Open Agenda

Planning Committee (Smaller Applications)

Wednesday 7 October 2026
7.00 pm
Ground floor meeting rooms - G01A, B, & C 160 Tooley Street, London SE1 2QH

Supplemental Agenda No.1

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	Members pack and addendum report.	

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Website :www.southwark.gov.uk

Date: 7 October 2026

Welcome to Southwark Smaller Planning Committee

7 October 2026

MAIN ITEMS OF BUSINESS

Item 6.1 26/AP/2258 Unit 23 And 24 Old Jamaica Business Estate, 24 Old Jamaica Road, London SE16 4AW

Item 6.2 26/AP/1217 Pickfords Wharf Clink Street London, Southwark SE1 9DG

Item 6.3 25/AP/1329 Coffee Kiosk Land Adjacent To Tate Modern, Bankside, London SE1

Item 6.4 - 26/AP/1110 284-286 Walworth Road London Southwark SE21 2TE



Councillor Richard Taylor (Chair)



Councillor Jane Salmon (Vice Chair)



Councillor Andy Higson



Councillor Sean Hannigan



Councillor James Moyse



Councillor Margy Newens



Councillor Kath Whittam

Item 6.1- Item 6.1 26/AP/2258 Unit 23 And 24 Old Jamaica Business Estate, 24 Old Jamaica Road, London SE16 4AW

The proposal is to redevelop the existing site currently comprising light industrial (use class E(g)(iii)) and storage and distribution (Use Class B8) with an ancillary office, to provide a new commercial storage facility (Use Class B8) and affordable workspace (Use Class E). The proposed building will deliver 1,275 sqm of floor space over ground and a small area above the loading bay, with no basement provision, comprising 1,135sqm of self-storage accommodation and 140 sqm (10%) of affordable workspace (Flexible Use Class E(g)(i)(ii)(iii)). The affordable workspace will be 25% below market rent for 30 years, generating 18 on site jobs.

2

Site location plan/existing site

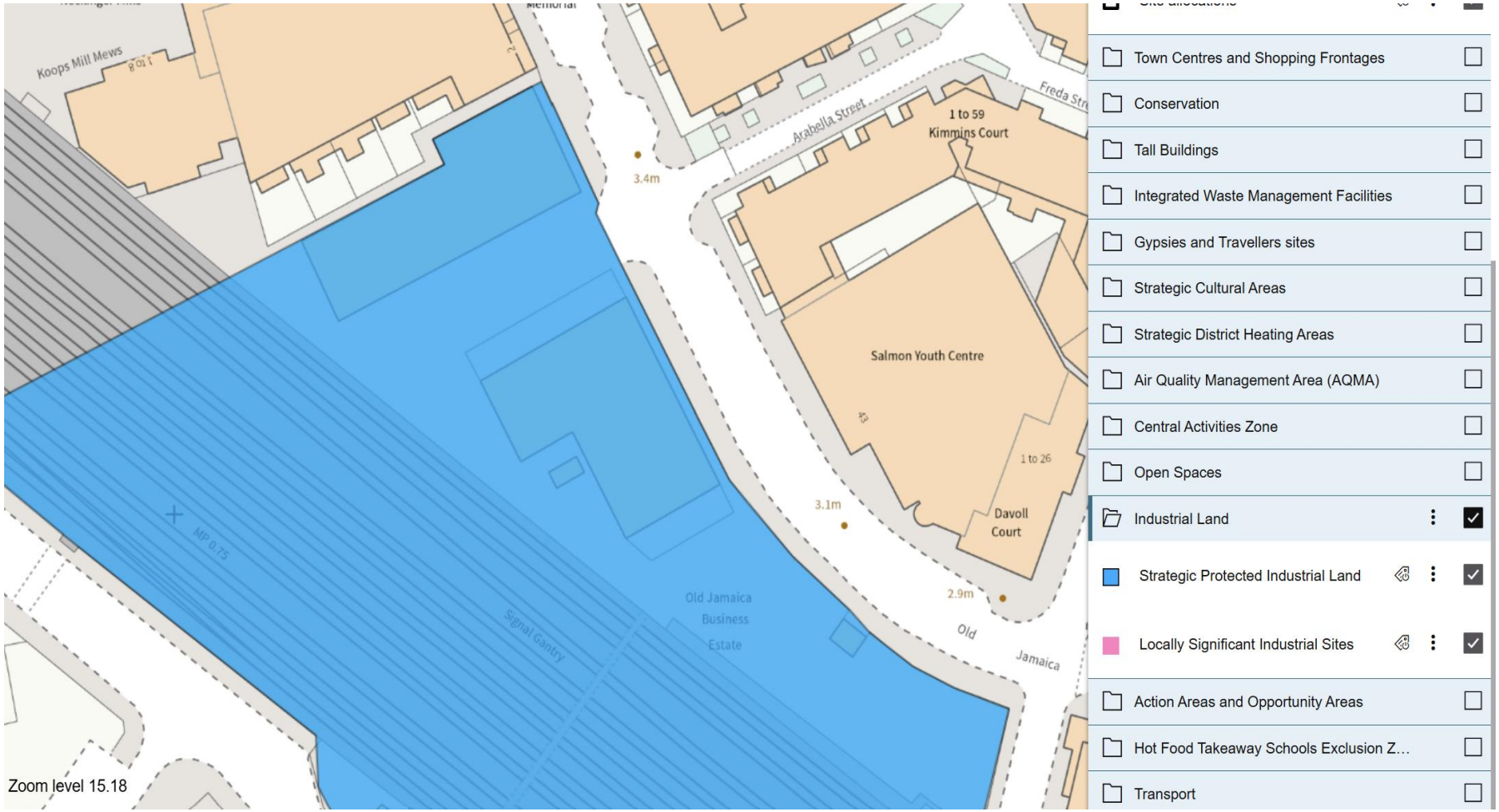




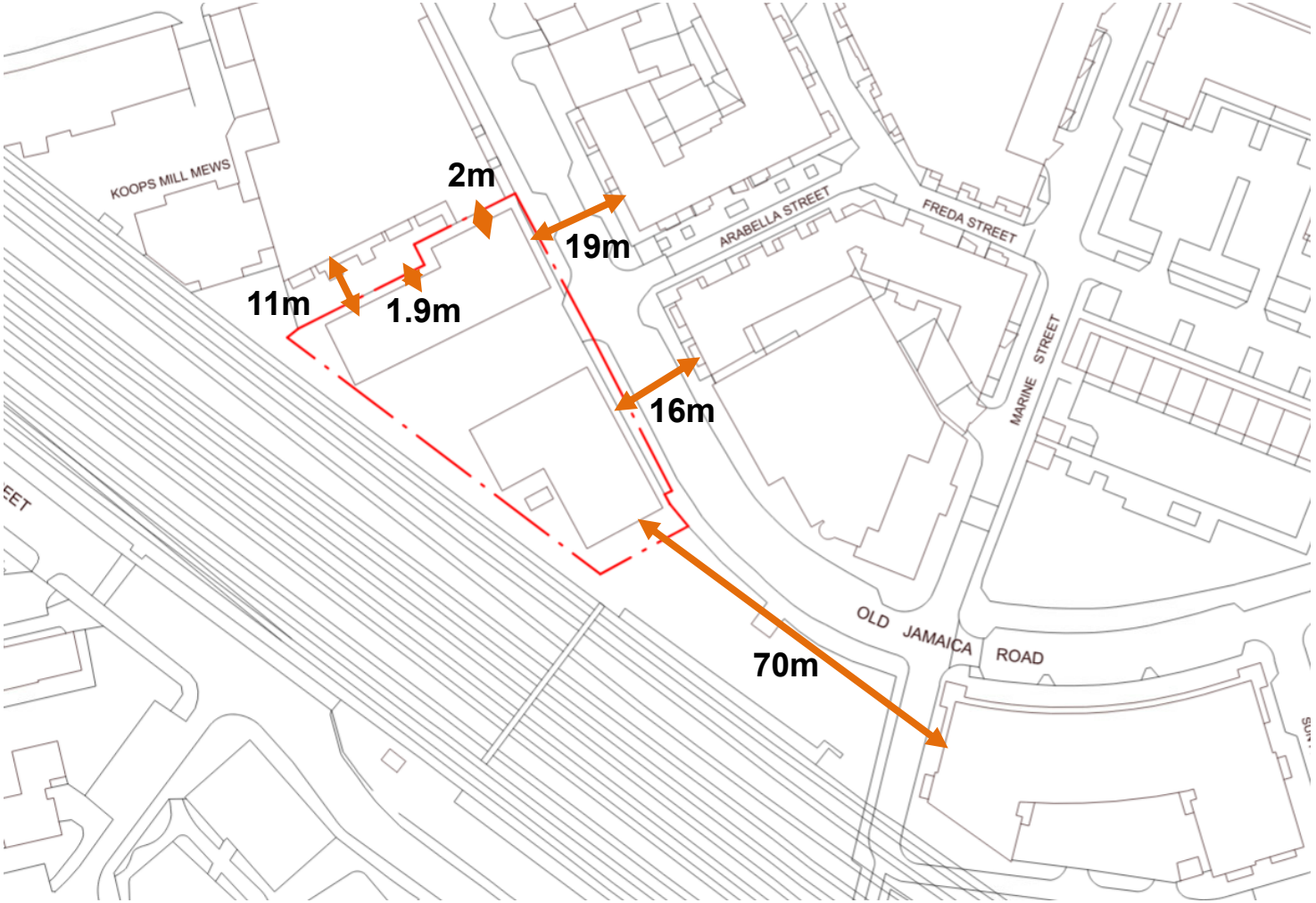




Site Allocations



Existing separation distances



Planning History

Reference	Proposal
21/EQ/0115	Pre-application advice was sought on 22.07.2021 for 'the demolition of existing structures and construction of replacement commercial building to be operated as a self-storage facility (use class B8) (Follow-up to 19/EQ/0152)'.
23/EQ/0234	Pre-application advice was sought on 09.04.2024 ref. for 'the demolition of existing industrial units (use class B2 and B8) and the erection of a 7-storey building comprising self-storage facility (use class B8) together with vehicular and pedestrian accesses, parking, associated works and landscaping'.
25/AP/0400 - REFUSED	Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii))) together with vehicular and pedestrian accesses, parking, associated works and landscaping.

Consultation undertaken

- Public consultation engagement was carried out in July 2026.
- This included holding an online meeting on 17 July attended by ward councillors.
- The briefing meeting was held online via Teams, allowing both councillors and the project team to attend.
- 207 letters and emails were also sent out to the local community, including a summary of key changes to the proposals, and a link to the project website for further detail. Contact details were provided, allowing residents to share questions on the updated plans.

Neighbour Consultation Responses

- 37 comments received
- 4 in support, 2 neutral and 31 in objection
- 6 of the objections appear to be duplicates
- Previously there were 58 objections with none in support

Objections:

- Principle of Development and Proposed Land Uses
- Affordable Workspace
- Design Quality and Site Layout
- Neighbour Amenity Impacts
- Transport, Parking, Highways, Deliveries and Servicing Matters
- Environmental Impact During Construction Phase
- Security and Prevention of Anti-Social Behaviour
- Other Matters

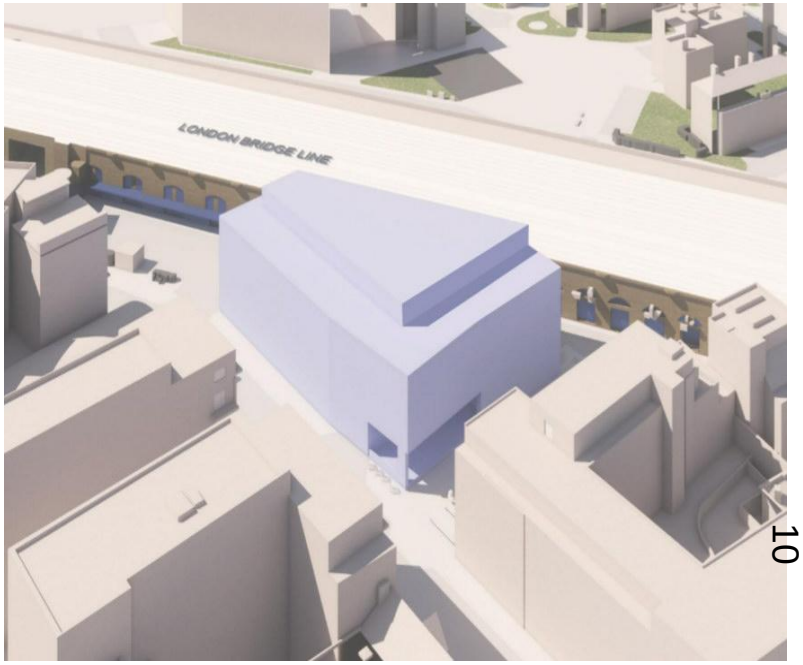
Previous scheme – 25/AP/0400
Reason for refusal

The proposed building due to its footprint, lack of articulation and overly dominant height would be harmful to the outlook, light and general amenity of the surrounding residential properties contrary to Southwark Plan policies P13 Design and Places, P14 Design Quality and P56 Protection of Amenity.

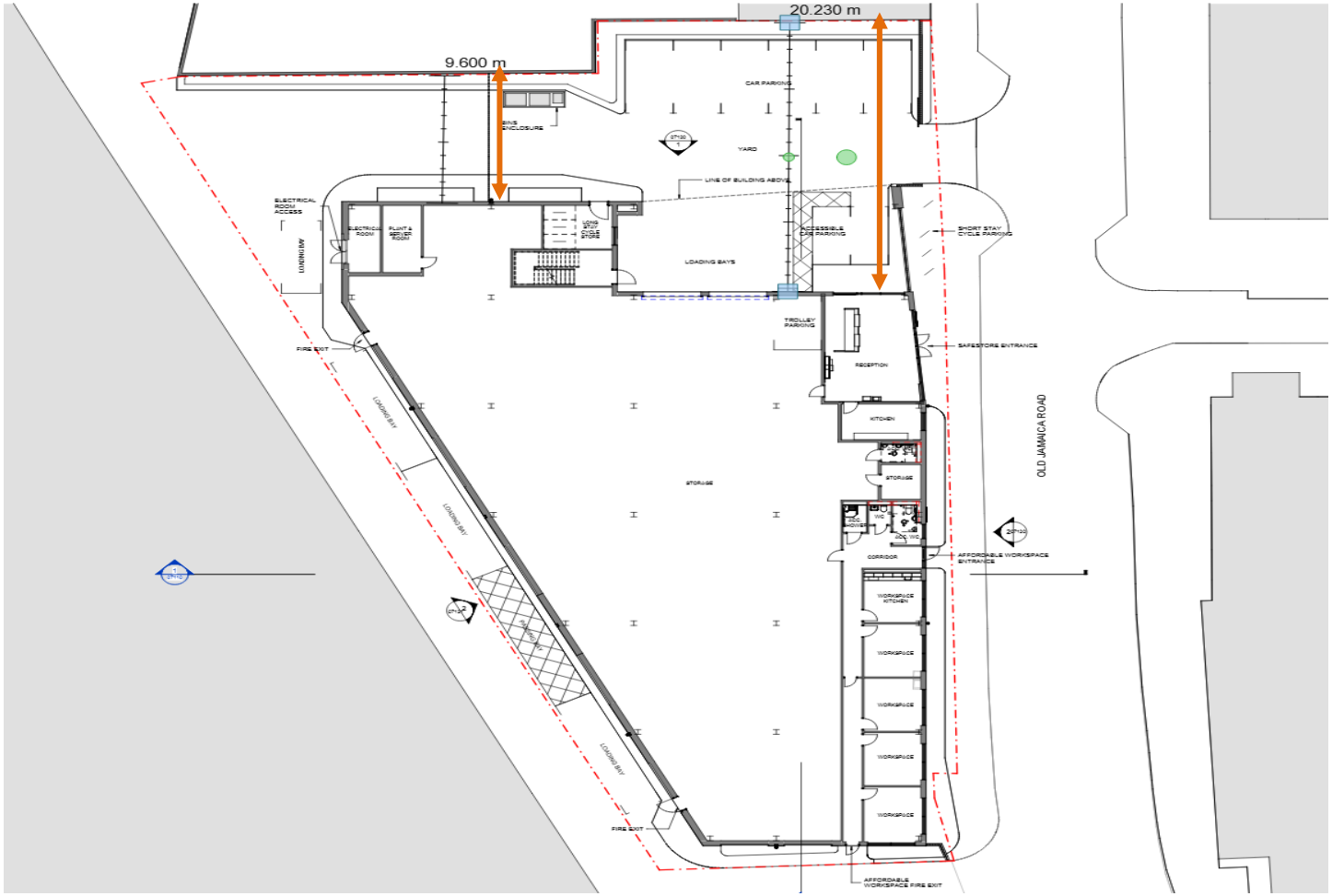
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Refused scheme – 25/AP/0400

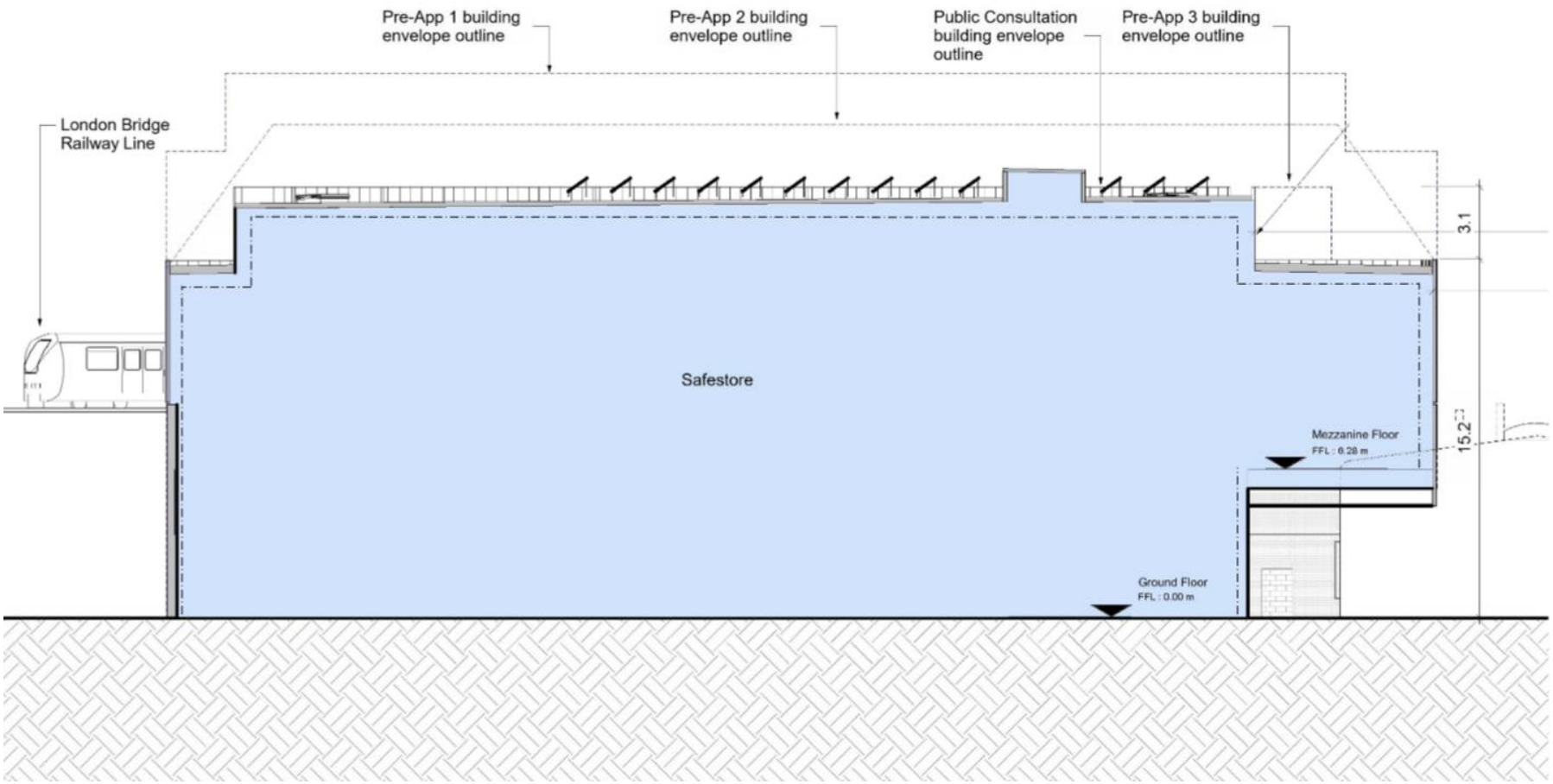




Refused scheme floorplan /separation distances– 25/AP/0400



Refused scheme – 25/AP/0400 Height and bulk

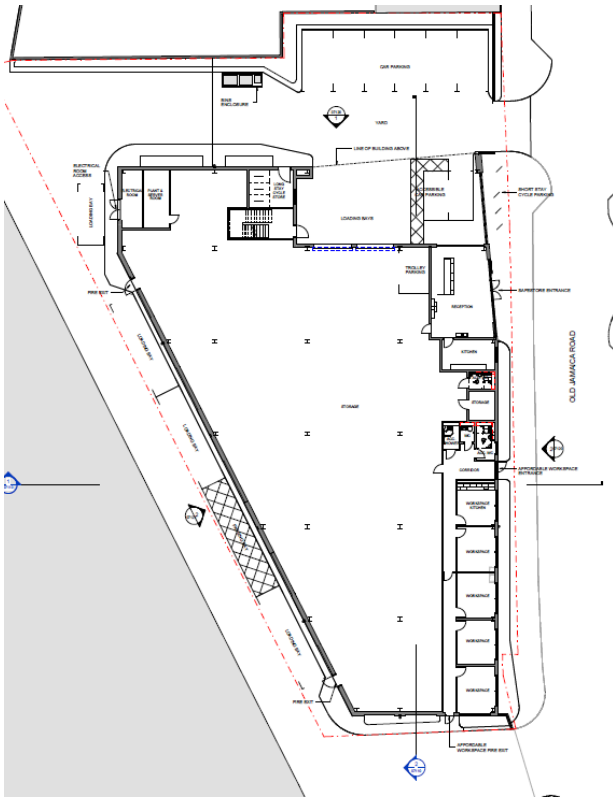


Re-submission scheme – 26/AP/2258

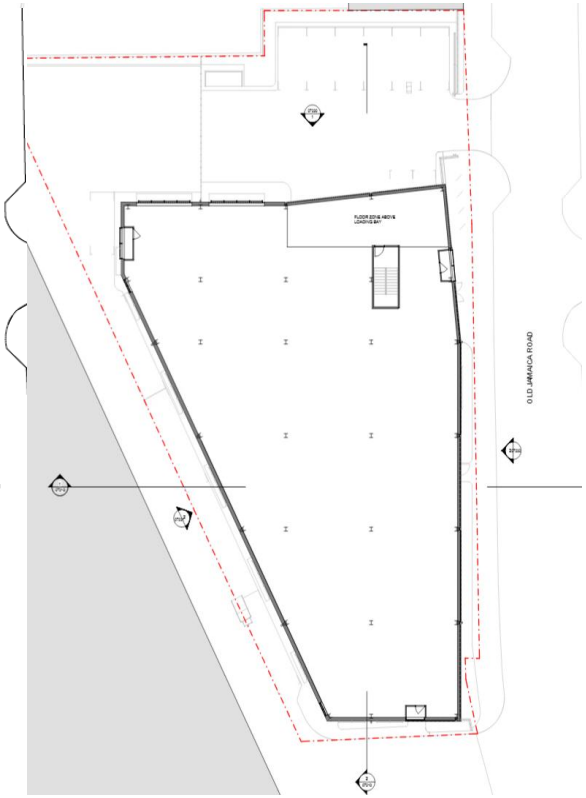




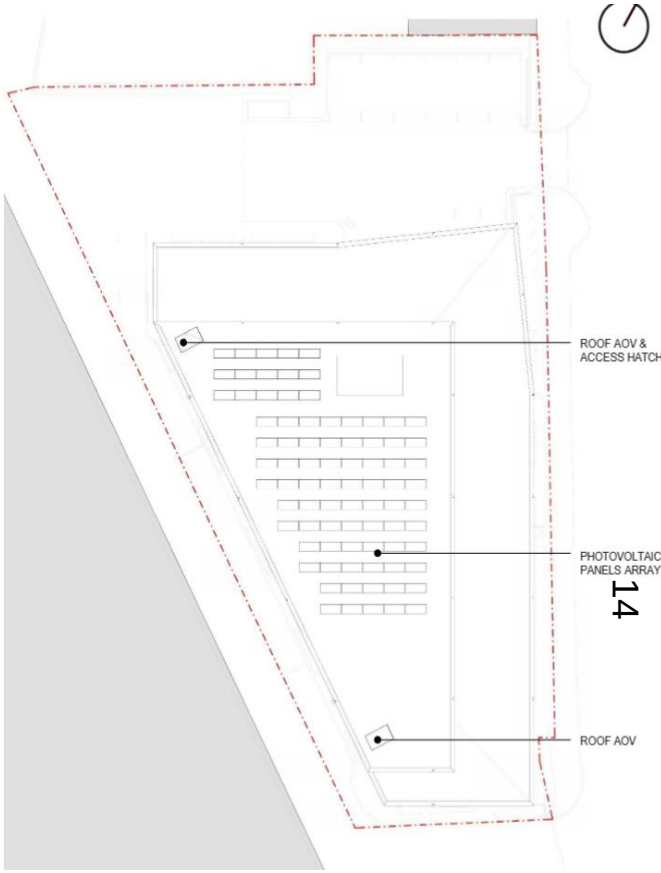
Re-submission scheme – Proposed floor plans



