

# Planning Committee (Major Applications) B

Wednesday 5 February 2025

6.30 pm

Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

## Membership

Councillor Richard Livingstone (Chair)  
Councillor Kath Whittam (Vice-Chair)  
Councillor Ketzia Harper  
Councillor Jon Hartley  
Councillor Cleo Soanes  
Councillor Michael Situ  
Councillor Emily Tester

## Reserves

Councillor Sam Dalton  
Councillor Gavin Edwards  
Councillor Nick Johnson  
Councillor Richard Leeming  
Councillor Darren Merrill  
Councillor Reginald Popoola  
Councillor Martin Seaton

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## INFORMATION FOR MEMBERS OF THE PUBLIC

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### Access to information

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### Contact

Gregory Weaver on 020 7525 3667 or email: [greg.weaver@southwark.gov.uk](mailto:greg.weaver@southwark.gov.uk)

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Members of the committee are summoned to attend this meeting

**Althea Loderick**

Chief Executive

Date: 28 January 2025



## Planning Committee (Major Applications) B

Wednesday 5 February 2025

6.30 pm

Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

### Order of Business

Item No.	Title	Page No.
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#### PART A - OPEN BUSINESS

**1. APOLOGIES**

To receive any apologies for absence.

**2. CONFIRMATION OF VOTING MEMBERS**

A representative of each political group will confirm the voting members of the committee.

**3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT**

In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.

**4. DISCLOSURE OF INTERESTS AND DISPENSATIONS**

Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.

**5. MINUTES**

1 - 5

To approve as a correct record the minutes of the meeting held on 10 December 2024.

**6. DEVELOPMENT MANAGEMENT**

**6.1. 24/AP/1880, SURREY QUAYS SHOPPING CENTRE**

6 - 58

**6.2. 24/AP/2585, 98-104 RODNEY ROAD SE17**

59 - 145

**ANY OTHER OPEN BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT**

**EXCLUSION OF PRESS AND PUBLIC**

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

**PART B - CLOSED BUSINESS**

**DISTRIBUTION LIST**

Date: 28 January 2025

## Planning Committee (Major Applications)

### Guidance on conduct of business for planning applications, enforcement cases and other planning proposals

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. The role of members of the planning committee (major applications) is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3-minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site).
- (d) Ward councillor (spokesperson) from where the proposal is located.
- (e) The members of the committee will then debate the application and consider the recommendation.

**Note:** Members of the committee may question those who speak only on matters relevant to the roles and functions of the planning committee that are outlined in the constitution and in accordance with the statutory planning framework.

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the 3-minute time allowance must be divided amongst those who wish to speak. Where you are unable to decide who is to speak in advance of the meeting, you are advised to meet with other objectors in the foyer of the council offices prior to the start of the meeting to identify a representative. If this is not possible, the chair will ask which objector(s) would like to speak at the point the actual item is being considered.
6. Speakers should lead the committee to subjects on which they would welcome further questioning.



7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.
8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.
9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.
10. No smoking is allowed at committee.
11. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

**Please note:**

Those wishing to speak at the meeting should notify the constitutional team by email at [ConsTeam@southwark.gov.uk](mailto:ConsTeam@southwark.gov.uk) in advance of the meeting by **5pm** on the working day preceding the meeting.

**The arrangements at the meeting may be varied at the discretion of the chair.**

**Contacts:**      General Enquiries  
                     Planning Section  
                     Environment, Neighbourhoods and Growth  
                     Tel: 020 7525 5403  
  
                     Planning Committee Clerk, Constitutional Team  
                     Governance and Assurance  
                     Tel: 020 7525 3667



## Planning Committee (Major Applications) B

MINUTES of the OPEN section of the Planning Committee (Major Applications) B held on Tuesday 10 December 2024 at 6.30 pm at Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

**PRESENT:** Councillor Richard Livingstone (Chair)  
Councillor Kath Whittam (Vice-Chair)  
Councillor Ketzia Harper  
Councillor Jon Hartley  
Councillor Cleo Soanes  
Councillor Emily Tester  
Councillor Michael Situ

**OFFICER SUPPORT:** Colin Wilson, (Head of Strategic Development)  
Ravinder Johal, (Specialist Planning Lawyer)  
Matt Harris, (Team Leader Design Conservation & Transport)  
Michael Tsoukaris, (Group Manager Design & Conservation)  
Pan Chong, (Team Leader Resources)  
Dipesh Patel, (Group Manager - Major Applications and New Homes Team)  
Matt Redman, (Senior Planning Officer)  
Gregory Weaver, (Constitutional Officer)

### 1. APOLOGIES

There were none.

### 2. CONFIRMATION OF VOTING MEMBERS

All members listed as present above were confirmed as the voting members for the meeting.

### 3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The Chair drew member's attention to the members' pack, supplemental report and addendum report, which had been circulated before the meeting.

The Chair also informed the meeting that item 6.2 would be heard first, followed by item 6.1.

#### **4. DISCLOSURE OF INTERESTS AND DISPENSATIONS**

The following members declared an interest in item:

6.1 257-283 Ilderton Road, London, Southwark, SE15 1NS

Councillor Richard Livingstone, non-pecuniary, as this application was in his ward and he would be speaking on this item as a ward councillor. He would be standing down from the meeting for this item.

#### **5. MINUTES**

##### **RESOLVED:**

That the minutes for the Planning Committee (Major Applications) B meeting held on the 12 November 2024 be approved as a correct record and signed by the chair.

#### **6. DEVELOPMENT MANAGEMENT**

##### **RESOLVED:**

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items were considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated be agreed.
3. That where reasons for decisions or conditions were not included or not as included in the reports relating to an individual item, they be clearly specified and agreed.

##### **6.1 257-283 ILBERTON ROAD, LONDON, SOUTHWARK, SE15 1NS**

At this point, Councillor Richard Livingstone left the top table and sat with the audience. Councillor Kath Whittam took over as chair of the meeting.

**Planning Application Number:** 23/AP/1317

**Report:** See pages 8 – 207 of the agenda and pages 1 – 9 of the addendum.

**PROPOSAL:**

*Demolition of the existing building and mixed use redevelopment of the site comprising Purpose-Built Student Housing including associated amenity and ancillary café and cycle workshop (Use Class Sui Generis), a new self-storage facility (Use Class B8), light industrial workspace / incubator units (Use Class E(g)(iii)) and other associated infrastructure.*

The committee heard the officer's introduction to the report and addendum report.

Members put questions to the officers.

There were no objectors present.

The applicant's representatives addressed the committee and answered questions put by the members of the committee.

There were no supporters present who lived within 100 metres of the development site and wished to speak.

Councillor Richard Livingstone addressed the committee in his capacity as a ward councillor and responded to questions from members of the committee. After this Councillor Livingstone left the meeting room.

The committee put further questions to officers and discussed the application.

A motion to refuse planning permission was moved, seconded, put to the vote and declared carried.

**RESOLVED:**

That planning permission for this application be refused for the following reasons: The proposed development would not deliver any conventional affordable housing on site and would fail to contribute to a mixed and inclusive neighbourhood, contrary to Southwark Plan Policies P1 and P5(2), London Plan Policy H15(A) and Draft Regulation 19 Old Kent Road Area Action Plan Policy 4."

**6.2 110 THE QUEENS WALK, LONDON, SOUTHWARK, SE1 2AA**

**Planning Application Number:** 24/AP/0918

**Report:** See pages 8-207 of the main agenda and page 9 – 15 of the addendum report.

**PROPOSAL:**

*Alteration (including demolition) and extension of the existing office building for use as Offices (Class E(g)(i); Flexible Commercial (Class E) to include additional*

*floorspace through extensions; altered and additional entrances; creation of office amenity terraces and plant enclosures; facade alterations including urban greening and associated works.*

*Associated works including deconstruction / removal of an existing garage / kiosk structure and provision of new hard and soft landscaping within the public realm including improvements to the Scoop, and other works incidental to the development.*

*(The site is within the setting of the Grade 1 listed Tower Bridge, the Tower of London World Heritage site, and the Tooley Street and Tower Bridge Conservation Areas)*

The committee heard the officer's introduction to the report and addendum report. Members put questions to officers.

There were no objectors present and wishing to speak.

The applicant's representatives addressed the committee and answered questions put by members of the committee.

There were no supporters present and wishing to speak.

There were no ward councillors present and wishing to speak.

A motion to grant planning permission was moved, seconded, put to the vote and declared carried.

## **RESOLVED:**

1. That planning permission be granted subject to the conditions set out in the report and addendum report, and the applicant entering into an appropriate legal agreement.
2. In the event that the requirements of paragraph 1 above are not met by 30 April 2025 the Director of Planning and Growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 437 of the report.
3. That the Director of Planning and Growth be authorised under delegated authority to make any minor modifications to the proposed conditions and s106 obligations arising out of detailed negotiations with the applicant or the Mayor of London, which may necessitate further modification and may include the variation, addition, or deletion of the conditions as drafted.

The meeting ended at 10.05 pm

**CHAIR:**

**DATED:**

## 24/AP/1880 - Surrey Quays Shopping Centre, Redriff Road, London, SE16

7LL

ROTHERHITHE

Canada Water

Maritime St

Surrey Quays Rd

Deal Porters Way

Car Park

Surrey Quays  
Shopping Centre

Teredo St

Teredo St

LOWER RD (A200)



Southwark Maps

50 m

Scale = 1:1323.000

15-Jan-2025

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<b>Meeting Name:</b>	Planning Committee (Major Applications) B	
<b>Date:</b>	29 January 2025	
<b>Report title:</b>	<p><b>Development Management planning application:</b> Application 24/AP/1880 for: Full Planning Permission</p> <p><b>Address:</b> Surrey Quays Shopping Centre, Redriff Road, SE16 7LL</p> <p><b>Proposal:</b> Change of use of existing retail unit to a cultural venue for a period of five years including:</p> <ul style="list-style-type: none"> <li>• Ground floor to include a food hall/leisure space and flexible events space, indoor farm, external terrace fronting the dock edge, back of house spaces, education and screening room</li> <li>• First floor to include a covered external terrace fronting the boardwalk and separate room for other events or private hire, a new lift would be provided</li> <li>• Roof to include associated plant</li> <li>• Associated works comprise recladding of the facades with additional fenestration and access points, erection of external lighting and awnings, external alterations, landscaping and cycle parking on the southern dock edge.</li> <li>• The proposed operating hours would be 06:00-01:00 Monday to Wednesday and 06:00-03:00 Thursday to Saturday and 08:00-23:00 Sunday.</li> <li>• Total internal venue area is 4,901 sqm and total maximum capacity would be 2,000</li> </ul>	
<b>Ward(s) or groups affected:</b>	Rotherhithe	
<b>Classification:</b>	Open	
<b>Reason for lateness (if applicable):</b>	Not Applicable	
<b>From:</b>	Director of Planning and Growth	
<b>Application Start Date:</b> 26 June 2024		<b>Application Expiry Date:</b> 14 October 2024
<b>Earliest Decision Date:</b> 22 October 2024		

## PLANNING SUMMARY TABLES

<b><u>Commercial</u></b>			
<b>Use class and description</b>	<b>Existing GIA</b>	<b>Proposed GIA</b>	<b>Change +/-</b>
E [a] to (f) (Retail/dining/services)	5,136 sqm	4901 sqm	- 235 sqm
<b>Employment</b>	<b>Existing no.</b>	<b>Proposed no.</b>	<b>Change +/-</b>
Operational jobs (FTE)	13 FTS in the former retail unit	11 FTEs + 65 casual/fixed term for events	-2 FTEs +65 casual
<b><u>Carbon Savings and Trees</u></b>			
<b>Criterion</b>	<b>Details</b>		
CO2 Savings	N/A for a temporary change of use		
Trees Lost	N/A for a change of use. There are 6 trees within the red line boundary that will be retained.		
Trees Gained	N/A for a change of use		

<b><u>Greening, Drainage and Sustainable Transport Infrastructure</u></b>			
<b>Criterion</b>	<b>Existing</b>	<b>Proposed</b>	<b>Change +/-</b>
Urban Greening Factor	N/A for a temporary change of use		
Greenfield Run Off Rate	N/A for a temporary change of use		
Green/Brown Roof Coverage	N/A for a temporary change of use		
Electric Vehicle Charging Points	The site benefits from use of the existing town centre car park with a 3 hour restriction for non Blue Badge spaces. No specific arrangements or dedicated parking proposed for this temporary use.		
Blue Badge Parking Spaces	Existing Blue Badge parking in the town centre car park will be utilised (12 spaces).		
Cycle Parking Spaces	0	91	+ 91

<b><u>CIL and Section 106 (or Unilateral Undertaking)</u></b>	
<b>Criterion</b>	<b>Total Contribution</b>

CIL (estimated)	Nil for a temporary use
MCIL (estimated)	Nil for a temporary use
Section 106 Contribution	Not applicable for this nature and scale of development

## RECOMMENDATION

1. That temporary planning permission be granted for five years subject to the recommended conditions and informatives.

## EXECUTIVE SUMMARY

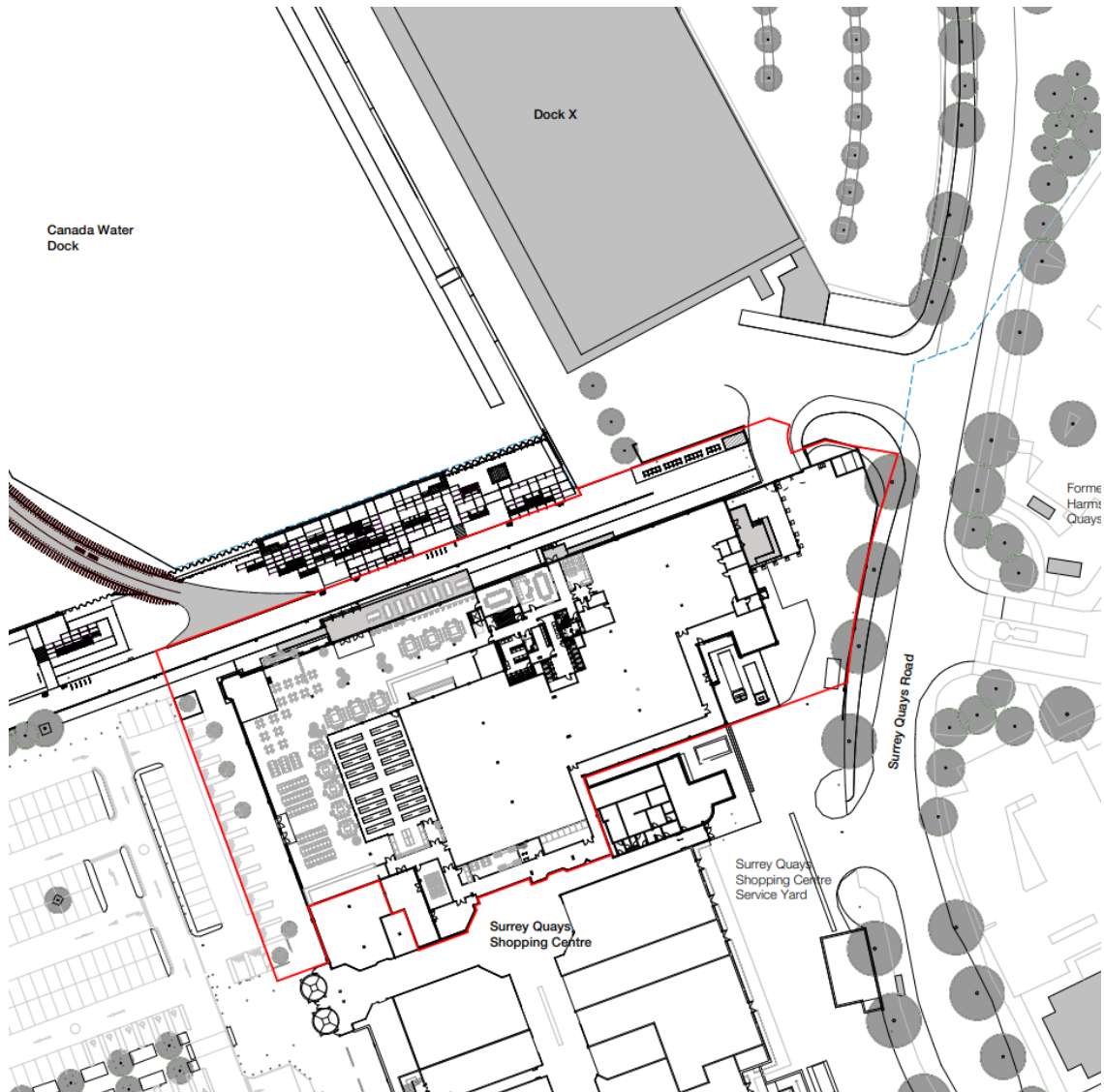
2. The application subject to this report relates to a temporary change of use proposal for part of the Surrey Quays Shopping Centre to be used as a mixed use cultural/leisure/food and beverage venue for a period of five years.
3. In land use terms, the proposed use is appropriate for the town centre location. The proposal will bring back into use a large vacant part of the shopping centre, the cultural/leisure/food and beverage use will complement other uses taking place in the shopping centre and will enhance the night time economy offer. The conversion will activate this part of the town centre which currently has no activation at street level and will provide an enhanced commercial offer in this part of the borough. The proposal accords with development plan policies in respect of land use principles.
4. The proposed use could give rise to the potential for noise and disturbance, the application was reviewed by the Environmental Protection Team in respect of noise impacts and it is considered that whilst there may be some potential impact from the venue, the proposal meets planning policy in respect of noise. This is subject to relevant conditions being attached to ensure that the impacts are in line with the assessment and that noise issues are suitably controlled when the venue is operating.
5. The limited external alterations proposed to facilitate the conversion will respect the character and appearance of the building and will enhance the public realm in this part of the centre by providing active street frontage, natural surveillance and some opportunities to improve the landscape. The proposal will respond well to the recently completed dock enhancements and new public realm in the vicinity.
6. Given the location and proximity to good public transport facilities there would be no adverse transport impacts. Furthermore, all opportunities to minimise the use of energy, water and waste have been exploited.

## BACKGROUND INFORMATION

### Site location and description

#### The site

7. The application site is the Surrey Quays Shopping Centre, which is a late 1980's part single part two storey shopping centre constructed as part of the LDCC redevelopment of the dockyard areas of East London. The proposed development is specifically located on the northern end of the existing Surrey Quays Shopping Centre and was recently occupied by The Range retail outlet.
8. The application site is approx. 0.7ha and is positioned to the south of the Canada Water Dock. The existing shopping centre is of typical 1980's architectural design, it is low and wide and constructed from brick with some elements of the architectural design making appropriate reference to the industrial heritage of Canada Water notably, the pitched roof forms which reference the warehouses which dominated the site prior to LDCC redevelopment.



**Image above: Existing site outline in red**



**Image above: Existing site photos**

9. The site is subject to the following area designations:
- Site Allocation NSP81 – Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping Centre and Robert's Close
  - Canada Water Opportunity Area



- Canada Water Major Town Centre
- Canada Water Action Area
- Canada Water Strategic Heating Area
- Archaeological Priority Area
- Strategic Cultural Area
- Hot food takeaway primary school exclusion zone

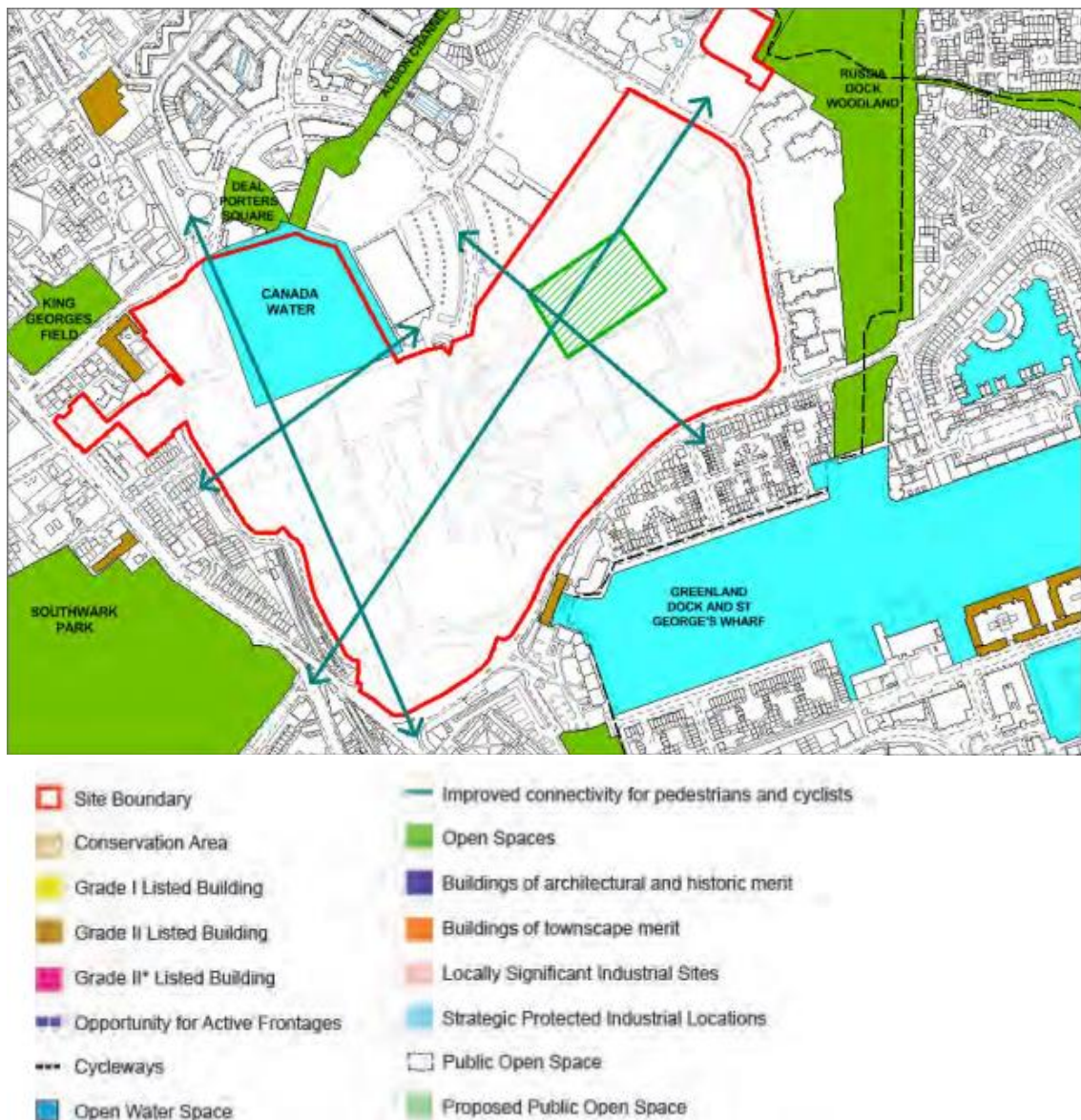


Image above: Site allocation plan

### Surrounding Area

- The site is bound to the west by the Surrey Quays Shopping Centre car park, to the north by Canada Water Dock (a registered SINC which has recently been subject to significant public realm improvements) with a pedestrian footpath separating the shopping centre and the dock, to the east by Surrey Quays Road and shared service yard and to the south by the shopping centre.
- Canada Water underground and overground station and bus station is located approximately 220 metres away and Surrey Quays overground station is located approximately 330 metres from the site. The site has a PTAL rating of

6a reflecting the close proximity to public transport services.

## Details of proposal

12. The application proposes a change of use of an existing retail unit (The former Range store on the northern end of Surrey Quays Shopping Centre) to a cultural venue for a temporary period of 5 years.
13. The proposed development would comprise a food hall/leisure space and flexible events space, indoor farm and small external terrace fronting the dock edge, back of house spaces and bookable meeting rooms on the ground floor.

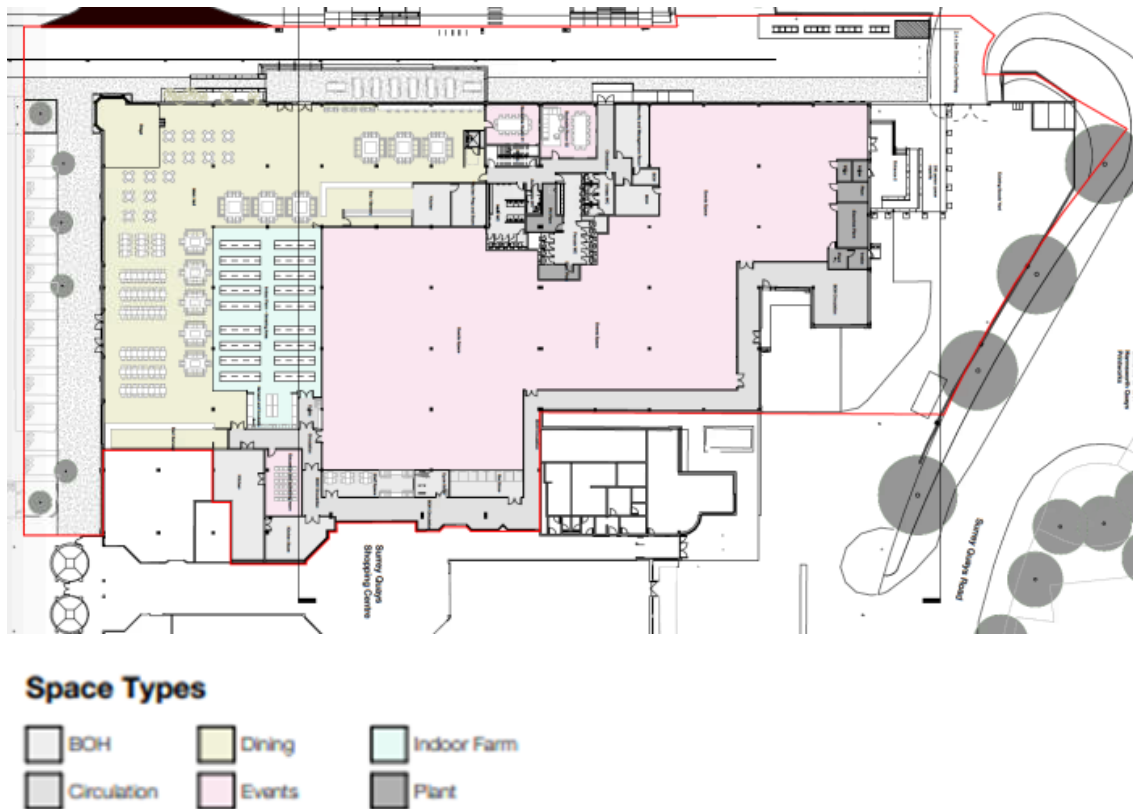
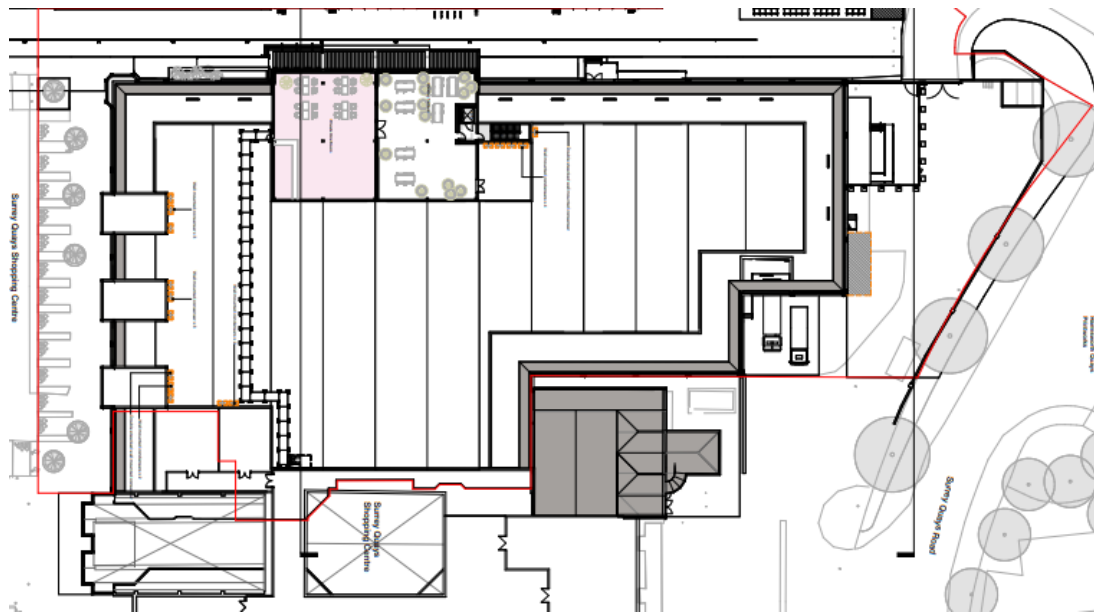


Image above: Proposed ground floor layout.

14. A small amount of space would be provided at first floor level comprising a covered external terrace fronting Canada Water Dock (with a capacity for 100 people) and a room for other events or private hire, in addition a new lift would be provided. The roof would include associated plant.



### Space Types

BOH	Dining	Indoor Farm
Circulation	Events	Plant

Image above: Proposed first floor layout

15. The façade would be painted green with limited areas of recladding, additional fenestration and access points would be inserted. Awnings and external lighting would be provided and there would be landscaping and cycle parking on the southern dock edge. Locations for signage have been identified but a separate advertisement consent would be submitted for the detailed signage.







**Image above: Existing and proposed elevations**

16. In full operation, the capacity of the venue would be 2000 patrons.
17. The proposed operating hours would vary across each of the uses as follows:

**Food Hall / Restaurant & Events/Exhibition Space**

- Monday to Wednesday 0600 - 0100
- Thursday to Saturday 0600 - 0300
- Sunday 0800 - 2300

**Vertical Farm**

- Every day 0830 - 1630



**Image above: Axonometric image of proposal**

## Amendments to the application

18. During the lifetime of the application the following amendments and additional information was secured.
- Removal of the proposals to include LED advert screens adjacent to the Dock
  - Removal of the painted backdrop for future art installations/adverts
  - Minor tweaks to the cladding proposals for the external alterations
  - Increased capacity for patrons to 2000
  - Additional information submitted to address air quality and noise related concerns raised by EPT

A further round of consultation was undertaken as a result of the amendments.

## Relevant planning history of the site and adjoining or nearby sites.

19. **86/AP/9140.** Erection of retail shopping centre and car parking petrol filling station ancillary accommodation and two storey building of up to 12,000 sq ft gross of floor space for retail / pub / restaurant and leisure use (site bounded by Lower Road Redriff Road and Canada loop Road SE16 ( LDDC main planning reference S/86/140). GRMAJ – Major – GRANTED. 02.09.86

**18/AP/1604.** Hybrid planning permission for the comprehensive redevelopment of the Canada Water Masterplan for a variety of commercial and residential uses. This permission includes demolition and redevelopment of the shopping centre.

**24/AP/0350:** Approval of Reserved Matters (Access, Appearance, Landscaping, Layout and Scale) pursuant to hybrid planning permission ref. 18/AP/1604 dated 29th May 2020 relating to Development Plots H1 and H2 within Development Zone H, comprising demolition, refurbishment and extension of the former Harmsworth Quays Printworks building to provide 18,820 sqm (GEA) of workspace (Use Class B1), 17,065 sqm (GEA) of cultural use (Use Class D2) and 2,154 sqm (GEA) flexible workspace/retail (Use Class A1-A4/B1) with associated car parking, cycle parking, landscaping, public realm, plant and associated works. GRANTED

## KEY ISSUES FOR CONSIDERATION

### Summary of main issues

20. The main issues to be considered in respect of this application are:
- Principle of the proposed development in terms of land use;
  - Environmental impact assessment
  - Design
  - Heritage considerations
  - Landscaping and trees

- Fire Safety
- Impact on amenity
- Agent of change
- Transport and highways, including servicing, car parking and cycle parking
- Environmental Matters
- Ecology and Biodiversity
- Energy and sustainability, including carbon emission reduction
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and borough community infrastructure levy (CIL)
- Consultation responses and community engagement
- Community impact, equalities assessment and human rights

21. These matters are discussed in detail in the 'Assessment' section of this report.

### **Legal context**

22. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2021 and the Southwark Plan 2022. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
23. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

### **Planning policy**

24. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2024) and emerging policies constitute material considerations but are not part of the statutory development plan. A list of policies which are relevant to this application are contained in the appendices. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

## **ASSESSMENT**

### **Principle of the proposed development in terms of land use**

25. Policy HC5 of the London Plan states that development proposals should support the development of new cultural venues in town centres and seek to ensure that Opportunity Areas and large-scale mixed-use developments

include new cultural venues. Policy HC6 builds on this and states that boroughs should promote the night-time economy, diversify the range of night-time activities and protect and support evening and night-time cultural venues and other arts venues. Policy P46 of the Southwark Plan 2022 states that development will be permitted where new leisure, arts and cultural uses are provided and new arts and cultural venues of strategic significance are proposed within the Canada Water Opportunity Area. Policy P18 of the Southwark Plan 2022 states that development should be permitted for appropriate temporary 'meanwhile' uses where they deliver community benefits, do not harm amenity and do not compromise the future redevelopment of the site.

