind the development into the established urban morphology of the area.

4.57 Furthermore, the proposal offers the opportunity to meaningfully mediate the surrounding varying scales.

4.58 The scheme balances the need to provide a suitable urban definition and robust street edge to Tanner Street to reinstate the historic building line whilst recognising a legible horizontal datum to which the upper storeys relate.

ORIENTATION & NATURAL PHENOMENA



5.0 DESIGN
EVOLUTION + CONSULTATION

5.0

SCHEME CONSIDERATIONS – HEADLINES

DESIGN

- The length of the building should give an opportunity for depth and variation to animate and articulate the streetscape;
- The proposal should relate to the context and the surrounding buildings;
- Consideration of overlooking issues to the neighbouring properties;
- Produce an articulated massing to respond to the established context;
- Use of brick as the binding material into the character of the area;
- Maximise the opportunity for employment space.

LAND USE

- Creation of quality of hotel floorspace to meet the identified needs of the area;
- Slab heights should reflect the nature of the use.

TRANSPORT AND SERVICING

- Produce a robust servicing strategy;
- Provide the future opportunity for the railway viaduct to be activated.

OPPORTUNITY FOR HIGH QUALITY REDEVELOPMENT

5.1 The site has the advantage of being easily accessible by bus, rail and road.

5.2 It was recognised from an early stage in the design process that the site requires a strong physical identity that appropriately reflects its role as a mediator between the varied scales and architectural styles that are prevalent traveling east/west along Tanner Street and the longer views above the railway viaduct whilst responding to the industrial character of the area.

5.3 The redevelopment of this site offers a valuable opportunity to place a high quality building on a vacant site which is currently incongruous to the streetscape.

5.4 We set out below a summary of the key events affecting the design development of the scheme along with details of the assessments which have been prepared.

CONSULTATION WITH THE LOCAL AUTHORITY

5.5 Pre-submission consultation has taken place with senior planning officers at the Council particularly in relation to the design and land use of the scheme.

5.6 The formal pre-application meetings have included a series of presentations to the Ward Councillors.

5.7 The pre-consultation and public exhibition events have established an agreed architectural principle and design language, as well as an understanding of other key planning considerations, including transport and the provision of new hotel building as an alternative to the commercial office scheme.

PUBLIC CONSULTATION

5.8 Consistent with the guidance within the National Planning Policy Framework, published in March 2012, which encourages applicants to engage with the local community before submitting an application, Deco Design & Build Ltd has undertaken extensive pre-application engagement with the local community.

5.9 A number of meetings have been held with local stakeholder groups and public exhibitions have been held on the following dates:

14/5/18	LB Southwark – Simon Bevan Director of Planning, Stephen Platts, Director of Regeneration
5/7/18	LB Southwark – Cllr Damian O'Brien - London Bridge & West Bermondsey ward councillor
30/8/18	Catherine Davies - Resident Flat 11, 61 Tanner Street

A public exhibition was held on-site to publicise the Applicant's proposals. The exhibition was held at Downside Fisher Youth Club, Coxon Place, Druid Street, London SE1 2EZ on Friday 2nd November 2018 from 4pm to 8pm. 15 people attended the public exhibition.

5.10 This wide-ranging consultation sought to fully explain the proposals to the local community, listen to feedback and make changes wherever possible to respond to comments.

5.11 The collaborative approach of the consultation process has resulted in the scheme having been refined to achieve the current proposals.

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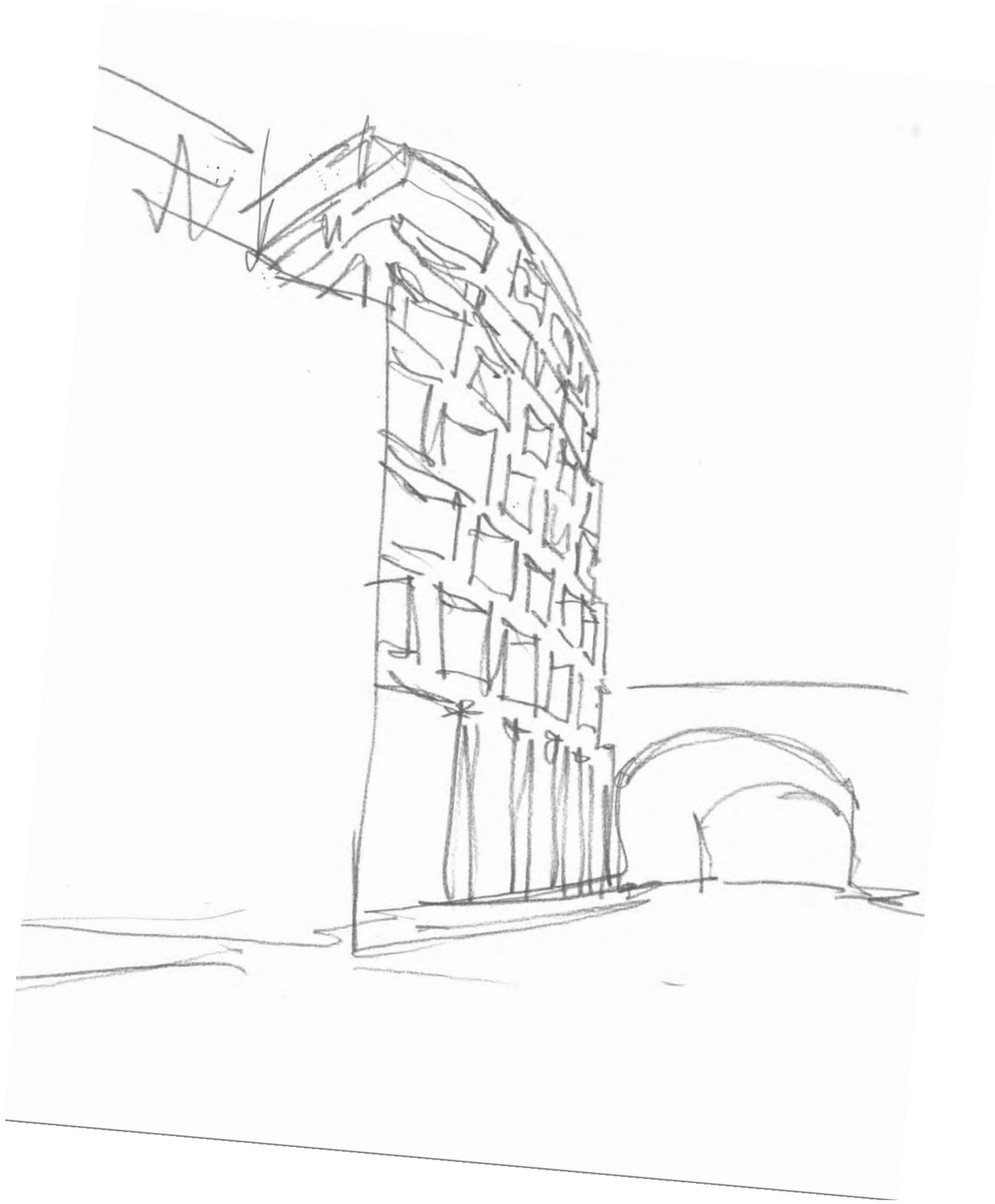
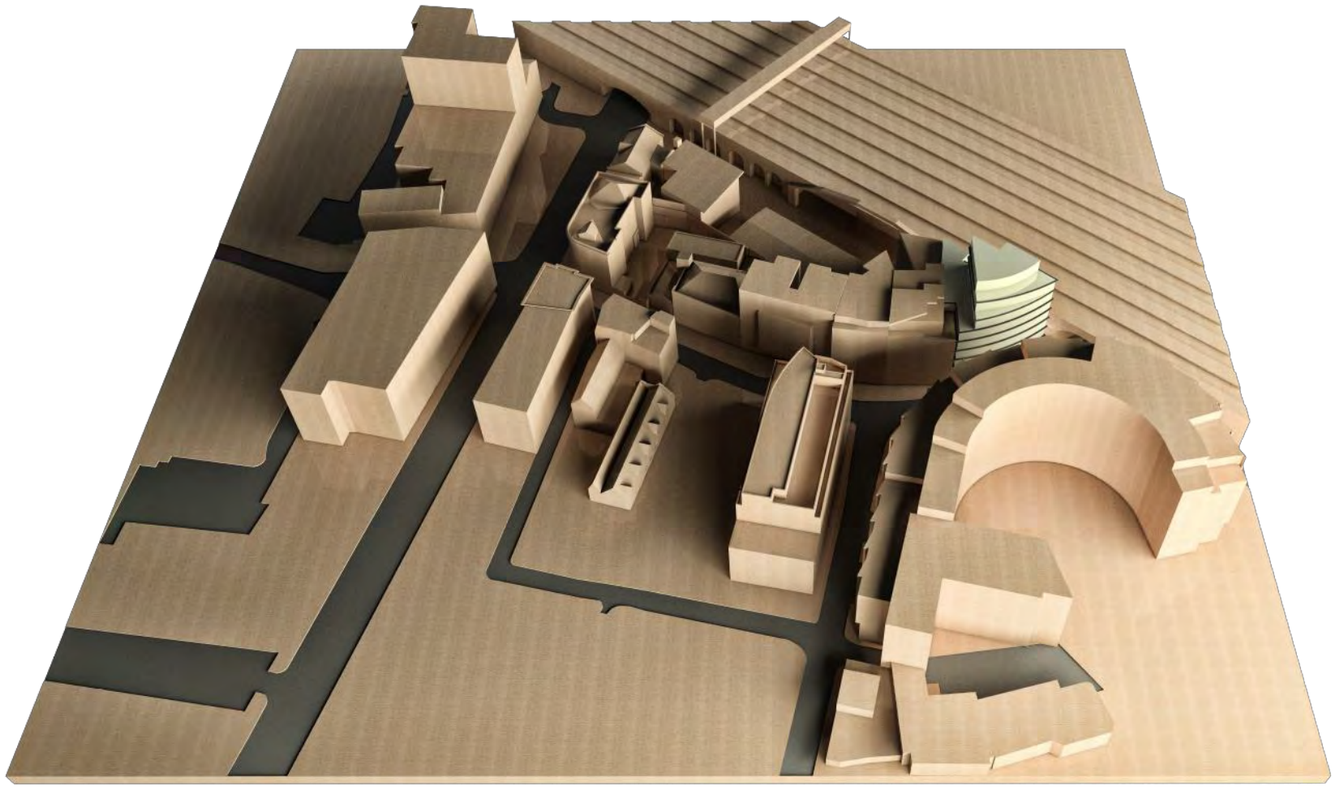
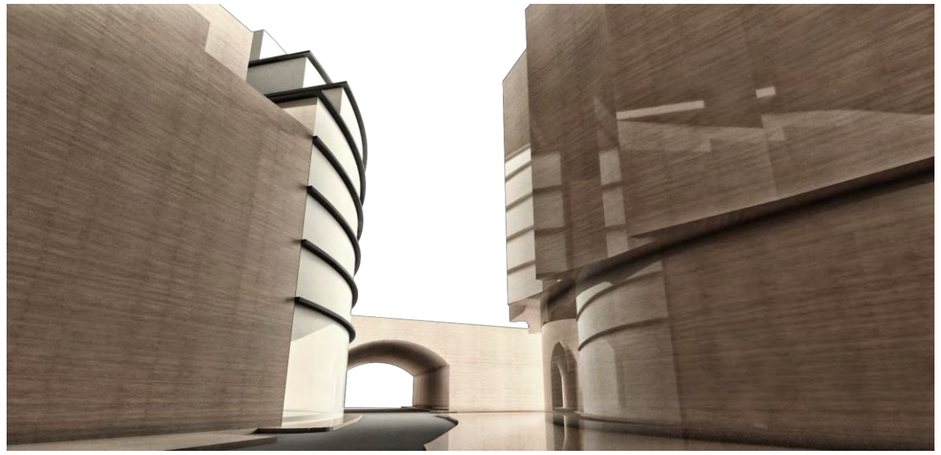
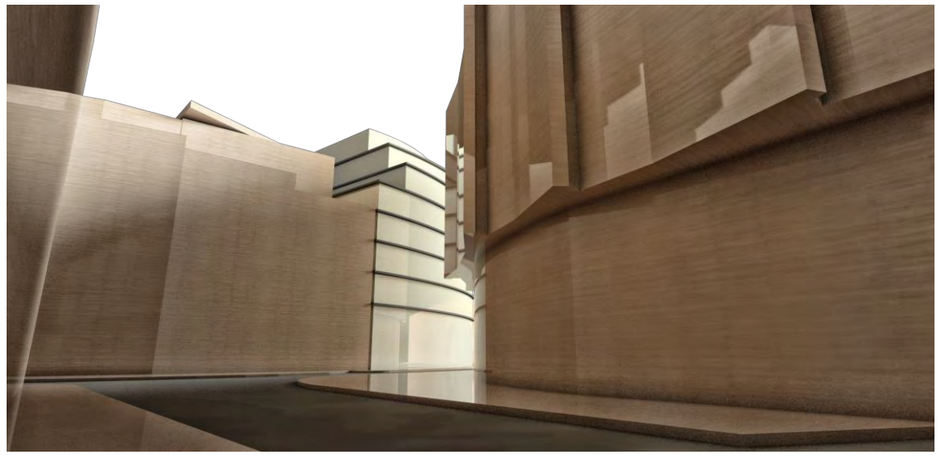
SOME KEY CHANGES WHICH HAVE OCCURRED IN RESPONSE TO THE COLLABORATIVE APPROACH TO THE PRE-APPLICATION PROCESS INCLUDE:

