

Planning Committee (Smaller Applications)

Tuesday 24 February 2026
7.00 pm

Ground Floor Meeting Rooms, 160 Tooley Street London SE1 2QH

Membership

Councillor Cleo Soanes (Chair)
Councillor Jane Salmon (Vice-Chair)
Councillor Sabina Emmanuel
Councillor Sam Foster
Councillor Nick Johnson
Councillor Richard Livingstone
Councillor David Parton

Reserves

Councillor Ketzia Harper
Councillor Darren Merrill
Councillor Victoria Mills
Councillor Emily Tester
Councillor Joseph Vambe

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

Babysitting/Carers allowances

If you are a resident of the borough and have paid someone to look after your children, an elderly dependant or a dependant with disabilities so that you could attend this meeting, you may claim an allowance from the council. Please collect a claim form at the meeting.

Access

The council is committed to making its meetings accessible. For details on building access, translation, provision of signers or any other requirements for this meeting, please contact the person below.

Contact

Beverley Olamijulo on 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Althea Loderick

Chief Executive

Date: 16 February 2026



Planning Committee (Smaller Applications)

Tuesday 24 February 2026
7.00 pm
Ground Floor Meeting Rooms, 160 Tooley Street London SE1 2QH

Order of Business

Item No.	Title	Page No.
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 21 January 2026.	
6.	DEVELOPMENT MANAGEMENT	6 - 10
	6.1. UNIT 23 AND 24 OLD JAMAICA BUSINESS ESTATE, 24 OLD JAMAICA ROAD, LONDON SE16 4AW	11 - 117

Item No.

Title

Page No.

6.2. 47 - 49 TANNER STREET, LONDON SE1 3PL

118 - 247

**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.”

Date: 16 February 2026



Planning Committee (Smaller 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 (smaller 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**.

- | |
|---|
| <ol style="list-style-type: none">(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. **As meetings are usually livestreamed, speakers should not disclose any information they do not wish to be in the public domain.**
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 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
Planning and Growth Directorate,
Tel: 020 7525 5403

Planning Committee Clerk, Constitutional Team
Governance and Assurance
Tel: 020 7525 7234



Planning Committee (Smaller Applications)

MINUTES of the Planning Committee (Smaller Applications) held on Wednesday 21 January 2026 at 7.00 pm at Ground Floor Meeting Rooms - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Cleo Soanes (Chair)
 Councillor Jane Salmon (Vice-Chair)
 Councillor Sabina Emmanuel
 Councillor Richard Livingstone
 Councillor David Parton
 Councillor Victoria Mills (reserve member)

OTHER MEMBERS PRESENT: Councillor Emily Hickson (ward member)
 Councillor Kathy Whittam (ward member)

OFFICER SUPPORT: Dennis Sangweme (Assistant Director, Development Management)
 Michael Feeney (External Legal Counsel, FTB Chambers)
 Richard Craig (Team Leader, Design and Conservation)
 Andre Verster (Team Leader, Major and New Homes)
 Emily Tadgell (Development Management)
 Beverley Olamijulo (Constitutional Officer)

1. APOLOGIES

Apologies were received from Councillors Sam Foster and Nick Johnson.

Councillor Sabina Emmanuel submitted her apologies for lateness.

2. CONFIRMATION OF VOTING MEMBERS

Those members listed above were confirmed as voting members of the committee.

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

The chair gave notice of the following additional papers circulated prior to the

meeting:

- Addendum report relating to items 6.1 and 6.2 – Development management items
- Members pack.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

The following member made a declaration regarding the agenda item below:

Agenda item 6.2 – Leathermarket Street, London SE1 3HN

Councillor Richard Livingstone declared a non-pecuniary interest as he was a member of the Leathermarket Joint Management Board (JMB) many years ago, with that relationship ending in 2007. For transparency, he explained that he had previously voted against a JMB proposal, which had not been considered prejudicial. He confirmed that he would consider this application with an open mind.

5. MINUTES

RESOLVED:

That the minutes for the Planning Committee (Smaller Applications) meeting held on 8 December 2025 be approved as a correct record and signed by the chair.

6. DEVELOPMENT MANAGEMENT

Members noted the development management report.

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 be 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.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

6.1 ADDENDUM REPORT 24/AP/3577: LAND REAR 19-49 BUSH ROAD, LONDON SE8 5AP

The chair announced that this planning application was adjourned from the previous meeting on 8 December 2025, due to members' concerns about a lack of consultation with neighbours, traffic related issues and contact with Thames Water relating to water pressure in the area.

At this point, Councillor Cleo Soanes (chair) withdrew from the committee as she was not present when the item was considered in December.

Councillor Jane Salmon (vice-chair) took over as chair for the adjourned item.

Planning application reference 24/AP/3577

Report: See pages 12 to 20 of the agenda pack and addendum pages 1 to 2.

PROPOSAL

Demolition of all existing buildings and construction of 3no. blocks with heights of two, three, and part four storeys, containing commercial space (Use Class E (g)(i) / E(g)(iii), purpose-built student accommodation rooms (Use Class Sui Generis), associated landscaping, service bay and turning areas.

Following on from the adjourned meeting on 8 December 2025, the committee heard the officer's introduction to the addendum report. Members of the committee asked questions of the officers.

An objector was present to address the committee and responded to questions from members.

The applicant addressed the committee and responded to questions from members.

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

Councillor Kath Whittam addressed the committee in her capacity as a ward member and responded to questions from members of the committee.

Members further debated the application.

A motion to grant the application subject to conditions set out in the officer's report and an amended condition set out in the addendum report, was moved, seconded, put to the vote and declared carried.

RESOLVED:

1. That planning permission be granted subject to the conditions and amended condition set out in the reports and addendum report and the applicant entering into an appropriate legal agreement.
2. That the requirements of paragraph 1 above are not met by 8 June 2026, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 270 of the report circulated on 8 December 2025.

6.2 26 LEATHERMARKET STREET LONDON, SOUTHWARK SE1 3HN

At this point Councillor Mills (reserve member) left the meeting.

At 7:55 pm, Councillor Soanes resumed the role of Chair, and Councillors Emmanuel and Salmon sat as voting members of the committee.

Planning application reference 22/AP/4126

Report: See pages 21 to 210 of the agenda pack and addendum pages 2 to 13.

PROPOSAL

Demolition of the existing office building and associated structures and the construction of a new part 5, part 6 mixed-use building providing replacement office floorspace and 26 affordable homes.

The committee heard the officer's introduction to the report. Members of the committee asked questions of the officers.

An objector addressed the committee. and responded to questions from members of the committee.

The applicant and the applicant's agent addressed the committee and responded to questions from members.

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

Councillor Emily Hickson addressed the committee in her capacity as a ward member and responded to questions from members of the committee.

Members further debated the application.

A motion to grant the application subject to conditions set out in the report, amended conditions set out in the addendum report and amended conditions that were presented during the hearing, was moved, seconded, put to the vote and declared carried.

RESOLVED:

3. That planning permission be granted subject to conditions set out in the report, amended conditions set out in the addendum report and the amended conditions presented during the hearing. Additionally, for the applicant to enter into an appropriate legal agreement.

4. If the requirements of paragraph 1 above are not met by 16 July 2026, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 355 of the report.

The meeting ended at 10.25 pm.

CHAIR:

DATED:

Agenda Item 6.

Meeting Name:	Planning Committee (Smaller Applications)
Date:	24 February 2026
Report title:	Development Management
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable
From:	Proper Constitutional Officer

RECOMMENDATIONS

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 be 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.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committees. The matters reserved to the planning committees exercising planning functions are described in part 3F of the Southwark Council constitution.

KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
 - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Levelling Up, Housing and Communities and any directions made by the Mayor of London.

- b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.
 - c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.
6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
 7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.
 8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
 9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.

Community impact statement

10. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive – Governance and Assurance

11. A resolution to grant planning permission shall mean that the director of planning and growth is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the director of planning and growth shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
12. A resolution to grant planning permission subject to legal agreement shall mean that the director of planning and growth is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a

written agreement in a form of words prepared by the assistant chief executive – governance and assurance, and which is satisfactory to the director of planning and growth. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the assistant chief executive – governance and assurance. The planning permission will not be issued unless such an agreement is completed.

13. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission.
14. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently the Southwark Plan which was adopted by the council in February 2022. The Southwark Plan 2022 was adopted after the London Plan in 2021. For the purpose of decision-making, the policies of the London Plan 2021 should not be considered out of date simply because they were adopted before the Southwark Plan 2022. London Plan policies should be given weight according to the degree of consistency with the Southwark Plan 2022.
15. The National Planning Policy Framework (NPPF), as amended in December 2024, is a relevant material consideration and should be taken into account in any decision-making.
16. Section 143 of the Localism Act 2011 provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010 as amended, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
 - a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related to the scale and kind to the development.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

18. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file	Development Management 160 Tooley Street London SE1 2QH	Planning Department 020 7525 5403

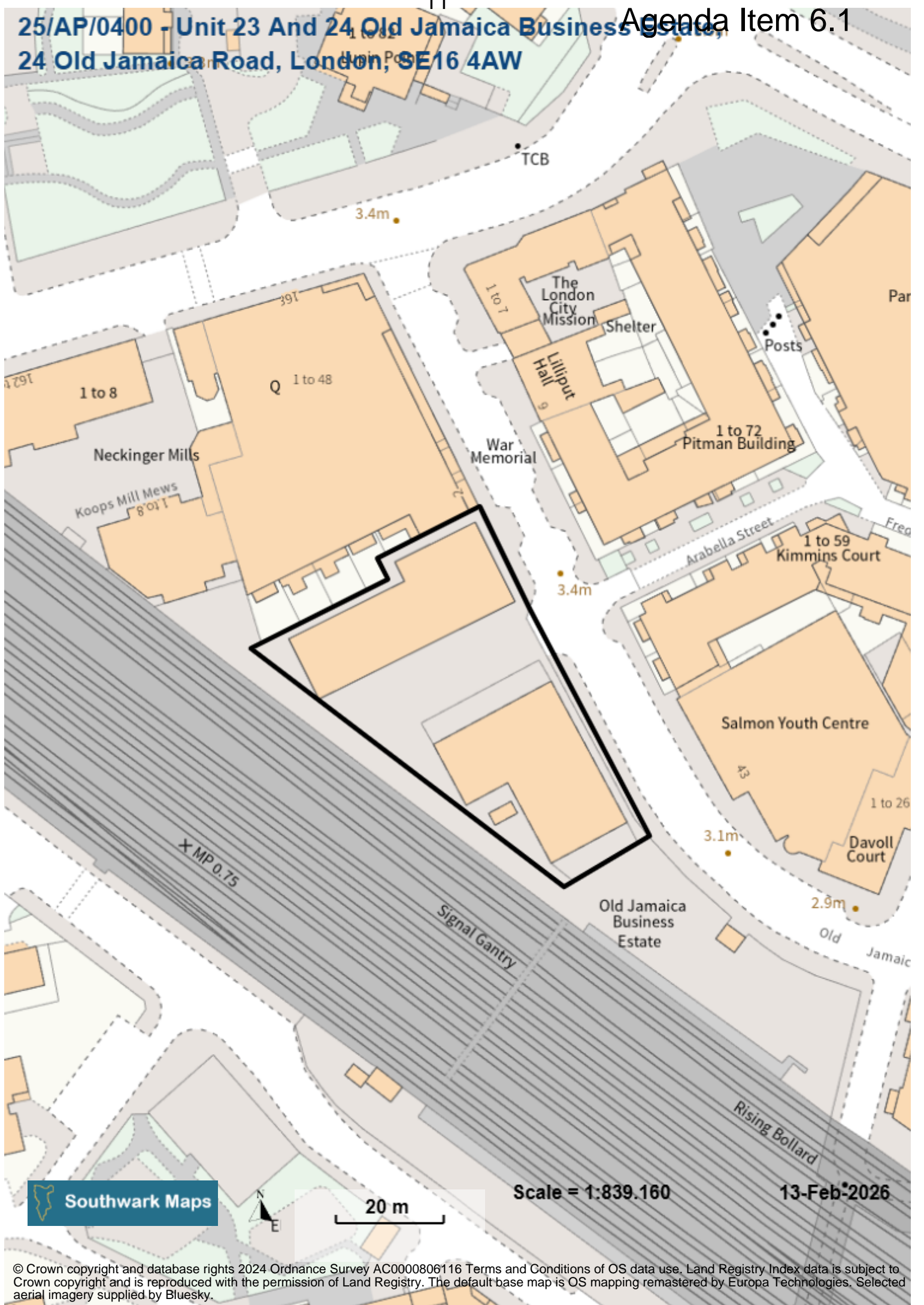
APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services	
Report Author	Kamil Dolebski, Head of Planning and Property Beverley Olamijulo, Constitutional Officer	
Version	Final	
Dated	16 February 2026	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Assistant Chief Executive – Governance and Assurance	Yes	Yes
Director of Planning and Growth	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		16 February 2026

25/AP/0400 - Unit 23 And 24 Old Jamaica Business Estate, 24 Old Jamaica Road, London, SE16 4AW



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Meeting Name:	Planning Committee (Smaller Applications)	
Date:	24 February 2026	
Report title:	<p>Development Management planning application: Application 25/AP/0400 for: Full Planning Application</p> <p>Address: Unit 23 And 24 Old Jamaica Business Estate 24 Old Jamaica Road, London SE16 4AW</p> <p>Proposal: Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii)) together with vehicular and pedestrian accesses, parking, associated works and landscaping.</p>	
Ward(s) or groups affected:	North Bermondsey	
Classification:	Open	
Reason for lateness (if applicable):	Not Applicable	
From:	Director of Planning and Growth	
Application Start Date:		Application Expiry Date:
Earliest Decision Date:		

RECOMMENDATION

1. That planning permission be granted subject to conditions 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 June 2026, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 263.

EXECUTIVE SUMMARY

3. The proposed self-storage redevelopment (Use Class B8) is acceptable in principle and is in general compliance with Southwark Plan Policies P29, P31, and P33. The scheme delivers 1,411 sqm of new employment floorspace, including 141 sqm (10%) of affordable workspace at 25% below market rent for 30 years, generating 15 jobs (six for Southwark residents). A Business Relocation Strategy ensures existing tenants are supported through flexible

lease extensions and temporary arrangements. Overall, the proposal intensifies industrial use, increases employment, provides affordable workspace, and is in general compliance with policies for Strategic Protected Industrial Land.

4. Overall, the proposal delivers a policy-compliant scheme that intensifies employment use, increases job numbers, provides affordable workspace, and supports the long-term industrial function of the SPIL. The development is therefore acceptable in principle in land use terms.
5. The proposed 22.5m-high building sits comfortably within the surrounding 2–8 storey context and is not classed as a tall building. Setbacks on upper floors reduce visual impact and maintain appropriate separation from nearby residential properties. The design’s brick base, metal cladding and glazed elements provide a contemporary appearance that reflects local character. Active frontages, improved public realm and flexible internal layouts ensure the scheme is both functional and visually appropriate, in line with London Plan and Southwark Plan design policies.

BACKGROUND INFORMATION

Site location and description

6. The site is comprised of two existing commercial buildings located within an industrial estate on the south-western side of Old Jamaica Road. There are several elevated railway viaducts to the southwest. There are a number of active business within arches including an existing Safestore. The existing floor space is divided into Class E(g)(iii) - Industrial processes(444 square meters) and Class B – Storage and Distribution(878 square meters).+
7. The site has a wedge shape with the two longest sides facing east and west, the total site area is 2,373 sq.m. The western boundary measures 72.9m, the northern boundary measures 50m, the eastern boundary measures 69.5m and the southern boundary measures 17.5m.

8.

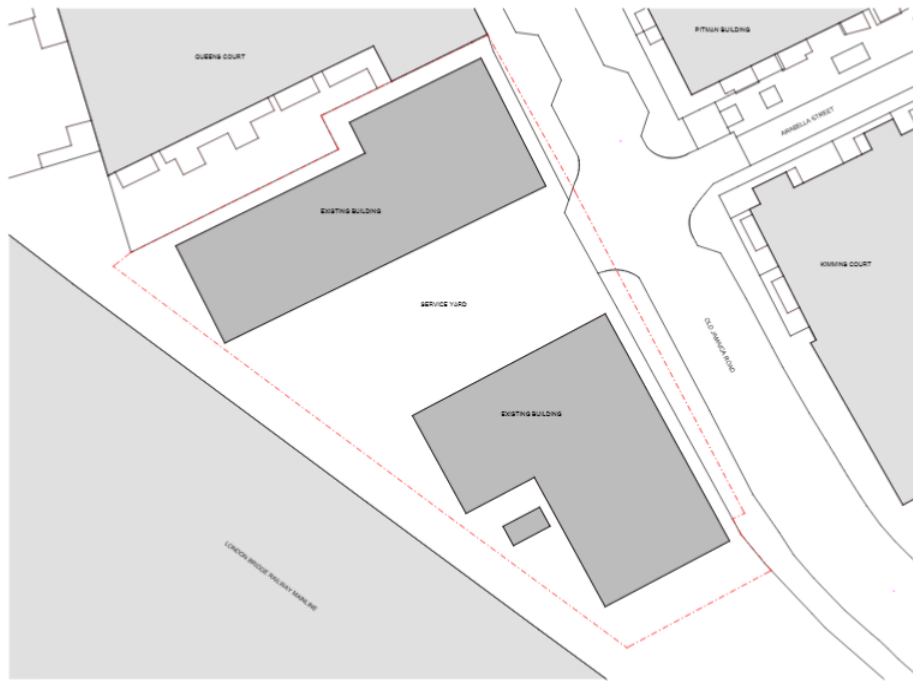


Image: Existing site layout plan

9.



10. Building A to the north of the site is currently in use as a laundry works (above) (Use Class B1c) with the other unit now vacant as below:

11.



Images – Existing buildings photos

12. The site is accessed via Old Jamaica Road and has a PTAL of 3. The site sits equidistant to the London Bridge and South Bermondsey railway stations and the nearest tube station is Bermondsey which is approximately 0.5 miles away.

13. The site has the following planning designations:

- Urban Zone
- Area Vision Boundaries – Bermondsey
- Archaeological Priority Areas – North Southwark and Roman Roads
- Strategic Protected Industrial Land – Old Jamaica Business Estate

- Hot Food Takeaway Primary & Secondary School Exclusion Zone
- Air Quality Management Area
- Flood Zone 2 & 3

14. The site is not listed, nor is it within a conservation area.

Surrounding area

15. The surrounding area is comprised of residential blocks and commercial units leased by The Arch Co to several business. Within close proximity is the Salmon Youth Centre. There are two Grade II Listed Building within walking distance to the application site – Neckinger Mills is located on 162-164 and 166 Abbey Street and The War Memorial of the 22nd Battalion, the London Regiment is found on Old Jamaica Road, embedded into the Queens Court façade.

Details of proposal

16. The proposal seeks the demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii)) together with vehicular and pedestrian accesses, parking, associated works and landscaping. A void space will be at basement floor level to enable the flexible construction techniques on the shed above it. This space will not be useable or accessible.

17. The Applicant seeks full planning permission for the comprehensive redevelopment of the Site comprising:

- The proposed demolition of the two existing industrial units on site (total area 1, 322 sqm) 7
- The erection of a self-storage building to provide 1,411 sqm floor space in total, including of 141 sqm of affordable workspace for office and light industrial use; and
- The removal and re-provision of the existing access/service road.

18. The proposal is to redevelop the existing site currently comprising light industrial (use class E(g)(iii)) and storage and distribution (Use Class B8) with an ancillary office, to provide a new commercial storage facility (Use Class B8) and affordable workspace (Use Class E). The proposed building will deliver 1,411 sqm of floor space over ground and a small area above the loading bay, with no basement provision.

19. The proposal also includes the removal of the existing access and service road, re-providing it further to the northwest of the site. This new access will lead to the new car park layout.

20.