26. The principle of demolition of the shopping centre has been agreed as part of the Outline Planning Permission (OPP) 18/AP/1604. The majority of the shopping centre will remain in operation until demolition is required to facilitate development in Zone D of the masterplan scheme. However, the former occupier of this part of the shopping centre (The Range) vacated the premises in 2024. The vacant unit is a large space which offers the opportunity to be used for a purpose which will complement the transformation of the area as the early phases of the masterplan are delivered.
27. The proposed development would complement the existing retail offer, adding to the vitality and viability of the town centre. The use would provide good activation at street level whilst also making a valuable contribution to the cultural offer at Canada Water. The range of uses proposed for the cultural venue is supported and will help to build a cultural and leisure offer in the town centre whilst the permission for permanent Printworks is being implemented. The proposal will make a valuable social offer and contribute to job creation.
28. At a pan London level provision of new music, performing and visual arts facilities is supported as there is an identified need for additional facilities following the adverse impacts of Brexit, Covid and spending cuts. It is also understood that the music industry is an important component of the night time economy and that for any town centre to be successful there needs to be well managed provision of night time uses.
29. A five year permission would not compromise the ability for the masterplan to be built out and in any event British land will continue to own the premises, so they will retain control over the ability to cease the use should they be in a position to develop this part of the masterplan at an earlier date. As such, the principle of the proposed development acceptable for a temporary period.

## **Environmental impact assessment**

30. Environmental Impact Assessment is a process reserved for the types of development that by virtue of their scale or nature have the potential to generate significant environmental effects.
31. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 set out the circumstances in which development must be underpinned by an EIA. Schedule 1 of the Regulations sets out a range of development, predominantly involving industrial operations, for which an EIA is

mandatory. Schedule 2 lists a range of development types for which an EIA might be required due to the potential for significant environmental impacts to arise. Schedule 3 sets out that the significance of any impact should include consideration of the characteristics of the development, the environmental sensitivity of the location and the nature of the development.

32. The range of developments covered by Schedule 2 includes 'Urban development projects' where:
- (i) The development includes more than 1 hectare of urban development which is not dwellinghouse development; or
  - (ii) the development includes more than 150 dwellings; or
  - (iii) the overall area of the development exceeds 5 hectares.

This application has a site area of 0.7 hectare with an internal GIA of 4901 sqm as such the proposal does not trigger any of the thresholds above.

33. It is noted that the HPP 18/AP/1604 for the Masterplan redevelopment did constitute EIA development. This application proposes a temporary use within the footprint of an existing building. The physical alterations to the building are limited in scope so any construction impacts will not be significant. Whilst in operation there is the potential for impacts to arise in terms of noise and disturbance those impacts which are identified through the various submitted technical reports and studies can be mitigated through appropriate conditions or obligations.
34. For the above reasons, an EIA is not required in respect of the proposed development.

## Design

35. In order to facilitate the change of use minor alterations are proposed to the external northern and western facades. This includes reopening the existing glazing at ground floor level on both elevations and painting over the existing brickwork. On the north elevation alterations are also proposed to the group of four taller 'overhang' elements which have pitched roofs. Two of the taller pitched roof features would be over-clad with corrugated metal sheeting, and two would be opened up with glazing and railings to provide a terrace and events space on the first floor level. On the western elevation, there are three evenly spaced overhang features with pitched roofs, which are proposed to be painted green, with the colours to match the paint to the brickwork. Whilst changes are proposed to the roof form of the existing building there would be no increase in height.
36. There is no objection to the refurbishment, repainting and recladding of the elevations. The proposed reopening of the existing glazing at ground floor is a welcome intervention which would help to enliven the building façade. Re-painting the brickwork would retain the texture of the façade while clearly differentiating the proposed cultural venue from the rest of the site, and recladding the pitched overhangs on the northern elevation would provide a

suitable focal point for the venue within the broader setting.

37. In order to ensure that a high quality of design is carried through to the development stage it is recommended that material samples are secured by condition.
38. The proposed elevations identify 3 areas for signage, but the details will be provided as part of a separate advertisement consent. The locations are acceptable in principle, however, the acceptability of signage in these locations is contingent on the size and design of the signs themselves. A separate advertisement consent will be required. The applicant is aware of this and an Informative will be added to the decision notice.
39. Subject to the recommended conditions to control the external alterations in detail the proposal meet design policy requirements.

### **Heritage Considerations**

40. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to consider the impacts of a development on a listed building or its setting and to pay special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Chapter 16 of the NPPF contains national policy on the conservation of the historic environment. London Plan Policy HC1 and Southwark Plan Policies P19, P20 and P21 echo the requirements of the NPPF in respect of heritage assets.
41. The application site is not located within a conservation area and does not comprise any listed buildings. Given the nature and scale of works proposed there would be no impact on heritage assets.

### **Landscaping, trees and urban greening**

42. London and Southwark Plan policies recognise the importance of retaining and planting new trees wherever possible within new developments.
43. The proposed development will include a terrace on the ground floor along the northern façade, fronting the Dock, to help articulate the main building entrance. The terrace will include planting, greenery and seating to activate the space. The existing trees and hard landscaping along the western façade will be retained. The surface finishes along the western and eastern facades will remain as the existing block paving. The proposed surface finish along the northern façade will tie into the Dock edge works with a combination of a simple concrete topping and timber decking on the terraced area. Within the site constraints, opportunities to introduce soft landscaping have been maximised. As a temporary change of use application with limited external works the proposal does not trigger a requirement to meet Urban Greening Factor targets.
44. Given the limited scope of landscaping works it is considered that sufficient details have been provided and no further conditions are required in this

regard.

## **Inclusive Access**

45. Policy D5 of the London Plan expects development proposals to achieve the highest standards of accessible and inclusive design, requiring applications to be supported by an inclusive design statement within the Design and Access Statement.
46. The submitted Design and Access Statement comprises a section on building access provisions and states the following measures to ensure equal access for all users:
  - Drop-off and accessible parking: this will be possible at the current car park for Surrey Quays Shopping Centre.
  - Consistent layout of public realm features, use of contrast and colour will also facilitate wayfinding for people who are blind or partially sighted.
  - Access into the site is via wide and level path leading from the Board walk, Deal Porters Way, and Surrey Quays Road. Pedestrian routes will be step-free, level or gently-sloping with gradients gentler than 1:20 and cross limited to max. 1:40.
  - Entrances at ground level will be clearly distinguished on the facade to facilitate orientation and wayfinding; and will be easy to enter with easily openable doorways and a weather protecting canopy/awning.
  - There is step-free access to all parts of the buildings, and equal prominence has been given to both stepped and ramped access to the building entrances.
  - All lifts are generous and wheelchair accessible and all serve from ground to top floor.
  - The two primary internal spaces are generally open plan, flexible, level and accessible
  - Access to all other areas will be provided with minimum corridor widths for wheelchair users.
  - Access to terraces will be through outward opening double doors with a level threshold.
  - Appropriate provision of WCs including female, male, unisex, wheelchair accessible bay change and a parents room.

## **Designing out crime**

47. Policy D3 of the London Plan 2021 states that measures to design out crime should be integral to development proposals and be considered early in the design process. Developments should ensure good natural surveillance, clear sight lines, appropriate lighting, logical and well-used routes and a lack of potential hiding places. Policy P16 of the Southwark Plan 2022 reinforces this and states that development must provide clear and uniform signage that helps people move around and effective street lighting to illuminate the public realm.
48. The submitted plans show that external lighting will be used around the perimeter of the building and within the external seating areas. Only low level planting is proposed and the site is covered by existing CCTV in this part of the town centre. A management plan will be secured by condition. This plan will

require the operator to set out measures such to control and monitor all aspects of noise arising from operation of the venue, including measures to receive and address complaints, and community liaison. The plan will also set out details of site security and management procedures to prevent and deal with any anti social behaviour as well as measures to ensure that the site surroundings are safe, clean and attractive (for example by litter removal).

## **Fire safety**

49. Policy D12 (A) of the London Plan (2021) requires that all development must submit a planning fire safety strategy. The fire safety strategy should address criteria outlined in Policy D12 (A).
50. Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is “third-party independent and suitably-qualified”. The council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.
51. The submitted Fire Statement comprises details of the development, a competency statement, general fire safety overview and responses to the London Plan Policy D12 Specific Requirements.
52. The Fire Statement was produced by Surety Fire Solutions Limited. Names and qualifications of the authors of the report have been provided. The Statement confirms that fire tenders can approach from Deal Porters Way and Surrey Quays Road and suitable water from mains supply is available via Fire Hydrants at strategic positions around the building to ensure firefighting water is available. A suitable and unobstructed assembly point has been identified at a reasonable distance from the site. The site will be provided with a fire alarm and detection system and would incorporate manual call points and audible warning devices. The development would utilise a simultaneous evacuation strategy which would be managed by staff. In addition, minimum widths of doors, corridors and escape routes have been provided in the fire statement. Personal Emergency Evacuation Plans (PEEP) will be in place for all people requiring assistance to leave the venue with three identified types of PEEP that need to be developed.

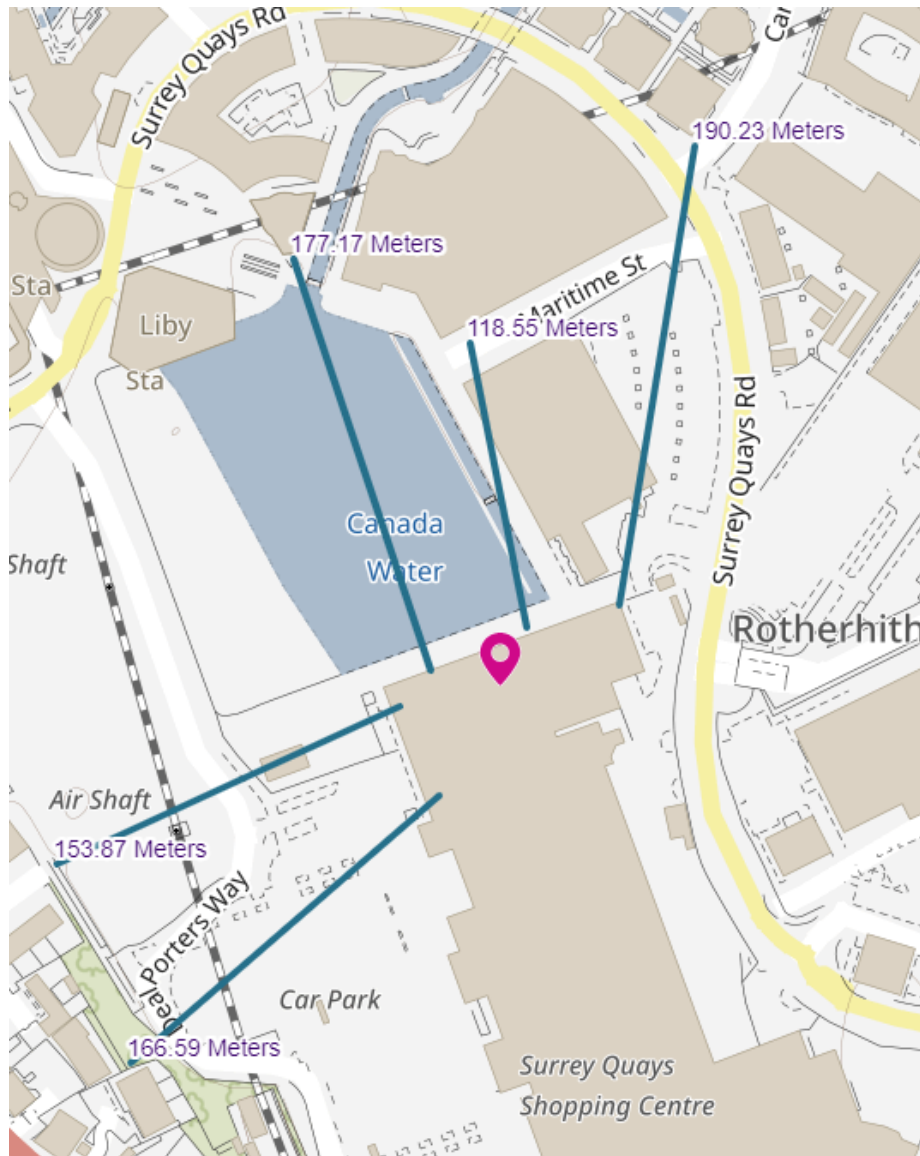
## **Impact of proposed development on amenity of adjoining occupiers and surrounding area**

53. The importance of protecting neighbouring amenity is set out in Southwark Plan Policy P56 which states “development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users”. The 2015 Technical Update to the Residential Design Standards SPD 2011 expands on policy and sets out guidance for protecting amenity in relation to



privacy, daylight and sunlight.

54. The minor external alterations to the building will not have any impact on amenity in terms of overlooking, loss of privacy, overshadowing or overbearing impacts.
55. This site is located within the existing shopping centre which is a considerable distance from the nearest existing residential properties (118m to the closest neighbours). The site is bounded by commercial uses and/or public thoroughfares in all directions as shown in the image below.



**Image above:** Distance from residential neighbours annotated

56. A commercial use of this nature is appropriate for a town centre location with excellent transport links. However, the proposed use will have the potential to generate noise and disturbance as a result of patrons arriving and leaving, and from the general operation of a venue with a capacity of 2000 patrons, particularly as the use will include events until the early hours of the morning. As such, it is necessary to ensure that appropriate measures are in place to limit any potential adverse impacts in terms of noise and disturbance.

57. Policy D14 of the London Plan 2021 and Policy P66 of the Southwark Plan 2022 focus on reducing noise pollution. Policy P66 states that development must avoid significant adverse impacts on health and quality of life and mitigate any adverse impacts caused by noise on health and quality of life.
58. The Noise Policy Statement for England paragraph 2.23 and 2.24 has two aims, namely, to avoid significant adverse impacts and to mitigate and minimise adverse impacts.
59. Noise implications for the proposed development are considered from 3 principle considerations: plant, operational noise resulting from the scheme and transport. The applicant submitted a Noise Impact Assessment which considered potential noise from music, plant and people using the external terrace. This has been scrutinised by the Environmental Protection Team (EPT).

### Plant Noise

60. Subject to the recommended conditions to control plant noise levels no significant harm would arise in this regard.

### Operational Noise

61. The acoustic assessment submitted with the application demonstrates that the use can operate without causing adverse impact to existing dwellings in the vicinity from music noise although it finds that proposed future dwellings Zones F and G of the masterplan site are likely to be adversely affected by music noise. However, the implementation of the planning permissions granted for Zone F and G has not yet commenced and will take some years to build out. As such, the residential dwellings in these zones are highly unlikely to be available for occupation before this temporary permission expires. Officers are comfortable that the theoretical impacts identified are unlikely to come to pass. In the event that a further permission is sought after the initial 5-year period the planning authority will need to consider whether the impact on 'under construction' dwellings would be unacceptable.
62. Whilst the recently approved cultural venue at the former Printworks is intended to be a music-led venue (albeit with a range of other cultural uses), this temporary venue will not host the same type of music events. It is intended to be a mixed venue which leans towards Jazz and more low key music events – the internal music levels assumed in the noise assessment do not allow for a traditional live music / concert hall type venue as the internal levels they are using are too low to enable most commercial artists. The use will only be acceptable if they operate in accordance with the mode of operation that has been described. Noise levels will therefore be restricted by way of the recommended condition.
63. The proposal does propose operation late into the night/early hours of the morning. Given the town centre location and distance from residential neighbours this is considered to be acceptable. The venue will be one of

several operating into the night time in this area. Hours of use will be conditioned to reflect the application submission and the venue will be subject to additional Licence controls.

64. Given the location of the roof terrace in relation to residents in the wider vicinity the terrace is unlikely to impact on amenity of existing or future dwellings. The noise assessment submitted supports this assumption.
65. Cultural and leisure uses that contribute to the night time economy are an important feature in any successful town centre. It is anticipated that there will be activity in and surrounding the proposed development during the day and the evening and it is inevitable that there will be a degree of noise arising from the successful use of the facility in terms of people arriving and leaving. It is not unusual for venues of this nature to be located in town centre locations alongside residential properties. Residents choosing to live in a town centre with the convenience of having excellent transport links and facilities close by must balance that against the potential for more noise generating activity during the evening. That said there should be a reasonable expectation that the operator of night time venues will put in place measures to minimise noise and disturbance, managing behaviour at entry and exit points, dealing with any issues or anti-social behaviour etc.. It is therefore appropriate to require the applicant to submit a Noise Management Plan (NMP) setting out how they will operate and manage the premises to avoid noise and disturbance. This should be secured by the recommended condition.
66. Any excessive noise, disturbance or anti-social behaviour would be managed initially by the applicant as part of the management plan, and if necessary, by the council using the statutory powers that exist within the environmental health legislative framework if excessive noise should occur. Matters of antisocial behaviour fall outside of planning legislation and if anti social behaviour does occur this would be managed by the appropriate authorities in the same way as any other incidents that take place in the town centre.

### Transport related noise

67. Given the location of the service yard in relation to the existing shopping centre noise and disturbance from servicing activity is not anticipated.

Whilst there will be the potential for noise associated with people arriving at and leaving the venue the operator can ensure that reasonable measures are taken to manage this in a sensitive way and this should be demonstrated in the NMP. The site is well served by public transport options that operate late into the night with the purpose of allowing night time uses to exist in the established town centre. Given the location is not considered reasonable or justifiable to refuse the proposed use or to restrict the hours of operation beyond those applied for.

### Odour

68. A condition is attached to the OPP requiring the submission of extraction and ventilation details for any restaurant uses within the development or any other users where hot food preparation is to take place.

## Summary

69. Local resident objections to the proposal on the ground of noise, disturbance and anti social behaviour have been duly considered. However, in this location and for the reasons set out above, officers consider that subject to the relevant conditions being attached to ensure that any potential noise impacts are in line with the assessment, that noise issues are suitably controlled when the venue is operating and that the operator submits a management plan setting out reasonable measures that will taken to reduce potential harm, the proposals would not give rise to a level of harm that would justify refusal.

## **Agent of change**

70. Policy D13 of the London Plan 2021, the Agent of Change, states that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses.
71. The site is located within a Town Centre where it is anticipated that a variety of commercial and residential uses will co-exist. Residents living in a town centre location with the benefits that it brings in terms of excellent transport links and access to facilities will also experience a different living environment to residents living in a more suburban location. Nevertheless, all reasonable steps should be taken to ensure that mixed use locations can operate successfully. The nearest existing neighbours are commercial in nature at the present time, with residential properties located some distance away (Porters Edge, Canada Street and Lower Road/Hothfield Place all over 100m from the site). There are residential dwellings approved in Zones F and G of the Masterplan site but these are unlikely to be occupied before this temporary permission would expire.
72. The submitted Noise Assessment has been reviewed by EPT and has been discussed in detail in the earlier section of this report. EPT confirmed that the proposal meets planning policy in respect of noise. Relevant conditions have been secured to ensure that any noise impacts are in line with the assessment and that acoustic issues are suitably controlled when the venue is operating.
73. For the reasons set out above and in other relevant sections of this report, it is considered that the proposal has been designed to ensure that the technical considerations such as adequate servicing, ventilation, mitigation of noise and vibration have been robustly considered. Subject to the relevant conditions, the development will provide a cultural/leisure venue in a town centre location in accordance with Policy D13 and there would be no substantial conflict between the proposal and existing and future land uses in the immediate vicinity.

## **Transport and highways**

### Trip Generation

74. Policy T4 of the London Plan requires development proposals to ensure the impacts on the capacity of the transport network are fully assessed and that any adverse impacts are mitigated. Policies P45, P49 and P50 of the Southwark Plan require developments to minimise the demand for private car journeys and demonstrate the public transport network has sufficient capacity to support any increase in the number of journeys by the users of the development.
75. The submitted Transport Assessment includes predicted trip generation impacts for the various uses proposed including larger events. The assessment confirms that visitors to the venue will be encouraged to use public transport, walk and cycle. The site has a Public Transport Accessibility Level (PTAL) of 6a and is within walking distance of Canada Water and Surrey Quays train station and bus stops on Surrey Quays Road, Redriff Road, Lower Road and at Canada Water Underground Station. Given the availability of public transport options and the fact that the site is within an existing town centre it is considered reasonable that most people will arrive by sustainable modes. Furthermore, it is considered that the existing network can accommodate the demand.
76. The venue will not provide any car parking facilities, aside from 12 accessible parking spaces within the existing Surrey Quays Retail Park car park. Cycle parking will be provided for visitors and staff.
77. The assessment predicts the following vehicle movements in connection with servicing:

Venue area: Foodhall

Number of deliveries : 25

Made up of

- Artic Truck Deliveries – 2
- Standard van / Luton deliveries – 20
- Misc / Bikes / Cars – 3

Venue areas: Farm

Number of deliveries: 14.5

Made up of

- Artic Truck Deliveries – 0.5 per week
- Standard Van – 7 (average of 1 per day)
- Cargo bikes – 7 – 14 (1 to 2 per day)

Venue areas: Exhibition Halls (standard week)

Number of deliveries: 12

Made up of

- Artic Truck Deliveries – 2
- Standard van / Luton deliveries – 10

78. Taxi drop off and management will be deployed for events and it is noted that there are no night trains on Thursdays which means late night taxi usage may increase. Drop off/pick ups will take place in the existing town centre car park. This element will be controlled in the management plan.

79. The submission included a Travel Plan setting out how the operator will promote sustainable transport modes.

### Delivery and Servicing

80. London Plan Policy T7 deals with servicing and delivery arrangements during construction and end use. With respect to end use, the policy requires provision of adequate space for servicing, storage and deliveries to be made off-street, with on-street loading bays only used where this is not possible.
81. The predicted delivery trips are outlined above. The submitted DSMP sets out the following commitments:
- All deliveries will be managed via a booking system
  - All delivery and servicing activity is proposed to be undertaken within the existing service yard for Surrey Quays Shopping Centre utilising one loading bay
  - Delivery Management - Venue management will oversee and manage the usage of the loading bay
  - All vehicle movements will be scheduled and managed by the venue, with delivery and servicing vehicles allocated a time slot in advance
  - Delivery restriction and enforcement - Deliveries will be restricted between the hours of 0800 - 0900 and 1700 – 1800 and will utilise the existing service yard of Surrey Quays Shopping Centre which operates on a 24 hour basis.
82. The existing access arrangements and service yard are of appropriate scale and capacity to accommodate the predicted uplift in delivery trips as a result of the development, and so the plan is acceptable.
83. Cargo bike provision for deliveries will be accommodated along the dock edge.

### Cycle Parking

84. London Plan Policy T5 “Cycling” sets minimum cycle parking standards for different uses. Southwark Plan Policy P53 “Cycling” sets out a higher requirement than the London Plan standards. For this proposal the following cycle parking will be provided:
- 10 Long stay spaces inside the venue for staff
  - 91 short stay spaces for visitors to be provided in the public realm (along the dock edge).

The cycle parking provision is acceptable and should be conditioned.

### Car Parking

85. Policy T6 “Car Parking” of the London Plan requires developments in locations with existing and future high public transport accessibility to be car-free, save for adequate parking for disabled people. Specific requirements for different

uses are set out in Policy T6.1 through to Policy T6.4, while Policy T6.5 deals with non-residential disabled persons parking. Southwark Plan Policy P54 “Car Parking” echoes the London Plan, promoting car-free development in zones with good public transport accessibility. It requires car-free non-residential proposals in CAZ locations, and for any disabled parking to be provided on-site and supported by EVCPs.

86. This site is situated within an existing shopping centre which has the benefit of a town centre car park currently providing approximately 650 parking spaces for use for up to 3 hours, with no return within 2 hours. A number of Blue Badge Spaces are provided. No additional or designated parking is proposed for this use except for the allocation of 12 Blue Badge Bays adjacent to the venue. The approach to parking is supported given the excellent level of public transport accessibility.

### **Refuse storage arrangements**

87. The refuse strategy will utilise the existing refuse provisions within the existing, secure Surrey Quays Shopping Centre service yard. Within this yard ample space is provided for external bins and a refuse compactor. All commercial waste will be collected by a private company.

### **Construction management**

88. Given the scale of development proposed with limited external works and having regard to the location of the site it is not anticipated that significant harm would arise from the construction process. A Construction Traffic Management Plan and Method Statements were submitted identifying potential traffic movements, construction management procedures, issues and mitigation measures including a risk register. The method statement covers construction techniques, hoarding, site safety and security noise, vibration and pollution issues and confirms that hours of working will adhere to the Councils Code of Practice. A compliance condition is recommended to ensure that a written CEMP for the site is devised with the purpose of the Developer and contractors to commit to current best practice with regard to site management and to use all best endeavours to minimise off site impacts.

### **Energy and sustainability**

89. Chapter 9 of the London Plan deals with all aspects of sustainable infrastructure and identifies the reduction of carbon emissions as a key priority. Policies in the London Plan apply to major development proposals. A change of use application is classified as ‘major development’ when the floorspace exceeds 10,000 sqm. As this is an application for a temporary change of use (comprising circa 4,000 sqm) with limited physical alterations to the building the proposal is not a ‘major development’ and does not trigger a requirement to comply with London Plan policies.
90. Southwark Plan Policy P69 requires development to achieve BREEAM rating of ‘Excellent’ in non-domestic refurbishment for conversion, extension and change of use over 500 sqm. Policy P70 requires all development to minimise carbon

emissions onsite through the mayor's energy hierarchy. Only major developments have specific targets for carbon reduction. As a temporary change of use application the development is not required to meet BREEAM or to achieve a certain percentage of onsite carbon reductions. However, the submission does include a Sustainability Statement to demonstrate that all measures to reduce the consumption of energy, water and waste have been optimised.

## Energy

91. The sustainability statement confirms the following measures to reduce the use of energy and water consumption and to minimise waste:

- During the renovation re-using / upgrading existing building fabric wherever possible.
- Specifying equipment that is suitable for re-use after the meanwhile use of the site has ceased, such as lighting, modular HVAC kit, electrical equipment, CCTV and alarm panels.
- Optimising the passive performance of the existing envelope; improving glazing and door thermal performance and airtightness, lobbying external doors as necessary, insulating the vertical farm to minimise heat losses, etc.
- Specifying sustainable and/or reusable resources, wherever possible.
- Reducing electricity consumption through the installation of low energy base lighting.
- The installation of absence or presence detection lighting controls in communal areas and WC areas.
- Use vertical farm energy from a green supplier (i.e. Octopus).
- Installation of new energy efficient HVAC systems replacing outdated (20+ year old) systems.
- The installation of electricity sub-metering to facilitate an energy metering, monitoring and targeting strategy;

## Sustainable Food hall operations

- Reduce waste by eliminating all single use packaging.
- All vendors to have completed KERB sustainability audit and achieved at least Bronze level.
- Local sourcing wherever possible for all F&B.
- Use sustainable product - KERB lager is carbon negative.

92. The stated measures are proportionate to the nature and scale of the temporary use and therefore adhere to development plan policies in this regard.

## Water resources

The submitted sustainability statement confirms the following measures to reduce water consumption:

- The installation of new water efficient sanitary fittings associated with the generation of hot water.



- The installation of water sub-metering to facilitate the monitoring and targeting of water consumption.
93. This is an appropriate response to development plan policies given the nature and scale of the development.

### Flood Risk and SUDs

94. The NPPF 2023 states that planning decisions must take into account the current and long-term implications for flood risk in order to minimise the vulnerability of communities and improve resilience. Where development is necessary in higher risk areas, development should be made safe for its lifetime without increasing flood risk elsewhere. Certain steps need to be followed when reaching a planning decision on development in higher risk areas, with risks managed through suitable adaptation measures. The advice of flood risk management authorities also needs to be taken into account.
95. The development site is located in Flood Zone 2 and is located within an area benefitting from flood defences. The proposed change of use with limited external alterations does not trigger the need for a Flood Risk Assessment.

### Land contamination

96. Given the nature and scale of works proposed a watching brief condition is recommended.

### Air quality

97. An air quality assessment was submitted and scrutinised by EPT officers. The proposal would not result in additional motor vehicle parking or an increase in motor vehicle movements and would also not include any new combustion plant such as gas-fired boilers. As set out above in the Air Quality Neutral Guidance, developments which do not include additional emissions sources are assumed to be Air Quality Neutral.

### Light pollution

98. A lighting assessment was submitted when the application originally proposed LED lighting screens. These features have been removed from the proposal. External lighting will be erected for safety purposes on the facades of the building. A condition is recommended to control external light levels in order to prevent any harm to amenity in this regard, whilst ensuring a safe environment for those entering/leaving the venue late at night.

## **Ecology and Biodiversity**

### Biodiversity Net Gain

99. Biodiversity Net Gain is required under a statutory framework introduced by

Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

### Statutory exemptions and transitional arrangements

- 100 There are currently four statutory exemptions and transitional arrangements which mean that the mandatory Biodiversity Gain condition does not always apply. This application has been assessed as being exempt for the following reason:

#### **Developments below the threshold**

A development that does not impact a priority habitat and impacts less than:

- 25 square metres (5m by 5m) of on-site habitat
- 5 metres of on-site linear habitats such as hedgerows

There is no existing habitat within the site boundary. Given the limited scope of external works proposed there would be no impacts on habitat from this temporary change of use.

- 101 The proposed development has been assessed as being exempt from Mandatory Biodiversity Net Gain requirements. In accordance with Southwark Plan policy P60, the development is still required to deliver increased biodiversity onsite. This proposal has achieved this by providing greening and a planter on the terrace.

### Ecology

- 102 As set out above the proposals include limited external works. Nevertheless, within the constraints of the site opportunities to introduce soft landscaping to enhance ecology have been maximised.
- 103 Local residents have raised concerns about the potential impact upon wildlife in the dock particularly from the use of external terraces. The dock has recently undergone significant transformation which includes the provision of new planting and opportunities for ecology and biodiversity as well as seating areas along the southern edge. Furthermore, permission has been granted (although not yet implemented) for significant interventions on the eastern edge of the dock which will include planting and seating. In this context, it is not anticipated that the terraces proposed as part of this use would have any additional impact on wildlife.

### **Planning obligations (S.106 agreement)**

- 104 London Southwark Plan Policies advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. These policies are reinforced by the Section 106 Planning Obligations 2015 SPD, which sets out in detail the type of development that qualifies for planning obligations.

The NPPF echoes the Community Infrastructure Levy Regulation 122 which requires obligations to be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

As a temporary change of use the proposal does not trigger a requirement for mitigation through s106 obligations. It should be noted that the wider masterplan redevelopment is bound by the s106 obligations secured in the legal agreement attached to 18/AP/1604.

### **Mayoral and borough community infrastructure levy (CIL)**

- 105 Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark.
- 106 The CIL Team confirmed that as the permission is only temporary it is not a CIL chargeable development.

### **Community involvement and engagement**

- 107 The Council, as part of its statutory requirements, sent letters to surrounding residents and displayed notices in the vicinity of the site in August 2024. In response to initial objections raised the proposal was amended by way of removal of the LED Screens and additional information was submitted in respect of noise.
- 108 Following amendments to the scheme a re-consultation was undertaken in October 2024. Details of the consultation undertaken by the Council are set out in the appendices.
- 109 The responses received are summarised below:

#### **A total of 8 objections received raising the following concerns:**

- Affect local ecology
- Inadequate access
- Inadequate parking provision
- Inadequate public transport provisions
- Increase in traffic
- Increase of pollution
- Loss of privacy
- Noise nuisance

- Not enough info given on application
- Out of keeping with character of area
- Over development
- Strain on existing community facilities
- Lack of consultation with residents
- The impact from the Masterplan has already been a huge strain on the local community. The proposal raises significant concerns for residents of Hothfield Place and surrounding areas, particularly regarding noise nuisance, the impact of extended opening hours, and the use of ramp access through the cul-de-sac.
- A venue with a maximum capacity of 2,000 people, combined with outdoor terraces and flexible event spaces, will generate significant noise from patrons leaving late at night, amplified music, and general activity. Noise from these activities, especially during the early hours of the morning, is likely to adversely affect residents' sleep and overall well-being.
- The introduction of external terraces and outdoor seating areas along the dock edge and boardwalk further exacerbates the potential for prolonged noise exposure. These areas will likely attract large groups, contributing to an increase in ambient noise levels and adversely affecting wildlife in the dock.
- The proposed opening hours are incompatible with the residential nature of the surrounding area.
- The ramp access through the Hothfield Place cul-de-sac, up towards Surrey Quays is wholly unsuitable for the additional foot traffic volume expected from a venue of this scale. Hothfield Place is a residential area, and increased traffic, safety hazards for pedestrians and local residents.
- The cul-de-sac is not designed to accommodate such a significant influx of vehicles looking to park and its use as an access point will significantly impact the quality of life for those living nearby.
- The application fails to provide adequate measures to mitigate the adverse impacts on local residents.
- This will increase anti social behaviour (litter/fights/noise) in the area – this has already been an issue with the operation of Printworks and Hawker House.
- The Council are urged to reject this application or require significant amendments to address the concerns outlined above, including reduced operating hours, alternative access routes, and robust noise and traffic mitigation measures and removal of the external terrace/seating.