- Reduce the overall height of the building below 30m whilst adjusting and simplifying the profile of the roof form;
- Provided greater definition between the building base – ground to level 4 and the receding upper levels;
- Remove all roof mounted plant and contain the services within the envelope of the 8th floor;
- Remove all projections above the parapet including the lift overrun;
- Reduce the bulk of the building to the west elevation and increase the set back from the site boundary;
- Simplify the form to the rear elevation;
- Redesign of the west elevation to have an articulated appearance binding the character of the side elevation into the principal Tanner Street façade through materiality and surface detailing;
- Further refinement of the window hierarchy and finer grain detailing to each elevation;
- Introduction of attractive hard landscaping to the lane between the proposed building and the railway viaduct for future use as a pedestrian route to tower Bridge Road and the activation of the arches;
- Increase the glazing to the ground floor to promote active frontage into the front of house hotel facilities;
- Greater cohesion and relationship between each of the architectural elements;
- Rationalise the external material palette;
- Introduce increased number of windows of varied sizes to define a coherent elevation composition and to facilitate greater solar access.









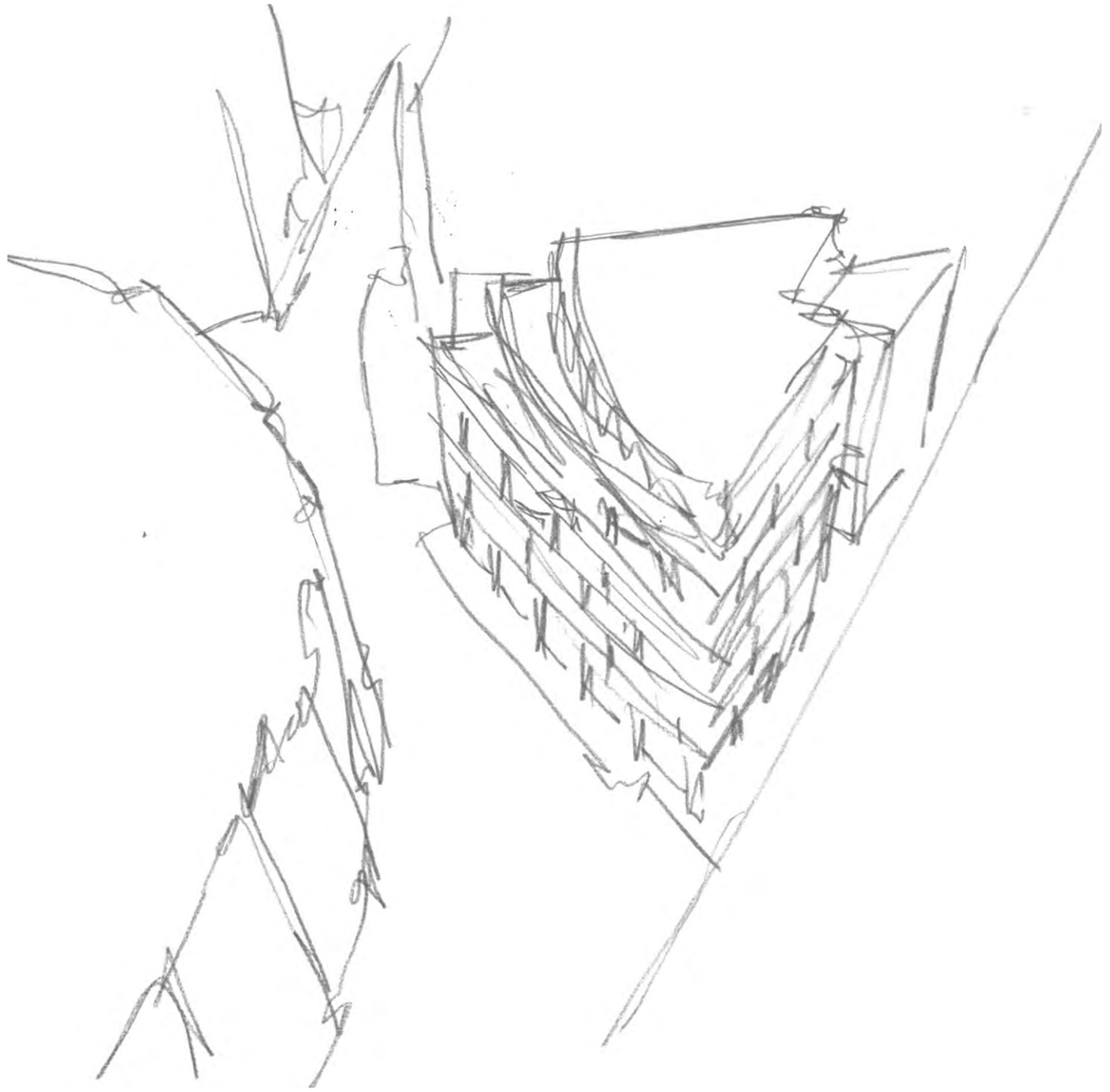
DESIGN DEVELOPMENT

Scheme Evolution Explained through Concept Massing Options

6.0 DESIGN AMOUNT

6.0

INITIAL SKETCHES



THE PROPOSED BUILDING HEADLINE DATA
EXTENT OF SITE OWNERSHIP OUTLINED IN RED

SITE AREA
350.98sq/m / 0.086acres / 0.035 Ha

BUILDING AREA (GEA)
3,525 Sq/m / 37,946 Sq/ft

HOTEL (GIA)
3,082 Sq/m / 33,179 Sq/ft

NUMBER OF KEYS
86

DIMENSIONS
Length along Tanner Street 28.58 m

HEIGHT
Ground + Nine Storeys

Maximum Height
29.995m / 32.995 m AOD

AMOUNT - USE

6.1 The application seeks approval for a new hotel development comprising of ground and 8 floor upper levels.

6.2 The redevelopment of 67-71 Tanner Street is to provide a part five, part six/seventh, part eight/nine storey building providing an 86 room hotel (Use Class C1) with associated cycle parking and landscaping.

6.3 Location, quality and accessibility are the three most important considerations to ensure the success of the scheme.

6.4 The surrounding area is a well established mixed use urban location with a PTAL rating of 4, therefore the use of the site for hotel purposes is considered to be contextually suitable.