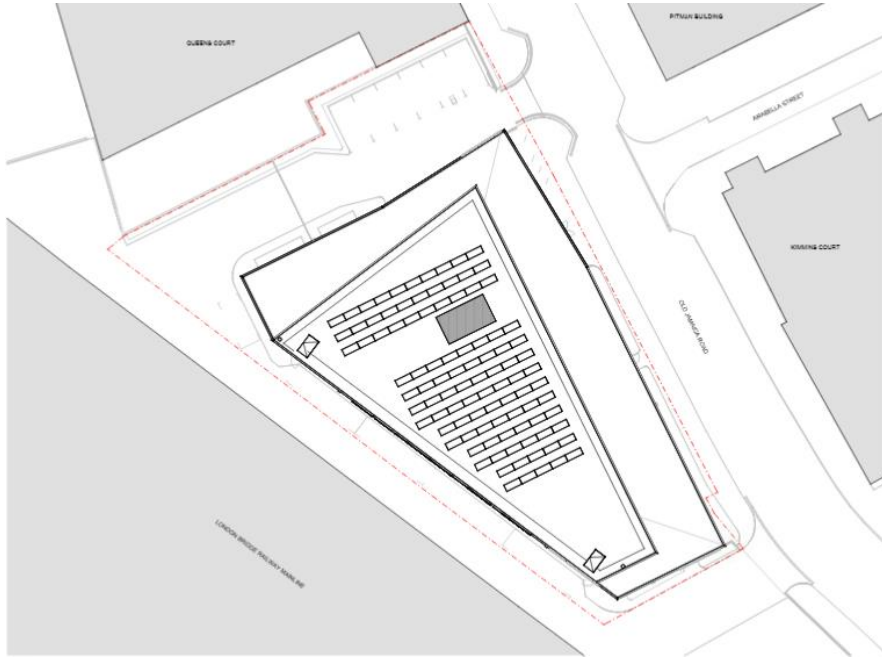


Image – Proposed site plan

21.

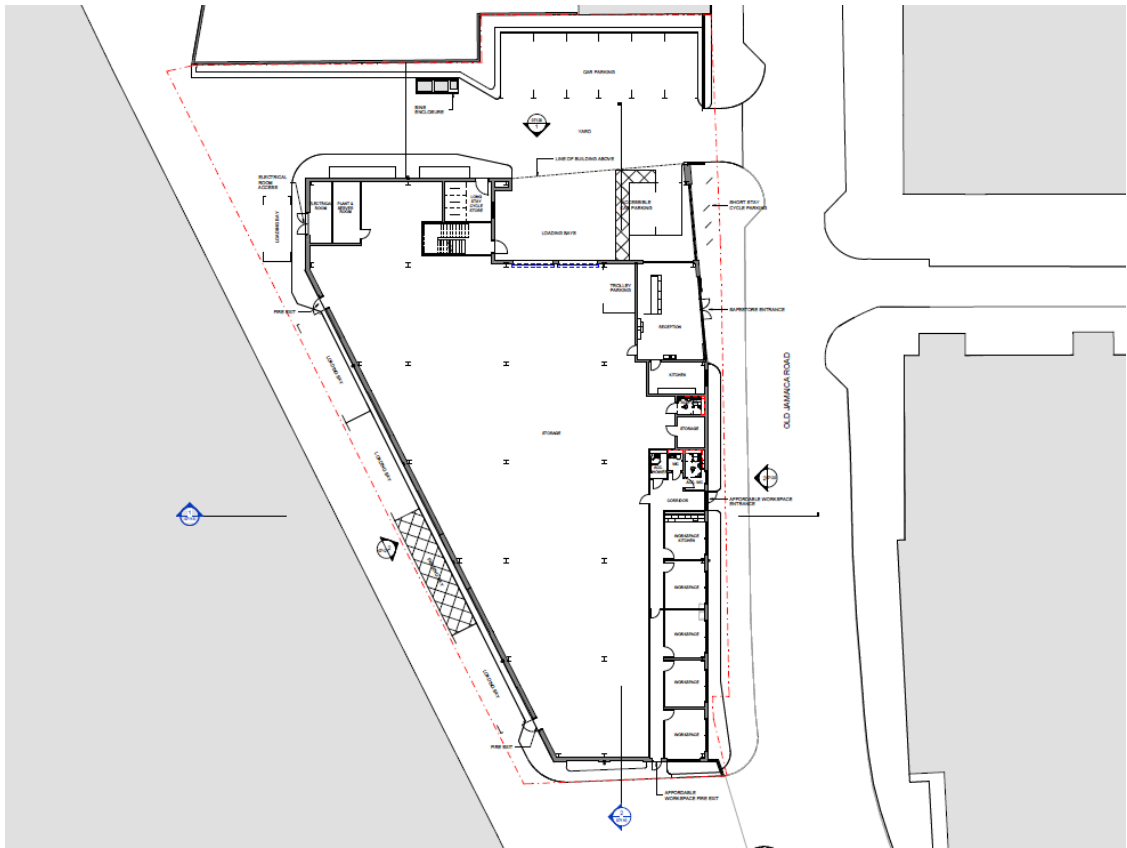


Image – Proposed ground floor plan

22.

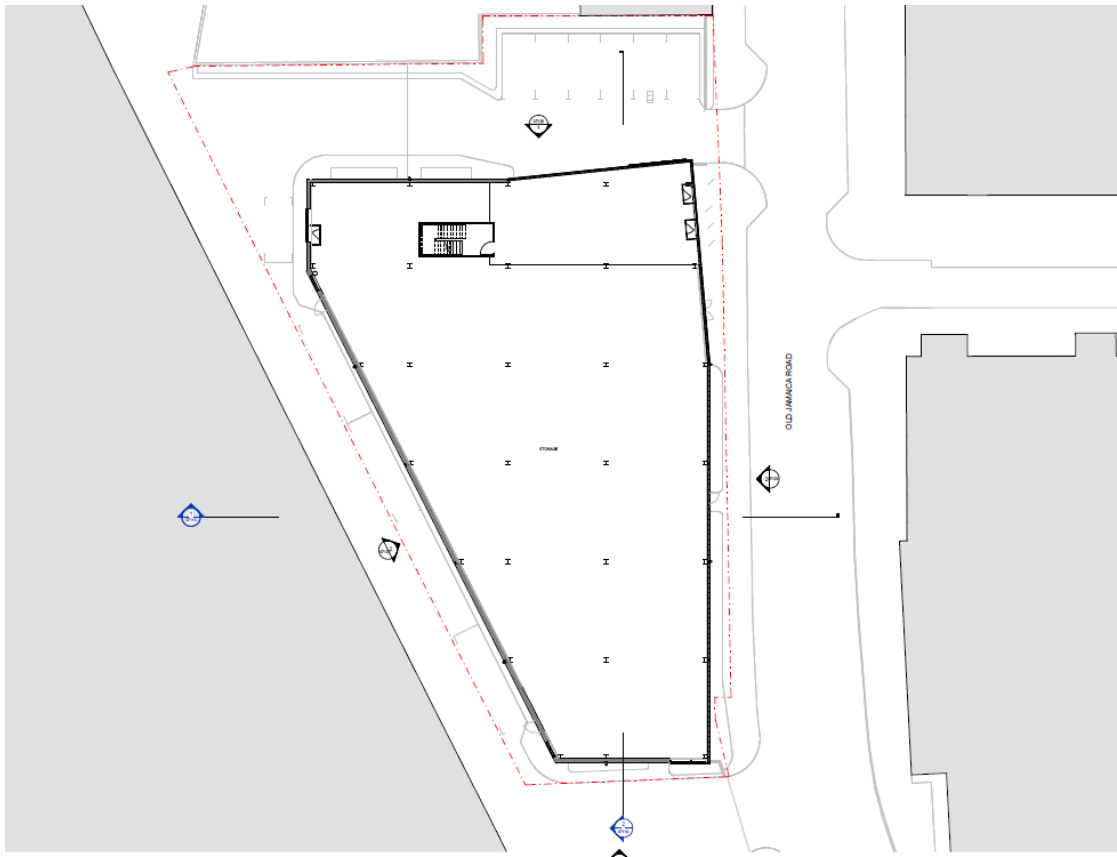


Image – Proposed first floor plan

23.

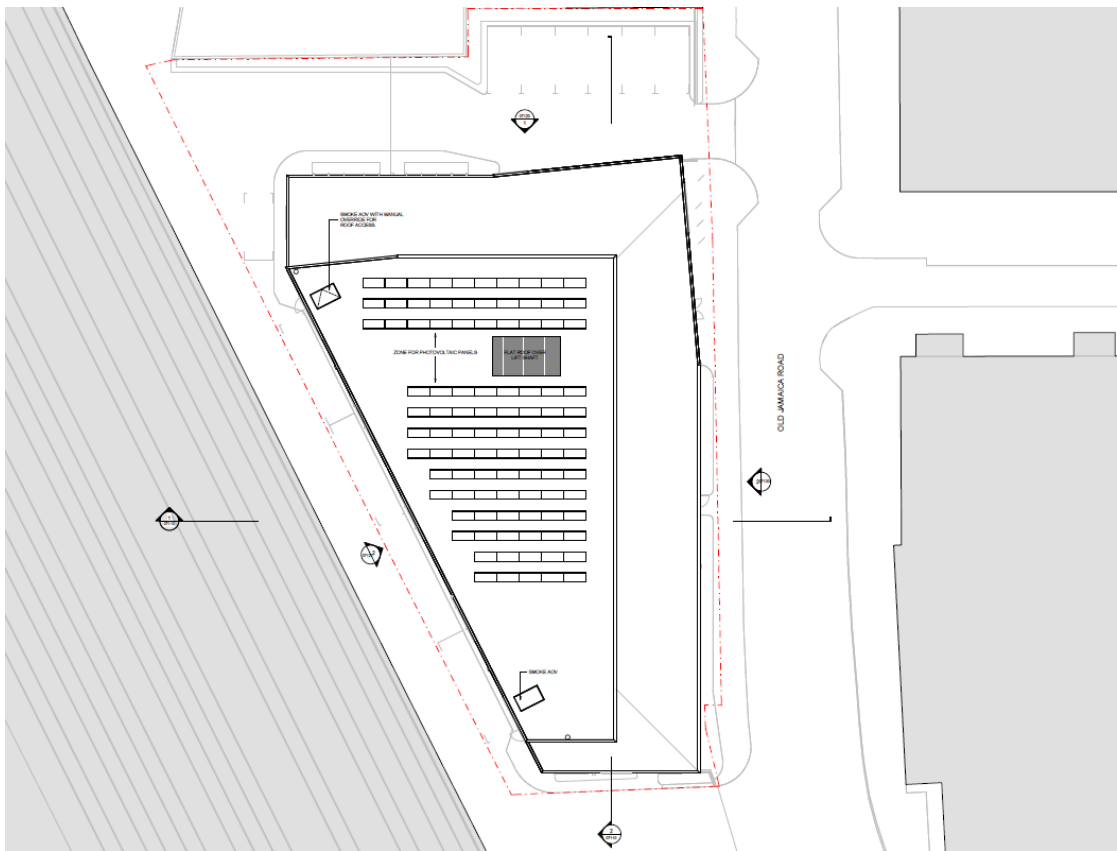


Image – Proposed roof plan

24.



Image: Proposed development shown from Old Jamaica Road.

25.

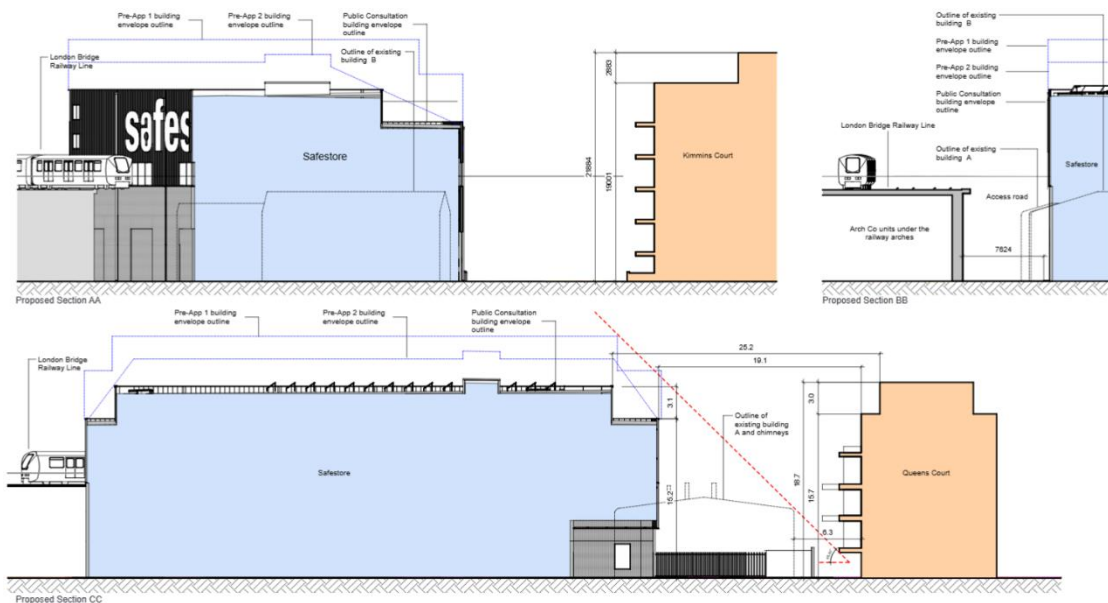


Image: Distance between the proposed development and neighbouring properties Queens Court and Kimmins Court. This is discussed further within the neighbouring amenity section of the report.

Amendments to the application

26. Design clarifications have been sought for the application, but none major enough to require re-consultation for neighbours.

Consultation responses from members of the public and local groups

27. Two site notices were erected on 08.04.2025 and 666 neighbour letters were sent out on 09.04.2025, 11.04.2025 and 24.04.2025.
28. 58 objections were received and raise the following material planning considerations:

Principle of Development and Proposed Land Uses

Comments: Respondents have relayed that they feel as though the proposed development is incompatible with the residential character of Queens court and its surrounding area, which they fear will subsequently lead to adverse amenity impacts and safety risks. Several respondents expressed that they felt the development offers minimal local employment opportunities and lacks meaningful community benefit. There is pressing need for developments aligned with the area's character, such as housing or mixed-use schemes supporting local businesses.

29. Affordable Workspace

- Respondents state there is no real benefit to the local community, they've expressed that although the developer claims this facility will benefit the community and support local employment, self-storage operations are notoriously low in staffing requirements and rarely generate meaningful job opportunities. With the feeling that the inclusion of minimal affordable workspace appears to be little more than a token gesture with no clear business plan or strategy for viability. Several respondents also note there is a severe shortage of housing in the area and question whether the site would not be better suited for residential development.

30. Design Quality and Site Layout

- A number of respondents object to the height and bulk being disproportionate to surrounding buildings. Respondents also express the feeling that the reflective facade of the proposed building may worsen train noise by amplifying and redirecting sound towards Queens Court residents, which in turn could degrade the usability of residents' outdoor spaces and reduce property values. Moreover, residents have objected to the ground floor design being poor and lacking in community benefit. The proposed co-working spaces are considered transient with no interest in the neighbourhood. Respondents also feel as though there is also insufficient consideration of heritage impacts on nearby listed buildings and conservation areas. The development obscures existing railway arches that contribute to the local character and restricts access to businesses that enhance the area's appeal. Respondents also object to the lack of environmental or sustainability features such as green walls, rooftop

planting, or street trees, which fails to enhance the streetscape or reduce environmental impact.

31. **Neighbour Amenity Impacts**

- A number of residents state this poses a concern for their 'Right to Light' and will significantly obstruct their already limited view, reducing it to a sight of an external metal wall "resembling a shed". Residents would have limited direct sunlight going forward as the building would cover almost any sight of the sky from their windows, significantly worsening quality of life. They object to air quality risks from emissions due to proximity to car park and access road, inadequately modelled in an Air Quality Management Area. Air inlets on external walls of Queens Court flats directly face the proposed car park, meaning vehicle emissions will be drawn into living spaces, posing direct health to vulnerable individuals. Several respondents fear that noise from loading bays, reversing alarms, and vehicle movements will exceed WHO and BS4142 guidelines, disturbing residents and vulnerable groups.

32. **Transport, Parking, Highways, Deliveries and Servicing Matters**

- Respondents object to the proposed loading bay producing unacceptable noise, especially from reversing alarms at night. They fear that the narrative describing this as happening only 10-15 times a night is inconsequential as this creates possibility of residents' wellbeing being disrupted. Several respondents state increased HGV and commercial vehicle movements create safety hazards for pedestrians, cyclists, and residents, particularly children and vulnerable users attending the nearby primary school and youth centre. The roads are not designed to accommodate large vehicles and increased traffic will lead to congestion and increased risk of accidents. They feel the Transport Assessment underestimates traffic volumes by excluding evenings and weekends, conflicting with proposed 24/7 access. Self-storage users frequently access units outside business hours, especially evenings and weekends, making the omission of this activity artificial and invalidating traffic assessments. Proposed site access changes risk confusion and congestion, with no safe pedestrian or cycling routes proposed. The 50% reduction in entrance/exit routes would result in a single route servicing over 15 arches, with existing estate already heavily congested.

33. **Environmental Impact During Construction Phase**

- Respondents request restrictions on weekend construction work to protect families, caregivers, and children. Construction noise even on Saturdays would significantly disrupt the ability of residents to provide care and support for their loved ones in a peaceful environment. They express that the 18-month construction period is a undertaking that will burden local residents both visually and due to noise and air pollution in a residential

area with families, young children, a primary school nearby, and youth community centre. A number of respondents object to the lack of meaningful environmental measures such as green walls, rooftop foliage, or street trees to mitigate impacts or enhance the local streetscape during and after construction.

34. **Ecology and Biodiversity**

- Respondents object to increased noise and pollution from vehicles operating continuously around the clock. The proposed building's size is expected to result in marked increase in both traffic and noise levels, with vehicles likely circling around Eyot House to gain access, increasing noise and air pollution in immediate vicinity. A few respondents state the plant growing walls need better detailing. The growing frame on the north wall is appreciated, but without irrigation, planter, or landscape details, it is hard to know whether this design will be successful. In the worst case, it will remain a barren grid of galvanised wire, requiring proper irrigation systems to deliver the wall of green as rendered.

35. **Security and Prevention of Anti-Social Behaviour**

- Concerns were raised about Right to Privacy. This building including construction phase will infringe upon privacy, potentially leading to negative effects on mental well-being through unwarranted intrusions in private lives, homes and communications. Respondents object to the dead-end laneway between the building and railway being unmonitored and unsafe, worsening antisocial behaviour already experienced in the area. The 24/7 access attracts antisocial behaviour with security implications of "transient people" in the residential area who have no invested interest in the local area.

36. **Other Matters**

- Respondents raise concerns about windows setting precedent for future change of use application whereby the building could be converted to residential, requiring reconsideration of all objections. The development threatens existing businesses operating in nearby railway arches, including popular local venues, with blocking access or visibility potentially leading to closures.
- A number of respondents state the proposal conflicts with the Equality Act 2010 due to disproportionate impact on disabled residents whose only private outdoor spaces face the proposed car park and loading areas. For residents with limited mobility, balconies are critical extensions of the home and essential connections to outside environment.
- Respondents object to hidden long-term consequences including increased health risks, higher energy costs from reduced daylight necessitating greater artificial lighting use, strain on local infrastructure, and erosion of

community cohesion. The garbage enclosure near residential boundary raises concerns about rats and odours endemic with archway businesses.