Ground floor

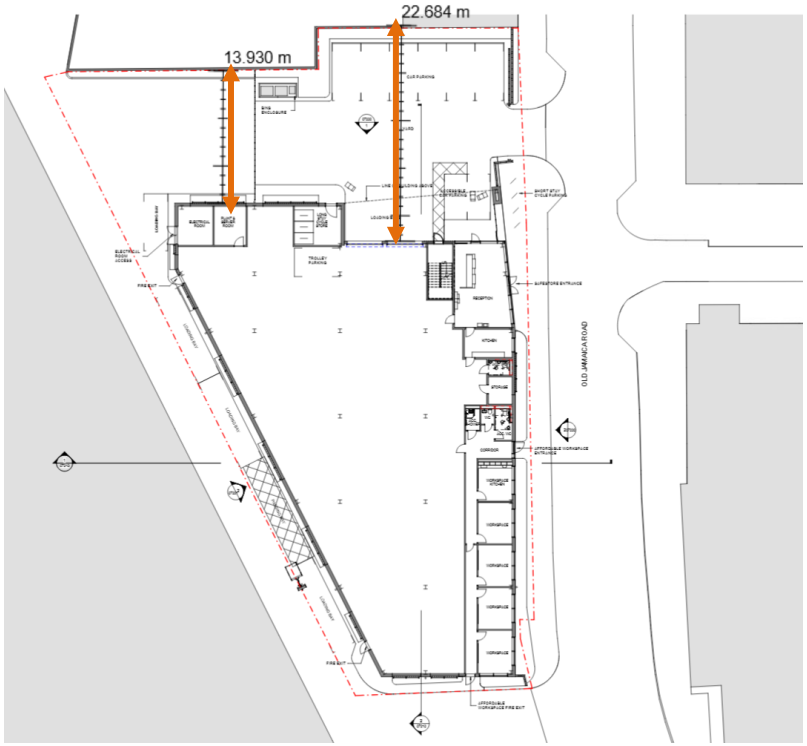


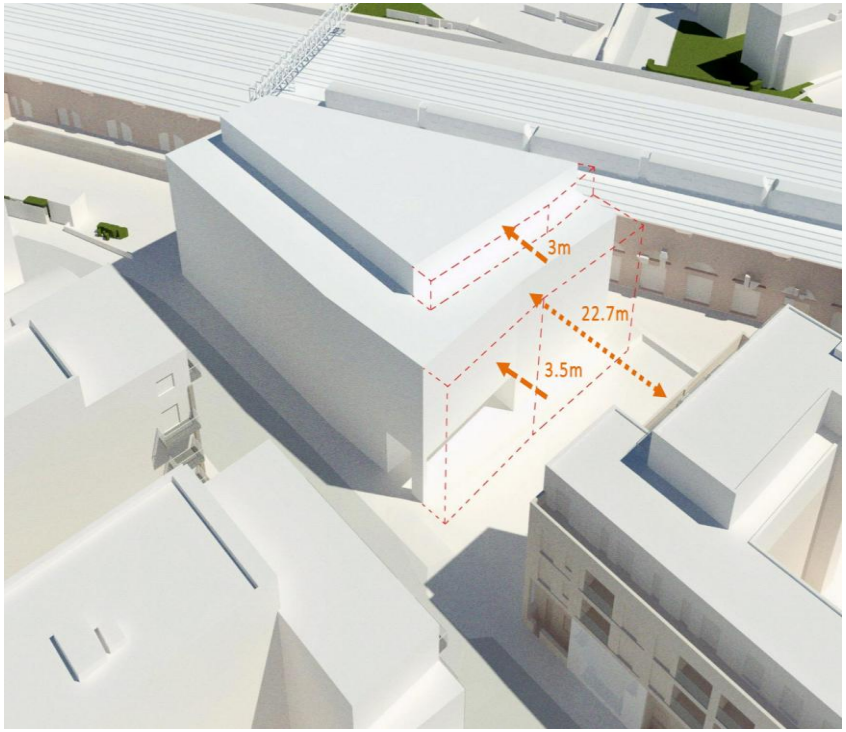
Second floor



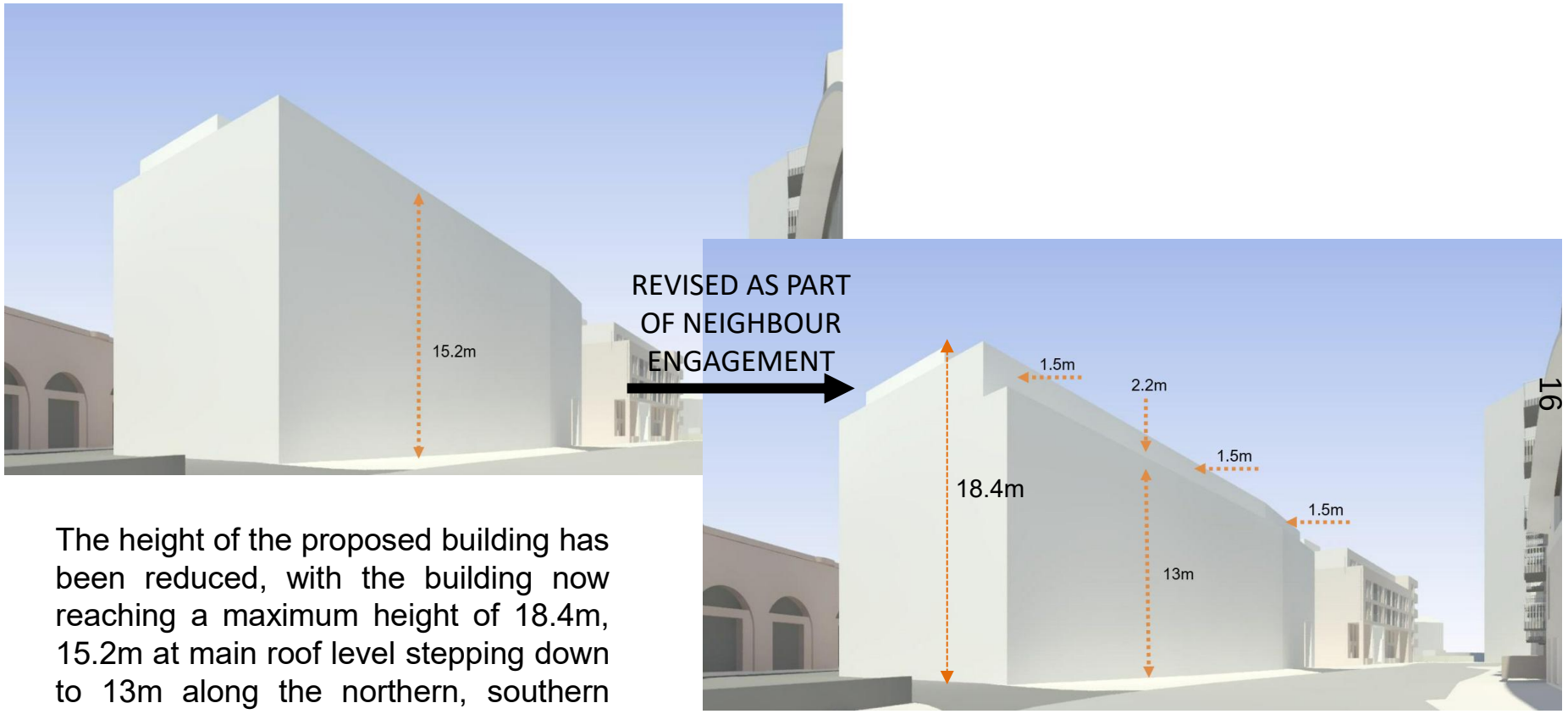
Roof plan

Re-submission scheme – 26/AP/2258
Separation distances



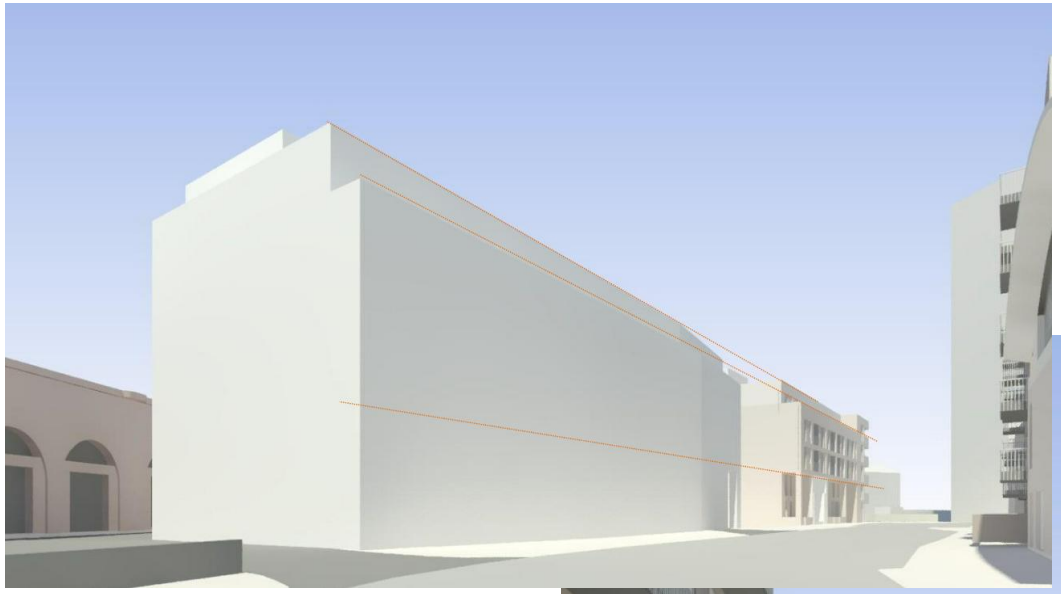


Re-submission Scheme – 26/AP/2258
Proposed height



The height of the proposed building has been reduced, with the building now reaching a maximum height of 18.4m, 15.2m at main roof level stepping down to 13m along the northern, southern and eastern boundaries.

Re-submission Scheme – 26/AP/2258
Proposed height



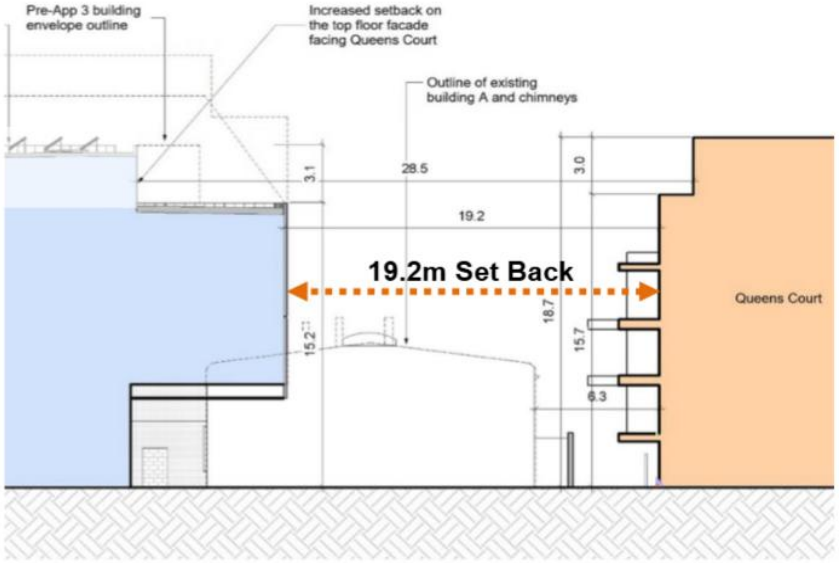


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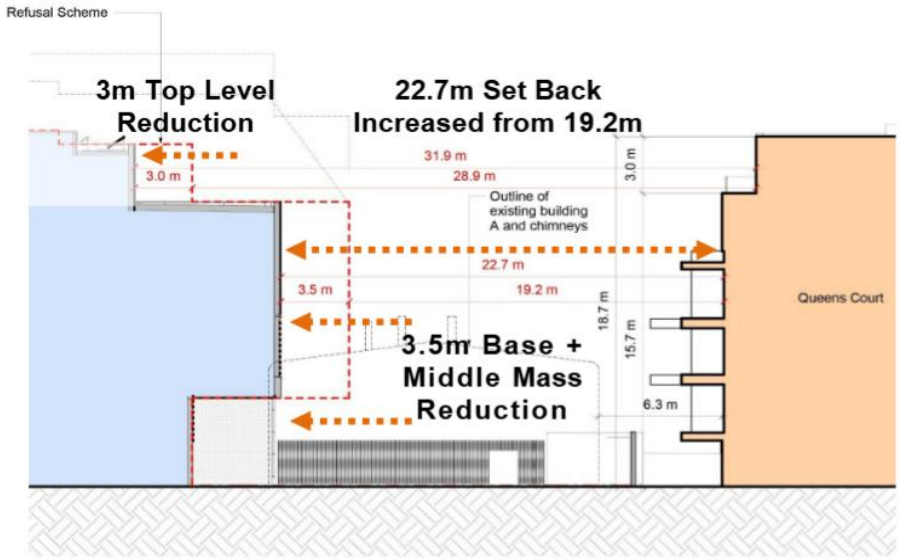
Re-submission Scheme and refused scheme Height comparison

SECTION STUDIES : NORTH SOUTH

REFUSAL SCHEME VERSUS RE SUBMISSION SCHEME



Refusal Scheme



Re Submission Scheme

Re-submission scheme and refused scheme
Street view comparison



Refused scheme – 25/AP/0400



Current scheme – 26/AP/2258

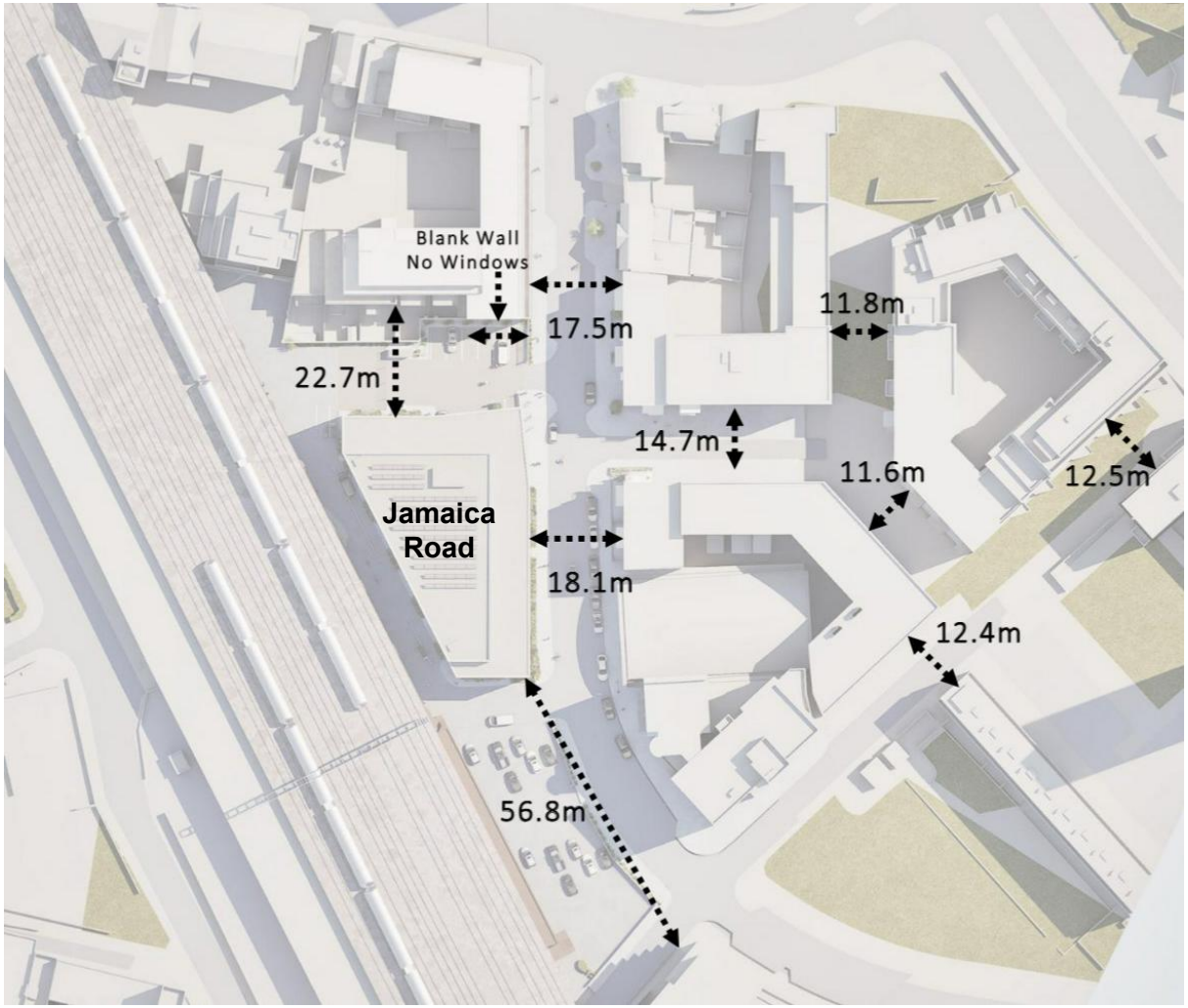
Re-submission scheme – 26/AP/2258
Street view

FURTHER VIEWS

VIEW FROM ARABELLA STREET

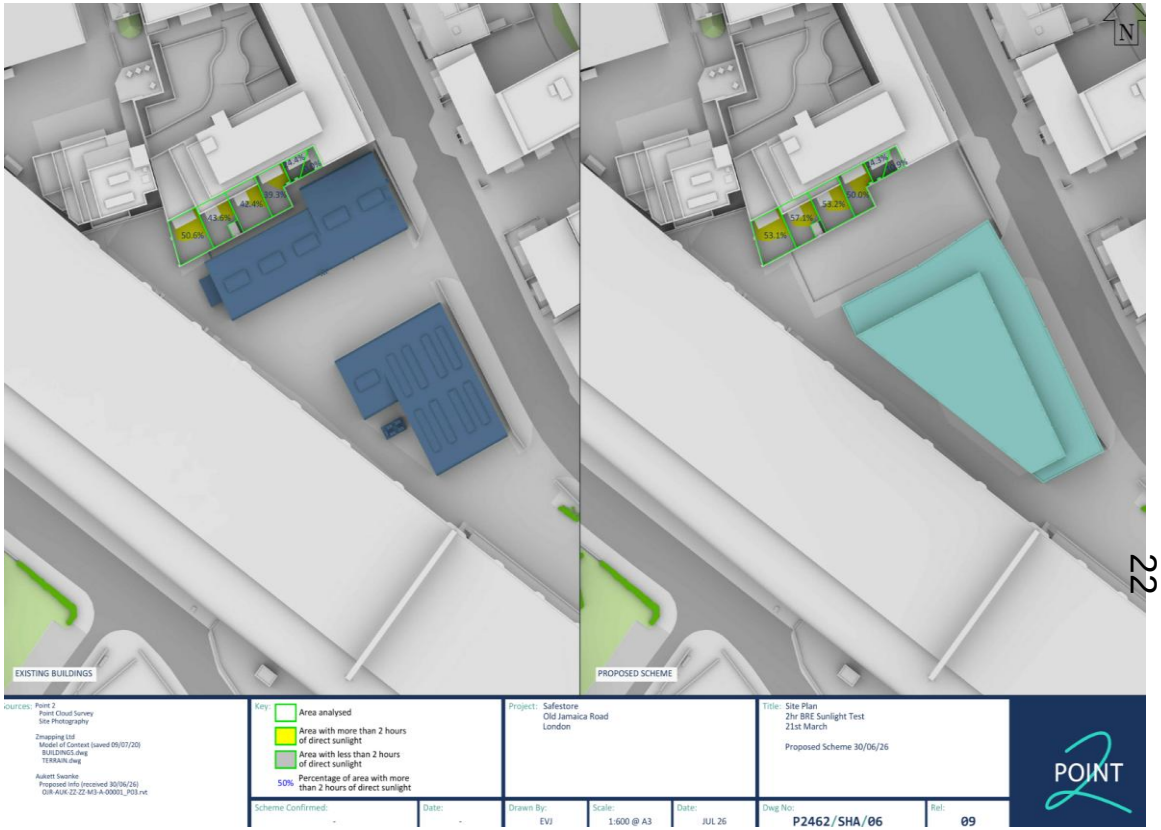


Neighbour amenity - Separation distances



Overshadowing

- The BRE Guidelines recommend that at least 50% of an amenity space should receive at least two hours of sunlight on 21 March.
- The assessment indicates that four of the six areas (A1–A4) would achieve or exceed this guideline in the proposed situation.
- A5 would remain below the 50% guideline, at 24.3%, although this represents a negligible change from the existing 24.4%. A6 would also remain below the 50% guideline, at 10.9%; however, this represents an improvement from the existing position of 0%.
- On this basis, while not all of the amenity areas would meet the 50% guideline in absolute terms, the assessment indicates that the proposal would not result in a material deterioration in the sunlight availability of the assessed amenity areas, with improvements indicated for five of the six areas.



Daylight/sunlight methods

- VSC (With and without balconies)
- NSL
- APSH
- MIRROR MASSING
- Scenario 1 and scenario 2

Daylight/sunlight

The neighbouring eight properties which are directly impacted by the proposed works are:

- **Queens Court, 2 Old Jamaica Road**
- **Pitman Building**
- **Kimmins Court**
- Parker Building, Freda Street
- Davoll Court, Marine Street
- Eyot House, Marine Street
- 1-10 Koops
- 162-164 Abbey Street

Daylight/sunlight results
Queens Court, Kimmins Court & Pitman Building

Property	Key results	Overall conclusion
Queens Court	**VSC:** 51/68 windows comply; 12 improve. **NSL:** 41/51 rooms comply; 9 improve. **APSH:** 33/34 rooms comply. Impacts are concentrated beneath existing balconies/overhangs and at the building corner.	**Acceptable overall.** Revised scheme improves on the previous application and performs as well as or better than the mirror-massing scenario.
Pitman Building	**VSC:** compliant when existing balconies are excluded. Effects limited and localised to rooms already constrained by balconies and surrounding buildings. **NSL:** 50/52 rooms comply. **APSH:** 51/52 rooms comply.	**Acceptable overall.** Majority of rooms retain BRE compliant daylight and sunlight, with performance comparable to or better than the mirror massing scenario.
Kimmins Court	**VSC:** 26/39 windows comply with remaining windows retaining 16-26% VSC in most cases. NSL: 23/34 rooms comply. APSH: 16/18 rooms comply. Effects are concentrated at ground floor, beneath balconies and in deeper rooms.	**Acceptable overall:** Majority retain reasonable daylight/sunlight, with effects broadly comparable to the mirror-massing scenario and influenced by existing building constraints.

Daylight/sunlight
Summary and comparison to refused scheme

Overall, the VSC compliance rate improves from 81% with the previous application to 85% with the Proposed Development. NSL improves from 84% to 86% and APSH improves from 93% to 96%.

Urban greening/landscaping

- The proposed development is a B8 storage and distribution use, and therefore the London Plan's interim 0.3 UGF target for predominantly commercial development does not apply.
- Policy G5 expressly excludes B2 and B8 uses from this target. The schemes has still demonstrated that there are greening measures incorporated into the development.
- However, this exercise has been undertaken for completeness and confirms the proposals would achieve an urban greening score of 0.11.
- Additional planting, landscaping, green walls and biodiversity enhancements have also been incorporated into the proposals. This is a significant net gain to the existing situation.
- Safestore has also agreed to make a financial contribution towards additional street tree planting locally for 5 trees. This will be secured as part of a S.106agreement.





Low level planting in the yard and along the south and west facades of the building



Array of photo voltaic panels on the roof



Living walls on the north and south facades

Other matters

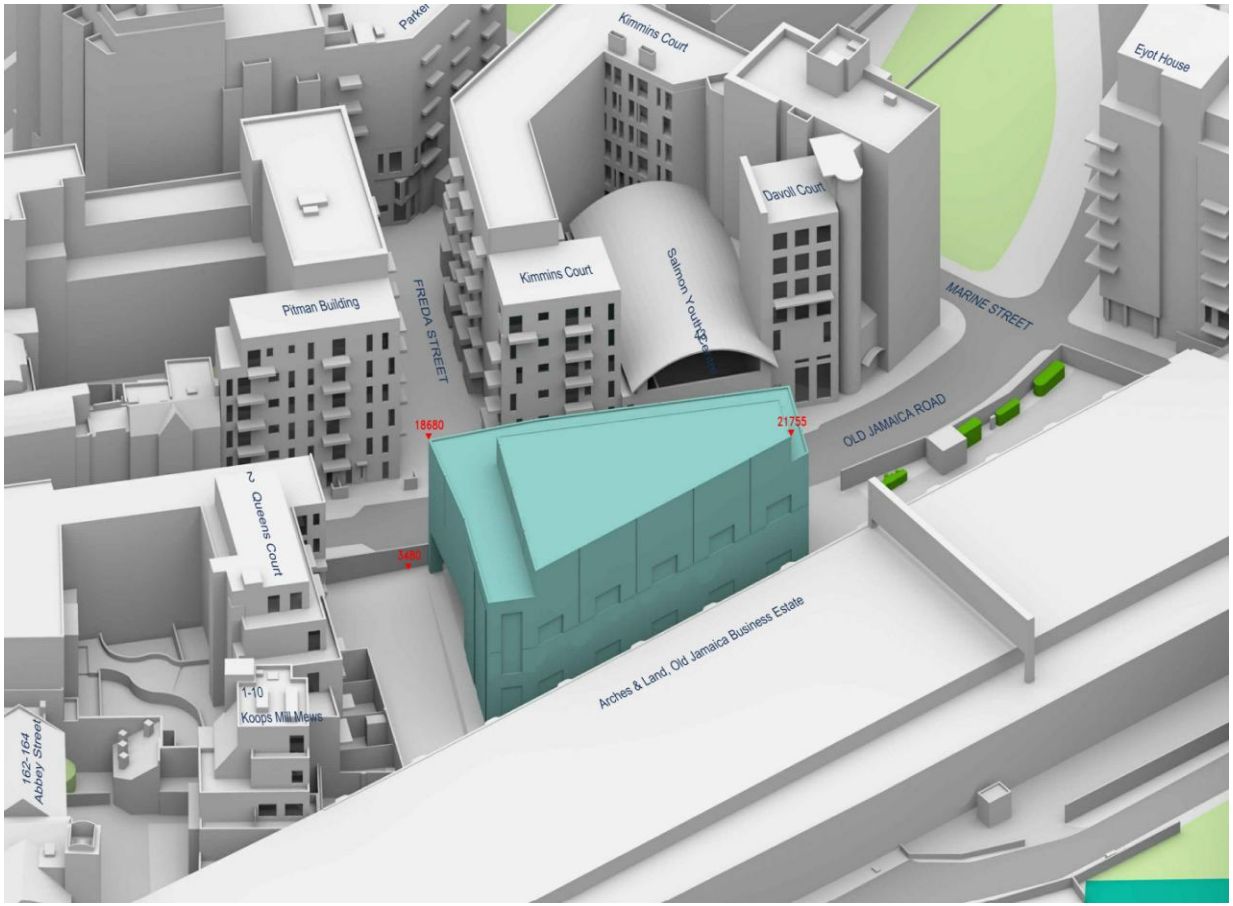
- Opening hours/noise
- Equalities
- Transport
- BREEAM

Key benefits

- Intensification of employment use on Strategic Protected Industrial Land
- Delivery of 1,275sqm of employment floorspace
- 140sqm of affordable workspace secured for 30 years
- Approximately 18 jobs
- Retention of the site's industrial function
- Public realm and highway improvements
- Green walls, green roofs and biodiversity enhancements
- Business relocation measures for existing occupiers

Summary and Officer Recommendation:

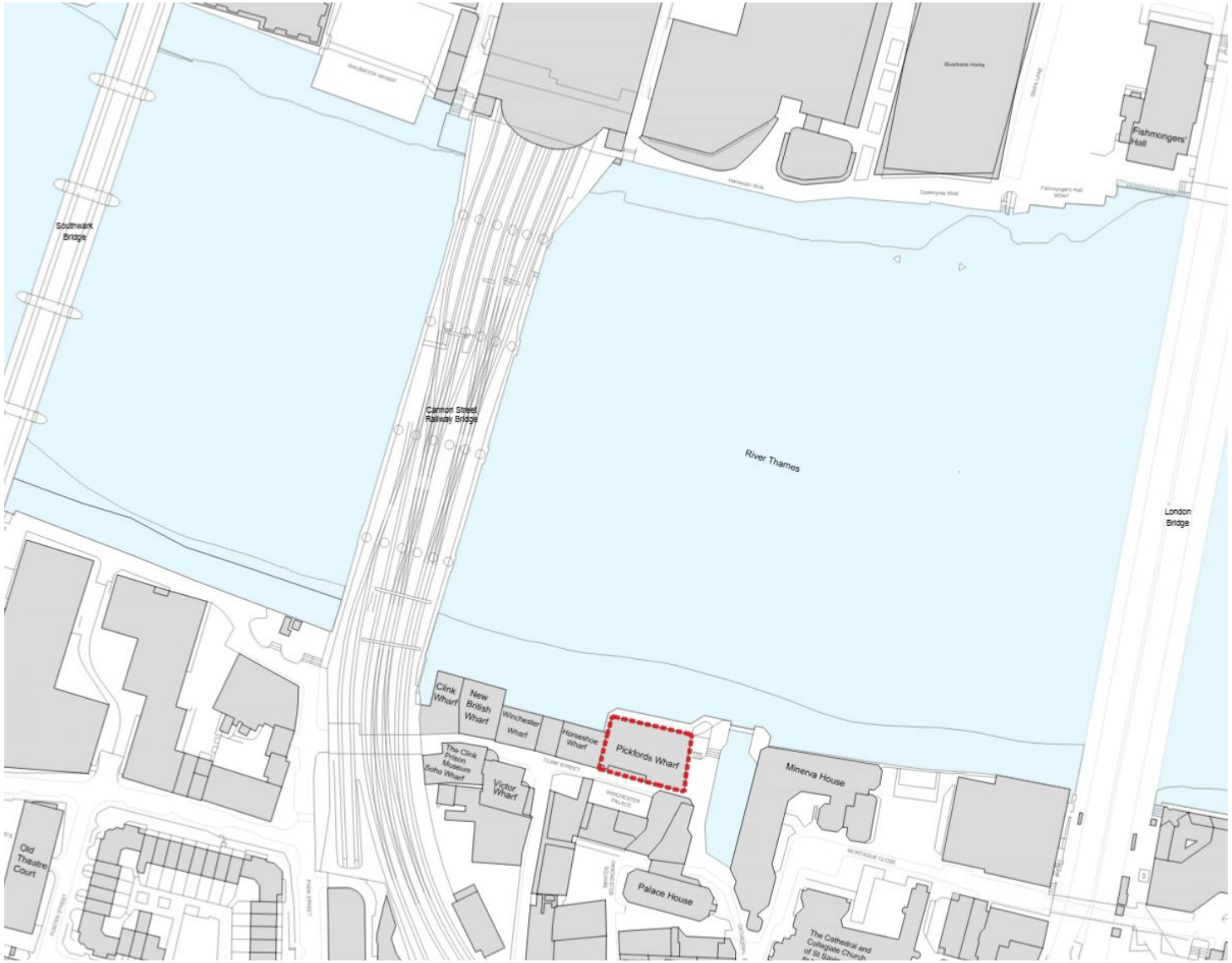
Grant subject to legal agreement and conditions.