**Officer comments:** The objections have been duly considered as part of the assessment and addressed in relevant sections of this report.

In summary, the potential impacts by way of noise and disturbance have been fully assessed. Given the town centre location and distance between the site and closest residential neighbours the proposal is considered to be acceptable. The submitted noise report has been used to determine appropriate controls in

terms of plant and operational noise levels. The site is well served by public transport including late night services as appropriate for a town centre, the existing transport services will be able to accommodate the use. No additional parking is required as the existing town centre car park will be used and parking restricted to 3 hours except for Blue Badge provision which is appropriate. Landscaped seating areas have already been approved (and recently constructed) on the southern dock edge. The external seating proposed for this use will complement the transformation of the dock without giving rise to harm to ecology.

**110 A total of 6 letters of support received stating the following reasons:**

- Adequate distance from other properties.
- Contributes positively to surroundings.
- Contributes to regeneration.
- Creates economic vitality.
- Creates inward investment.
- Does not increase traffic.
- Improves the quality of the area.
- Makes sustainable use of land.
- New skills/employment opportunities.
- Provides community facilities.
- Provides cultural leisure facilities.
- Canada Water urgently needs more restaurants and activities to enhance the area's vibrancy. The introduction of a cultural venue, flexible events space, and food hall will provide a fantastic new destination for both residents and visitors, offering a wide range of engaging activities and dining experiences.
- This development will not only boost the local economy but also offer a dynamic space for the community to come together.

**Officer comment:** Noted

## **Consultation responses**

**111 EPT (final comments):** no objection subject to recommended conditions.

**Ecologist:** It is understood that the digital screens which may have resulted in lightspill over the nearby SINC have been omitted from plans. It is therefore accepted that updated bat activity surveys are now not required.

**CCTV Team (summary):** The development works will compromise or block line-of-sight transmission therefore mitigation is required. With an increase of footfall for coverage of the public realm and the proposed new ingress/egress routes to the development additional CCTV will be required.

There will be requirement to be informed of power outages in the direct vicinity that will affect the power supply to cameras and lighting columns.

Consideration of CCTV existing cameras and planned cameras location should be given when planning landscaping especially the planting of trees and use of banners.

**Officer comment:** The request for mitigation is noted. However, the scope of this application is limited by the fact that it is a temporary permission and also there are no extensions proposed. The external works are limited to recladding and painting. Given that there will be no increase in height or mass it would be difficult to demonstrate an impact on existing CCTV networks. The permanent tall buildings consented under the Canada Water Masterplan may have an impact, however that Outline Planning Permission 18/AP/1604 was granted in 2020 so it is not open to secure further mitigation for that aspect at the present time.

There will be an increase in footfall and this will raise a need for additional security measures. An Operational Management Plan will be conditioned to ensure that adequate security and safety measures are in place. British Land are required under their Outline Planning Permission to implement an Estate Management Strategy which includes safety and security measures and we will ensure that such measures cover this temporary proposal.

**CIL Team:** Since this permission is only temporary, it is not a CIL chargeable development.

**Local Economy:** No objection

**Drainage Team:** This is a minor planning application, and thus falls outside of the LLFA's remit as a statutory consultee. We therefore have no comments to make at this time.

**Environment Agency:** We have assessed this application as having a low environmental risk. We therefore have no comments to make.

**Thames Water:** No response.

**TfL:** The proposal is unlikely to have an adverse impact in TfL assets and services, given the high PTAL of the site and range of transport options available at Canada Water, including Night Tube/Overground and Night Bus services.

**London Underground/DLR Infrastructure Protection:** No comment to make on this planning application.

**Secure by Design:** Because the proposal is a temporary space and seeks to retain the current buildings facade, I do not believe that SBD certification will be possible for the site. Therefore, I would not request a condition relating to SBD for this proposal. However, I would encourage the design team to get in contact to discuss the proposal so that I could provide some high level crime prevention advice as well as advice regarding reducing ASB incidents in and around the site.

**Officer comment:** This response has been shared with the applicant team.

**Highways:** No comments.

**Culture Team:** No response.

**Harbour Master:** No response.

**Licensing:** No response.

**Waste Management:** No response.

## **Community impact and equalities assessment**

- 112 The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.
- 113 The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
- 114 The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
  2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
    - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
    - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
    - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
  3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
- 115 The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. The proposed facility will be available for use by all members of the local community including those with a protected characteristic. Appropriate design measures have been taken to ensure good accessibility into and within the building as discussed in the design section of this report.

## Human rights implications

- 116 This planning application engages certain human rights under the Human Rights Act 1998 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 117 This application has the legitimate aim of seeking planning permission for a temporary cultural use. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

## Positive and proactive statement

- 118 The council has published its development plan on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 119 The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

## 120 Positive and proactive engagement: summary table

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	YES

## CONCLUSION

- 121 The application subject to this report relates to a temporary change of use proposal for part of the Surrey Quays Shopping Centre to be used as a mixed use cultural/leisure/food and beverage venue for a period of five years.
- 122 In land use terms, the proposed use is appropriate for the town centre location. The proposal will bring back into use a large vacant part of the shopping centre, the cultural/leisure/food and beverage use will complement other uses taking



place in the shopping centre and will enhance the night time economy offer. The conversion will activate this part of the town centre which currently has no activation at street level and will provide an enhanced commercial offer in this part of the borough. The proposal accords with development plan policies in respect of land use principles.

- 123 The proposed use could give rise to the potential for noise and disturbance, the application was reviewed by the Environmental Protection Team in respect of noise impacts and it is considered that whilst there may be some potential impact from the venue, the proposal meets planning policy in respect of noise. This is subject to relevant conditions being attached to ensure that the impacts are in line with the assessment and that noise issues are suitably controlled when the venue is operating.
- 124 The limited external alterations proposed to facilitate the conversion will respect the character and appearance of the building and will enhance the public realm in this part of the centre by providing active street frontage, natural surveillance and some opportunities to improve the landscape. The proposal will respond well to the recently completed dock enhancements and new public realm in the vicinity.
- 125 Given the location and proximity to good public transport facilities there would be no adverse transport impacts. Furthermore, all opportunities to minimise the use of energy, water and waste have been exploited.
- 126 It is therefore recommended that planning permission be granted for a temporary period of 5 years, subject to the recommended conditions and informatives.

## BACKGROUND INFORMATION

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Environmental, Neighbourhoods and Growth Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

## APPENDICES

No.	Title
Appendix 1	Recommendation (draft decision notice)
Appendix 2	Relevant planning policy

Appendix 3	Planning history of the site and nearby sites
Appendix 4	Consultation undertaken
Appendix 5	Consultation responses received

## AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth		
Report Author	Gemma Usher, Team Leader		
Version	Final		
Dated			
Key Decision	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director, Finance	No	No	
Strategic Director, Environment, Neighbourhoods and Growth	No	No	
Strategic Director, Housing	No	No	
Date final report sent to Constitutional Team		15 January 2025	

**APPENDIX 1: RECOMMENDATION**

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

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<b>Applicant</b>	BL CW Holdings Ltd	<b>Reg. Number</b>	24/AP/1880
<b>Application Type</b>	Minor application		
<b>Recommendation</b>	GRANT permission	<b>Case Number</b>	PP-13181429

**Draft of Decision Notice****Planning permission is GRANTED for the following development:**

Change of use of existing retail unit to a cultural venue for a period of five years including:

- Ground floor to include a food hall/leisure space and flexible events space, indoor farm, external terrace fronting the dock edge, back of house spaces, education and screening room
- First floor to include a covered external terrace fronting the boardwalk and separate room for other events or private hire, a new lift would be provided
- Roof to include associated plant

Associated works comprise recladding of the facades with additional fenestration and access points, erection of external lighting and awnings, external alterations, landscaping and cycle parking on the southern dock edge.

The proposed operating hours would be 06:00-01:00 Monday to Wednesday and 06:00-03:00 Thursday to Saturday and 08:00-23:00 Sunday. Total internal venue area is 4,901 sqm and total maximum capacity is 2,000

Surrey Quays Shopping Centre Redriff Road London Southwark

**In accordance with application received on 26 June 2024 and Applicant's Drawing Nos.:**

## Existing Plans

## Proposed Plans

EAST ELEVATION EXISTING AND PROPOSED.PDF CWRIR-HKB-XXX-XX-DR-AR-080022 received 18/12/2024

EXISTING AND PROPOSED NORTH ELEVATION.PDF CWRIR-HKB-XXX-XX-DR-AR-080021 received 18/12/2024

WEST ELEVATION EXISTING AND PROPOSED.PDF CWRIR-HKB-XXX-XX-DR-AR-080020 received 18/12/2024

PROPOSED FIRST FLOOR PLAN.PDF CWRIR-HKB-XXX-01-DR-AR-080016 received 18/12/2024

PROPOSED GROUND FLOOR PLAN.PDF CWRIR-HKB-XXX-00-DR-AR-080050 received 18/12/2024

PROPOSED FIRST FLOOR PLAN.PDF CWRIR-HKB-XXX-01-DR-AR-080016 received 09/01/2025

## Other Documents

SECTION AA EXISTING AND PROPOSED.PDF CWRIR-HKB-XXX-XX-DR-AR-080030 received 18/12/2024

PROPOSED PLAN.PDF CWRIR-HKB-XXX-02-DR-AR-080017 received 18/12/2024

PROPOSED GROUND FLOOR LANDSCAPE PLAN.PDF CWRIR-HKB-XXX-00-DR-AR-080050 received 18/12/2024

PROPOSED SITE PLAN.PDF CWRIR-HKB-XXX-00-DR-AR-080005 received 18/12/2024

FIRE STATEMENT received 26/06/2024

OPERATIONAL MANAGEMENT PLAN received 26/06/2024

DAS PART 1 CWRIR-HKB-XXX-XX-RP-AR-000001 P3 received 20/08/2024

DAS PART 2 CWRIR-HKB-XXX-XX-RP-AR-000001 P3 received 20/08/2024

DAS PART 3 CWRIR-HKB-XXX-XX-RP-AR-000001 P3 received 20/08/2024

DAS PART 4 CWRIR-HKB-XXX-XX-RP-AR-000001 P3 received 20/08/2024

DAS PART 5 CWRIR-HKB-XXX-XX-RP-AR-000001 P3 received 20/08/2024

DAS PART 6 CWRIR-HKB-XXX-XX-RP-AR-000001 P3 received 20/08/2024

DAS PART 7 CWRIR-HKB-XXX-XX-RP-AR-000001 P3 received 20/08/2024

CONSTRUCTION TRAFFIC MANAGEMENT PLAN REV 01 received 20/08/2024

DOCUMENT REFERENCE: TLMCWCC24003 DOCUMENT VERSION: 1.3 DATE OF

ISSUE: 03/10/2024 received 04/10/2024

Construction Method Statement received 09/01/2025

Other 1987\_REPORT\_REV3\_20250109.PDF received 09/01/2025

DELIVERY AND SERVICING MANAGEMENT PLAN ADDENDUM.PDF received 10/01/2025

### **Time limit for implementing this permission and the approved plans**

2. The use hereby permitted shall be until 31st December 2030 on or before which date the use shall be discontinued, and shall revert back to the former use.

Reason: In accordance with the submission made and to ensure that the meanwhile use does not fetter the build out of the Canada Water Masterplan 18/AP/1604 (As amended)

### **Permission is subject to the following Pre-Commencements Condition(s)**

3. Prior to implementation of the development hereby approved (excluding demolition and internal works), material samples/sample panels/sample-boards of all external facing materials to be used in the carrying out of this permission shall be submitted and approved in writing and shall remain on site for inspection for the duration of the building's construction. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with the National Planning Policy Framework (2023), Policy D4 (Delivering good design) of the London Plan (2021) and Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

### **Permission is subject to the following Pre-Occupation Condition(s)**

4. (i) A venue operation and management plan shall be submitted to and approved by the Local Planning Authority prior to the use commencing. The plan shall detail measures to control and monitor all aspects of noise arising from operation of the venue, including measures to receive and address complaints, and community liaison. The plan shall also set out details of site security and management procedures to prevent and deal with any anti social behaviour, confirmation of CCTV coverage and measures to ensure that the site surroundings are safe, clean and attractive (for example any litter removed).
- (ii) The operation and management plan shall be updated as necessary in accordance with any changes to the operation of the venue, or occupation of surrounding sites, that may affect the risk of noise impacts. Such updates shall be submitted to and approved by the Local Planning Authority.
- (iii) The use shall be carried out only in accordance with the approved plan.

Reason: To safeguard the amenity of neighbouring residential properties in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2024.

5. Prior to the commencement of use, full particulars and details of a scheme for the extraction and ventilation of the commercial kitchens / food concessions shall be submitted to and approved by the Local Planning Authority. The scheme shall include:
  - o An EMAQ Commercial Kitchen Odour Risk Assessment
  - o Details of extraction rate and efflux velocity of extracted air
  - o Full details of grease, particle and odour abatement plant
  - o The location and orientation of the extraction ductwork and discharge terminal
  - o A management servicing plan for maintenance of the extraction system

To ensure that fumes and odours from the kitchen do not affect public health or residential amenity. Once approved the scheme shall be implemented in full and permanently maintained thereafter.

Reason: In the interests of amenity will not cause amenity impacts such as odour, fume or noise nuisance and will not detract from the appearance of the building in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P65 (Improving air quality), and the National Planning Policy Framework 2021.

**Permission is subject to the following Compliance Condition(s)**

6. The cycle parking facilities hereby approved shall be provided prior to the development being brought into use and maintained until the use ceases.

Reason: In order to ensure that satisfactory safe and secure cycle parking and changing facilities are provided and can be easily accessed by users in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework (2023); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority [LPA]) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the LPA.

Reason: There is always the potential for unexpected contamination to be identified during development ground works. The Environment Agency and the Environmental Protection Team should be consulted should any contamination be identified, in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2021.

8. Music noise from the venue shall not exceed the following limits at any time when assessed at 1m from the façade of any noise sensitive premises:
  - o 38dB LAeq (5 minute)
  - o 58dB Leq (5 minute) in the 40Hz 1/3 octave band

- o 58dB Leq (5 minute) in the 50Hz 1/3 octave band
- o 56dB Leq (5 minute) in the 63Hz 1/3 octave band

Reason: To safeguard the amenity of neighbouring residential properties in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2021

9. The combined noise level from all fixed plant shall not exceed a Rating level of 40dB during the hours of 07.00-23.00 and 30dB during the hours of 23.00-07.00 when measured externally at any sensitive receptor. The rating level shall be calculated in accordance with the methodology of BS4142:2014.

Reason: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2021.

10. The operation of the uses hereby permitted shall not be carried on (excluding set up/clear down) outside of the hours of:

06:00 - 01:00 on Monday to Wednesday;

06:00 - 03:00 on Thursday to Saturday and

08:00 - 23:00 on Sunday and Bank Holidays

Reason: To safeguard the amenities of neighbouring residential properties in accordance with Southwark Plan (2022) Policy P56 Protection of amenity

11. Any external lighting system installed at the development shall comply with Institute of Lighting Professionals Guidance Note 01/21 'Guidance notes for the reduction of obtrusive light'.

Reason: In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with the Southwark Plan 2022 Policy P16 (Designing out crime); Policy P56 (Protection of amenity), and the National Planning Policy



12. No development shall take place, including any works of demolition, until a written CEMP for the site has been prepared. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to site management and to use all best endeavours to minimise off site impacts. A copy of the CEMP shall be available on site at all times and shall include the following information:
- o A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
  - o Engineering measures to eliminate or mitigate identified environmental impacts e.g. acoustic screening, sound insulation, dust control, emission reduction, location of specific activities on site, etc.;
  - o Arrangements for direct responsive contact for nearby occupiers with the site management during demolition and/or construction (signage on hoardings, newsletters, resident's liaison meetings);
  - o A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme;
  - o Site traffic - Routing of in-bound and outbound site traffic, one way site traffic, lay off areas, etc.;
  - o Waste Management - Accurate waste identification, separation, storage, registered waste carriers for transportation and disposal to appropriate destinations.

A commitment that all NRMM equipment (37 kW and 560 kW) shall be registered on the NRMM register and meets the standard as stipulated by the Mayor of London

Guidance on preparing CEMPs and best construction practice can be found at <http://www.southwark.gov.uk/construction>

All demolition and construction work shall then be undertaken in strict accordance with the plan and relevant codes of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of unnecessary pollution or nuisance, in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity), and the National Planning Policy Framework 2021.

13. The development hereby permitted shall be operated in full accordance with the Delivery and Service Management Plan hereby approved.

Reason: To ensure compliance with the National Planning Policy Framework (2023); Policy P49 (Public transport); Policy P50 (Highways impacts); Policy P51 (Walking) of the Southwark Plan (2022).

14. The development shall be undertaken in full accordance with the Fire Statement (Version V.02 Issued 12th June 2024) prepared by Surety Fire Solutions consultants hereby approved.

Reason: To ensure that the development incorporates all necessary measures to prevent the spread of fire as well as providing adequate means of escape for future occupiers and to comply with London Plan (2021) Policy D2 Fire safety.

## **Informatives**

- 1 Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is:

"third-party independent and suitably-qualified" The Council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The Council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.

The fire risk assessment/statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development. The legal responsibility and liability lies with the 'responsible person'. The responsible person being the person who prepares the fire risk assessment/statement not planning officers who make planning decisions.

- 2 The Applicant is advised that separate advertisement consent will be required for any adverts/signage in the locations identified in this submission.

Furthermore, any painting / mural / artwork which contains an advert (which is

defined in the TCPA as "any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction") would require an application for advertisement consent

## APPENDIX 2: RELEVANT PLANNING POLICY

### National Planning Policy Framework

The revised National Planning Policy Framework ('NPPF') was published in December 2024 which sets out the national planning policy and how this needs to be applied.

The NPPF focuses on sustainable development with three key objectives: economic, social and environmental.

Paragraph 218 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.

Chapter 2 Achieving sustainable development  
 Chapter 6 Building a strong, competitive economy  
 Chapter 7 Ensuring the vitality of town centres  
 Chapter 8 Promoting healthy and safe communities  
 Chapter 9 Promoting sustainable transport  
 Chapter 12 Achieving well-designed places  
 Chapter 14 Meeting the challenge of climate change, flooding and coastal change  
 Chapter 16 Conserving and enhancing the historic environment

### London Plan 2021 Policies

On 2 March 2021, the Mayor of London published the London Plan 2021. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London. The relevant policies are:

GG1 Building strong and inclusive communities  
 GG2 Making the best use of land  
 GG3 Creating a healthy city  
 GG5 Growing a good economy  
 GG6 Increasing efficiency and resilience  
 Policy SD1 Opportunity Areas  
 Policy SD6 Town centres and high streets  
 Policy SD10 Strategic and local regeneration  
 Policy D1 London's form, character and capacity for growth  
 Policy D2 Infrastructure requirements for sustainable densities  
 Policy D3 Optimising site capacity through the design-led approach  
 Policy D4 Delivering good design  
 Policy D5 Inclusive design  
 Policy D8 Public realm  
 Policy D11 Safety, security and resilience to emergency  
 Policy D12 Fire safety  
 Policy D13 Agent of Change  
 Policy D14 Noise  
 Policy S1 Developing London's social infrastructure  
 Policy E10 Visitor infrastructure  
 Policy HC1 Heritage conservation and growth  
 Policy HC5 Supporting London's culture and creative industries

Policy HC6 Supporting the night-time economy  
 Policy G5 Urban greening  
 Policy G6 Biodiversity and access to nature  
 Policy SI 1 Improving air quality  
 Policy SI 2 Minimising greenhouse gas emissions  
 Policy SI 3 Energy infrastructure  
 Policy SI 4 Managing heat risk  
 Policy SI 5 Water infrastructure  
 Policy SI 7 Reducing waste and supporting the circular economy  
 Policy SI 8 Waste capacity and net waste self-sufficiency  
 Policy SI 12 Flood risk management  
 Policy SI 13 Sustainable drainage  
 Policy T1 Strategic approach to transport  
 Policy T2 Healthy Streets  
 Policy T3 Transport capacity, connectivity and safeguarding  
 Policy T4 Assessing and mitigating transport impacts  
 Policy T5 Cycling  
 Policy T6 Car parking  
 Policy T6.4 Hotel and leisure uses parking  
 Policy T6.5 Non-residential disabled persons parking  
 Policy T7 Deliveries, servicing and construction

### Southwark Plan 2022

ST1 Southwark's Development targets  
 ST2 Southwark's Places  
 SP2 Southwark Together  
 SP3 Great start in life  
 SP4 Green and inclusive economy  
 SP5 Thriving neighbourhoods and tackling health inequalities  
 SP6 Climate Change  
 P13 Design of places  
 P14 Design quality  
 P16 Designing out crime  
 P18 Efficient use of land  
 P35 Town and local centres  
 P46 Leisure, arts and culture  
 P47 Community uses  
 P49 Public transport  
 P50 Highways impacts  
 P51 Walking  
 P53 Cycling  
 P54 Car Parking  
 P55 Parking standards for disabled people and the mobility impaired  
 P56 Protection of amenity  
 P59 Green infrastructure  
 P60 Biodiversity  
 P61 Trees  
 P62 Reducing waste  
 P64 Contaminated land and hazardous substances  
 P65 Improving air quality  
 P66 Reducing noise pollution and enhancing soundscapes

P67 Reducing water use

P68 Reducing flood risk

P69 Sustainability standards

P70 Energy

NSP781 Harmsworth Quays, Surrey Quays Leisure Park, Surrey Quays Shopping  
Centre and  
Robert's Close

### APPENDIX 3: RELEVANT PLANNING HISTORY

Reference and Proposal	Status
<p><b>24/AP/1881</b>            Advertisement consent for 2 LED screens to be located 3.9 metres above the ground on the corner of the Shopping Centre façade. Each screen will measure 9 metres in height by 5 metres in width, be internally illuminated and will be on display until 24th June 2029.</p>	<p>Application withdrawn            27/09/2024</p>

## APPENDIX 4: CONSULTATION UNDERTAKEN

**Site notice date:** 08/10/2024

**Press notice date:** n/a.

**Case officer site visit date:** n/a

**Neighbour consultation letters sent:** 03/10/2024

### Internal services consulted

LBS Environmental Protection  
 LBS Transport Policy  
 LBS Design & Conservation Team [Formal]  
 LBS Ecology  
 formal consultation and response to Pol  
 LBS Ecology  
 LBS Archaeology  
 LBS Community Infrastructure Levy Team  
 LBS Network Development  
 LBS Design & Conservation Team [Formal]  
 LBS Local Economy  
 LBS Ecology  
 LBS Environmental Protection  
 LBS Highways Development & Management  
 formal consultation and response to Pol  
 LBS Section 106 Team  
 LBS Flood Risk Management & Urban Drain  
 LBS Transport Policy  
 LBS Urban Forester  
 LBS Waste Management  
 LBS Environmental Protection

### Statutory and non-statutory organisations

Environment Agency  
 London Underground  
 Metropolitan Police Service (Designing O  
 Transport for London  
 Thames Water

### Neighbour and local groups consulted:

Unit 1 Canada Water Retail Park Surrey	Redriff Road London
Quays Road	16 Surrey Quays Shopping Centre
28 Surrey Quays Shopping Centre	Redriff Road London
Redriff Road London	15 Surrey Quays Shopping Centre
30 - 34 Surrey Quays Shopping Centre	Redriff Road London



24 - 26 Surrey Quays Shopping Centre  
 Redriff Road London  
 10 - 12 Surrey Quays Shopping Centre  
 Redriff Road London  
 Pizza Hut 5 The Mast Leisure Park  
 Teredo Street  
 14 Surrey Quays Shopping Centre  
 Redriff Road London  
 19 Surrey Quays Shopping Centre  
 Redriff Road London  
 2 - 4 Surrey Quays Shopping Centre  
 Redriff Road London  
 3 Surrey Quays Shopping Centre Redriff  
 Road London  
 45 Surrey Quays Shopping Centre  
 Redriff Road London  
 22 Surrey Quays Shopping Centre  
 Redriff Road London  
 42 Surrey Quays Shopping Centre  
 Redriff Road London  
 18 Surrey Quays Shopping Centre  
 Redriff Road London  
 44 Surrey Quays Shopping Centre  
 Redriff Road London  
 6 Surrey Quays Shopping Centre Redriff  
 Road London  
 11 - 13 Surrey Quays Shopping Centre  
 Redriff Road London  
 20 Surrey Quays Shopping Centre

**Re-consultation:**

56

Redriff Road London  
 49 - 51 Surrey Quays Shopping Centre  
 Redriff Road London  
 47 Surrey Quays Shopping Centre  
 Redriff Road London  
 43 Surrey Quays Shopping Centre  
 Redriff Road London  
 39 - 41 Surrey Quays Shopping Centre  
 Redriff Road London  
 33 Surrey Quays Shopping Centre  
 Redriff Road London  
 21 - 23 Surrey Quays Shopping Centre  
 Redriff Road London  
 17 Surrey Quays Shopping Centre  
 Redriff Road London  
 8 Surrey Quays Shopping Centre Redriff  
 Road London  
 31 Surrey Quays Shopping Centre  
 Redriff Road London  
 25 Surrey Quays Shopping Centre  
 Redriff Road London  
 29 Surrey Quays Shopping Centre  
 Redriff Road London  
 38 - 40 Surrey Quays Shopping Centre  
 Redriff Road London

## APPENDIX 5: CONSULTATION RESPONSES RECEIVED

### Internal services

LBS Environmental Protection  
 LBS Transport Policy  
 LBS Design & Conservation Team [Formal]  
 LBS Ecology  
 formal consultation and response to Pol  
 LBS Ecology  
 LBS Archaeology  
 LBS Community Infrastructure Levy Team  
 LBS Design & Conservation Team [Formal]  
 LBS Local Economy  
 LBS Ecology  
 LBS Environmental Protection  
 LBS Highways Development & Management  
 formal consultation and response to Pol  
 LBS Section 106 Team  
 LBS Flood Risk Management & Urban Drain  
 LBS Transport Policy  
 LBS Urban Forester  
 LBS Environmental Protection

### Statutory and non-statutory organisations

Environment Agency  
 London Underground  
 Metropolitan Police Service (Designing O  
 Transport for London

### Neighbour and local groups consulted:

129a lower road london	London
Apartment 5 70 Renforth St London	6 Eleanor Close London SE16 6PA
341 Eden House Water Gardens Square	60 Lower Road London SE16 2TU
London	
5 Hithe Grove London SE16 2XP	
12 Lovell Place London SE16 6QQ	
6 Eleanor Close London SE16 6PA	
8 Pine House London se167de	
5 Hithe Grove London SE16 2XP	
129a lower road london	
13 Drake Close London SE16 6RS	
Flat 211 Pacific Wharf 165 Rotherhithe	
Street London	
35 Greenland Quay Greenland Quay	





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<b>Meeting Name:</b>	Planning Committee (Major Applications) B
<b>Date:</b>	5 February 2025
<b>Report title:</b>	<p><b>Development Management planning application:</b> Application 24/AP/2585 for: S73 Minor Material Amendment Application</p> <p><b>Address:</b> 98-104 Rodney Road, London, SE17 1RA</p> <p><b>Proposal:</b> Variation of conditions 1 (Approved plans) and 26 (Number of Bedrooms) of permission ref. 20/AP/2953 dated 14/06/2024 for 'Redevelopment of 98-104 Rodney Road for a 9 storey (plus basement) building for hotel rooms (Class C1), cafe, community use, retail use and associated cycle/disabled parking, plant and landscaping'. The proposed amendments include: changes to the internal layout to revise the hotel bedrooms, substituting a portion of en-suite double bedrooms with shared pod-style rooms with shared bathrooms; incorporation of a second escape stair, evacuation lift and firefighting lift; introduction of communal space at 8th floor for guest use; revised basement layout; revised façade materiality; removal of the lower level basement; revised cycle and refuse storage and substation at ground level and associated elevational changes and changes to servicing arrangements; revised first floor layout of community use and hotel rooms with a reduction of community use area; revised roof plant layout.</p>
<b>Ward(s) or groups affected:</b>	North Walworth
<b>From:</b>	Director of Planning and Growth
<b>Application Start Date:</b> 18 September 2024	<b>Application Expiry Date:</b> 18 December 2024
<b>Earliest Decision Date:</b> 26 October 2024	

## RECOMMENDATION

1. That planning permission be granted subject to revised conditions to those on the June 2024 permission, and the completion of a deed of variation to the original section 106 legal agreement; and
2. In the event that the requirements of paragraph 1 above are not met by 4 May 2025, the Director of Planning and Growth be authorised to refuse planning

permission, if appropriate, for the reasons set out in paragraph 172 of this report.

## EXECUTIVE SUMMARY

3. This application under section 73 application seeks changes to a hotel-led scheme that was granted permission by ref. 20/AP/2953 in June 2024. It seeks to increase the number of bedspaces in the hotel by substituting 126 double bedrooms in the approved scheme to become 36 double bedrooms and 496 single pods, and to alter the internal layout of the building, change the location of the rooftop plant, and add new material to be used on the building façade.
4. The proposed changes are in response to a change of the type of hotel operator in the approved building. The intended operator of the hotel has changed to a company called “CoDE Concepts”, which has led to a revised detailed design of the hotel to suit CoDE Concepts’ requirements. This operator has other sites in Edinburgh and Dublin, providing standard hotels and affordable “capsule” hotels. This would be their first London hotel.
5. Similar to the approved scheme, the amended proposal has been developed in conjunction with the Arts Network who would be the first occupier of the community use on site. The Arts Network is a mental health charity which provides creative activities and events for people across south-east London.
6. Despite the increased capacity of the hotel, no additional transport mitigation measures (such as financial contributions, highway works and management plans) are necessary beyond those secured in the original permission.
7. There would be no changes to the architectural design of the building, with the exception of introduction of enamelled ceramics as an additional external material finish, and changes to ground floor and roof elevations that reflect the revised layouts. The building’s height is increased by 50cm and would reach 29.86cm. Despite the increased number of guests and journeys made to and from the hotel, it has been identified that neighbours would not suffer significant loss of amenity compared to the consented scheme, and the carbon emissions reduction is expected to be similar to the consented scheme.
8. The proposed conditions have updated those on the 2024 permission to reflect the proposed changes and recently revised policies. A deed of variation would be necessary to amend certain clauses and definitions within the original section 106 agreement.
9. Subject to the completion of a deed of variation and the recommended revised conditions, this s73 amendment application is recommended for approval to grant planning permission for the revised scheme.