37. These matters are addressed comprehensively in the relevant preceding parts of this report.

Planning history of the site

38. Pre-application advice was sought on 22.07.2021 ref. 21/EQ/0115 for 'the demolition of existing structures and construction of replacement commercial building to be operated as a self-storage facility (use class B8) (Follow-up to 19/EQ/0152)'.
39. Pre-application advice was sought on 09.04.2024 ref. 23/EQ/0234 for 'the demolition of existing industrial units (use class B2 and B8) and the erection of a 7-storey building comprising self-storage facility (use class B8) together with vehicular and pedestrian accesses, parking, associated works and landscaping'.
40. Any decisions which are significant to the consideration of the current application are referred to within the relevant sections of the report. A fuller history of decisions relating to this site, and other nearby sites, is provided in Appendix 4.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

41. The main issues to be considered in respect of this application are:
- Principle of the proposed development in terms of land use;
 - Affordable workspace
 - Design
 - Landscaping, trees and urban greening
 - Ecology and biodiversity
 - Archaeology
 - Designing out crime
 - Fire safety
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
 - Noise and vibration
 - Transport and highways

- Transport for London
- Transport for London Spatial Planning
- Environmental matters
- Energy and sustainability
- 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

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

Legal context

43. 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.
44. 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

45. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2023) 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 is provided at Appendix xx. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

ASSESSMENT

Relevant policy designations

National Planning Policy Framework (the Framework) 2024

46. The revised National Planning Policy Framework ('NPPF') was published on 12 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.
47. Paragraph 231 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.
48. The relevant chapters from the Framework are:
- Chapter 2 Achieving sustainable development
 - Chapter 6 Building a strong, competitive economy
 - Chapter 8 Promoting healthy and safe communities
 - Chapter 9 Promoting sustainable transport
 - Chapter 11 Making effective use of land
 - Chapter 12 Achieving well-designed and beautiful places
 - Chapter 14 Meeting the challenge of climate change, flooding and coastal change
 - Chapter 16 Conserving and enhancing the historic environment

The London Plan 2021

49. 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:
- 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 D8 Public realm
 - Policy D11 Safety, security and resilience to emergency
 - Policy D12 Fire safety
 - Policy D13 Agent of Change
 - Policy D14 Noise
 - Policy E2 Providing suitable business space

- Policy E3 Affordable workspace
- Policy E4 Land for industry, logistics and services to support London's economic function
- Policy E5 Strategic Industrial Locations (SIL)
- Policy E6 Locally Significant Industrial Sites
- Policy E7 Industrial intensification, co-location and substitution
- Policy G5 Urban greening
- Policy SI 1 Improving air quality
- Policy SI 3 Energy infrastructure
- Policy SI 12 Flood risk management
- Policy SI 13 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 T6.2 Office Parking
- Policy T6.5 Non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

50. 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:
- P13 Design of places
 - P14 Design quality
 - P15 Residential design
 - P16 Designing out crime
 - P18 Efficient use of land
 - P19 Listed buildings and structures

- P23 Archaeology
- P28 Access to employment and training
- P29 Strategic protected industrial land
- P30 Office and business development
- P31 Affordable workspace
- P33 Business relocation
- P34 Railway arches
- P36 Development outside town centres
- P50 Highways impacts
- P51 Walking
- P53 Cycling
- P54 Car Parking
- P55 Parking standards for disabled people and the physically impaired
- P56 Protection of amenity
- P59 Green infrastructure
- P60 Biodiversity
- P62 Reducing waste
- P63 Land for waste management
- P64 Contaminated land and hazardous substances
- P65 Improving air quality
- P69 Sustainability standards
- P70 Energy

Supplementary Planning Documents (SPDs)

51. Of relevance in the consideration of this application are the:
- Design and Access Statements SPD (2007)
 - Householder Development SPD (2025)
 - Section 106 and Community Infrastructure Levy SPD (2025)

Principle of the proposed development in terms of land use

52. The previous three pre-application responses confirm that the redevelopment of the site for use as a storage facility is broadly acceptable and an appropriate use in the context of the site being Strategic Protected Industrial Land. The two primary issues which were outstanding on the previous pre-application (ref: 21/EQ/0115) were the relocation of existing businesses and associated job creation/ reduction and secondly affordable workspace.

Strategic Protected Industrial Land

53. Policy P29 (Strategic protected industrial land) of the Southwark Plan 2022 states that:

On strategic protected industrial land (SPIL) as shown on the Policies Map:

1. *Only industrial uses (E(g)(ii), E(g)(iii), B2, B8, and sui generis industrial use classes) and uses ancillary to the industrial uses, will be permitted; and*
54. 2. *Development must retain, grow or intensify industrial uses including increasing the number of jobs.*
55. The proposed development comprises the erection of a self-storage facility (Use Class B8) and therefore complies with part 1 of the policy. The proposed development is estimated to generate a total of 15 on-site jobs, of which 6 are estimated to be for Southwark residents. The development would therefore increase the number of jobs on site and would grow the industrial use within this space. The development would therefore comply with part 2 of the policy.
56. Part 3 of the policy details that *Industrial uses which fall within Use Class E(g)(ii) and (iii) will be secured, and where necessary retained through the implementation of conditions and/or planning obligations in accordance with the tests set out in national policy.*
57. This part of this policy is not applicable to the proposed development. The specific mechanisms in Part 3 of P29 relate to securing industrial uses within the E(g)(ii) and E(g)(iii) use classes through conditions or planning obligations. Because the current proposal is for a B8 use (already permitted by Part 1) and does not involve issues about securing or retaining E(g) uses, Part 3 is not engaged.

Affordable workspace

58. 1. *Development must:*
1. *Retain small and independent businesses (E(g) B class uses). Where existing small and independent businesses are at risk of displacement from a development there should be full consideration of the feasibility of providing affordable and suitable space for existing occupiers in the completed development. Replacement business space should be like for*

like in terms of floorspace or bespoke to suit the requirements of the business; or

2. Explore the opportunities for long term management of employment space and the delivery of affordable workspace by workspace providers.

2. Developments proposing 500sqm GIA or more employment floorspace must:

1. Deliver at least 10% of the proposed gross employment floorspace as affordable workspace on site at discount market rents; and

2. Secure the affordable workspace for at least 30 years;

3. Provide affordable workspace of a type and specification that meets current local demand; and

4. Prioritise affordable workspace for existing small and independent businesses occupying the site that are at risk of displacement. Where this is not feasible, affordable workspace must be targeted for small and independent businesses from the local area with an identified need; and

5. Collaborate with the council, local businesses, business associations relevant public sector stakeholders and workspace providers to identify the businesses that will be nominated for occupying affordable workspace.

3. If it is not feasible to provide affordable workspace on site, an in lieu payment will be required for off site affordable workspace. This will be calculated using the Affordable Workspace Calculator.

4. Affordable workspace will be secured, and where necessary retained as employment uses through the use of planning obligations/ conditions in accordance with the tests set out in national policy.

5. In exceptional circumstances affordable retail, affordable cultural uses, or public health services which provide a range of affordable access options for local residents, may be provided as an alternative to affordable workspace (employment uses). This will only be acceptable if there is a demonstrated need for the affordable use proposed and with a named occupier. If the alternative affordable use is no longer required in the future, the space should be made available for affordable workspace (employment uses) in accordance with the criteria above. The reversion or uplift of employment floorspace must still be provided in the scheme overall.

59. Policy P31 (Affordable workspace) of the Southwark Plan 2022 identifies a small business as one operating with 50 employees or less. The site currently comprises 2no. two storey buildings, referred to as Building A and Building B. Building A is split into two units, Unit 1 and Unit 2-5. Unit 1 is currently vacant. The previous tenant of units 6-10 have consolidated its operations to another

facility, and units 6-10 are currently being used for storage. Unit 2-5 is currently being used as a laundry works leased by Grosvenor Contracts Ltd. Building B is currently vacant.

60. The applicant has undergone extensive viability testing and can provide affordable workspace. The area of affordable workspace is the equivalent to 10% of the GIA at 141m² and is in line with policy requirements.
61. These areas will be provided on the ground floor of the building and would be accessed from Old Jamaica Road with a series of spaces arranged along the east façade thus activating the street frontage. The proposed development would therefore comply with Policy P31 (Affordable workspace) of the Southwark Plan 2022.
62. The affordable workspace will be directly let to occupiers for 30 years at a 25% discount to market rent levels by Safestore.
63. Further, NSP Policy P31 states that developments proposing 500 sqm GIA or more of employment floorspace must deliver 10% as affordable workspace at discount market rents, for at least 30 years. In accordance with NSP Policy P31, 10% of the employment floorspace will be affordable, comprising 141 sqm of affordable workspace (Use Class E), details of this affordable workspace can be found within section 9 of this planning statement.
64. The proposal will support the wider SPIL by increasing the amount of industrial B8 self-storage space on site. In consultation with LB Southwark, the proposal will also build on the management of its self-storage facilities by owning and operating 141sqm of affordable workspace. Although this unit will be self-contained in its own right, it will be operated as an affordable workspace controlled within any signed s106 agreement.
65. The applicant has not included any potential future mezzanine floors within the stated floorspace figures; however, this is considered acceptable for the purposes of assessing compliance with Policy P31, as the proposal secures a clear and policy-compliant quantum of affordable workspace at ground and/or principal floors.
66. These areas will be provided on the ground floor of the building and would be accessed from Old Jamaica Road with a series of spaces arranged along the east façade thus activating the street frontage. The affordable workspace will be marketed on the Southwark's workspace provider list and advertised on Safestores website. Priority will be given to businesses that meet the Southwark Affordable Workspace Occupier definition. The proposed development would therefore comply with Policy P31 (Affordable workspace) of the Southwark Plan 2022.

Business relocation

67. Policy P33 (Business Relocation) of the Southwark Plan 2022 states that:

1. *Where existing small or independent businesses or small shops may be displaced by development a business relocation strategy, written in consultation with affected businesses, must be provided. The business relocation strategy must set out viable relocation options.*
2. *All business relocation strategies must include:*
 1. *Existing amount of non-residential floorspace (GIA) separated by use class, including vacant units and yards. This should include any floorspace demolished; and*
 2. *Schedule of existing businesses operating on the site including business sector, estimated number of employees and lease terms; and*
 3. *Proposed levels of non-residential floorspace (GIA) and yard space, separated by use class, business sector and estimated number of employees; and*
 4. *Details of engagement with existing businesses on site regarding re-provision of premises or relocation options; and*
 5. *Details of engagement with the council, local agents, businesses, business associations and workspace providers to secure occupiers for new employment space.*
3. *Where existing businesses are accommodated in new development the strategy should include:*
 1. *Specific business requirements including servicing, fit out and ownership or lease terms; and*
 2. *Temporary relocation arrangements or scheme phasing to allow the continuation of the business during construction. Temporary relocation should be contained on site or as close to the original site as possible; and*
 3. *Options for temporary relocation should consider the cost and practical arrangements for businesses where multiple moves may not be feasible.*
4. *Where existing businesses are proposed to be relocated the strategy should include:*
 1. *Reasons why existing businesses cannot be located on site; and*
 2. *Details of relocation options explored with individual businesses and the assistance and support that will be provided. Statements from the*

businesses are required to show evidence that the relocation option is suitable for the viable continuation of the business; and

3. *Identification of alternative premises in Southwark. Where no suitable premises exist, premises should be identified in adjacent boroughs; and*
 4. *Statements from existing businesses should they wish to cease trading rather than relocate; and*
 5. *Collaboration with other landowners to establish whether suitable workspace for existing businesses could be accommodated in different phases of the development programmes*
68. A Business Relocation Strategy was submitted with the application, setting out Safestore's approach to supporting all existing businesses on site. Safestore opened discussions with occupiers throughout 2023 and 2024 to understand their operational requirements and timelines. All businesses were made fully aware of the intended redevelopment, and engagement with them directly informed the Strategy.
69. Safestore has been in discussions with these occupiers to understand their future requirements and plans and the Business Relocation Plan has been written in conjunction with them.
70. Importantly, no business was required or asked by Safestore to leave the site prematurely. All occupiers who have moved did so from their own volition, and Safestore has provided support well in excess of policy requirements, including flexible leases, extended occupation, and significantly reduced or peppercorn rents to support them.

Unit 1

71. Originally occupied by a carpet retailer. The tenant sought to upscale their operation and indicated their desire to move to a larger premises for an expanded operation. They chose to relocate within the borough to a unit on Crimscott Street.
72. Following the expiry of Netwise Hosting's lease 20th July 2024, Safestore offered a nominal lease until January 2025 to support their phased relocation.
73. Netwise is using Unit 1 temporarily for storage only, at a significantly reduced rent, ensuring continuity while securing permanent alternative accommodation.
74. Netwise have confirmed they are in the process of securing permanent alternative premises and the temporary arrangement is working as intended.

Unit 2-5 – Grosvenor (Commercial Laundry)

75. Grosvenor Contracts' original lease expired 27th November 2022. The business has outgrown the site and is consolidating multiple locations into a larger single facility elsewhere in Southwark.

76. Safestore were made aware that the initial lease expiry would not provide Grosvenor enough time to consolidate their operations smoothly. Therefore, the lease was extended to October 2024 to facilitate the relocation and has been extended beyond June 2025, providing extensive flexibility.
77. Safestore has agreed to a fully flexible occupancy arrangement, allowing Grosvenor to remain on site until they secure suitable accommodation to consolidate their operations.
78. A supporting letter from Grosvenor is appended to the Business Relocation Strategy, confirming that Safestore has actively supported their transition and ensured continuity of operations. This flexibility has avoided the business being displaced prematurely and supports an orderly relocation process.

Units 6-10

79. Previously used by Netwise for data centre operations. Netwise was paid a compensation payment by Safestore to support their relocation to the value of £240,000
80. Now temporarily occupied by the Royal British Legion, who required short-term storage space for stock and equipment.
81. Safestore have provided these units at a peppercorn rent, explicitly to support their operational needs during the run-up to Armistice Day.

Conclusion

82. Safestore has implemented a coordinated and above-policy programme of assistance, including:
 - Providing flexible leases and tailored move-out periods to match each business' operational timelines and requirements.
 - Offering space at reduced or peppercorn rents to ease financial pressures during the relocation period.
 - Maintaining ongoing dialogue with each tenant to ensure they are not disrupted or displaced without alternative accommodation.
 - Ensuring all businesses have the time, support and certainty needed to relocate in a structured manner.
83. All occupiers have been fully supported, with no business forced to vacate ahead of readiness. Safestore has gone well beyond policy expectations to ensure a smooth, coordinated and commercially viable transition for every tenant, including the commercial laundry operation at Unit 2. We trust the above provides the clarity required for the committee briefing, and we remain happy to supply any further detail.

84. The redevelopment would deliver 1,411 sqm GIA of new space (1,270 sqm B8 self-storage and 141 sqm E affordable workspace), generating an estimated 15 direct jobs.
85. The submitted strategy provides the information required by Policy P33, demonstrating active consultation with affected occupiers and reasonable transitional support through lease extensions and interim storage arrangements. The proposal replaces the existing employment floorspace with a higher-quality industrial use and policy-compliant affordable workspace, maintaining employment potential on site. The information provided demonstrates that appropriate consultation has been undertaken with affected occupiers and that reasonable transitional support measures, including lease extensions and interim storage arrangements, are secured. Officers further consider that the proposal would replace the existing employment floorspace with higher-quality industrial accommodation and policy-compliant affordable workspace, thereby maintaining the site's overall employment potential.

Design

Site context

86. The scheme remains for the demolition of two modern industrial sheds, the re-planning of the site layout and the construction of a single replacement industrial shed for use as a commercial warehouse storage facility. The layout provides a replacement access way to the rear, maintaining servicing to the adjacent archways, and an additional vehicle entrance and service yard direct off Old Jamaica Road, dedicated for the new building.

87.

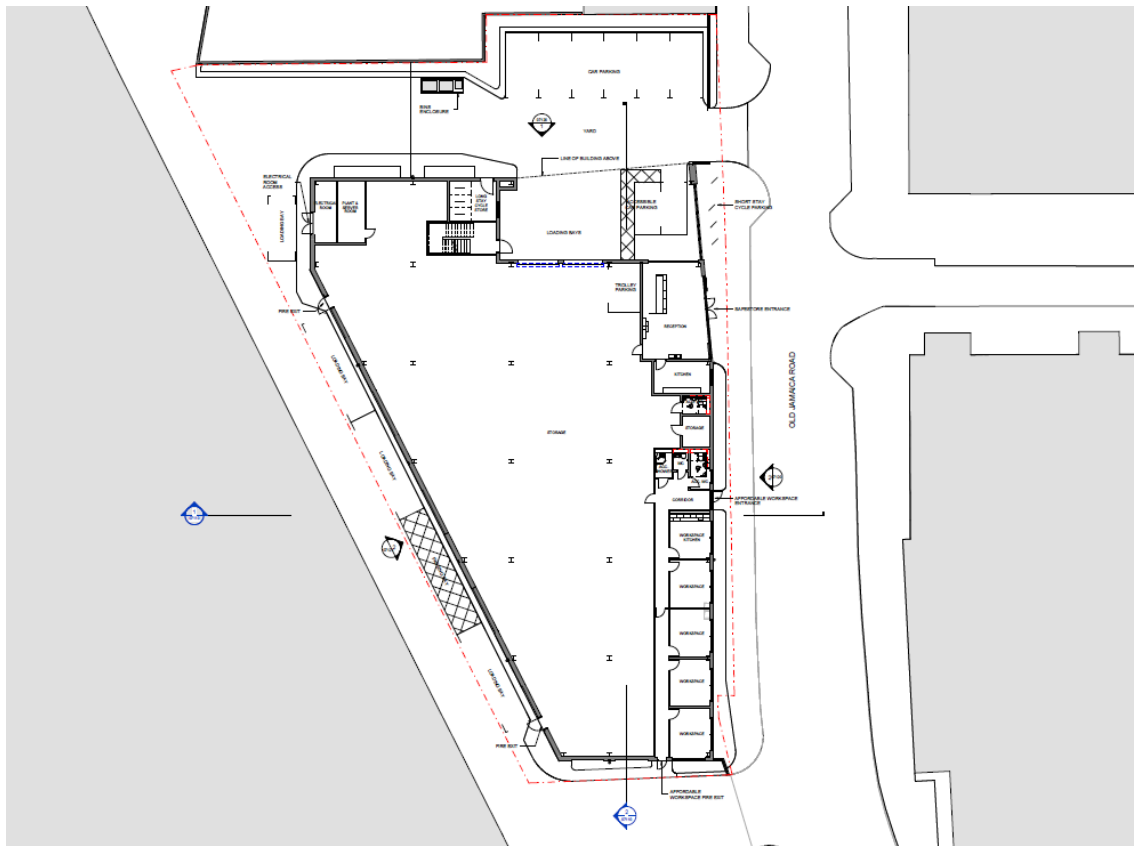


Image – Proposed ground floor layout

Height scale and massing

88. The proposed building has a maximum height of 22.5m. The buildings in the vicinity of the site have varying heights, ranging from 2-8 storeys, with most falling between 5-7 storeys. The proposed building does not constitute a tall or taller building and London Plan Policy D9 and Local Plan Policy P17 do not apply.
89. The building will be set back along both the east and north elevations on the 6th floor to respect the setting of the adjacent residential buildings.
90. The building is distanced approximately 19.7m from the residential building to the north of the site, and 17.6m from the residential building to the east, along Old Jamaica Road. The inclusion of an inflexion in the building line along the southwest façade breaks up the elevation both at ground level and from a distance.

91.

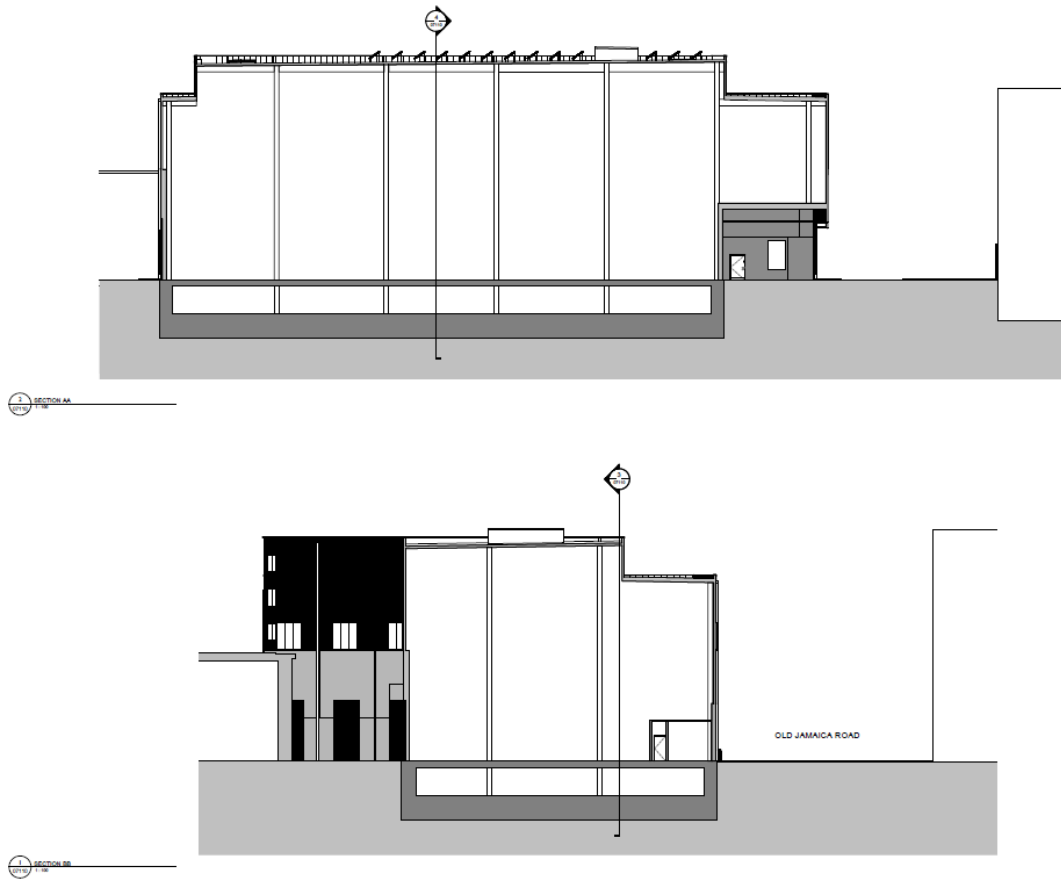


Image: Proposed section AA BB

92.