Item 6.2 26/AP/1217 Pickfords Wharf Clink Street London, Southwark SE1 9DG

Refurbishment of the existing building to include a single storey roof extension, an adjacent rooftop terrace and roof level plant; alterations to the existing facade, inclusive of replacement windows and additional window openings at fifth floor level; creation of a new cafe/ retail unit at ground floor (Class E); improvements to cycle access, end of journey facilities and waste storage facilities; internal improvements inclusive of a new fire-fighting core.

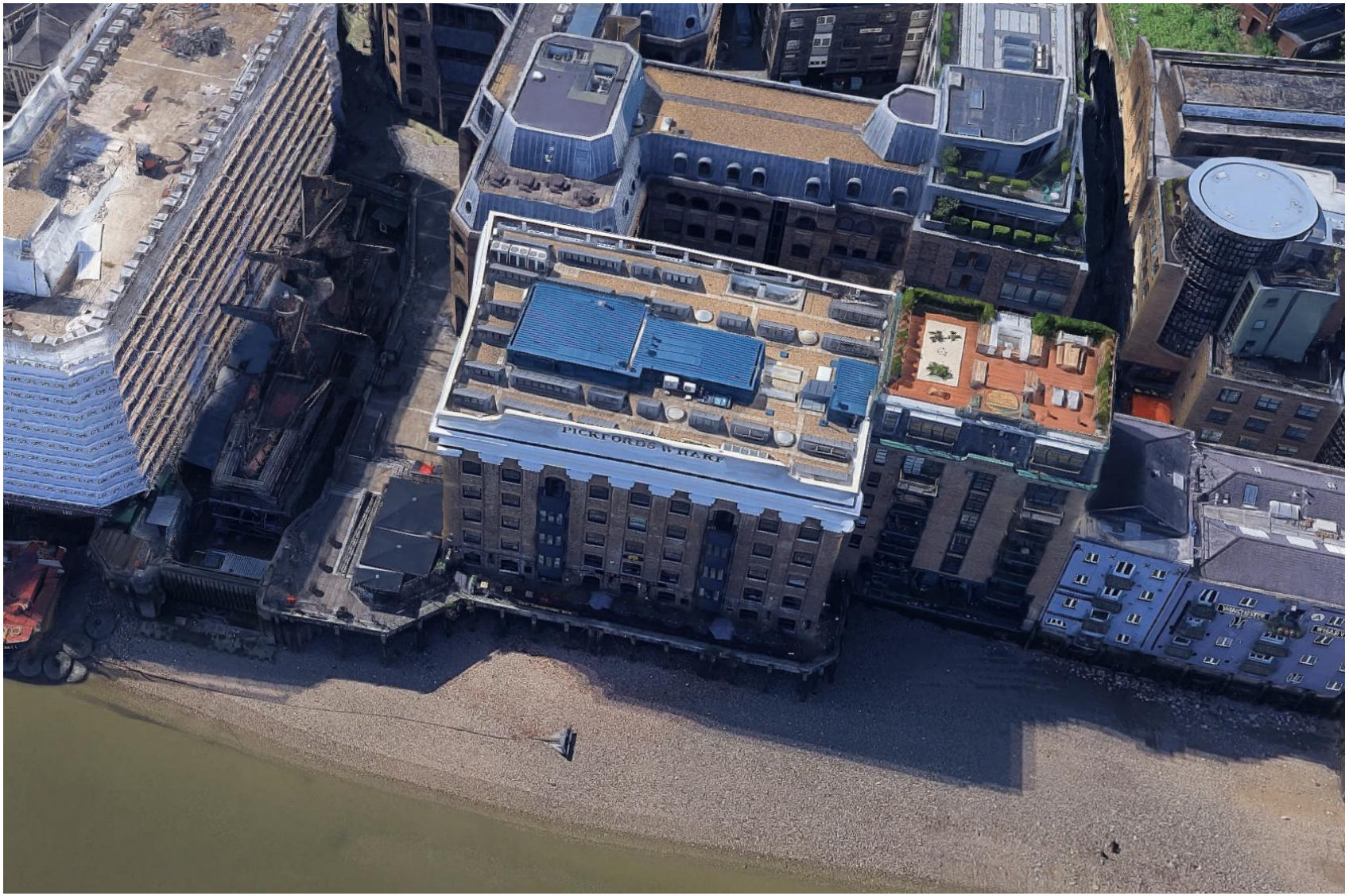
Site location plan



3D view



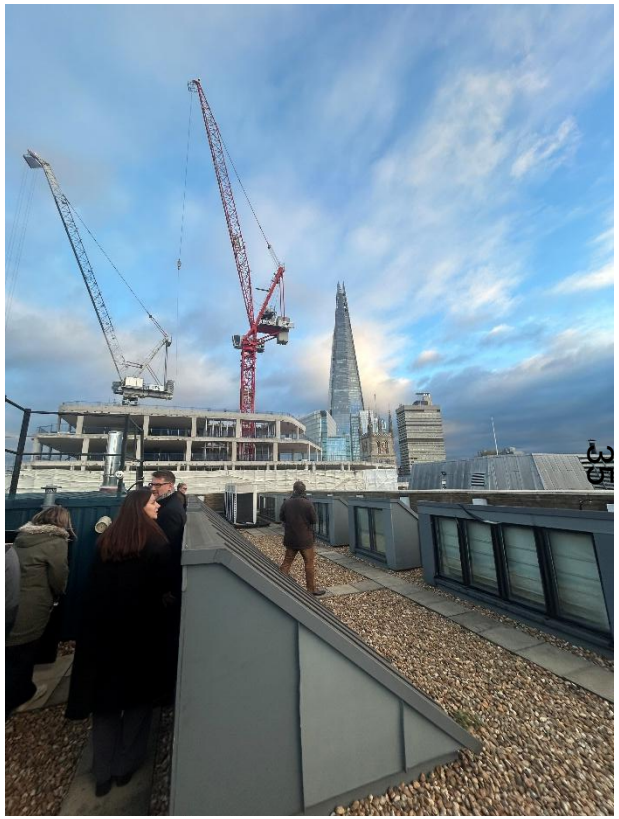
3D view



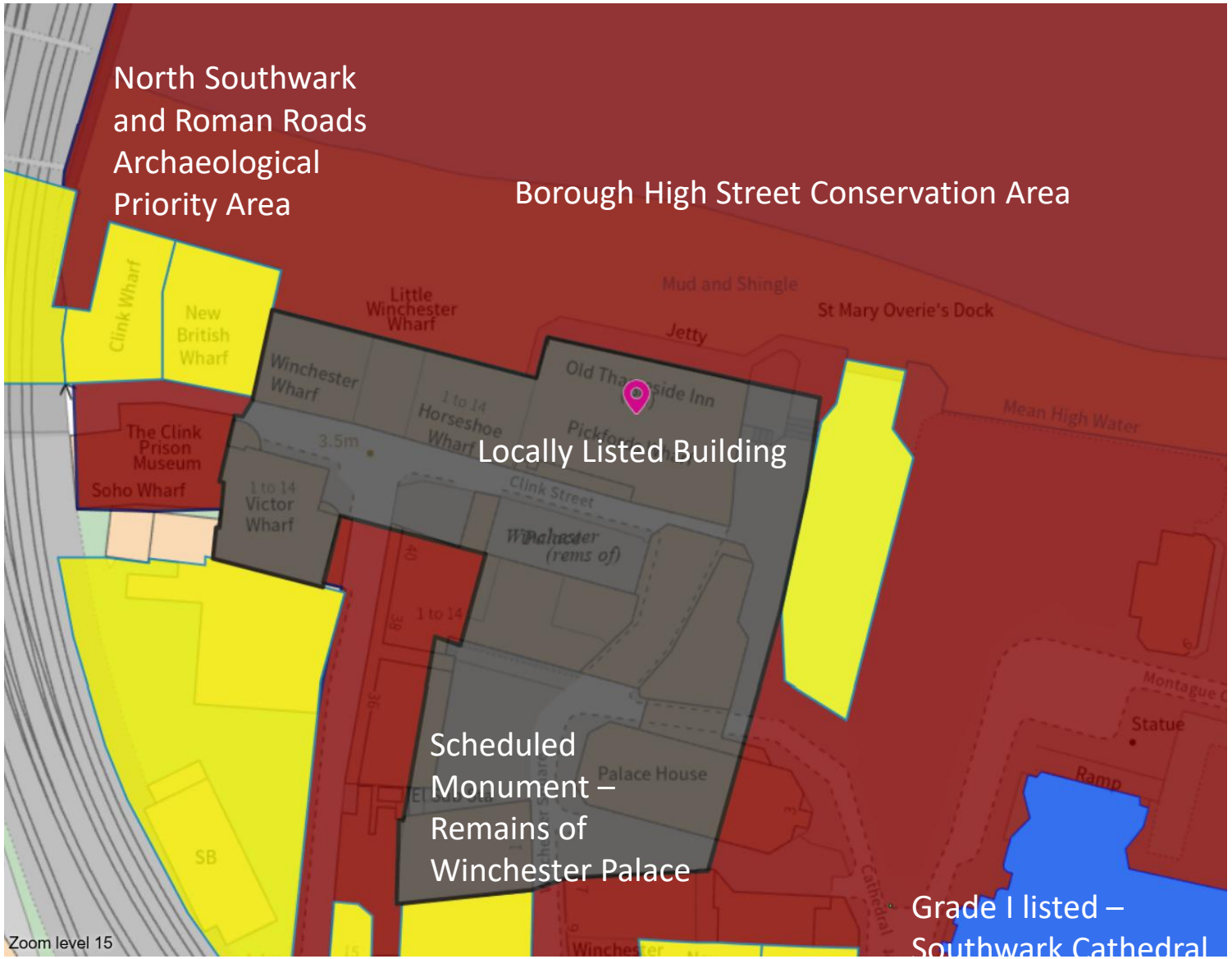
Site photos



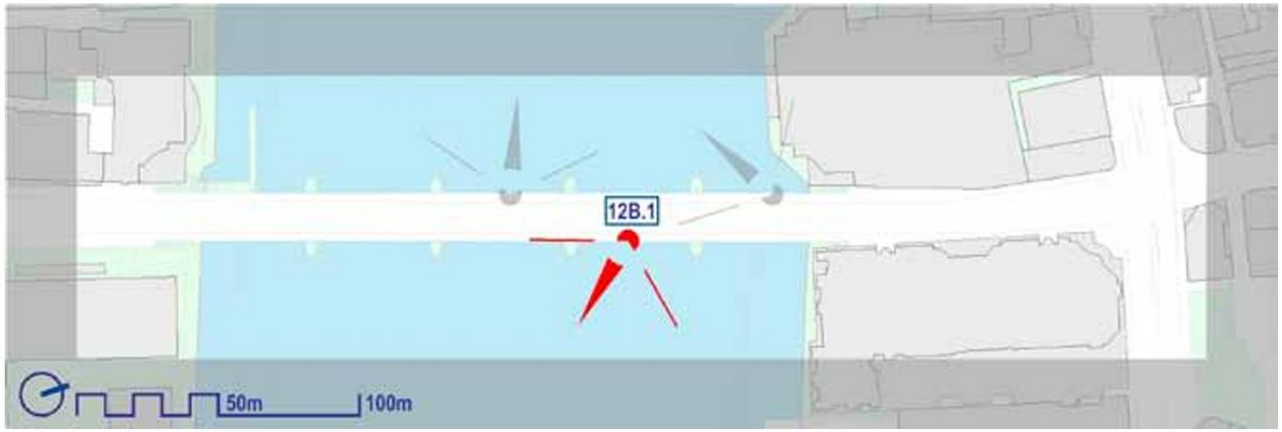


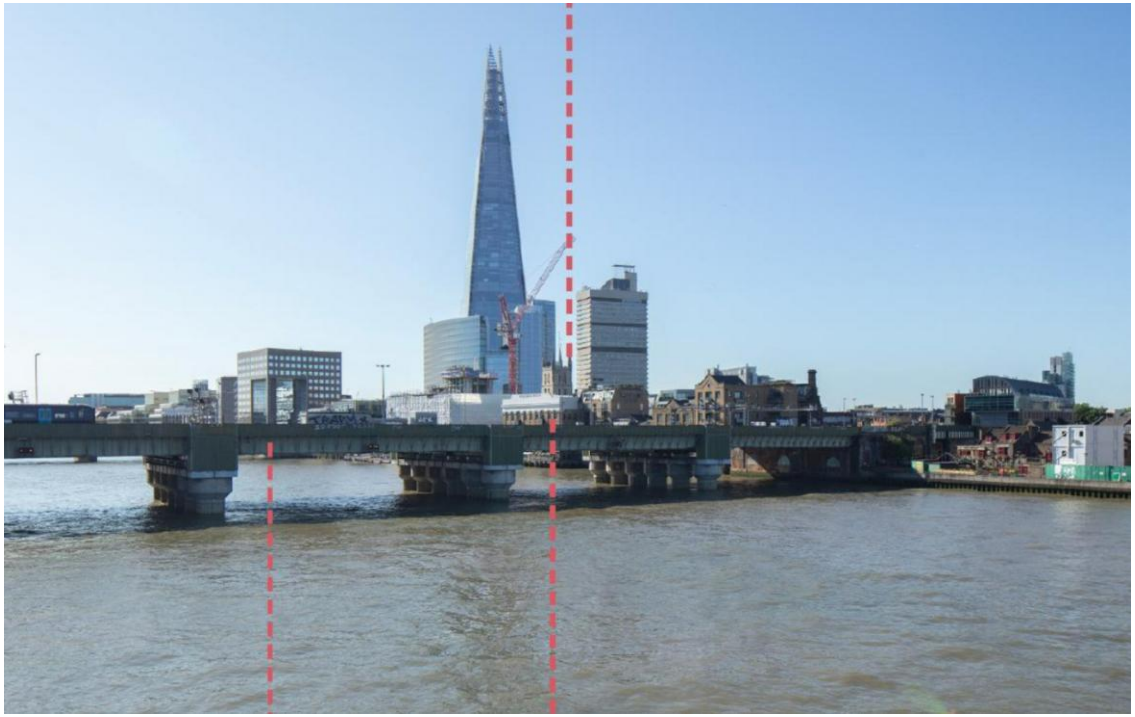


Heritage designations



London View Management Framework – Southwark Bridge Prospect





Other designations

- London View Management Framework Wider Setting Consultation Area – Parliament Hill summit to St Paul's Cathedral
- London View Management Framework Wider Setting Consultation Area – Kenwood viewing gazebo to St Paul's Cathedral
- Borough View Wider Setting Consultation Area – The linear view of St Paul's Cathedral from Nunhead Cemetery
- Bankside Neighbourhood Plan Area
- Better Bankside Business Improvement District Area
- Bankside and the Borough Area Vision Boundary
- Central Activities Zone
- Bankside, Borough and London Bridge Opportunity Area
- Bankside and Borough District Town Centre
- South Bank Strategic Cultural Area
- Thames Policy Area
- Air Quality Management Area
- Environment Agency Flood Zone 2 Area

Proposal

The proposal seeks the refurbishment and enhancement of the existing office accommodation at Pickfords Wharf, together with alterations to the ground floor, building façades and roof level. The works include:

- **Roof-level extensions** of 122 sqm (GIA) to provide additional communal office amenity space and rooftop terrace areas, together with associated alterations to plant, rooflights and lift overruns.
- **Replacement of the existing windows** across all elevations with new aluminium-framed sash windows, providing improved thermal and environmental performance while maintaining a similar visual character.
- **New window openings** at fifth-floor level on the Clink Street and St Mary Overie's Wharf elevations, comprising 11 openings including circular windows and a horizontal slit window, to provide additional natural light to the office accommodation.

- **Ground-floor alterations** to improve the building's relationship with the public realm, including the relocation of the office reception, provision of a new 43 sqm (GIA) café/retail unit at the south-eastern corner of the building, alterations to existing openings and the provision of new level-access entrances.
- **Access improvements**, including upgraded lifts and a new bike/goods lift serving the basement and ground floor.
- **Servicing and refuse improvements**, including new internal refuse storage for the building and a separate residential bin store, allowing the existing refuse storage associated with the Old Thameside Inn to be removed from the riverside public realm. A dedicated basement delivery route for the pub is also proposed.
- **Upgraded end-of-trip facilities and cycle storage** at basement level, including accessible shower and WC facilities.
- **Internal office improvements**, including new services and toilet facilities and the provision of a new fire-fighting core.

Consultation

- A site notice was placed on 01 May 2026
- Neighbour notification letters were sent on 29 April 2026 and re-consultation letters sent on 07 July 2026 as additional information was provided in response to objections

Number of objections	Number of support comments
30	1

Time of objection	Number of objection comments
Initial consultation	19
Re-consultation	11
Total	30

Material planning considerations raised by objectors

Noise and disturbance (20 comments)

- Concerns regarding noise from the roof terrace, lounge and café
- Potential impacts from terrace activities, servicing, refuse collection and plant equipment
- Existing noise levels are already high
- Concerns that proposed mitigation measures and management controls would be insufficient

Transport, servicing and highways (14 comments)

- Increased servicing, deliveries and waste collections associated with the proposal
- Concerns over highway safety and conflicts between pedestrians, cyclists and vehicles on Clink Street
- Potential congestion and cumulative impacts within a busy area

Heritage and townscape (10 comments)

- Concerns that roof-level additions would harm the setting and significance of nearby heritage assets
- Potential impact on views from London Bridge, the Thames and the wider CA.
- Proposals would detract from the character of Pickfords Wharf and the surrounding historic townscape.

Daylight and sunlight (6 comments)

- Concerns regarding loss of daylight and sunlight to neighbouring residential properties
- Potential overshadowing and impacts on residential amenity

Privacy and overlooking (3 comments)

- Concerns that terrace users would overlook neighbouring homes, roof gardens and private spaces
- Perceived loss of privacy

Height, scale and massing (3 comments)

- Objections that the rooftop development would appear excessive, visually prominent and out of character
- Concerns regarding overdevelopment of a constrained site

Principle of development (2 comments)

- Concerns that additional hospitality floorspace is unnecessary in an area already containing similar
- Limited perceived public benefits relative to impacts on neighbouring residents

Application engagement (1 comment)

- Concerns regarding the adequacy of pre-application consultation and resident engagement

Principle of development

- Site is located within the Central Activities Zone, Bankside and Borough District Town Centre and the Bankside, Borough and London Bridge Opportunity Area
- Proposal retains Use Class E on site and does not involve any material change of use
- Development would: improve existing office accommodation, introduce a ground-floor café and provide additional amenity space at roof level
- The principle of development is acceptable and supported in land use terms