Use Class	Existing sqm	Consented sqm	Proposed sqm	Change between consented and proposed +/-



Use Class E(a-f) retail/financial services	76	316	214	-102
Use Class F Community	0	311	277	-34
Use Class C1 Hotel	0	4,252 (126 double bedrooms)	4,433 (568 bedspaces)	+181
Sui Generis	368	0	0	0
Jobs	6	32	32	0

CO2 savings beyond Part L Building Regulations	59.8%
Trees lost	0
Trees gained	0

	Existing	Proposed	Change +/-
Urban Greening Factor	-	0.37	-
Greenfield Run Off Rate	-	1.5l/s	-
Green/brown Roofs	0sqm	254sqm	+254sqm
EVCPs	0	1	+1
Cycle parking spaces	0	19 long stay 20 short stay on adopted highway	+39

CIL (estimated)	£314,567
MCIL (estimated)	£760,243
S106	£107,859 local employment requirements (if triggered) £282,150 (estimated) carbon offset contribution £40,000 Nursery Row Park repaving contribution Administration costs

## BACKGROUND INFORMATION

### Site location and description

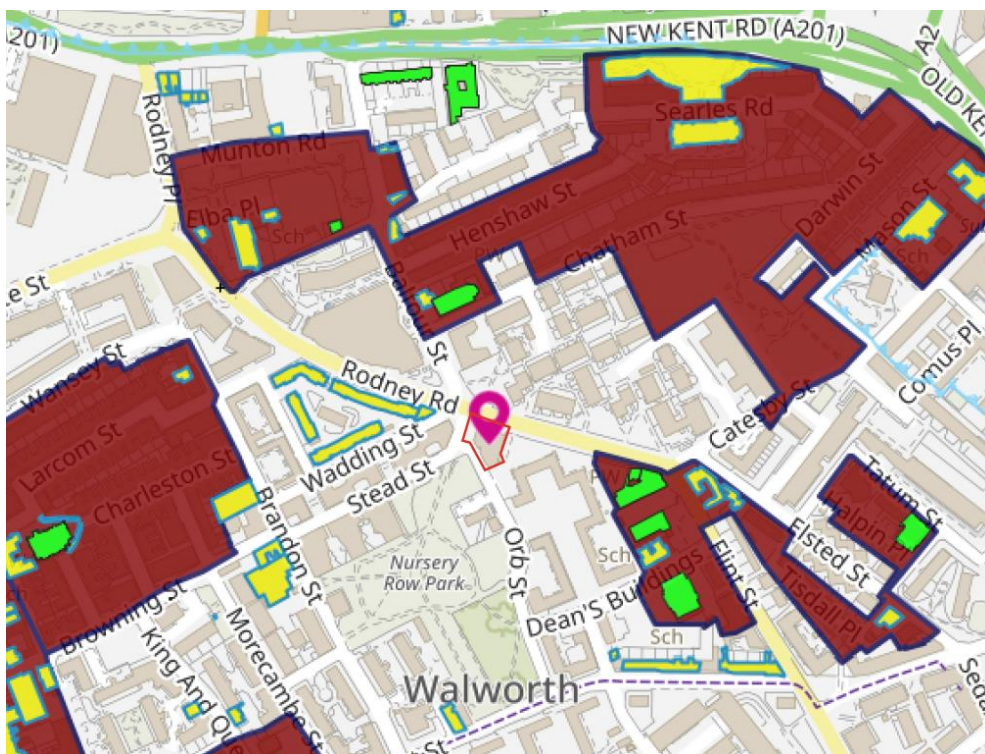
- The application site is located on the southern side of Rodney Road at the junction with Stead Street. It currently comprises four single storey retail units with a primary frontage on Rodney Road. While the site perimeter also faces both Stead Street and Orb Street, the frontages here are not active. The site is 516sqm in size and includes the public highway and street trees.



*Figure 1: Site location plan.*

11. The site is surrounded mainly by residential uses including recently built blocks of flats (Blendon House) to the south-west on the corner of Stead Street and Rodney Road, rising 6 storeys in height. The English Martyr Church Hall is at the ground floor of Blendon House. There is a council block of flats to the east at Daves House at 5 storeys. Mansfield Point to the north-west on Rodney Road is also a recently completed block of flats that rises to 9 storeys. Across Rodney Road from the site there is 3-storey housing around Salisbury and Hillery Close. Nursery Row Park (designated Borough Open Land and a Site of Importance for Nature Conservation, SINC) is located immediately to the south of the site. In the surrounding area there are a school and some small-scale retail units.
12. The site is within the Central Activities Zone (CAZ), located on the south-eastern boundary of the zone. The surrounding area marks a transitional point between the dense urban development focused at Elephant and Castle to a more restrained urban character.
13. The site also lies within the Elephant and Castle Opportunity Area (within the Brandon Street Character Area), town centre and strategic cultural quarter. The London Plan identifies this area as having the potential to provide 5,000 new jobs by encouraging more offices, hotels, small businesses and developing the evening economy and cultural activities. Running south-east from Elephant & Castle, Rodney Road is a link within a short distance of this important transport hub and evolving destination.

14. The site has a PTAL rating 6b, which means that it benefits from a very high standard of public transport accessibility. It is within the air quality management area, and flood zone 3.
15. The wider area has a range of historic qualities and a strong local identity, with a mix of newer architectural styles and large-scale post war local authority housing developments. The area is positioned to the south of the large-scale redevelopments at Elephant Park and the Elephant and Castle shopping centre site, both of which are within walking distance.
16. The site is not in a conservation area. The Larcom Street Conservation Area is to the south-west of the site. The Mission Conservation Area is to the south-east of the site. The Yates Estate and Victory Conservation Area is to the north of the site and the Walworth Road Conservation area is further south of the site. There are a number of Grade II listed buildings within the vicinity. This includes Lady Margaret Church (north on Balfour Street), the Roman Catholic Church of the English Martyrs and its Presbytery (east on Rodney Road) as well as the English Martyrs Primary School (south-east on Flint Street). Several locally listed buildings are also located in the vicinity of the site, including a pub at 94-96 Rodney Road and adjacent Walworth Estate, a vicarage by Lady Margaret Church, two Victorian terraces behind the English Martyrs Primary School, and a former police station at 1 Flint Street.



*Figure 2: Heritage assets (including locally listed buildings) in the surrounding area with the site marked by the red outline and pin.*

## Details of proposal

17. This amendment application seeks to make revisions to the permission for a hotel-led scheme on this site, recently approved by reference 20/AP/2953 in June 2024 after the 21 February 2023 Planning Committee resolved to grant

permission. Applications under s73 of the Act can be used to make a material amendment by varying or removing conditions associated with a planning permission; in this case the conditions the applicant is seeking to change are those concerning the approved plans (condition 1) and the number of bedrooms (condition 26). There is no statutory limit on the degree of change permissible to conditions under s73, but the change must only relate to conditions and not to the operative part of the permission which is the case here. The proposed changes are mainly to the internal layout of the consented building, as well as to the location of the rooftop plant and façade materiality. The approved scheme has not been implemented yet, and there are pre-commencement conditions and planning obligations that remain to be discharged before these works can lawfully commence.

18. Since the permission was granted in 2024, the intended hotel operator has changed (from Tribe Hotel to CoDE Concepts) which has led to a revised detailed design of the hotel to suit CoDE Concepts' requirements. Another significant reason for internal layout changes was to accommodate the latest fire regulatory guidelines to include the second staircase, an evacuation lift alongside a firefighting lift, and non-shared direct escape at ground level. The main changes proposed in this application are summarised as follows and described in more detail later in this section:
  - 1) Substitution of a total of 126 en-suite bedrooms in the approved scheme to become 36 en-suite bedrooms and 496 single "pods" with shared bathrooms.
  - 2) Removal of the second basement level (saving 223-242 tons of carbon).
  - 3) Incorporation of a communal use space at 8th floor which is only to be used by hotel guests.
  - 4) Changes to the ground floor layout of the hotel lobby, café, retail unit and community use entrance.
  - 5) Changes to the first floor layout to substitute the café/lounge use for two shared hotel bedrooms, which would result in a decrease of community use floorspace from 311sqm to 277sqm.
  - 6) Changes to the basement layout of the back of house facilities.
  - 7) Changes to the roof layout and addition of a new plant.
  - 8) General core reconfiguration on all floors to accommodate fire safety requirements.
  - 9) An increase in the building's height.
  - 10) Introduction of enamelled ceramics as an additional external material finish for the façade fins.
19. These proposed revisions will be each be described in more detail below.
20. 1) It is proposed to substitute 126 double bedrooms in the approved scheme to become 36 double bedrooms and 496 single "pods". "Pods", or "capsules" are small, bed-sized rooms that offer affordable overnight accommodation. Unlike typical walk-in spaces, capsules are only big enough to sit and sleep as the guests are not able to stand inside. Similarly to hostels, pod hotels have most of their amenities (e.g. toilets, showers) communally shared. Having originated in Japan, the concept of pod hotels has been spreading to other countries, including the UK providing people with a more affordable means of accommodation.



*Figure 3: Example of a pod-style room in one of CoDE hotels.*

21. The proposal introduces 38 shared rooms on floors 1 to 7, each accommodating between 3 and 9 two-level pods to provide between 6 and 18 individual bedspaces. These rooms with sleeping pods would have shared bathroom facilities on each floor: 9 WCs and 9 showers per floor on a typical floorplan, including accessible facilities. Among these pods, 12 side-entry pods would be accessible for guests with limited mobility.
22. Alongside the pod bedspaces, it is proposed to keep 36 double bedrooms, which are standard hotel rooms with en-suite facilities. They would be located on floors 2 to 7, mostly along the Orb Street elevation. There would be 6 such bedrooms per floor, consisting of 4 standard-size rooms of 15.5sqm and 2 wheelchair accessible rooms of 22.5sqm. Wheelchair users would be able to book the en-suite bedroom at the same rate as a pod.

**2020 Consented Scheme**

**2024 Proposed Scheme**

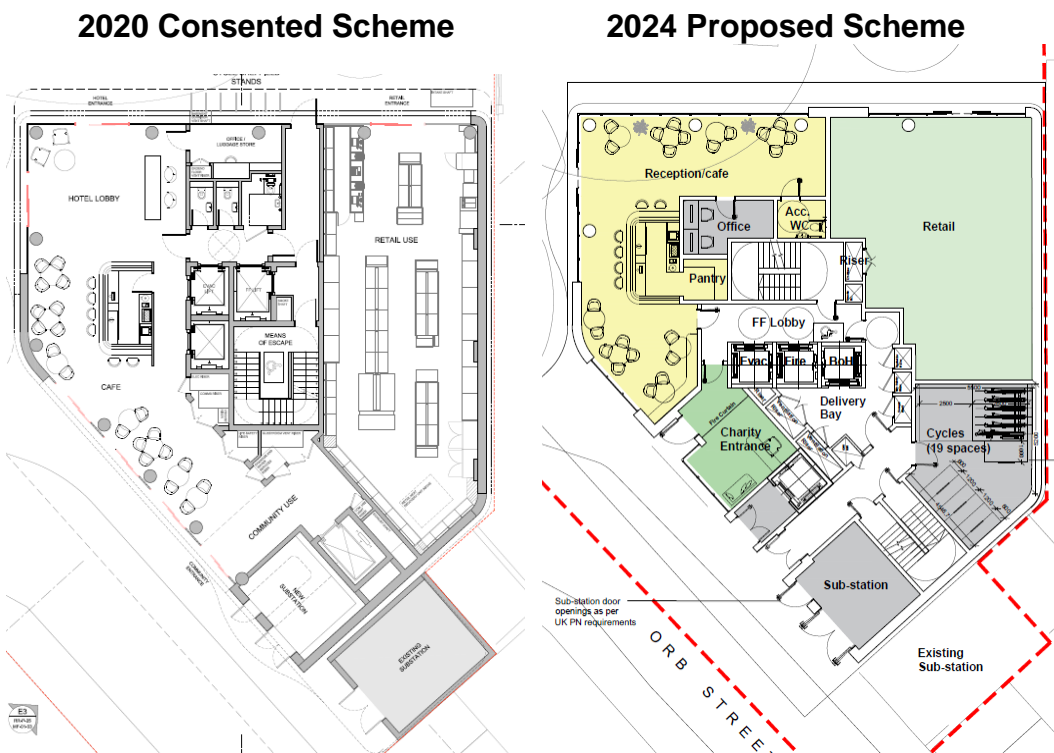


- ## 2020 Consented Scheme



*Figure 5: An eighth floor layout comparison with the 2020 scheme.*

25. 4) The proposed amendments to the ground floor layout include changes to the hotel lobby, café, retail unit and community use entrance. The hotel reception and café would be reduced in size, with their ground floor area now being 103sqm to be 21sqm smaller than the approved area of 124sqm. As seen on the drawing below, the footprint of the lobby area would be reconfigured, with the hotel office room relocated closer to the building core. The hotel reception/café would have a longer Rodney Road frontage and a shorter Orb Street frontage. The hotel reception would now have one main access point on Stead Street, with the approved door on Rodney Road elevation being omitted. Multiple doors along Orb Street frontage would be omitted. The lift and stairs have been rearranged at the centre and the second stair included.



*Figure 6: A ground floor layout comparison with the 2020 scheme.*

26. It is proposed that the community use entrance be separated from the hotel/café area, unlike the approved scheme which had no internal divisions between them. Arts Network confirmed that they welcome this change as having a designated entrance would facilitate the management of their space. A lift that was to serve community space has been replaced with the additional staircase serving all floors. The community space would be served by the hotel lift that would go to all floors.
27. The retail unit on the east side of the building would also decrease in size by 32sqm, from 132sqm to 100sqm. Its footprint would be reconfigured to stretch further along the Rodney Road frontage. The unit would not be as deep as in the approved scheme, with the rearranged cycle store taking some of the floorspace.
28. The cycle store would provide a policy-compliant number of 19 cycle parking spaces instead of the approved 26 spaces, and is shown to be moved from

basement to the ground floor level. A hotel luggage store and toilets are moved from ground floor to the basement. The servicing entrance, along with the adjacent corridor, is relocated from Rodney Road to Orb Street.

29. These changes are reflected in the amended building elevations that depict revised entrances and frontages.
30. 5) It is proposed to change the first floor layout by removing the cafe/lounge area in the northwestern corner of the building, and replacing it with two hotel rooms containing 10 and 6 pods respectively, alongside the shared bathroom facilities. The approved separate lift for the community use is to be removed, and in its place an additional escape staircase is proposed. For these reasons and with the reconfigured core area, the community use floorspace in the building would decrease from the approved 311sqm to now be 277sqm (a reduction of 34sqm).

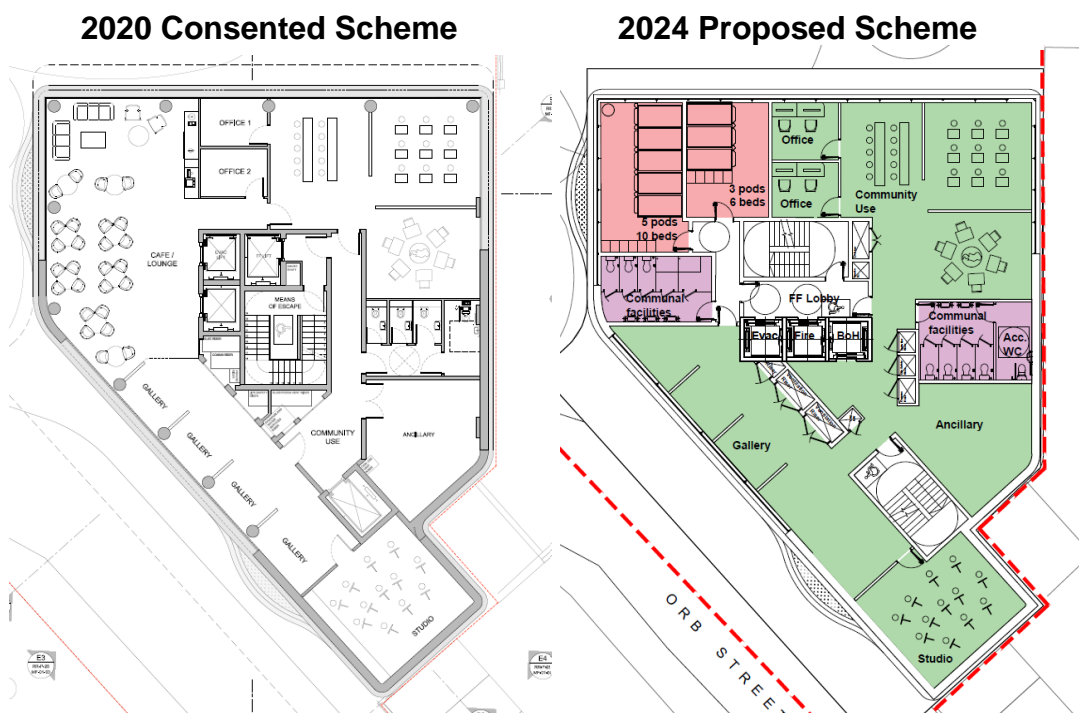


Figure 7: A first floor layout comparison with the 2020 scheme.

31. 6) The first basement level, which is now proposed to be the only basement level in the building, would also have its layout changed. Cycle storage, which was located in the basement, would be moved to the ground floor level. The refuse room would be enlarged and relocated to the side of the building adjacent to Orb Street. It would be served by an elevator delivering refuse to the street level.

**2020 Consented Scheme**

**2024 Proposed Scheme**



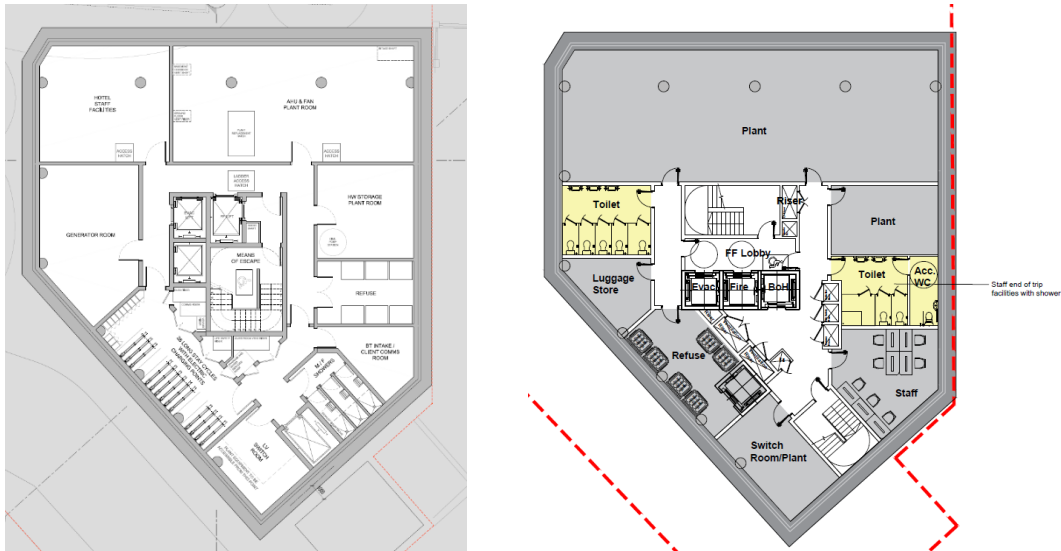
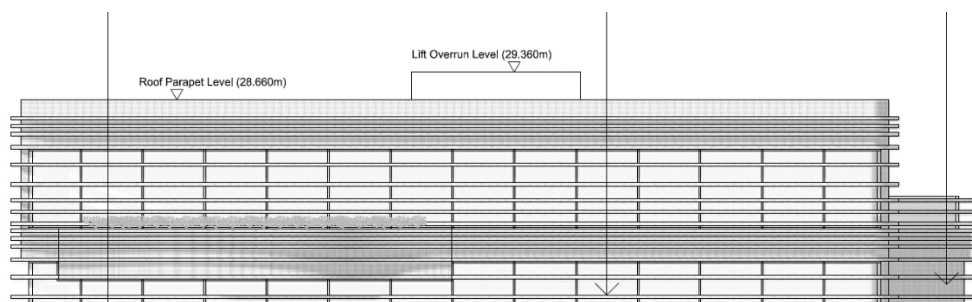


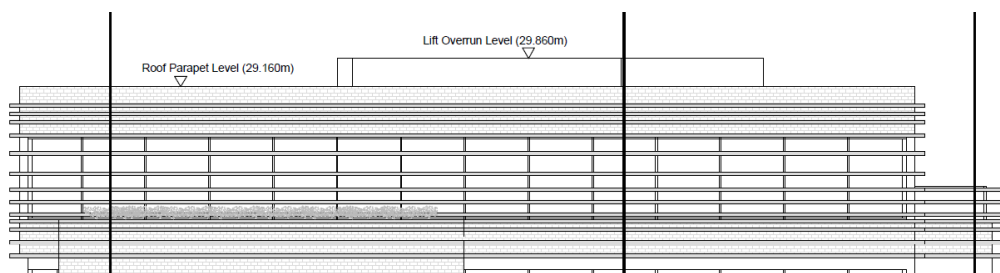
Figure 8: Basement layout comparison with the 2020 scheme.

32. A luggage store and toilets would be moved from ground floor to the basement level. They would be accessed via a staircase and two elevators. Facilities for hotel staff (WCs, shower and a lounge with sitting spaces) would be located towards the rear part of the building. Finally, plant rooms would be reconfigured in accordance with servicing requirements.
33. 7) On the roof of the building, it is proposed to relocate the lift overrun and add automatic opening vents (AOVs) with a smoke extract fan as well as an area for a Heating Ventilation Air Condition system with approximate height of 1400mm.
34. The addition of an extra plant equipment on the roof and relocation of the lift overrun would affect the elevations of the building as seen below, and increase the height of the overrun by 50cm.

### 2020 Consented Scheme

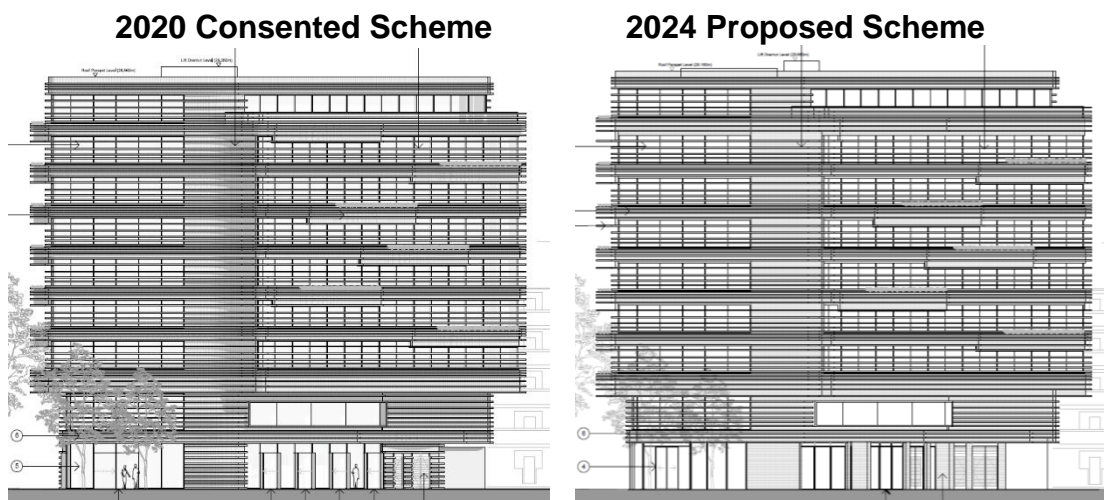


### 2024 Proposed Scheme



*Figure 9: A Rodney Road elevation roof comparison with the 2020 scheme.*

35. 8) The proposed amendments would include the core of the building reconfigured on all floors to accommodate fire safety requirements. A second staircase would be added in the south-eastern part of the building and would serve all floors. The amendments also include other minor updates to the firefighting core.
36. 9) The above changes would result in an increase of the building's height by 50cm – from consented 28.66m to 29.16m (from 29.36m to 29.86m if including the proposed plant and a lift overrun). The height of the base and cantilever have been reduced by 200mm to be 7.8m tall, as part of the adjustments in floor-to-floor heights. The massing above would be 21.35m tall - 700mm taller than the consented scheme.



*Figure 10: A Stead Street elevation comparison with the 2020 scheme.*

37. 10) It is proposed to introduce enamelled ceramics into the elevations. This would be in addition to the brick, the intention being to use the ceramic finish for the brise-soleil across the windows. The solid sections of the elevations and their banding details would continue to be delivered in full brick, as consented.



Figure 11: Examples of enamelled ceramics as a material finish.

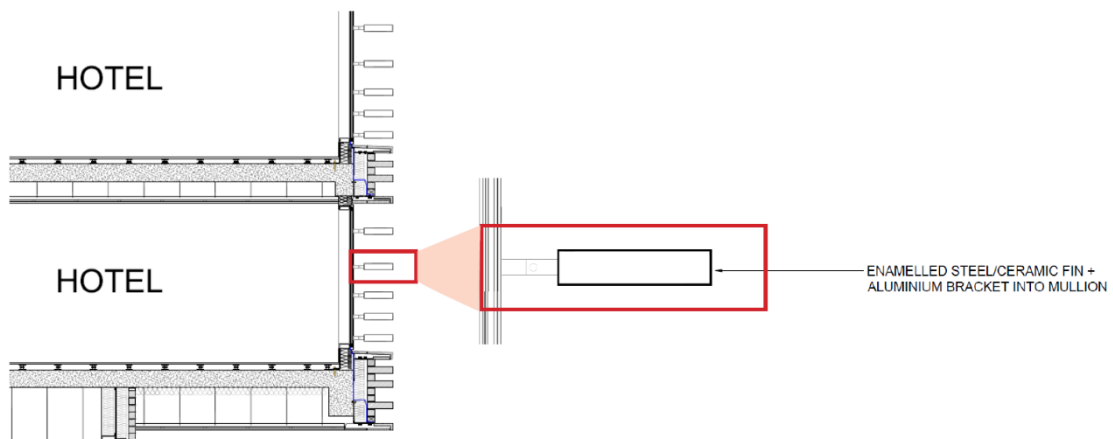


Figure 12: Proposed hotel façade section with enamelled fin zoomed in.

### Amendments to the application

38. Changes made during the course of this application include:
  - Revising the ground floor layout to improve its relationship with the street, particularly on Stead Street/Orb Street corner. This includes revised entrances and a rearranged cycle store.
  - Introduction of 12 accessible pods for hotel guests with limited mobility.
  - Increase in number of wheelchair accessible bedrooms from 6 to 12. Wheelchair users would be provided with a “free upgrade” from a pod to an accessible en-suite bedroom.
  - Limited technical revisions to other floors, including basement.
  - A more detailed transport statement.
39. Additional material requested include:
  - Updated energy figures (to be included in the Committee report addendum)

- Architectural bay studies.

## **Planning history of the site, and adjoining or nearby sites.**

40. The relevant planning history of the application site is set out in Appendix 3. The key history for this site is a permission ref. 20/AP/2953 which was considered at the 21 February 2023 Planning Committee and when Members resolved to grant permission. Following complication of the legal agreement, the permission was granted in June 2024. The permission is for:

*Redevelopment of 98-104 Rodney Road for a 9 storey (plus basement) building for hotel (126 bedrooms), cafe, community use, retail use and associated cycle/disabled parking, plant and landscaping.*

41. Following the grant of the above permission, a non-material amendment was approved by ref. 24/AP/2613 to remove the reference to the number of hotel bedrooms in the description of development. As a result, the revised description of development is currently as follows:

*Redevelopment of 98-104 Rodney Road for a 9 storey (plus basement) building for hotel rooms (Class C1), cafe, community use, retail use and associated cycle/disabled parking, plant and landscaping.*

42. Before the 2020 application, there were a number of pre-applications inquiries in respect of the site (16/EQ/0086, 16/EQ/0248, 19/EQ/0015 and 19/EQ/0348), and three minor applications (two granted and one refused) in relation to the individual retail units that are currently on site and would be demolished in the approved hotel scheme.
43. There have been no new planning applications in the immediate vicinity of the site since the parent permission was granted in 2024. Blendon House was granted permission under ref. 12/AP/1455 and is now occupied. Diogenes and the Dog was granted Use Class A4 (drinking establishment) under ref. 15/AP/3946, which also created six dwellings above that are now occupied. A cycle hire docking station was installed across the site on Rodney Road following the permission ref. 09/AP/2111. A residential development of 26 flats at 101 Balfour Street was granted permission under ref. 19/AP/1506 and had construction works finished in 2024.

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of main issues**

44. This s73 amendment application seeks to agree changes to the permission granted in June 2024 ref. 20/AP/2953. The ability to vary an extant planning permission is set out in section 73 of the Town and Country Planning Act 1990 (as amended). Unlike an application for “non-material changes” (also known as a section 96A application), an application under section 73 results in a new permission being issued, although the time given to implement the permission remains unchanged, and is not extended as a result of any section 73 permission. While a local planning authority should take into consideration all

relevant matters, including current policies at the point it determines a section 73 application, it must also take into account the scope of the changes being requested, and the status of the permission in terms of how far construction has progressed.

45. The main issues to be considered in respect of this application are those that were set out in the report for the 2020 application listed below, plus any new policy issues. As a minor material amendment application to an extant permission, the correct focus needs to be on the changes proposed, rather than reassessing the whole development against current planning policies and material considerations. Section 73 requires the local planning authority to look at the changes proposed by the amendments to the conditions and not to “re-visit” the principles on which the original permission was determined and granted.
46. The main issues to be considered focus on those raised by the proposed changes are:
  - Planning policy and material considerations
  - Design and heritage considerations
  - Impact of proposed development on amenity of adjoining occupiers and surrounding area
  - Transport and highways
  - Environmental matters
  - Energy and sustainability
  - Ecology and biodiversity
  - Consultation responses and community engagement
  - Community impact, equalities assessment and human rights
47. These matters are discussed in detail in the ‘Assessment’ section of this report.

## **Legal context**

48. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan (2021) and the Southwark Plan (2022). The National Planning Policy Framework (2024) and the planning permission for the redevelopment of this site are material considerations.
49. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act (1990) requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
50. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

## Planning policy and material considerations

51. The statutory development plans for the borough comprise the London Plan (2021) and the Southwark Plan (2022). The National Planning Policy Framework (2024) LPGs, SPDs and SPGs and emerging policies constitute material considerations but are not part of the statutory development plan. The recent planning permission is a material consideration when assessing this s73 application. A list of policies which are relevant to this application is provided at Appendix 2. The policies which are particularly relevant to the consideration of this application are highlighted in the report.
52. The site is located within the following policy designations:
  - Elephant and Castle Major Town Centre
  - Elephant and Castle Opportunity Area (within the Brandon Street Character Area)
  - Central Activities Zone (CAZ)
  - Elephant and Castle Strategic Cultural Quarter
  - London Views Management Framework extended background vistas - Alexandra Palace viewing terrace to St Paul's Cathedral
  - Air Quality Management Area
  - Flood Zone 3

## ASSESSMENT

### Principle of the proposed development in terms of land use

#### Relevant policy designations

53. The site is within the Central Activities Zone (CAZ), the Elephant and Castle Opportunity Area and the Elephant and Castle major town centre. These policy designations were in place when the previous application was considered and approved.
54. The relevant London Plan (2021) policies continue to include GG2 'Making the best use of land' and SD1 'Opportunity Areas' which seek to enable the development of well-connected sites particularly in Opportunity Areas to realise their growth and regeneration potential, and support higher density development. Policy SD4 'The CAZ' in part E acknowledges the unique concentration of cultural, arts, entertainment and tourist functions that should be promoted and enhanced (with the supporting text noting that tourism facilities including hotels are strategic functions of the CAZ), and in part F the policy supports its retail functions. Similarly, policy SD6 'Town centres and high streets' suggests commercial activities and hotels in town centre locations should be enhanced and promoted. Policy SD7 'Town centres: development principles and DPDs' sets out the town centre first approach for main town centre uses. Finally, Policy E10 'Visitor infrastructure' supports the delivery of new hotels in town centre locations and within the CAZ, and estimates that to meet accommodation demands of tourists, London will need to build a net increase of 58,000 bedrooms of serviced accommodation by 2041.

55. The Southwark Plan (2022) policies relevant to the proposed land uses are the same as those in the assessment of the approved scheme, and can be summarised as follows:
- P32 'Small shops' – ensures small shops are retained when they are at risk of displacement from a development.
  - P33 'Business relocation' – requires all small shops to be displaced by development to have a business relocation strategy.
  - P35 'Town and local centres' – ensures main town centre uses are located in town and local centres, are of a scale and nature that is appropriate to the role and catchment of the centre, and retains retail use or replace with an alternative use that provides a service to the public. Tourist infrastructure is further identified as one of main town centre uses in P36 'Development outside town centres'.
  - P41 'Hotels and other visitor accommodation' – requires the design, scale, function, parking and servicing arrangements to respond positively to local character and protect amenity of the local community and hotel visitors, and to provide at least 10% of the total floorspace as ancillary facilities.
  - P47 'Community uses' – supports new facilities that are accessible for all members of the community.

### Hotel Use (Class C1)

56. The recent 2024 planning permission has granted consent for the hotel use of the redeveloped site, and therefore hotel use has been established. While the permission has not yet been implemented, it has over two years left before it would expire. It is therefore a live, extant permission.
57. The proposed changes in the current s73 amendment application have mainly come about due to a change in the hotel operator for this site. The planning system cannot control the particular operator who runs a hotel, and the recent permission was not restricted to a particular company. The currently proposed operator is CoDE Concepts, who describe themselves as offering "*an urban experience that focuses on providing travellers with a convenient central location and a top-notch sleeping environment*", with "*the innovative Asian-style pod design*" being a distinctive feature of the brand. The operator has other sites in Edinburgh and Dublin, providing standard hotels and capsule hotels. This would be their first London hotel.
58. The internal layout changes are proposed to meet the operational requirements of this new provider, which differ from a standard hotel model of private double rooms with en-suite bathrooms. The proposed internal changes would merge a portion of these rooms to create larger shared rooms with sleeping pods and shared bathroom facilities.
59. Similar to the hotel in the original permission, the introduction of a portion of shared accommodation as part of the hotel operator's offer can be defined within use class C1 for '*hotels, boarding or guesthouses, where no significant element of care is provided (excluding hostels)*' in accordance with the Town and Country Planning (Use Classes) Order 1987 (as amended).