6.5 The cleared site is to be redeveloped to provide 86 well designed hotel rooms.

6.6 The proposed hotel will generate 6 full time and 18 part time jobs.

6.7 The development will create 86 purpose built hotel rooms.

6.8 The floorspace has been designed to be flexible in order to meet the needs of the established operator.

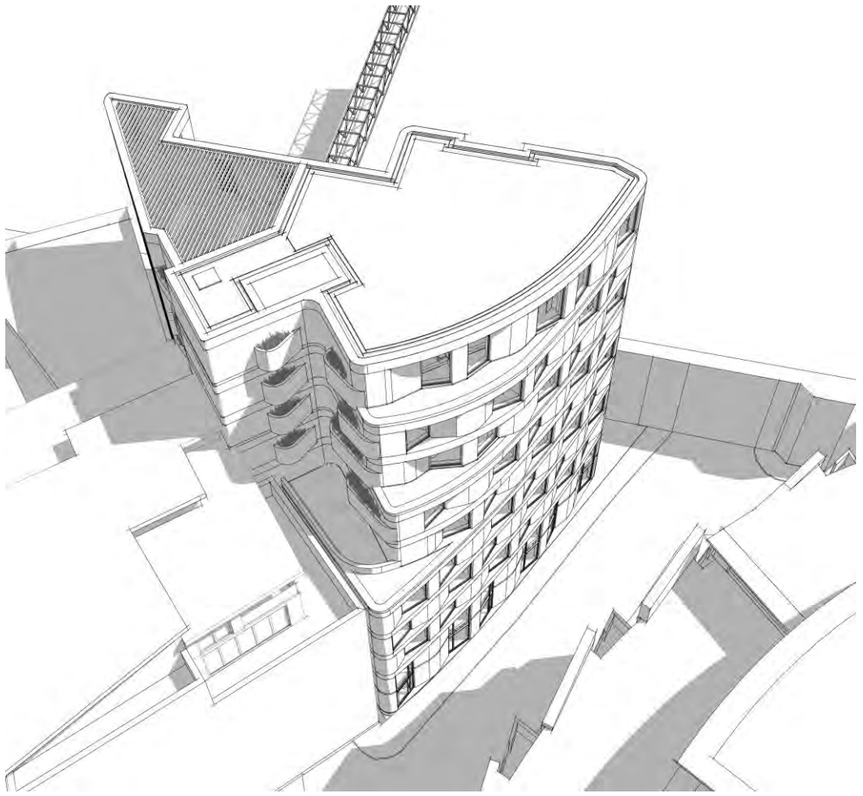
6.9 The proposal will deliver energy efficient accommodation to achieve a BREAAM Excellent rating.

6.10 The development is car-free.

6.11 The proposal represents an efficient use of this previously-used brownfield site.

The proposals involve the redevelopment of a cleared site to allow for the creation of a purpose built hotel to meet the identified need of the borough.

THE PROPOSED BUILDING



6.14 AMOUNT – SCHEDULE OF ACCOMMODATION

71 TANNER STREET - TL SCHEME
PROPOSED AREA SCHEDULE
07.02.19
1805-SPP-01-SC-A-P-80-XX-01-01-P04

SPPARC ARCHITECTURE

TRAVELODGE PROPOSAL

LEVEL	GEA		GIA	
	m²	ft²	m²	ft²
B1	329	3,541	237	2,551
G	340	3,660	306	3,299
1	338	3,640	305	3,282
2	338	3,640	305	3,283
3	338	3,640	305	3,282
4	338	3,640	305	3,283
5	309	3,325	271	2,922
6	309	3,322	271	2,919
7	299	3,223	263	2,827
8	299	3,222	262	2,825
9	287	3,093	251	2,707
TOTAL	3,525	37,946	3,082	33,179

Note:
All scheme options, assumptions and area calculations are an initial assessment only based on the limited third party information available and may change subject to survey verification of the site, identification of any legal restrictions, further design development and obtaining the required statutory consents.

AMOUNT

6.15 The redevelopment will satisfy the London Plan and Southwark's Unitary Development Plan (UDP) by utilising the highest order of considered urban design principles.

6.16 The development has been informed by the local context both current and historic - its approach is not to dominate its surroundings but to act as a sensitive addition to the street through considered detail and high quality materials.

6.17 SPPARC along with the wider consultant team have developed the philosophies for the most sustainable and viable hotel scheme on the site that will contribute to the high level in demand of quality visitor accommodation in the north of the Borough.

DENSITY - DESIGN DEVELOPMENT

6.18 Through the continued reworking of the schemes massing and layout, the overall height of the building has been reduced to under 30m including the lift overrun.

6.19 Over the past 9 months, various development studies have been undertaken and thoroughly analysed including a series of massing and footprint options to evaluate the efficiency of the site and the most appropriate form to create the highest quality accommodation adopting a logical infrastructure and core rationale.

6.20 SPPARC has adopted innovative architectural techniques to generate the original design concepts for the site that reflect on the industrial vernacular of the area.

6.21 Influence has been particularly taken from the deep revealed window apertures of the Victorian warehouses that survive in the neighbouring Bermondsey Street Conservation Area to create a modern interpretation of a load bearing brick façade.

AMOUNT
FORM, BULK AND MASSING – DESIGN DEVELOPMENT

6.22 From the outset of the design development and the finalisation of the brief, it has been the ambition of the project to deliver a high quality attractive hotel scheme on a vacant site.

6.23 The quality of the proposed architecture, its form and spatial arrangement promotes a strong integration into the established urban grain of the area to reflect the hotel demands of north Southwark.

6.24 The scheme has evolved by incorporating comments received from both Southwark officers and local residents.

6.25 The revised massing proposals have been designed to allow the building elevations and revised mass to respond to the influencing site factors and brief requirements.

6.26 The success of the proposal will be measured by its integration into the existing Tanner Street streetscape.

6.27 The scale and proportion of any intervention should respect the layout of the existing principal buildings that surround the site and the external spaces which they enclose.

6.28 SPPARC has meticulously digested and responded to our detailed assessment of the townscape including the relationship of the site with the railway viaduct.

6.29 The hotel development has balanced the viability and the necessary quantum of space by adopting the highest quality of architectural and urban principle united in harmony and respect for the heritage and modern fabric of the immediately neighbouring buildings and those in the wider area.

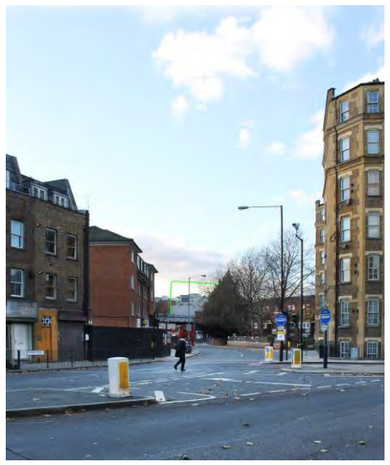
6.30 The simplistic shape of the proposed building has been conceived through the consideration of many contextual conditions both immediate and in the wider neighbourhood perspective.

6.31 The ethos of the development creates a single building element with subservient top floors fronting Tanner Street bound by a united surface language and layout that slightly curves to follow the line of Tanner Street whilst reflecting the more obvious curved façade of the Arc building opposite.

6.32 The north elevation fronting the railway viaduct and south east building elevations fronting Tanner Street have a distinctive linear profile with a robust building line with deep punched window apertures.

6.33 The building has a strong brick base of 5 storeys with an articulated parapet that acknowledges the height variety of the street, whilst the upper three storeys are set back on levels 7 & 9 from the south west elevation subservient in their massing to the principal building base.

6.34 A familiar scale to that of the existing buildings along the street is to be created whilst the height and bulk to the rear of the proposal has very limited view from any public vantage point.



AMOUNT - INTEGRATED URBAN FORM

6.35 With the character and the height of the area being so varied there is no consistent horizontal datum on which the height of the proposal should be defined. To the immediate west of the site is a 7 storey mixed use building whilst to the south is a large scale modern residential building known as the Arc which rises to 10 storeys.

6.36 The proposed scheme utilises its corner position next to the railway viaduct to introduce a playful and sinuous geometry in its architectural form reinforced at the base with a strong edge that follows the curve in the street to inform the overall amount of development that can be accommodated on the site.

6.37 The site is able to sensitively act as a mediator between the varying scales of the street whilst respecting the amenity considerations of the surrounding residential buildings by introducing a series of steps and cut backs between levels 5, 7 & 8.

6.38 The proposal has found a way that positively responds to the existing varying scales of the context to ensure the highest quality response that will respect the established street pattern and create a new recognisable building for the area.

6.39 The vacant nature of the current site condition has resulted in a very poor contribution to the streetscape, however, the creation of an active ground floor with glazed apertures providing views into the reception area will provide greater visual engagement with the street whilst the attractive hard landscaping between the railway viaduct and the north elevation provides the future opportunity to activate the arches and the potential for a pedestrian link between Tanner Street and Tower Bridge Road.

6.40 The scheme has required a highly resolved interface of where the proposal meets the ground to create a continuous high quality experience that flows easily from the existing street pattern and sensitively responds to the neighbouring buildings and railway viaduct.

The building has a strong brick base of 5 storeys with an articulated parapet that acknowledges the height variety of the street, the upper storeys are set back on levels 7 & 9 from the south west elevation subservient in their massing to the principal building base.

AMENITY – SUNLIGHT AND DAYLIGHT

6.41 The scheme has been considered against the Building Research Establishment (BRE) Guidance Note 209 – '*Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice*'.

6.42 Dixon Payne Surveyors have undertaken a detailed assessment of the scheme and its impact upon the daylight situation on the surrounding residential buildings.

6.43 Please refer to the report produced by Dixon Payne Surveyors submitted with the planning application.

DEVELOPMENT OF THE SCALE + MASSING

6.44 Following the initial development scenarios that investigated more complex and geometrically challenging solutions for the whole site, it was recognised that the scheme required a more sensitive scale and massing approach.

6.45 The ambition for a building with horizontal rhythm punctuated with elegant vertical piers fronting Tanner Street was fully embraced with the introduction of a horizontal and vertical brick frame that follows the slight curve in the street to allow the scheme to wholly bind itself into the surrounding context with a series of strong horizontal connections from which the vertically defined elements integrate and respond to the prevailing scale of the area.

6.46 The introduction of a defined top, middle and bottom to the building is sound in townscape terms resulting in the proposal being fully integrated into the street scene.

6.47 The verticality of the proposal has allowed the scheme to meet with the ground in a purposeful and resolved way through a series of brick piers whilst the strong parapet at above the first floor defines a robust brick base with appropriate horizontality.

6.48 The strong horizontal line is to be read above the first floor level as a common and familiar datum which reinforces the relationship to the neighbouring residential building and the height of the railway viaduct.