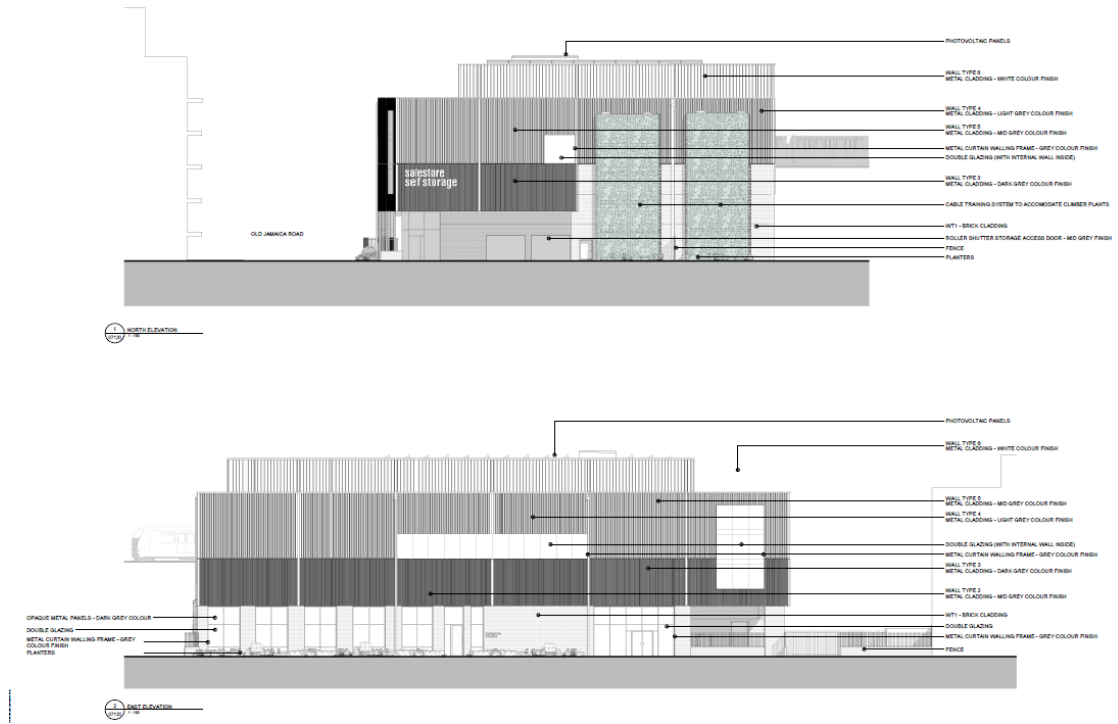


Image: Proposed north and east elevations

93.



Image: Proposed East and West elevations

94. The overall scale, height and massing of the proposed development are considered appropriate within its context, achieving a suitable balance between providing a much-needed self-storage facility and flexible office accommodation.

Internal

95. The applicant has advised that the proposed industrial unit has been designed to accommodate mezzanine floors. Indicative layouts have been provided. The structure and internal floor arrangements are therefore intentionally flexible, allowing the space to be configured according to user requirements (for example, incorporating double-stacked mezzanines or providing additional headroom).
96. The applicant emphasises that the mezzanine floors are demountable and can be reconfigured as operational needs change.
97. The applicant's approach to providing indicative layouts is considered reasonable given the functional nature of the proposed industrial unit and the need for operational flexibility within such premises. The provision of demountable mezzanine floors allows the building to respond to future occupier requirements without necessitating further external alterations. It is therefore accepted that internal mezzanine arrangements need not be fixed by condition, provided that any subsequent changes remain within the scope of the approved floorspace parameters and do not give rise to additional planning impacts.

Windows

98. Ground floor windows are positioned on the eastern façade onto the reception area and affordable workspaces area. The first-floor windows are glazed and located within the spandrel zone above the windows on the ground floor.
99. Potential Level 2 - These are labelled as windows and are at the ends of walkways with adjacent windows in front of the standard Safestore display doors.
100. Potential Level 3 - These are labelled as windows and are at the ends of walkways with adjacent windows in front of the standard Safestore display doors, and on the stairs/lobbies. The windows on Level 3 on the North and the three central ones on the West are also windows but display only showing the Safestore unit doors.
101. Potential Level 4 - These are labelled as windows and are at the ends of walkways with adjacent windows in front of the standard Safestore display doors, and on the South stair lobby.

Materials

102. The building incorporates three key materials: brick at the lower levels to reflect the surrounding residential and railway context, metal cladding above to reference existing industrial buildings, and a darker cladding band to create a clear visual transition between the two.
103. The east elevation, fronting Old Jamaica Road, is divided into three horizontal bands that soften the change in materials and emphasise the building's proportions along the street.
104. Brickwork is proposed to be full as requested. The details have been enhanced and indicated on the revised renders in the DAS, in particular around the recessed bays with additional staggered 3D laying patterns, and edge articulation on the tops and sides. The junctions with the metal panels will have angled trim sections to match the glazing frames.
105. Brickwork at the base relates to the neighbouring arches and housing, while lighter materials above convey a contemporary character. Recesses along the western façade echo the rhythm of the arches, adding depth and interest.
106. Strategically placed glazing introduces lightness and transparency, softening the industrial appearance and improving the building's relationship with nearby residential properties.

Active frontage

107. In accordance with Policy P14 (Design) and the Southwark Plan definition of an active frontage, the proposed development seeks to animate and enhance the streetscape along Old Jamaica Road and its interface with neighbouring buildings. The loading bay is recessed to the north side of the site, reducing its visual prominence and maintaining a strong, pedestrian-focused frontage. A series of slender supporting columns defines the edge of the building and frames a generous, glazed reception area at the north-east corner, providing visibility into the building and its operational areas. This transparency allows for visual connection between the internal industrial activity and the public realm. The use of warm-toned brickwork, combined with large-format ground floor windows and articulated glazing, introduces texture and rhythm to the elevation, creating a welcoming and engaging frontage that contributes positively to the character of Old Jamaica Road.
108. Along the railway arches, the applicant proposes to improve the existing route through the reorganisation and enhancement of parking provision for railway arch tenants. The ground-floor elevation is articulated to provide visual interest, consistent with the active frontage principles described above. The adjacent roadway and footpath are proposed to be upgraded to a higher standard, improving the quality of the public realm. In addition, green walls are proposed

at the south-west entry point to provide a welcoming element and enhance the pedestrian experience.

Advertisements

109. The proposed signage will be illuminated, excluding loading bay signage. The proposed signage fronting onto the railway line is to be painted and so will be non-illuminated.

Conclusion

110. The proposal is appropriate in terms of height, scale and massing and incorporates design features and materials prevalent in the area. As such, the proposal is acceptable in line with chapter 12 Achieving well-designed places of the NPPF (2024); policies D3 Optimising site capacity and D4 Delivering good design of the London Plan (2021); policies P13 Design of places and P14 Design quality (2022); and the Householder Development SPD (2025). Conditions for details of brickwork infill panels, brickwork pattern, window openings, junction between brickwork/metal cladding and the low wall gates onto Jamaica Road are recommended.

Landscaping, trees and urban greening

111. Policy G5 Urban greening of the London Plan states that a major development proposal should contribute to the greening of London by including urban greening as a fundamental element of site and building design and recommends a target score of 0.4 for developments that are predominately residential. For the purposes of calculating the UGF green roofs can be used to form part of the calculation. Although Class B2/B8 applications are not required to meet the Urban Greening Factor (UGF), they are nonetheless expected to maximise the site's potential for urban greening wherever possible.
112. Policy D3 Optimising site capacity through the design-led approach states that development proposals should provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.
113. Details of the proposed green wall will be conditioned to ensure elements are modular with an automated irrigation system included and the surface spread of flame on the external walls surface, achieving Class B-s3,d2 or better.

Ecology and biodiversity

114. The council's environmental protection officer has been consulted on the application. Soft landscaping proposed on site should include native and pollinator friendly shrub and herbaceous species. The use of nectar-rich and berry producing plants is recommended. Where possible, larger shrubs should be under-planted to create structure and cover for wildlife. The use of block planting of single species should be avoided in favour of a higher diversity of

plant types per square metre. Selected species should be on the RHS plants for pollinators list.

115. Proposed climbing plants should include species selected for their known value for wildlife such as star jasmine and honeysuckle.
116. It is recommended that biodiverse green roofs are incorporated on flat roof areas. The green roofs should be biodiverse and include a varied substrate with a varied depth of 80mm-150mm. The roofs should be seeded and plug planted with wildflower species and meet the requirements of GRO Code.
117. Conditions for soft landscaping, green roofs and an informative for nesting birds are recommended.

Biodiversity Net Gain

118. In England, 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.
119. 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:

Development below the de minimis threshold, meaning development which:

does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and

impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

120. Based on the information provided by the applicant, this site is considered to be exempt from the requirement to deliver mandatory BNG.

Archaeology

121. The applicant has submitted supporting archaeological documentation for the application in 2025.
122. The site lies on the projected line of the civil war later 1640s, defences around London between a fort located near to Grange Walk in Bermondsey and one on the Rotherhithe riverfront. Between the forts are 'lines of communication' the nature of which we do not know, but earlier archaeological work on this site showed high, surviving untruncated natural soils so if these are likely to be present then this is the site for them to survive in some way, subject to the

research being correct. The construction of the building presently occupying the site is of a light industrial form and is unlikely to have a significant impact in its own right.

123. Conditions for Archaeological Evaluation, Archaeological Mitigation, Archaeological Pre-commencement Foundation and Basement Design and Archaeological Reporting are recommended.
124. It is also advised that section 106 planning obligations are sought to support Southwark council's effective monitoring of archaeological matters. A contribution has to be calculated by the case officer for developments on the basis of the officer time which is needed to carry out the range of archaeological tasks which are required. The contribution will be between £7,196 - £8,635 in accordance with our 'S106 Planning Obligations and CIL' SPD (page 19). The figure will be clarified at S106 Agreement stage.

Designing out Crime

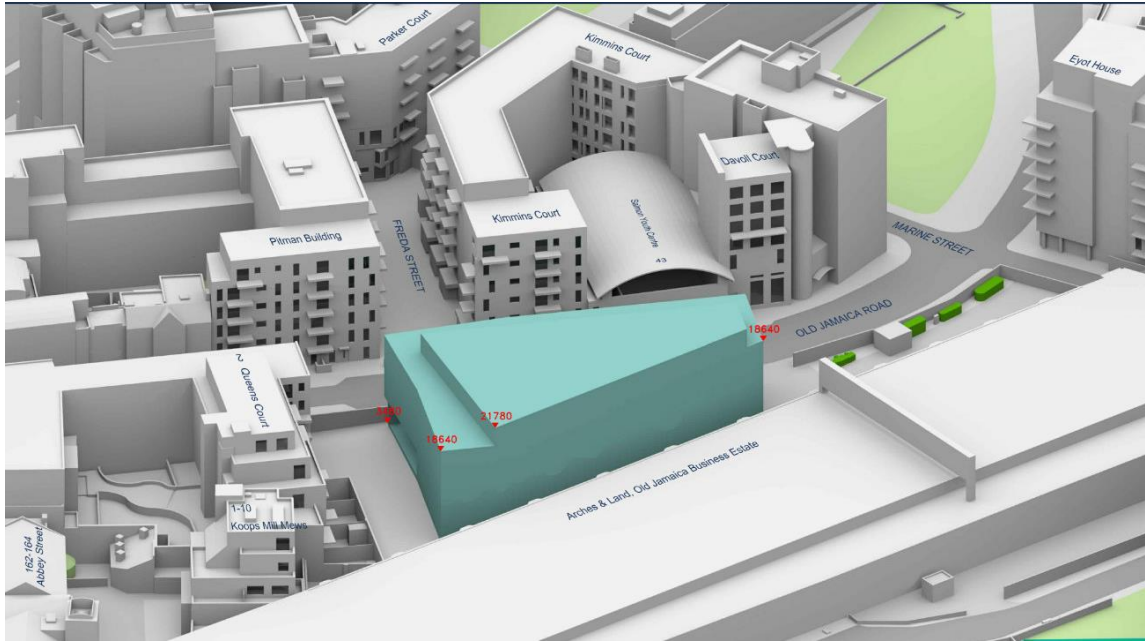
125. The Metropolitan Police Designing out Crime team have been consulted on this planning application and have reviewed the Design and Access statement and consider that the development could achieve the Secured by Design credentials which would be welcome given this is a high crime area. The standard Secured by Design condition has been included.

Fire Safety

126. A Fire Strategy Report has been submitted with the application Underwood Carpenter. The Fire Statement confirms that the Safestore development on Old Jamaica Road has been designed with comprehensive fire safety measures, ensuring safe evacuation, controlled fire spread, and effective firefighting access, meeting all relevant UK regulatory and best practice standards.
127. The submitted document is considered appropriate in scope and detail and a full assessment will be undertaken at the building control stage.
128. 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.

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

129. Southwark Plan policy P56 protection of amenity states that planning permission will not be granted where it would cause unacceptable loss of amenity, including disturbance from noise to present and future occupiers in the surrounding area or on the application site. Policy P14 design quality of the Southwark Plan requires development to be of a high standard of design with adequate daylight, sunlight and outlook for new and existing occupiers.
130. The surrounding properties are shown on the plan below in proximity to the proposed development:



131.

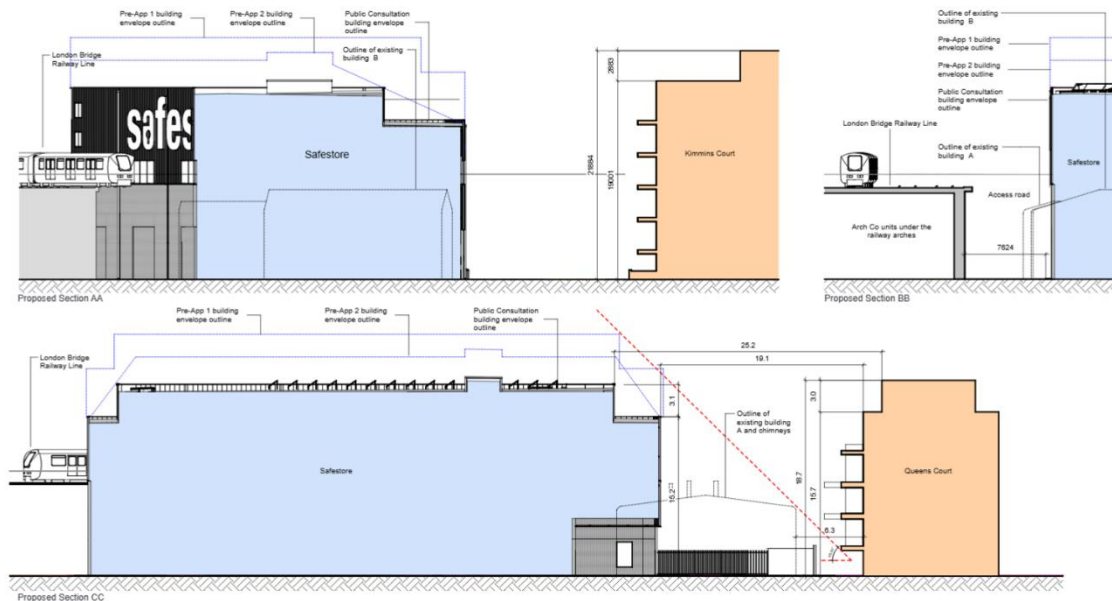


Image: Distance between the proposed development and existing neighbouring properties Kimmins Court and Queens Court.

132. The neighbouring eight properties which are directly impacted by the proposed works are:
- Queens Court, 2 Old Jamaica Road
 - Pitman Building
 - Parker Building, Freda Street
 - Kimmins Court
 - Davoll Court, Marine Street
 - Eyot House, Marine Street
 - 1-10 Koops
 - 162-164 Abbey Street
133. The assessments consider impacts on eight neighbouring residential buildings. Five of these properties are found to fully comply with BRE guidelines for daylight (VSC and NSL), sunlight (APSH) and overshadowing, with no material adverse effects identified. These include Parker Building, Davoll Court, Eyot House, Koops Mill Mews and Abbey Street.
134. More detailed analysis is undertaken for Queens Court, the Pitman Building and Kimmins Court, which are located closest to the site and include windows positioned close to the site boundary and beneath projecting balconies.
135. Importantly, a mirror massing assessment has been undertaken in line with Appendix F of the BRE guidance. This compares the proposed development against a hypothetical building of equivalent height and scale to neighbouring developments. The results show that, when assessed against this realistic urban baseline, the proposal generally performs as well as or better than the mirror massing scenario, with many windows experiencing either comparable or improved daylight and sunlight levels.

Outlook and privacy

136. The section drawings provided indicate a clearance distance of between 17-18m between the proposed build and nearby residential properties. As this would be over the road network, or internal courtyard of the site, and the proposed use is in relatively infrequent use by users, there is a minimal risk to privacy as a result.
137. There are no buildings to the rear of the application site and therefore there is no issue with loss of privacy here.
138. Existing residential properties are located to the north of the application site. The proposed development has been designed to minimise overlooking by reducing

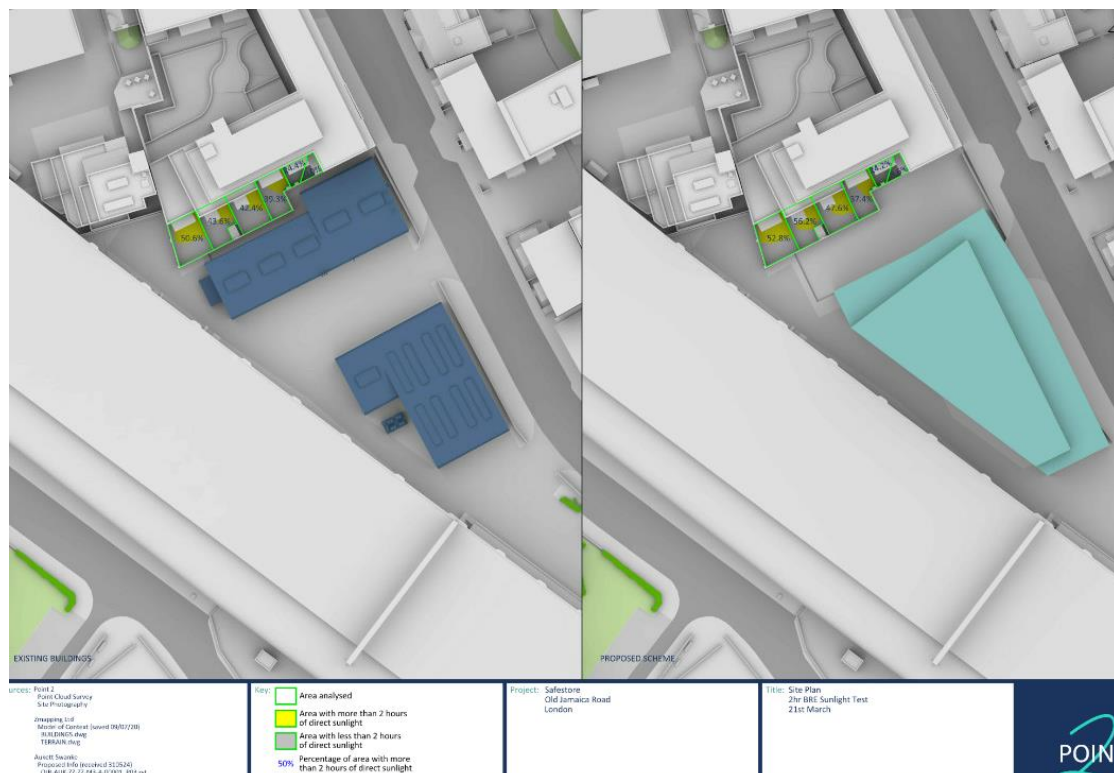
the number of windows on the shared boundary. The distance between the proposed northern façade and the neighbouring dwellings ranges from 9.5m to 18m. Ground-floor loading bays are positioned at the maximum distance from these properties to mitigate potential loss of privacy and outlook. No windows are proposed on this façade, and, on balance, this arrangement is considered acceptable in terms of neighbouring amenity.