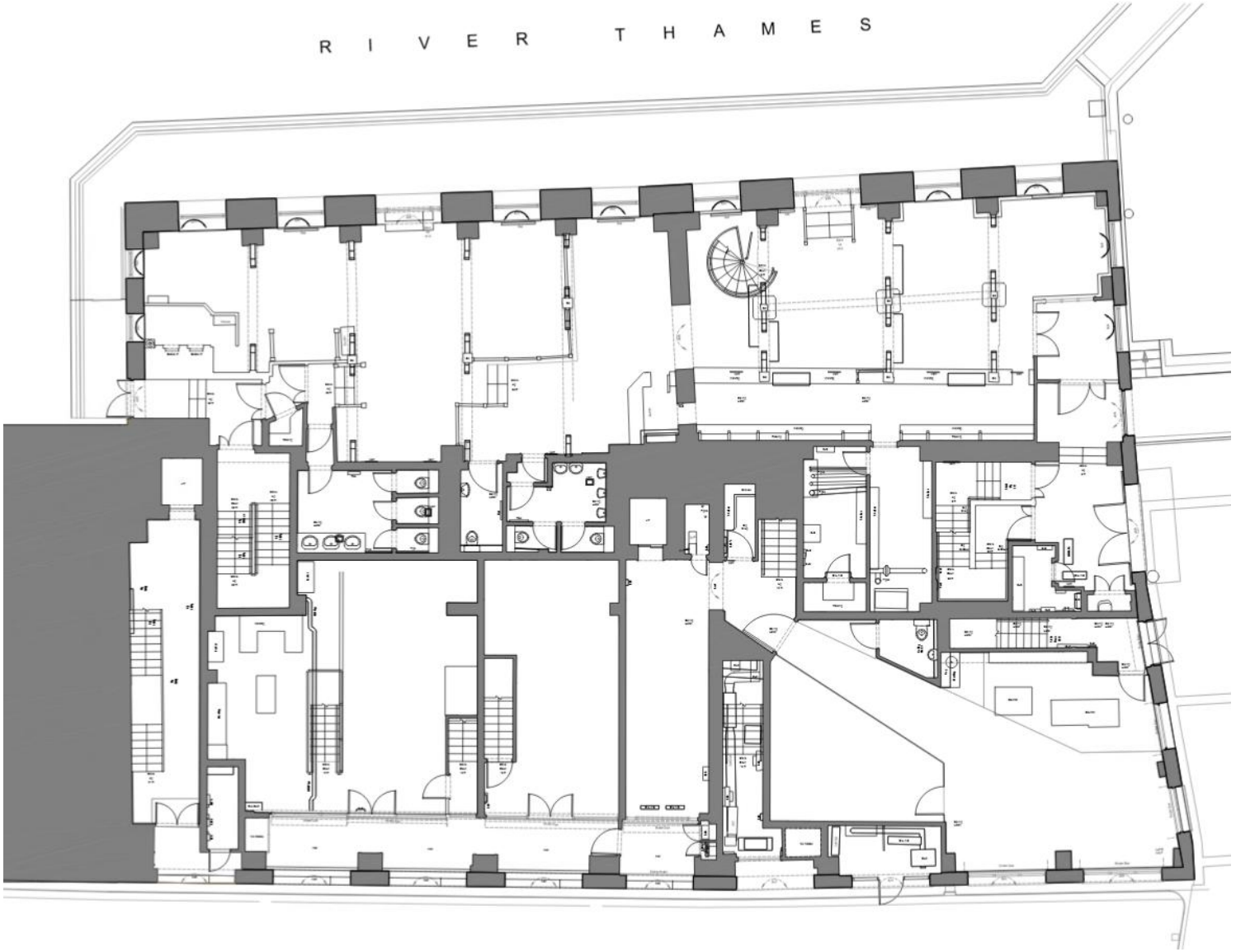
Existing basement floor plan



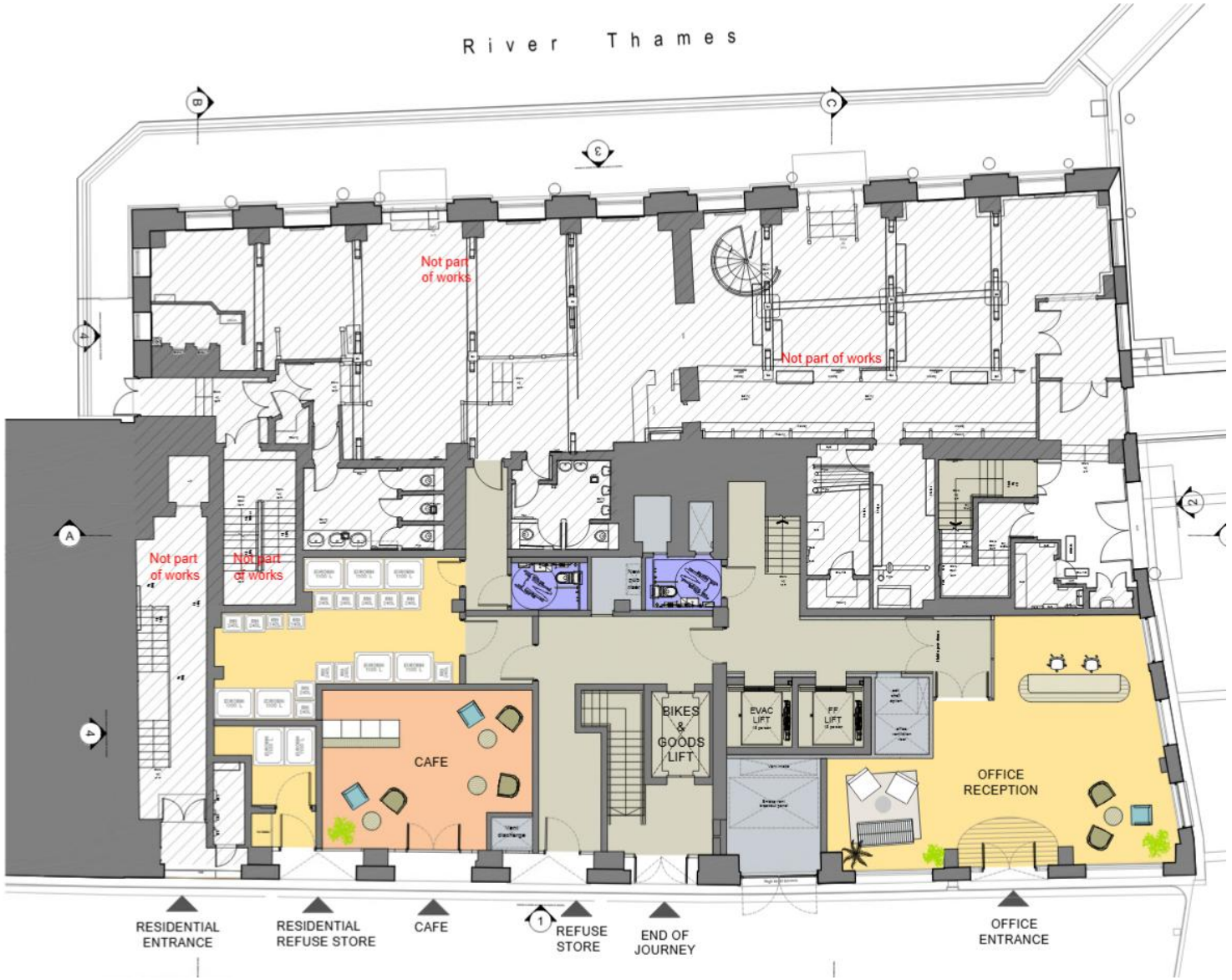
Proposed basement floor plan



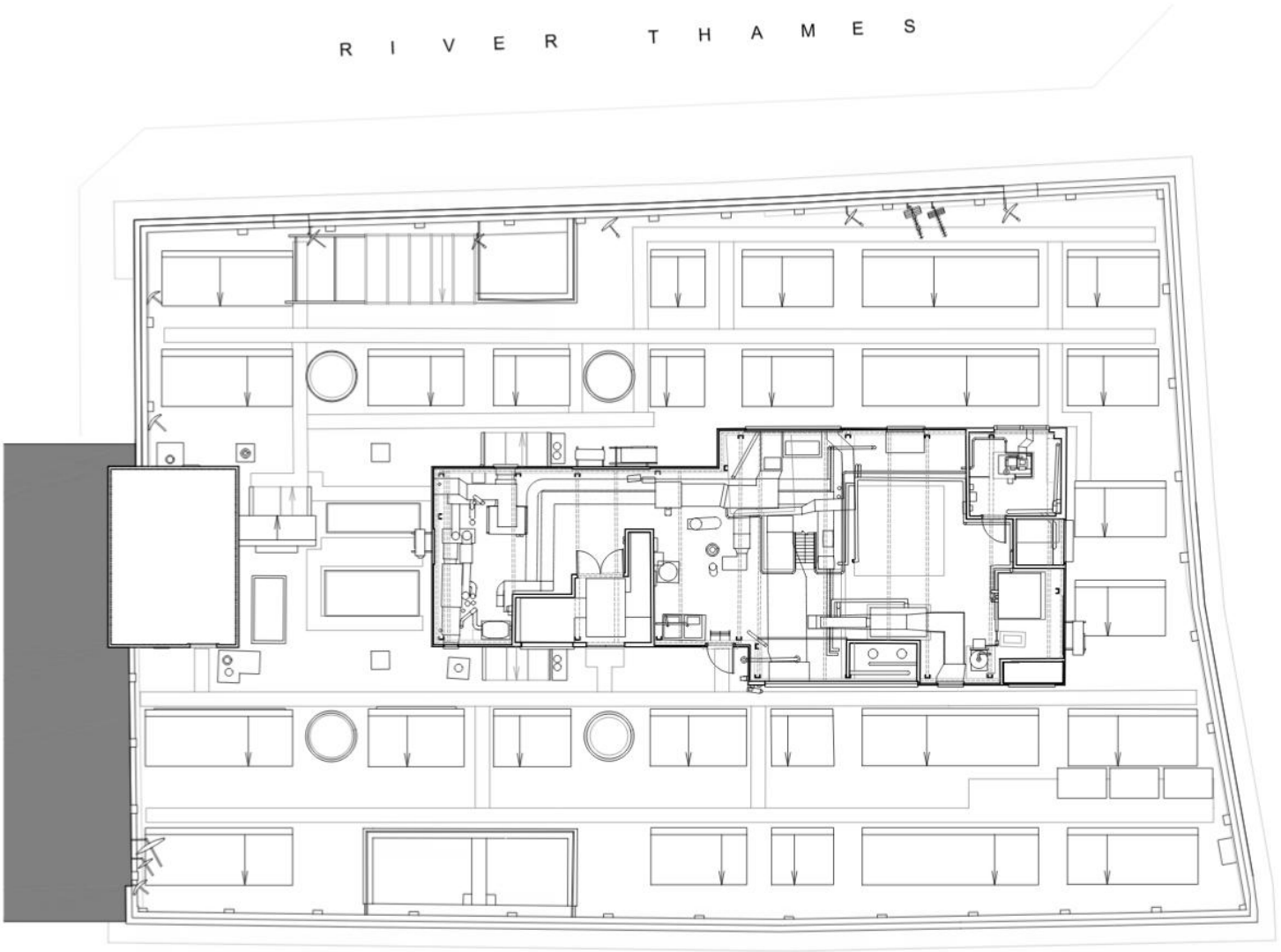
Existing ground floor plan



Proposed ground floor plan



Existing roof plan



Proposed sixth floor plan



Existing side elevation



Proposed side elevation



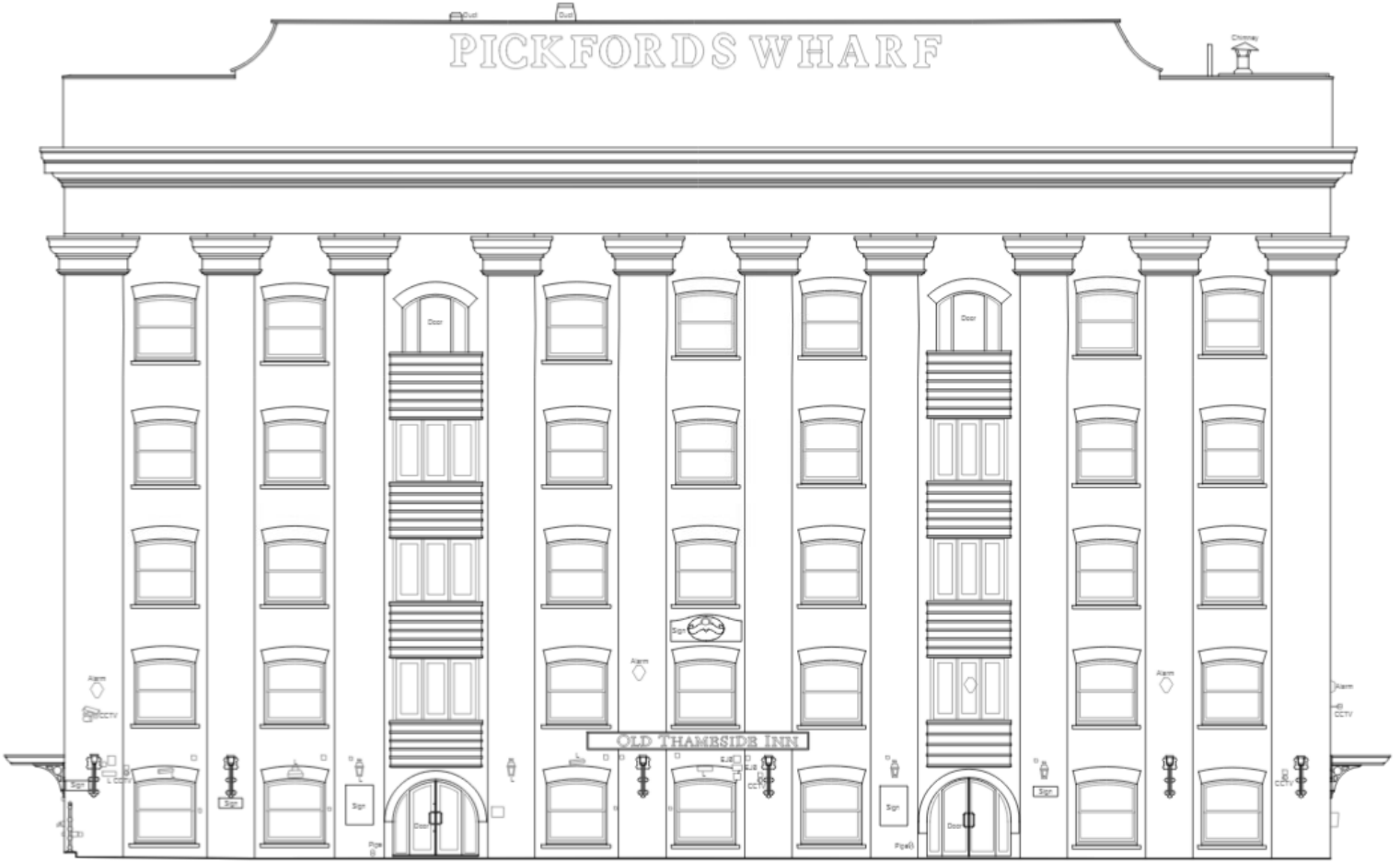
Existing rear elevation (from Clink Street)



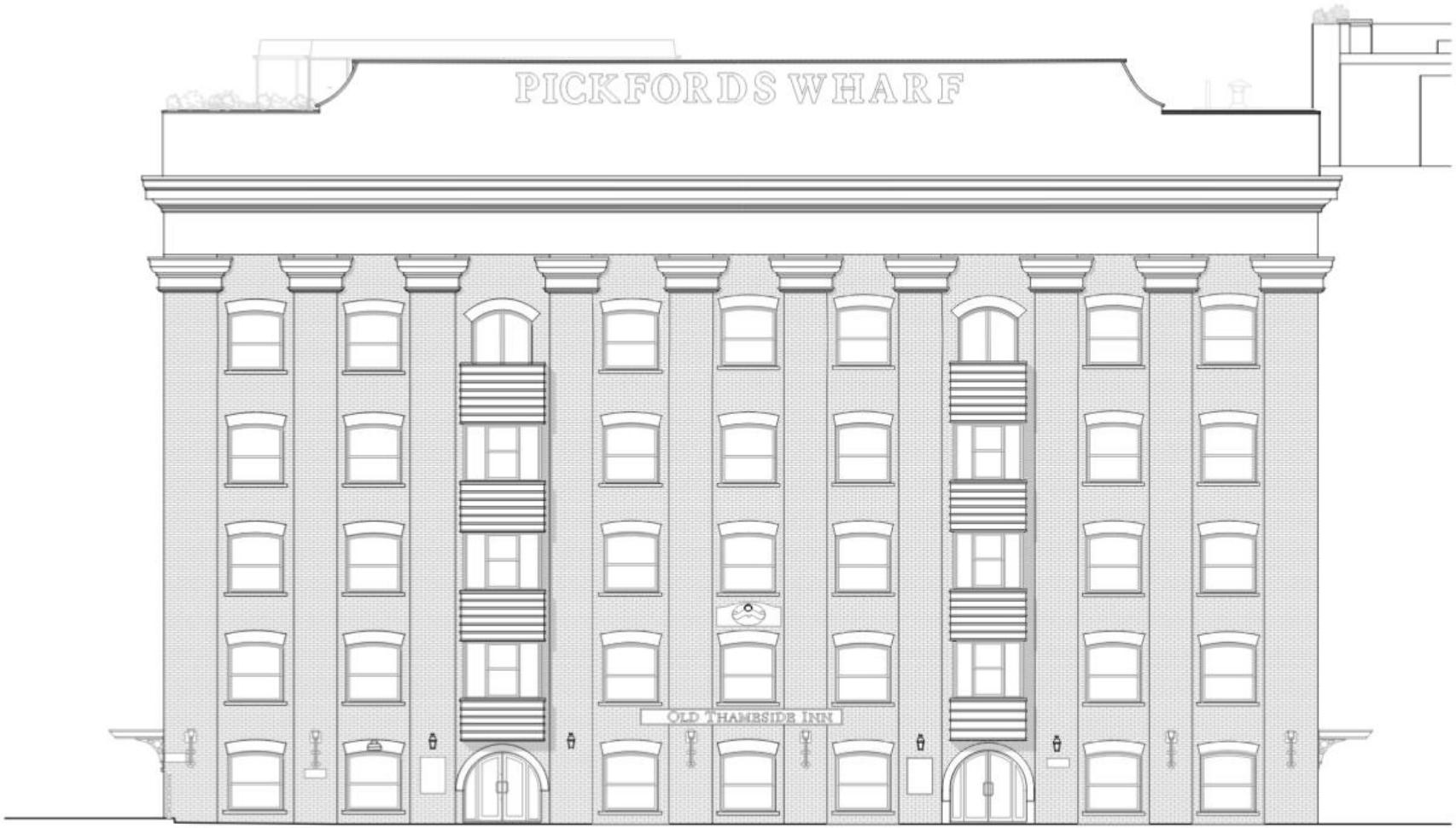
Proposed rear elevation (from Clink Street)



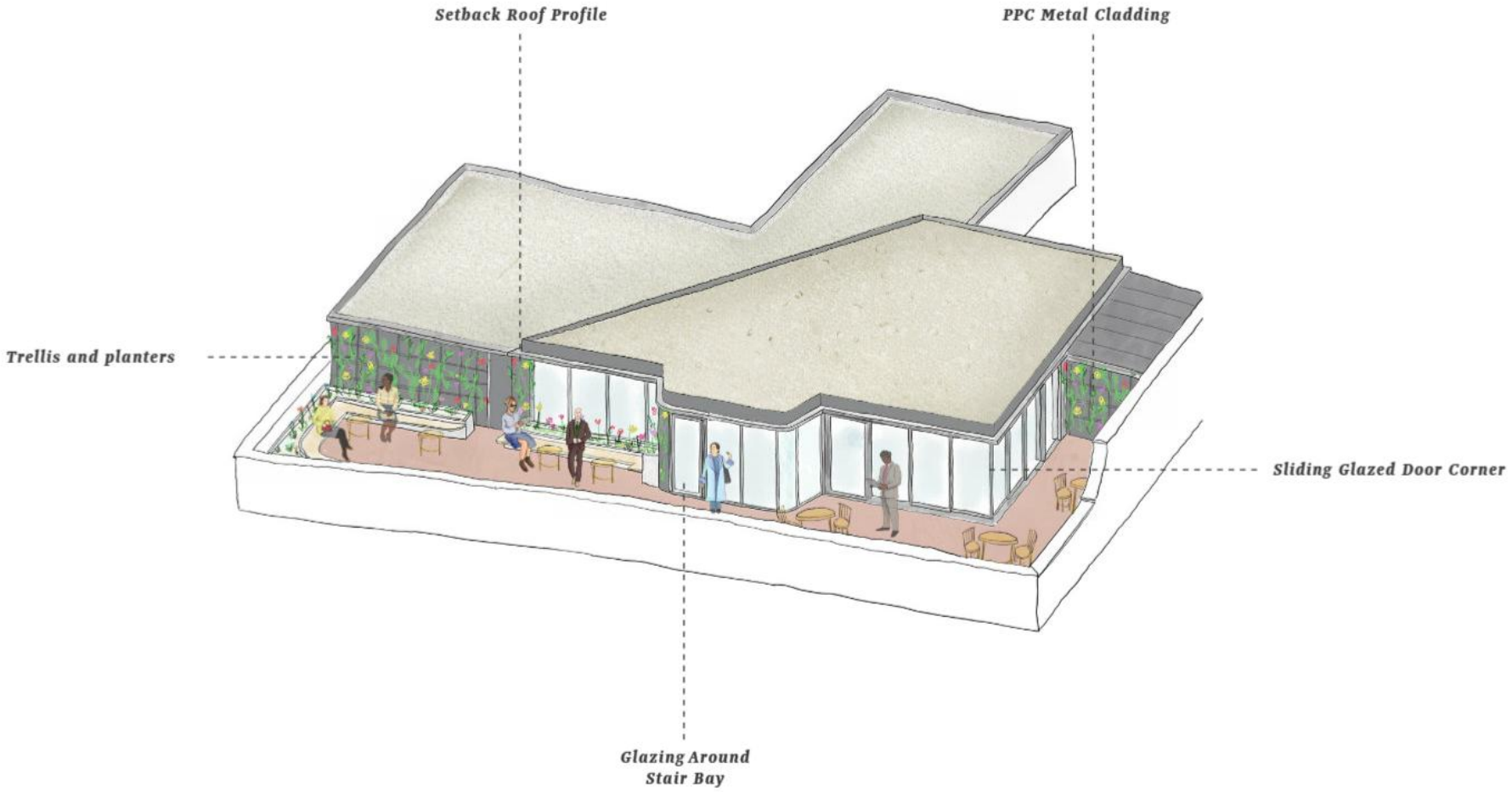
Existing front elevation (from the river)



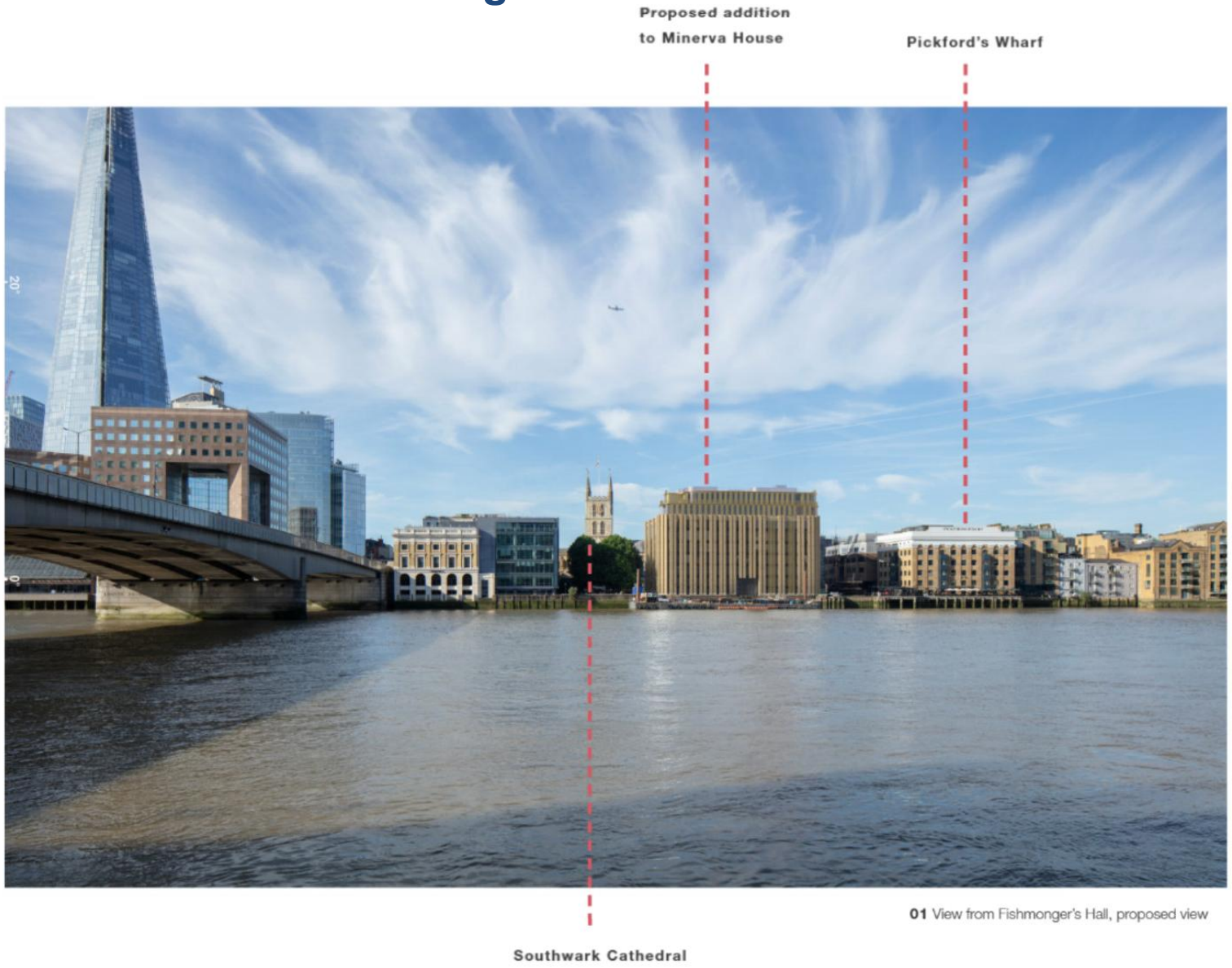
Proposed front elevation (from the river)



Sketch of proposed roof terrace

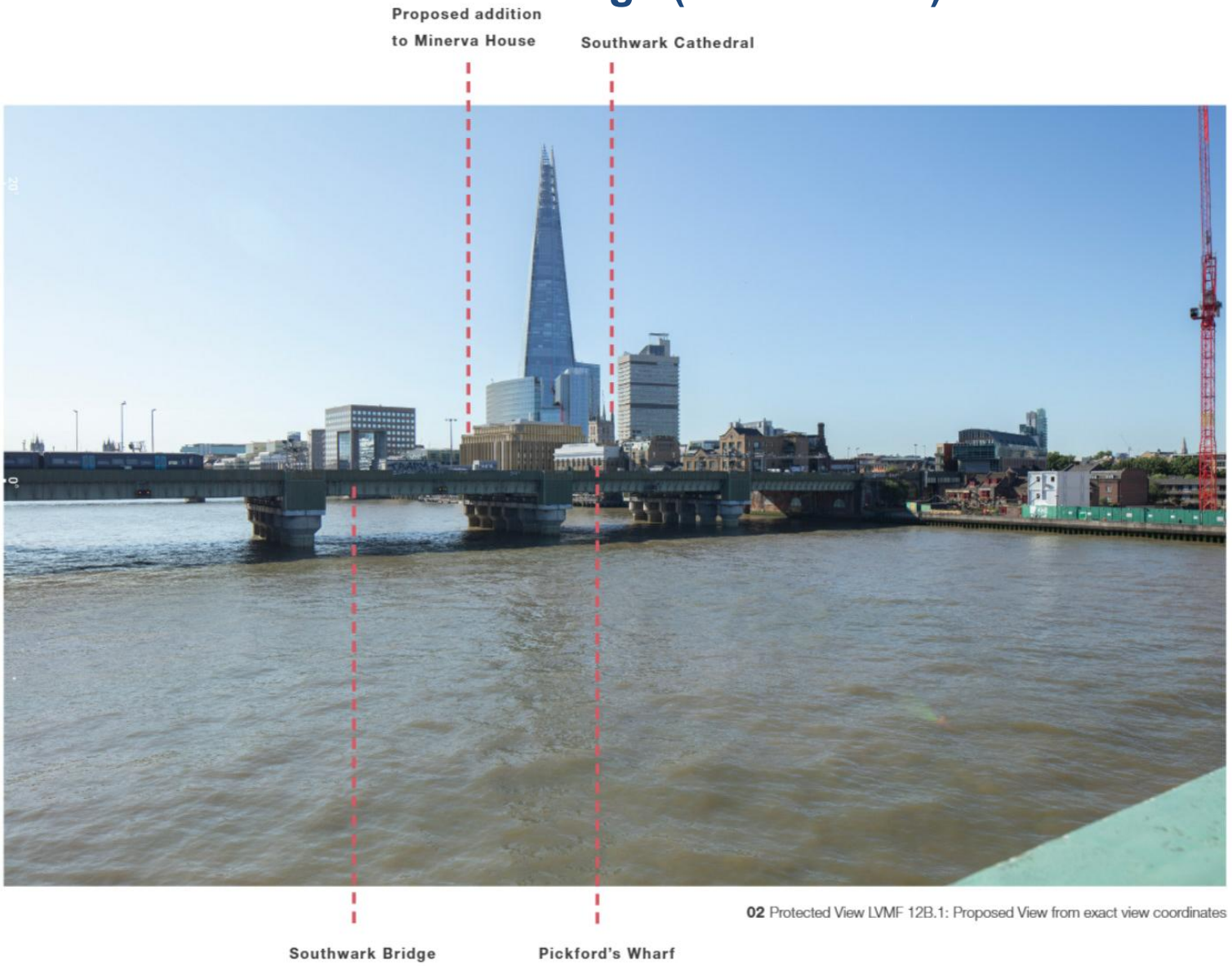


Proposed view from Fishmonger's Hall



01 View from Fishmonger's Hall, proposed view

Proposed view from Southwark Bridge (LVMF 12B.1)



