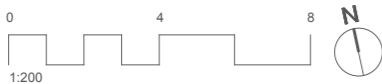


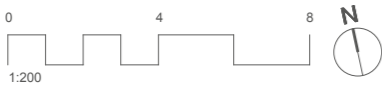


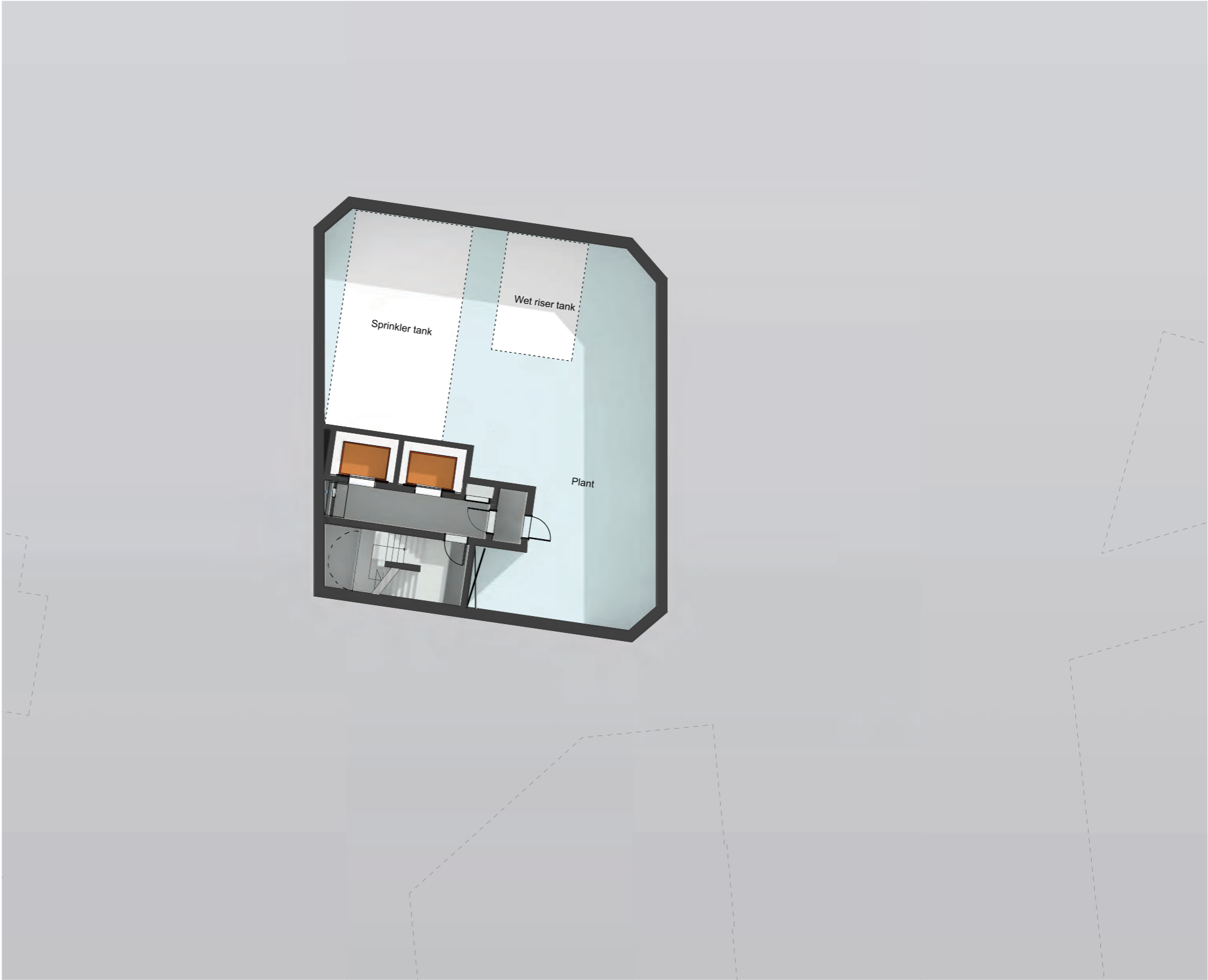
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