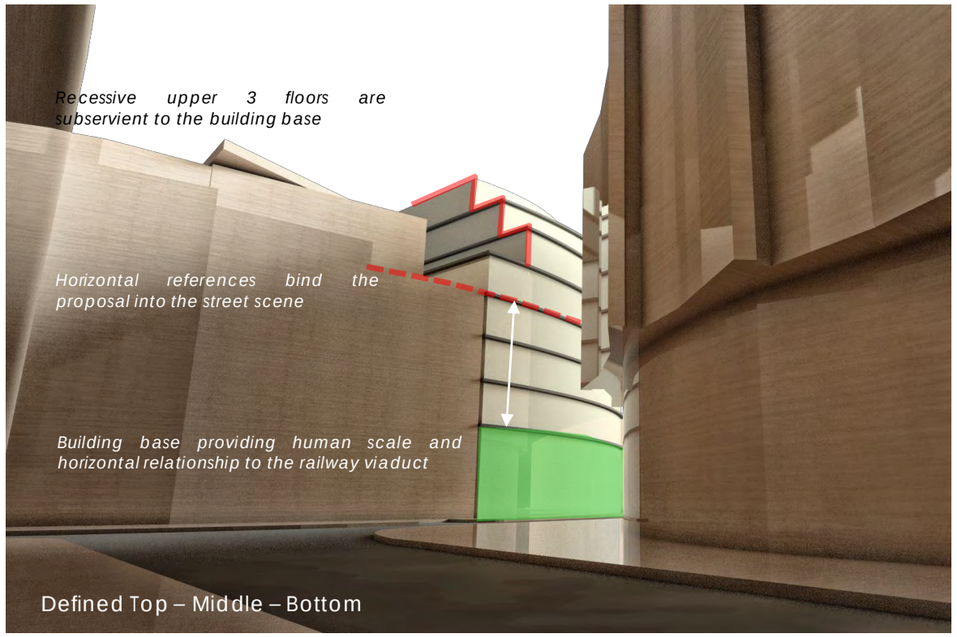
6.49 The development can be broadly described as a simple rectangular mass with a series of expressed angled window reveals and curved street façade.

6.50 This simple playful form allows the proposal to make the most effective use of the site, whilst finding its place as an appropriate corner building that successfully forms a dialogue with its immediate neighbours.

6.51 The form of the proposed scheme follows the same plan profile between ground and level 5.

6.52 The profile of the facade defining the street elevation is highly articulated to create variety and visual interest.

6.53 Due to the geometry of the streets which are not straight but bend at key moments to hide the site from view, the proposed development will be screened from view to a large extent from the Tower Bridge Road character area.



Strong horizontal lines are to be read above the first floor level as a common and familiar datum which reinforces the relationship to the neighbouring residential building and the height of the railway viaduct

Due to the geometry of the streets which are not straight but bend at key moments to hide the Site from view, the proposed development will be screened from view to a large extent from the Tower Bridge Road character area.

The form of the proposed building fronting Tanner Street elegantly rises through a series of beautifully crafted linear and vertical bays to establish a positive dialogue with the street scene.

Through the soft language of the proposed architecture the scheme subtly merges into the existing urban grain.

SCALE ANALYSIS

A traditional approach to the hierarchy of the massing has been adopted with the taller element originating to the north, stepping down to the south west

The proposed elevations introduce a legible series of vertical and horizontal bays to reflect the punched window apertures of the industrial warehouses that characterise the area

The articulation of the facade is achieved through employing a simple palette of thematic materials and components.

PROPOSED BUILDING FORM IN CONTEXT RELATING TO THE ARC BUILDING IN THE FOREGROUND WHILST STEPPING DOWN TO THE WEST IN RESPONSE TO THE NEIGHBOURING 67 TANNER STREET

LAYOUT

6.54 The layout of the proposed scheme has been informed by a thorough understanding of the existing site conditions, pedestrian and vehicular movement, the ongoing transition of the area, orientation and the natural environmental conditions.

6.55 Whilst working within a tight site with a shared building boundary to the west and a close relationship to the railway viaduct to the north east, the layout has been rearranged so solar access is possible to all hotel rooms the core has been located on the western boundary where the introduction of windows is not possible.

6.56 The plan depth of the 6th-8th floors have been set back to respond to the neighbouring context of 59 Tanner Street.

6.57 The railway elevation has been maximised to increase the size and efficiency of the floorplate whilst forming its shape around the existing Network rail gantry and stair.

6.58 The terracing of the west elevation responds to the amenity considerations of the neighbouring building and through architectural treatment and materiality is subservient in any public street view. Whilst not accessible other than for maintenance reasons, the west elevation has a soft landscaping treatment to visually soften the boundary condition.

6.59 The scheme has been developed to adhere to the fundamental principles that reduce the environmental impact of the scheme to facilitate sustainable development.

6.60 The location of the site has inherent advantages, with its connections to public transport and proximity to local amenities.

BUILDING ENTRANCES

6.61 Recognising that the site needs to accommodate a street building to repair the current gap, the entrance into the development has been located on Tanner Street next to 59 Tanner Street.

6.62 The location of the hotel entrance maximises active frontage onto Tanner Street through the creation of the front of house facilities at ground level encouraging welcome pedestrian movement towards the viaduct and Maltby Street as well as promoting the future potential animation of the arches.

INTERNAL CORE

6.63 The internal core has been relocated to provide an efficient layout and flexibility for the space planning arrangements of the hotel rooms.

6.64 The floor plates extend the full depth and width of the building footprint, accessed from the central lift core.

6.65 The plan depths vary due to the articulated form of the building but all are well laid out to achieve a continuity of efficient and well planned room layouts.

6.66 The technical voids serving each of the rooms is located in the common corridor and over the bathrooms to maximise the height of the bedroom spaces.

6.67 The central core has been rearranged to provide maximum flexibility and central access onto the floor from the lifts, the design of the core has removed the need for a secondary stair.

6.68 The central core also provides linen stores which have been located to the rear of the building.

6.69 A regular grid allows for optimum space planning for the setting out of the hotel rooms.

PASSIVE DESIGN

6.70 Throughout the design process, solar studies have been used to determine the massing arrangement of the facade ensuring the internal accommodation receives as much daylight as possible to create an attractive and pleasant place to work and visit.

6.71 The treatment of the facades have been designed to maximise the opportunity for solar energy and outlook and have adopted an attractive arrangement of feature glass panels set within a robust articulated brick skin.

6.72 The layout and elevation treatments on the lower levels fronting Tanner Street are a simple glazed screen with an internal structure over two storeys to ensure the daylight is maximised into the building design across the plan depth, whilst encouraging visual permeability into the building and defining a human scale at the base where the facade meets with the ground and to animate the street with the front of house facilities.

6.73 The building is well protected from a dense urban context of varying height whilst the exposed north elevation above the viaduct is predominantly articulated brick and full height glazing at the upper levels to maximise solar access.

ENTRANCES & ACTIVE FRONTAGES

Opportunity has been taken to relocate the office entrance on the curved corner of the street to encourage pedestrian movement.

Active frontages that encourage visual permeability into the building are created on Tanner Street and fronting the railway viaduct.

INTERNAL CORE

The central core has been arranged to provide maximum flexibility and central access onto the floor from the lifts.

6.74 The proposed building consists of a single level basement and a further 10 storeys of super structure.

6.75 The basement will contain plant and ancillary spaces.

Structural Design

6.76 Reinforced Concrete frame with columns and localised shear walls.

Lateral Stability

6.77 Stability of the structure against lateral loads will be achieved by means of 200/250mm core walls around the lift shafts and stair core transferring the loads back to the foundations.

Disproportionate Collapse

6.78 The superstructure and the substructure are designed to the requirement of a Class 2B building according to the Approved Document A of the Building Regulations. This will require the provision of sufficient horizontal and vertical 'ties' in accordance with the relevant material codes of practice.

Sub-Structure

6.79 Foundations to be piled with a perimeter piled wall and RC liner to form a sealed basement box.

Super-Structure

6.80 The design proposal for the superstructure is a steel frame with concrete floor slabs wherever practicable and limited elements of transfer to suit the layouts.

SECTION


Roof Level
29750.00
Level 09
26240.00
Level 08
23240.00
Level 07
20390.00
Level 06
17390.00
Level 05
14540.00
Level 04
11690.00
Level 03
8840.00
Level 02
5990.00
Level 01
3140.00
Ground Floor - 0G
0.00
OS DATUM
-3000.00
Basement - B1
-4000.00
3745.00
3000.00
2850.00
3000.00
2850.00
2850.00
2850.00
2850.00
3140.00
29985.00

7.0 DESIGN APPEARANCE

7.0

APPEARANCE – DESIGN APPROACH

7.1 The form and surface appearance of the building is contextual to the established streetscape and local urban grain.

7.2 The scheme has evolved by incorporating comments received from both Senior Southwark Officers and from the public exhibition. The massing proposals have been designed to allow the building elevations and revised mass to respond to the influencing site factors and brief requirements.

7.3 The proposed façade treatments have been designed as a homogenous solution whilst allowing each aspect of the buildings' envelope to be considered in relation to its own context and how it fulfils its purpose.

7.4 Whilst each elevation responds to its context and offers the aspired variety, the proposals retain a strong relationship to one another which deliver an elevational response that binds the scheme as a single composition.

PRINCIPLE ELEVATION DESIGN RATIONALE

7.5 Each element of the proposed lower façade design has a vocabulary and context to its neighbours, embracing the relationship between the varying scale of the surrounding areas and strong robust brick nature of the context.

7.6 The vertical and horizontal appearance of the proposal is articulated with a series of the outer bays and window reveal constructed in brick, the resulting glazed punched window features that produce a depth and rhythm to the Tanner Street and railway viaduct elevation.

7.7 Although a modern piece of architecture, historical reference is observed, respected and implemented through the use of horizontal and vertical zoning techniques that create a human scale at ground floor and contextual influence at the upper levels.

7.8 The hierarchy of elements place an important weight emphasis to the proposal which change character from the strong brick base between ground and level 5 into the subservient qualities of the upper levels of the building with diminished visual and physical appearance from the street view looking east along Tanner Street.

7.9 The proposed material palette responds to the massing principles of the proposal and seeks to establish the quality befitting the status of a development in an urban area that has been subject to much transition but with strong links to the industrial heritage of Southwark's past.

7.10 The materials are integral to the ambitions of the building, instilled by the establishment of a recognisable form which will have longevity and retain human scale whilst distinguishing and elevating the site and its surroundings.

7.11 The building form has considered how it successfully integrates into the established street pattern with a unifying vertical and horizontal expression inspired by the contextual language and weight of the warehouse architectural vernacular that typify the area.