02 Protected View LVMF 12B.1: Proposed View from exact view coordinates

Design evolution

- The application was refined through two rounds of pre-app engagement and responds positively to advice received
- The roof extension has been significantly reduced in scale, evolving from a two-storey structure into a single-storey pavilion with a reduced footprint and lower overall height
- It has been pulled away from the roof edges to reduce visual prominence and minimise its impact on key views
- Additional verified views were provided to assess the impact on the LVMF
- The parapet design has been reviewed following heritage concerns, replacing rectangular openings with circular roundel windows
- Improvements have been made to servicing arrangements, including refuse and cycles storage and end-of-journey facilities

60

Design and heritage assessment

- The replacement windows and façade changes would improve the appearance of the building and represent an enhancement
- The roof pavilion is now considered a lightweight and subordinate addition that is largely concealed by the existing parapet in key views
- The proposal would have a negligible impact on strategic views
- The development would preserve the character and appearance of the Borough High Street Conservation Area and maintain Pickfords Wharf's contribution to the historic riverside frontage
- No harm has been identified to the significance of nearby heritage assets, including Southwark Cathedral, Winchester Palace and surrounding listed buildings

Neighbouring context

- Pickfords Wharf contains both residential and office accommodation, with residential units located within the western part of the building



Privacy and outlook

- The replacement windows and new parapet openings would not create any overlooking impacts
- The roof terrace has been positioned away from neighbouring residential rooflights and partially screened by the new roof pavilion
- No unacceptable impacts on privacy, outlook or sense of enclosure have been identified

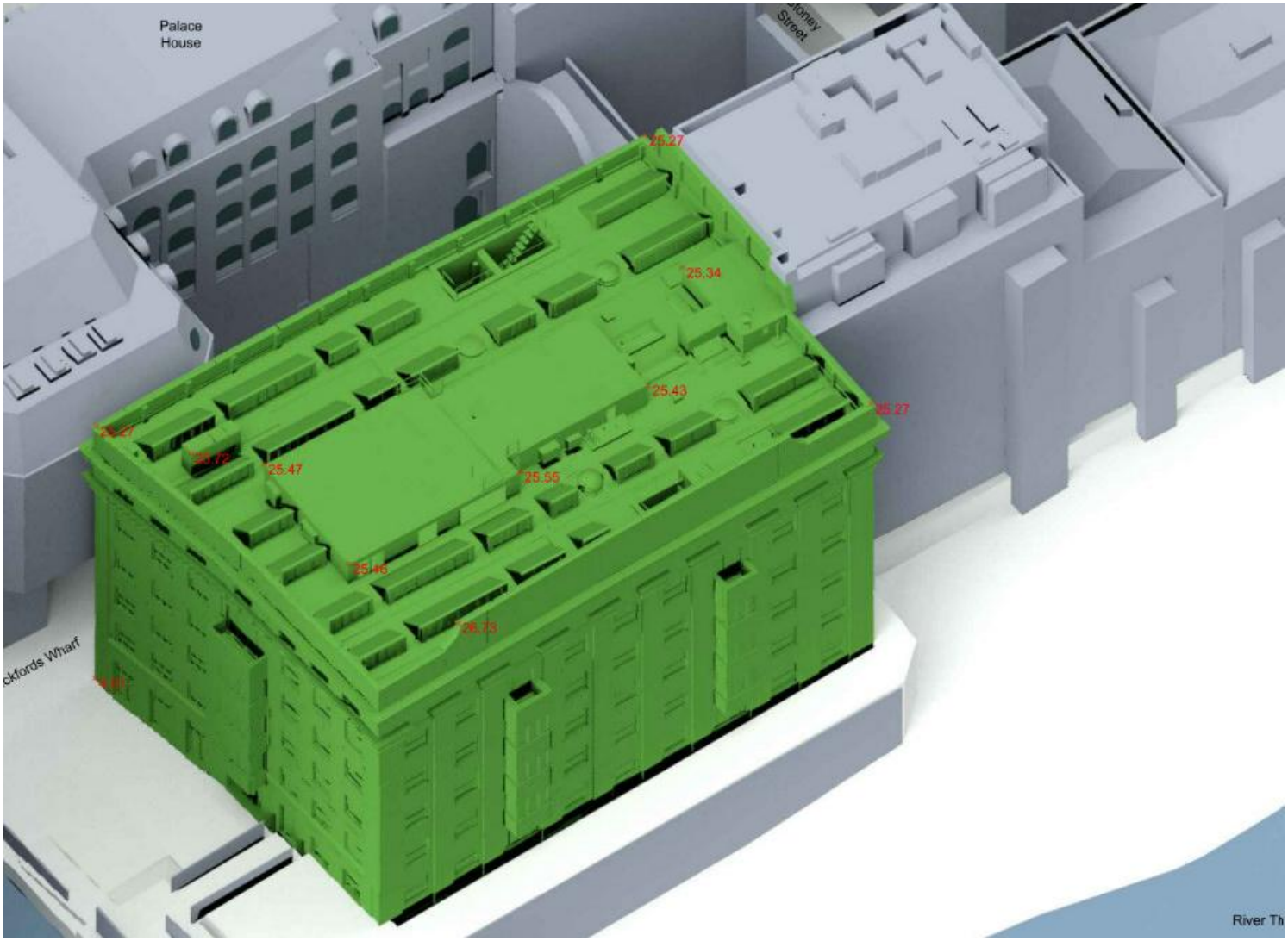
Noise and disturbance

- A detailed Noise Planning Report was submitted and reviewed by Environmental Protection, including assessment of terrace activity, likely occupancy levels, maximum noise events, plant noise and impacts on neighbours
- During the design process, the roof terrace and pavilion were refined to reduce amenity impacts; the terrace is as far away from residential rooflights as possible
- The new roof pavilion sits between the terrace and the residential units acting as an acoustic barrier
- The assessment concluded that noise impacts would be negligible
- The terrace has been sensitively designed and located within the context of a busy mixed-use riverside area and there is no objection in principle

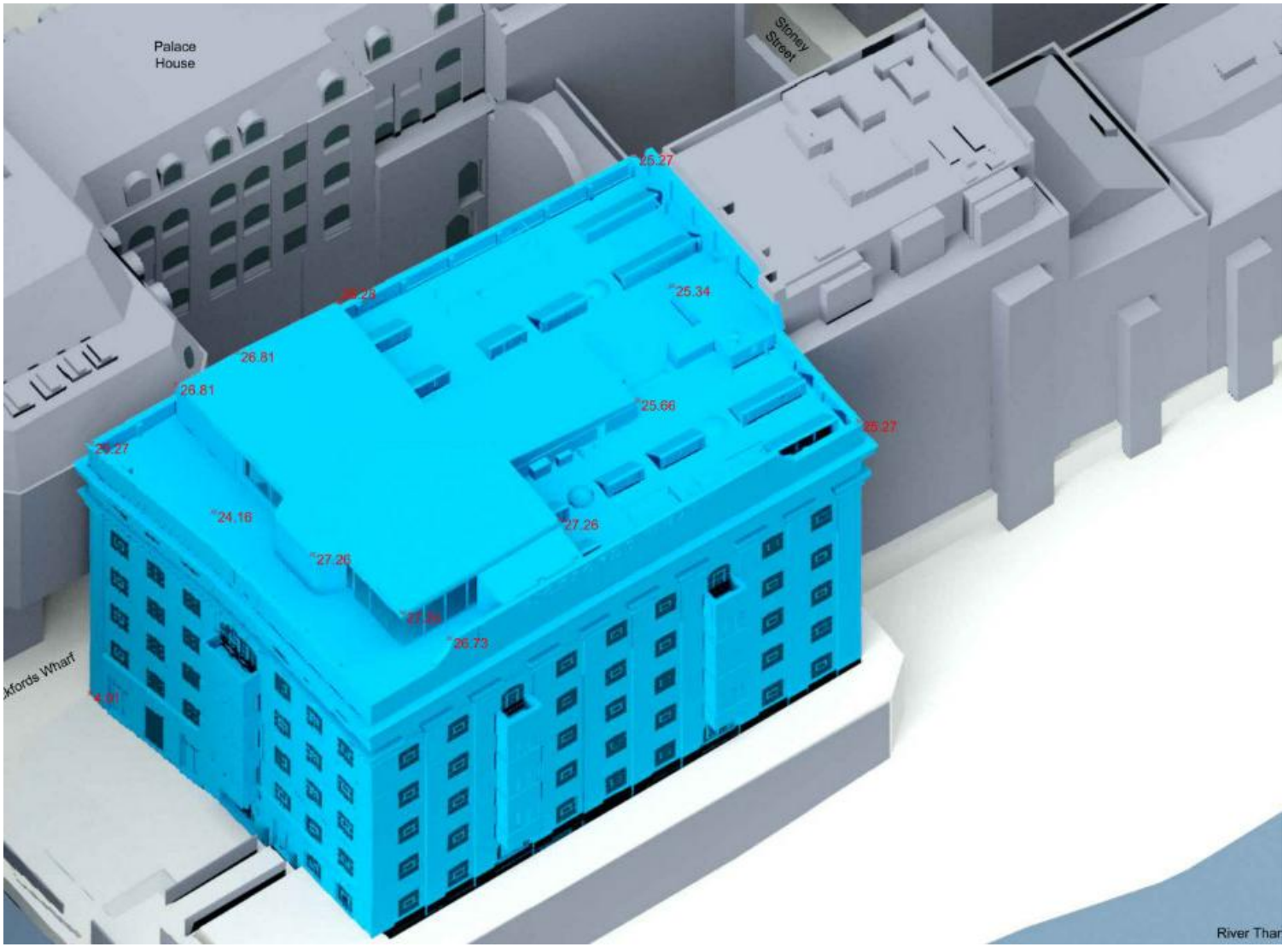
Noise and disturbance

- In line with the approach adopted for the recently approved Minerva House development immediately to the east, terrace use would be limited to:
  - 08:00 to 20:00 Monday to Friday
  - No use on weekends or public holiday
- A Roof Terrace Operational Management Plan would be secured by condition to control
  - Occupancy levels
  - Management and supervision arrangements
  - Day to day operation
- Café opening hours would be restricted to:
  - 07:00 to 22:00 Monday to Saturday
  - 09:00 to 21:00 Sundays and public holidays
  - No external seating
- Servicing and deliveries would be controlled and restricted
- Additional conditions would control plant noise and require acoustic mitigation between the office and residential elements of the building

Existing model



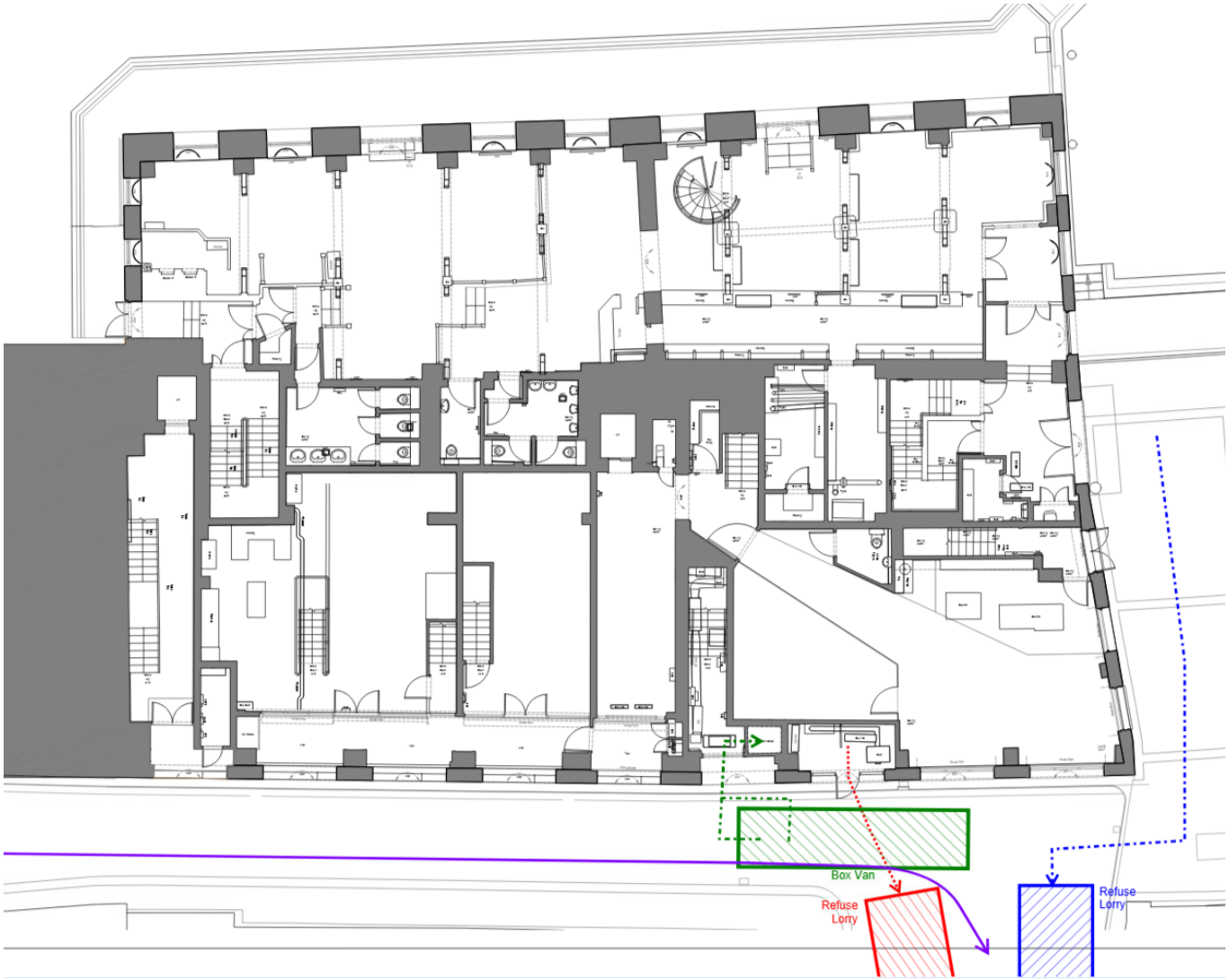
Proposed model



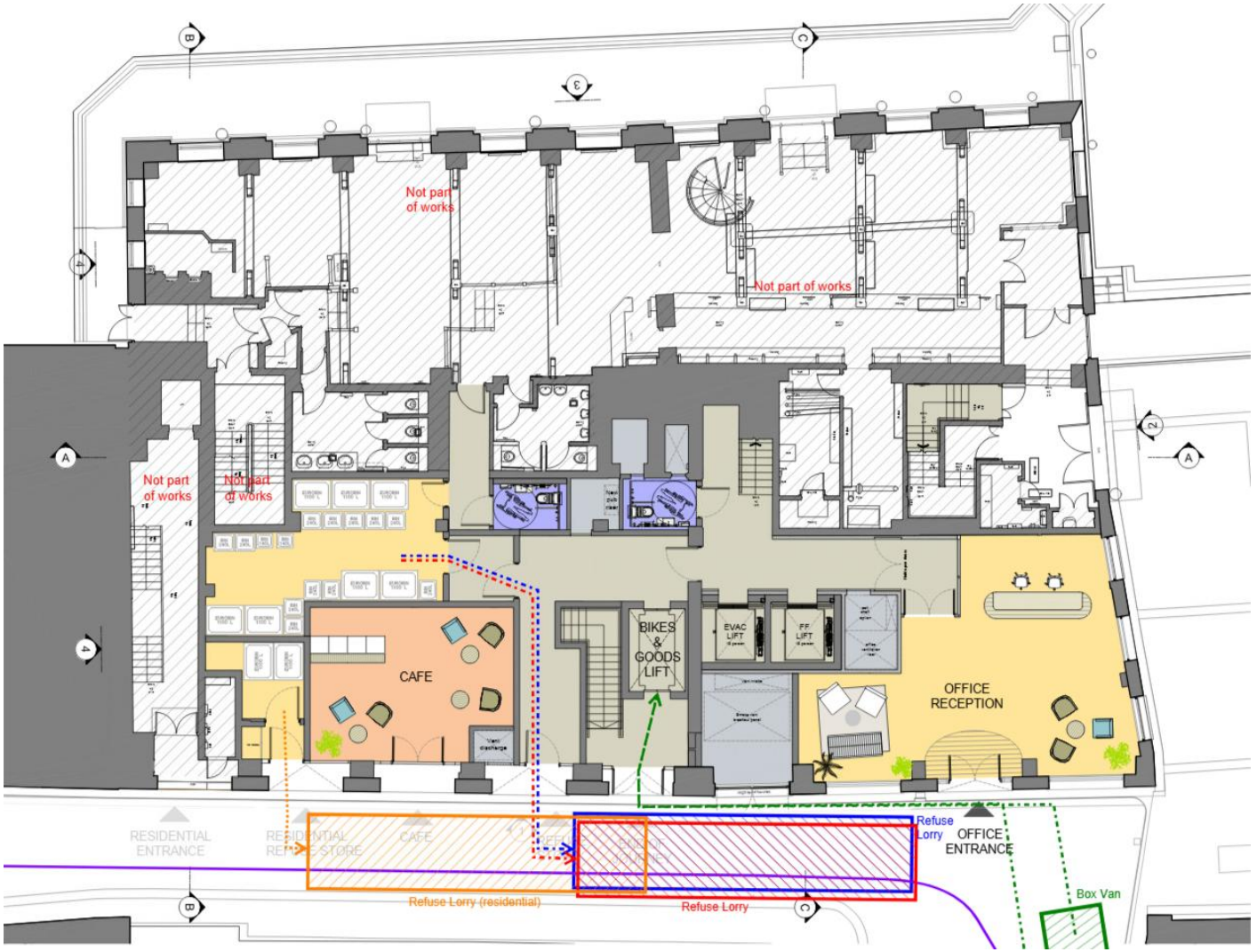
Daylight and sunlight

- 6 out of 10 rooflights comply with BRE guidance in terms of VSC (daylight received)
- The remaining 4 rooflights experience reductions below BRE; however these are relatively limited and not significantly beyond the 0.8 retained value
- All assessed rooms comply with BRE No Sky Line (NSL) meaning adequate daylight distribution would be retained
- The affected rooms are all bedrooms that benefit from additional windows which remain unaffected by the development
- The nearest residential balcony remains compliant with BRE guidance
- Whilst some reductions occur, all affected rooms retain adequate daylight and no unacceptable impacts were identified

Existing servicing arrangement



Proposed servicing arrangement



Transport and highways

- A Service Management Plan will control deliveries, collections and day-to-servicing arrangements
- Servicing will be restricted to:
  - 07:00 to 20:00 Monday to Saturday
  - 09:00 to 16:00 Sundays and public holidays
- The scheme provides enhanced cycle parking and end-of-journey facilities
- Refuse storage will be relocated internally for the offices and the pub to reduce clutter within the public realm
- No alterations to the public highway are proposed

Sustainability

- The proposal retains and refurbishes a locally listed building, avoiding demolition and supporting the continued use of an existing asset
- Retention of the existing structure, facades and building fabric reduces embodied carbon compared to redevelopment
- Existing windows will be upgraded to improve thermal performance and energy efficiency
- Enhanced roof insulation will reduce heat loss and improve overall building performance
- Heating, cooling and building services will be upgraded to modern energy-efficient standards
- New upper floor windows will increase access to natural daylight and ventilation, reducing reliance on artificial lighting and mechanical systems
- New cycle parking and end-of-journey facilities encourage sustainable travel
- Planting is proposed at roof level around the terrace and plant areas

Recommendation

It is recommended that planning permission be granted, subject to conditions.

Number	Condition
1	Development to be carried out in accordance with approved plans
2	Development must begin within 3 years of the date of permission
3	CEMP must be approved before any works begin
4	A Roof Terrace Operational Management Plan must be approved before first use (covering supervision, occupancy, noise, complaints, smoking and security)
5	Roof terrace to be used 08:00 to 20:00 Monday to Friday only
6	Café to be used 07:00 to 22:00 Monday to Saturday and 09:00 to 21:00 on Sundays and Bank Holidays
7	Deliveries and servicing restricted to 07:00 to 20:00 Monday to Saturday and 09:00 to 16:00 on Sundays and Bank Holidays
8	No outdoor tables, chairs or customer seating permitted
9	Approved cycle parking must be provided before first use of the café and roof terrace

Number	Condition
10	Delivery and Servicing Management Plan to be submitted before first use of the café and roof terrace
11	Detailed acoustic mitigation measures for lifts, pipework and office/residential interfaces must be approved before relevant works are installed
12	Detailed specifications for cladding, glazing, balustrades, screening and plant enclosures must be approved before installation
13	Detailed materials, finishes and opening mechanisms for all new windows and doors to be approved before installation
14	All plant equipment must operate below background noise levels, with post-installation testing and validation required
15	Details of any external lighting must be approved to prevent light pollution and protect amenity and heritage character

Item 6.3 25/AP/1329 Coffee Kiosk Land Adjacent To Tate Modern, Bankside, London SE1

Erection of a single-storey kiosk to be used for the display and retail sale of hot drinks and cold snacks [Use Class E(a) other than hot food].

Site and Context

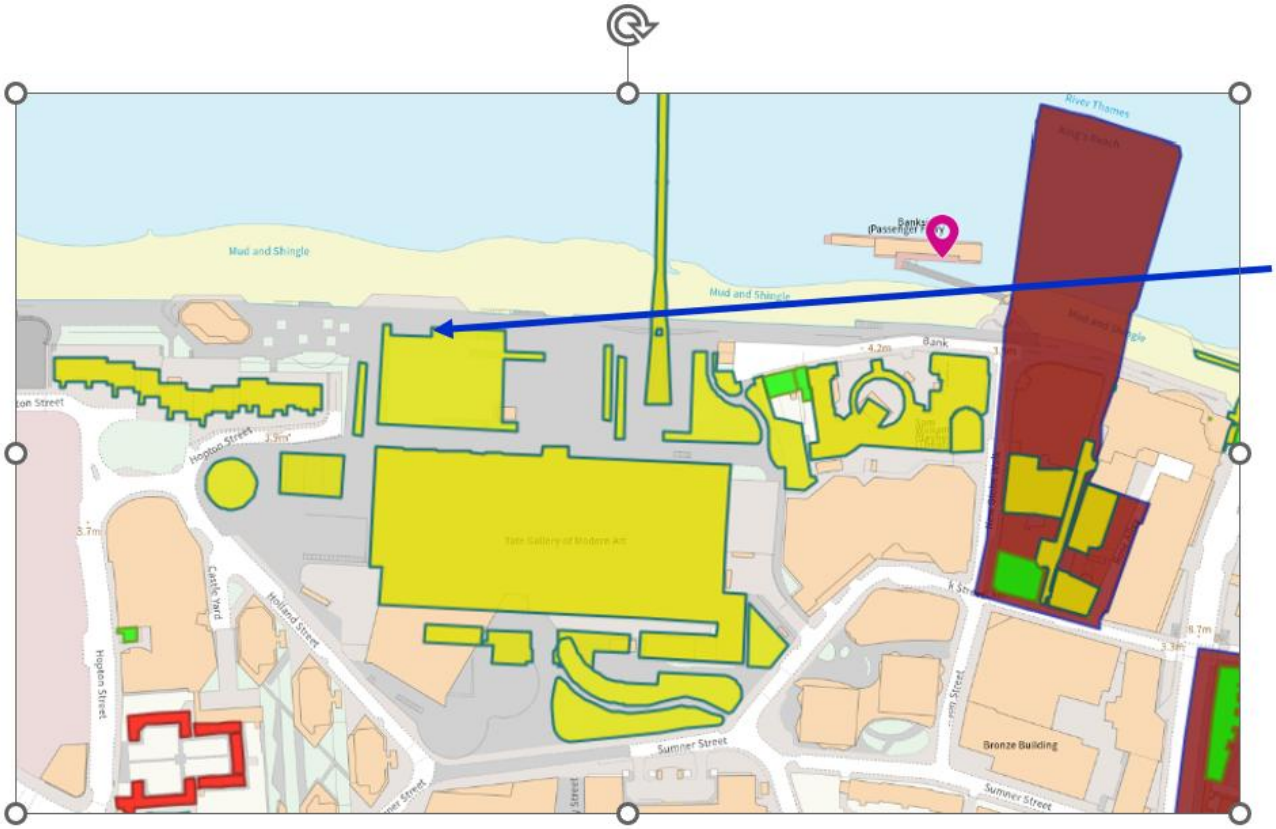




Location north of Tate Modern on Bankside riverwalk. Existing licensed street trader (Chealsons Coffee) operating from black cab since 2021 within designated Zone 4. Not in Conservation Area; within setting of locally listed assets.