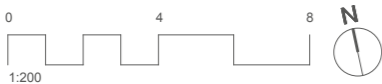
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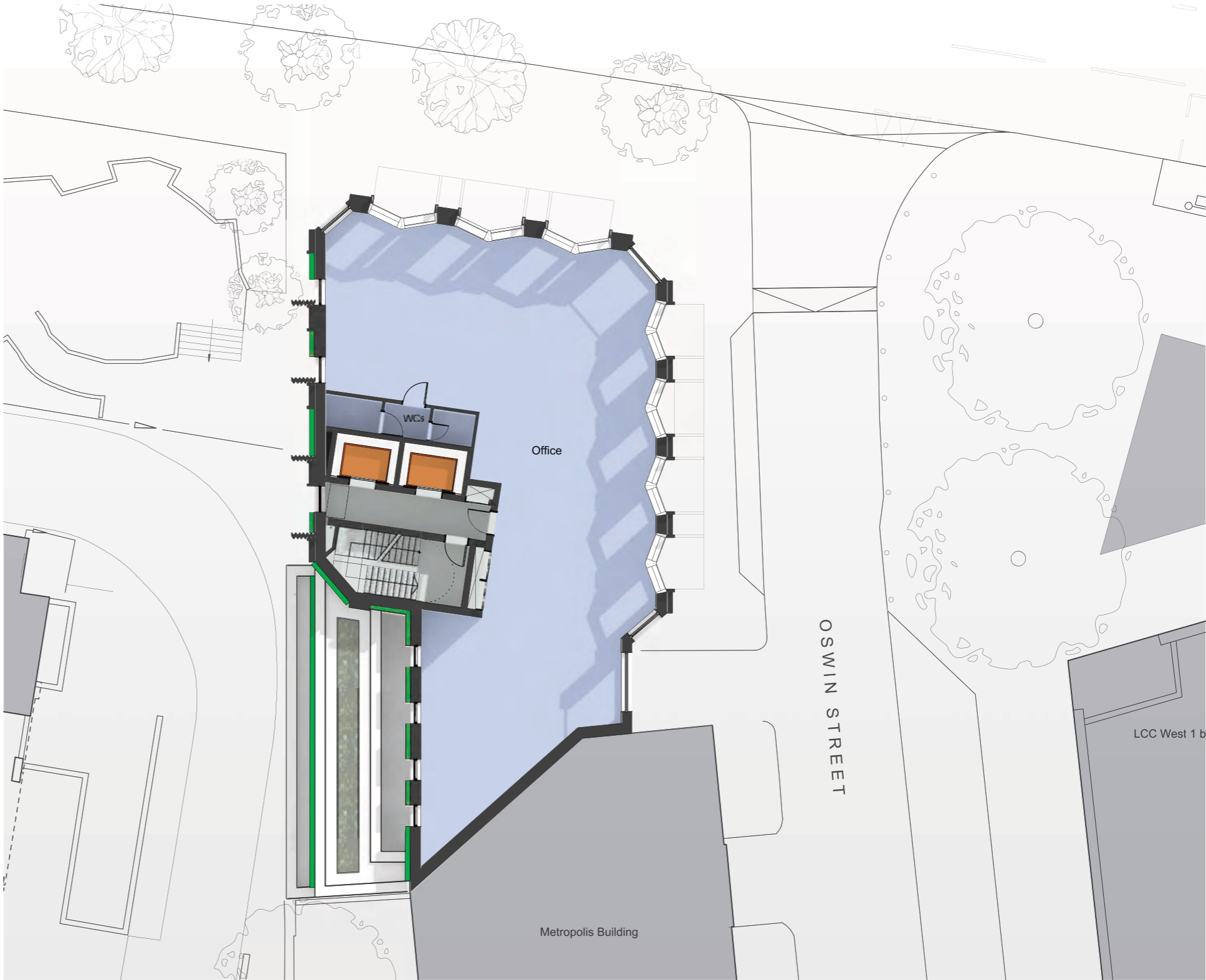