7.12 The elevations will respond to the energy demands of the building regulations as well as the acoustic and air quality conditions resulting from the proximity of the site to the busy railway viaduct and the quieter context of Tanner Street and the surrounding hinterland.

7.13 These conditions have been balanced with the desire to maximise daylight and maintain views for the visitors of the hotel whilst protecting the private amenity to the surrounding properties by angling the windows to create an oblique window relationship.

7.14 The surfaces therefore combine solid building elements with punched windows and external details in a manner which provides very high levels of sound insulation, excellent acoustic attenuation and a low U value.

APPEARANCE

7.15 The external appearance of the building is in complete unity with the layout, form and scale of the proposal.

7.16 The transition from the inspiration behind the scheme into the working of a concept and the resulting integration of the schemes relationship to its immediate and wider context has been uncompromising and follows design collaboration with the Southwark planning officers.

7.17 The beauty of any scheme can only be truly executed through its detail.

7.18 Dimensional studies of the external surfaces have been completed throughout the outline and scheme design stages of the project, their spatial hierarchy and their junctions to ensure the production of an outstanding building appropriately elegant in its context.

OVERVIEW

7.19 The facade along the street elevation fronting Tanner Street is to be divided with a series of linear and vertical bays and piers that articulate the elevation from ground level up.

7.20 The principal building elements that reference the lateral and vertical scale of the street building continue to rise between levels 2 and 4 before curving into the depth of the site to define the 5th and 7th floors. Whilst subservient levels these floors adopt the same façade treatment and materiality as the lower levels.

7.21 At the 9th floor, the curve form alters again to create a further set back, the outer surfaces change character into more diminished horizontal components and a more glazed appearance set within a brick frame that reflects the weight and hierarchy of the local grain and townscape.

SURFACES

7.22 The external appearance of the proposal expresses a definitive hierarchy in the plan depth of the surfaces of the scheme through a series of different treatments responding to the varying contextual conditions of each elevation.

7.23 Through the considered layout of the internal arrangement, the building envelope responds through the use of varying surface components comprising of textured brick, masonry piers, cills and window heads and glazed surfaces that elegantly articulate through profiled bays and frames to define an expression of a regularised punched apertures.

7.24 The overall depth of the external surface fronting each of the street elevations is a minimum of 300mm from the inside to the outside face adopting varying depths in the articulation of the brick framing treatments to define window openings and external details.

7.25 The treatment of the vertical frames and window details between the ground and first floor create the appearance of a piano-nobile that promotes the entrance level and active frontages whilst making reference to the horizontal zoning of the neighbouring railway viaduct.

The principal building elements that reference the lateral and vertical scale of the street building continue to rise between levels 2 and 5 before curving into the depth of the site to create three subservient upper floors.

7.26 Above the first floor, each of the defined Flemish bond brick bays are further divided to define the articulation and depth of the façade.

7.27 The external appearance of the replacement elevations are defined by the articulated deep angled brick window apertures that is the DNA of the proposal that creates a rhythm of horizontal and vertical elements that read as a simplistic but confident response to the historic context of the neighbouring conservation area.

7.28 The hierarchy of elements and how each component of the fabric relates has been meticulously considered to create a depth to the outer skin that provides variety and delight.

ELEVATION RESPONSE TO LOCAL + WIDER CONTEXT

7.29 The scheme aims to strengthen the local identity by creating a richness and diversity of space and building design.

7.30 Drawing from the local context yet offering a variety in architectural expression, the proposal provides an active streetscape in the views both east and west from Tanner Street and from the longer distance views over the railway viaduct.

7.31 The proposed design for the external appearance of the building will enhance the street edges and create a vibrant, urban experience that enhances this important corner.

7.32 The established grain of the neighbouring conservation area has significantly influenced the proposed design solution and created a modern integration that will become a locally recognised and welcome addition to the area.

THE PROPOSED TANNER STREET ELEVATION

THE PROPOSED VIADUCT ELEVATION

(viaduct removed from the drawing for image clarity)

OVERVIEW OF MATERIALS

7.33 The architectural character of the building is a modern integration into the established urban grain employing materials and technology that complement their environment through colour, texture and function.

7.34 This overall character is expressed through a simple and compatible thematic palette which is sensitively crafted through a thoroughly considered series of relationships and junctions including the influence of tonal colour of the brick and glazing frames.

7.35 All materials have been subjected to environmental impact and cost analysis based on life-cycle principles and embodied energy.

7.36 The building has been designed to utilise where possible the use of standard components and material dimensions to reduce waste.

7.37 The elevation material palette consists of principal components as follows:

- Textured Flemish bond brick
- Masonry window heads, cills and piers
- Feature textured glass
- 70/30 Sun Cool Active Glass
- Exposed profiled pre-weathered steel structural members

7.38 The proposed material palette has been chosen not only to suit the varying character of the site but also to minimise its environmental impact.

7.39 Responsibly specified materials and robust construction details have been proposed to reduce the impact of waste, pollution and their embodied energy over the lifetime of the building.

7.40 The employment of these principles at the earliest stages of the design process has set the agenda for a hotel development to meet the aspirations the Southwark planners.

COLOUR + TEXTURE

7.41 The scheme has sought to adopt materials that are contextual to the area but balance a robustness that is embedded into the scheme to provide a finer grain to the features set within the brick base and subservient upper floors.

7.42 The colour and texture of the building is calibrated into a series of brick shades which correspond to the hierarchy of the elements.

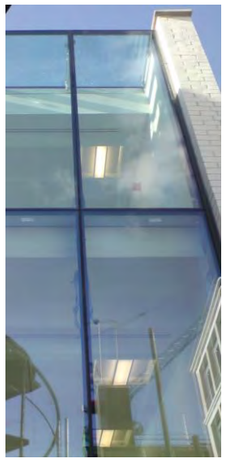
7.43 The tonal colour and texture qualities of the mixed stock brick reflects on the established character of the area.

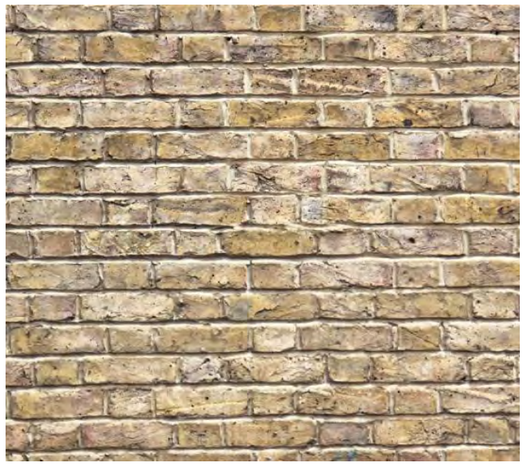
7.44 The robust brick surfaces sit seamlessly within the street setting whilst the angled glazed panels create a layered surface treatment to this unique development.

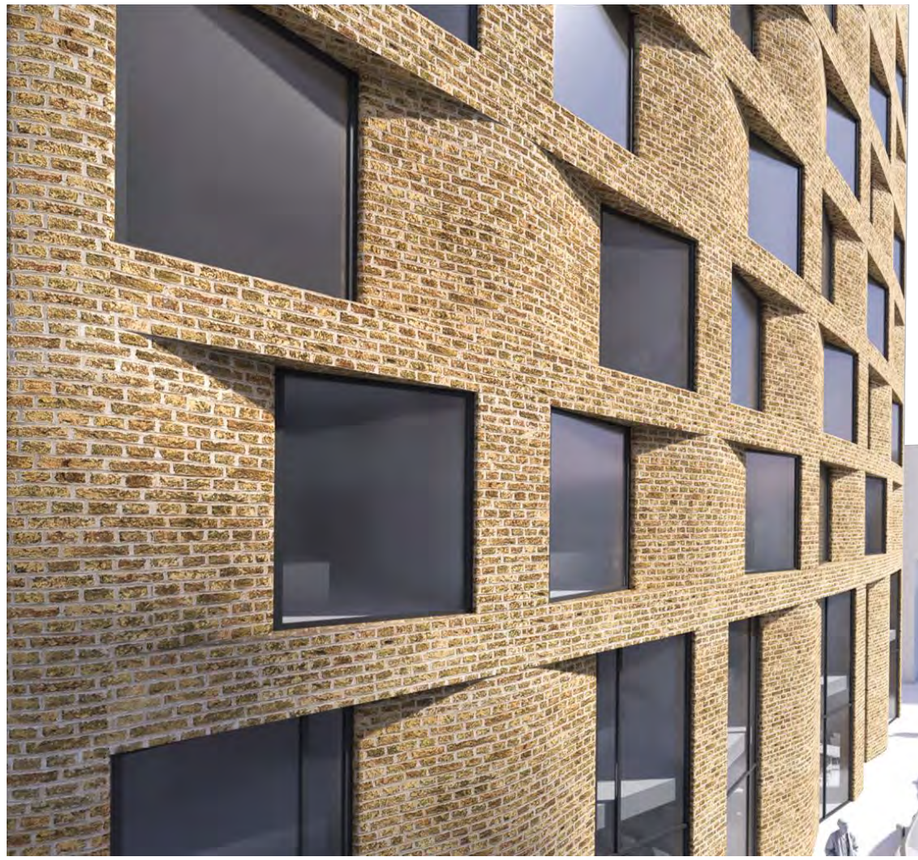
Inspired by the principles of industrial commercial architecture evident in the historical buildings that surround the site, the scheme has sought to adopt innovative modern material interpretations that are contextual to the weight of solidity of the adjoining Bermondsey Street conservation area but also promote an individual character to the development.

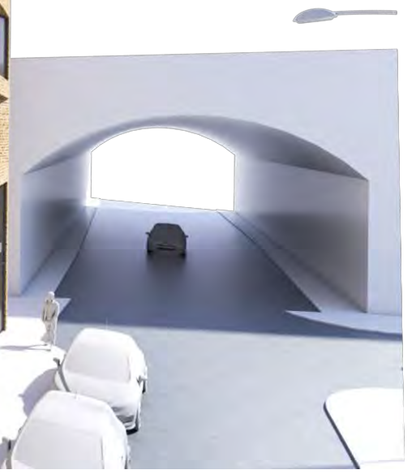
THE PROFILED FACADE OF THE PROPOSED BUILDING

The weight and character of the local grain and townscape is wholly respected with a contextual response









THE PROFILED FACADE OF THE PROPOSED BUILDING

The overall character of the proposal is expressed through a simple and compatible thematic palette which is sensitively crafted through a thoroughly considered series of relationships and junctions including the influence of tonal brick colours and glazing frames

8.0 DESIGN
SECURED BY DESIGN

8.0

SECURE BY DESIGN

8.1 Designing for community safety is a central part of the aspirations for the site. The design team have ensured that all significant components of the design, planning and layout of the scheme have been considered together at an early stage, so that potential conflicts between security and other major objectives can be resolved.