60. A comparable example in the borough is Safestay, 144-152 Walworth Road. This site was approved for a hotel use with a mix of room types ranging from 2 to 6 beds per room (ref. 10/AP/1831). This hotel use was later extended to provide an addition 12 bedrooms and 80 beds (ref. 16/AP/2561).
61. There is no planning policy for the borough that sets targets or caps on the number of beds per hotel room, and so the increase in the number of bedspaces by itself is not a change resisted by policy. The impacts of the additional pod-style bedspaces and the consequences from the design changes are considered in the later topics of this assessment section. There is also no planning policy that sets room sizes, nor suggests an acceptable density of hotel rooms. As set out in a later section, the quality of the hotel accommodation is considered to be acceptable. The increased density of bedspaces would result in more trips made by pedestrians and public transport; these transport impacts are considered later in this assessment and found to be acceptable. The impact on neighbour amenity is also considered below and found to be acceptable.
62. Since the 2024 permission was granted, no new policies regulating the hotel use have been adopted. Hence, to conclude on part 1) of Southwark Plan policy P41, the principle of the hotel use has been established by the very recent 2024 permission, and the addition of more hotel bedspaces to the approved scheme in a revised layout design is considered to not cause harm to the local character, nor significant harm the amenity of the local community and visitors to the hotel.
63. In terms of part 2) of policy P41, the proposal provides a ground floor hotel reception area and lounge of 103sqm, which is 2.8% of the total hotel use floorspace, and is a 21sqm reduction from the approved scheme. These facilities would be publicly accessible and support jobs within the hotel. While this provision does not achieve the minimum 10% of the total floorspace required by policy P41 part 2), it is of a comparable proportion as the approved scheme. As with the approved scheme, the community use is provided within the same building and represents another 277sqm (5.5% of the total building floorspace of the scheme) as a complementary use to the hotel and would deliver greater social benefit. This proposal, as revisions to an extant permission is considered to have given sufficient regard to the requirement of policy P41. The principle of the internal layout changes is therefore acceptable in land use terms.

### Community Use (Class F)

64. The amended development will deliver 277sqm of community floorspace, a 34 sqm shortfall from the consented scheme. The reduction in community floorspace was a result of layout re-configuration to accommodate new fire safety standards and plant servicing requirements, and therefore is considered acceptable. The community use floorspace area would be updated in a deed of variation for the s106 legal agreement.
65. Arts Network, a mental health charity based in Southwark and Lewisham, were identified in the recent permission as the first occupier of part of the community use floorspace. They are still intending to move into this unit as per the original



scheme. The applicant has confirmed that space would also be available for the public and would not be restricted to use as part of the Arts Network operations, thus confirming to policy P47.

66. A Memorandum of Understanding has been entered into, dated 30th March 2021, between Elephant and Castle Projects Limited and the Arts Network. This confirms the intent of Arts Network to occupy the proposed first floor community space. This has specified expected income for the first year and sets out a contract specifying an initial ten-year commitment for the Arts Network to occupy the space at a subsidised rent, including fit out costs, and then at a reduced rate (market rate minus 30%) thereafter. This was secured within the original S106 agreement and would continue to apply to the revised development. In December 2024, the Arts Network representative has also confirmed to the officers in that it is still their intention to occupy the community space and that Arts Network has been consulting with the developer at each stage.

### Commercial Use (Class E(a-b))

67. The site currently comprises four commercial units with primary frontage facing Rodney Road, a supermarket (Class E(a) retail) and a betting shop (sui generis), a takeaway (sui generis) and a laundrette (sui generis). Following the grant of the 2024 permission, three businesses with sui generis use class are to be lost, and a retail use re-provided as part of the consented development. The proposed amendments do not change these arrangements. This re-provision was secured through condition 25 on the 2024 permission, which would be imposed on any new decision.

### Retail use

68. The revised scheme will deliver a total of 100sqm of retail floorspace (Use Class E(a)) at the ground floor level, which is 32sqm less compared to the consented scheme. This reduction in the floorspace is considered acceptable as would still exceed the existing 76sqm of retail use on site, and would be able to provide necessary storage and servicing space for the existing use as required by Southwark Plan policy P32.
69. Condition 25 of the 2024 permission that restricts the changes of use within Class E will continue to be applied to a new permission, with the updated drawing reference. This means that the retail unit would only be used for retail purposes.

### Café use

70. The café use (use Class E(b)) would also be delivered in the amended scheme and, similar to the consented scheme, would be combined with the hotel lobby. The café floorspace of 114sqm (merged with the reception area) would be smaller than consented 183sqm, which is acceptable considering that current uses of the site do not include Class E(b). 114sqm of Class E(b) would therefore be an uplift over the existing provision of 0sqm. Condition 18 of the parent permission that requires the details of the extraction and venting of

odours and particles from the cooking activities will be applied to any new permission.

71. Condition 25 of the 2024 permission that restricts the changes of use within Class E will also continue to be applied to the new permission with the amended drawing reference. This means that the cafe would only be used to serve food and drinks that are to be consumed on the premises.

### Business relocation

72. Policy P33 of the Southwark Plan requires all small shops to be displaced by development to have a business relocation strategy, written in consultation with affected businesses, which sets out viable relocation options. Two business are currently operating at 98-104 Rodney Road. In line with the consented application, the takeaway outlet will close as the operator has alternative site nearby, while the mini market operator intends to lease the new commercial space offered as part of this development. The business re-location strategy that was secured in the 2024 legal agreement would continue to apply to this revised development.

Use Class	Consented floor space (GIA) sqm	Proposed floor space (GIA) sqm
Hotel (C1)	4,252	4,433
Café (Class E(b))	183	114
Retail (Class E(a))	133	100
Community (Class F)	311	277

*Table 1: Consented and proposed uses (sqm).*

### **Environmental impact assessment**

73. As was concluded in the consideration of the earlier approved application, the scale of this revised proposal does not reach the minimum threshold of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) to trigger the need for an EIA. The proposal's location and the nature of the redevelopment remain the same as the earlier application, and do not give rise to significant environmental impacts in this urban setting sufficient to warrant an EIA.

### **Design and heritage considerations**

74. The NPPF emphasises the importance of good design and states in paragraph 131 that: "*Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development to communities.*" Policies within chapter 3 of the London Plan require a design-led approach to site capacity, good and inclusive design, and achievement of the high standards of fire safety. In the Southwark Plan, policies P13 sets out the principles of urban design, P14 details the design quality considerations, P19 seeks to conserve or enhance the setting of listed buildings and P20 seeks to conserve or enhance the setting of conservation areas.

### Site layout

The building position and footprint will remain similar to the 2020 scheme, located on the corner of Rodney Road, Stead Street and Orb Street. The ground floor layout has been amended, mainly in response to a revised fire safety strategy, with the incorporation of an additional staircase and fire exit, while the ground floor activities have been rationalised.

75. The main entrance to the hotel and cafe would be consolidated onto Stead Street, activating the corner with Rodney Road. The previously consented hotel entrance facing onto Rodney Road (adjacent to the Stead Road entrance) and additional café entrance onto Orb Street would both be removed to allow for more useable space for the lobby and café, and to avoid creating a through-draft. The former café entrance would be replaced by a large picture window, which would animate this part of the street frontage.
76. Similar to the 2020 scheme, the shop would activate Rodney Road, while the community use would have its own dedicated entrance with small lobby onto Orb Street; although the latter's internal access arrangements would be shared with the hotel use for floorspace efficiency. The community entrance is located closer to the Stead Street corner and pedestrian traffic. The hotel servicing and refuse entrance is relocated from Rodney Road onto Orb Street, which is welcomed, reducing on-street servicing pressure on the main road, close to the bus stops. All doors would continue to be sliding doors with the exception of servicing entrances, the details of which would be confirmed by condition.
77. As a result of the changes, while the number and position of entrances have been revised, the street frontages remain sufficiently engaging, with good activation and animation of the building in-the-round. The Orb Street elevation would end up having a shorter active frontage, due to updated servicing and fire safety requirements, but which is acceptable in design terms as this is a mostly residential road with little pedestrian traffic. Good oversight of the adjacent pavement space is nonetheless retained. Overall, the urban design quality remains high.
78. At first floor level, the Orb Street elevation would continue to have a large picture window of the same size as approved, the opening serving mainly the community use and allowing views out across the adjacent parkland. Details of the first floor picture window would continue being secured by condition to ensure its design quality.
79. The ground floor layout of the 2020 development had no internal divisions between community, hotel and café uses, with the open planform allowing the different activities to flow into one another. The proposed amendment retains the hotel lobby and café as a combined space, but separates out the community use, providing a dedicated entrance and small lobby. This is for management and security reasons, allowing better controlled access to the community use which would allow it greater operational control. Arts Network have confirmed that they welcome this change. Shared access of the lifts and upper floors is retained, however, with fob-key access to the floors. In terms of functional quality, the layout of the ground and first floors will continue to offer good flexibility and ease of access.

## Height, scale and massing

80. Similar to the consented building, the amended development is to be arranged over basement, ground and eight upper storeys. In detailing up the scheme, the proposed height of the building to parapet level has increased by 500mm, from the consented height of 28.66m to 29.16m above grade. The overall height has likewise increased from 29.39m to 29.86m, including plant and lift overrun. The change is a result of revised floor-to-floor heights, which have been adjusted across the building to support improved ventilation for the bedroom accommodation; the building is not a tall building as defined in planning policy.
81. Despite the slight increase in height, the overall scale and massing of the building will remain similar to the consented scheme. Its height would still be taller than the five-storey Dawes House (c.17m to ridge) and three-storey housing (c.11m to ridge) around Salisbury and Hillery Close, but lower than Mansfield Point (32m) and not much taller than Blendon House (21m) and Winch House (23m). The final floor is setback 3m from Orb Street, giving an eight-storey shoulder height of circa 26.5m, which eases its sense of height onto Nursery Row Park and in views along Orb Street and especially neighbouring Stead Street.



*Figure 13: Elevation view from Rodney Road/Balfour Street*

82. The amended proposal would continue to bring a clean line to the roof form as the new plant on the roof level accommodating additional servicing requirements is unlikely to be visible in the street views. To ensure this, details of the plant enclosure would continue to be secured by the condition.
83. In terms of massing, the proposed building retains its highly articulated built form, including the notable two-storey cantilever that defines a distinctive, double-height base to the elevations. The height of the base and cantilever have been reduced by 200mm, as part of the adjustments in floor-to-floor heights. Despite the massing above being 700mm taller and the base being shorter compared to the consented scheme, the two still read proportionate to

each other and the base sufficiently robust. The base will continue to give the building its strong connection to the adjoining public realm. Overall, as per the consented scheme, the massing is large but not unduly bulky and overall supports the building's corner location and prominence within the townscape. Its impact is therefore not changed compared to the approved development.

### Architectural design and materials

84. With the exception of the ground floor and roof, no changes are proposed to the architectural design and general appearance of the building. The changes at ground and roof level reflect the revised layouts at these levels: doorways are repositioned or substituted with additional glazing, maintaining the engaging and transparent character and appearance of the ground floor; while at roof level, the lift overrun is repositioned, but would remain hidden from public view.
85. The building's modern architectural expression would remain as per the original permission, comprising banded masonry elevations that articulate and fold to form projecting planted terraces and rounded corners. The building features a double-storey base, cantilevered upper floors and an organic built form with soft corners, and a wide picture window at first floor level beneath the cantilever onto Orb Street. The proposed architecture maintains this strong design concept and robust built form, counterbalanced by the fluidity and transparency of its façade designs that eases its massing and works well with the site geometry.
86. An important change, however, is the proposal to introduce enamelled ceramic into the elevations. This would be in addition to the brick, the intention being to use the ceramic finish for the brise-soleil across the windows. The solid sections of the elevations and their banding details would continue to be delivered in full brick, as consented. The switch to a ceramic finish would allow greater finessing of the horizontal fins, which would previously have been in pistol brickwork, but would now be in steel, coated with the protective ceramic finish. The use of steel and ceramic would be both highly durable and attractive, with sufficient material weight and texture to complement the brickwork. While presently the ceramic would be coloured to match the brickwork, offering a 'seamless' finish to the elevations, there is an opportunity to investigate the use of different ceramic glazes to add depth and visual richness to the ceramic, or indeed different shade(s) or colour(s) that could enrich the designs. Similarly, the underlying steel itself could be creased or folded, which could add a further level of detailed designs.
87. Importantly, the proposed materials would be high quality, which is critical, given the townscape prominence of the building. The final material treatments and the design details, including the construction of the masonry and enamelled ceramic brise-soleil will be confirmed by condition, which is carried over from the parent permission. The brick would be in a red/terracotta colour, but would be carefully selected for subtle multi-tones. The window frames and doors would be in bronze-coloured metalwork, making for a complementary material palette.

88. Lastly, similar to the approved scheme, the façade section details (including planters and parapets) are to be confirmed by condition, which will be carried over to any new permission.
89. The scale, architecture and materials of the proposal are considered acceptable, and the quality of the detailing would be continued through to the completed development by the imposed conditions. The development will continue to make for a high-quality of architecture and urban design that will contribute positively to the local townscape and would not unduly impact on the settings of the conservation areas and listed buildings in the wider area.

### Quality of accommodation

90. Policies E10 of London Plan and P41 of Southwark Plan require hotel developments to protect the amenity of visitors and enhance visitor experience. There is currently no policy guidance in relation to the rooms sizes for visitor accommodation, including capsule hotels, hostels, or standard hotels.
91. In the amended scheme, it is proposed to introduce 38 shared rooms accommodating 3 to 9 two-level pods providing 6 to 18 individual bedspaces. These rooms with sleeping pods would have shared bathroom facilities on each floor: 9 WCs and 9 showers per floor on a typical floorplan, including accessible facilities. This would equate to the maximum of 8.9 people per shower/WC on a typical hotel floor. The scheme also keeps a total of 36 standard hotel rooms, similar in size to the approved rooms. A condition is proposed to secure the number of 496 pod bedspaces and 36 double bedrooms in the amended scheme to prevent further intensification of the hotel.
92. London Plan Policy E10 requires 10 per cent of new bedrooms to be wheelchair-accessible or 15% of new bedrooms to be wheelchair-adaptable of British Standards. The consented development offered 13 out of the proposed 126 guestrooms to be fully wheelchair accessible (10.3%), which was meeting the policy requirements.
93. The amended proposal offers 12 wheelchair accessible bedrooms (i.e. 24 bedspaces for wheelchair users) out of 36 standard hotel bedrooms. 12 accessible pods for hotel guests with limited mobility are also introduced, resulting in a total of 36 accessible bedspaces. This constitutes only 6.3% of a total number of bedspaces proposed. The proposal therefore fails to meet London Plan Policy E10. This failure to meet the 10% threshold, however, is expected for this type of proposal that incorporates sleeping capsules, as only low-level side pods are able to accommodate people with limited mobility. Moreover, if taking into account just standard hotel bedrooms, 33% of the rooms will be wheelchair accessible, and the absolute number of en-suite wheelchair bedrooms is only smaller than the approved number by one room.
94. The 12 accessible pods would be located at the lower level and have side access, thus being suitable for anyone mobile enough to get from their chair into the accessible pod. This however means that they would not be able to accommodate all kinds of wheelchair users, e.g. someone who does not have enough mobility to get into the pod. It is also recognised that fully wheelchair accessible bedrooms would be more expensive to book than single pods.

Therefore, to avoid equalities implications (i.e. hotel accommodation being less affordable for wheelchair users), the applicant confirmed that wheelchair users who require or would prefer a standard bedroom instead of a pod, would be provided with a “free upgrade” from a pod to an accessible en-suite bedroom. This would be secured in the updated s106 agreement.

### Heritage and townscape

95. The approved scheme was considered to preserve the setting of heritage assets in the local area, as it would be screened from views from the nearby Grade II listed churches and from the Larcom Street Conservation Area, and similarly not visible from other heritage assets around. The increase in height of 50cm does not change this assessment.

### Designing out crime

96. The Met Police were consulted on the proposed amendments, and noted that due to the nature of the amended scheme that incorporates shared, predominantly mixed-gender bedrooms, the development as proposed would not be able to achieve ‘Secured by Design’ certification. While outlining potential security concerns, they however accepted that sleeping pods have been utilised in the UK and abroad successfully.
97. The planning officers are satisfied that the consented and proposed measures (such as Hotel Management Plan, condition to prevent group bookings, and the infrastructure for hotel guests) are adequate to mitigate against potential conflicts and anti-social behaviour. The initial proposal did not have the ‘Secured by Design’ condition, and it would not be added to the new permission as per Met Police comments.

### Fire safety

98. Policy D12 (A) of the London Plan (2021) requires that all development must submit a planning fire safety strategy as part of a Fire Statement. The fire safety strategy should address criteria outlined in Policy D12 (A). While the fire statement was submitted and approved under the original application, this s73 proposal requires a new Fire Statement as it significantly changes the layouts of the building.
99. A Fire Statement (dated 21 November 2024 by B-First Fire Safety) was submitted with the present application. The statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development. Fire safety measures within the statement include:
  - an evacuation strategy;
  - introduction of the second staircase;
  - commitment to providing one firefighting shaft with a firefighting lift;
  - the features incorporated to reduce the risk to life (high levels of compartmentation, sprinklers, fire alarms and fire doors);
  - the proposed building’s construction;
  - access for fire service vehicles via Orb Street;

- confirmation of compliance with Building Regulations Approved Document B;
  - explanation of how the internal layout would achieve compliant travel distances.
100. The Fire Statement was produced by fire risk engineering consultancy B-First Fire Safety. The report was prepared by a professional fire engineer whose competency is evidenced by their extensive experience in the preparation of complex fire strategies for residential, commercial and mixed occupancy buildings. Officers are satisfied that author of the document has a demonstrable experience, commensurate with the qualifications required in the draft Fire Safety LPG.

### **Landscaping, trees and urban greening**

101. The conditions on the planning permission regarding tree protection, and hard/soft landscaping would be copied over to a new permission. The repaving of the footway, vehicle crossing, pedestrian crossing, reconstructing of the tree pits, street lighting, and signage to the building will continue to be secured through a highways agreement in the section 106 agreement.

### **Ecology and biodiversity**

102. A bat survey and an Ecological Appraisal approved under the consented scheme would continue to apply to this revised development. Conditions requesting details of the green roof and ten swift bricks to be installed on site will be carried over to the new permission. A new biodiversity condition requiring details of native planting as part of the landscape strategy would be added to the any new decision notice as per ecologist's comments.
103. Policy G5 of the London Plan 2021 states that urban greening should be a fundamental element of site and building design. It recommends that major developments which are predominantly commercial achieve an Urban Greening Factor (UGF) score of 0.3.
104. The amended scheme would achieve an urban greening factor of 0.37, which is slightly less than the consented scheme which was to achieve an UGF of 0.43. This is due to the addition of new roof plant and servicing pathways for plant maintenance. The score would be achieved through a combination of:
- flower-rich perennial planting, hedges and groundcover planting of 21 sqm
  - extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) of 254sqm
105. This reduction is considered acceptable as the score is still above the policy requirement of UGF 0.3.

### **Archaeology**



106. The proposed amendments do not raise new or additional archaeology impacts. The conditions on the 2024 permission would be imposed on any new decision. The obligation for a payment for monitoring and advice (in line with the council's S106 and CIL SPD) secured in the section 106 agreement would remain.

### **Impact of proposed development on amenity of adjoining occupiers and surrounding area**

107. Policy P41 'Hotels and other visitor accommodation' of the Southwark Plan and Policy E10 'Visitor infrastructure' of the London Plan require the hotel schemes to protect the amenity of the local community. Southwark Plan Policy P56 seeks to protect neighbour amenity, and further guidance is provided in the council's Residential Design Standards SPD. The impact of the amended development on neighbours' amenity has been a concern raised by some local residents, and is addressed below.

### **Overlooking, daylight, sunlight and overshadowing**

108. As the uses, height and massing of the proposed scheme are similar to the approved development, and no new developments have been consented near the site since the 2024 permission, the proposal does not raise new issues of overlooking, daylight, sunlight or overshadowing of amenity spaces.
109. The Residential Design Standards SPD 2015 requires developments to achieve a separation distance of 12m at the front of the building and any elevation that fronts a highway and a minimum of 21m at the rear. The relationship of the hotel with neighbours would be the same as for the extant scheme so no additional impacts on overlooking.

### **Daylight**

110. The 2020 Daylight and Sunlight assessment considered the impact on daylight for the following buildings:
- Blendon House, Rodney Road
  - Mansfield Point, Rodney Road
  - Salisbury Estate consented scheme (Car Park site, Balfour Street)
  - 61-71 Rodney Road
  - 109-119 Rodney Road
  - 121-131 Rodney Road
  - 133-143 Rodney Road
  - Dawes House, Orb Street
  - 26-30 Nursery Row
111. In the 2023 Committee report, officers noted that while there would be some impacts on the buildings surrounding the site, these are not unusual within built up town centre locations where buildings of scale are considered to be appropriate.
112. Reductions of daylight were found to 9 windows of Dawes House and 15

windows of Blendon House. Most of these windows however share a room with another window, meaning that while the impact on one window might be minor adverse, the impact on the room overall would not be adverse. Thus, only 4 bedrooms in Blendon House were assessed to be below the BRE guidelines in terms of daylight. This was considered acceptable within an urban context, and also considering that BRE guide recognises that daylight is less important to bedrooms.

113. No new developments in the vicinity of the site have been consented since the 2024 permission was granted. The 2020 daylight assessment is therefore relevant to the proposed amended scheme; impacts are expected to be no different than for the approved scheme, as confirmed by the applicant's daylight consultant.

### Noise disturbance and anti-social behaviour

114. The revised scheme proposes a significant increase in the hotel's capacity compared to the approved development, substituting a consented number of 126 double bedrooms to become 36 double bedrooms and 496 single pods; going from a possible occupancy of 252 bedspaces to 568 bedspaces. This uplift raised concerns among some local residents who were worried that it would lead to an increased noise nuisance in this residential neighbourhood.
115. The increased number of bedspaces would mean more people (hotel guests and staff) coming into and leaving the site as pedestrians, cyclists or in vehicles each day. As described in more detail in the 'Transport and highways' section below, the number of additional person movements in the morning hours would be comparable or even lower than in the approved scheme. In the evening hours, the number of coming and goings are expected to double from 75 in the consented scheme to 152 in the proposed scheme for the busiest hour which is between 5pm and 6pm. This increase represents the highest trip generation scenario and is not expected to give rise to significant noise and disturbance, and with the safeguard of the hotel management plan, it is expected that disturbance to neighbours would be suitably managed. In practice, it is also possible that the actual amount of trips would be smaller than this number, falling between the highest trip generation scenario and lower trip generation scenarios. Most guests are expected to use public transport to travel to and from the site, which on a road with regular buses means that they would move on quickly from the hotel on leaving. Guests would also be able to use the communal lounge, shop and café on site which could reduce the need for local trips to be undertaken as frequently.
116. Similar to the approved scheme, people arriving to and leaving the hotel would use Rodney Road which is an important local thoroughfare connecting the area with the Elephant and Castle transport hub. The Orb Street entrance to the community floor would continue being used in daytime hours, causing limited or no disturbance at night. To conclude, the increase in the number of comings and goings by more pedestrians and vehicles to this site in this Central Activities Zone location, designated town centre, and on a main road is not considered to result in significantly more noise and disturbance to cause harm to neighbour amenity.

117. The hotel management plan would continue to be secured via the s106 legal agreement. This plan would address management of potential anti-social behaviour and resulting noise nuisance in more detail to ensure public safety. In addition to this, CoDE (the prospective hotel operator) have a policy of no group bookings within their hotels (including stag and hen parties), which would be secured in a new compliance condition to prevent groups of more than 10 people.
118. The amended scheme proposes to include additional rooftop plant to accommodate the servicing requirements for the building. This would not cause harm to neighbour amenity as compliance condition limiting the maximum plant noise levels will be carried over to any new permission.
119. In terms of the demolition and construction impacts, the condition from the 2024 permission requiring a final Construction Environmental Management Plan would be included on any new permission. It would be based on the outline Construction Environmental Management Plan that was submitted and approved under the consented scheme. The developer is to liaise with the council's environment protection team to agree on the noise monitoring locations and section 61 of the Control of Pollution Act 1974 consent.

### Nursery Row Park

120. The pre-application letter for the amended scheme emphasised that mitigation for potential increased footfall to Nursery Row Park should be included as part of the submission and would need to be secured through the legal agreement.
121. Following the conversation with the council's parks team and the applicant, it has been agreed to secure a payment of £40,000 towards Nursery Row Park pathways repaving and additional seating in the deed of variation. This would adequately allow to mitigate for the increased footfall in the park and generally improve the condition of this green space in that is in need of rejuvenation.
122. The planning obligation to adjust the Nursery Row Park grass area and wall to meet pavement level as a part of s278 highways works would be removed from the legal agreement as parks officers have identified a greater need for the repaving and additional seating.
123. Friends of Nursery Row Park have not provided their comments to the amended scheme.

### Conclusion on neighbour amenity impacts

124. The proposal would have the same impacts on the daylight, sunlight and overshadowing of surrounding residential properties as with the approved scheme. In terms of the noise impacts, the revised scheme would have an increased amount of people coming into and leaving the site every day. This is however justified by the site location on the main road, in Central Activities Zone and a designated town centre. Additional mitigation measures, such as a hotel management plan and a compliance condition preventing large groups booking, would adequately mitigate the potential negative impacts related to

noise and anti-social behaviour. The potential impact on the Nursery Row Park would be sufficiently mitigated.

## **Transport and highways**

### Site layout

125. The surrounding transport layout remains unchanged from the original scheme. The footway adjoining this site on Rodney Road is wide and connects westerly to Elephant & Castle train/tube station and southerly to the pedestrian routes through the nearby Burgess Park. This footway also joins with the bus stops on this road. There is a two-way cycle route on Rodney place/Rodney Road. Cycleway 17 also runs close to this site at its western side on Brandon Street.
126. The revised scheme would have three pedestrian entrances distributed across the Orb Street, Rodney Road and Stead Street frontages of the development as depicted on the plans. Servicing entrance would be relocated from Rodney Road to less busy Orb Street. The existing generous public realm on Rodney Road/Stead Street corner would continue to be retained.
127. All footways and highways within the site's red line boundary have been adopted since the original report was published in 2023. All public realm works will therefore have to be conducted via s278 agreement with the Highways Authority.

### Trip generation

128. A pre-application letter for the amended scheme requested "further assessment for the transport and highway impacts associated with the additional hotel capacity, as a worst-case scenario". A revised transport assessment has been submitted with the current application. The trip generation associated with the traditional hotel element of the scheme (38 double bedrooms) has used the TRICS trip rates associated with the consented scheme. For the pod rooms, several scenarios have been tested based on trip rates obtained from two surveys of Safestay hotel on Walworth Road.
129. The updated transport assessment predicts that the development would generate up to 42 two-way person movements during the AM peak hour (8:00-09:00) and up to 152 two-way person movements during the PM peak hour (17:00-18:00), based on highest trip generating scenario. Similar to the consented scheme, 4 of these would be as a passenger in a car or van. The remaining trips would be using sustainable forms of transport. No additional delivery and servicing trips are forecast; it is expected that they are to remain the same as in the consented application (10 daily two-way trips). Outside of the peak hours, the net increase of two-way trips is not expected to be higher than in the PM peak hour. After the evening PM hours, trips are expected to decrease.

Mode	Adjusted Mode Share	AM Peak (08:00 - 09:00)		PM Peak (17:00 - 18:00)	
		Arrive	Depart	Arrive	Depart
Underground, metro, light rail or tram	18%	2	5	10	17
Train	15%	2	4	8	14
Bus, minibus or coach	37%	4	11	21	36
Taxi	1%	0	0	0	1
Motorcycle, scooter or moped	2%	0	1	1	2
Passenger in a car or van	2%	0	1	1	2
Bicycle	5%	1	2	3	5
On foot	20%	2	6	11	19
Other method of travel to work	1%	0	0	0	1
<b>Total</b>	<b>100%</b>	<b>12</b>	<b>30</b>	<b>57</b>	<b>95</b>

*Table 2: Total person trips generated by the amended scheme (highest trip generation scenario).*

130. The consented scheme was expected to generate 63 two-way person movements during the AM peak hour and 75 two-way person movements during the PM peak hour. The consented number of AM peak movement is higher than the number expected in the amended scheme, which means that it is likely that fewer people would arrive to and leave from the hotel in morning hours. In other trip generation scenarios that predict more morning trips and fewer evening trips, the number of AM peak trips is also comparable to the original scheme.
131. While the proposed highest trip generation scenario for the PM peak is considerably higher than in the consented scheme (29 more arrivals and 48 more departures compared to the consented scheme), the transport and TfL officers have reviewed the updated transport assessment and trip generation figures and found them acceptable for the development in this location. Distributed across the peak hours, these additional trips are not expected to cause significant disturbance to the local residents and have an impact on transport network and highways in the area.

Time period	Total person trips (consented)			Total person trips (proposed)			Net change		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way	Arrive	Depart	Two-way
AM Peak	31	32	63	12	30	42	-19	-2	-21
PM Peak	28	47	75	57	95	152	+29	+48	+77

*Table 3: Comparison of the total person trips generated by the consented scheme and trips generated by the proposed scheme.*

132. Overall, officers are satisfied that the proposed levels of vehicular traffic would not have an adverse impact on the local highway network as the development has PTAL rating 6b, having a very high standard of public transport accessibility.

133. The section 106 agreement for the 2020 scheme secured highway works to repave the footway on Rodney Road, Stead Street and Orb Street, improve pedestrian crossings and reconstruct redundant vehicle crossovers fronting the development on Rodney Road, Stead Street and Orb Street as footway. This package of highways mitigation is considered sufficient for the revised proposal.

### Servicing and deliveries

134. The submitted Transport Assessment confirms no additional servicing trips are forecasted. The condition in the original permission requiring a Delivery and Servicing Plan would continue to apply. This DSP would have to demonstrate the updated servicing arrangements taking place on Orb Street, where the building's servicing entrance has been relocated.

### Refuse storage arrangements

135. The amended scheme is proposing a 28.4sqm refuse storage room –10sqm larger than in the consented design and similarly located in the basement of the building. This is considered acceptable to accommodate additional waste generated by the larger number of hotel guests. The revised layout also includes a service elevator within the refuse storage room that would simplify the waste collection process.
136. The condition from the 2024 permission requiring detailed refuse storage arrangements will be carried over to any new permission.

### Car parking

137. As was the case for the approved scheme, the proposed development is within an area of high public transport accessibility and therefore would be car-free with the exception of parking for disabled persons. There is an existing disabled car parking bay on Rodney Road adjacent to the site, which to be retained as part of the development, in addition to a new disabled bay to be provided on Orb Street adjacent to existing permit parking bays. A condition to ensure the applicants submit details of the proposed disabled car parking space, equipped with active electric vehicle charging points, will be included on the new permission.

### Cycle parking and cycling facilities

138. The development proposes 19 long stay cycle parking spaces for the hotel and community space users, and the cycle store has been moved from basement to the ground floor due to new servicing and plant arrangements. While the proposed number is below the consented amount of 26 spaces, 19 spaces have been agreed with the transport officer as the consented scheme had an overprovision of secure long stay cycle parking. The consented number has been reduced in order to make the cycle store more compact and therefore leave more ground floor floorspace within the building footprint for retail and the hotel lobby. The proposed amount still meets the London Plan 2021

requirements of 15 long-stay spaces for the hotel part of the development and circa 2-4 spaces for retail and community use. The proposed plan also meets London Cycling Design Standard requirements.

139. Further details of the cycle parking provision will continue being secured by the condition. The details submitted to discharge this condition would need to show one Sheffield stand aligned appropriately at the end of the two-tier racks to avoid the potential for bicycles to park on both sides of this stand, which would block access to other spaces.
140. The number of short-stay cycle parking is expected to be reduced from consented 44 to 20. This is still above the minimum requirement of 12 spaces set out in London Plan 2021 and Southwark Plan 2022, and therefore can contribute to reducing trips by taxis and reduce pressure on local bus routes. The previously agreed amount of spaces could not be delivered due to the site constraints, such as existing tree planters and narrow footways. The applicant is also looking to provide space for an e-scooter / e-bike bay by the tree planter facing Stead Street, in addition to the existing cycle docking station on Rodney Road. The exact number of short-stay spaces and their location, as well as the exact location of the e-scooter / e-bike bay, is to be agreed with the council as part of the Section 278 process.