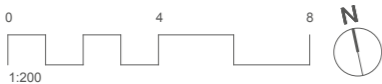
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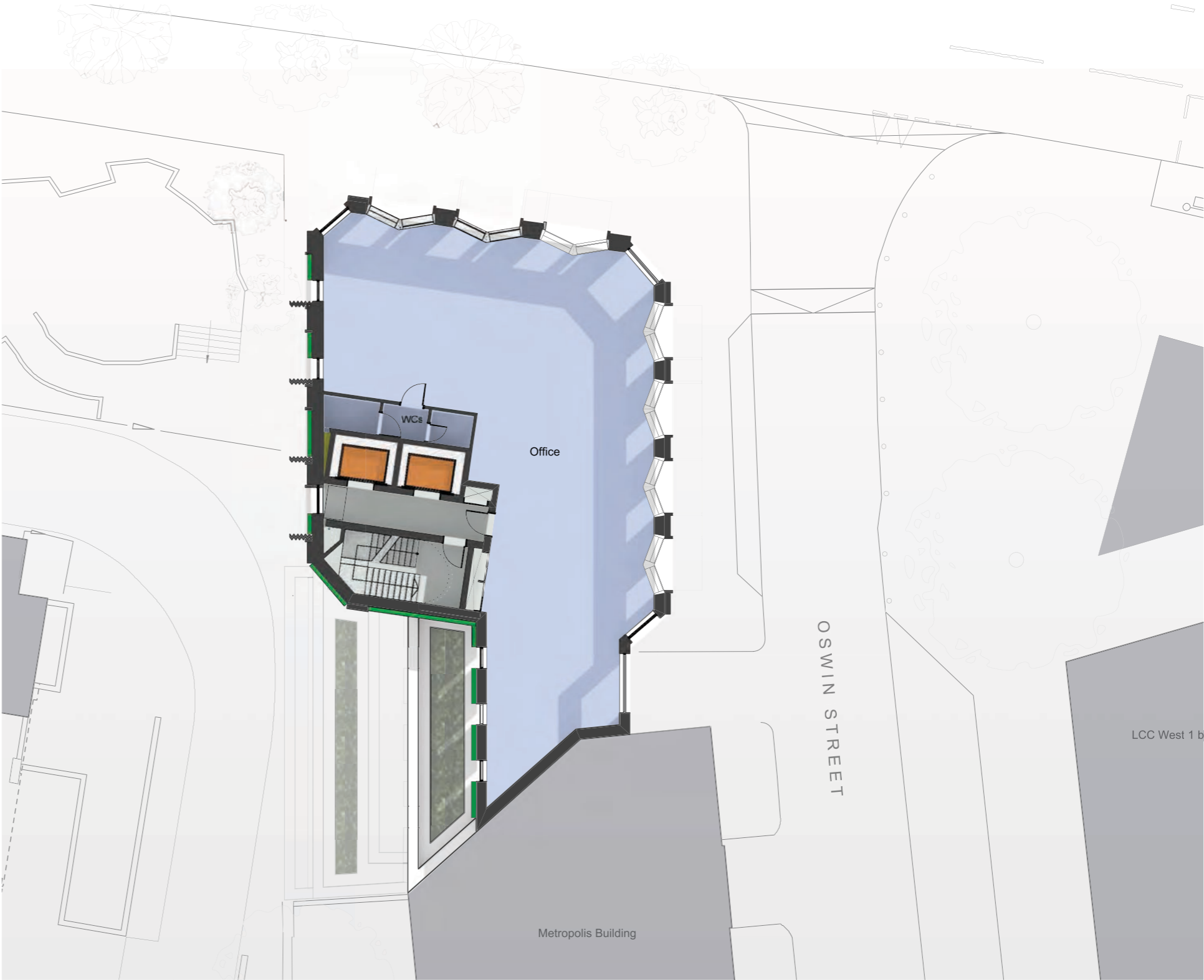
Hotel	Office	Shared
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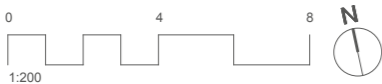