8.2 The design has been developed through the following guidance material:

- www.securedbydesign.com
- Secure by Design guidelines: Principles
- Safer Places - The Planning System & Crime, 2004, ODPM

LOCATION

8.3 The development site is in an urban location and very close to the activities of Bermondsey Street and the cultural attractions of London Bridge and Bankside. The site's location provides it with an animated and 24 hour use benefiting natural surveillance.

ENVIRONMENTAL QUALITY AND SENSE OF OWNERSHIP

8.4 The proposals for a hotel development represent the most effective use for the site providing an environment which is well designed, attractive, clearly defined and will be properly maintained through a rigorous management strategy.

8.5 The proposed development takes full account of the social and environmental context and encourages positive interaction to help foster an integrated community spirit and responsibility from the hotelier that will occupy the building.

NATURAL SURVEILLANCE

8.6 There is no ambiguity between the public and private external spaces.

8.7 Tanner Street clearly defines the position of the proposed building.

8.8 At ground floor the hotel entrance is provided on the principal street with an animated frontage of doors, entrances and lobbies.

8.9 The ground floor fronting Tanner Street will have a good proportion of glazed windows into the reception area providing good natural surveillance.

8.10 The use and nature of the ground floor ensures that the scheme will have activity throughout the day.

8.11 The reception desk and ground floor spaces associated will provide a feeling of activity deterring potential anti-social behaviour and crime.

ACCESS

8.12 The scheme is designed to be car free.

8.13 All doors and entrances feature an electronic locking system to secure access into the entrances and servicing.

8.14 All door sets opening onto the outside of the building must be either LPS 1175 SR2 or STS 202 BR2.

8.15 Secure bike storage is provided via the side access path next to the Network Rail viaduct.

8.16 The bike storage area will be fully covered by CCTV. Anchor points for the bikes will meet the secure gold standard. Access to the bike storage area will be via access control.

8.17 Occupiers arriving by foot can only enter the building from ground floor on Tanner Street.

8.18 The main entrance will be well lit and appropriately signed and fitted with a video access control system.

8.19 All glazing to the ground floor will be laminated.

8.20 CCTV coverage may require two cameras, an internal wide dynamic camera to provide images of those entering the building and a second external camera to provide images of those seeking access (i.e. connected to the access control system).

8.21 The entrance to the hotel is well positioned directly in front of the reception desk fronting Tanner Street.

8.22 The positioning of the entrances have been designed to provide a direct visual link to the street level entrance, lifts and stair.

8.23 All ground floor entrance doors will be fitted with an SBD accredited door set.

8.24 The Reception is to be equipped with instant remote locking of the main entrance.

8.25 Reception to be equipped with a panic button which is to be monitored by management or fed to the police.

8.26 The bin store is to have a fob lock or management key. The door set must be accredited to LPS 1175 SR2 or STS 202 BR2.

8.27 Fire exit doors leading to ground level will be alarmed and controlled to stop casual inappropriate use.

8.28 It is envisaged that a three point fire exit locking mechanism is used.

8.29 Evacuation corridors will be monitored by CCTV.

8.30 Green break glass units are to be fitted with anti-tamper covers and alarms. If the green break glass has been broken the alarm should be fed back to reception to reset the insecure door.

8.31 The Ground floor and easily accessible glazing within 3.5m of ground level must be compliant with BSEN 356:2000 P2A.

LIGHTING

8.32 All lighting within the site will offer minimal upwards light spill and all functional lighting will be designed to offer good vertical illumination and good facial recognition, to create 'defensible space' around pedestrians and to ensure good quality lighting conditions for CCTV cameras.

8.33 The proposed lighting will be sustainable in terms of energy use, environmental impact and durability/ vandal-resistance.

8.34 All automatic lighting will be photocell activation type fittings.

INTERNAL SECURITY

8.35 Communal internal circulation areas, the staircases, entrances and lift lobby will be brightly decorated and well lit.

8.36 Hotel to be compartmentalised for security so guests can only access the floor they are staying on.

8.37 Card / Fob readers are to be installed in lifts and in each stair core to prevent anyone exiting a lift or stair core onto any floor other than their own.

8.38 CCTV cameras are to be fitted in the main entrance, bar, restaurant, store areas containing alcohol and money / safe, fire exit doors, reception, lobby, inside the cycle store, fire corridor and secure lobby on each floor.

8.39 Both the internal common parts and external areas will be covered by CCTV.

8.40 All boundaries are to be monitored by CCTV.

8.41 All lifts and staircase are to have CCTV.

8.42 All CCTV recordings are to be kept behind a secure PAS 24:2016, LPS 1175 SR1 or STS 202 BR2 accredited door.

8.43 All guest rooms doors are to be standard LPS 1268 doors.

8.44 All external lighting to conform to BS 5489:2013.

8.45 The door leading to the basement / staff room / store rooms & all back of house are to be controlled with a card / fob reader.

8.46 The office door is to have a performance rating of PAS 24:2016, LPS 1175 SR1 or STS 202 BR2.

CLEANING AND MAINTENANCE

8.47 The building will be predominately cleaned from the inside with openable windows for cleaning purposes at all levels.

8.48 The windows will be cleaned by a centrally managed strategy to be implemented by the building management team.

8.49 An internal restraint system consisting of a series of stainless steel sockets to which a maintenance harness will be connected will be anchored at regular intervals into the structure – the anchor and harness arrangement will not affect the appearance of the elevations.

8.50 A building management strategy will be in place to maintain and clean the building and only authorised and trained operatives will be able to open the windows and access the roofs which are not designated as communal terraces.

MEETING WITH SOUTHWARK DESIGNING OUT CRIME

8.51 A meeting has taken place with Laura Flux (Southwark Designing Out Crime Officer) on 29th January 2019 to discuss SBD standards and specifications for the hotel which adhere to the SBD Commercial 2015 guide and it is the intention of the design team to continue to engage with the Southeast Designing Out Crime Office.

9.0 DESIGN
SUSTAINABILITY + ENERGY

9.0

SUSTAINABILITY & ENERGY STRATEGY

9.1 Our sustainable approach using the various steps first focusing on the buildings locations and energy demands and how these could be meet using the Energy Demand and Carbon Hierarchy.

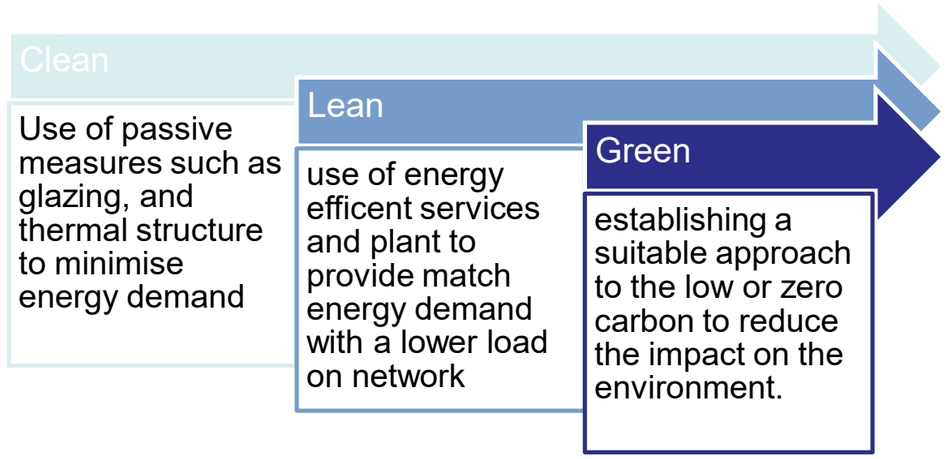
9.2 The energy strategy has been developed in accordance with the requirements of 'The London Plan: Spatial Development Strategy for Greater London (July 2011) and the Greater London Authority guidance on preparing energy assessments (October 2018).

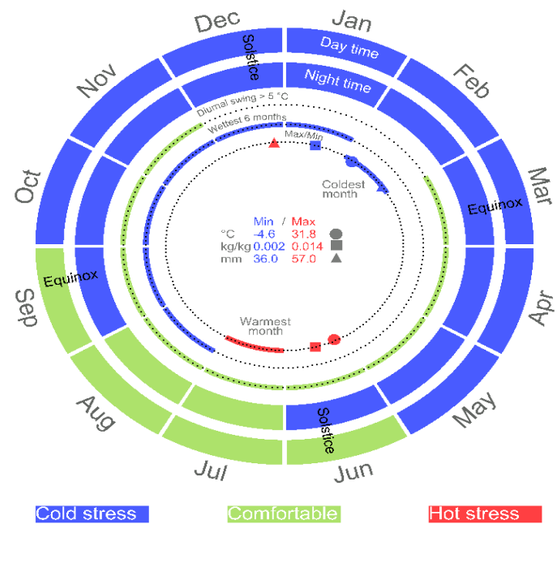
9.3 The energy strategy proposes to reduce the site-wide total regulated carbon dioxide emissions by a total of 41% (54 tonnesCO2/annum) through an energy efficient envelope, services, and inclusion of renewable energy.

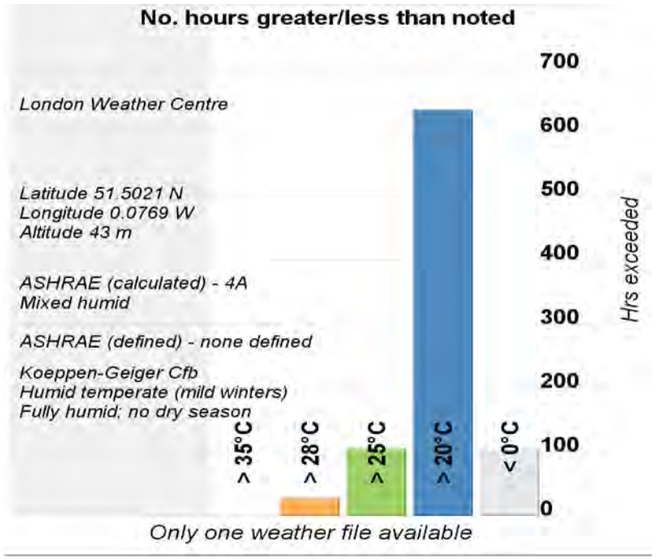
9.4 The scheme is designed to achieve BREEAM Excellent.