139. Overall, the proposed development is for industrial use and, as such, will not give rise to any loss of privacy for neighbouring properties. The use does not require overlooking windows, balconies, or elevated external areas, and the scale and layout of the building will not introduce new opportunities for direct views into adjoining residential premises. As a result, the development is not expected to adversely affect the privacy or amenity of neighbouring occupiers.

Overshadowing

140. Given the reasonable separation distances from the nearby residential units, the proposal is likely to result in a modest but acceptable impact on outlook to some nearby units.
141. An overshadowing analysis has been undertaken in accordance with the BRE guidance “Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice” (BRE 209). The assessment considers the extent of sunlight received by adjoining amenity areas on 21 March (the spring equinox), identifying the proportion of space receiving at least two hours of direct sunlight.

142.



143. BRE Guidance states that for gardens and open spaces, at least 50% of the area should receive at least two hours of sunlight on 21 March (the spring equinox).

Location	March 21 st – 2hrs Sun on Ground			
	Existing (%)	Proposed Development (%)	Change (%)	Meet BRE
A1	50.6	52.8	-4.4	Yes
A2	43.6	56.2	-28.9	Yes
A3	42.4	47.6	-12.3	Yes
A4	39.3	37.4	4.8	Yes
A5	24.4	24.2	1.0	Yes
A6	0.00	8.6	-	Yes

144. The diagrams show:

- Left image – Existing scenario: Most of the neighbouring amenity areas receive between 63% and 74% of the space with more than two hours of sunlight.
- Right image – Proposed development: Following construction of the proposed building, the proportion of these areas receiving at least two hours of sunlight reduces slightly, with values remaining in the 60–74% range.

145. In all cases, more than 50% of the analysed garden areas continue to receive at least two hours of direct sunlight on 21 March. This meets the BRE target and indicates that the proposed development would not result in a significant loss of sunlight to neighbouring amenity spaces.

146. As shown above, three of the existing residential amenity spaces will have an improved percentage of area with more than 2 hours of direct sunlight.

Daylight/sunlight

147. The 2025 Householder SPD states that development should seek to minimise overshadowing or blocking out of significant light to adjoining properties.
148. The Vertical Sky Component (VSC) has been calculated for each window at neighbouring properties as shown below:
149. A detailed Daylight, Sunlight and Overshadowing Assessment (Point 2, Dec 2024) was submitted in support of the application. The assessment demonstrates that five of the eight neighbouring residential properties (Parker

Building, Davoll Court, Eyot House, 1–10 Koops Mill Mews and 162–164 Abbey Street) would fully meet the BRE Guidelines, with negligible change in light levels.

150. Some reductions are recorded to Queens Court, the Pitman Building and Kimmins Court due to their existing design features such as deep single-aspect layouts and overhanging balconies, rather than the scale of the proposal itself. When applying the BRE's mirror-massing urban benchmark, the proposed scheme performs as well as or better than expected, confirming impacts are acceptable in this dense urban context.
151. All external amenity areas tested would continue to meet BRE standards for sunlight. Overall, the proposal is considered to have an acceptable impact on neighbouring daylight, sunlight and overshadowing.
152. Scenario 1 and scenario 2 are applied. Scenario 1 assesses the impact of the proposed development against the existing baseline condition. Scenario 2 assesses whether there are any material additional impacts to the surrounding residential properties by comparison to the mirror massing on the site. Officers have assessed the impact on neighbours' light using mirror massing for a visual check and daylight/sunlight tests for precise measurement, ensuring the development does not unreasonably reduce natural light or harm amenity. Together, these tools ensure that the development provides acceptable levels of natural light and does not unreasonably harm the amenity of neighbouring occupiers.
153. The location of the neighbouring properties to be affected are numbered as below:

154.



Queens Court, 2 Old Jamaica Road

155. Queens Court is located directly north of the application site and comprises residential flats across six floors:

156.

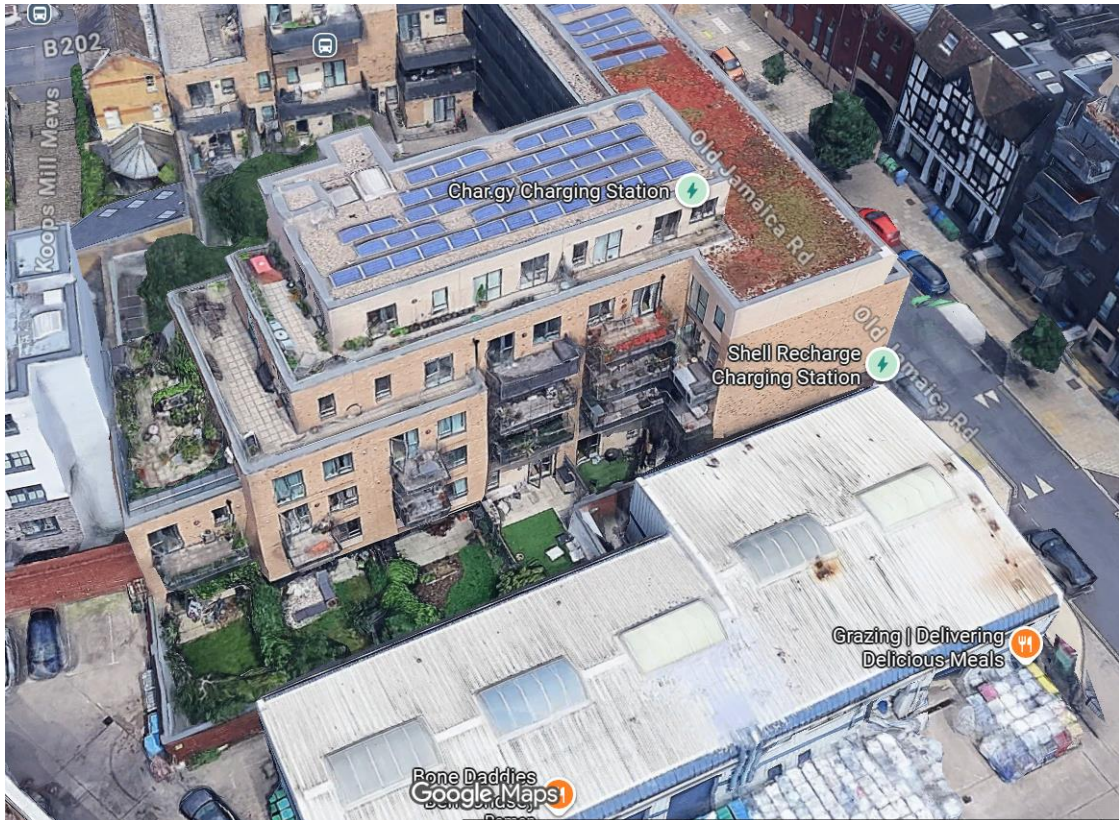


Image: Queens Court in relation to the existing building at the application site

157. Many of the flats on the façade closest to the proposed development are single aspect. A number of windows and rooms are also located beneath balconies and projecting wings of which are the key cause of sensitivity. For example, 20 out of the 36 windows located beneath the overhangs on the ground to 2nd floors achieve a VSC of less than 10% in the existing condition. 68 windows serving 51 habitable rooms have been assessed.

Scenario 1

158. The impact of the development to daylight received by these neighbouring windows, is assessed by the Vertical Sky Component (VSC) set out within the applicant's daylight sunlight report, showing a retention for all windows of over 80%.

159. It is shown that 45 out of the 60 windows assessed would retain 80% of their existing sunlight hours, both annually on throughout the winter months in line with BRE Guidance.

160. The remaining 23 windows that experience an alteration is VSC between 21% and 81%. All of these remaining windows are located beneath or adjacent to balconies or projections, as discussed above. The 8 most affected are highlighted below:

161.



Image: 8 windows most affected at Queen Court

162. These 8 windows will experience VSC changes of 49%-81%. The windows are all situated in the internal corner of the building and located beneath overhanging balconies and a projecting wing. Findings also indicate that the remaining 15 windows would experience relative reductions in VSC of between 21% and 37%. It is noted, however, that seven of these windows would see an absolute reduction in VSC of less than 2.5%, which is generally regarded as a minor change and unlikely to be readily perceptible to occupants.
163. The 'without balconies' sensitivity test has also been assessed in order to understand the limiting influence of the existing balcony structures. This modelling showed that a comparable number of windows would meet the BRE guidance (49 in total), while the remaining windows would experience reduced changes to VSC, ranging from 23% to 43%, with most showing alterations of 29% or less. The majority of these windows would continue to achieve a retained VSC of 18% or higher, which is typically considered acceptable within a dense urban context. This exercise demonstrates that the extent of the relative VSC reductions is significantly influenced by the presence of the existing balconies.
164. In relation to internal daylight distribution (NSL), the assessment shows that 37 of the 51 rooms tested would comply with the BRE target values. The remaining 14 rooms, comprising a mix of living/kitchen/dining rooms, bedrooms and kitchens, are predicted to experience reductions ranging between 21% and 87%. The report highlights that five of these rooms would still retain a view of the sky to 62% or more of the room area, which is considered a good level of

daylight distribution for an urban location. All but 1 of these rooms is located beneath an overhang and therefore they are considered more sensitive to changes in massing opposite. While these findings indicate that the proposed development does result in noticeable reductions in daylight to a subset of sensitive windows, officers consider that the overall impact is mitigated by the existing design constraints of Queens Court.

165. 34 south-facing rooms are assessed in relation to the Annual Probable Sunlight Hours (APSH), primarily comprising living rooms, LKD spaces, or rooms of uncertain use. Of these, 31 rooms would continue to meet the BRE recommendations for sunlight.
166. Officers note that three rooms would experience reductions in sunlight beyond the BRE guidance thresholds. In absolute terms, winter APSH would remain between 9% and 12%, above the BRE minimum of 5%, while annual APSH for 1 room would fall marginally below the 25% benchmark (24%) and the other 2 would be substantially below, between 9% and 11%. These rooms are located on the second floor beneath balconies and at the corner of the building, making them inherently sensitive to massing changes. While the reductions are noticeable and represent a measurable departure from guidance, officers consider that the impact is mitigated by the existing architectural constraints, including overhangs and corner positioning, which already limit sunlight. On balance, although these rooms experience a discernible loss of sunlight, officers judge the effects to be acceptable within the context of a dense urban environment.

Scenario 2 – Mirror massing

167. Of 68 windows assessed for VSC, 37 improve (up to 1.75%) or remain unchanged, while the remaining 31 show minimal differences, mainly on upper floors that already meet BRE Guidelines in scenario 1.
168. All 51 rooms assessed for NSL would see no material change or notable improvement of up to 122%, and APSH levels in relevant rooms would experience significant improvements of up to 200%.
169. Officers note that some reductions in daylight and sunlight occur to neighbouring properties. These are primarily associated with existing architectural features such as balconies and projecting wings, rather than the scale of the proposed development itself. While the proposed development performs better than the mirror-massing scenario, the assessment confirms that a small number of windows and rooms will experience measurable reductions.
170. Under Scenario 2, daylight and sunlight levels are broadly in line with, or marginally better than, what would be expected from a hypothetical building of similar height and proportions to Queens Court on the site. This indicates that, although some impact is inevitable given the dense urban context, the proposed massing is appropriate for the site and consistent with the prevailing

urban form. Officers consider the effects to be acceptable in planning terms, taking into account the limited number of sensitive windows affected, the existing constraints, and the wider benefits of the development.

Pitman Building

171. The neighbouring property is located to the east of the Site on the opposite side of Old Jamaica Road and comprises a series of residential flats arranged over five storeys. 64 windows serving 52 habitable rooms have been assessed.

172.



Images: Pitman Building in relation to the existing building at the application site

Scenario 1

173. In terms of Vertical Sky Component (VSC), 59 of the 64 windows meet BRE Guidelines, indicating negligible change for these windows. The remaining 5 windows, located on the ground and first floors, experience relative VSC reductions of 21–37%. 4 of these windows are beneath balconies and face Kimmins Court across Arabella Street, with existing VSC levels of just 4–8%, resulting in absolute reductions of 2.8% or less, which are considered not material. Although 5 windows experience measurable reductions in VSC, the absolute loss of light is very small (around 2.8%) and the affected windows are already constrained by existing balconies. In practical terms, this change would not be noticeable to occupants and is therefore not considered material in terms of residential amenity.
174. Officers have reviewed the ‘without balconies’ assessment and note that all but one window would comply with BRE guidance. Window W9/330 shows a relative VSC reduction of 21%, slightly above the 20% BRE threshold. This indicates that the existing balconies, rather than the scale of the proposed development, are the primary factor influencing the observed reductions in daylight.
175. For No Skyline (NSL) daylight distribution, 50 of 52 rooms meet BRE Guidelines, demonstrating strong compliance in a dense urban context. The remaining two rooms (R10/330 and R5/331) show relative reductions of 24% and 27%, slightly below the BRE target, but still retain views of the sky dome across 64–68% of the room area, which is a satisfactory level of daylight distribution.
176. Annual Probable Sunlight Hours (APSH) assessment shows that 49 of 52 rooms comply with BRE Guidelines. Of the remaining 3 rooms, two retain winter APSH of 7% and 9%, above the 5% BRE minimum, and annual APSH of 20% and 24%, slightly below the 25% target but reasonable for a dense urban environment. The final room, located beneath a balcony and facing Kimmins Court, retains a winter APSH of 3% and an annual APSH of 15%, reflecting its sensitivity to massing changes on the Site. Overall, these results demonstrate that the majority of windows and rooms maintain good daylight and sunlight levels, with limited reductions primarily influenced by existing architectural features rather than the Proposed Development’s scale.

Scenario 2 – Mirror Massing

177. For Scenario 2 (mirror massing), 53 of the 64 windows assessed for VSC would experience no change or an improvement of up to 5.5% compared to the mirror massing targets. The remaining 12 windows show absolute changes of less than 0.8%, which are not considered material.

178. Officers have reviewed the submitted NSL and APSH data in comparison to the mirror massing scenario. In terms of NSL, the majority of rooms would experience either no material change or a relative improvement, with only two rooms showing negligible changes of 2% or less, which officers consider not material.
179. Regarding APSH, 44 of the 52 rooms would experience no material reduction or a relative improvement, with the remaining eight rooms showing some reduction in sunlight. Officers note that all of these rooms would retain winter APSH well above the BRE minimum of 5%, and all but one would retain annual APSH above the 25% benchmark. The single room with annual APSH of 15% still retains a level of sunlight that is acceptable for a dense urban environment. On balance, officers consider that these limited reductions are not materially harmful and do not result in unacceptable loss of sunlight, particularly when considered alongside the context of the surrounding buildings and the overall urban form. Officers acknowledge that a small number of rooms experience reductions below BRE guidance. However, these windows are largely constrained by existing balconies and overhangs, corner positioning, or recessed layouts, and the absolute levels of daylight and sunlight retained remain acceptable. When assessed against a mirror-massing scenario, the proposed development performs as well as or better than a notional building of comparable scale. Only a limited number of rooms are affected, and overall amenity is maintained. On this basis, officers consider the reductions to be acceptable and not materially harmful.

Kimmins Court

180. Kimmins Court is a residential building located to the east of the Site on the opposite side of Old Jamaica Road and comprises a series of flats arranged over six storeys.

181.

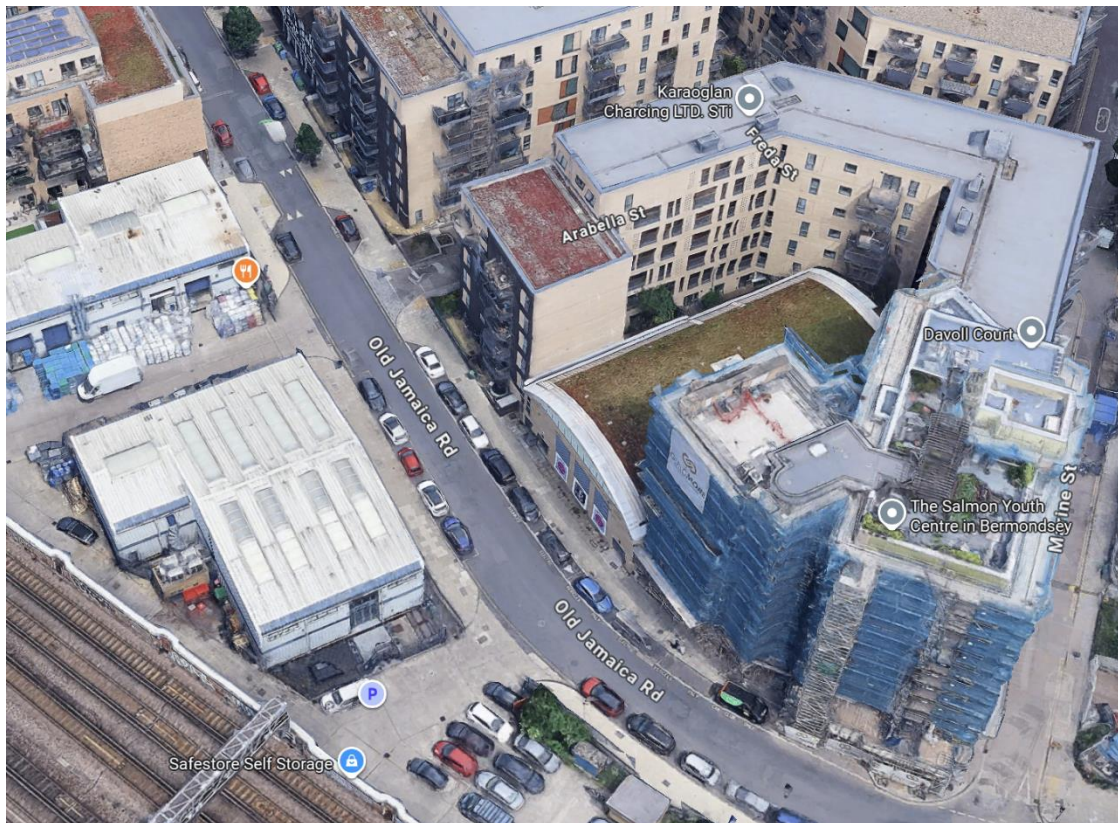


Image: Kimmins Court in relation to the existing building at the application site

182. In total, 39 windows serving 34 habitable rooms have been assessed. In terms of VSC, 26 of the 39 windows meet the BRE Guidelines meaning there will be a negligible change in VSC to those windows.

Scenario 1

183. In terms of Vertical Sky Component (VSC), 26 of the 39 windows assessed meet BRE Guidelines, indicating negligible change. The remaining 13 windows experience relative reductions of 24–64%. Of these, 10 retain VSC levels of 16–26%, which is generally considered reasonable to very good for a dense urban environment and notably higher than some existing windows in Kimmins Court and the Pitman Building facing each other across Arabella Street.

184. The remaining three windows, all beneath balconies, retain VSC of 10–13%. A 'without balconies' assessment (Appendix 3) shows a similar number of windows meeting guidance (25), while the remaining windows experience smaller reductions of 31–38%, with all retaining VSC of 19% or above, demonstrating that overhanging balconies exacerbate the relative impact on VSC.