Proposed





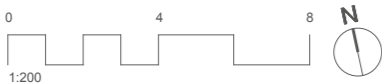
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Proposed

Hotel	Office	Shared
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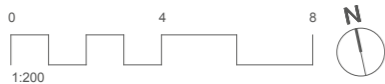


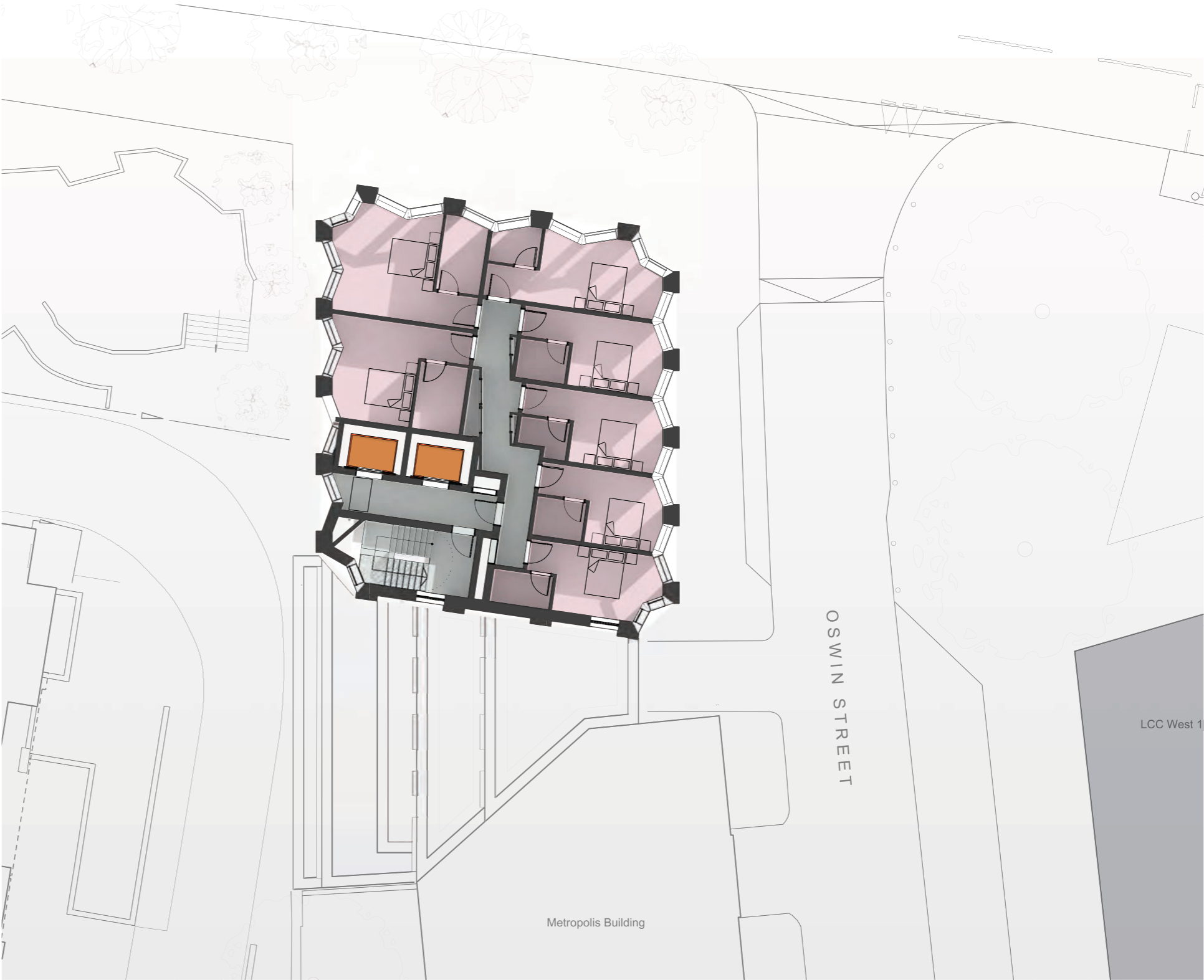
Proposed

Hotel

Office

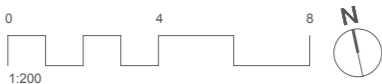
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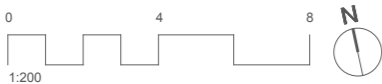
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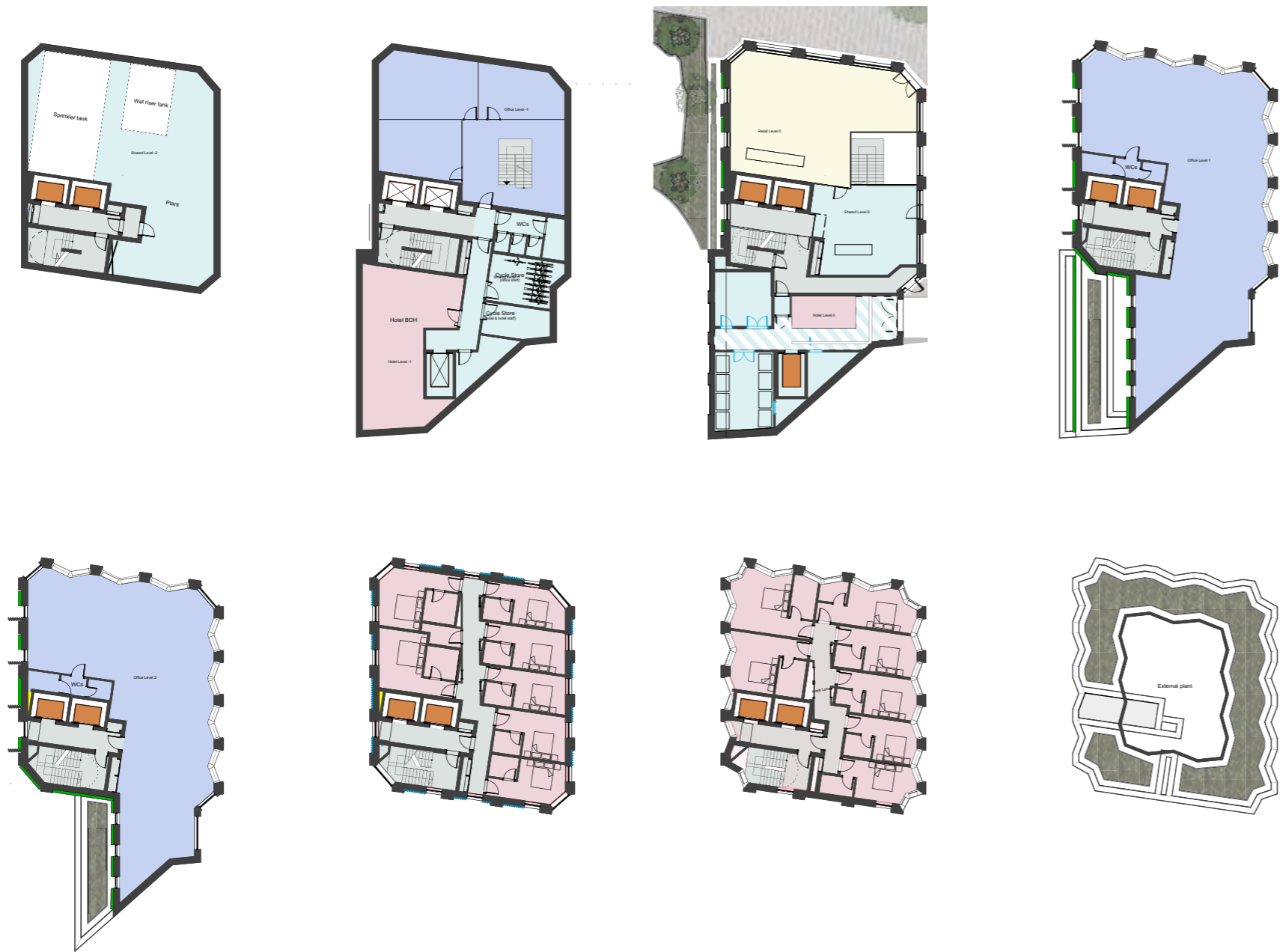
Hotel	Office	Shared
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Proposed



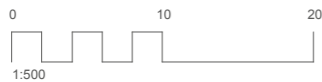


Demise & Level	Area m2
Hotel Level -1	69.6
Hotel Level 0	11.5
Hotel Level 1	-
Hotel Level 2	-
Hotel Level 3	223.9
Hotel Level 4	223.9
Hotel Level 5	223.9
Hotel Level 6	223.9
Hotel Level 7	223.9
Hotel Level 8	223.9
Hotel Level 9	223.9
Hotel Level 10	223.9
Hotel Level 11	223.9
Hotel Level 12	223.9
Hotel Level 13	217.5
Hotel Level 14	217.5
Shared pro-rata'd	444
<b>SUB-TOTAL FOR HOTEL</b>	<b>3,199.1</b>
Office Level -1 GIA	139.6
Office Level 1 GIA	279.4
Office Level 2 GIA	251.2
Shared pro-rata'd	108.0
<b>SUB-TOTAL FOR OFFICE</b>	<b>778.2</b>
<b>Existing office = 672. m²</b>	
Retail Level 0 GIA	105.8
Shared pro-rata'd	17.0
<b>SUB-TOTAL FOR RETAIL</b>	<b>122.8</b>
<b>Existing retail = 581.8m²</b>	
Shared Space	
<b>TOTAL</b>	<b>4,100.1</b>
<b>HOTEL KEYS = 89</b>	