9.5 The Energy Statement that accompanies the application prepared by MRB demonstrates that an emphasis has been placed on highly energy efficient design, with a reduction in predicted regulated carbon dioxide emissions of 8% through energy demand reduction alone.

9.6 The Energy Statement details the proposals to reduce energy demand through a layout and orientation to maximise available daylight and avoid overheating.







FUNCTIONAL ADAPTABILITY STUDY

MATERIALS

9.7 The proposed façade largely consists of brick construction with window units consisting of fixed glass panes to the front and side façade allowing individual or multiple panel replacement to be undertaken when necessary.

9.8 The glass is to be designed to enable replacement panels to be carried out internally without the requirement of external access.

9.9 Major refurbishment of the buildings internal materials and finishes has been considered through the implementation of vertical transportation for items such as partitions to all relevant levels.

PLANT REPLACEMENT

9.10 Major plant located in the basement will need to be disassembled into smaller sections for removal by hand using the staircase. Replacement equipment will need to be sized suitably to allow to be carried from the ground floor access to the basement via the staircase.

9.11 Plant located on Level 9 can be replaced using the lifts or via the stairs and will need to be sized accordingly or have an allowance to be assembled in place.

ADAPTABILITY

9.12 Should the Hotel Use class requirements change in the future the building design suitable for either Residential Apartments or Commercial Office Space.

9.13 Connection to utilities is considered in the design – including connections to potable water, natural gas, electricity, data and storm-water and foul-water drainage. Further to this, the design has considered how future extensions to the scheme or change of use could be accommodated.

FUNCTIONAL ADAPTABILITY IMPLEMENTATION

9.14 All floor levels are designed with a regular concrete column layout with lightweight internal partitions. This will allow for future rearrangement of the internal walls and divides to suit future requirements.

9.15 The Ground Floor currently has a single entrance point into the hotel reception area with access to the core through a second door. A second entrance to the core is provided via the side access. This allows the use at the front of the building to be flexible and should the scheme be changed to residential the ground floor frontage could be a restaurant or a café.

9.16 Plant Replacement has been considered throughout the design for both maintenance and replacement. The heating system for the hotel is to be MVHR units which will be located on Level 9. These can be dismantled and replaced using either the lifts or the stairs.

10.0 ACCESS

10.0

INTRODUCTION

10.1 This access review report supports and forms part of the proposals for the development of 67-71 Tanner Street to provide a ground plus nine storey building, with a single basement level. The scheme comprises 86 hotel rooms including refuse storage, cycle parking and associated landscaping and highways works.

10.2 It assesses the provisions made for inclusive design in the general arrangement of the building in terms of approaches, entrances, and common circulation areas, and generally addresses the internal layouts and other accommodation.

10.3 Detailed issues relevant to Building Control approval will be dealt with as part of a further stage in the development as a continuing process to ensure that the highest standards for access are maintained throughout the development process.

10.4 SPPARC has considered all aspects of access requirements for the scheme and the ultimate solution since the inception of the design.

10.5 The client has commissioned SPPARC to provide guidance as the design has developed through the feasibility stage. In this respect accessibility issues have been able to influence the design with regard to the initial implications of mandatory access standards and to ensure that the scheme has the capacity to meet wider best practice access standards.

10.6 The aim of the project is to ensure that appropriate standards for accessibility can be met at the outset, to meet reasonable expectations for mainstream inclusive design, and to ensure that the aims of the Disability Discrimination Act 1995 (as amended 2005)can be met.

ACCESS STRATEGY

10.7 The site is well served by a good network of pedestrian connections and public transport links.

10.8 The Public Transport Accessibility Level (PTAL) within the site vicinity is 4 with National Rail and London Bus services within walking distances.

10.9 The scheme proposes the creation of an inclusive environment which caters for diverse users, including the disabled and visually impaired.

10.10 The proposed hotel is informed by a belief in inclusive design – the design approach believes that access should take into account a wide range of environmental needs and not be limited to specific types of disability.

10.11 In adopting this broad approach the scheme aims to promote the provision of an environment that is safe, convenient and enjoyable for use by everyone working or visiting the scheme.

10.12 The interim appraisals of the scheme have assessed the potential accessibility of the proposal within the context of the site – as the scheme design has developed all identified issues, recommendations for improvement and guidance for inclusive design have been incorporated into the final design solution.

10.13 The design approach has considered the total user experience and journey including approaches, routes into all areas of the building and across the site, circulation within the office space.

10.14 The scheme recognizes the need to maximise access to the site and the use of all external areas, the building and facilities by disabled occupiers and visitors with a view to making the scheme inclusive to meet all current guidance on the requirements of the Disability Discrimination Act, currently published good practice in design and detailing meeting the needs of disabled people whilst observing reasonable functional and financial practicalities of implementing action to improve access.

10.15 The access statement references the management procedures as well as the physical fabric of the building.

10.16 The design response when considering all aspects of accessibility has been carried out to the standard set out in:

- Approved Document M
- Access to and use of buildings 2004 edition (AD M)

- Designing for Accessibility - published by the CAE/RIBA Publishing

- BS 8300:2009 Design of Buildings and their Approaches to Meet the Needs of Disabled People - Code of Practice.

KEY ISSUES

10.17 The following key issues have been identified at this stage:

Key access issues:

- Routes to/from public transport at including national rail and the bus stops
- Location and design of the Blue Badge parking bays in the local area
- Step-free entry and power operated or automatic entrance doors
- Lift access from the ground floor to all principle floors
- Means of escape for disabled people including safe refuges and alarm systems

10.18 REQUIREMENTS FOR THE RESIDENTIAL DEVELOPMENT

- Level approach
- Accessible thresholds to entrance levels
- External entrance doors with minimum clear opening width of 775mm
- Corridor widths to be a minimum of 1200mm clear.
- Accessible switches & sockets sited between 450mm - 1200mm above FFL
- Stairs to have distinguishable nosings, landings as ADK,170 max rise. 250 min going, risers not open and handrails both sides

CRITERIA FOR DESIGN AND DEVELOPMENT

METHOD

10.19 SPPARC have used a method that considers access into the buildings using the 'sequential journey' for analysis i.e. examining the physical obstacles faced by disabled people arriving at the location, accessing the proposed building facilities and then leaving.

10.20 The meaning of disabled, as it relates to this submission, is the definition that is stated within the Disability Discrimination Act 1995 (amended 2005). Access standards and guidance as applied:

- Building Regulations PartM2004 (amended)
- British Standard 5588 Part8 1999
- British Standard 8300 - 2001
- The Disability Discrimination Act 1995: Parts 2and 3
- Accessible London: Achieving an inclusive environment (SPG2004)

10.21 Areas of plant and spaces that are not accessed except for maintenance by servicing engineers or similar personnel are excluded.

10.22 The above access standards are applied where appropriate to the mixed use accommodation spaces; other standards that will inform the design are:

PLANNING & COMPULSORY PURCHASE ACT 2004

10.23 From 10 August 2006 the government introduced changes to the development control system requiring Design and Access Statements to accompany most applications.

BUILDING REGULATIONS PART M(2004)& PART B(2002)

10.24 AD Building Regulations: Part M and Part B are the only standards relevant to access.

10.25 It is essential to understand that these standards require Building Control approval. The Regulations make clear that designs other than those shown in the document can be approved if they are justified as being equally or more effective. Approval concurs acceptance that the building meets all reasonable standards in respect of physical access for disabled people with regard to the DDA.

BRITISH STANDARD 5588 PART 8

10.26 This standard, published in 1999, provides guidance for the safe evacuation of disabled people from buildings in an emergency.

PLANNING AND ACCESS FOR DISABLED PEOPLE (2003)

10.27 This Good Practice Guide was published by the Office of the Deputy Prime Minister to provide guidance in the delivery of inclusive environments through the Town and Country Planning system.

PEDESTRIAN ACCESS

10.28 There will be no fundamental changes to the way that the site is accessed caused by the proposed scheme, however, the pedestrian experience will be significantly enhanced by the redevelopment of the site. The main alterations include the replacement of a cleared site.

10.29 The hotel entrances is shown on the diagrams opposite.

PEDESTRIAN LINKS

10.30 Pedestrian links to the site are facilitated along Tanner Street into the main core. The entrance provides a direct link to the pedestrian highway which leads to the public transport and to the retail and commercial districts of the area.

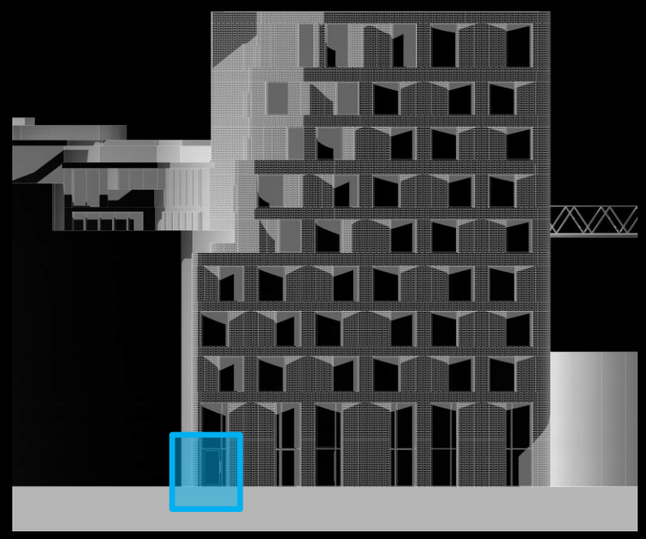
10.31 The site is in very close proximity to a range of shops, employment uses, leisure facilities and services readily available within a short walk of the development.