185. For No Sky Line (NSL), 23 of 34 rooms comply with BRE Guidelines. The remaining 11 rooms experience relative reductions of 34–76%. Three of these are bedrooms, which the BRE considers less critical for NSL. Of the remaining eight rooms, three retain views of the sky dome over 50% of the room, which provides a reasonable level of daylight distribution in a dense urban setting.

186. The final five rooms are either on the ground floor or beneath balconies, making them inherently sensitive to massing changes opposite; three of these rooms exceed 6 m in depth, and the BRE notes that in single-aspect rooms over 5 m deep, greater movement of the no-sky line may be unavoidable.
187. Regarding Annual Probable Sunlight Hours (APSH), 16 of 18 south-facing rooms meet BRE guidance for both winter and annual sun. The remaining two rooms show reductions beyond guidance but retain winter APSH of 5–11%, meeting or exceeding the BRE minimum of 5%, and annual APSH of 23–24%, slightly below the 25% target but still a good level of sunlight for an urban environment.

Scenario 2 – Mirror Massing

188. Kimmins Court is a standalone residential building located directly opposite the application site. While the building is taller than the proposed development, the proposal occupies a broader footprint across the site. In this context, the application of a mirror massing assessment is of limited usefulness, as a truly mirrored form would necessitate a significant reduction in the proposed building footprint and would not represent a realistic or policy-led redevelopment of this regeneration site. Notwithstanding this, the submitted mirror massing (Scenario 2) assessment has been reviewed for consistency and comparative purposes.
189. The assessment indicates that all windows at Kimmins Court would retain Vertical Sky Component (VSC) values broadly comparable to the mirror massing scenario, with changes ranging from an absolute increase of up to 1.8% to a reduction of up to 1.4%. These variations are considered immaterial and would not be perceptible in practice. In terms of No Sky Line (NSL), 24 of the 34 assessed rooms would retain the same or improved levels when compared against the mirror massing benchmark. Two rooms would experience minor reductions in the order of approximately 13–17%, while eight rooms would experience more noticeable reductions, quantified between approximately 12 sq ft and 60 sq ft.
190. It is noted that the NSL test is a simplified assessment tool and does not fully capture the spatial and contextual characteristics of the site. In this instance, the mirror massing scenario represents a relatively narrow obstruction, with open aspects to one side and a low-rise youth centre to the other, enabling lower-floor rooms to retain lateral sky views. By contrast, the proposed development presents a more continuous frontage across the site, which would naturally reduce these side views. This limitation of the NSL methodology is acknowledged within the BRE guidance, which advises that undue weight should not be given to marginal losses arising from attempts to preserve narrow sky gaps.
191. In relation to Annual Probable Sunlight Hours (APSH) 15 of 18 assessed rooms would retain winter and annual sunlight levels comparable to or exceeding those associated with the mirror massing scenario. All rooms achieve at least 5% winter APSH, with most exceeding 10%, and all but three rooms retain annual APSH

levels above the BRE target of 25%. The majority of rooms perform significantly better than the BRE minimum standards.

192. Overall, while some localised reductions in daylight and sunlight would occur at Kimmins Court, these are limited in extent and are influenced in part by the existing architectural design of the building, including the presence of projecting balconies. The submitted 'without balconies' assessment demonstrates that relative reductions in VSC are largely attributable to these features rather than the scale of the proposed development itself. Having regard to the dense urban context and the comparative mirror massing assessment, Kimmins Court would retain acceptable levels of daylight and sunlight, and the proposal would not result in an unacceptable impact on residential amenity.

Conclusion

193. The assessment considers eight surrounding residential properties. Parker Building, Davoll Court, Eyot House, Koops Mill Mews and 162–164 Abbey Street are shown to fully comply with BRE guideline targets for daylight and sunlight. Impacts to these properties are therefore assessed as negligible.
194. Overall, the daylight and sunlight assessment identifies that the closest neighbouring residential buildings Queens Court, Kimmins Court and the Pitman Building would experience some reductions in daylight and sunlight as a result of the proposed development, particularly where single-aspect windows directly face the site. The effects are most noticeable at Queens Court and parts of Kimmins Court, where some windows fall below BRE guideline targets when compared with the existing low-rise baseline. However, many of the most affected windows at these buildings are located beneath balconies or within recessed positions, which already substantially limit skylight and increase sensitivity to change. Sensitivity testing ('without balconies') indicates that these architectural features, rather than the scale of the proposed development itself, are a significant factor in the measured reductions. The pattern of impact is consistent with what might reasonably be expected in a dense urban setting such as this part of Old Jamaica Road.
195. While officers note that BRE guidance is not fully met in these limited cases, planning judgment indicates that the reductions are acceptable given the dense urban context, the existing constraints of neighbouring buildings, and the comparative mirror massing scenario which demonstrates that retained light levels are broadly in line with what would reasonably be expected from a notional building of similar scale.
196. Overall, the majority of windows and rooms would continue to receive satisfactory daylight and sunlight, neighbouring amenity areas would remain compliant, and any reductions are not so significant as to warrant refusal. Taking these factors together, officers consider the impacts on daylight and

sunlight to be acceptable, particularly when weighed against the benefits of the proposed development.

Noise and vibration

197. A noise impact assessment is submitted in line with BS4142. The assessment includes character corrections of +5dB for tonality and impulsivity. The assessment finds the rated noise level from the site will be +3dB in the worst case at Queens Court, with lower impacts at the Pitman Building and Kimmins Court.
198. BS4142 states 'A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context'. Whereas a difference of +10dB or more is required to amount to a significant adverse impact, depending on context. A level below background is considered a 'low' impact. The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact.
199. Therefore, the applicant's assessment concludes the proposal with not adversely impact on residential amenity.
200. The comprehensive objection document submitted by a resident of Queens Court is noted which includes a detailed rebuttal of the applicant's noise assessment. This objection includes some monitoring undertaken in person by the objector and an alternative assessment of significance that does not follow the methodology of BS4142 (it instead judges significance by each individual source).
201. The council noted that the monitoring positions used in the applicant's assessment are reasonable. There will always be an element of variation between monitoring locations but overall it is considered that these are sufficient to represent the acoustic climate in this area, and suitably robust. The monitored background sound levels broadly correlate with previous investigations in this location, such as those conducted for the construction of Queens Court on 12/AP/3127. It is difficult to give any weight to alternative measurements made by a resident without detail of their qualifications or experience to carry out such a survey.
202. The level at weekends or nights may vary somewhat from the figures used. The (16 hour) measured daytime L90 on Saturday was 49.3dB vs the representative (1 hour) value used of 50dB L90. Hourly Saturday L90s are not provided but the 16-hour figure is not close to being sufficient to change the report's conclusions. On Sundays a lower L90 of 46dB (16 hour) was measured. It is noted that the listed opening hours are 8am to 6pm Mondays to Saturdays and 10am to 4pm on Sundays. Therefore this figure will not specifically be representative of the 6 opening hours on Sundays at the busiest time of the day. Even disregarding this, in the worst case and with no change

to Sunday operational noise this would lead to a Sunday BS4142 Rating level above the adverse effect level but below the significant adverse effect level.

203. Given the site context is an existing commercial/industrial estate on SIL adjacent to a busy railway line and road, the BS4142 rating penalty assumptions are acceptable. These types of sounds are already prominent in the environment so they are much less likely to be especially distinctive given the site context.
204. The existing consent includes B8 use so the broad level of activity and disruption that comes with that is already long established. The noise assessment is taking place with over half of the existing site vacant and as such a higher level of commercial noise than currently taking place is already part of the lawful use of the site.
205. It is not considered that the impact is likely to be significantly adverse to the daytime operating hours proposed, when considering the context of this site. Currently, there are no restrictions on the operational hours of the existing businesses and the proposed use with the controlled hours of use would be an improvement on the existing. Furthermore, issues around noise nuisance would be dealt with by environmental protection noise enforcement teams.
206. In order to protect residential amenity, conditions for hours of use, plant noise, and noise management plan are recommended.

Transport and highways

207. The application site is in a PTAL 3. Old Jamaica Road is not a classified road. The site is within a CPZ, Bermondsey (G) operating between the hours of 08:30 – 23:00, Mon - Sun. The site has two existing vehicle accesses on Old Jamaica Road.

Site layout

208. Site has a PTAL rating of 3, and is well located for access by public transport, walking and cycling. The site is located a short distance south of Cycleway 4, and benefits from access to other local cycle routes. Access to the site is provided to the east from Old Jamaica Road via two separate crossovers. The site is understood to currently accommodate parking for nine vehicles, alongside other informal space for loading/deliveries. The site is within the Bermondsey (G) CPZ, which operates Monday-Friday between 08:30-18:30.

Proposed access arrangements

209. It is proposed to relocate the existing northern access point a further approximately 15m northwards along Old Jamaica Road, at the approximate location of the existing raised table and pedestrian crossing. The applicant proposes to relocate the raised table and crossing point approximately 25m to

the north, which would result in the loss of at least one on-street parking space in this location.

210. An on-street parking survey has been undertaken in the streets surrounding the site, in accordance with the Lambeth methodology. The results of the survey indicate that, although 'parking stress' (generally considered to be >85% occupancy) does not occur on Old Jamaica Road and surrounding streets, the levels of parking demand would generally be considered to be approaching an 'at stress' level. As such, the proposed development must not result in a loss of on-street parking availability. The proposed relocated crossover would require the reconfiguration of the on-street parking arrangements on Old Jamaica Road within the vicinity of the site. The applicant has indicated that with the proposed reconfigurations there will be no net loss of kerbside space as a result of the relocated crossover. The full parking survey data has been provided for review, and the assessments included within the Transport Assessment are acceptable on this basis. As previously noted, the proposed reconfiguration of Old Jamaica Road does not appear to result in any loss of on-street parking spaces.
211. The Council's transport planning do not object to the principle of the proposed reconfiguration of the existing arrangements on Old Jamaica Road, subject to agreement with LBS Highways Development who are responsible for works and alterations to the adopted highway. The proposed highways works would be subject to a s278 agreement, with all works to be funded in full by the applicant. Whilst the proposed crossover is also acceptable in principle, the applicant must submit additional drawings demonstrating that appropriate visibility and pedestrian inter-visibility can be accommodated. The crossover must be constructed in accordance with LBS's design standards (specifically DS 132), and again will form part of the s278 works.
212. Additional swept path analysis has been provided, including an assessment of the operation of the junction with Arabella Street in the existing situation and with the proposed relocation of the site access and associated reconfiguration of on-street parking arrangements. It is not known whether refuse vehicles egress Arabella Street onto Jamaica Road, and the swept path analysis indicates there would be conflict if this did occur in the existing configuration and with the amendments proposed. However, the proposals do not appear to result in a material difference to the size and type of vehicle able to access/egress Arabella Street, and on this basis the proposed arrangement is acceptable in principle in transport policy terms. Nevertheless, given the scale of changes proposed, the amendments to Arabella Street and the site access would be subject to agreement with LBS Highways Development, as the highways authority, and would form part of the s278 agreement.
213. Pedestrian access to the site is proposed via two dedicated accesses on Old Jamaica Road, whilst cycle access will be accommodated by the proposed crossover.

Cycle parking

214. It is proposed to provide six long-stay cycle parking spaces within a dedicated store to the north of site, accessed via the proposed crossover, alongside eight short-stay spaces on Old Jamaica Road within the red line boundary of the site. All cycle parking spaces will be provided in sheffield stand form.
215. The proposed quantum and design of cycle parking is acceptable on the basis proposed. Whilst it is noted that historically facilities of this nature would not necessarily attract cycle trips, this is no longer necessarily the case given the growth in cargo bikes and the expansion of the local cycle network. As such, the quantum of proposed cycle parking is supported.

Car parking

216. There are no specific parking standards for the proposed self-storage facility or similar land uses, with Southwark Plan policy stating that parking provision is to be determined on a case by case basis considering the proposed land use and likely parking demand.
217. The current proposals include eight on-site parking spaces (inclusive of one blue badge space) alongside two spaces for loading. Six of the spaces will be oversized to accommodate vans and other LGVs. The applicant has submitted a trip generation and parking accumulation assessment, which indicates that parking demand Parking accumulation is expected to peak at 7 vehicles, comfortably within the 10 spaces provided, with residual capacity for 3 further vehicles.
218. Based on this, the proposed parking provision is acceptable. However, the applicant must submit updated swept path analysis demonstrating that each of the parking bays as designed can accommodate LGV's, and allow for appropriate manoeuvring within the site.

Trip generation

219. A trip generation assessment has been undertaken to demonstrate the vehicular impact of the proposed development. This has been based on traffic survey data for the extant land use, and historic survey data from other Safestore sites in London. Whilst the age of this data and the location of the sites would not typically be appropriate, given they have only been used to calculate expected vehicle trips they are considered to be broadly acceptable.
220. A net change assessment of the total peak hour and daily vehicle trips has been undertaken, which demonstrates that the proposed development will result in a net decrease of -1 vehicle during the AM peak hour, an increase of 8 two-way vehicles during the PM peak hour, and an increase of 63 two-way vehicles throughout a weekday. This number of additional vehicle trips would be expected to have a negligible impact on the operation of the local highway network.

221. The applicant has confirmed that the proposed Safestore development has been assessed on a worst-case scenario basis in terms of the maximum number of internal lock-up units that could be provided. This scenario has been used to inform the submitted documents, ensuring that the potential upper level of trip generation has been robustly considered. The transport team have reviewed the anticipated trip generation arising from this worst-case arrangement and is satisfied that the level of vehicle movements would not result in a severe impact on the local highway network. On this basis, the proposal is considered acceptable in transport and highway terms.

Additional documents

222. The applicant has also submitted an Outline Construction Logistics Plan (CLP), Draft Delivery and Servicing Plan (DSP), and Draft Travel Plan (TP). The contents and principles of these documents are acceptable at this stage, however updated CLP, DSP and TP documents should be secured by condition.

Transport for London

223. Transport for London (TfL) has confirmed that it has no objection in principle to the proposed development. However, given the site's proximity to London Underground infrastructure, specifically its location directly above the Jubilee Line tunnels, TfL has identified a number of potential constraints that must be addressed to ensure that the development does not adversely affect underground structures.
224. TfL's Infrastructure Protection engineers have advised that it must be demonstrated to their satisfaction that:
1. The development will not have any detrimental effect on London Underground tunnels or structures, either in the short or long term;
 2. The design of the development ensures that the loading imposed on London Underground assets is neither increased nor removed; and
 3. TfL offers no right of support to the development or the land.
225. Accordingly, TfL requests that any grant of planning permission be subject to a condition requiring a Ground Movement Assessment, Risk Assessment and Method Statement, Compliance with London Underground Requirements, Borehole and Piling Details, and implementation in line with these documents.

Transport for London Spatial Planning

Access

226. The high occurrence of reversing activity and vehicle movements at the parking/servicing yard would result in conflicts between vehicle and pedestrian activity, in conflict with Vision Zero.

227. In response, the applicant has confirmed that the development will have controlled access, with vehicle movements limited to customers only. Reversing manoeuvres will always occur within a parking/loading area, which is recognised by drivers and pedestrians. The risk of collisions between pedestrians, cyclists and vehicles in the vicinity of the loading area is considered very low due to low vehicle numbers and low vehicle speeds. Similar layouts are provided at all other stores where there have been no reported issues.
228. Suitable signage will also be provided to warn drivers, cyclists and pedestrians to be aware, and a demarcated pedestrian/cycle route within the parking/loading area will be considered at detail design stage.

Cycle parking

229. The applicant has confirmed that two staff members will be onsite at any one time. There will be very few cycle movements to and from the long-stay cycle parking and staff will arrive early before the store is manned.
230. It is confirmed that, if the mezzanine levels are installed in future, the operational needs of the site during opening hours will not increase beyond two members of staff. As such, the provision of six-long stay spaces within the building is considered sufficient irrespective of the additional floorspace being delivered.
231. There is limited opportunity for cycle access on the Old Jamaica Road which is maximising active frontage. The long-stay cycle store is for both Safestore and the affordable workspace staff.
232. Suitable signage will be provided to warn drivers and cyclists to be aware. A demarcated pedestrian/cycle route within the loading area will be considered/explored at detail design stage. Eight short-stay cycle spaces are provided, including oversized bays.

Car parking

233. The bays provided on site are for customer vehicles only to allow them to load or unload from their unit. The affordable workspace users will have access to the blue-badge bay within the loading area. There is also on-street parking available adjacent to the development, or space within the existing Safestore car park if required.
234. It is accepted that a Parking Design and Management Plan (PDMP) will be secured by condition.
235. A full PDMP will be submitted prior to occupation of the site and will contain the following:
- Design and layout of the parking/loading area
 - How the site is accessed by vehicles and the interaction with vulnerable road users

- Details of measures to reduce car use
- Details of electric vehicle charging points
- How the spaces are managed, the usage is monitored, and the wrongful use of spaces is enforced; and
- A strategy to reduce the number of on-site car parking spaces in the future by repurposing the spaces for alternative uses.

Construction

236. It is accepted by the applicant that a Detailed CLP will be secured by condition and will commit to:
- Use of FORS Silver contractors compliant with CLOCS.
 - Booking and scheduling of deliveries outside peak hours where possible.
 - Swept-path analysis for the largest construction vehicle at the detailed stage.

Delivery and servicing

237. The deliveries to the affordable workspace are expected to be very low and there are a number of locations where a vehicle can stop to deliver to these units. The delivery vehicles can use the new Safestore loading area, the existing Safestore parking/loading area to the south, or the new loading bays to the rear of the Proposed Development.
238. The number of servicing/delivery trips to the Safestore are 1-2 per week. It is in Safestores best interest to schedule these where possible outside of peak hours.
239. As customers are required to take their own waste off-site and dispose of it themselves, there is very little waste generated by Safestore. Waste is collected once a week, typically in the morning prior to store opening.
240. The loading bays to the rear of the Proposed Development are associated delivery activity for the units within the arches. The proposal allows for sufficient loading bays and a turning head to be provided to accommodate the needs of the existing units within the arches. Although these are within the Safestore demise, they will be self-managed by the occupants of the arches.
241. By their nature, self-storage facilities do not attract a large number of cycle trips on the basis that most customer trips involve the transportation of bulky goods to/from the storage facility. It is accepted that a Detailed DSP will be secured by condition.

Travel Plan

242. Due the limited number of staff at the proposed development and the nature of the uses on site, it is expected that all employee trips are made by active or

sustainable modes. It would be expected that the affordable workspaces are occupied by local businesses and employees are from the local area. No staff car parking is provided on-site to maximise sustainable and active travel. A condition for a travel plan is recommended.

Environmental matters

243. The proposed developed has been reviewed by the Environment Agency and the LBS Flood Management Risk Team. The application site is located in Flood Zones 2 and 3 and is located an area benefitting from flood defences. Whilst the site is protected by the River Thames tidal flood defences up to 1 in 1000 (0.1%) chance in any year, the environment agency's recent flood modelling shows that the site is at risk if there were to be a breach in the defences.
244. The applicant has submitted updates information regarding clarification of the drainage hierarchy; updated runoff calculations; compliance with SuDS Standards S7–S9; exceedance routing and maintenance requirements. This is considered acceptable.
245. The applicant proposes to manage rainwater via permeable paving and attenuation tanks. Rainwater harvesting and raingardens have also been considered feasible in the design however have not been identified on the drainage drawings. There will be 1 discharge point to the existing TW Combined trunk sewer located between TW MH 0401 and TW MH 0301. Flow is to be restricted using a Hydrobrake.

Land contamination

246. The submitted desk study identifies moderate contamination risks owing to past potentially contaminative site uses and an intrusive site investigation is recommended. A condition for Site Contamination is recommended.

Air quality

247. An air quality assessment has been submitted by the applicant. It finds air quality in this location is within objectives.
248. In respect of operational impacts the AQA states premises is only proposed to generate 23 two-way vehicle movements per day of which 21 are expected to be LDVs. This is not considered to be a risk of causing a significant impact on local air quality so detailed modelling is not undertaken.
249. The air quality neutral assessment finds that the development will not meet air quality neutrality in respect of transport emissions and will exceed the benchmark. The nature of the use means virtually all customers will have to arrive in motor vehicles. In mitigation it proposes EV charging points.