21 St George's Road

LCC W1 building in background

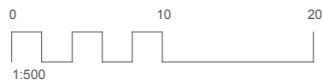




Proposed view from St George's Road looking east



LCC W2 building                      LCC W1 building                      Oswin Street                      21 St George's Road                      Pocket park                      Elliot's Row





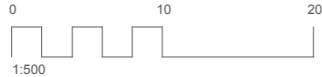
Proposed view from St George's Road



Metropolis building

21 St George's Road

St George's Road





Proposed view from Newington Causeway looking west

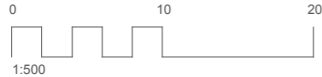


Elliot's Row

21 St George's Road

Oswin Street

LCC W1 building





Proposed long view from St George's Road looking east in winter

## Townscape and Visual Impact

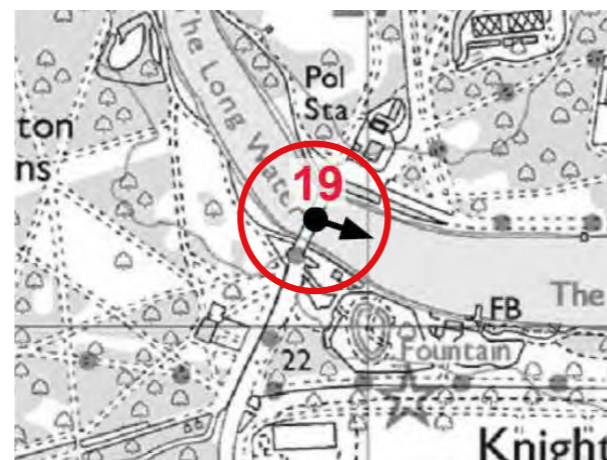
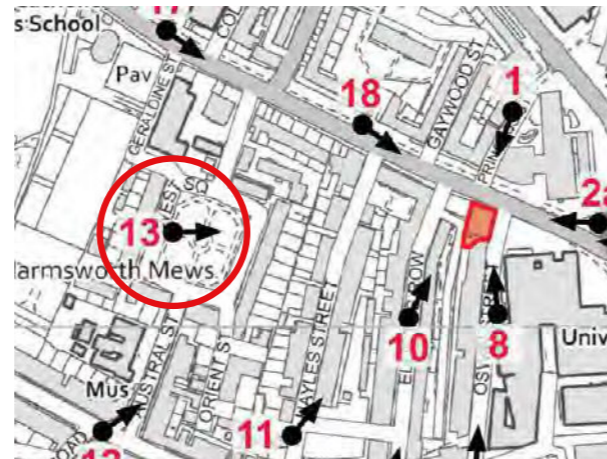
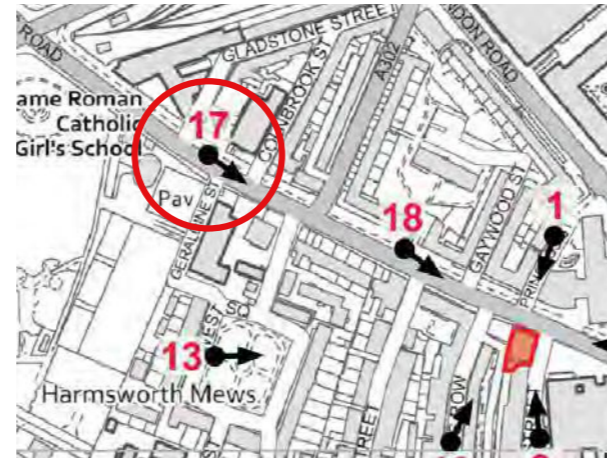
Peter Stewart Consultancy have been appointed to provide townscape and visual impact support in the development of the proposals for the site and have undertaken detailed analyses that have formed an important part of the pre-application discussions with the London Borough of Southwark.