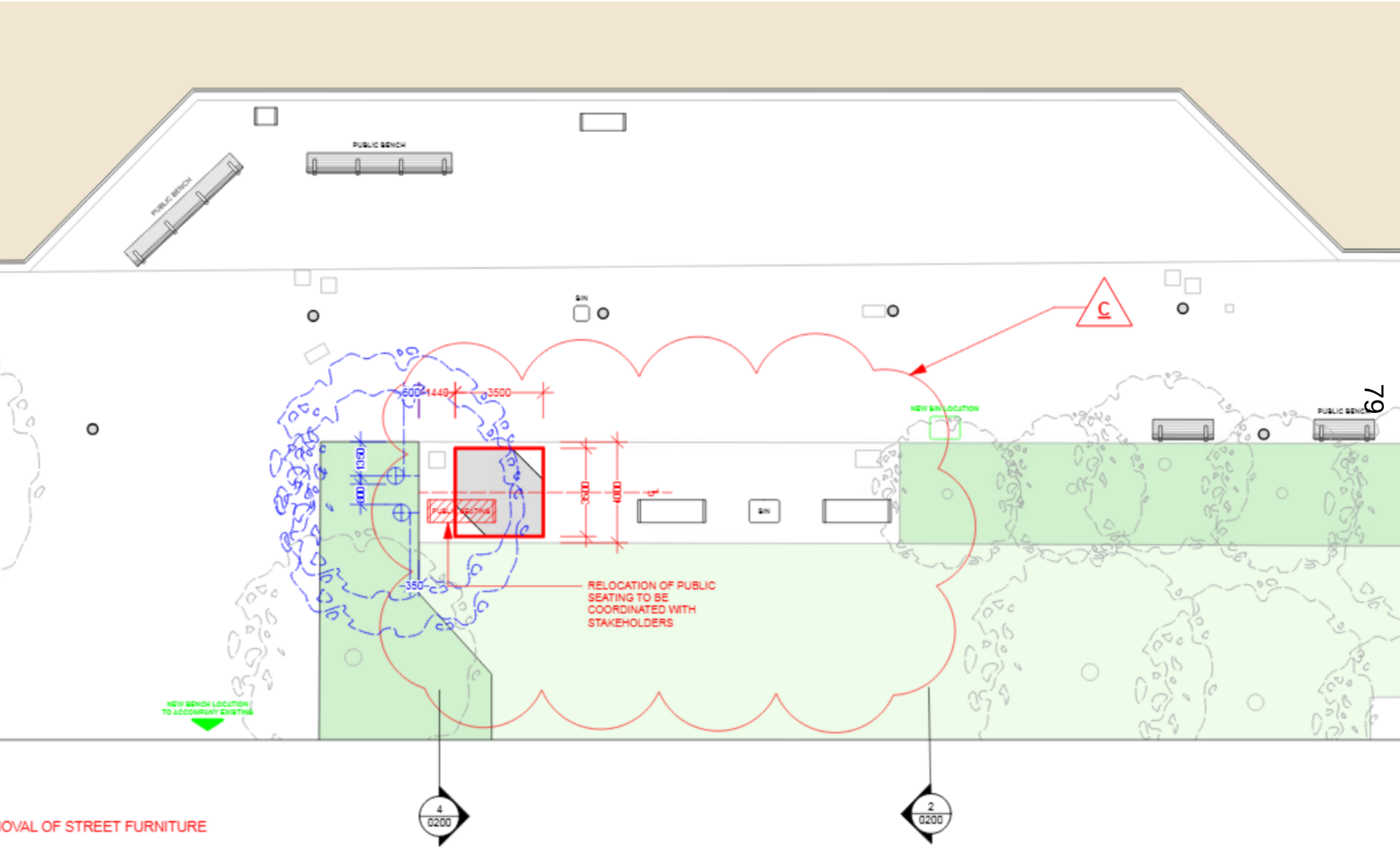


Heritage Assets nearby

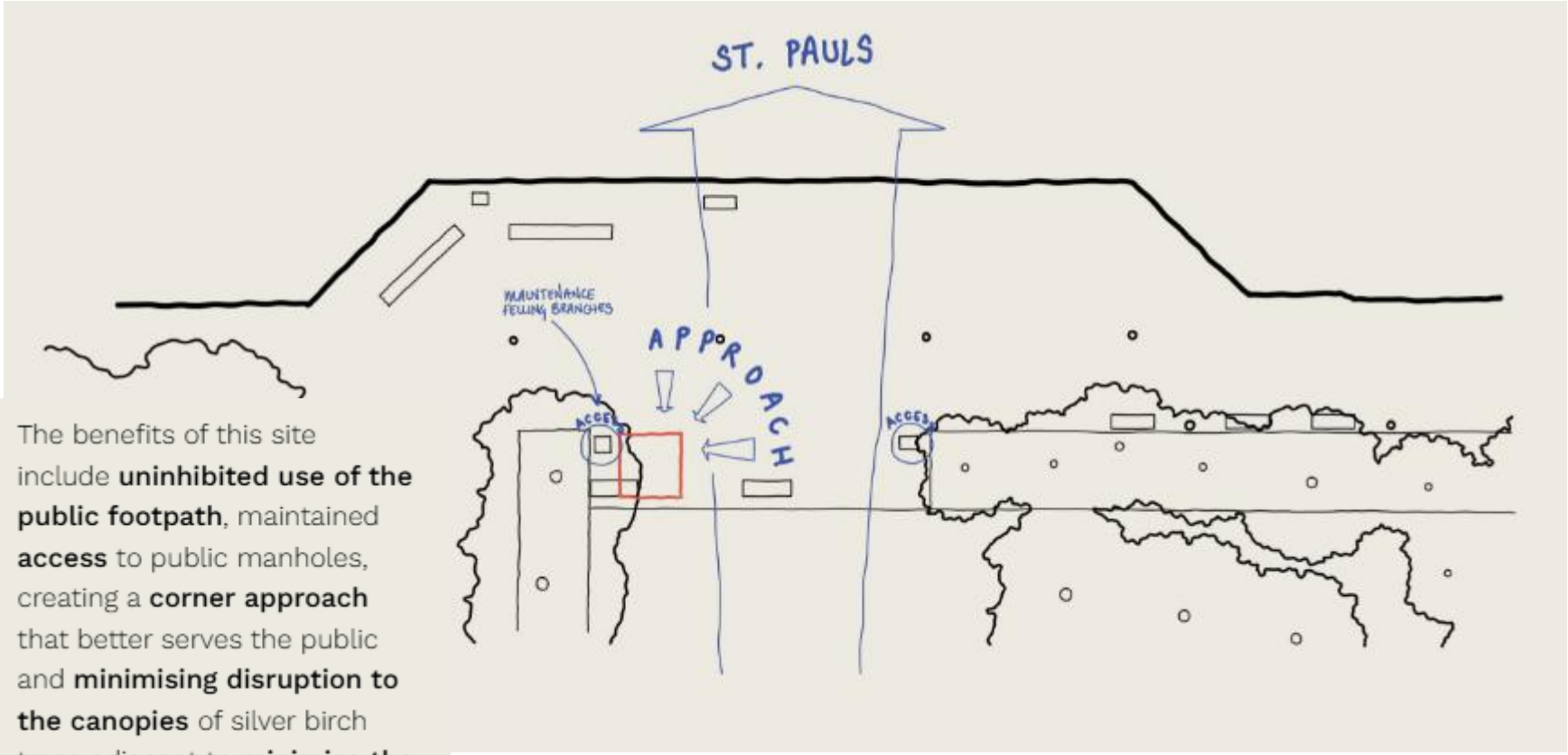


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The Proposed Scheme



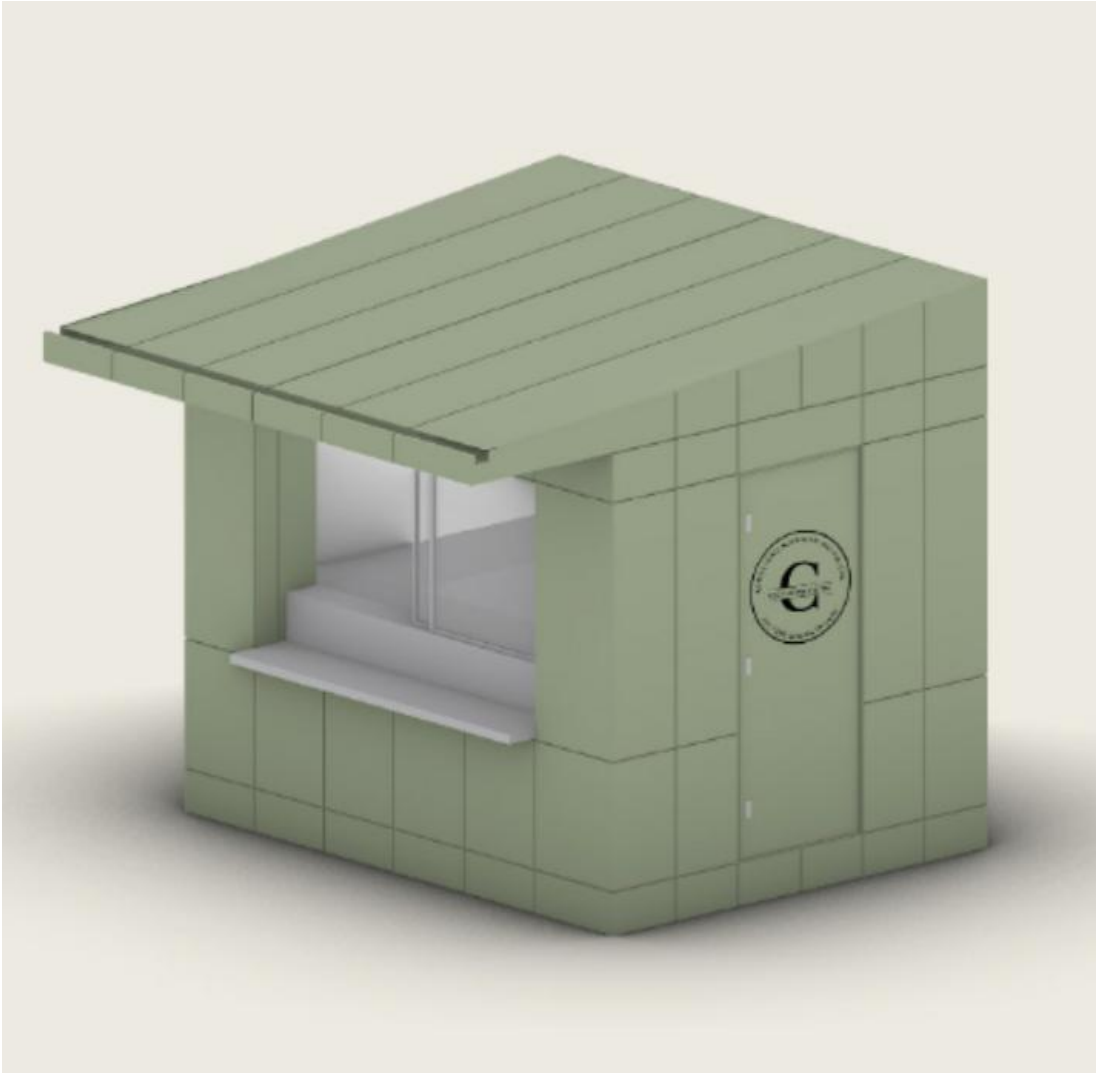
The Proposed Scheme



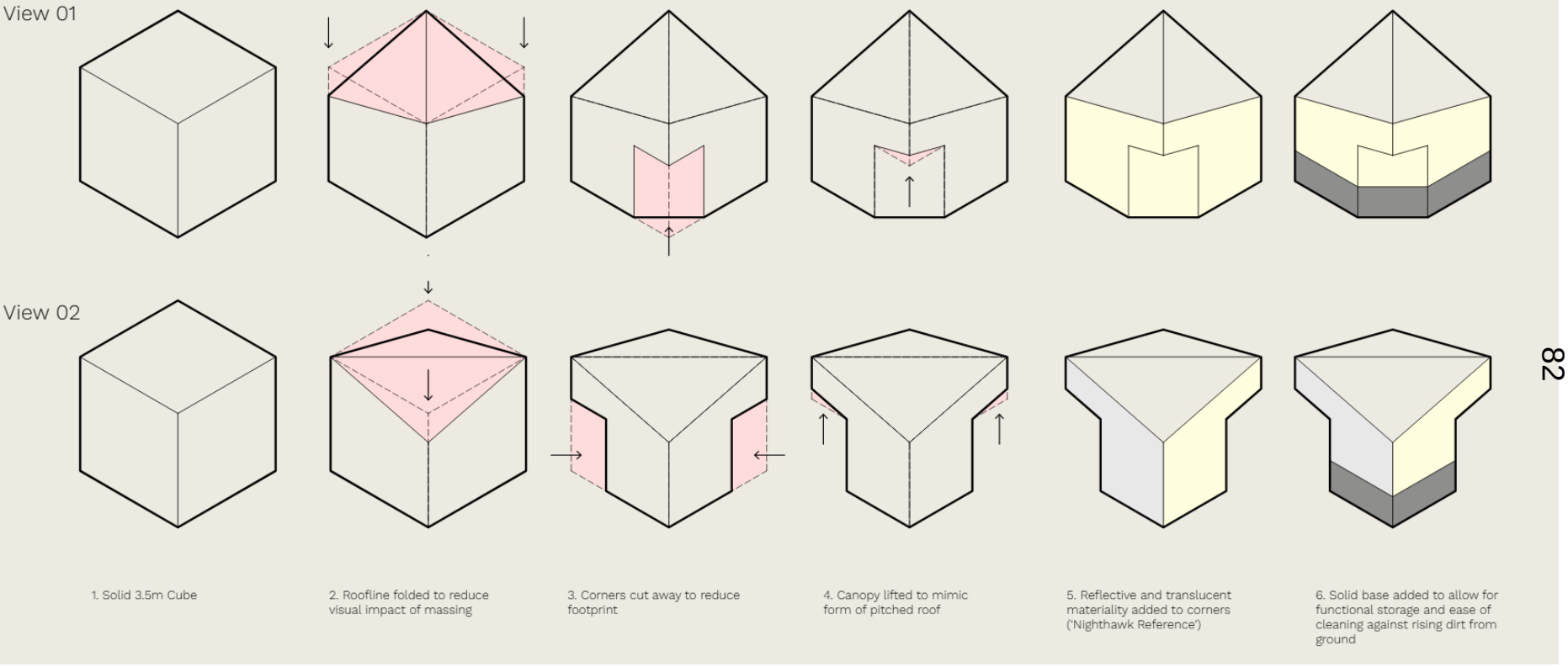
The benefits of this site include **uninhibited use of the public footpath**, maintained **access** to public manholes, creating a **corner approach** that better serves the public and **minimising disruption to the canopies** of silver birch trees adjacent to **minimise the visual impact** between St Paul's Cathedral and the public green in front of The Tate Modren.

The Proposed Scheme

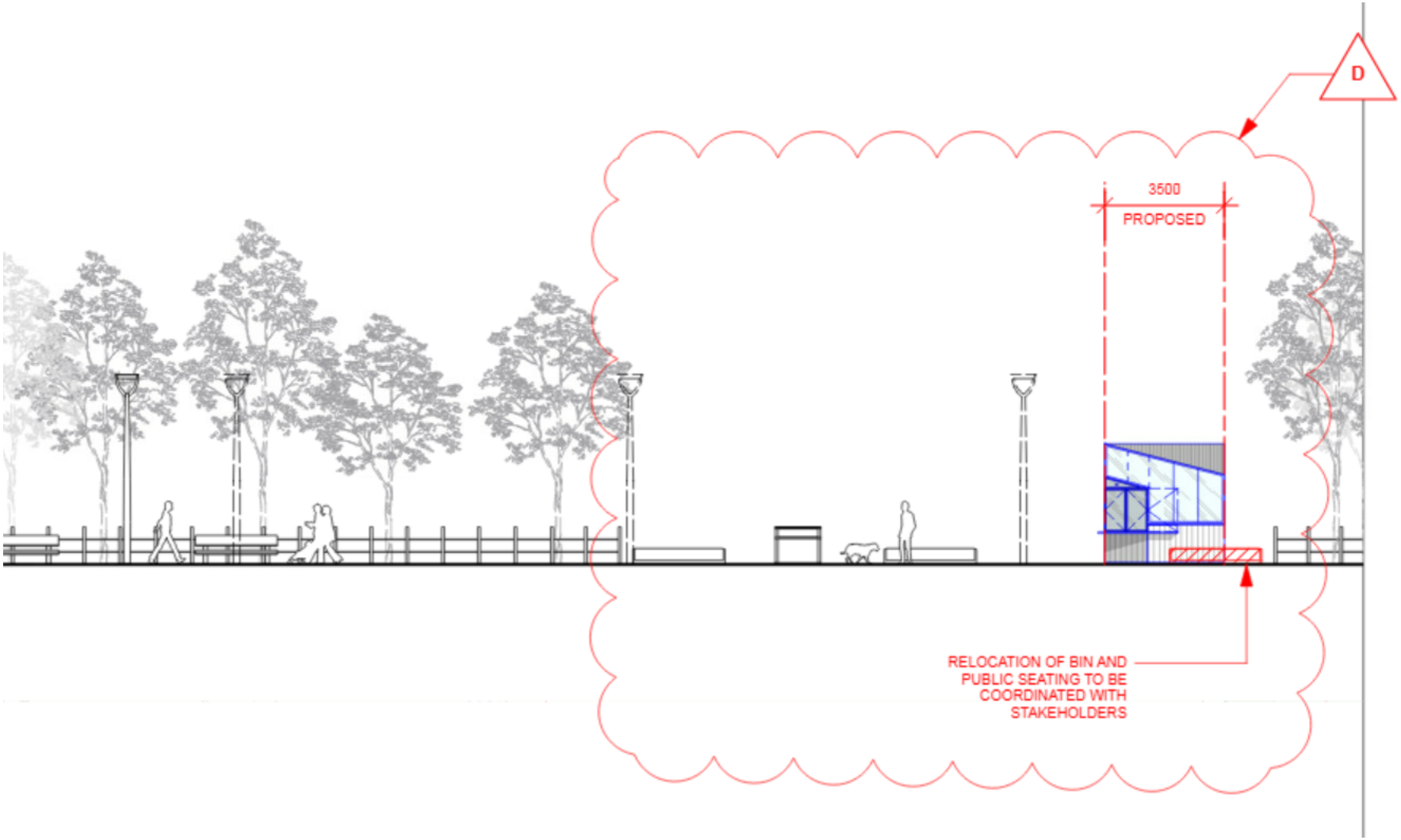
- Officers objected to this first design for being undistinguished and of limited design quality for this location in front of Tate Modern



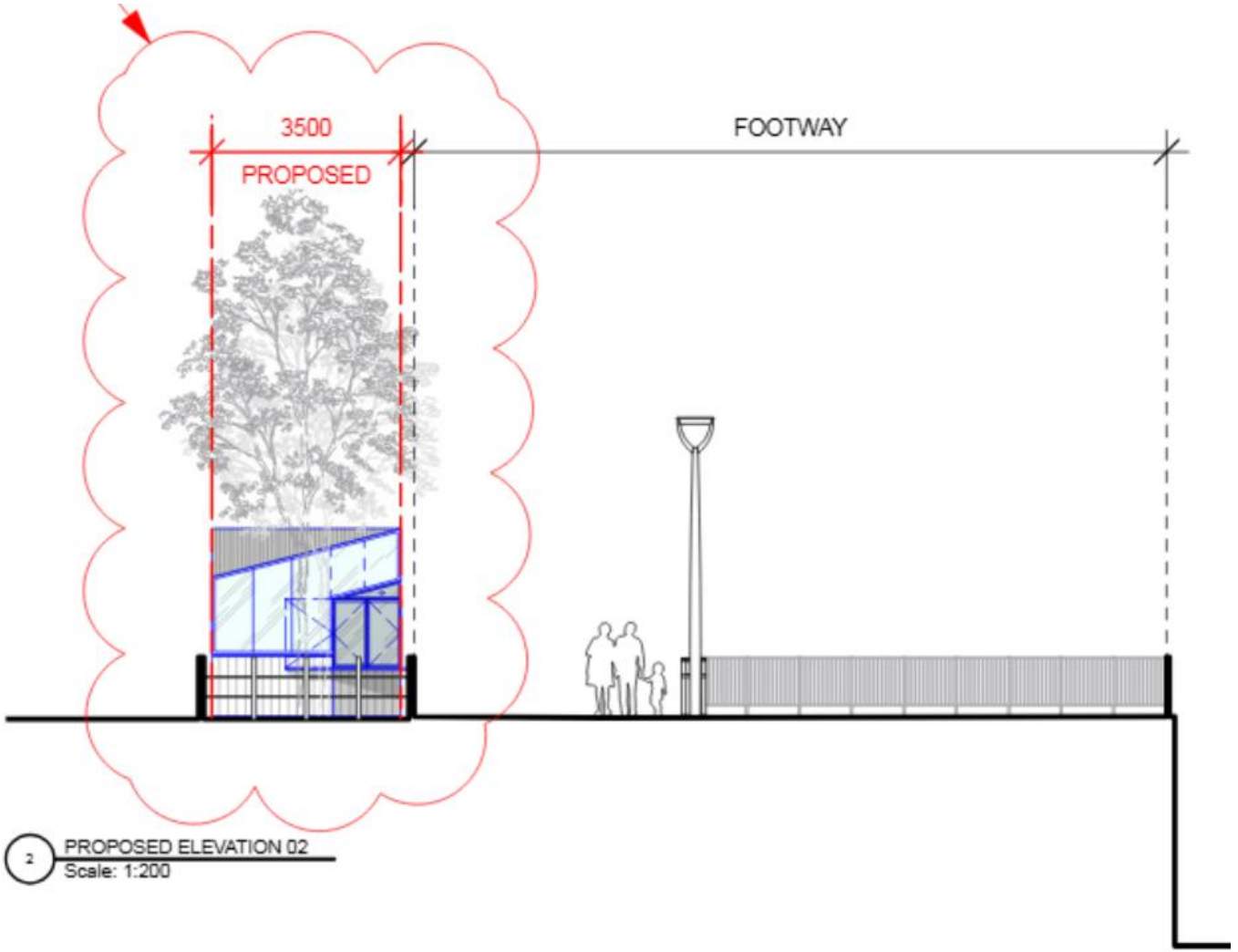
d. Evolution


View 01
View 02
1. Solid 3.5m Cube
2. Roofline folded to reduce visual impact of massing
3. Corners cut away to reduce footprint
4. Canopy lifted to mimic form of pitched roof
5. Reflective and translucent materiality added to corners ('Nighthawk Reference')
6. Solid base added to allow for functional storage and ease of cleaning against rising dirt from ground

The Proposed Scheme



The Proposed Scheme

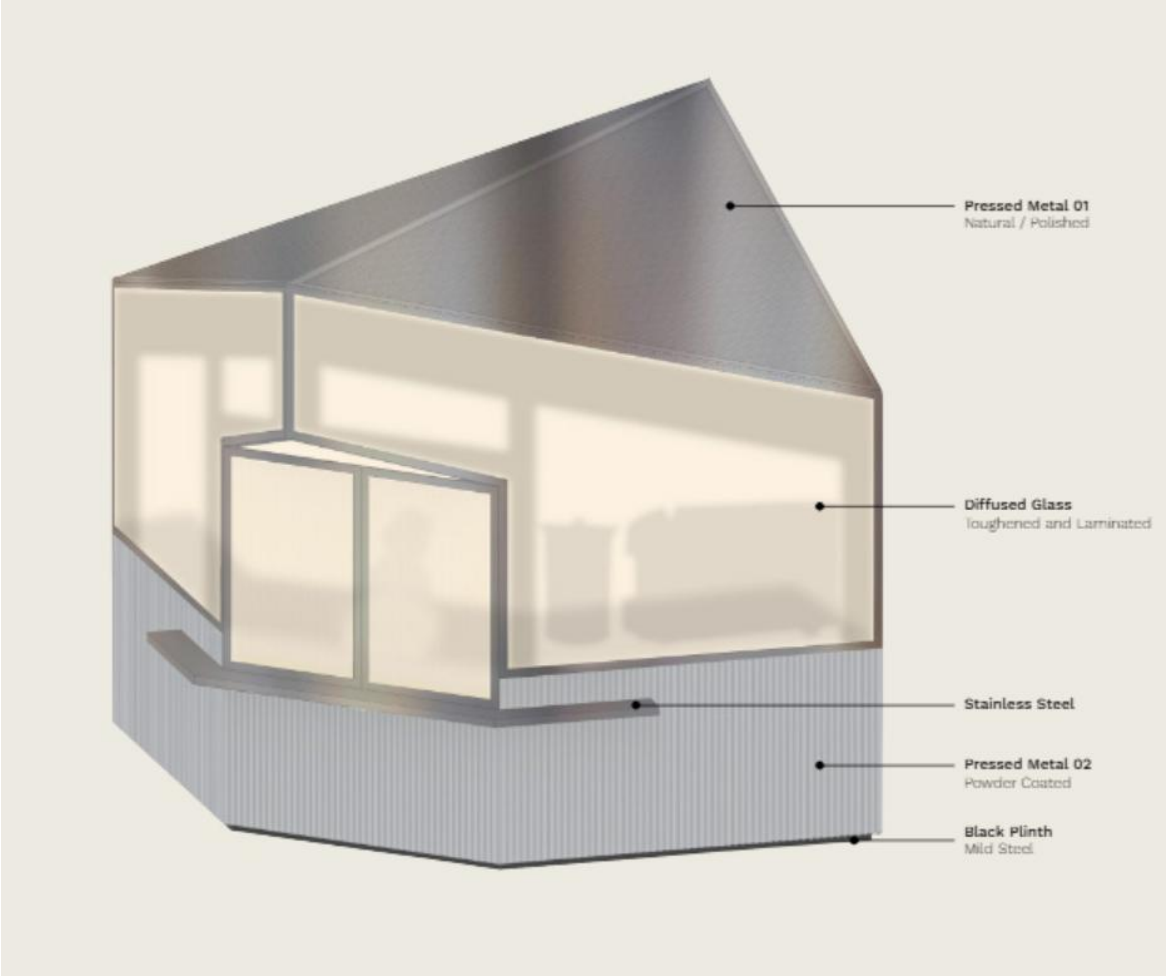


The Proposed Scheme

- The Council's Conservation Officers approved of this second design.

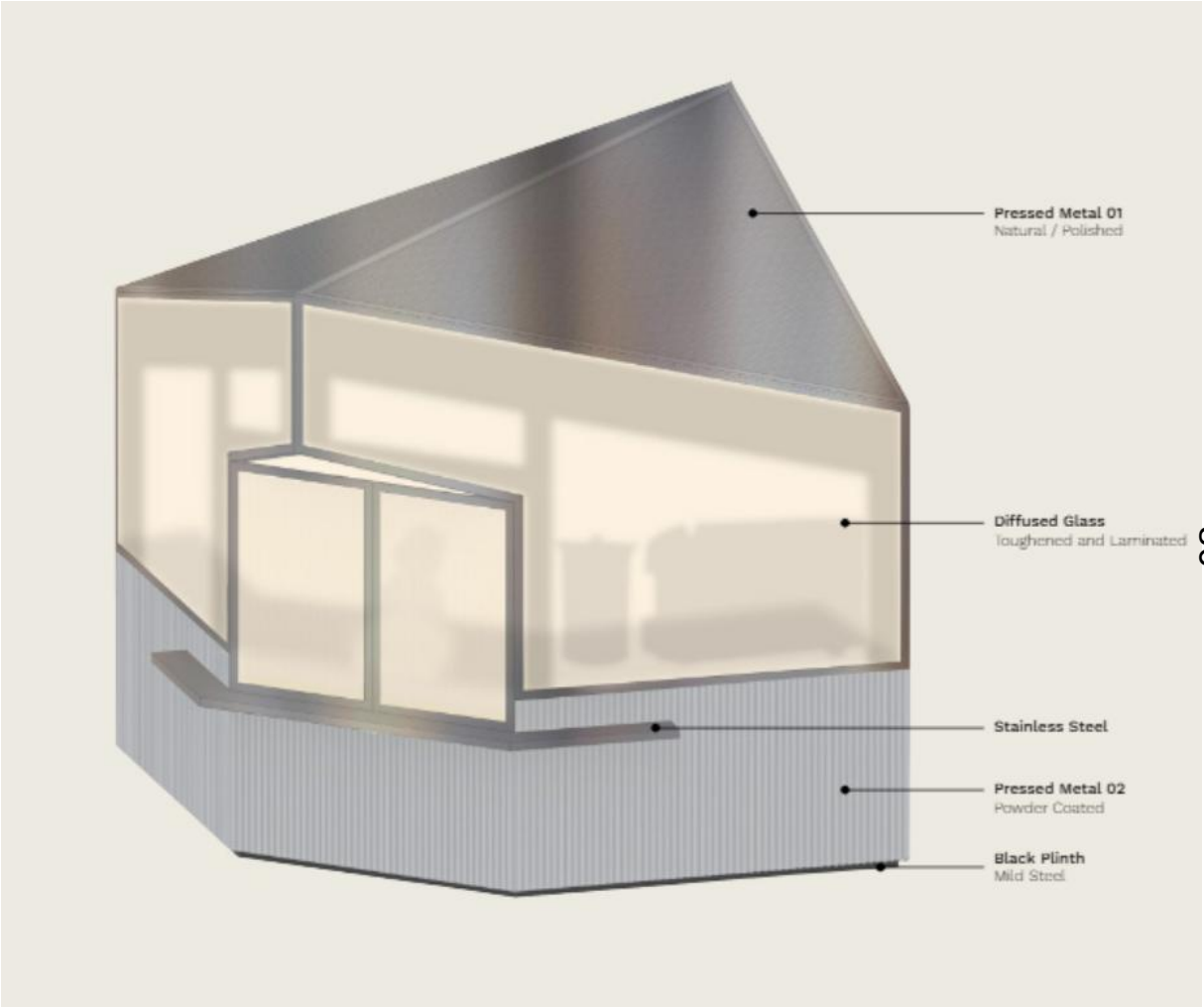
- *"The new proposal on site is considered acceptable as most of the concerns raised previously have been addressed. It appears to preserve the significance of nearby heritage assets and their setting by adopting a sympathetic design for the kiosk."*

- 3.5 m × 3.5 m footprint, max height 3.53 m, Use Class E(a), removable structure. Purpose – weather-independent trading and employment of non-drivers for an existing licensed independent business.