250. There may be some temporary localised construction air quality and dust impacts and these will need to be managed by suitable controls on works and approval of a CEMP.
251. The objectors' comments on air quality are noted. Any presence of motor vehicles has potential to impact on amenity from idling vehicles, fumes etc at certain times however air quality assessment aims to determine whether this amounts to a significant impact on local air quality and whether the development could result in exceedance of air quality objectives.

Thames Water

252. Thames Water have been consulted on the planning application, who have provided advice on groundwater risk management permits and have requested an informative be included in relation to permits and in regards to minimum water pressure.
253. With regard to surface water drainage, Thames Water advises that if the developer follows the sequential approach to the disposal of surface water, no objections are raised.

Light pollution

254. Owing to the proximity to residential dwellings, a detailed lighting scheme is recommended to be submitted for approval as per condition.

CEMP

255. A CEMP has been recommended by the EPT, Highways and Transport Policy team and has been added accordingly. The submitted CEMP will be reviewed by the council's Network Management team at the condition discharge stage.

Energy and sustainability

256. Policy P69 (Sustainability standards) of the Southwark Plan 2022 states that development must achieve a BREEAM rating of 'Excellent' for non-residential development.
257. Southwark Plan Policy P70 (Energy) states that major development must reduce operational greenhouse gas emissions and minimise both annual and peak energy demand. This must be in accordance with the following energy hierarchy:
1. Be lean (energy efficient design and construction); then
 2. Be clean (low carbon energy supply); then
 3. Be green (on site renewable energy generation and storage); then
 4. Be seen (monitor, verify and report on energy performance); then
 5. Offset residual carbon emissions to reach zero carbon target.

258. Major development must be net zero-carbon and major residential development must reduce carbon emissions on site (100% on Building Regulations).
259. The applicant has submitted the required documents necessary for a major planning application in regard to Energy and Sustainability. The applicant has submitted additional information at the request of the Councils Energy Team. The council's policy team have reviewed the Energy statement, BREEAM report, Be Seen Spreadsheet, Be Green and Be Lean reports. Air Source Heat Pumps and PV panels will be installed in line with Southwark Plan Policies P69 Sustainability Standards and P70 Energy. No further objections have been raised.

Planning obligations (S.106 agreement)

260. IP Policy 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. IP Policy 3 of the Southwark Plan is reinforced by the Section 106 Planning Obligations SPD 2025, 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:
261. • 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.
262. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 7 July 2025, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

Planning obligation	Mitigation	Applicants position
Affordable workspace		
10% of existing space	141sqm of affordable workspace on site	Agreed
Environmental Protection		
Monitoring Fee	£3200 as set out in the S.106 SPD + an additional contribution of £1.05/sqm as provided for in the SPD.	Agreed

	The development is 2373sqm so that would make a full contribution of £5691.65 for this site.	
Archaeology		
Monitoring Fee	The contribution will be between £7,196 - £8,635 in accordance with our 'S106 Planning Obligations and CIL' SPD (page 19).	Agreed
Administration fee	Payment to cover the costs of monitoring these necessary planning obligations calculated as 2% of total sum.	Agreed

263. In the event that an agreement has not been completed by 30 June 2026 the committee is asked to authorise the director of planning to refuse permission, if appropriate, for the following reason:

In the absence of a signed S106 legal agreement there is no mechanism in place to mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to IP Policy 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 2025.

Mayoral and borough community infrastructure levy (CIL)

264. The proposed scheme is a CIL chargeable development since it comprises over 100sqm GIA of new build (gross). The site is located within Southwark CIL Zone 2 and MCIL2 Band 2 Zone. Based on the applicant's CIL Form1 dated 08-Jan-25 and pre-app document (Nov-23), the amount of CIL is approximately £13,081 of Mayoral CIL. It should be noted that this is an estimate and subject to change, as floor areas on approved drawings and the in-use building criteria will be checked, after planning approval has been obtained.

Community involvement and engagement

Development Consultation Charter

265. An engagement summary and Equalities Impact Assessment (EQIA) is required for all major applications. The applicant has provided the required information which provides an overview of the engagement that took place with local stakeholders prior to the submission of the planning application. The EQIA is required under the Public Sector Equality Duty (PSED) to ensure authorities have due regard of the aims of the duty when making decisions and setting policies.
266. Savills, on behalf of the applicant, has sought to consult a wide range of local residents, community groups and stakeholders, alongside the architect team. The public consultation engagement was carried out in September 2023.
267. Letters were dropped to 109 local residents, businesses, invitations to relevant Ward Councillors and a public consultation event was undertaken on Thursday 28 September 2023. A total of 23 written comments were received during the consultation period.
268. Officers are satisfied that the applicant has undertaken sufficient engagement with the local community prior to submitting this planning application.
269. The applicant has accompanied the engagement strategy with the council's EQIA template and a Savills prepared Equality Impact Assessment dated November 2024.
270. Equalities impacts have been discussed and addressed within the report and submitted information.
271. A number of respondents state the proposal conflicts with the Equality Act 2010 due to disproportionate impact on disabled residents whose only private outdoor spaces face the proposed car park and loading areas.
272. The potential impacts of the proposal on neighbouring occupiers - including noise, disturbance, outlook, and general amenity - have been comprehensively assessed in the relevant sections of this report. Officers have specifically considered the implications of the proposal in the context of the Public Sector Equality Duty (PSED) and have reviewed the submitted Equalities Impact Assessment. It is considered that the potential impacts would be broadly experienced by all neighbouring occupiers and would not disproportionately affect persons with protected characteristics. Environmental impacts arising from the car park and servicing areas have been assessed against adopted planning standards and local policy requirements, and are not considered to give rise to unacceptable harm to amenity or the wider environment.
273. In reaching the conclusion that the impacts of the proposal would apply generally to neighbouring occupiers and are not likely to fall disproportionately

on persons with protected characteristics, officers have considered the issue as raised by objectors of that of disabled persons. Officers have reviewed the submitted Daylight and Sunlight Assessment and tested its conclusions against the BRE Guidelines. Particular regard has been given to the neighbouring ground floor balconies, including those serving residents with disability access needs, in light of the concerns raised within neighbour representations. The assessment demonstrates that the affected windows and amenity areas would continue to receive levels of daylight and sunlight that are within BRE guideline parameters, or where marginal reductions are identified, these fall within the range that BRE advises can be acceptable in a dense urban environment and would not give rise to a material loss of residential amenity. Officers are therefore satisfied that the proposal would not result in undue daylight or sunlight harm to neighbouring occupiers, and that the impacts would be policy-compliant, including in respect of equalities considerations.

274. Where relevant, mitigation measures are secured through layout design, separation distances, acoustic measures, hours of use, landscaping and relevant conditions, which are considered sufficient to protect neighbouring residential amenity, including for more sensitive occupants.
275. Officers have therefore had due regard to the protected characteristics that could be impacted by the proposed development and are satisfied they have undertaken their duties with regards to the PSED.

Consultation responses from internal consultees

276. Local Economy:
- Financial affordable workspace contribution agreed at 10% on site.
277. Policy Team:
- No objections raised.
278. Design and conservation team:
- No objections raised subject to condition for further details of brickwork infill panels, brickwork pattern, window openings, junction between brickwork/metal cladding and the low wall gates onto Jamaica Road.
279. Transport Policy:
- No objections raised subject to conditions for updated CLP, DSP and TP documents.
280. Ecologist:
- No objections subject to conditions for soft landscaping, green roofs and an informative for nesting birds.
281. Urban Forestry:

- No objections raised subject to condition for green walls, green roof and hard and soft landscaping.

282. Flood Risk Management:

- No further objections subject to further information being submitted by the applicant.

283. Archaeologist:

- No objections raised subject to conditions for Archaeological Evaluation, Archaeological Mitigation, Archaeological Pre-commencement Foundation and Basement Design and Archaeological Reporting.

Consultation responses from external and statutory consultees

284. Thames Water:

- No objections raised subject to conditions.

285. TFL:

- No objections subject to Ground Movement Assessment, Risk Assessment and Method Statement, Compliance with London Underground Requirements, Borehole and Piling Details, and implementation in line with these documents.

286. TFL Spatial Planning:

- No objections subject to conditions for PDMP, CLP, DSP and Travel plan.

287. Environment Agency:

- No comments.

288. Metropolitan Police Service (Designing Out Crime)

- No objections subject to designing out crime condition.

Community impact and equalities assessment

289. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights.

290. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.

291. 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:

The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act.

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

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.

292. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

Human rights implications

293. 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.
294. This application has the legitimate aim of Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii)) together with vehicular and pedestrian accesses, parking, associated works and landscaping. 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

295. The council has published its development plan and Core Strategy 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.

296. 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.

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

297. The proposed redevelopment of Units 23 and 24 Old Jamaica Business Estate represent a policy-compliant and appropriately designed scheme that delivers clear economic, benefits within a designated area of Strategic Protected Industrial Land. The application provides for the intensification of industrial capacity on the site through the delivery of new high-quality B8 floorspace, alongside 141sqm of on-site affordable workspace secured at 25% below market rent for 30 years. The proposal would generate a small uplift in employment, and incorporates a comprehensive Business Relocation Strategy demonstrating proactive and above-policy engagement with existing occupiers to ensure continuity of operations and orderly relocation.
298. In design terms, the height, scale and massing are appropriate to the varied context. The building, provides a cohesive and respectful response to the surrounding buildings. Separation distances and the limited number of functional window openings ensure the scheme would not give rise to unacceptable impacts on overlooking or privacy. Daylight, sunlight and overshadowing assessments confirm that, while some reductions occur—primarily influenced by existing balcony configurations—the effects are acceptable within a dense urban context and, when compared with the BRE mirror-massing baseline, are generally as expected or improved.
299. Technical assessments demonstrate that noise, transport, air quality, archaeology, flood risk, drainage, and biodiversity matters have been robustly considered, and any impacts can be mitigated through the recommended

conditions, including controls on hours of use, plant noise, lighting, landscaping, SuDS, and construction management. The proposal also secures BREEAM 'Excellent', delivers green roofs and green walls, and provides cycle parking consistent with London Plan and Southwark Plan requirements. Transport for London and other statutory consultees raise no objections subject to conditions.

300. The scheme has been informed by pre-application engagement and community consultation, and the equalities considerations required under the Public Sector Equality Duty have been fully addressed. No disproportionate impacts on persons with protected characteristics have been identified, and mitigation measures have been secured where relevant.
301. Overall, the development makes effective use of a safeguarded industrial site, delivers employment and affordable workspace benefits, improves site layout and public realm, and does not result in unacceptable environmental or residential amenity impacts. Subject to the completion of the S106 Agreement and the conditions set out in the draft decision notice, the proposal is considered acceptable and in compliance with the National Planning Policy Framework, the London Plan 2021 and the Southwark Plan 2022.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Planning and Growth Directorate 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	Emily Williams, Planning Officer	
Version	Final	
Dated	13 February 2026	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director, Resources	No	No
Strategic Director, Environment Sustainability and Leisure	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		13 February 2026

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.

Applicant	Safestore Old Jamaica Road C/O Savills	Reg. Number	25/AP/0400
Application Type	Major application		
Recommendation	GRANT permission	Case Number	PP-13720668

Draft of Decision Notice

planning permission is GRANTED for the following development:

Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii)) together with vehicular and pedestrian accesses, parking, associated works and landscaping.

Unit 23 And 24 Old Jamaica Business Estate 24 Old Jamaica Road London SE16 4AW

In accordance with application received on 13 February 2025 and Applicant's Drawing Nos.:

Existing Plans

Proposed Plans

Plans - Proposed received

Plans - Proposed Proposed East and West Elevations OJR-AUK-ZZ-ZZ-DR-A-07121 P04 received 09/09/2025

Plans - Proposed Proposed Ground Floor Plan OJR-AUK-ZZ-00-DR-A-07199 P03 received 09/09/2025

Plans - Proposed Proposed North and East Elevations OJR-AUK-ZZ-ZZ-DR-A-07120 P04 received 09/09/2025

Plans - Proposed Proposed Roof Plan OJR-AUK-ZZ-06-DR-A-07102 P02 received 09/09/2025

Plans - Proposed Proposed Second Floor Plan OJR-AUK-ZZ-02-DR-A-07101 P02 received 09/09/2025

Plans - Proposed Proposed Sections AA & BB OJR-AUK-ZZ-ZZ-DR-A-07110 P04 P04 received 09/09/2025

Other Documents

Site location plan OJR-AUK-ZZ-ZZ-DR-A-07130 P02 received 13/02/2025

Time limit for implementing this permission and the approved plans

2. The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act (1990) as amended.

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

3. a) The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development, in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any above ground development and shall be implemented in accordance with the approved details prior to occupation.

b) Prior to first occupation of the development a satisfactory Secured by Design inspection must take place and the resulting Secured by Design certificate submitted to and approved in writing by the Local Planning Authority.

Reason: In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act (1998) to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with the National Planning Policy Framework (2024); Policy D11 (Safety Security and Resilience to Emergency) of the London Plan (2021); and Policy P16 (Designing out Crime) of the Southwark Plan (2022).

4. No development shall take place, including any works of demolition, until a written CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP 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, and will include the following information:

- A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
- Site perimeter continuous automated noise, dust and vibration monitoring;
- Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.);
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- Site waste Management - Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations; and
- 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.

To follow current best construction practice, including the following:

- Southwark Council's Technical Guide for Demolition & Construction at <https://www.southwark.gov.uk/construction>;
- Section 61 of Control of Pollution Act 1974;
- The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition';
- The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites';
- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise';
- BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration';
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration;
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting; and
- Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards (<https://nrmm.london>).

All demolition and construction work shall be undertaken in strict accordance with the approved CEMP and other 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 pollution and nuisance, in accordance with the National Planning Policy Framework (2024); Policy P50 (Highway impacts), Policy P56 (Protection of amenity), Policy P62 (Reducing waste), Policy P64 (Contaminated land and hazardous substances), Policy P65 (Improving air quality) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

5. No demolition or construction works shall begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site has been submitted to and approved by the Local Planning Authority. The Construction Logistics Plan shall identify all efficiency and sustainability measures that will be taken during construction of this development. The development shall not be carried out otherwise than in accordance Construction Logistics Plan or any amendments thereto.

Reason: To ensure that construction works do not have an adverse impact on the transport network and to minimise the impact of construction activities on local air quality, in accordance with the National Planning Policy Framework (2024); T1 (Strategic approach to transport), Policy T4 (Assessing and mitigating transport impacts), Policy T7 (Deliveries, servicing and construction), Policy SI 1 (Improving air quality) of the London Plan (2021); Policy P56 (Protection of amenity) of the Southwark Plan (2022).

Further information and guidance is available at:
https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf

6. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure adequate protection of water utility infrastructure in accordance with Policy P67 (Reducing water use) of the Southwark Plan (2022). The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Please read the Thames Water guide 'working near our assets' to ensure your workings will be 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

7. Before any work, hereby authorised, [excluding demolition to slab level, archaeological evaluation and site investigation works], begins, the applicant shall submit a detailed scheme showing the complete scope and arrangement of the foundation design, and all associated subterranean groundworks, including the construction methods. The submitted documents should show how archaeological remains will be protected by a suitable mitigation strategy. The detailed scheme will need to be approved in writing by the Local Planning Authority and the development shall only be carried out in accordance with the approval given.

Reason: In order that all below ground impacts of the proposed development are known and an appropriate protection and mitigation strategy is achieved to preserve archaeological remains by record and/or in situ in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

8. Each stage of the development hereby permitted shall not be commenced until the following documents, in consultation with TfL Infrastructure Protection, have been submitted to and approved in writing by the local planning authority which:

1. The development must be shown to take no support from LUL land or property or to detrimentally change the loading on them. A Ground Movement Assessment (GMA) and monitoring will be required;

2. Site specific Risk Assessments and Method Statements (RAMS) to be agreed with TfL Engineering for any activities which TfL may deem to be a risk to LU. The RAMS should be issued a minimum of 6 weeks prior to the individual activity commencing;

3. Demonstrate to TfL's satisfaction that the methods and timing of the works are not contrary to the contents of LU's document "Special Conditions for Outside Parties working on or near the railway";

4. Details of any proposed boreholes or bored piles shall be submitted to LUL and their written approval obtained. Driven piles will not be permitted in the vicinity of LUL's tunnels or other subsurface structure.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground/DLR transport infrastructure, in accordance with the London Plan 2021 Policy T3 and 'Land for Industry and Transport' Supplementary Planning Guidance 2012.

9. Site Contamination - pre-approval

a) Prior to the commencement of development works, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.

b) In the event that contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use together with any monitoring or maintenance requirements. The scheme shall also ensure that as a minimum, the site should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out and implemented as part of the development.

c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed, together with any future monitoring or maintenance requirements shall be submitted to and approved in writing by the Local Planning Authority.

d) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-d above.

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 the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2024.

10. Prior to commencement of development (excluding demolition), a detailed Swept Path Analysis shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London where required. The Swept Path Analysis shall demonstrate that all vehicles likely to service and access the site, including delivery vehicles, refuse vehicles and emergency vehicles, can safely and conveniently enter, manoeuvre within, service, and exit the site in a forward gear without unacceptable impact on the public highway, footways, cycle routes, or the safety of pedestrians and other vulnerable road users.

The analysis shall include details of vehicle types, access arrangements, internal circulation, servicing and loading areas, and any associated mitigation measures. The development shall be carried out and thereafter operated fully in accordance with the approved Swept Path Analysis, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure that the development provides safe and appropriate vehicular access and servicing arrangements, minimises conflict with pedestrians and cyclists, and protects highway safety, in accordance with the National Planning Policy Framework (2024), London Plan Policies T2 (Healthy Streets), T4 (Assessing and Mitigating Transport Impacts), T6 (Car Parking) and T7 (Freight and Servicing), and Southwark Plan 2022 Policies.

Permission is subject to the following Grade Condition(s)

11. Before any work hereby authorised begins, [excluding demolition to slab level and site investigation works] the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework (2024).

12. (i) Details of the green walls shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

The green wall can be either modular system or climbers rooted in soil.

(ii) The wall shall be implemented in full accordance with the details approved under (i) prior to first occupation of the building

(iii) The wall 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.

(iiii) The green wall shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To ensure the development provides the maximum possible provision towards Urban Greening and creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

13. Prior to above grade works commencing for the proposed house, sample panels of all external facing materials (including the brickwork styles, brickwork infill panels, brickwork pattern, window openings, junction between brickwork/metal cladding and the low wall gates) to be used in the carrying out the development shall be made available for inspection on site 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 the National Planning Policy Framework (2024), D4 Delivering good design of the London Plan (2021), and P13 Design of places and P14 Design quality of the Southwark Plan (2022).

14. HARD AND SOFT LANDSCAPING

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 shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion of the development. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained with proposed trees, hedging, perennial and other plants;
- 2) proposed parking, access, or pathway layouts, materials and edge details;
- 3) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
- 4) typical cross sections;

- 5) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 6) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- 7) types and dimensions of all boundary treatments.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed 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. Any trees, shrubs, grass or other planting 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.

Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting.

Works shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction; BS3998: (2010) Tree work - recommendations, BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 03:2022 (EN) - Tree Planting Standard.

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 SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P56 (Protection of Amenity), Policy P57 (Open Space), Policy P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

15. Before any work hereby authorised begins, [excluding archaeological evaluation, demolition to slab level, and site investigation works] the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

16. Details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The biodiversity (green/brown) roof(s) shall be:

Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm,

Or, extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) - meets the requirements of GRO Code 2014,

Laid out in accordance with roof plans; hereby approved; and

Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on minimum 75% 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 the Local Planning Authority agreeing the submitted plans, and once the green/brown roof(s) are completed in full in accordance to the agreed plans.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity as well as contributing to the Urban Greening Factor requirements of the London Plan (2021) with the aim of attaining a minimum score of 0.4 for residential developments and 0.3 for commercial developments in accordance with the National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

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

17. Prior to the use commencing a Noise Management Plan (NMP) shall be submitted to and approved by the Local Planning Authority. The NMP shall detail measures to mitigate and minimise noise impacts from operations, customers and vehicles on surrounding residents, and how any complaints or concerns will be addressed. Once approved the NMP shall be implemented in full and permanently maintained thereafter.

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.