### Planning obligations

141. The obligations in the 2024 legal agreement regarding: the s278 highway works (with the exception of regrading the Nursery Row Park grass and wall), footway and pedestrian crossings improvements; a travel plan; a Demolition Environmental Management Plan and Construction Environmental Management Plan; no parking permits, and a Delivery and Servicing plan would remain, and continue to apply to any new decision issued. The hotel management plan obligation would be modified in a deed of variation to include obligations specific to pod-style hotels.
142. The obligation for the highway works would have the definition of “Section 278 Highway Works” amended, to remove reference to adjusting the Nursery Row Park grass and wall to meet pavement level. It would be replaced with a financial contribution towards repaving of Nursery Row Park at the request of the council’s parks team.

## **Environmental matters**

### Construction management

143. The revisions to the approved building would not materially affect the construction phase impacts of the scheme. In order to ensure that increases in traffic, noise and dust associated with the demolition and construction phases of the development are minimised, the condition from the 2024 permission requiring a Final Environmental Management Plan and a Final Logistics Plan would be included on any new permission.

### Water resources

144. During the consultation for the approved scheme, Thames Water requested a further consultation with them to establish an agreed position for connecting to the water network, which was added as a condition.
145. Since the current proposal increases the number of people that would use the building's water infrastructure (taps, toilets, showers) daily, it would increase the additional water demand anticipated from this development. The condition related to water network upgrade would be included in any new permission.

### Flood risk

146. As was the case with the approved scheme, the development site is located in Flood Zone 3, which is an area at high risk of flooding due to the proximity of the tidal River Thames. The area, however, benefits from the Thames Barrier and related defences, which protect the site against a river flood with a 1% chance of happening each year, or a flood from the sea with a 0.5% chance of happening each year. The site therefore has a 0.1% (1 in 1000) chance of fluvial flooding in any one year.
147. The amended proposal seeks to introduce sleeping accommodation on the first floor of the development, which is one floor lower than in the original scheme that had sleeping accommodation on second floor and above. First floor level, however, would be located above the 2100 breach flood level. This principle was found acceptable by the Environment Agency and the council's flood risk management team in its comments to the original permission.
148. The revised scheme also proposes to omit the second basement level that was consented under the parent scheme. Since this may slightly reduce the flooding risk to those within the building rather than increasing it, it has been concluded that a revised flood risk assessment is not needed in this instance.
149. The Environment Agency was consulted on this application and did not raise any objection. Conditions related to groundwater, sustainable drainage systems and basement impact assessment, as well as an informative about the flood warning and emergency evacuation plan would be carried over to any new permission.

### Sustainable urban drainage

150. The proposed scheme mostly retains the massing and form of the approved development, the only massing change being removal of the second basement. This basement removal may slightly reduce, rather than increase, the flooding risk to occupiers, therefore it is considered that no additional assessment is needed for the purposes of the present application. Overall, the surface water drainage strategy of the 2020 application remains broadly valid for the new scheme and would be updated once the applicant submits further details to discharge conditions relating to drainage and basement impact assessment.
151. Conditions relating to sustainable urban drainage and Basement Impact Assessment would be carried over to any new permission.



### Land contamination

152. The document 'Phase 1 Contaminated Land Assessment' by Geosmart (ref: 72986R2 dated August 2020), submitted under the approved scheme, indicated the potential for contamination in the ground, however much of this was proposed to be removed from the site during basement construction.
153. While the amended scheme proposes removing the second basement level, there is no materially different risk of contaminated land, if any left in the ground, affecting users of the site. This is because the basement construction and footprint of the building would be protecting those on site and sealing the potential contaminated land in the ground. A condition requesting a remediation strategy if contamination not previously identified is found on site is carried over to any new permission.

### Air quality

154. The proposed changes do not raise material air quality issues, with the additional bedspaces leading to a small increase in vehicle movements. As with the approved scheme, electric vehicle charging points would again be required by a condition. Another condition requiring a Construction Environmental Management Plan that would manage and mitigate air quality impacts during construction works, would also be copied onto any new permission.
155. With mitigation measures in place for the construction and completed development, the air quality effects are considered to be negligible in the demolition and construction phase and operational phase.

### Light pollution

156. The proposed changes do not raise light pollution issues. As advised in the 2023 report on the approved scheme, street lighting is to be upgraded to current council standards and an investigation into the possibility to provide lamp columns mounted to the building walls in order to improve effective footway widths is recommended. All lighting should be designed to minimise light spillage onto park land with particular regard to bats and nocturnal birds. The condition from the parent permission requiring details of any external lighting would be included on a new permission.

### **Energy and sustainability**

157. The London Plan policy SI2 and Southwark Plan policy P70 require major developments to be net zero-carbon, and set out the energy hierarchy. London Plan policy SI3 requires major developments to connect to existing heat networks, and policy SI4 on managing heat risk requires the energy strategy for a major development to demonstrate how it will reduce the potential for internal overheating and reduce reliance on air conditioning, in line with the cooling hierarchy. In the approved scheme, the proposal included energy reduction measures and ASHPs to reduce the carbon emissions. The total carbon

savings were predicted to be 59.8% on Part L. A financial payment of £282,150 for the remaining carbon emissions was secured as a planning obligation.

### Carbon emission reduction

158. It is predicted that the proposed scheme would have similar operational carbon savings as the consented development at 59.8% over Part L. The detailed calculations would be summarised in the addendum to this Committee report. The omission of the second level of basement would provide a saving of between 233-242 tons of carbon from construction, which is separate from operation emissions.

### Be Lean (use less energy)

159. The approved scheme proposed to incorporate a range of passive and active measures to meet Part L requirements for energy efficient design to reduce carbon emissions. The s73 amendments do not propose changes the approved fabric of the building or its technical design related to energy savings, therefore the approved measures would stay relevant to the amended development. The passive measures would include:
- high thermal envelope performance to reduce uncontrolled heat transfer through the building fabric (and improve the effectiveness and energy use of the mechanical ventilation system);
  - use of thermal mass and high ceilings to manage the heat within the building;
  - optimisation of the g-value of the proposed replacement glazed wall system to provide a balance between minimising heat gain and maximising natural daylight (to reduce lighting energy);
  - solar shading fitted to the building's exterior to limit the ingress of summertime solar gains; and
  - highly insulated green roofs.
160. The active measures would include:
- high efficiency ventilation systems including heat recovery on mechanical ventilation and air handling plant;
  - low energy and high efficacy lighting systems (at least 120 luminaire lm/cW), fittings and controls (e.g. occupancy sensors);
  - control systems to monitor and operate the plant and equipment as efficiently as possible; and
  - pumps and fans with built-in variable speed drives and sensor, allowing them to respond to variable building loads.
161. Despite these measures, both the approved scheme and the s73 scheme would fail to accord with London Plan policy SI2 "Minimising greenhouse gas emissions" in part C which states that "*non-residential development should achieve 15 per cent [reduction] through energy efficiency measures*". In the approved scheme, nearly 76% of the energy demand was attributed to the generation of hot water, which is much higher than other non-domestic uses, making it more difficult to achieve savings at the Be Lean Stage. The proposed larger capacity would increase the hot water demand, which would outweigh the Be Lean measures the scheme would incorporate even more. However, the

overall reduction in regulated carbon emissions achieved through these 'demand reduction' measures is expected be above 2013 Building Regulations. A carbon offset payment was secured in the existing s106 and would be updated in the Deed of Variation, if necessary.

### Be Clean (supply energy efficiently)

162. The site is not within an area identified for an existing or planned decentralised heat network. As with the approved scheme, the revised proposal includes a location which could be converted into a plant room for a future connection to a district heat network, should one become available. Therefore, no carbon savings are achieved for the Be Clean step of the energy hierarchy.
163. The requirement to demonstrate the capability of connection to district heat network that was secured in the legal agreement would continue to apply to this revised development.

### Be Green (Use low or carbon zero energy)

164. Similar to the approved scheme, the amended development would use renewable technologies in the form of an air source heat pump (ASHP) only, which are predicted to result in reduction of carbon emissions. The ASHPs would provide 100% of the heating and cooling for the development. The carbon offset payment of £282,300 (indexed) that was secured in the section 106 agreement would continue to apply to this revised development, subject to the revised calculations that will be confirmed to the Committee in the addendum report.

### Be Seen (Monitor and review)

165. The 'Be Seen' requirements of the London Plan for developments to predict, monitor, verify and improve their energy performance during actual operation were secured in the section 106 agreement. These would continue to apply to the revised scheme.

### Whole life carbon and circular economy

166. As both the approved scheme and the amended development are not GLA-referable, the Circular Economy Statement and the Whole Life Carbon Assessment are not required according to the London Plan, and such conditions were not included on the recent permission. It is considered to be unreasonable to add further conditions given the nature and scale of the proposal are very similar to the approved development.

### Overheating

167. Policy SI4 of the London Plan and Policy P68 of the Southwark Plan introduce the cooling hierarchy that should be followed when developing a cooling strategy for new buildings. The energy statement approved under the 2024

permission set out the following measures for reducing the risk of overheating, in accordance with the cooling hierarchy:

- Minimise internal heat generation through energy efficient design including minimising cold bridging, minimising heat loss from heating and hot water systems, low energy lighting, energy efficient desktop PCs, laptops, screens, energy efficient appliances
- Reduce the amount of heat entering the building in the summer through improved fabric 'U' values, improved air tightness, optimisation of glazing g-value, optimisation of glazing area, internal blinds
- Manage heat within the building through high ceilings
- Mechanical ventilation with high efficiency heat recovery
- Use active cooling with VRF systems to provide cooling to all areas.

168. No new means of cooling have been proposed for the current application. As the amendments propose to increase the number of people per bedroom and introduce semi-enclosed pod-style bedspaces, details of cooling and ventilation within bedrooms and inside the pods would be secured by an additional condition.

### **BREEAM**

169. Policy P69 of the Southwark Plan 2021 requires the development to achieve a BREEAM "excellent" rating. A BREEAM Pre-assessment report approved under the 2024 planning permission reported a score of 76.95, which demonstrated that "excellent" can be achieved for the commercial use types. The same condition from the 2024 permission would be imposed on the new decision.

### **Planning obligations (S.106 agreement)**

170. Policy IP 3 of the Southwark Plan and Policy DF1 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. Policy IP 3 of the Southwark Plan is reinforced by the Section 106 Planning Obligations SPD, which sets out in detail the type of development that qualifies for planning obligations. The NPPF emphasises the Community Infrastructure Levy Regulation 122 which requires obligations be:
- necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development
171. Only defined site-specific mitigation that meets the tests in Regulation 122 can be given weight. The June 2024 permission was subject to a section 106 agreement to secure obligations relating to: construction and post-completion employment; highway impacts mitigation; public realm specification; carbon offset payment; district heat network connection; business relocation strategy; hotel management plan; community use reduced rents and fit out. With the changes proposed to this approved scheme, it is necessary to make changes to the completed s106 agreement in order to mitigate impacts of increased footfall and add measures specific to pod-style hotels. These changes would be

included in a deed of variation.

Planning Obligation	Mitigation	Applicant Position
"Hotel Management Plan"	Changes to obligations relating specifically to the Pod hotel operations. This includes the arrangements for wheelchair users who would be provided with a "free upgrade" from a pod to an accessible en-suite bedroom.	Agreed
"Section 38/278 Highway Works"	Change to scope of S278 works to reflect the introduction of e-scooter bay and a revised number of short-stay cycle spaces; removal of obligation to regrade the wall of Nursery Row Park	Agreed
"Carbon Green Fund Contribution"	Revision to the carbon offset payment (to be confirmed in the Committee report addendum)	Agreed
"Public Realm Works"	Contribution of £40,000 for path repaving of Nursery Row Park	Agreed

172. In the event that a deed of variation to secure these changes has not been completed by 4 May 2025, the Planning Committee is asked to authorise the Director of Planning and Growth to refuse permission, if appropriate, for the following reason:

*In the absence of a signed legal agreement there is no mechanism in place to secure the updated mitigation against the adverse impacts of the revised development through financial contributions, an updated management plan and updated highway works. The proposal would therefore be contrary to Policy IP 3 "Community infrastructure levy (CIL) and Section 106 planning obligations" of the Southwark Plan 2022; and Policy DF1 "Delivery of the Plan and Planning Obligations" of the London Plan 2021; and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD.*

### **Mayoral and borough community infrastructure levy (CIL)**

173. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports

growth in Southwark.

174. The site is located within Southwark CIL Zone 2 and MCIL2 Band 2 zone. Based on the existing floor areas provided in the Design and Access Statement, the gross amount of CIL is approximately £1,074,810 consisting £314,567 of Mayoral CIL and £760,243 of Borough CIL. This figure is an estimate only, and would be calculated in more detail when CIL Additional Information and Assumption of Liability forms are submitted prior to implementation.

### **Other matters**

175. The conditions on the June 2024 permission would be carried over to a new permission and updated where necessary, for example with the three year time period updated to reference the June 2024 date, and amended drawings referenced in the approved documents list.

### **Community involvement and engagement**

176. A Statement of Community Involvement was submitted with the application, summarising the engagement carried out by the applicant in August 2024 prior to submission. The engagement methods used had regard to the Council's Development Consultation Charter and a completed engagement summary was also provided. The engagement included a public exhibition, updates to ward councillors, a dedicated project website, and a flyer distributed to 1,244 addresses around the site to invite people to the exhibition and promote the project website.
177. A public exhibition event was held on Tuesday 20<sup>th</sup> August 2024 in the vicinity of the site and was attended by 50 people. The applicant received 36 feedback surveys and had 98 visits to the project website since its launch on the same day. Issues and requests raised as result of the public consultation included: concerns about the number of bedspaces proposed and the type of clientele that a capsule hotel might attract; whether a capsule hotel would be used to house asylum seekers; what would be the impact of the development on anti-social behaviour in Nursery Row Park; what would be the timing of the construction phase; questions about the potential impacts on the Dawes House allotments.
178. Pre-application discussions with the planning department were held about proposed changes with the planning department, and a written response has been published on the planning register.
179. On receipt of the application, the council advertised it by press notice, four site notices, and sending 804 neighbour letters. Adequate efforts have been made to ensure the community has been given the opportunity to participate in the planning process.
180. Details of consultation undertaken by the local planning authority in respect of this amendment application are set out in Appendix 4. The lists of those who responded are set out in Appendix 5. The responses received are summarised

in the next section of this report. The main 'Assessment' part of this report addresses the issues raised.

## **Consultation responses from members of the public and local groups**

181. Overall, 804 neighbours were consulted in relation to this application. Responses including 24 objections, 1 neutral comment and 22 letters in support were received during the initial consultation in October 2024. In January 2025, following the amendments made by the applicant in response to officers' comments, the council re-consulted 46 members of the public who provided comments in the initial consultation. Such re-consultation was deemed appropriate due to the minor scale of changes. Following re-consultation in January 2025, further 4 objections and 3 support letters were received by the time this report was finalised. In total, 54 comments were received from 49 members of the public, comprising of 25 comments in support, 1 neutral comment and 28 objections. The issues raised are addressed in the relevant sections of this report.

### Consultation responses

182. **Public comments in objection** - 24 objections were received to the first consultation, including an objection from the neighbour who initially submitted a neutral comment. Summarised below are the objections raised by members of the public.
183. Inadequate application and the need for further information:
- The proposal is a substantial change from the consented scheme and requires a full new application.
  - A more substantial environmental and infrastructure impact assessment needs to be carried out.
  - Insufficient and rushed consultation that did not set out the proposed changes very clearly.
  - The proposal fits Sui Generis Use Class more than C1 (Hotel) and therefore requires more scrutiny.
  - CIL needs to be increased to reflect the increased impact on the neighbourhood.
184. Disruption of regeneration efforts:
- The proposed changes could undermine the ongoing regeneration efforts in Elephant and Castle, which aim to establish a well-rounded, vibrant, and sustainable community. Introducing a development that prioritises density over integration risks detracting from this vision.
  - High-density accommodations can sometimes be perceived as bringing instability to an area. This could deter other potential investments in the area.
185. Community impacts:
- Threat to the established residential community. High turnover and density are likely to bring guests with less connection to the community.

- More footfall compared to the consented scheme would contribute to overcrowding of the existing amenities and infrastructure.
- Strain of waste management services.
- The scheme will trigger gentrification in the area, which aims to serve more affluent 'professionals'. Southwark has enough 'regenerated' neighbourhoods with a history of demographic displacement.

186. Insufficient benefits for local residents and businesses:

- Very limited value for local residents as only a small part of the building will be publicly accessible.
- Gym facilities should be made publicly available.
- Need to have a rooftop terrace that is accessible to public.
- Due to the business model of the proposal, the employment opportunities created would be minimal and limited to a small number of low paid cleaning and reception jobs.
- Budget tourists are unlikely to spend money in the local area - they will prefer to spend in the established commercial centres of the city.
- Reduction of community floorspace.

187. Neighbour amenity and security:

- Increased density and budget travellers would exacerbate the existing issues of anti-social behaviour in the neighbourhood, including drug use, urinating in public, drinking and rubbish dumping.
- The overcrowding will pose a higher risk to local women, children, and elderly residents.
- Concerns about increased noise nuisance.
- Concerns about construction impacts.
- The presence of more people will further increase theft of smartphones and cycles.

188. The nature of a high-density pod hotel and its quality:

- The site is located in a predominantly residential neighbourhood which lacks the infrastructure required for the proposed amount of hotel visitors.
- The amended proposal would result in a potential decline in the quality of visitor accommodation.
- Budget nature of the proposal would attract asylum seekers and those in need of temporary accommodation, rather than tourists.
- Concerns about fire safety of the hotel building with a significantly increased density.
- General dislike of the unconventional nature of the capsule-style hotel.
- The surrounding area has enough student and low-cost accommodation, and needs a nice hotel as currently consented.
- The pod hotel is unlikely to be sufficiently used by tourists and business travellers due to its location.

189. Transport:

- The increased number of visitors would strain existing transport links and highways traffic.
- Strain of TfL Santander Cycle facilities.



- The increased use of Dawes House/Orb Street parking.
190. Other reasons for objections:
- CIL needs to be increased to reflect the increased impact on the neighbourhood.
  - The scheme needs to include public art celebrating contributions of LGBTQ+ communities.
191. **Public responses in support** - 22 comments of support were received in response to the first consultation. Summarised below are the reasons for support raised by members of the public:
- Supportive of the overall regeneration of the site and the surrounding area.
  - The development will make the area more secure generally and particularly at night-time.
  - The scheme will bring much needed employment to the area.
  - Supportive of the affordable visitor accommodation in the neighbourhood.
  - Supportive of the community use and the charity that would be helpful for local people.
  - The project has been stalling for many years and needs to move forward - redevelopment of this site is well overdue and long delayed.
  - Supportive that the high-quality design is maintained in the amended scheme.
  - An increased number of hotel guests will support local businesses.
  - It is important that the business is successful even if it means there are more bedspaces than in the original plan.
  - Supportive of the new retail space and café maintained in the amended scheme.
192. **The Walworth Society** has also commented on the application, expressing the following concerns:
- Concern about anti-social behaviour and other related negative impacts from a significant uplift in the numbers of hotel guests.
  - Concern about the number of additional journeys to be made in and out of the local area, disagreement with the Transport Assessment.
193. The applicant has issued a formal letter in response to the Society's objection. The hotel management plan would continue to be secured via the s106 legal agreement and would address management of potential anti-social behaviour. No group bookings would be secured in an obligation. In terms of the transport impacts, transport officer is satisfied that the increase in trips is adequate for the site in this location and no additional transport mitigation measures are necessary beyond those secured in the original permission.

### Re-consultation responses

194. Those who commented on the application were notified in January 2025 of the revised set of drawings, and given two weeks to comment. Along with the revised drawings, the applicant shared their response to the common concerns raised in consultation comments. At the time this report was finalised, 4 objections and 3 support letters were received, which are summarised below.

Any further responses received will be reported in the addendum report to the Committee.

195. **Public comments in objection** - 4 objections were received. Concerns raised in these objections largely correspond with the topics discussed in the initial consultation, and can be summarised as follows:
- The location of this development is not a high-demand tourist area.
  - A hotel management plan would not deal with anti-social behaviour happening off-site, e.g. in Nursery Row Park.
  - There is no evidence that "activation" of the site will reduce the risk of anti-social behaviour around the site and in the park.
  - The positive economic impact to the community is overstated.
  - Overdevelopment on this site will be detrimental to the neighbourhood.
  - Lack of proper consultation by the developer before the application submission.
  - The reduction in community space allocated minimises positive community impact.
  - Concerns about overcrowding of local infrastructure and businesses.
  - Concerns about the use of the hotel as a shelter for asylum seekers.
196. **Public comments in support** – 3 comments in support were received, mostly reiterating the points raised in the initial consultation responses. These are summarised below:
- Supportive of the overall regeneration of the site and the surrounding area.
  - Supportive of the scheme on economic grounds as it will create employment and attract inward investment.
  - Supportive of the new retail space maintained in the amended scheme.
  - The development will make the area more secure.

### **Consultation responses from external and statutory consultees**

197. **Metropolitan Police** – noted that the proposal would not be able to achieve 'Secured by Design' certification due to its nature as a pod-style hotel with shared rooms, and outlined potential security concerns.
198. **Transport for London** – has no objection to the proposed trip generation calculations but requested that the long-stay cycle parking spaces are compliant with the London Cycle Design Standards.
199. **Environment Agency** – has no objection to the proposal, subject to the inclusion of any outstanding conditions in relation to drainage, groundwater and contamination, which were requested for the parent application.

### **Consultation responses from internal consultees**

200. **Environmental protection team** – has no comments.
201. **Local economy team** – satisfied that there would be no change in the amount of employment that the development would generate in its construction phase

and end phase.

202. **Highways development management** – noted that all their comments made to the previous application regarding section 278 Highway works (saved for regrading of Nursery Row Park) remain the same.
203. **Parks team** – noted that they would want the s106 obligation to regrade the Nursery Row Park boundary the meet the pavement level to be removed, and instead requested that the increased footfall in the park is mitigated in the applicant's financial contribution toward repaving the park's pathways.
204. **Waste management team** – has no comments as there are no residential properties in the proposal.

### **Community impact and equalities assessment**

205. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights
206. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
207. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
  1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
  2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
    - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
    - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
    - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
  3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
208. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and

civil partnership. A completed Equities Impact Assessment form has been provided with the proposal.

209. Similar to the approved scheme, the proposal would result in the displacement of some existing businesses. The applicant has confirmed the business owners' intentions to cease trade or be retained as part of the development. The business relocation strategy would continue to be secured through an obligation in the existing section 106 agreement.
210. The revised hotel design would provide accessible accommodation and facilities for people with disabilities. Although the proportion of wheelchair bedspaces is below the policy-compliant provision of 10%, wheelchair users would be provided with wheelchair accessible bedrooms at the cost of the pod bedspace to ensure that they are not discriminated against their disability by being requested to pay a higher price for the en-suite bedroom. Further details of this would be secured in a planning obligation.
211. People with protected characteristics (such as disability and age) would benefit from the mental health charity that is to occupy the community floorspace, and the hotel reception would provide public facilities (likely to benefit those with age, disability, pregnancy and maternity characteristics). The revised development would continue to provide training and employment opportunities in an area with a relatively high proportion of black and minority ethnic groups and would be likely to benefit those groups with race protected characteristics.

### **Human rights implications**

212. This planning application engages certain human rights under the Human Rights Act 1998 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
213. This application has the legitimate aim of seeking revisions to a permission for a hotel-led scheme. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

### **Positive and proactive statement**

214. The council has published its development plan on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
215. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and submissions that are in accordance with the application requirements.

### **Positive and proactive engagement: summary table**

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Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	NO

## CONCLUSION

216. The proposed amendments would intensify the approved hotel use of the site, in a building that is of the same scale and architecture as the approved scheme. The quality of proposed pod-style rooms, as shared rooms with communal bathrooms, is considered to be acceptable. Alongside the hotel use, the proposal would continue to deliver community, café and retail floorspace.
217. It is considered that the amended proposal would not cause significant additional harm to neighbour amenity, local transport networks and highways. No additional transport mitigation measures were found necessary beyond those secured in the original permission. To mitigate against the impact of increased footfall on adjacent Nursery Row Park, an additional contribution would be sought to repave the park's footways. The carbon emissions reduction is expected to be similar to the consented scheme.
218. It is therefore recommended that planning permission be granted, subject to the revised conditions, the timely completion of a deed of variation.

## BACKGROUND INFORMATION

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Resources Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 7596 569511 Council website: www.southwark.gov.uk

## APPENDICES

No.	Title
Appendix 1	Recommendation (draft decision notice)
Appendix 2	Relevant planning policy
Appendix 3	Planning history of the site and nearby sites
Appendix 4	Consultation undertaken
Appendix 5	Consultation responses received

## AUDIT TRAIL

<b>Lead Officer</b>	Stephen Platts, Director of Planning and Growth		
<b>Report Author</b>	Maria Satyeva, Graduate Planner		
<b>Version</b>	Final		
<b>Dated</b>			
<b>Key Decision</b>	No		
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>			
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>	
Strategic Director, Environment, Sustainability and Leisure	No	No	
Strategic Director, Housing	No	No	
<b>Date final report sent to Constitutional Team</b>		17 January 2025	

## APPENDIX 1: RECOMMENDATION

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

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<b>Applicant</b>	Elephant & Castle Projects Ltd & CoDE Concepts Ltd	<b>Ref. Number</b>	24/AP/2585
<b>Application Type</b>	S.73 Vary/Remove Conds/Minor Alterations		
<b>Recommendation</b>	GRANT permission	<b>Case Number</b>	PP-13289389

### Draft of Decision Notice

**Planning permission is GRANTED for the following development (following completion of a legal agreement):**

Variation of conditions 1 (Approved plans) and 26 (Number of Bedrooms) of permission ref. 20/AP/2953 dated 14/06/2024 for 'Redevelopment of 98-104 Rodney Road for a 9 storey (plus basement) building for hotel rooms (Class C1), cafe, community use, retail use and associated cycle/disabled parking, plant and landscaping'. The proposed amendments include: changes to the internal layout to revise the hotel bedrooms, substituting a portion of en-suite double bedrooms with shared pod-style rooms with shared bathrooms; incorporation of a second escape stair, evacuation lift and firefighting lift; introduction of communal space at 8th floor for guest use; revised basement layout; revised façade materiality; removal of the lower level basement; revised cycle and refuse storage and substation at ground level and associated elevational changes and changes to servicing arrangements; revised first floor layout of community use and hotel rooms with a reduction of community use area; revised roof plant layout.

98-104 Rodney Road London Southwark SE17 1RA

**In accordance with application received on 3 September 2024 and Applicant's Drawing Nos.:**

#### Proposed Plans

NORTH ELEVATION P 110 001 REV P3 received 14/01/2025

WEST ELEVATION P 110 002 REV P5 received 15/01/2025

SOUTH WEST ELEVATION P 110 003 REV P5 received 15/01/2025

SOUTH EAST ELEVATION P 110 004 REV P3 received 14/01/2025

EAST ELEVATION P 110 005 REV P3 received 14/01/2025

SECTION AA P 120 001 REV P1 received 20/12/2024

SECTION BB P 120 002 REV P1 received 20/12/2024

SECTION CC P 120 003 REV P4 received 07/01/2025

SECTION DD P 120 004 REV P1 received 20/12/2024

GROUND FLOOR PLAN P 100 000 REV P6 received 15/01/2025

FIRST FLOOR PLAN P 100 001 REV P1 received 20/12/2024

SECOND FLOOR PLAN P 100 002 REV P3 received 20/12/2024  
 TYPICAL FLOOR PLAN P 100 003 REV P2 received 20/12/2024  
 EIGHTH FLOOR PLAN P 100 008 REV P1 received 20/12/2024  
 ROOF FLOOR PLAN P 100 009 REV P1 received 20/12/2024  
 BASEMENT PLAN P 100 099 REV P2 received 20/12/2024  
 SITE LOCATION PLAN RR-E-00-OS-01-01 P2 received 10/10/2021

Previously approved plans

GROUND FLOOR DEMOLITION PLAN RR-D-20-OG-01-01 REV P1 received 09/10/2020  
 ELEVATION 01 DEMOLITION PLAN RR-D-25-MF-01-01 REV P1 received 09/10/2020  
 ELEVATION 02 DEMOLITION PLAN RR-D-25-MF-01-02 REV P1 received 09/10/2020  
 ELEVATION 03 DEMOLITION PLAN RR-D-25-MF-01-03 REV P1 received 09/10/2020  
 ELEVATION 04 DEMOLITION PLAN RR-D-25-MF-01-04 REV P1 received 09/10/2020  
 TREE PROTECTION PLAN FINAL 4520/01/19-1162 REV V2 received 23/08/2021  
 TREE CONSTRAINTS PLAN 4520/01/19-1160 REV V1 received 23/08/2021

### **Time limit for implementing this permission and the approved plans**

2. The development hereby permitted shall be begun before 13 June 2027.

Reason:

As required by Section 91 of the Town and Country Planning Act (1990) as amended and because s73 does not allow a variation to the time limit condition.

### **Permission is subject to the following Pre-Commencements Condition(s)**

3. Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.
  - a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.
  - b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.
  - c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation.



The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason:

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2024 Parts 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policies P55 (Protection of amenity), P13 (Design Quality), P14 (Design of Places) and P56 (Biodiversity) of the Southwark Plan 2022.

4. No works (except for demolition and site clearance) shall commence until full details of any proposed piling or any other foundation designs using penetrative methods have been submitted to and approved in writing by the Local Planning Authority, so it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason:

To ensure any piling does not significantly impact on or cause failure of the local underground sewerage utility infrastructure in accordance with the National Planning Policy Framework 2024 and Policies P67 (Reducing water use) and P68 (Reducing flood risk) of the Southwark Plan 2022.

5. No works (except for demolition and site clearance) shall commence until full details of the proposed surface water drainage system incorporating the Sustainable Drainage Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, dimensions, depth 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' prepared by Tully De'Ath (dated August 2021, ref: 14125), as well as including the provision of biodiverse green roofs. The applicant must confirm that the site is safe in the event of blockage/failure of the system, including consideration of exceedance flows. The site drainage must be constructed to

the approved details.

Reason:

To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment 2017 and Policy P68 (Reducing flood risk) of the Southwark Plan 2022.

6. To the exclusion of demolition and site clearance, once ground water levels are identified by on site ground investigation and prior to the beginning of works, the applicant shall submit an update to the Basement Impact Assessment to and be approved in writing by the Local Planning Authority. The update should include an assessment of the continuation and fluctuations of groundwater flows, and whether the lowest point of the basement is above, or below the recorded groundwater levels recorded from the ground investigations, and any mitigation measures required. The development and mitigation measures shall be carried out in accordance with the approved details. Further details on preparation of BIA's for flood risk can be found in appendix to Southwark's 2016 SFRA:  
[https://www.southwark.gov.uk/sites/default/files/2024-06/basements\\_and\\_flooding.pdf](https://www.southwark.gov.uk/sites/default/files/2024-06/basements_and_flooding.pdf)

Reason:

To minimise the potential for the site to contribute to changes in groundwater conditions and any subsequent flooding in the National Planning Policy Framework 2024; Policy SI13 (Sustainable drainage) of the London Plan 2021; Southwark's Strategic Flood Risk Assessment 2017; Policy P68 (Reducing flood risk) of the Southwark Plan 2022.

7. No development shall take place, excluding demolition and site clearance, until a final Construction and Environmental Management Plan and Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. This Plan shall oblige the applicant, developer and contractors to commit to current best practice with regard to construction site management and to use all best endeavours to minimise off-site impacts. This Plan shall be in accordance with the details provided in the Construction Management Plan (prepared by Legendre dated September 2020) hereby approved and must also include the following information:

(1) A swept path analysis of vehicle movements on site, the quantity of vehicles on site at each phase of construction and the vehicle routing displayed on a map

(2) Confirmation of whether any adjacent car parking bays would be suspended during construction

(3) A crane installation method

(4) Plans showing safe diversion of pedestrians during the closure of the adjoining footways

(5) Routing of construction lorries

(6) Penalties relating to delivery vehicles not complying with scheduled delivery times and not adhering to the agreed routing of vehicles

(7) Positions of wheel washing facilities and site management car/cycle parking provision

(8) Measures to prevent adverse impact on bus operations and the safety and function of the cycleway during construction

All demolition and construction work shall then be undertaken in strict accordance with the plan and relevant codes of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order to ensure that increases in traffic, noise and dust associated with the demolition and construction phases of the development are minimised and that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance in accordance with the National Planning Policy Framework 2024, and Policies P50 (Highways impacts); P56 (Protection of amenity); P62 (Reducing waste); P64 (Contaminated land and hazardous substances); P65 (Improving air quality); P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan 2022.