ENTRANCES

10.32 The main pedestrian entrance into the hotel reception is accessed from Tanner Street.

10.33 All access is step free.

PEDESTRIAN ACCESS



CYCLE PARKING

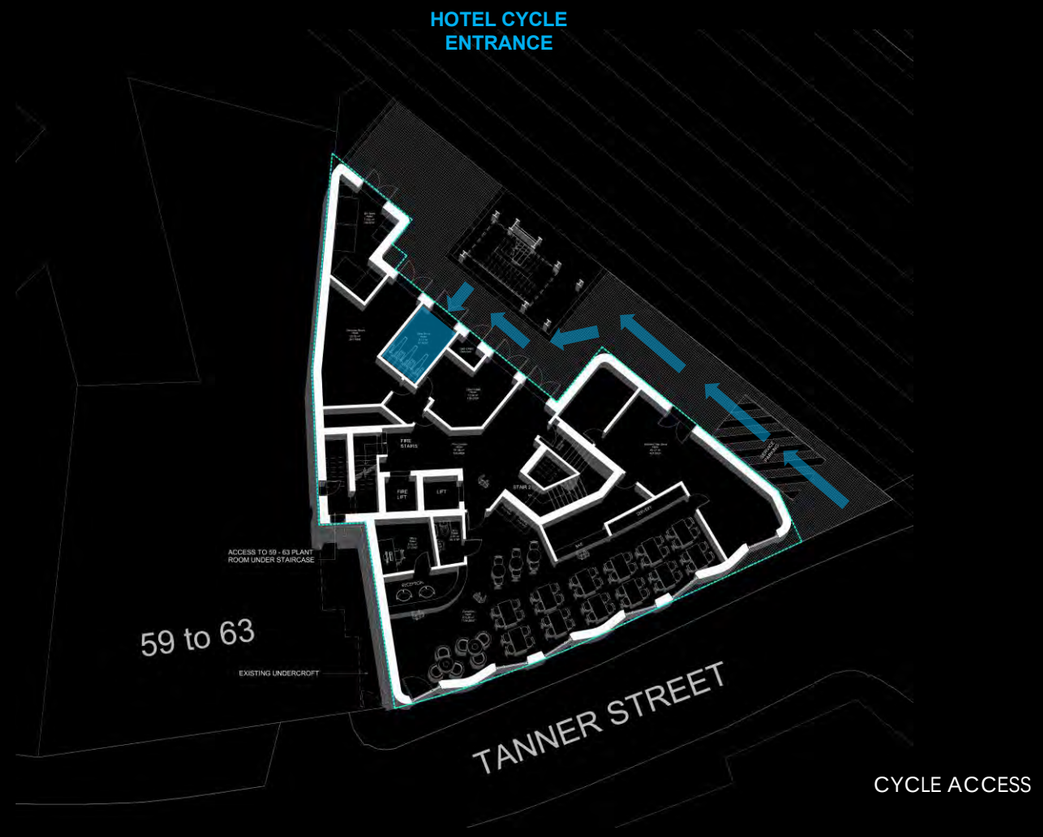
10.35 The provision references the cycle parking standards set out in the TfL Proposed Guidelines. Cycle parking spaces will be provided for the hotel as follows:

10.36 Six cycle parking spaces are provided within a ground floor store and this can be accessed via the pathway to the side.

10.37 The cycle parking standards in the current London Plan require one long stay space per twenty bedrooms and one visitor / short stay space per 50 bedrooms.

10.38 Further information and explanation is provided in the Transport Assessment submitted as part of this application.

10.39 This level of provision is considered to be acceptable for the scale/ nature of the development proposals.



OFFICE CYCLE PARKING SPACES 6no

VEHICULAR ACCESS - ON-SITE PARKING

10.40 No car parking is proposed for the hotel due to the site's highly accessible location. This accords with saved policy 5.3 (*Walking and Cycling*) and Strategic Policy 2 (*Strategic Transport*), Core Strategy 2011.

10.41 The Council in their Pre-Application Response Letter commented that a car free development '*is supported.*'

10.42 The site is located close to public transport links in accordance with Saved Policy 5.1 (*Locating Developments*). Further details are set out in the submitted Transport Assessment

GROUND LEVEL
VEHICULAR ACCESS

DELIVERIES & WASTE MANAGEMENT STRATEGY

10.43 The site is located in a tight urban area where the continuity of the street frontage is an important townscape characteristic. The schemes reinstatement of a continued street frontage is seen as a particular strength of the proposal.

10.44 Earlier scheme layouts investigated the introduction of a loading bay within the curtilage of the site boundary, however, due to the constrained nature of the site, it was not possible to include a loading bay where a vehicle could enter and exit in forward gear without the loss of the ground floor which provides active frontage and an attractive pedestrian experience.

10.45 A 3m hard landscaped zone has been created between the railway viaduct and the east elevation of the proposed building to provide pedestrian and cycle access into the service entrance.

10.46 The London Borough of Southwark's website provides advice about loading and unloading as follows:

Loading and unloading

If you need to quickly load and unload items from your vehicle, you're normally exempt from parking regulation.

All commercial deliveries and collections (including multi-drop and couriers) are included in the exemption. Reasonable time is allowed for the checking of paperwork too - however, as soon as the delivery has finished the vehicle must be moved.
Loading time is restricted to either 20 or 40 minutes depending upon the location.

10.47 Due to the modest size of the proposed development and the small number of expected deliveries and servicing requirements, pre-application discussions between the London Borough of Southwark and the projects transport consultant ADL Traffic Engineering Ltd confirms that day to day deliveries and servicing can occur from Tanner Street, via the double yellow lines.

10.48 The hotelier will be responsible for collecting refuse and delivering the refuse and recycling to the designated area on the ground floor.

10.49 On collection days, the building management team will be responsible for moving the wheeled bins from the refuse store to the collection point on street.

10.50 Refuse collection will be undertaken on-street from Tanner Street by the Council at the same time it undertakes other collections in the area.

GROUND LEVEL
REFUSE STORAGE

10.51 Deliveries would be received via the main entrance on Tanner Street or the service door on the northeast side of the site.

10.52 Delivery and service vehicles would stop on the double yellow lines outside the site to offload/collect goods, as well as collect refuse and recycling.

10.53 On occasion and with prior arrangement with the building management team, it would be possible for a vehicle to reverse into the space between the railway viaduct and the north east elevation, however, this arrangement is not required as part of the regular servicing and delivery strategy of the building.

FURTHER DESIGN DEVELOPMENT - MONITORING DECISIONS

10.54 This is with specific regard to disabled people as:

- Occupiers and visitors to the hotel accommodation

10.55 As the design is developed processes will be in place to ensure that:

- The initial intentions for inclusive access are maintained during the course of the scheme development, by adopting a suitable means for an audit trail of design decisions.

- Regular and specific reviews of the project design will be carried out by SPPARC, to compare the original design intentions through to the completed building and how they respond to existing, best practice and emerging standards for inclusive access.

- Such decisions that involve changes that vary from the accepted standards will be recorded for future reference after the building works are completed and the building is occupied.

- Where relevant information regarding inclusive access and its dependence, in exceptional circumstances, upon management and occupancy intervention, will be provided to the building occupants.

10.56 The applicant will consider the commission of an independent consultant to produce an ongoing Access Review of the design proposals.

10.57 There are six fundamental considerations to the design of the development that can be defined as follows:

- To ensure that access is inclusive at each level and that tenants and visitors can circulate and exit with ease and that the built design does not present barriers to people with disabilities.

- To ensure that there are step free routes to all parts of the development and that the passenger lift access is provided between all storeys where possible.

- To adopt as far as possible a repetitive plan form to facilitate navigation and way finding to essential facilities.

- To provide within the development an inclusive environment.

- To anticipate emerging standards and expectation.

REFERENCES

SOURCES OF ADVICE, LIST OF TECHNICAL STANDARDS AND GUIDANCE LEGISLATION

- Planning and Compulsory Purchase Act 2004
- Chronically Sick and Disabled Persons Act 1970
- Disability Discrimination Act (DDA) 1995
- Fire Precautions Act 1971
- Town and Country Planning (General Development Management) Order 2010
- Codes of Practices, Disability Rights Commission (from October 2004)

BRITISH STANDARDS AND PUBLIC DOCUMENTS

- The Building Regulations: Approved Documents M (ADM) Access to and use of buildings 2004
- The Building Regulations: Approved Document B
- B58300 2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice
- B55588-8(B59999) Fire precautions in the design, construction and use of buildings - Code of practice for means of escape for disabled people
- B57000-6:2005 Design management systems: Guide to managing inclusive design
- Lifts and services lifts - selection and installation: BS5655:Part61990 (23 May 2002 new pub: same title - draft no 01/708284)

LOCAL POLICY

- Southwark Borough Council UDP
- London Plan
- GLA's SPG, Accessible London: Achieving an Inclusive Environment

CONCLUSION

The design proposals for the hotel development of 67-71 Tanner Street is intended to achieve high standards of inclusive accessible design, including the following features:

- Step-free entry into the hotel and to all principal upper floor levels;

- Efficient access to the lifts providing step-free access to the whole development;

- All occupiers on the upper floors will follow the same routes into the entrance areas and onwards into the upper floors.

11.0 SUMMARY

IN SUMMARY THE REDEVELOPMENT OF 67-71 TANNER STREET WILL:

- Regenerate a site that is currently vacant and fails to positively respond to its context;
- Will deliver an exemplar development ensuring the building is of the highest quality set within the existing robust urban framework;
- Deliver sustainable development, good urban design and strong architectural detailing;
- Ensure that through the layout and detail the scheme will create a sense of place and sustainable destination;
- Create an attractive and animated streetscape;
- Create a welcoming environment within the building and establish a relationship with the resident and business communities of the area;
- Create an inclusive environment which caters for diverse users, including the disabled and visually impaired;
- Create a building and environment that enables visitors to the hotel and the public alike to achieve a high quality of life;
- The proposed layout builds on the opportunity to create townscape strength and provide fresh opportunities including the activation of the railway arches;
- Maximise the use of natural daylight as an integral part of the buildings servicing strategy;
- The scheme responds to the established demand for visitor accommodation within the area;
- Through careful orientation consider the relationships with the external environment and neighbours;
- Exploit the inherent qualities of the site for all users of the development to enjoy;
- Provide integration with technology to achieve efficiency and effectiveness;
- Use a compatible architectural thematic palette of high quality materials selected to have minimum impact on the environment;
- Reduce heating and cooling loads through considered detailing and layout;
- Utilise robust constructions details to ensure longevity;
- Create a building that will age with dignity for future generations.

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