PSC have concluded that the proposed building would form a successful composition with the neighbouring LCC scheme and would befit its potential role as a 'gateway' building at the western edge of the Elephant and Castle tall buildings cluster.

In closer range views, it is considered that the proposed building has achieved attractive proportions while maintaining an appropriate contrast of scale with the neighbouring lower buildings. In many instances of the key views considered, the proposal would not be visible at all.

The proposal is on the edge of the threshold plane of the Wider Setting Consultation Area LVMF view 23A.1 from the Serpentine to the Palace of Westminster in the background of the view but analysis has demonstrated that there would be no effect on a viewer's ability to appreciate the Palace of Westminster or Westminster Abbey.

The townscape study prepared by PSC can be seen in Appendix A to this document.



View from intersection of St George's Road and Gladstone Street



View from West Square



View from The Serpentine - LVMF 23A.1



Aerial view from west - existing



Aerial view from west - proposed



Aerial view from north - context



Aerial view from north - proposed



Aerial view from east - context



Aerial view from east - proposed



Aerial view from south - existing

Aerial view from south - proposed

## Wind environment

The wind environment for the proposed building and surrounding public realm is largely created by the prevailing south-westerly wind and the site location at the edge of the taller developments forming Elephant & Castle.

A wind consultant (RWDI) has formed an integral part of the design team and has provided advice from the outset that has been incorporated and can be summarised as follows;

1 - Ground level landscaping is proposed that comprises trees planted at ground level to the north of the proposed building fronting St George's Road. The inclusion of these trees is expected to reduce any wind acceleration around the north-western corner of the tower towards St George's Road. The existing trees to the LCC side of Oswin Street reduce the effect of channelling and wind speeds towards the north-east of Oswin street thereby providing a calmer wind environment.

2 - The introduction of projecting canopies on the west and north elevations will re-direct any wind passing down the western facade and around the north-western corner before it reaches ground level, thereby protecting pedestrians and building entrances.

3 - The incorporation of chamfers to all four building corners will introduce a more positive aerodynamic form that minimises wind turbulence and the effect of any corner wind acceleration and down-washing.

4 - The incorporation of projecting fins along the southern and western elevations at levels 2 and 3 creates additional 'roughness' along these elevations which will minimise wind speed prior to reaching the building corners.

5 - The building entrances are located on the northern and eastern elevations in positions that are sheltered from the prevailing wind direction.

A full wind assessment and report will be provided with the planning application submission.



## Transport and servicing

The proposed transport and servicing arrangements have been developed to align with the strategy that has been developed during pre-application discussions with LB Southwark Highways and Transport.

The proposed building has been set back to provide a 2.4m clear footway width across the site frontage on Oswin Street, representing a significant improvement in addition to widening the footway on St Georges Road. In addition, The Oswin Street carriageway has also been widened by 1m in width across a 12m length to accommodate servicing activity whereby the widened section of carriageway would retain a single yellow line to facilitate servicing activity. To facilitate the proposals, the location of the raised table crossing, and associated loading restrictions are being altered in accordance with that agreed in principal as part of previous discussions with LB Southwark. Swept path analysis has been undertaken to demonstrate that the proposed servicing solution is suitable in accommodating the anticipated size of vehicles.

Cycle parking is provided in accordance with the draft Southwark Local Plan and Intend to Publish London Plan standards and designed to accord with the London Cycle Design Standards. The long-stay cycle parking is located in the basement, accessed via an appropriately sized lift with cycle parking separated for different uses to align with Secure by Design requirements. Short stay cycle parking is located between the proposed street trees in the street furniture zone on the St George's Road footpath.

A single disabled parking space is proposed to be delivered on-site, as requested by LB Southwark. The space will be managed by site staff who will operate the gated entry and exit to the space, enabling the car parking space to be secure and not misused.

It is anticipated that work and consultations will continue with LB Southwark Highways and Transport during pre-application discussions to finalise the above matters and scope of assessment in detail and therefore ensure that the documents and details submitted within the forthcoming planning application are agreed.

A Transport Scoping Note describing the proposals in more detail is attached at Appendix B of this document.