**Permission is subject to the following Grade Condition(s)**

8. Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, available rooting space, tree pits, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the equivalent stem girth and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2024; Policies SI4 (Managing heat risk), SI13 (Sustainable drainage), G1 (Green infrastructure), G5 (Urban Greening) and G7 (Trees and woodlands) of the London Plan 2021; Policies P55 (Protection of amenity), P13 (Design quality) P14 (Design of places) and P56 (Biodiversity) of the Southwark Plan 2022.

9. Details of native planting as part of the landscape strategy/plan shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

Ideally the landscape planting should contain a minimum of 60% of plants on the RHS perfect for Pollinators list.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework 2024; Policies G5 (Urban greening) and G6 (Biodiversity and access to nature) of the London Plan 2021; Policies P59 (Green infrastructure) and P60 (Biodiversity) of the Southwark Plan 2022.

10. Before any above grade work hereby authorised begins, details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

biodiversity based with extensive substrate base (depth 80-150mm);  
laid out in accordance with agreed plans; and  
planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the green/brown roof(s) and Southwark Council agreeing the submitted plans, and once the green/brown roof(s) are completed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with Chapters 8 (Promoting healthy and safe communities), 12 (Achieving well designed places), and 15 (Conserving and enhancing the natural environment) of the National Planning Policy Framework 2024; and Policies P55 (Protection of amenity), P14 (Design Quality) P13 (Design of places) and P56 (Biodiversity) of the Southwark Plan 2022.

11. Section detail-drawings at a scale of 1:5 through: the facades and balconies; parapets and roof edges; and heads, cills and jambs of all openings; Details of the entrance and service doors; picture window; shadow box, window openings and louvres; rooftop plant; to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority in writing before any above grade works hereby authorised begins; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of the design and details in accordance with the National Planning Policy Framework 2024; Policy D4 (Delivering good design) of the London Plan 2021; Policies P13 (Design of places) P14 (Design quality) of the Southwark Plan 2022.

12. Before any above grade work hereby authorised begins, details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose, and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with Chapter 9 (Promoting sustainable transport) of the National Planning Policy Framework 2024; Policy T5 (Cycling) of the London Plan 2021; Policies P51 (Walking), P53 (Cycling) P49 (Public transport) and P54 (Car parking) of the Southwark Plan 2022.

13. Prior to above grade works commencing, sample assemblage panel(s) (no less than 1.5 metre x 1.5 metre) of all external facing materials to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that these samples will make an acceptable contextual

response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework 2024; Policy D4 (Delivering good design) of the London Plan 2021; Policies P14 (Design quality) and P13 (Design of places) of the Southwark Plan 2022.

14. Details of 10 swift bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any above grade works of the application hereby granted permission.

No less than 10 swift bricks as outlined in Bat Survey (September 2020 by PJC Consultancy ref: 4382E/20) and an Ecological Appraisal (September 2020 by PJC Consultancy ref: 4279E/20) shall be provided and the details shall include the exact location, specification and design of the habitats.

The bricks shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The nesting bricks shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Chapter 15 the National Planning Policy Framework 2021, Policy G6 (Biodiversity and access to nature) of the London Plan 2021 and P60 (Biodiversity) Southwark Plan 2022

15. Confirmation of the following shall be submitted to and approved in writing by the Local Planning Authority prior to any above grade works of the application hereby granted permission, to demonstrate that either:
- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or
  - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason:

The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development" The developer can request information to support

the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](https://thameswater.co.uk/preplanning). To prevent the increased risk of flooding and to improve water quality in accordance with The National Planning Policy Framework 2024, Policies P67 (Reducing water use) and P68 (Reducing flood risk) of Southwark Plan 2022.

**Permission is subject to the following Pre-Occupation Condition(s)**

16. Before any fit out works to the commercial premises hereby authorised begins, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a minimum 'excellent' rating shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given;

Before the first occupation of the building hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at (a) have been met.

Reason:

To ensure the proposal complies with The National Planning Policy Framework 2021; and Policies P69 (Sustainability standards) and P70 (Energy) of the Southwark Plan 2022.

17. Before the first occupation of the building hereby approved, details of the installation (including location and type) of electric vehicle charger points for each parking space within the disabled car parking area shall be submitted to and approved in writing by the Local Planning Authority and the electric vehicle charger points shall be installed prior to occupation of the development and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

To encourage more sustainable travel in accordance with The National Planning Policy Framework 2024; Policy T6 of the London Plan 2021; Policy P54 (Car parking) of the Southwark Plan 2022.

18. Before the first occupation of the building hereby permitted, a detailed Delivery and Servicing Management Plan (DSMP) detailing how all elements of the site are to be serviced has been submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

Reason:

To ensure compliance with The National Planning Policy Framework 2024; Policies P49 (Public transport) and P50 (Highways impact) of the Southwark Plan 2022; Policy T7 (Deliveries, servicing and construction) of the London Plan 2021.

19. Before the first occupation of the building hereby permitted, the refuse storage arrangements shall be provided as detailed on the drawings hereby approved and shall be made available for use by the occupiers of the dwellings/premises.

The facilities provided shall thereafter be retained and shall not be used or the space used for any other purpose.

Reason:

To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with: the National Planning Policy Framework 2024; Policies P56 (Protection of amenity) and P62 (Waste reduction) of the Southwark Plan 2022.

20. Prior to the commencement of use, full particulars and details of a scheme for the extraction and venting of odours, fats and particulate matter from the cooking activities shall be submitted to and approved by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any approval given.

Reason:

In order to ensure that that any installed ventilation, ducting and ancillary equipment in the interests of amenity will not cause amenity impacts such as odour, fume or noise nuisance and will not detract from the appearance of the building in accordance with The National Planning Policy Framework 2024, and Policy P55 (Protection of amenity) of the Southwark Plan 2022.

21. Details of any external lighting (including design, power and position of luminaries) and security surveillance equipment of external areas surrounding the building shall be submitted to and approved by the Local Planning Authority in writing before any such lighting or security equipment is installed. The development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with The National Planning Policy Framework 2024; Policies P56 (Protection of amenity) and P16 (Designing out crime) of the Southwark Plan



2022.

22. Prior to the installation of the Mechanical Heat Recovery (MVHR), hybrid cooling or comfort cooling, a detailed scheme for the proposed MVHR, any hybrid cooling and any comfort cooling system shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure an acceptable standard of amenity is provided in terms of air quality and overheating, in accordance with Policies D6 (Housing quality and standards) SI1 Improving air quality, and SI4 (Managing heat risk) of the London Plan 2021; and Policies P14 (Design quality), P15 (Residential design) and P69 (Sustainability standards) of the Southwark Plan 2022.

23. Prior to the installation of any signage for the community use, the hotel and a retail unit, details of the signage shall be submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the approved details, and shall be retained and maintained as such thereafter.

Reason:

To secure further details as part of ensuring a high design quality and provides satisfactory standards of visual amenity in accordance with: the National Planning Policy Framework 2024; Policy D4 (Delivering good design) of the London Plan 2021; Policies P13 (Design of Places), P14 (Design Quality) and P39 (Shop fronts) of the Southwark Plan 2022.

**Permission is subject to the following Compliance Condition(s)**

24. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy P56 (Protection of amenity) of the Southwark Plan 2022; and the National Planning Policy Framework 2024.

25. The development must be carried out in accordance with the provisions of the Fire Statement (dated 21 September 2024 by B-First Fire Safety) prepared by a suitably qualified third party assessor prepared, unless otherwise approved in writing by the Local Planning Authority.

Reason:

To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's London Plan Policy D12.

26. The premises hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB LAeq T†, 30 dB LAeq T\*, 45dB LAFmax T \*

Living rooms- 35dB LAeq T †

Dining room - 40 dB LAeq T †

\* - Night-time - 8 hours between 23:00-07:00

† - Daytime - 16 hours between 07:00-23:00

Reason:

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with Policies P56 (Protection of amenity) and P15 (Residential design) of the Southwark Plan 2022; and the National Planning Policy Framework 2024.

27. The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the National Planning Policy Framework 2024 and Policy P56 (Protection of amenity) of the Southwark Plan 2022.

28. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders) retail and café floor space class E (a) and E (b) hereby approved shall be used for use class E (a) and (b) purposes only as shown on ground floor plan ref: P 100 000 REV P5, unless otherwise agreed by way of a formal application for planning permission.

Reason:

In accordance with the application details and order to ensure that the site continues to provide town centre floorspace in accordance with the Southwark Plan 2022 Policy P35 (Town and local centres).

29. No group bookings of over 10 people shall be made in the hotel hereby approved.

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance, in accordance with the National Planning Policy Framework 2024 and Policy P56 (Protection of amenity) of the Southwark Plan 2022.

30. In the building hereby consented, the number of single pod bedspaces is 496 pod bedspaces and the number of double bedrooms is 36 bedrooms.

Reason:

To ensure that the development is undertaken in accordance with the approved drawings and documents.

## Informatives

- 1 The Highway Authority requires works to all existing and any proposed new streets and spaces (given for adoption or not) to be designed and constructed to adoptable standards.

Southwark Council's published adoptable standards as Highway Authority are contained in the Southwark Streetscape Design Manual (SSDM):  
<https://www.southwark.gov.uk/planning-environment-and-building-control/planning/planning-policy-and-guidance/transport-policy-0>

Applicants will be required to enter into a s278 agreement under the Highways Act 1980 for any works to existing adopted Highways to complete the following works:

Repave the footway including new kerbing fronting the development on Rodney Road, Stead Street & Orb Street in accordance with the Southwark Streetscape Design Manual (SSDM) standards.

Reconstruct any redundant vehicle crossovers fronting the development as footway in accordance with the SSDM standards.

Reconstruct any existing tree pits fronting the development in accordance with the SSDM standards.

Improve pedestrian crossings in Rodney Road and Orb Street.

Upgrade street lighting to current LBS standards (including on private roads). Investigate the possibility to provide lamp columns mounted to the building

walls in order to improve effective footway widths. Please contact Perry Hazell at [Perry.Hazell@southwark.gov.uk](mailto:Perry.Hazell@southwark.gov.uk) for further details.

The applicant should liaise with the Waste Management Team ([waste.management@southwark.gov.uk](mailto:waste.management@southwark.gov.uk)) with regards to the waste management strategy.

Review existing and proposed signage fronting the development and investigate the possibility to install any existing / proposed signs on the building walls in order to improve effective footway widths.

Provide appropriate dropped kerbs for refuse bin collection.

Promote a TRO to amend any parking arrangements. Works to include road marking and signage (if required).

Refresh road markings following kerb installation.

Rectify any damaged footways, kerbs, inspection covers and street furniture due to the construction of the development.

- 2 The applicant is to note that surface water from private areas is not permitted to flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings should be submitted as part of the s278 application confirming this requirement.

- 3 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes: <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures:

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>. Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

- 4 A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers,

washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc may be required before the Company can give its consent. Applications should be made at <https://www.thameswater.co.uk/wholesale/trade-effluent> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

- 5 Detailed designs and method statements (AIP) for foundations and basement structures retaining the highway (temporary and permanent) should be submitted and approved by the Highway Authority. Please contact [highwaysdm@southwark.gov.uk](mailto:highwaysdm@southwark.gov.uk).
- 6 As the site is at residual risk from the River Thames, a stand alone Flood Warning and Emergency Evacuation Plan should be submitted to Southwark's Emergency Planning department for their approval prior to occupation of the site. The plan should state how occupants will be made aware that they can sign up to the Environment Agency Flood Warning services, and of the plan itself. It should also provide details of how residents should respond in the event that they receive a flood warning, or become aware of a flood.

Reason:

To minimise the risk of flooding in accordance with the Southwark Strategic Flood Risk Assessment 2017.

- 7 Prior to works commencing on site (including any demolition) a joint condition survey should be arranged with Southwark Highway Development Team to catalogue condition of streets and drainage gullies. Please contact Hernan Castano on 020 7525 4706 or [Hernan.castano@southwark.gov.uk](mailto:Hernan.castano@southwark.gov.uk) to arrange.

## **APPENDIX 2: PLANNING POLICIES AND MATERIAL CONSIDERATIONS**

### 2024 planning permission

1. The planning permission granted by the Council in June 2024 (ref. 20/AP/2953) for the redevelopment of the site is a material consideration in the assessment of this s73 application, which seeks to make changes to this approved scheme. The permission has not been implemented yet.

### National Planning Policy Framework 2024

2. The revised National Planning Policy Framework ('NPPF') was published in December 2024 which sets out the national planning policy. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. Paragraph 231 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications. The relevant sections are:
  - Chapter 2 Achieving sustainable development
  - Chapter 6 Building a strong, competitive economy
  - Chapter 7 Ensuring the vitality of town centres
  - Chapter 8 Promoting healthy and safe communities
  - Chapter 9 Promoting sustainable transport
  - Chapter 11 Making effective use of land
  - Chapter 12 Achieving well-designed places
  - Chapter 14 Meeting the challenge of climate change, flooding and coastal change
  - Chapter 15 Conserving and enhancing the natural environment
  - Chapter 16 Conserving and enhancing the historic environment.

### The London Plan 2021

3. On 2 March 2021, the Mayor of London published the London Plan 2021. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London. The relevant policies are:
  - GG1 Building strong and inclusive communities
  - GG2 Making the best use of land
  - GG3 Creating a healthy city
  - GG5 Growing a good economy
  - GG6 Increasing efficiency and resilience
  - Policy SD1 Opportunity Area
  - Policy SD4 The Central Activities Zone (CAZ)
  - Policy SD5 Offices, other strategic functions and residential development in the CAZ
  - Policy SD6 Town centres and high streets
  - Policy SD7 Town centres: development principles and Development Plan Documents
  - Policy SD10 Strategic and local regeneration

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise
- Policy S1 Developing London's social infrastructure
- Policy E9 Retail, markets and hot food takeaways
- Policy E10 Visitor infrastructure
- Policy E11 Skills and opportunities for all
- Policy HC1 Heritage conservation and growth
- Policy G5 Urban greening
- Policy G6 Biodiversity and access to nature
- Policy SI12 Flood risk management
- Policy SI13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.4 Hotel and leisure uses parking
- Policy T6.5 Non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction

#### The Southwark Plan 2022

4. The Southwark Plan 2022 was adopted on 23 February 2022. The plan provides strategic policies, development management policies, area visions and site allocations which set out the strategy for managing growth and development across the borough from 2019 to 2036. The relevant policies are:
  - SP2 Southwark Together
  - SP4 Green and inclusive economy
  - SP5 Thriving and neighbourhoods and tackling health inequalities
  - SP6 Climate emergency.
  - P13 Design of places
  - P14 Design quality
  - P16 Designing out crime
  - P18 Efficient use of land
  - P19 Listed buildings and structures
  - P21 Conservation of the historic environment and natural heritage
  - P22 Borough views
  - P23 Archaeology
  - P26 Local list
  - P28 Access to employment and training

- P32 Small shops
  - P33 Business relocation
  - P35 Town and local centres
  - P36 Development outside town centres
  - P41 Hotels and other visitor accommodation
  - P44 Broadband and other digital infrastructure
  - P45 Healthy developments
  - P46 Leisure, arts and culture
  - P47 Community uses
  - P49 Public transport
  - P50 Highways impacts
  - P51 Walking
  - P53 Cycling
  - P54 Car parking
  - P55 Parking standards for disabled people and the physically impaired
  - P56 Protection of amenity
  - P57 Open space
  - P59 Green infrastructure
  - P60 Biodiversity
  - P61 Trees
  - P62 Reducing waste
  - P64 Contaminated land and hazardous substances
  - P65 Improving air quality
  - P66 Reducing noise pollution and enhancing soundscapes
  - P67 Reducing water use
  - P68 Reducing flood risk
  - P69 Sustainability standards
  - P70 Energy
5. The Southwark Plan responds positively to the NPPF, by incorporating area visions, development management policies and site allocations which plan for the long term delivery of housing. It responds to rapid change which is occurring in Southwark and London as a whole and responds positively to the changing context of the London Plan.

Greater London Authority Supplementary Guidance



6. Of relevance in the consideration of the application are the following GLA LPGs and SPGs, some of which are in draft form, as material considerations:
- Accessible London SPG
  - Air Quality Neutral LPG
  - Air Quality Positive LPG
  - Be Seen Energy Monitoring LPG
  - Circular Economy Statements LPG
  - Fire Safety LPG (draft)
  - Planning for Equality and Diversity in London SPG
  - Social Infrastructure SPG
  - Sustainable Transport, Walking and Cycling LPG
  - The Control of Dust and Emissions in Construction SPG
  - Urban Greening Factor LPG
  - Whole Life Carbon LPG.

Southwark Council Supplementary Guidance

7. Of relevance in the consideration of the application are the following Southwark SPDs:
- Heritage SPD
  - Residential Design Standards SPD

## APPENDIX 3: RELEVANT PLANNING HISTORY OF THE SITE AND NEARBY SITES

### Application site

1. Relevant planning history for the application site is summarised below:

Reference and Proposal	Status
<b>20/AP/2953</b> Redevelopment of 98-104 Rodney Road for a 9 storey (plus basement) building for hotel (126 bedrooms) cafe, community use, retail use and associated cycle/disabled parking, plant and landscaping.	GRANTED - Major Application 14/06/2024
<b>24/AP/2613</b> Non-material amendment to amend the description of the development of the extant planning permission ref. 20/AP/2953 dated 14/6/2024 for 'Redevelopment of 98-104 Rodney Road for a 9 storey (plus basement) building for hotel (126 bedrooms) cafe, community use, retail use and associated cycle/disabled parking, plant and landscaping'. The proposed amendment seeks to remove the reference to the number of hotel bedrooms in the description of development.	Agreed 26/09/2024

2. Before the 2020 application, there were three minor applications in relation to the individual retail units that are currently on site.

Reference and Proposal	Status
<b>11/AP/0245</b> Erection of front extension to retail unit (Use Class A1).	Refused 08/04/2011
<b>18/AP/0443</b> Retention of the ATM	Granted 12/03/2018
<b>04/AP/0681</b> Change of use to a take away restaurant (A3) and installation of extractor duct at the rear.	Granted 24/08/2004

### Adjacent sites

3. There have been no new planning applications in the immediate vicinity of the site since the parent permission was granted in 2024. The planning history of the adjacent sites is as follows:

<p><b>12/AP/1455</b> Demolition of existing buildings, and construction of new buildings ranging in height between 4 and 7 storeys, to provide a total of 140 residential units (19x 1 bed, 85x 2 beds, 32x 3 beds and 4x 4 beds) a 244sqm church hall (use class D1), and a 117sqm retail unit (use class A1); with associated landscaping, amenity space and residential car parking and cycle storage spaces.</p>	<p>GRANTED Major Application 28/09/2012</p>
<p><b>15/AP/3946</b> Change of use of the ground floor from retail (use class A1) to a drinking establishment (use class A4) and the creation of six dwellings (x4 studios and x2 1 bedroom flats) on the upper floors (use class C3); erection four storey rear extension, erection of a mansard roof extension and the insertion of a window at first floor.</p>	<p>GRANTED 06/01/2016</p>
<p><b>19/AP/1506</b> Redevelopment of the existing car park to provide 26 residential units in a 5 storey block with maximum height of 21.8m AOD (5 x 3 bed 5 person flats, 9 x 2 bed four person flats &amp; 9 x 1 bed 2 person flats, 2 x 2 bed wheelchair units and 1 x 1 bedroom wheelchair unit) together with new private amenity space located within a rear courtyard as well as improving the landscaping of the existing pedestrian link between Chatham Street and the open green space to the south of the site for public use. Two disabled parking spaces to be provided to the north of the site accessed off Chatham Street.</p>	<p>GRANTED - Council's Own 12/11/2019</p>
<p><b>09/AP/2111</b> Installation on carriageway of cycle hire docking station for the Transport for London Cycle Hire Scheme containing a maximum of 24 docking points for scheme bicycles plus a terminal to secure and release scheme bicycles and to provide registration and payment facilities and wayfinding mapping.</p>	<p>GRANTED 21/12/2009</p>

## **APPENDIX 4: CONSULTATION UNDERTAKEN**

**Site notice date:** 04/10/2024

**Press notice date:** 03/10/2024

**Case officer site visit date:** 04/10/2024

**Neighbour consultation letters sent:** 01/10/2024

**Internal services consulted:**

LBS Community Infrastructure Levy Team

LBS Design & Conservation Team

LBS Ecology

LBS Environmental Protection Team

LBS Highways Development & Management

LBS Local Economy

LBS Network Development

LBS Transport Policy

LBS Waste Management

**Statutory and non-statutory organisations:**

Environment Agency

London Fire & Emergency Planning Authority

Metropolitan Police Service (Designing Out Crime)

Thames Water

The Walworth Society

Friends of Nursery Row Park

Transport for London

**Neighbour and local groups consulted:**

Flat 84 Dawes House Rodney Estate  
 Orb Street  
 167 Rodney Road London Southwark  
 157 Rodney Road London Southwark  
 153 Rodney Road London Southwark  
 93 Rodney Road London Southwark  
 81 Rodney Road London Southwark  
 135 Rodney Road London Southwark  
 Flat 49 Dawes House Rodney Estate  
 Orb Street  
 Flat 8 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 6 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 21 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 18 Atkinson House Barlow Estate  
 Barlow Street  
 13 Kennedy Walk London Southwark  
 13 Hemp Walk London Southwark  
 Block K Flat 4 Peabody Estate Rodney  
 Road  
 Block B Flat 15 Peabody Estate  
 Rodney Road  
 8 Locksfield Catesby Street London  
 Block B Flat 10 Peabody Estate  
 Rodney Road  
 Church Of The English Martyrs 142  
 Rodney Road London  
 501 Mansfield Point Rodney Road  
 London  
 302 Mansfield Point Rodney Road  
 London  
 202 Mansfield Point Rodney Road  
 London  
 103 Mansfield Point Rodney Road  
 London  
 101 Mansfield Point Rodney Road  
 London  
 Flat 28 Blendon House Wadding Street  
 Flat 5 10 Catesby Street London  
 Flat 1 Lock Fields House Wadding  
 Street  
 Flat 6 Blendon House Wadding Street  
 206 Stockham Court Rodney Road  
 London  
 203 Stockham Court Rodney Road  
 London  
 505 Mansfield Point Rodney Road  
 London  
 503 Mansfield Point Rodney Road  
 London

Flat A 27 Deans Buildings London  
 Flat 12 Jesson House Rodney Estate  
 Orb Street  
 Flat 101 Dawes House Rodney Estate  
 Orb Street  
 Flat 7 Jesson House Rodney Estate  
 Orb Street  
 Flat 28 Jesson House Rodney Estate  
 Orb Street  
 32 Locksfield Catesby Street London  
 3 Locksfield Catesby Street London  
 24 Locksfield Catesby Street London  
 21 Salisbury Close London Southwark  
 Flat 42 Dawes House Rodney Estate  
 Orb Street  
 Flat 38 Dawes House Rodney Estate  
 Orb Street  
 32 Hillery Close London Southwark  
 10 Hillery Close London Southwark  
 199 Rodney Road London Southwark  
 Flat 15 Dawes House Rodney Estate  
 Orb Street  
 Flat 6 Dawes House Rodney Estate  
 Orb Street  
 Flat 80 Dawes House Rodney Estate  
 Orb Street  
 Flat 60 Dawes House Rodney Estate  
 Orb Street  
 Flat 25 Lock Fields House Wadding  
 Street  
 Flat 22 Lock Fields House Wadding  
 Street  
 Flat 9 Lock Fields House Wadding  
 Street  
 Flat 25 Blendon House Wadding Street  
 Flat 14 Blendon House Wadding Street  
 804 Mansfield Point Rodney Road  
 London  
 305 Mansfield Point Rodney Road  
 London  
 32 Chatham Street London Southwark  
 Flat 117 Dawes House Rodney Estate  
 Orb Street  
 Flat 119 Dawes House Rodney Estate  
 Orb Street  
 Flat 116 Dawes House Rodney Estate  
 Orb Street  
 Flat 106 Dawes House Rodney Estate  
 Orb Street  
 14 Orb Street London Southwark  
 Flat 19 Jesson House Rodney Estate  
 Orb Street

Flat 10 Jesson House Rodney Estate  
 Orb Street  
 31 Locksfield Catesby Street London  
 18 Salisbury Close London Southwark  
 13 Salisbury Close London Southwark  
 10 Salisbury Close London Southwark  
 Flat 8 Dawes House Rodney Estate  
 Orb Street  
 Flat 7 Dawes House Rodney Estate  
 Orb Street  
 Flat 47 Dawes House Rodney Estate  
 Orb Street  
 Flat 44 Dawes House Rodney Estate  
 Orb Street  
 9 Hillery Close London Southwark  
 33 Hillery Close London Southwark  
 15 Hillery Close London Southwark  
 Flat 10 Dawes House Rodney Estate  
 Orb Street  
 Flat 81 Dawes House Rodney Estate  
 Orb Street  
 Flat 79 Dawes House Rodney Estate  
 Orb Street  
 Flat 76 Dawes House Rodney Estate  
 Orb Street  
 Flat 66 Dawes House Rodney Estate  
 Orb Street  
 Flat 62 Dawes House Rodney Estate  
 Orb Street  
 Flat 57 Dawes House Rodney Estate  
 Orb Street  
 79 Rodney Road London Southwark  
 73 Rodney Road London Southwark  
 65 Rodney Road London Southwark  
 143 Rodney Road London Southwark  
 104 Rodney Road London Southwark  
 Flat 51 Dawes House Rodney Estate  
 Orb Street  
 Flat 28 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 23 Atkinson House Barlow Estate  
 Barlow Street  
 28 Hemp Walk London Southwark  
 26 Hemp Walk London Southwark  
 Flat 2 Edward Clifford House Elsted  
 Street  
 Block A Flat 2 Peabody Estate Rodney  
 Road  
 Flat 11 Edward Clifford House Elsted  
 Street  
 Flat 77 Dawes House Rodney Estate  
 Orb Street

Flat 56 Dawes House Rodney Estate  
 Orb Street  
 145 Rodney Road London Southwark  
 123 Rodney Road London Southwark  
 117 Rodney Road London Southwark  
 101 Rodney Road London Southwark  
 Flat 4 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 13 Atkinson House Barlow Estate  
 Barlow Street  
 12 Kennedy Walk London Southwark  
 Block A Flat 6 Peabody Estate Rodney  
 Road  
 7 Locksfield Catesby Street London  
 Block J Flat 1 Peabody Estate Rodney  
 Road  
 Flat C 23 Deans Buildings London  
 4 Stockham Court Rodney Road  
 London  
 605 Mansfield Point Rodney Road  
 London  
 502 Mansfield Point Rodney Road  
 London  
 105 Mansfield Point Rodney Road  
 London  
 Flat 21 Lock Fields House Wadding  
 Street  
 Flat 19 Lock Fields House Wadding  
 Street  
 Flat 16 Lock Fields House Wadding  
 Street  
 Flat 16 Blendon House Wadding Street  
 Flat 13 Blendon House Wadding Street  
 15 Salisbury Close London Southwark  
 16 Chatham Street London Southwark  
 35 Orb Street London Southwark  
 95 Rodney Road London Southwark  
 18 Locksfield Catesby Street London  
 Flat 87 Dawes House Rodney Estate  
 Orb Street  
 Flat C 25 Deans Buildings London  
 16 Salisbury Close London Southwark  
 Flat 18 Dawes House Rodney Estate  
 Orb Street  
 Block K Flat 5 Peabody Estate Rodney  
 Road  
 Block A Flat 8 Peabody Estate Rodney  
 Road  
 Block H Flat 2 Peabody Estate Rodney  
 Road  
 7 Salisbury Close London Southwark  
 11 Salisbury Close London Southwark

75 Rodney Road London Southwark  
 69 Rodney Road London Southwark  
 119 Rodney Road London Southwark  
 Flat 99 Dawes House Rodney Estate  
 Orb Street  
 9 Kennedy Walk London Southwark  
 34 Hillery Close London Southwark  
 Flat 115 Dawes House Rodney Estate  
 Orb Street  
 Flat 103 Dawes House Rodney Estate  
 Orb Street  
 Flat 26 Dawes House Rodney Estate  
 Orb Street  
 Flat 78 Dawes House Rodney Estate  
 Orb Street  
 Flat 65 Dawes House Rodney Estate  
 Orb Street  
 Flat 53 Dawes House Rodney Estate  
 Orb Street  
 Flat 7 Atkinson House Barlow Estate  
 Barlow Street  
 Block J Flat 10 Peabody Estate  
 Rodney Road  
 Block A Flat 4 Peabody Estate Rodney  
 Road  
 Block H Flat 8 Peabody Estate Rodney  
 Road  
 803 Mansfield Point Rodney Road  
 London  
 604 Mansfield Point Rodney Road  
 London  
 Flat 15 Blendon House Wadding Street  
 Flat 7 Blendon House Wadding Street  
 Flat 8 10 Catesby Street London  
 133 Rodney Road London Southwark  
 Block J Flat 4 Peabody Estate Rodney  
 Road  
 Block A Flat 10 Peabody Estate  
 Rodney Road  
 Block H Flat 12 Peabody Estate  
 Rodney Road  
 Block B Flat 13 Peabody Estate  
 Rodney Road  
 83 Rodney Road London Southwark  
 111 Rodney Road London Southwark  
 Flat 108 Dawes House Rodney Estate  
 Orb Street  
 Flat 105 Dawes House Rodney Estate  
 Orb Street  
 Flat 29 Jesson House Rodney Estate  
 Orb Street

Flat 45 Dawes House Rodney Estate  
 Orb Street  
 Flat 34 Dawes House Rodney Estate  
 Orb Street  
 Flat 83 Dawes House Rodney Estate  
 Orb Street  
 Flat 75 Dawes House Rodney Estate  
 Orb Street  
 49 Chatham Street London Southwark  
 Flat 108A Dawes House Rodney  
 Estate Orb Street  
 306 Stockham Court Rodney Road  
 London  
 303 Mansfield Point Rodney Road  
 London  
 51 Chatham Street London Southwark  
 4 Chatham Street London Southwark  
 28 Chatham Street London Southwark  
 10 Chatham Street London Southwark  
 Flat 97 Dawes House Rodney Estate  
 Orb Street  
 Flat 9 Jesson House Rodney Estate  
 Orb Street  
 12 Orb Street London Southwark  
 Flat 26 Jesson House Rodney Estate  
 Orb Street  
 25 Locksfield Catesby Street London  
 17 Locksfield Catesby Street London  
 31 Salisbury Close London Southwark  
 12 Salisbury Close London Southwark  
 Flat 4 Dawes House Rodney Estate  
 Orb Street  
 Flat 32 Dawes House Rodney Estate  
 Orb Street  
 2 Hillery Close London Southwark  
 18 Hillery Close London Southwark  
 11 Hillery Close London Southwark  
 195 Rodney Road London Southwark  
 Flat 27 Dawes House Rodney Estate  
 Orb Street  
 Flat 25 Dawes House Rodney Estate  
 Orb Street  
 113 Rodney Road London Southwark  
 181 Rodney Road London Southwark  
 179 Rodney Road London Southwark  
 161 Rodney Road London Southwark  
 Flat 29 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 1 Edward Clifford House Elsted  
 Street  
 97 Rodney Road London Southwark

Flat 17 Lock Fields House Wadding Street  
 Flat 17 Blendon House Wadding Street  
 Flat 9 Blendon House Wadding Street  
 Flat 1 Blendon House Wadding Street  
 701 Mansfield Point Rodney Road London  
 402 Mansfield Point Rodney Road London  
 203 Mansfield Point Rodney Road London  
 106 Mansfield Point Rodney Road London  
 Flat 6 10 Catesby Street London  
 Flat 98 Dawes House Rodney Estate Orb Street  
 Flat 102 Dawes House Rodney Estate Orb Street  
 14 Locksfield Catesby Street London  
 25 Salisbury Close London Southwark  
 24 Salisbury Close London Southwark  
 7 Hillery Close London Southwark  
 189 Rodney Road London Southwark  
 Flat 93 Dawes House Rodney Estate Orb Street  
 Flat 86 Dawes House Rodney Estate Orb Street  
 Flat 69 Dawes House Rodney Estate Orb Street  
 Flat 52 Dawes House Rodney Estate Orb Street  
 151 Rodney Road London Southwark  
 127 Rodney Road London Southwark  
 Flat 10 Atkinson House Barlow Estate Barlow Street  
 Flat 4 Edward Clifford House Elsted Street  
 Block H Flat 11 Peabody Estate Rodney Road  
 305 Stockham Court Rodney Road London  
 5 Locksfield Catesby Street London  
 Block B Flat 9 Peabody Estate Rodney Road  
 Block A Flat 1 Peabody Estate Rodney Road  
 801 Mansfield Point Rodney Road London  
 404 Mansfield Point Rodney Road London  
 104 Mansfield Point Rodney Road London