Design and Materials

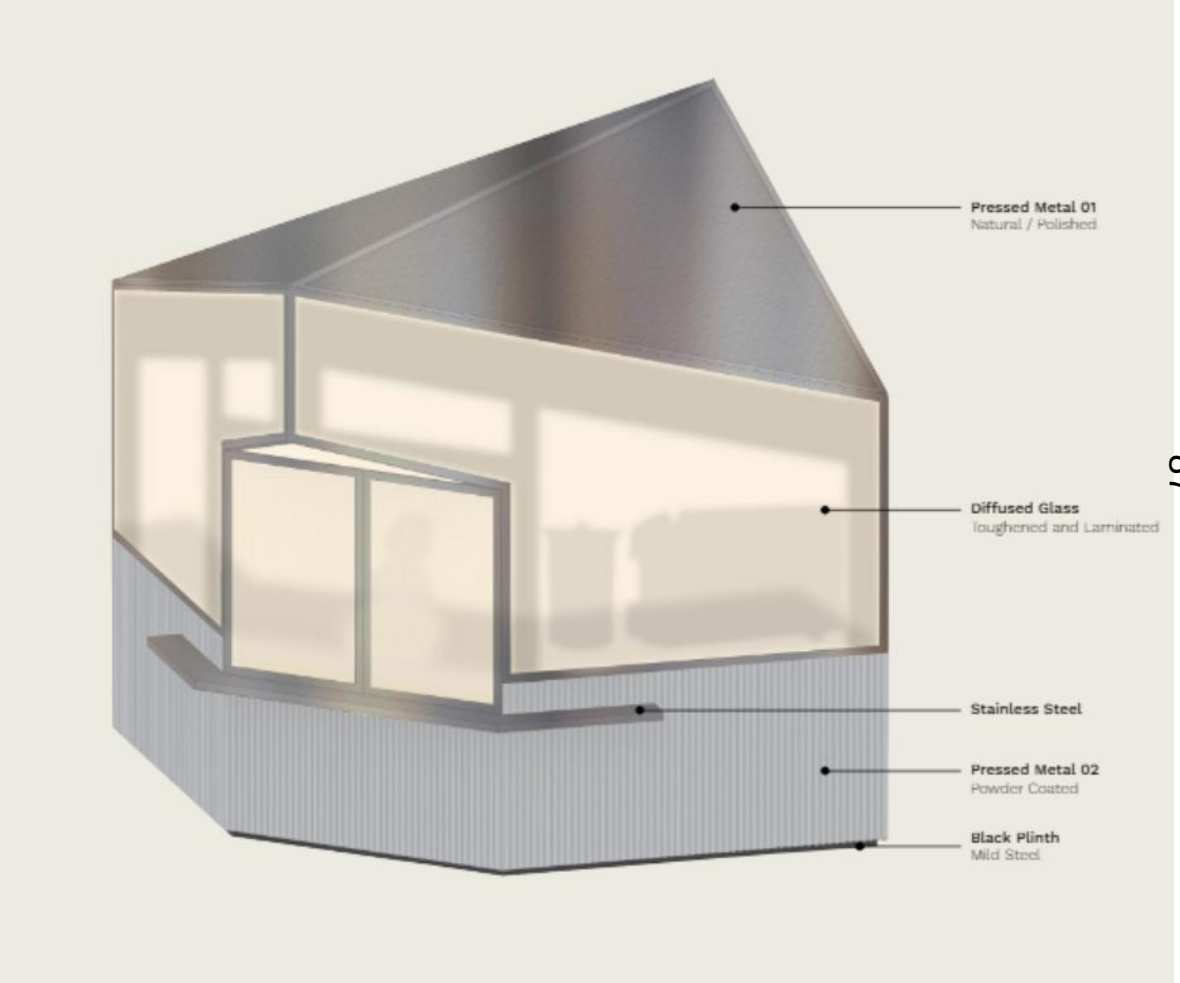
Chamfered form, reflective pressed metal + toughened diffused laminated glass, integrated security shutters. Design Officer confirmed final materials and detailing acceptable and preserves setting of locally listed



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Management and Operations

Hours 08:00–20:00 daily. Reheat only (no cooking). All waste removed off-site daily – none stored on site. Staff WCs at Founder's Arms. Security shutters. Highways full support + Markets & Street Trading no objection and licensing continuity.



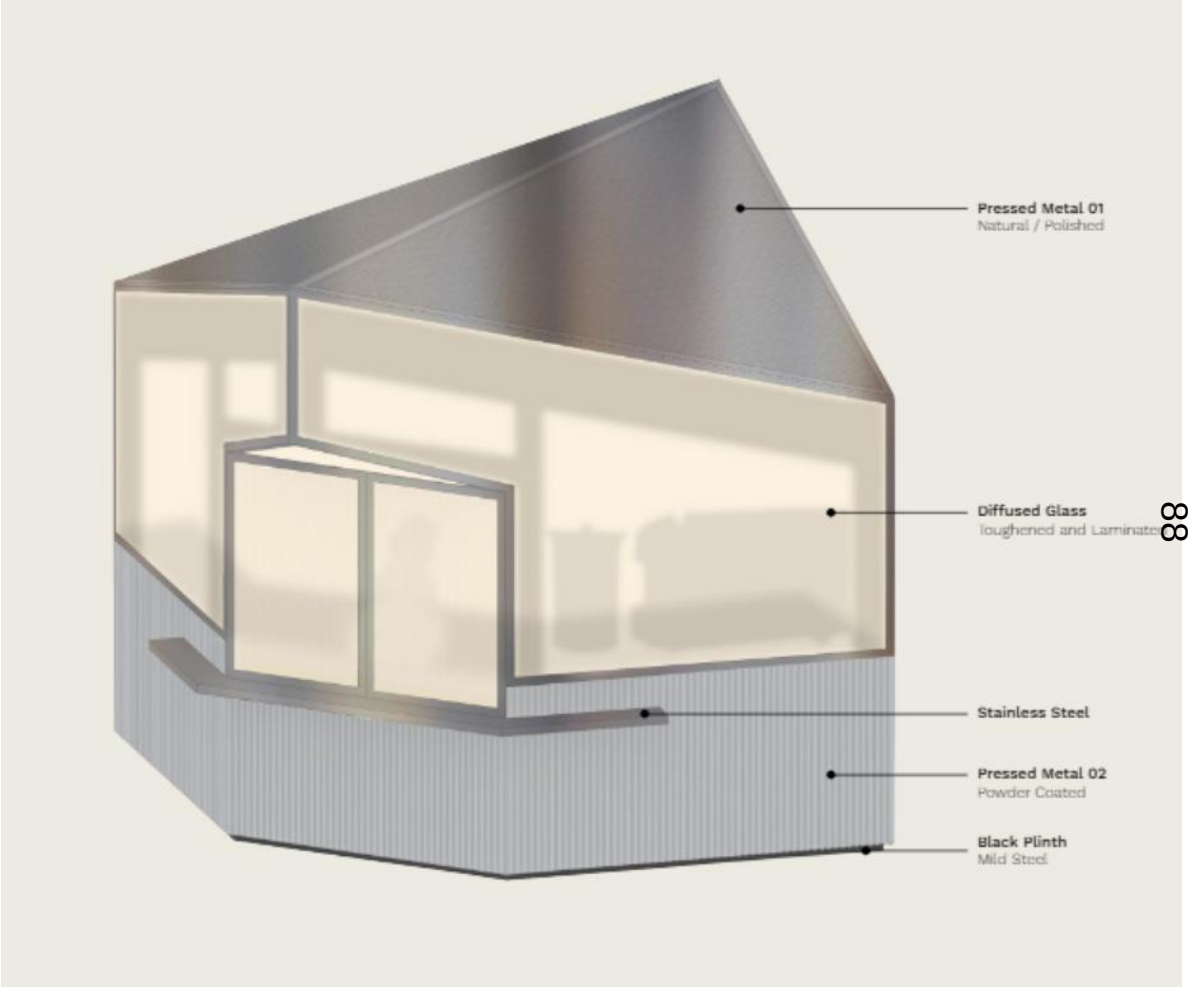
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Recommended Conditions

Plans condition (locks in siting, height, materials, shutters).

Hours restriction.

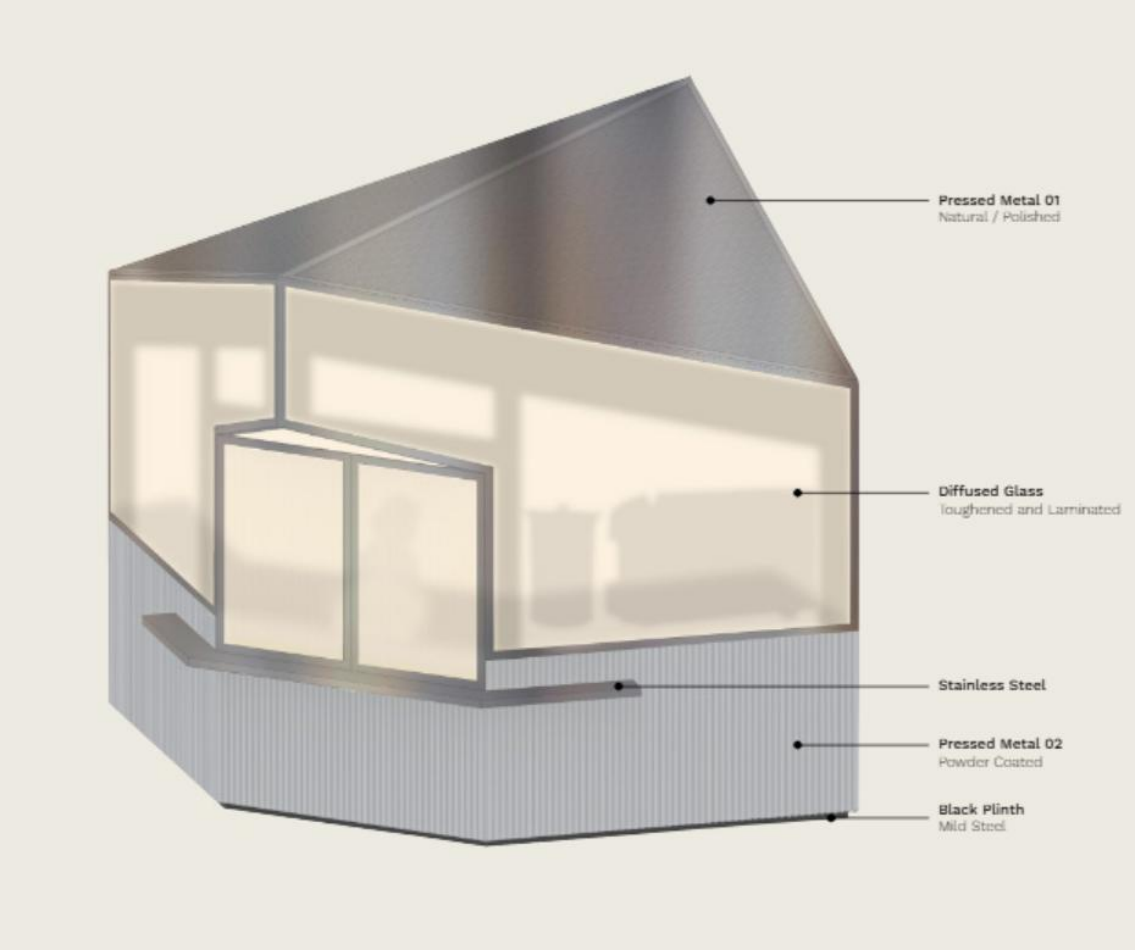
Daily off-site waste



Consultation Responses

Support – local residents (especially Park Street), customers, Living Bankside, Shakespeare's Globe (track record, jobs, no ASB, tidier appearance).

Object – Falcon Point residents (design, toilets, land interests, quiet zone preference) + formal Tate Modern objections.



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The Proposed Scheme

Regularisation and improvement of an established licensed local business. Modest, responsive, reversible design. Strong operational controls addressing amenity and public realm. Specialist support from Design, Highways and Street Trading. Genuine local concerns capable of mitigation by condition and monitoring.



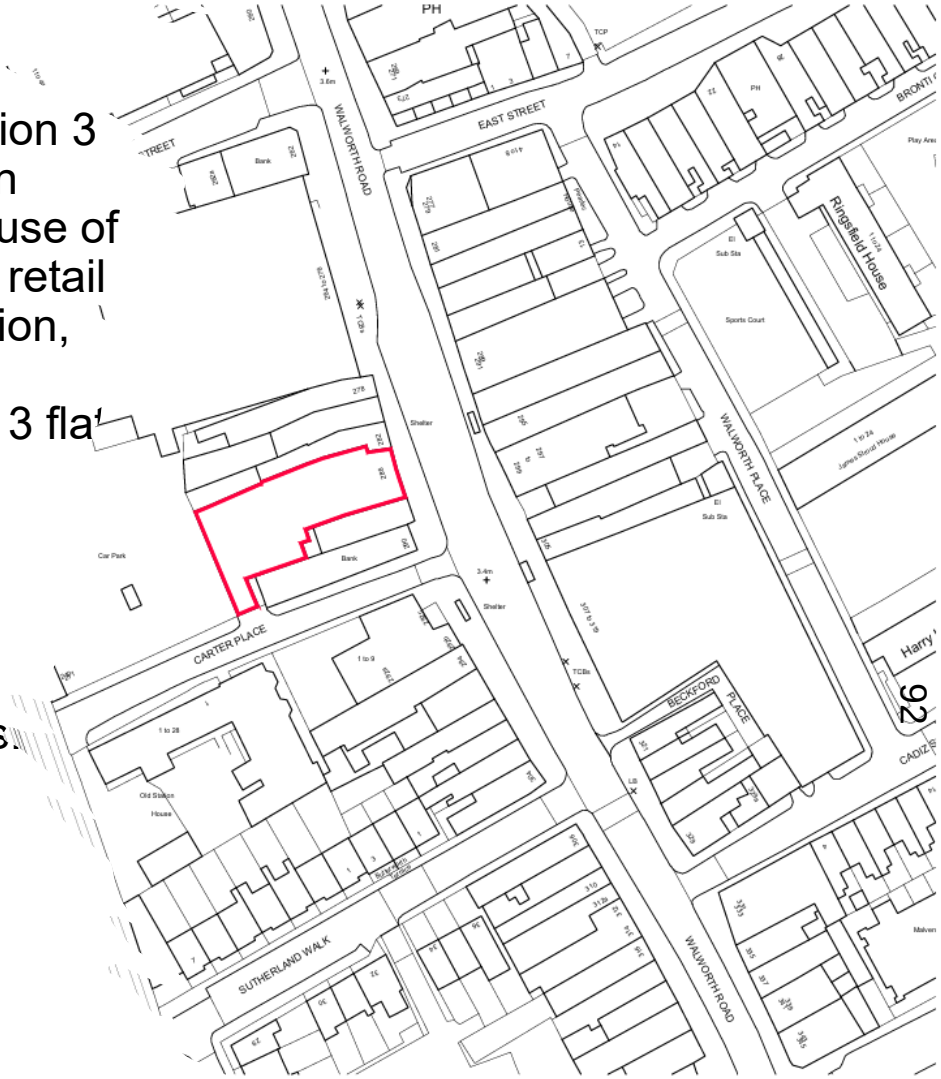
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Item 6.4 - 26/AP/1110 284-286 Walworth Road London Southwark SE21 2TE

Variation of Condition 3 (hours of operation) for full planning application 10/AP/2264 dated 13/10/2010 (for: change of use of the ground floor from public house (A4 use) to retail (A1 use) with full site single storey rear extension, with self-containment of the residential accommodation on the upper floors to provide 3 flats (comprising 2 x 1 bed and 1 x 2 bed units).
The proposed hours of operation are: 06:00 - 00:00 Monday to Sunday.

Item 6.4: 284-286 Walworth Road

Application 26/AP/1110 for: Variation of Condition 3 (hours of operation) for full planning application 10/AP/2264 dated 13/10/2010 (for: change of use of the ground floor from public house (A4 use) to retail (A1 use) with full site single storey rear extension, with self-containment of the residential accommodation on the upper floors to provide 3 fla (comprising 2 x 1 bed and 1 x 2 bed units).



The current permitted hours are:

- 0830 to 2000 on Monday to Saturday
- 1000 to 1700 on Sundays or Bank holidays.

The proposed hours are:

- 06:00 – 00:00 Monday to Sunday

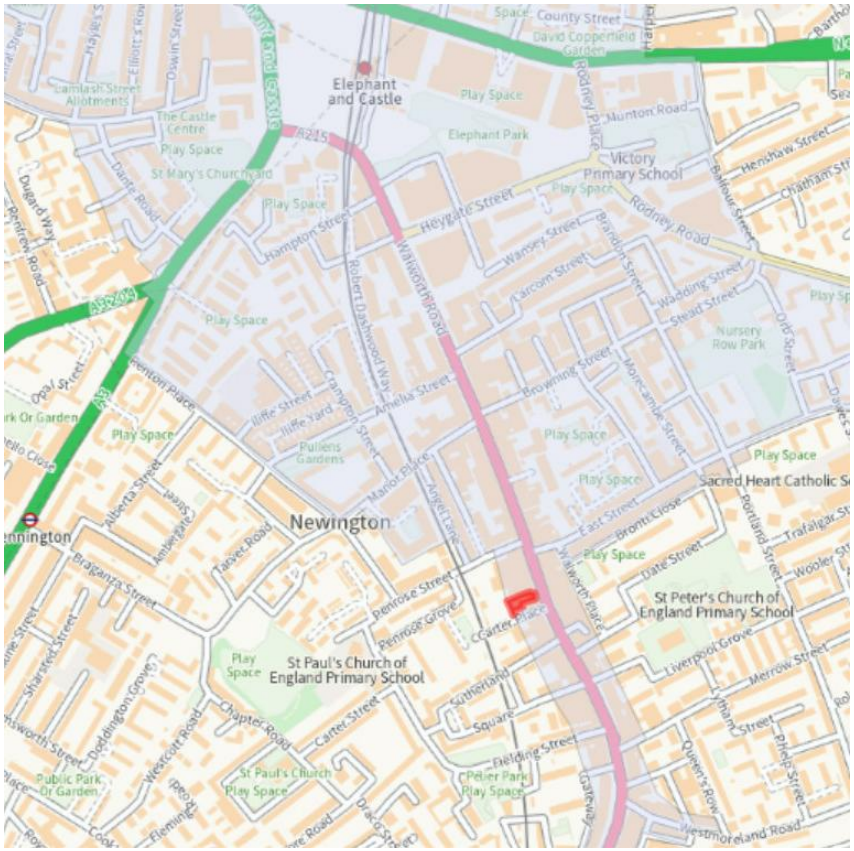
Recommendation:

It is recommended that planning committee grant permission for the later opening hours, subject to additional conditions.

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Site location





Site in red shown in context of the Elephant and Castle Major Town Centre

Site description

The site is currently in use as a Poundland. Prior to 2010 it was a pub.

There are flats upstairs, which are outside the scope of the application. There are also flats in adjoining and opposite sites.

George's Barbers (to the left) is outside of the site boundary.



Details of proposal

The application seeks to vary an existing permission, to permit opening from 6am to 12am on all days.

No change of use or physical development is proposed.

The application has been submitted by McDonalds who are seeking a new outlet on Walworth Road to replace the Chatelaine House site (recently closed for redevelopment).

However, the application is **not** for a new McDonalds – it is simply to vary the permitted opening hours of an existing Class E unit, and a decision must be made on this basis.

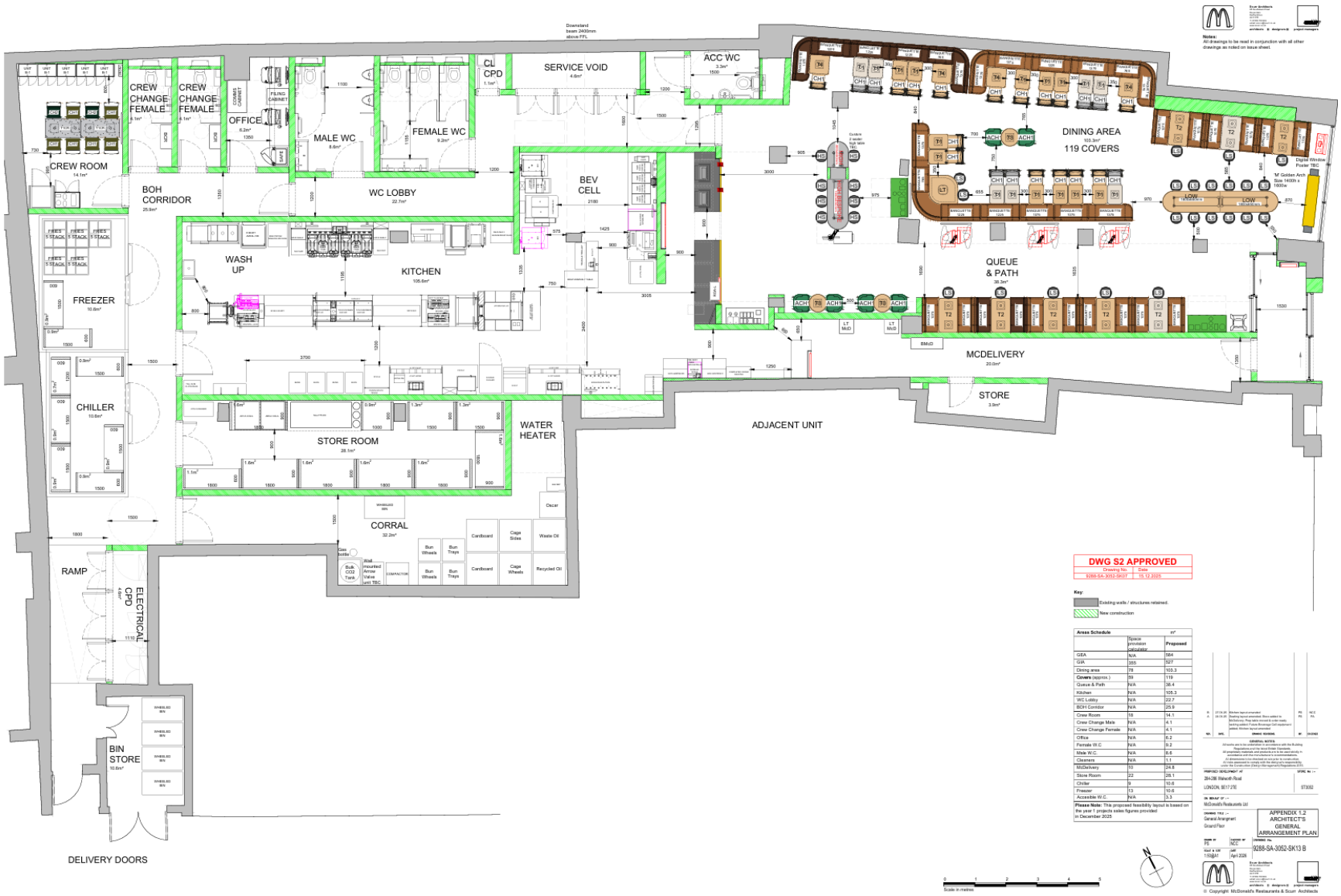
Clarification of existing and proposed uses

The lawful use of the site is Class E (commercial). This permits a restaurant use with ancillary take-away and delivery services, provided that food and drink sold is ‘mostly consumed on the premises’.

Hot food take-away is a separate use class. As the application does not include change of use to hot food take-away, the operator must ensure that take-away and delivery services remain ancillary.

Why are we not insisting McDonalds apply for a hot food take-away permission? If it was *certain* that the future use will be outside Class E, we could refuse to grant permission. As it is only a *possibility,* we must accept the application as received.

The site will have approx. 120 covers, indicating a high number of dine-in customers.



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Public consultation responses

55 objections, principally relating to:

- Noise
- Anti-social behaviour
- Transport impacts from delivery drivers, including congestion, obstruction of the highway, road safety impacts.
- Public health

Objections have been received from the Local Governing Body of St Pauls' CofE Primary School, and from the Walworth Society.

8 comments in support, principally relating to:

- Practical benefits for customers.
- Support of night-time activity on high streets to increase vitality.
- The proposal is in keeping with the character of the high street.
- Local economy and employment benefits.
- Potential for later opening hours to increase local safety (through activation and lighting).