30 Nursery Row London Southwark  
 Flat 23 Lock Fields House Wadding Street  
 Flat 12 Lock Fields House Wadding Street  
 Flat 26 Blendon House Wadding Street  
 63 Rodney Road London Southwark  
 10 Kennedy Walk London Southwark  
 Block A Flat 9 Peabody Estate Rodney Road  
 Flat A 21 Deans Buildings London  
 Block H Flat 4 Peabody Estate Rodney Road  
 Flat 104 Dawes House Rodney Estate Orb Street  
 Flat C 19 Deans Buildings London  
 Block J Flat 14 Peabody Estate Rodney Road  
 Block J Flat 7 Peabody Estate Rodney Road  
 Block B Flat 8 Peabody Estate Rodney Road  
 89 Rodney Road London Southwark  
 71 Rodney Road London Southwark  
 Block K Flat 14 Peabody Estate Rodney Road  
 Block K Flat 2 Peabody Estate Rodney Road  
 Block J Flat 3 Peabody Estate Rodney Road  
 Block A Flat 11 Peabody Estate Rodney Road  
 Block B Flat 5 Peabody Estate Rodney Road  
 Block B Flat 4 Peabody Estate Rodney Road  
 Flat A 23 Deans Buildings London  
 Flat B 23 Deans Buildings London  
 Flat B 21 Deans Buildings London  
 100 Rodney Road London Southwark  
 304 Stockham Court Rodney Road London  
 302 Stockham Court Rodney Road London  
 205 Stockham Court Rodney Road London  
 202 Stockham Court Rodney Road London  
 2 Stockham Court Rodney Road London  
 401 Mansfield Point Rodney Road London



201 Mansfield Point Rodney Road  
 London  
 Flat 23 Blendon House Wadding Street  
 Flat 8 Blendon House Wadding Street  
 Flat 37 Dawes House Rodney Estate  
 Orb Street  
 Flat C 27 Deans Buildings London  
 28 Locksfield Catesby Street London  
 23 Locksfield Catesby Street London  
 15 Locksfield Catesby Street London  
 Block A Flat 13 Peabody Estate  
 Rodney Road  
 Block B Flat 3 Peabody Estate Rodney  
 Road  
 37 Orb Street London Southwark  
 8 Hillery Close London Southwark  
 16 Hillery Close London Southwark  
 Flat 44 Jesson House Rodney Estate  
 Orb Street  
 Flat 33 Jesson House Rodney Estate  
 Orb Street  
 Flat 30 Jesson House Rodney Estate  
 Orb Street  
 Flat 9 Dawes House Rodney Estate  
 Orb Street  
 Flat 40 Dawes House Rodney Estate  
 Orb Street  
 Flat 23 Dawes House Rodney Estate  
 Orb Street  
 Flat 14 Dawes House Rodney Estate  
 Orb Street  
 Flat 95 Dawes House Rodney Estate  
 Orb Street  
 Flat 92 Dawes House Rodney Estate  
 Orb Street  
 Flat 90 Dawes House Rodney Estate  
 Orb Street  
 Flat 20 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 68 Dawes House Rodney Estate  
 Orb Street  
 Flat 5 Atkinson House Barlow Estate  
 Barlow Street  
 20 Salisbury Close London Southwark  
 131 Rodney Road London Southwark  
 Flat 120 Dawes House Rodney Estate  
 Orb Street  
 Flat 100 Dawes House Rodney Estate  
 Orb Street  
 29 Hemp Walk London Southwark  
 Flat 22 Jesson House Rodney Estate  
 Orb Street

Flat 28 Dawes House Rodney Estate  
 Orb Street  
 Flat 63 Dawes House Rodney Estate  
 Orb Street  
 24 Chatham Street London Southwark  
 Flat 14 Atkinson House Barlow Estate  
 Barlow Street  
 193 Rodney Road London Southwark  
 Flat 6 Lock Fields House Wadding  
 Street  
 Flat 27 Blendon House Wadding Street  
 26 Chatham Street London Southwark  
 Flat 109 Dawes House Rodney Estate  
 Orb Street  
 Flat 40 Jesson House Rodney Estate  
 Orb Street  
 Flat 34 Jesson House Rodney Estate  
 Orb Street  
 Flat 32 Jesson House Rodney Estate  
 Orb Street  
 Flat 16 Jesson House Rodney Estate  
 Orb Street  
 13 Locksfield Catesby Street London  
 Flat 46 Dawes House Rodney Estate  
 Orb Street  
 Flat 33 Dawes House Rodney Estate  
 Orb Street  
 Flat 30 Dawes House Rodney Estate  
 Orb Street  
 35 Hillery Close London Southwark  
 27 Hillery Close London Southwark  
 17 Hillery Close London Southwark  
 203 Rodney Road London Southwark  
 Flat 22 Dawes House Rodney Estate  
 Orb Street  
 Flat 11 Dawes House Rodney Estate  
 Orb Street  
 Flat 54 Dawes House Rodney Estate  
 Orb Street  
 Flat 94 Dawes House Rodney Estate  
 Orb Street  
 Flat 74 Dawes House Rodney Estate  
 Orb Street  
 Flat 71 Dawes House Rodney Estate  
 Orb Street  
 165 Rodney Road London Southwark  
 159 Rodney Road London Southwark  
 87 Rodney Road London Southwark  
 67 Rodney Road London Southwark  
 141 Rodney Road London Southwark  
 Flat 26 Atkinson House Barlow Estate  
 Barlow Street

129 Rodney Road London Southwark  
 121 Rodney Road London Southwark  
 8 Elsted Street London Southwark  
 Flat 2 Atkinson House Barlow Estate  
 Barlow Street  
 14 Hemp Walk London Southwark  
 Flat 9 Edward Clifford House Elsted  
 Street  
 Flat 7 Edward Clifford House Elsted  
 Street  
 Block K Flat 7 Peabody Estate Rodney  
 Road  
 Block J Flat 15 Peabody Estate  
 Rodney Road  
 Block J Flat 13 Peabody Estate  
 Rodney Road  
 Block J Flat 11 Peabody Estate  
 Rodney Road  
 Block H Flat 15 Peabody Estate  
 Rodney Road  
 Block H Flat 6 Peabody Estate Rodney  
 Road  
 Block H Flat 5 Peabody Estate Rodney  
 Road  
 Block H Flat 3 Peabody Estate Rodney  
 Road  
 4 Locksfield Catesby Street London  
 33 Locksfield Catesby Street London  
 Block B Flat 2 Peabody Estate Rodney  
 Road  
 703 Mansfield Point Rodney Road  
 London  
 304 Mansfield Point Rodney Road  
 London  
 Flat 18 Lock Fields House Wadding  
 Street  
 Flat 5 Lock Fields House Wadding  
 Street  
 Flat 24 Blendon House Wadding Street  
 Flat 18 Blendon House Wadding Street  
 1 Silk Apartments Wadding Street  
 London  
 Flat 4 10 Catesby Street London  
 36 Nursery Row London Southwark  
 802 Mansfield Point Rodney Road  
 London  
 Flat 3 Atkinson House Barlow Estate  
 Barlow Street  
 27 Hemp Walk London Southwark  
 Block J Flat 5 Peabody Estate Rodney  
 Road

602 Mansfield Point Rodney Road  
 London  
 Flat 3 Lock Fields House Wadding  
 Street  
 Flat 113 Dawes House Rodney Estate  
 Orb Street  
 206 Mansfield Point Rodney Road  
 London  
 Flat 36 Jesson House Rodney Estate  
 Orb Street  
 Flat 17 Jesson House Rodney Estate  
 Orb Street  
 185 Rodney Road London Southwark  
 Flat 24 Atkinson House Barlow Estate  
 Barlow Street  
 34 Locksfield Catesby Street London  
 23 Salisbury Close London Southwark  
 30 Locksfield Catesby Street London  
 20 Locksfield Catesby Street London  
 12 Locksfield Catesby Street London  
 17 Salisbury Close London Southwark  
 61 Rodney Road London Southwark  
 125 Rodney Road London Southwark  
 Flat 8 Jesson House Rodney Estate  
 Orb Street  
 Flat 24 Jesson House Rodney Estate  
 Orb Street  
 Flat 13 Jesson House Rodney Estate  
 Orb Street  
 Flat 36 Dawes House Rodney Estate  
 Orb Street  
 Flat 25 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 1 Dawes House Rodney Estate  
 Orb Street  
 6 Chatham Street London Southwark  
 Flat 55 Dawes House Rodney Estate  
 Orb Street  
 Flat 12 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 1 Atkinson House Barlow Estate  
 Barlow Street  
 163 Rodney Road London Southwark  
 149 Rodney Road London Southwark  
 Flat 11 Blendon House Wadding Street  
 303 Stockham Court Rodney Road  
 London  
 5 Stockham Court Rodney Road  
 London  
 3 Stockham Court Rodney Road  
 London

405 Mansfield Point Rodney Road  
 London  
 14 Chatham Street London Southwark  
 Flat 5 Jesson House Rodney Estate  
 Orb Street  
 Flat 43 Jesson House Rodney Estate  
 Orb Street  
 11 Locksfield Catesby Street London  
 10 Locksfield Catesby Street London  
 9 Salisbury Close London Southwark  
 28 Salisbury Close London Southwark  
 27 Salisbury Close London Southwark  
 22 Salisbury Close London Southwark  
 19 Salisbury Close London Southwark  
 4 Hillery Close London Southwark  
 3 Hillery Close London Southwark  
 29 Hillery Close London Southwark  
 21 Hillery Close London Southwark  
 Flat 24 Dawes House Rodney Estate  
 Orb Street  
 Flat 20 Dawes House Rodney Estate  
 Orb Street  
 Flat 72 Dawes House Rodney Estate  
 Orb Street  
 173 Rodney Road London Southwark  
 99 Rodney Road London Southwark  
 137 Rodney Road London Southwark  
 107 Rodney Road London Southwark  
 Flat 9 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 17 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 15 Atkinson House Barlow Estate  
 Barlow Street  
 Block K Flat 11 Peabody Estate  
 Rodney Road  
 Block K Flat 9 Peabody Estate Rodney  
 Road  
 Block J Flat 6 Peabody Estate Rodney  
 Road  
 Block B Flat 14 Peabody Estate  
 Rodney Road  
 Block A Flat 14 Peabody Estate  
 Rodney Road  
 Block A Flat 7 Peabody Estate Rodney  
 Road  
 Block H Flat 13 Peabody Estate  
 Rodney Road  
 Flat B 19 Deans Buildings London  
 Flat 21A Dawes House Rodney Estate  
 Orb Street

705 Mansfield Point Rodney Road  
 London  
 702 Mansfield Point Rodney Road  
 London  
 403 Mansfield Point Rodney Road  
 London  
 301 Mansfield Point Rodney Road  
 London  
 Flat 8 Lock Fields House Wadding  
 Street  
 Flat 20 Blendon House Wadding Street  
 Flat 10 Blendon House Wadding Street  
 Flat 5 Blendon House Wadding Street  
 Flat 8 Edward Clifford House Elsted  
 Street  
 Flat 3 Edward Clifford House Elsted  
 Street  
 Flat 3 10 Catesby Street London  
 Flat 86A Dawes House Rodney Estate  
 Orb Street  
 Second Floor Flat Lady Margaret  
 Church 53 Chatham Street  
 22 Chatham Street London Southwark  
 201 Stockham Court Rodney Road  
 London  
 205 Mansfield Point Rodney Road  
 London  
 Lady Margaret Vicarage Balfour Street  
 London  
 Flat C 21 Deans Buildings London  
 Block K Flat 15 Peabody Estate  
 Rodney Road  
 Block K Flat 10 Peabody Estate  
 Rodney Road  
 5 Silk Apartments Wadding Street  
 London  
 2 Silk Apartments Wadding Street  
 London  
 26 Nursery Row London Southwark  
 Flat B 27 Deans Buildings London  
 4 Silk Apartments Wadding Street  
 London  
 3 Silk Apartments Wadding Street  
 London  
 96 Rodney Road London SE17 1BG  
 41 Longland Court Avondale Sq Rolls  
 Road London  
 5 Staunton House Tatum Street  
 London  
 Winch House, Stead Street London  
 SE171BP  
 302 Mansfield Pt Rodeny Rd London

Flat 3 Coleridge House London  
 Flat 26 Winch House Stead Street  
 LONDON  
 Flat 26, Winch House Stead Street  
 London  
 17 Hoptons Gardens Hopton Street  
 London  
 37 Latimer Walworth London  
 24 Dunnico House Alvey Est, East  
 Street London  
 89 Dowes House Orb Street London  
 Se171rd  
 28 Sutherland Square London SE17  
 3EQ  
 Flat 28 Jardin House Stead Street  
 London  
 Flat 28 Jardin House Stead Street  
 London  
 Flat 19 Winch House Stead Street  
 London  
 Flat 14 Winch House Stead Street  
 London  
 18 ATKINSON HOUSE BARLOW  
 STREET LONDON  
 71 Harold Estate, Pages Walk London  
 Se1 4hw  
 Flat 2 10 Catesby Street LONDON  
 102 Brandon Street London Southwark  
 Flat 18 Winch House Stead Street  
 London  
 Flat 3 Coleridge House Browning  
 Street London  
 3, Blendon House Wadding Street  
 London  
 6 Hemp Walk , Salisbury Estate  
 Walworth London  
 24 Winch House London Se17 1bp  
 Flat 16, Winch House, Stead Street 01  
 London  
 Flat 3 Winch House Stead Street  
 London  
 25 Dawes House Orb Street London  
 87 Wicksteed House County Street  
 London  
 5 Cowper House Browning Street  
 London  
 81 Penrose House Penrose St London  
 Se173dy  
 302 Mansfield Point Rodney Road  
 London  
 44 Belvedere Road London E10 7NPP

14 Colechurch House Avondale  
 Square London  
 2 Gatonby Street London Se155gt  
 119 Chatham Street Walworth London  
 35 Orb St London SE17 1EP  
 10 Winch House Stead Street London  
 344 East Street London Se172sx  
 11 Winch House Stead Street London  
 169 Rodney Road Salisbury Est  
 London  
 2 Winds Point Drive London Se151sd  
 10 Kingsley Flats, Old Kent Road  
 London Se15xb  
 72C Hillingdon Street Walworth Road  
 London  
 30 Studland London SE17 2TW  
 10 Kingsley Flats, Old Kent Road  
 London Se15xb  
 Flat 24 Lock Fields House Wadding  
 Street  
 Flat 12 Blendon House Wadding Street  
 6 Silk Apartments Wadding Street  
 London  
 504 Mansfield Point Rodney Road  
 London  
 204 Mansfield Point Rodney Road  
 London  
 Flat A 19 Deans Buildings London  
 Flat A 25 Deans Buildings London  
 29 Salisbury Close London Southwark  
 26 Salisbury Close London Southwark  
 14 Salisbury Close London Southwark  
 175 Rodney Road London Southwark  
 91 Rodney Road London Southwark  
 169 Rodney Road London Southwark  
 1 Hillery Close London Southwark  
 187 Rodney Road London Southwark  
 Flat 48A Dawes House Rodney Estate  
 Orb Street  
 Flat 10A Dawes House Rodney Estate  
 Orb Street  
 Flat 2 10 Catesby Street London  
 Flat 13 Lock Fields House Wadding  
 Street  
 Flat 7 Lock Fields House Wadding  
 Street  
 Flat 2 Lock Fields House Wadding  
 Street  
 Flat 15 Lock Fields House Wadding  
 Street  
 32 Nursery Row London Southwark  
 28 Nursery Row London Southwark

9 Locksfield Catesby Street London  
 Flat 21 Blendon House Wadding Street  
 Flat 19 Blendon House Wadding Street  
 32 Salisbury Close London Southwark  
 16 Locksfield Catesby Street London  
 Flat 16 Dawes House Rodney Estate  
 Orb Street  
 115 Rodney Road London Southwark  
 Flat 5 Dawes House Rodney Estate  
 Orb Street  
 197 Rodney Road London Southwark  
 Flat 29 Dawes House Rodney Estate  
 Orb Street  
 36 Hillery Close London Southwark  
 171 Rodney Road London Southwark  
 Flat 41 Jesson House Rodney Estate  
 Orb Street  
 Flat 20 Jesson House Rodney Estate  
 Orb Street  
 Flat 23 Winch House Stead Street  
 London  
 12 NEWBOLT HOUSE BRANDON  
 STREET WALWORTH LONDON  
 Stead Street Winch House, Flat 9  
 London  
 Winch House Stead Street London  
 SE171BP  
 Flat 60 Dawes House Orb Street  
 London  
 Flat 26 Winch House Stead Street  
 London  
 29 Jesson House, Orb Street London  
 Se17 1er  
 108 Brandon Street LONDON  
 108 Brandon Street London SE17 1AL  
 Flat 89, Dawes House Orb Street  
 London  
 136 Grange Road, Flat 16, Artesian  
 House  
 136 Grange Road, Flat 16, Artesian  
 House, London SE1 3GF  
 Flat 344 East Street London Se172sx  
 10B Urlwin Street, Camberwell  
 Camberwell LONDON  
 2 Barlow House London Se163pb  
 37 Latimer, Beaconsfield Road  
 Walworth London  
 29, Jesson House Orb Street London  
 74 Andoverfords Court, Bibury Close  
 London SE15 6AF  
 Flat 1 Winch House Stead Street  
 London

31 Dawes House Orb Street  
 Southwark  
 4B CHARLESTON STREET London  
 SE17 1NF  
 804 Mansfield Point Rodney Road  
 London  
 Flat 26 Jardin House Stead Street  
 London  
 Flat 89 Dawes House Orb Sreet  
 London  
 3 Blendon House, Wadding Street  
 London Se17 1bb  
 Maple Court, Alvey St London  
 SE172LN  
 55 Alma Grove Bermondsey London  
 1 Long Walk London Se13nq  
 Arts Network 8-12 Eltham Road  
 LONDON  
 87, Wicksteed House, County St  
 London Se1 6rh  
 41 Longland Court, Avondale Sq Rolls  
 Road London  
 Chair, Friends Of Nursery Row Park  
 C/o 102 Brandon Street London  
 77 Wendover, Thurlow Street  
 Walworth London  
 90 Kingsley Flats, Old Kent Road  
 London Se1 5ur  
 9, St Stephens House, Elizabeth Est  
 Phelps Street London  
 Flat 2 Winch House Stead Street  
 Flat 20 Winch House Stead Street  
 Flat 10 Winch House Stead Street  
 Flat 9 Winch House Stead Street  
 Flat 6 Winch House Stead Street  
 Flat 22 Winch House Stead Street  
 Flat 18 Winch House Stead Street  
 Flat 15 Winch House Stead Street  
 Flat 7 Winch House Stead Street  
 Flat 4 Winch House Stead Street  
 Flat 28 Winch House Stead Street  
 Flat 27 Winch House Stead Street  
 Block B Flat 7 Peabody Estate Rodney  
 Road  
 Flat 112 Dawes House Rodney Estate  
 Orb Street  
 18 Chatham Street London Southwark  
 105 Rodney Road London Southwark  
 25 Hillery Close London Southwark  
 Flat 39 Dawes House Rodney Estate  
 Orb Street

Flat 73 Dawes House Rodney Estate  
 Orb Street  
 Flat 27 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 16 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 22 Blendon House Wadding Street  
 Flat 9 10 Catesby Street London  
 Block B Flat 12 Peabody Estate  
 Rodney Road  
 Block H Flat 10 Peabody Estate  
 Rodney Road  
 Block K Flat 6 Peabody Estate Rodney  
 Road  
 16 Orb Street London Southwark  
 Flat 6 Edward Clifford House Elsted  
 Street  
 6 Hillery Close London Southwark  
 12 Hillery Close London Southwark  
 Flat 67 Dawes House Rodney Estate  
 Orb Street  
 77 Rodney Road London Southwark  
 Block K Flat 3 Peabody Estate Rodney  
 Road  
 Block J Flat 12 Peabody Estate  
 Rodney Road  
 Block H Flat 14 Peabody Estate  
 Rodney Road  
 Block H Flat 7 Peabody Estate Rodney  
 Road  
 5 Hillery Close London Southwark  
 Flat 42 Jesson House Rodney Estate  
 Orb Street  
 Flat 2 Jesson House Rodney Estate  
 Orb Street  
 Flat 18 Jesson House Rodney Estate  
 Orb Street  
 Flat 3 Dawes House Rodney Estate  
 Orb Street  
 20 Chatham Street London Southwark  
 Flat 21 Dawes House Rodney Estate  
 Orb Street  
 Flat 12 Dawes House Rodney Estate  
 Orb Street  
 12 Chatham Street London Southwark  
 Flat 19 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 21 Winch House Stead Street  
 Flat 17 Winch House Stead Street  
 Flat 16 Winch House Stead Street  
 Flat 11 Winch House Stead Street  
 Flat 3 Winch House Stead Street

Flat 1 Winch House Stead Street  
 Flat 23 Winch House Stead Street  
 Flat 14 Winch House Stead Street  
 Flat 12 Winch House Stead Street  
 Flat 8 Winch House Stead Street  
 Flat 26 Winch House Stead Street  
 Flat 24 Winch House Stead Street  
 Flat 13 Winch House Stead Street  
 English Martyrs Social Club Wadding  
 Street London  
 Flat 25 Winch House Stead Street  
 Flat 19 Winch House Stead Street  
 Flat 5 Winch House Stead Street  
 Lady Margaret Church Hall Lady  
 Margaret Church 53 Chatham Street  
 Flat 4 Lock Fields House Wadding  
 Street  
 Flat 10 Edward Clifford House Elsted  
 Street  
 Flat 7 10 Catesby Street London  
 Flat 10 Lock Fields House Wadding  
 Street  
 Flat 20 Lock Fields House Wadding  
 Street  
 Flat 14 Lock Fields House Wadding  
 Street  
 Flat 3 Blendon House Wadding Street  
 Flat 107 Dawes House Rodney Estate  
 Orb Street  
 603 Mansfield Point Rodney Road  
 London  
 8 Chatham Street London Southwark  
 Flat 39 Jesson House Rodney Estate  
 Orb Street  
 Flat 3 Jesson House Rodney Estate  
 Orb Street  
 Flat 25 Jesson House Rodney Estate  
 Orb Street  
 Flat 23 Jesson House Rodney Estate  
 Orb Street  
 Flat 21 Jesson House Rodney Estate  
 Orb Street  
 Flat 14 Jesson House Rodney Estate  
 Orb Street  
 29 Locksfield Catesby Street London  
 22 Locksfield Catesby Street London  
 21 Locksfield Catesby Street London  
 19 Locksfield Catesby Street London  
 8 Salisbury Close London Southwark  
 24 Hillery Close London Southwark  
 23 Hillery Close London Southwark  
 191 Rodney Road London Southwark

Flat 2 Dawes House Rodney Estate  
 Orb Street  
 Flat 13 Dawes House Rodney Estate  
 Orb Street  
 Flat 91 Dawes House Rodney Estate  
 Orb Street  
 Meeting Room Hillery Close London  
 Flat 4 Blendon House Wadding Street  
 English Martyrs R C And St Veronicas  
 Girls School Flint Street London  
 Rose And Crown 94-96 Rodney Road  
 London  
 Block K Flat 13 Peabody Estate  
 Rodney Road  
 Flat B 25 Deans Buildings London  
 Block H Flat 9 Peabody Estate Rodney  
 Road  
 Block B Flat 1 Peabody Estate Rodney  
 Road  
 Block K Flat 8 Peabody Estate Rodney  
 Road  
 1 Locksfield Catesby Street London  
 Block H Flat 1 Peabody Estate Rodney  
 Road  
 201 Rodney Road London Southwark  
 Flat 1 10 Catesby Street London  
 Flat 11 Jesson House Rodney Estate  
 Orb Street  
 Flat 70 Dawes House Rodney Estate  
 Orb Street  
 Flat 31 Dawes House Rodney Estate  
 Orb Street  
 102 Rodney Road London Southwark  
 22 Hillery Close London Southwark  
 Flat 38 Jesson House Rodney Estate  
 Orb Street  
 30 Chatham Street London Southwark  
 Flat 85 Dawes House Rodney Estate  
 Orb Street  
 34 Nursery Row London Southwark  
 20 Hillery Close London Southwark  
 Flat 82 Dawes House Rodney Estate  
 Orb Street  
 Flat 61 Dawes House Rodney Estate  
 Orb Street  
 Flat 5 Edward Clifford House Elsted  
 Street  
 Block K Flat 12 Peabody Estate  
 Rodney Road  
 Flat 35 Jesson House Rodney Estate  
 Orb Street

Flat 88 Dawes House Rodney Estate  
 Orb Street  
 704 Mansfield Point Rodney Road  
 London  
 30 Salisbury Close London Southwark  
 103 Rodney Road London Southwark  
 1 Stockham Court Rodney Road  
 London  
 Block J Flat 9 Peabody Estate Rodney  
 Road  
 Flat 118 Dawes House Rodney Estate  
 Orb Street  
 11 Kennedy Walk London Southwark  
 19 Hillery Close London Southwark  
 Flat 110 Dawes House Rodney Estate  
 Orb Street  
 Flat 15 Jesson House Rodney Estate  
 Orb Street  
 15 Hemp Walk London Southwark  
 Flat 48 Dawes House Rodney Estate  
 Orb Street  
 Flat 19 Dawes House Rodney Estate  
 Orb Street  
 Flat 17 Dawes House Rodney Estate  
 Orb Street  
 Flat 58 Dawes House Rodney Estate  
 Orb Street  
 Flat 50 Dawes House Rodney Estate  
 Orb Street  
 Flat 22 Atkinson House Barlow Estate  
 Barlow Street  
 Flat 12 Edward Clifford House Elsted  
 Street  
 13 Hillery Close London Southwark  
 155 Rodney Road London Southwark  
 Flat 11 Lock Fields House Wadding  
 Street  
 Flat 59 Dawes House Rodney Estate  
 Orb Street  
 Flat 89 Dawes House Rodney Estate  
 Orb Street  
 102 Mansfield Point Rodney Road  
 London  
 2 Chatham Street London Southwark  
 Flat 114 Dawes House Rodney Estate  
 Orb Street  
 Flat 111 Dawes House Rodney Estate  
 Orb Street  
 Flat 45 Jesson House Rodney Estate  
 Orb Street  
 Flat 37 Jesson House Rodney Estate  
 Orb Street

Flat 31 Jesson House Rodney Estate  
 Orb Street  
 Flat 1 Jesson House Rodney Estate  
 Orb Street  
 27 Locksfield Catesby Street London  
 Flat 41 Dawes House Rodney Estate  
 Orb Street  
 Flat 35 Dawes House Rodney Estate  
 Orb Street  
 30 Hillery Close London Southwark  
 14 Hillery Close London Southwark  
 183 Rodney Road London Southwark  
 Flat 96 Dawes House Rodney Estate  
 Orb Street  
 Flat 64 Dawes House Rodney Estate  
 Orb Street  
 85 Rodney Road London Southwark  
 109 Rodney Road London Southwark  
 6 Elsted Street London Southwark  
 Flat 11 Atkinson House Barlow Estate  
 Barlow Street  
 16 Hemp Walk London Southwark  
 Block J Flat 8 Peabody Estate Rodney  
 Road  
 Block A Flat 12 Peabody Estate  
 Rodney Road  
 Block K Flat 1 Peabody Estate Rodney  
 Road  
 301 Stockham Court Rodney Road  
 London  
 204 Stockham Court Rodney Road  
 London  
 601 Mansfield Point Rodney Road  
 London  
 306 Mansfield Point Rodney Road  
 London  
 Flat 2 Blendon House Wadding Street  
 2 Locksfield Catesby Street London  
 26 Hillery Close London Southwark  
 177 Rodney Road London Southwark  
 147 Rodney Road London Southwark  
 Block J Flat 2 Peabody Estate Rodney  
 Road  
 6 Locksfield Catesby Street London  
 26 Locksfield Catesby Street London  
 Block A Flat 15 Peabody Estate  
 Rodney Road  
 Block A Flat 5 Peabody Estate Rodney  
 Road  
 Block A Flat 3 Peabody Estate Rodney  
 Road

Block B Flat 11 Peabody Estate  
 Rodney Road  
 Block B Flat 6 Peabody Estate Rodney  
 Road  
 139 Rodney Road London Southwark  
 4 Elsted Street London Southwark  
 31 Hillery Close London Southwark  
 28 Hillery Close London Southwark  
 Flat 6 Jesson House Rodney Estate  
 Orb Street  
 Flat 43 Dawes House Rodney Estate  
 Orb Street  
 Flat 4 Jesson House Rodney Estate  
 Orb Street  
 Flat 27 Jesson House Rodney Estate  
 Orb Street



## APPENDIX 5: CONSULTATION RESPONSES RECEIVED

### Internal services

LBS Community Infrastructure Levy Team  
 LBS Design & Conservation Team  
 LBS Ecology  
 LBS Environmental Protection Team  
 LBS Highways Development & Management  
 LBS Local Economy  
 LBS Transport Policy  
 LBS Waste Management

### Statutory and non-statutory organisations

Environment Agency  
 Metropolitan Police Service (Designing Out Crime)  
 Transport for London

### Neighbour and local groups:

Arts Network Art Hub Studios, Mornington Centre London  
 The Walworth Society  
 179 carey gardens london sw84hh  
 Flat 41 Dawes House Orb Street London  
 3a Foxlake Road Byfleet KT147PW  
 Flat 26 Winch House London SE17 1BP  
 Flat 13 Jardin House Stead Street London  
 Flat 79 Dawes House London SE17 1RD  
 Flat 3 blendon house Waddig street London  
 302 Mansfield Point Rodney Road London  
 3 Dawes House Orb Street London  
 Flat 2 Jardin House London Se171BS  
 Flat 7 Winch House Stead Street London  
 305 east street London Se172sx  
 241 tillermans Court Grenan square London  
 37 latimer , beaconsfield road London se17 2en  
 FLAT 14, WINCH HOUSE London SE17 1BP  
 5 staunton house tatum street london  
 20 Dawkins Court 2 Garland Close London  
 89 dawes house, orb street London se17 1rd  
 28 yarnfield square Crayford road London  
 168 Twickenham road Teddington TW11 8AW  
 179 carey gardens London Sw8 4hh  
 183 carey gardens London Sw84hh  
 89 dawes house, orb street london se17 1rd  
 55 Alma Grove Southwark, London SE1 5QB  
 344 east street London SE17 2SX  
 21 Jardin House Stead Street London  
 32 Orb street London SE17 1LG  
 2 Gatonby St London Se15 5gt

Flat 84 Dawes House Rodney Estate Orb Street London  
 6 Hillery Close Hillery close London  
 19 hemp walk london se17 1pf  
 Flat 8 Winch House London SE171BP  
 13 Blendon house Wadding st London  
 Flat 79 Dawes House Orb Street London  
 55 Alma Grove Bermondsey London  
 20 Woodhouse Road Leytonstone E11 3NE  
 40a Tennyson House London SE17 1SF  
 704 Mansfield Point Rodney Road London  
 12 NEWBOLT HOUSE BRANDON STREET LONDON SOUTHWARK  
 9 st stephens house Felt street London  
 384 brixton road london sw97aw  
 Flat 13, Jardin House Stead Street London  
 Bloock d flat 2 Rodney road London  
 Flat 8, King George IV Court London SE17 2SF  
 Flat 2 10 Catesby Street London  
 Flat 21 Winch House Stead Street LONDON  
 Blendon house Wadding street London SE17 1BB  
 Flat 9 Sant House 63 Browning Street London  
 104 MANSFIELD POINT RODNEY ROAD LONDON  
 96 Rodney Road London

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**OPEN****COMMITTEE:****PLANNING COMMITTEE (MAJOR APPLICATIONS) B****MUNICIPAL YEAR 2024-25****NOTE:**

Original held in Constitutional Team; all amendments/queries to Gregory Weaver, Constitutional Team, Tel: 020 7525 3667

**OPEN**

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	1		
	1		
	1		
	1		
	1		
	1		
		<b>COMMUNICATIONS TEAM (Electronic)</b>  Eddie Townsend	
		<b>LEGAL TEAM</b>  Ravinder Johal	1
		<b>CONSTITUTIONAL TEAM</b>  Gregory Weaver (incl. chair's copy)	4
		<b>TOTAL PRINT RUN</b>	11
List Updated: 28 January 2025			