Key issues

- Impact on the character and vitality of the Elephant and Castle Town Centre
- Nighttime economy
- Neighbour amenity impacts (principally noise, also anti-social behaviour)
- Transport impacts (e.g. the additional courier driver trips that would occur between 10pm and 12am)
- Public health

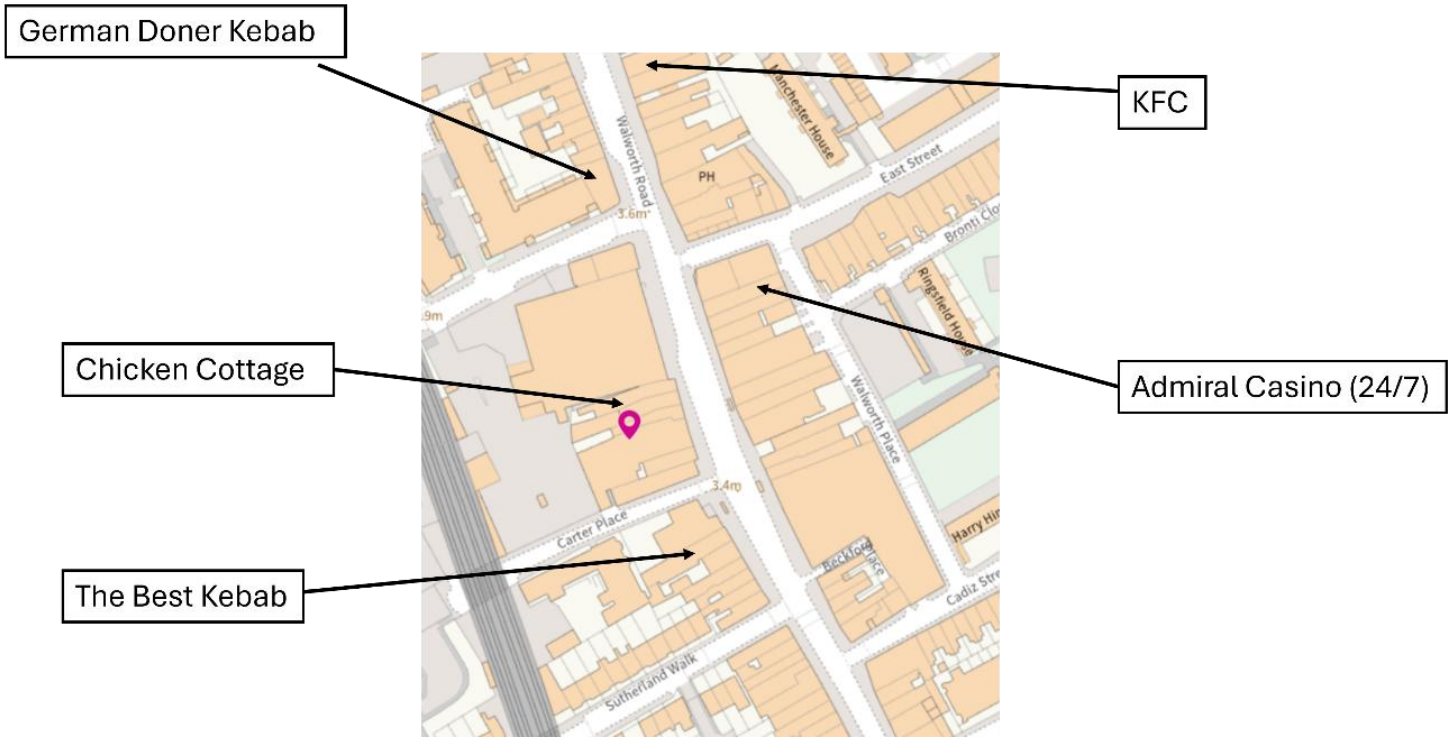
Only matters related to **opening hours** can be taken into account.

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Impact on the town centre

Many nearby outlets open until 12am or later (see map) – the proposed hours are in keeping with the character of the town centre and high street.

The later hours would promote town centre footfall and improve the vitality and viability of the town centre.



Nighttime economy

The London Plan requires boroughs to ‘promote the night-time economy, where appropriate, particularly in … town centres where public transport such as the Night Tube and Night Buses are available’. This relates to all economic activity taking place between 6pm and 6am, including eating and hospitality.

The proposed later opening hours would support the local night-time economy and broaden the range of commercial outlets available to residents after 8pm.

Residents with unconventional working patterns (i.e. shift work) would stand

Amenity and safety impacts

Neighbours have told us the previous McDonalds at Walworth Road attracted rowdy customers, littering and anti-social behaviour, which may be more likely after 8pm.

The applicant has provided an Operational Management Plan, which includes details of staff training, CCTV, community police liaison, and a commitment to remove street litter with a 150m radius.

Some degree of noise and disturbance up to 12am is acceptable within a Major Town Centre and high street location. Before 2010, the property was a pub.

Later opening hours can improve safety by activating the high street at night (i.e. helping it to be well lit with people around).

Transport and highways

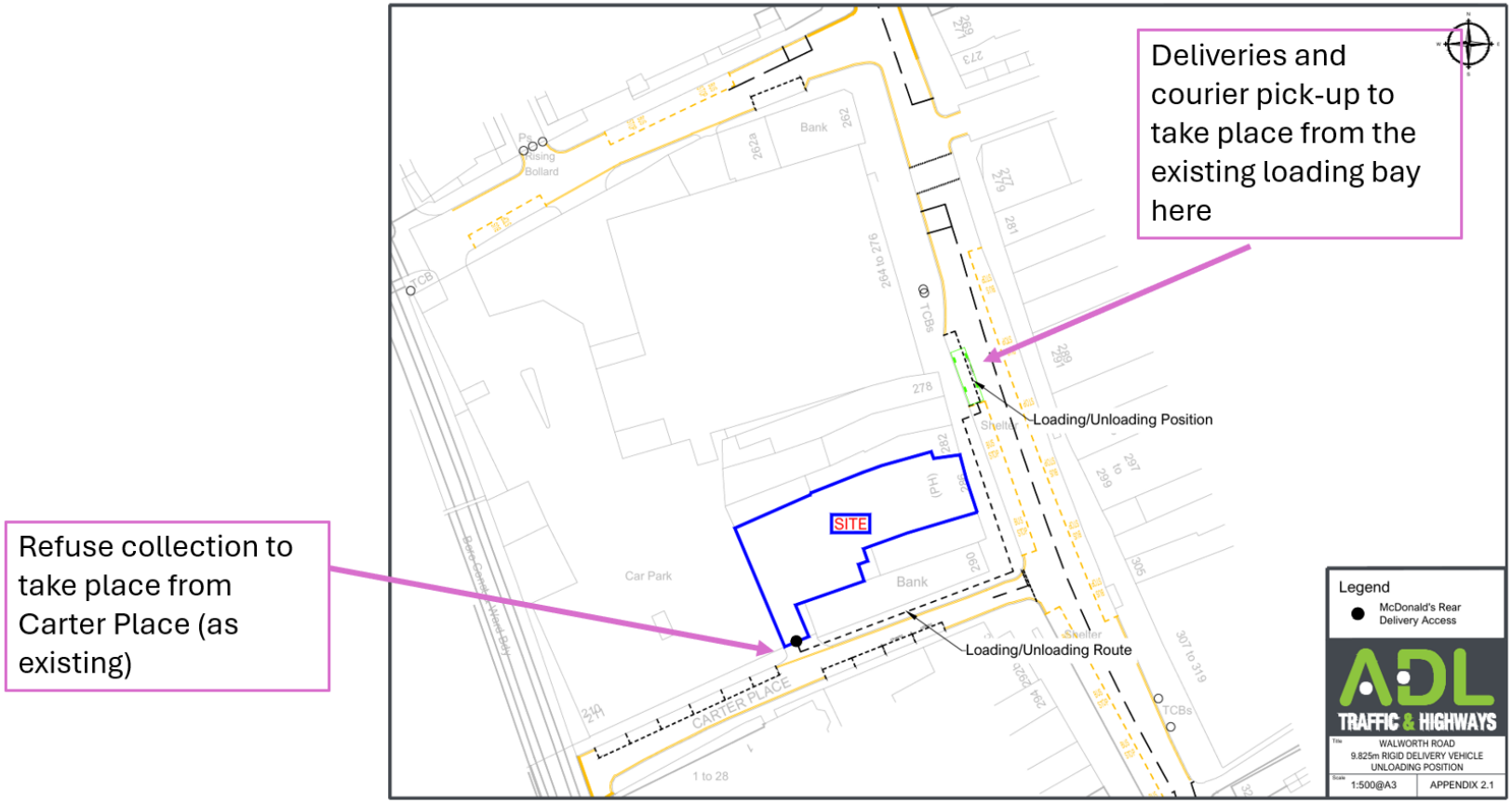
Permitting later hours would result in extra courier (customer food delivery) trips – 20-60 trips per hour in the 20:00-24:00 period. Estimated split: 75% moped, 25% cycle.

Courier drivers can use an existing loading bay located 11m from the restaurant entrance, or adjacent on-street cycle parking.

The applicant's survey shows there would normally be enough space in the loading bay. When its full, there is always space on the double yellow lines beyond it.

Eat-in and take-away customers are expected to arrive on foot / by sustainable travel modes.

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Deliveries will only be required 3-5 times a week. Loading can also take place from the double yellows to the north of the loading bay.

Public health

Objections have been received from the council's Public Health team and St Paul's Primary School due to public health concerns.

However, the public health impact of the additional opening hours would be minimal. In planning terms, the site is a Class E (commercial) unit, not a fast-food restaurant.

The council has clear policies to resist new hot food take-away premises. However, these provide weak grounds to refuse later hours for an existing commercial/restaurant premises.

Comparison with Chatelaine House McDonalds

Although the application should not be understood as an application for a McDonalds, the below comparison with the recently closed Chatelaine House McDonalds indicates any new outlet would be less impactful:

Proposal at 284-286 Walworth Road	Former McDonalds at Chatelaine House
Proposed opening hours of 6am to 12am. No food deliveries permitted overnight.	Granted permission to open 24/7 (15/AP/3884).
557sqm floorspace.	740sqm floorspace.
Permission to be conditional on compliance with Operational management plan and delivery and servicing management plan, to minimise impacts.	Permission was unfettered; no management plans in place.
Loading bay for courier drivers located 11m from entrance.	Nearest loading bay located 85m away (on Amelia Street).

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Summary on impact mitigation

Potential impact	Mitigation
Courier vehicles obstructing the pavement	Mopeds can use the nearby loading bay, to be secured by condition. Cyclists can use nearby on-street parking spaces.
Noise and anti-social behaviour	Operational Management Plan including CCTV, staff training, signage, litter patrols etc.
Risk of take-away element being primary rather than ancillary	Potential for enforcement action with support from engaged neighbours.
Odour and ventilation issues	An odour report was submitted for a previous application for building plant (26/AP/1108). Further details will be required by condition.

Meeting Name:	Planning Committee (Smaller Applications)
Date:	07 October 2026
Report title:	**Addendum report** Late representations, clarifications, corrections, and further information
Ward(s) or groups affected:	North Bermondsey, Borough & Bankside & North Walworth
Classification:	Open
Reason for lateness (if applicable):	Clarifications to published reports and response to further public comments
From:	Director of Planning and Growth

PURPOSE

1. To advise members of clarifications, corrections, consultation responses and further information received in respect of the following items on the main agenda. These were received after the preparation of the report and the matters raised may not therefore have been taken into account in reaching the stated recommendation.

RECOMMENDATION

2. That members note and consider the additional information and consultation responses in respect of each item in reaching their decision.

FACTORS FOR CONSIDERATION

ITEM 6.1: 26/AP/2258 - Full Planning Application: Unit 23 And 24 Old Jamaica Business Estate, 24 Old Jamaica Road, London SE16 4AW

Corrections and clarifications on the main report

Additional Information:

Paragraph 4:

3. This paragraph is to be updated as follows:

The proposed Gross Internal Area (GIA) has been reduced from 1,411 sqm in the previously refused scheme to 1,275 sqm. The height of the proposed building has also been reduced, with the building now reaching a maximum height of

18.4m at the highest central point, the 15.2m main roof level, and the 13m shoulder height.

Paragraph 6:

4. This paragraph is to be updated as follows:

The proposed 18.4m-high building (dropping down to 13m to the north, south and eastern boundaries) sits comfortably within the surrounding 2–8 storey context (15.6m to 22m) and is not classed as a tall building. Setbacks on upper floors reduce visual impact and maintain appropriate separation from nearby residential properties. The design's brick base, metal cladding and glazed elements provide a contemporary appearance that reflects local character. Active frontages improved public realm and flexible internal layouts ensure the scheme is both functional and visually appropriate, in line with London Plan and Southwark Plan design policies.

Paragraph 13:

5. This paragraph is to be updated as follows:

Building A to the north of the site is currently in use as a laundry works (above) (Use Class B2) while Unit B to the south of the site is currently vacant.

Paragraph 21:

6. This paragraph is to be updated as follows:

The previously submitted development had a maximum height of 18.4m, with a setback along the southwest façade.

Paragraph 25:

7. This paragraph is to be updated as follows:

The revised scheme has addressed the below concerns:

- Reduced footprint and massing
- Overall height lowered
- Residential amenity improved, notably daylight/sunlight
- Increased separation distance between the site and Queens Court
- Enhanced active frontage
- Shoulder height lowered and additional setbacks introduced to reduce the building height at the boundaries
- Setback by 1m from Queens Court front building line at Street level and upwards

- Further articulation of the façades through textured brickwork and additional green features.

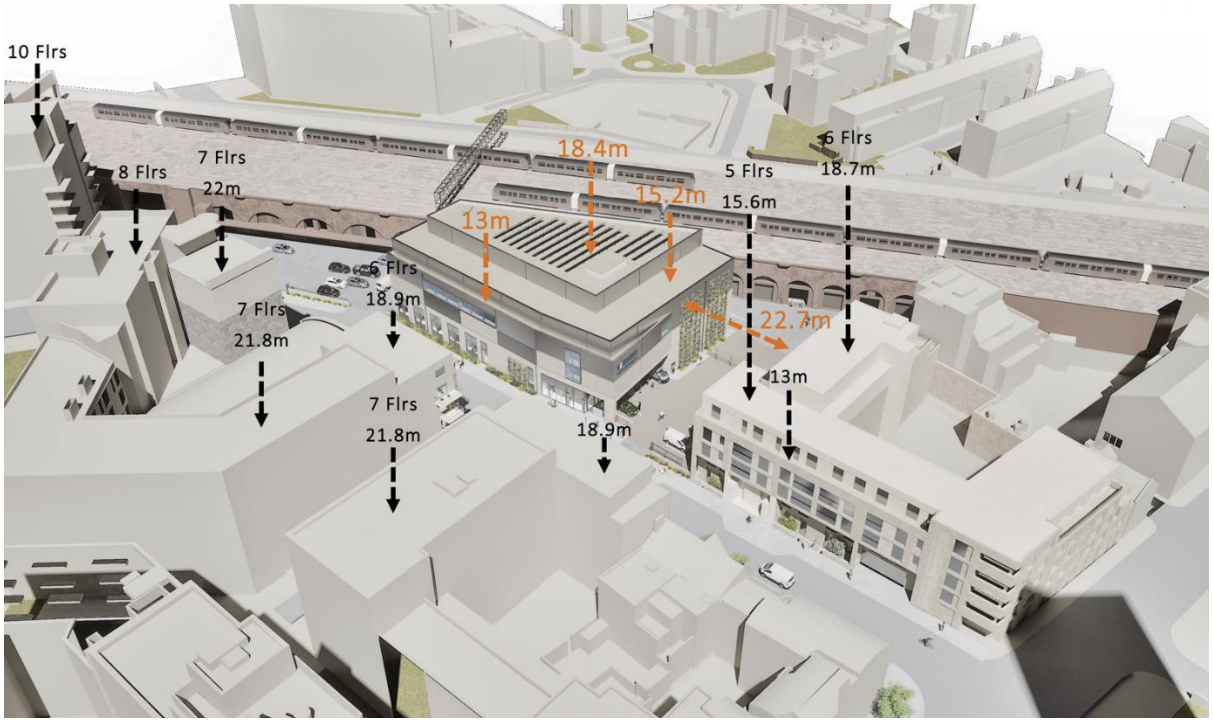
Paragraph 88:

8. This paragraph is to be updated as follows:

The proposed building has a maximum height of 18.4m maximum height, 15.2m at main roof level and 13m at shoulder height along the northern, southern and eastern boundaries. The buildings in the vicinity of the site have varying heights, ranging from 15.6m to 22m. The proposed building does not constitute a tall or taller building and London Plan Policy D9 and Local Plan Policy P17 do not apply.

Paragraph 91:

9. This image is to be updated as follows:



Paragraph 92:

10. This paragraph is to be updated as follows:

The building is distanced approximately 22.7m from the residential building to the north of the site, and 18.1m from the residential building to the east, along Old Jamaica Road. The inclusion of an inflexion in the building line along the southwest façade breaks up the elevation both at ground level and from a distance.

Paragraph 114:

11. This paragraph is to be updated as follows:

The proposed development is a B8 storage and distribution use, and therefore the London Plan's interim 0.3 UGF target for predominantly commercial development does not apply. Policy G5 expressly excludes B2 and B8 uses from this target. The scheme has still demonstrated that there are greening measures incorporated into the development. However, this exercise has been undertaken for completeness and confirms the proposals would achieve an urban greening score of 0.11.

Paragraph 116:

12. This paragraph is to be updated as follows:

Details of the proposed green wall will be conditioned to ensure elements are modular with an automated irrigation system included and the surface spread of flame on the external walls surface, achieving Class B-s3,d2 or better. The applicant has also agreed to secure a financial contribution for the delivery of trees offsite at £4,000 per tree totalling £20,000. This will be secured through the S106 Agreement.

Paragraph 151:

13. This paragraph is to be updated as follows:

A detailed Daylight, Sunlight and Overshadowing Assessment (Point 2, July 2026) was submitted in support of the application. The assessment demonstrates that five of the eight neighbouring residential properties (Parker Building, Davoll Court, Eyot House, 1–10 Koops Mill Mews and 162–164 Abbey Street) would fully meet the BRE Guidelines, with negligible change in light levels.

Paragraph 223:

14. This paragraph is to be updated as follows:

In order to protect residential amenity, conditions for hours of use, plant noise, and noise management plan are recommended. The facility would not operate 24 hours and opening hours are 08:00 to 18:00 Monday to Saturday (other than 08:00 to 20:00 on Thursdays) and 10:00 to 16:00 on Sundays.

Paragraph 239:

15. This paragraph is to be updated as follows:

A net change assessment of the total peak hour and daily vehicle trips has been undertaken, which demonstrates that the proposed development will result in a net decrease of -2 vehicle during the AM peak hour, an increase of 5 two-way vehicles during the PM peak hour, and an increase of 28 two-way vehicles throughout a weekday. This number of additional vehicle trips would be expected to have a negligible impact on the operation of the local highway network.

Paragraph 268:

16. This paragraph is to be updated as follows:

The proposed scheme is a CIL chargeable development since it comprises over 100sqm GIA of new build (gross). The site is located within Southwark CIL Zone 2 and MCIL2 Band 2 Zone. Based on the applicant's CIL Form1 dated 28-Jul-26 and Fire Statement (Nov-23), the amount of CIL is approximately £7k of Mayoral CIL (without mezzanines) or £406k of Mayoral CIL (including new build mezzanines). It should be noted that this is an estimate and subject to change, as floor areas on approved drawings and the in-use building criteria will be checked, after planning approval has been obtained."

Paragraph 288:

17. This paragraph is to be updated as follows:

Flood Risk Management:

- No further objections. Condition recommended.

S106 Legal Agreement

18. Obligations as follows to be added:

Trees: "Tree Planting Strategy" means a plan for the planting and management trees which outlines long-term goals, appropriate tree species and planting locations based on local conditions, and establishing processes for their planting, establishment, and ongoing maintenance. If, for any reason, any tree is not planted in accordance with the approved tree planting strategy for this scheme, the Developer convenes to pay the Council the sum of £4,000 per tree, or the CAVAT value of the tree; whichever is greater, towards tree planting within the Ward.

Addition of condition

19. Condition as follows to be added:

<u>Condition - SuDS</u>
No works (excluding demolition and site clearance) shall commence until full details of the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, size and location of

attenuation units and details of flow control measures. The strategy should achieve a reduction in surface water runoff rates during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance, as detailed in the [Flood Risk Assessment / Drainage Strategy, to meet the 5l/s specified in the National SuDS Guidance.

Addition of amended plan

20. Amended highways plan has been submitted by the applicant further to comments from the Highways Officer. The drawing reference is 'Visibility Splay ref. 2170-1250-T-004 rev. D' submitted 06th October 2026.

Conclusion of the Director of Planning and Growth

21. Having taken into account the additional information, following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to conditions and completion of a s106 agreement.

ITEM 6.2: 26/AP/1417 - Full Planning Application at Pickfords Wharf, Clink Street, London, SE1 9DG

Additional representation received

22. Following the publication of the committee report, a letter of objection has been received from Southwark Conservation Areas Advisory Group (CAAG), who initially supported the application.

23. The objection is as follows:

We kindly ask that you please circulate this to the Planning Committee (Smaller Applications) ahead of tomorrow's meeting (7th October 2026) and appropriately update the online portal.

We refer to our comments submission made on 22 June 2026 regarding this application 26/AP/1217 - Refurbishment of the existing building to include a single storey roof extension for Pickfords Wharf Clink Street London Southwark SE1 9DG.

When it held its review meeting on 18 May 2026, CAAG had not previously been privy to Objectors and relevant expert comments. CAAG wishes to update our comments on this proposal following the issuing of the Officers report published 28th September 2026 which referred to our qualified comments in Support as justification against Objectors.

We have now considered the expert opinions submitted including by chartered architect Mr Paul Velluet dated 18th May 2026 and subsequent rebuttals to the applicant's response as submitted 23rd July 2026. Having reflected on these, we would agree with the Objectors regarding the roof extension/terrace altering the views of the roof line as noted by Mr Velluet and others and harming the

heritage setting of the building. In particular we note the "View from Fishmonger's Hall" in the Design and Access statement which would ruin the current symmetry of the local listed building as seen from the river front looking south - particularly from the north bank opposite and at mid point locations of London Bridge. It is also arguable that the London View Management Framework 12B.1 impact from Southwark Bridge has been underplayed and will damage the view of Grade 1 listed Southwark Cathedral from Southwark Bridge. These have not been properly balanced in assessing the harm - particularly in relation to the Southwark Plan policies P20, P21, P22 and P25.

Further, had our comments on the proposed fenestration been followed, this may have perhaps brought some appropriate balance to harm caused to this building since its original redevelopment. However, this has been ignored since. We note that the existing windows show no relation to the originals in this substantially altered yet important locally listed building. We would argue the proposed fenestration upgrades further harm this. We further update our comments on the fenestration, that the applicant put more effort into restoring the early fenestration style looks to the building which include a panel formation based on the 1960s images and as referenced in their own Heritage Statement at 3.13. of "multi-paned cast iron frames with pivoted or hinged hopper lights and openings casements". Given other buildings have gone to lengths to restore these for locally listed buildings, we cannot see why the applicant cannot achieve the same.

Hence, we wish to withdraw our support for the proposals and change to OBJECT.

24. The objection does not raise any new material planning considerations. The matters raised regarding heritage impacts, views, the roof extension and fenestration are addressed within the committee report. The recommendation remains unchanged.

Conclusion of the Director of Planning and Growth

25. Having taken into account the additional information, following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to conditions.

FACTORS FOR CONSIDERATION

ITEM 6.4: 26/AP/1110 - Section 73 Planning Application at 284-286 Walworth Road, London, SE21 2TE

Late representations

26. Following the publication of the committee report, an additional objection has been received, meaning the total number of objections received is 56. No new material planning issues have been raised.

Matters to be corrected

27. The front page of the committee report states that the site address is 284-286 Walworth Road, London SE21 2TE, which is incorrect. The site address if 284-286 Walworth Road, London SE17 2TE.

28. Para 53 states that ‘a condition is proposed to prohibit deliveries and servicing overnight, to limit nighttime noise’. This is incorrect. A condition is included to prohibit customer food deliveries between midnight and 6am, but not to prohibit overnight servicing and deliveries to the property.

Additional matters

29. Para 14 of the committee report states that the former McDonalds at 198-200 Walworth Road was granted temporary permission to operate on a 24/7 basis for one year. It is clarified that this property was later granted permission to operate on a 24/7 basis indefinitely (planning reference: 15/AP/3884).

30. The committee report addresses equalities impacts in terms of impacts to children (a protected characteristic) in terms of obstruction of the pavement by delivery drivers and road safety. In addition, it is acknowledged that objectors have raised concerns about public health in relation to children and childhood obesity. As set out in the report, any impact is considered to be minimal given that the proposal is not for a new hot food take-away use, and the additional opening hours are not during times when children leave school. This minimal impact is considered to be outweighed by the benefits of supporting the vitality of the town centre and the nighttime economy.

31. The committee report omits the following consultation responses received from external consultees:

32. Metropolitan Police Service (Designing Out Crime):

    The Design Out Crime team have no further comments to make on this application.

33. Transport for London (re-consultation response):

    TfL notes that a DSP has now been submitted. The Council as highway authority should consider whether the arrangements are acceptable as proposed but also whether they are capable of effective implementation, management and control. TfL's concern is that operations including delivery and servicing and home deliveries by mopeds e bikes and scooters and bikes will result in buses being unable to use the bus stop to the detriment of passengers' journey times and reliability and more generally impact traffic including buses on Walworth Road as well as the safety and comfort of pedestrians and cyclists. We recognise though that what is sought is an extension to the hours of operation and thus the decision relates to that proposal rather than a complete change of use.

We do however question whether McDonalds is a Class E use. The submitted information would indicate a significant part of the operations is deliveries to homes and elsewhere off site and this is additional to take away trade. For the use to fall within the extant consent the main activity needs to be eating in. We will leave Southwark as the planning authority to make a decision as to whether a Class E use would result.

34. Officer response: The Delivery and Servicing Management Plan has been reviewed to the satisfaction of the council's Transport Policy Team. Walworth Road is not part of the Transport for London Road Network so Southwark is the relevant highway authority. Delivery vehicles will be required to park in the existing loading bay, so will not obstruct buses or passengers. The concern over the potential use is acknowledged, however the information submitted indicates that the unit is capable of operating within the confines of Class E. The applicant has been reminded of the restrictions that the extant Class E permission places on their operations, and it is their responsibility to comply with this. It would not be appropriate to refuse planning permission on the basis of a potential breach of planning control, given it is within the future operator's ability to easily avoid this.

Conclusion of the Director of Planning and Growth

35. Having taken into account the additional information, following consideration of the issues raised, the recommendation remains that planning permission should be granted subject to conditions including the additional condition stated above.

REASON FOR URGENCY

36. Applications are required by statute to be considered as speedily as possible. The application has been publicised as being on the agenda for consideration at this meeting of the Planning Committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications and would inconvenience all those who attend the meeting.

REASON FOR LATENESS

37. The new information and corrections to the main reports and recommendations have been noted and/or received since the committee agenda was printed. They all relate to items on the agenda and members should be aware of the comments made.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Individual files	Environment Neighbourhoods and Growth Department 160 Tooley Street London SE1 2QH	Planning enquiries Telephone: 020 7525 5403