18. Prior to first occupation/use of the development, a Parking Design and Management Plan (PDMP) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London where required. The PDMP shall be prepared in accordance with Transport for London Spatial Planning guidance.

Reason:

To ensure that the development promotes sustainable travel, minimises reliance on the private car, manages parking and servicing in a safe and efficient manner, protects the

safety of vulnerable road users, and provides for the transition to low- and zero-emission vehicles, in accordance with the National Planning Policy Framework (2024), London Plan Policies T1 (Strategic Approach to Transport), T2 (Healthy Streets), T4 (Assessing and Mitigating Transport Impacts), T6 (Car Parking) and T7 (Freight and Servicing), and Transport for London Spatial Planning guidance.

19. Travel Plan

a) Before the first occupation of the building, a Travel Plan written in accordance with TfL best guidance at the time of submission, setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors, shall be submitted to and approved in writing by the Local Planning Authority. Hard and soft measures would be required to meet the targets set out the travel plan. These could include but are not restricted to: cycle to work schemes, cycle repair kits, walking groups, cycle hire membership etc.

b) At the start of the second year of operation of the approved Travel Plan, a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

c) At the start of the fifth year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason: In order that the use of non-car based travel is encouraged in accordance with the National Planning Policy Framework (2024); Policy T6 (Car parking) of the London Plan (2021); Policy P54 (Car parking) of the Southwark Plan (2022).

20. Prior to occupation, a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy shall:

a) identify those areas/features that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority. Prior to the new development being first brought into use/occupied a bat friendly Lighting Plan shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act (1981), (as amended), and because bats are known to be active in vicinity of the development site.

21. Prior to first occupation of the development hereby permitted a Delivery and Service Management Plan detailing how all elements of the site are to be serviced shall be submitted to and approved by the Local Planning Authority. The servicing of the development shall be carried out in accordance with the approval given and the Service Management Plan shall remain extant for as long as the development is occupied.

Reason: To ensure compliance with the National Planning Policy Framework (2024); Policy P49 (Public transport); Policy P50 (Highways impacts); Policy P51 (Walking) of the Southwark Plan (2022).

22. Before the first occupation of each building hereby approved, the cycle facilities (including cycle storage, showers, changing rooms and lockers where appropriate) as shown on the drawings hereby approved shall be provided for that building and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason: To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework (2024); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

24. Before the first occupation of the development hereby approved, the refuse storage arrangements (individuals bin stores, routes to bin stores, bin collection locations, levels and gradients to and from the store, bulky waste storage) as shown on the drawings hereby approved shall be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason: To accord with Southwark's requirements for Waste Management and refuse collection arrangements (Waste Management Strategy Extension 2022 - 2025).

Permission is subject to the following Compliance Condition(s)

23. Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason: In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

25. External Lighting - pre-approval

Any external lighting system installed at the development shall comply with the Institute of Lighting Professionals (ILE) Guidance Note 1 for the reduction of obtrusive light (2021). Details of any external lighting (including: design; power and position of luminaries; light intensity contours) of all affected external areas (including areas beyond the boundary of the development) shall be submitted to and approved by the Local Planning Authority in writing before any such lighting is installed. The development shall not be carried out otherwise than in accordance with any such approval given. Prior to the external lighting being used, a validation report shall be submitted to the LPA for approval in writing.

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 Framework 2024.

26. (a) Non-residential uses within the development hereby approved shall achieve a BREEAM rating of 'Excellent' or higher, and shall achieve not less than the total credits for each of the Energy, Materials and Waste categories in the BREEAM Pre-Assessment hereby approved.

(b) Before the first occupation of each relevant Phase 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 excellent standard as outlined within the submitted BREEAM pre-assessment have been met.

Reason: To ensure the proposal complies with The National Planning Policy Framework (2023); Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021) and Policy P70 (Energy) of the Southwark Plan (2022).

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+A1:2019.

Suitable acoustic treatments shall be used to ensure compliance with the above standard. A validation test shall be carried out and the results submitted to the Local Planning Authority for approval in writing to demonstrate compliance with the above standard. Once approved the plant and any acoustic treatments shall be permanently maintained thereafter.

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.

28. The B8 use hereby permitted shall not be open to customers outside of the hours 08:00 to 18:00 Mondays to Saturdays and 10:00 to 16:00 on Sundays and Bank Holidays.

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.

Informatives

1 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, 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-scaleddevelopments/planning-your-development/working-near-our-pipes>

2 All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded that persons

undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.

APPENDIX 2

Planning Policies

Relevant policy designations

National Planning Policy Framework (the Framework) 2024

The revised National Planning Policy Framework ('NPPF') was published on 12 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 231 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.

The relevant chapters from the Framework are:

- Chapter 2 Achieving sustainable development
- Chapter 6 Building a strong, competitive economy
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed and beautiful places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 16 Conserving and enhancing the historic environment

The London Plan 2021

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:

- 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 D8 Public realm
- Policy D11 Safety, security and resilience to emergency

- Policy D12 Fire safety
- Policy D13 Agent of Change
- Policy D14 Noise
- Policy E2 Providing suitable business space
- Policy E3 Affordable workspace
- Policy E4 Land for industry, logistics and services to support London's economic function
- Policy E5 Strategic Industrial Locations (SIL)
- Policy E6 Locally Significant Industrial Sites
- Policy E7 Industrial intensification, co-location and substitution
- Policy G5 Urban greening
- Policy SI 1 Improving air quality
- Policy SI 3 Energy infrastructure
- Policy SI 12 Flood risk management
- Policy SI 13 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 T6.2 Office Parking
- Policy T6.5 Non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

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:

- P13 Design of places
- P14 Design quality

- P15 Residential design
- P16 Designing out crime
- P18 Efficient use of land
- P19 Listed buildings and structures
- P23 Archaeology
- P28 Access to employment and training
- P29 Strategic protected industrial land
- P30 Office and business development
- P31 Affordable workspace
- P33 Business relocation
- P34 Railway arches
- P36 Development outside town centres
- P50 Highways impacts
- P51 Walking
- P53 Cycling
- P54 Car Parking
- P55 Parking standards for disabled people and the physically impaired
- P56 Protection of amenity
- P59 Green infrastructure
- P60 Biodiversity
- P62 Reducing waste
- P63 Land for waste management
- P64 Contaminated land and hazardous substances
- P65 Improving air quality
- P69 Sustainability standards
- P70 Energy

Supplementary Planning Documents (SPDs)

Of relevance in the consideration of this application are the:

- Design and Access Statements SPD (2007)

- Householder Development SPD (2025)
- Section 106 and Community Infrastructure Levy SPD (2025)

Relevant planning history

Pre-application advice was sought on 22.07.2021 ref. 21/EQ/0115 for 'the demolition of existing structures and construction of replacement commercial building to be operated as a self-storage facility (use class B8) (Follow-up to 19/EQ/0152)'.

Pre-application advice was sought on 09.04.2024 ref. 23/EQ/0234 for 'the demolition of existing industrial units (use class B2 and B8) and the erection of a 7-storey building comprising self-storage facility (use class B8) together with vehicular and pedestrian accesses, parking, associated works and landscaping'.

Consultation undertaken

Site notice date: n/a.

Press notice date: 20/03/2025

Case officer site visit date: n/a

Neighbour consultation letters sent: 03/04/2025

Internal services consulted

LBS Transport Policy Team

LBS Archaeologist

LBS Design And Conservation Team [Formal Consultation]

LBS Local Economy

LBS Ecology Officer

LBS Highways Development & Management

Flood Risk Management & Urban Drainage Team

LBS Urban Forester

LBS Waste Management Team

LBS Building Control Division

LBS Community Infrastructure Team

LBS Transport Policy Team

LBS Transport Policy Team

LBS Environmental Protection Team

Statutory and non-statutory organisations

Environment Agency

Transport For London

Transport For London

Thames Water

Metropolitan Police Service (Designing Out Crime)

Neighbour and local groups consulted:

Flat 60 Pitman Building Arabella Street	Unit 1055 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 73 Parker Building Freda Street	Railway Arch 67 To 68 Enid Street London
Flat 71 Parker Building Freda Street	Flat 9 Queens Court 2 Old Jamaica Road
Flat 55 Parker Building Freda Street	Unit 30 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 17 Pitman Building Abbey Street	Flat 5 9 Old Jamaica Road London
Flat 14 Pitman Building Abbey Street	Flat 31 Pitman Building Abbey Street
Flat 110 Parker Building Jamaica Road	Flat 78 Parker Building Freda Street
Flat 108 Parker Building Jamaica Road	Flat 41 Parker Building Freda Street
Flat 92 Parker Building Jamaica Road	Flat 60 Parker Building Freda Street
Flat 87 Parker Building Jamaica Road	Flat 23 Kimmins Court Arabella Street
Flat 33 Kimmins Court Arabella Street	Flat 89 Parker Building Jamaica Road
Flat 21 Kimmins Court Arabella Street	Flat 19 Davoll Court Marine Street
Flat 6 43 Old Jamaica Road London	Flat 4 Bowley House Dickens Estate Marine Street
Flat 25 Davoll Court Marine Street	Flat 33 Bowley House Dickens Estate Marine Street
Flat 12 Davoll Court Marine Street	Units 29 To 30 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 39 Eyot House Marine Street	Railway Arch 755 Enid Street London
Flat 63 Pitman Building Arabella Street	Railway Arch 79 Enid Street London
Flat 58 Pitman Building Arabella Street	5 Koops Mill Mews London Southwark
Flat 56 Pitman Building Arabella Street	Flat 39 Queens Court 2 Old Jamaica Road
Flat 51 Pitman Building Arabella Street	Flat 9 43 Old Jamaica Road London
Flat 38 Pitman Building Arabella Street	7 Koops Mill Mews London Southwark
Flat 4 Yates Court 76 Jamaica Road	Flat 111 Parker Building Jamaica Road
Flat 114 Parker Building Jamaica Road	Flat 3 Davoll Court Marine Street
Unit 17 Old Jamaica Business Estate 24 Old Jamaica Road	
83 Lupin Point Abbey Street London	
Unit 15 Old Jamaica Business Estate 24 Old Jamaica Road	

Railway Arch 76 Enid Street London	Flat 13 Queens Court 2 Old Jamaica Road
Flat 32 Pitman Building Abbey Street	
Flat 35 Kimmins Court Arabella Street	Flat 16 Queens Court 2 Old Jamaica Road
Railway Arch 73 Enid Street London	
Flat 5 Davoll Court Marine Street	Flat 30 Queens Court 2 Old Jamaica Road
Flat 8 Davoll Court Marine Street	
Flat 14 Davoll Court Marine Street	Flat 21 Queens Court 2 Old Jamaica Road
Flat 16 Davoll Court Marine Street	
Flat 1 9 Old Jamaica Road London	Flat 11 Queens Court 2 Old Jamaica Road
Railway Arch 70 Enid Street London	
Railway Arch 85 Enid Street London	Railway Arch 81 Enid Street London
Unit 3 81 Enid Street London	Flat 3 Eyot House Marine Street
81 Enid Street London Southwark	Flat 1 Eyot House Marine Street
Unit 2 81 Enid Street London	Flat 11 Eyot House Marine Street
Unit 1 81 Enid Street London	Flat 8 Eyot House Marine Street
Flat 8 9 Old Jamaica Road London	Flat 9 Eyot House Marine Street
Railway Arch 88 Enid Street London	Flat 5 Eyot House Marine Street
Railway Arch 87 Enid Street London	Queens Court 2A Old Jamaica Road London
Flat 24 Pitman Building Abbey Street	
Flat 27 Kimmins Court Arabella Street	Railway Arches 89 To 90 Enid Street London
Flat 34 Bowley House Dickens Estate Marine Street	
Flat 42 Queens Court 2 Old Jamaica Road	Unit 1038 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 32 Queens Court 2 Old Jamaica Road	
Flat 27 Queens Court 2 Old Jamaica Road	Unit 16 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 19 Queens Court 2 Old Jamaica Road	Unit 19 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 24 Queens Court 2 Old Jamaica Road	Unit 6 To 10 Old Jamaica Business Estate 24 Old Jamaica Road
	1 - 20 Viaduct Arches 4 - 42 Old Jamaica Road London
	Railway Arch 758 Enid Street London
	Flat 10 Queens Court 2 Old Jamaica Road

Units 2-5 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 40 Queens Court 2 Old Jamaica Road
Unit 25 To 26 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 35 Queens Court 2 Old Jamaica Road
Unit 1 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 45 Queens Court 2 Old Jamaica Road
78 - 82 Jamaica Road London Southwark	Flat 48 Queens Court 2 Old Jamaica Road
Office Studio 6 Neckinger Mills 162 - 164 Abbey Street	Railway Arch 92 Enid Street London
Flat 45 Kimmins Court Freda Street	Flat 5 The London City Mission 1 - 7 Old Jamaica Road
Flat 14 Queens Court 2 Old Jamaica Road	Flat 15 The London City Mission 1 - 7 Old Jamaica Road
Flat 18 Davoll Court Marine Street	Flat 3 The London City Mission 1 - 7 Old Jamaica Road
Flat 6 Davoll Court Marine Street	Flat 12 The London City Mission 1 - 7 Old Jamaica Road
Flat 46 Eyot House Marine Street	Flat 10 The London City Mission 1 - 7 Old Jamaica Road
Unit 22 Old Jamaica Business Estate 24 Old Jamaica Road	Railway Arch 75 Enid Street London
Flat 6 Eyot House Marine Street	Flat 69 Lupin Point Abbey Street
Flat 16 Eyot House Marine Street	Flat 58 Lupin Point Abbey Street
Flat 29 Eyot House Marine Street	Flat 44 Lupin Point Abbey Street
Flat 36 Eyot House Marine Street	Flat 42 Lupin Point Abbey Street
Flat 9 Parker Building Freda Street	Flat 28 Lupin Point Abbey Street
Flat 115 Parker Building Jamaica Road	Flat 23 Lupin Point Abbey Street
Flat 67 Parker Building Freda Street	Flat 16 Lupin Point Abbey Street
Flat 63 Parker Building Freda Street	Flat 15 Lupin Point Abbey Street
Flat 47 Parker Building Freda Street	Flat 12 Lupin Point Abbey Street
Flat 32 Kimmins Court Arabella Street	Studio 3 Neckinger Mills 162 - 164 Abbey Street
Flat 26 Parker Building Freda Street	Flat 5 Lupin Point Abbey Street
Flat 32 Parker Building Freda Street	166 Abbey Street London Southwark
Flat 5 Parker Building Freda Street	
Flat 23 Davoll Court Marine Street	
Flat 11 Parker Building Freda Street	

Studio 4 Neckinger Mills 162 - 164 Abbey Street	Flat 17 Queens Court 2 Old Jamaica Road
Flat 16 Pitman Building Abbey Street	Flat 15 Queens Court 2 Old Jamaica Road
Flat 33 Parker Building Freda Street	3 Koops Mill Mews London Southwark
Flat 37 Queens Court 2 Old Jamaica Road	Flat 83 Parker Building Freda Street
4 Koops Mill Mews London Southwark	Flat 76 Parker Building Freda Street
Flat 29 Kimmins Court Arabella Street	Flat 70 Parker Building Freda Street
Flat 15 Kimmins Court Arabella Street	Flat 64 Parker Building Freda Street
Flat 9 Kimmins Court Arabella Street	Flat 2 Kimmins Court Arabella Street
Flat 42 Kimmins Court Freda Street	Flat 34 Pitman Building Abbey Street
Flat 27 Pitman Building Abbey Street	Flat 33 Pitman Building Abbey Street
Flat 109 Parker Building Jamaica Road	Flat 43 Parker Building Freda Street
Flat 101 Parker Building Jamaica Road	Flat 20 Pitman Building Abbey Street
Flat 74 Parker Building Freda Street	Flat 12 Pitman Building Abbey Street
Flat 72 Parker Building Freda Street	Flat 13 Parker Building Freda Street
Flat 69 Parker Building Freda Street	Flat 120 Parker Building Jamaica Road
Flat 85 Parker Building Jamaica Road	Flat 100 Parker Building Jamaica Road
Flat 43 Eyot House Marine Street	Flat 31 Kimmins Court Arabella Street
Flat 30 Parker Building Freda Street	Flat 25 Kimmins Court Arabella Street
Flat 22 Parker Building Freda Street	Flat 18 Kimmins Court Arabella Street
Flat 19 Parker Building Freda Street	Flat 25 Eyot House Marine Street
Unit 20 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 41 Kimmins Court Freda Street
Flat 3 9 Old Jamaica Road London	Flat 37 Kimmins Court Freda Street
Railway Arch 69 Enid Street London	Flat 13 Davoll Court Marine Street
Flat 47 Queens Court 2 Old Jamaica Road	Flat 31 Eyot House Marine Street
Flat 43 Queens Court 2 Old Jamaica Road	Flat 17 Eyot House Marine Street
Flat 22 Queens Court 2 Old Jamaica Road	Flat 7 The London City Mission 1 - 7 Old Jamaica Road
	Flat 72 Pitman Building Arabella Street
	Flat 57 Pitman Building Arabella Street

Flat 54 Pitman Building Arabella Street	Flat 80 Parker Building Freda Street
Flat 53 Pitman Building Arabella Street	Flat 45 Eyot House Marine Street
Unit 1560 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 40 Parker Building Freda Street
Railway Arch 83 To 84 Enid Street London	Flat 2 9 Old Jamaica Road London
Queens Court 2B Old Jamaica Road London	Unit 29 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 81 Lupin Point Abbey Street	Flat 26 Queens Court 2 Old Jamaica Road
Flat 76 Lupin Point Abbey Street	Flat 25 Queens Court 2 Old Jamaica Road
Flat 75 Lupin Point Abbey Street	Flat 57 Parker Building Freda Street
Flat 66 Lupin Point Abbey Street	Flat 52 Parker Building Freda Street
Flat 56 Lupin Point Abbey Street	Flat 31 Parker Building Freda Street
Flat 52 Lupin Point Abbey Street	Flat 28 Parker Building Freda Street
Flat 50 Lupin Point Abbey Street	Flat 12 Parker Building Freda Street
Flat 48 Lupin Point Abbey Street	Flat 28 Kimmins Court Arabella Street
Flat 41 Lupin Point Abbey Street	Flat 8 Parker Building Freda Street
Flat 33 Lupin Point Abbey Street	Flat 128 Parker Building Jamaica Road
Flat 4 Queens Court 168 Abbey Street	Flat 121 Parker Building Jamaica Road
Flat 1 Queens Court 168 Abbey Street	Flat 26 Kimmins Court Arabella Street
Studio 2 Neckinger Mills 162 - 164 Abbey Street	Flat 49 Kimmins Court Freda Street
Flat 6 Kimmins Court Freda Street	Flat 43 Kimmins Court Freda Street
Flat 6 The London City Mission 1 - 7 Old Jamaica Road	Flat 38 Kimmins Court Freda Street
Flat 24 Kimmins Court Arabella Street	Flat 49 Eyot House Marine Street
Flat 10 Eyot House Marine Street	Flat 14 Eyot House Marine Street
Flat 8 43 Old Jamaica Road London	Flat 49 Pitman Building Arabella Street
Flat 44 Kimmins Court Freda Street	Flat 70 Pitman Building Arabella Street
Flat 5 Kimmins Court Arabella Street	Flat 47 Pitman Building Arabella Street
Flat 21 Pitman Building Abbey Street	Flat 41 Pitman Building Arabella Street
Flat 98 Parker Building Jamaica Road	Flat 39 Pitman Building Arabella Street
	Flat 3 Yates Court 76 Jamaica Road

Flat 65 Lupin Point Abbey Street	Flat 1 Parker Building Freda Street
Flat 64 Lupin Point Abbey Street	Flat 127 Parker Building Jamaica Road
Flat 53 Lupin Point Abbey Street	Flat 4 Pitman Building Freda Street
Flat 47 Lupin Point Abbey Street	Flat 35 Pitman Building Abbey Street
Flat 29 Lupin Point Abbey Street	Flat 1 Kimmins Court Old Jamaica Road
Flat 27 Lupin Point Abbey Street	Flat 56 Parker Building Freda Street
Flat 26 Lupin Point Abbey Street	Flat 53 Parker Building Freda Street
Flat 25 Lupin Point Abbey Street	Flat 58 Kimmins Court Freda Street
Flat 22 Lupin Point Abbey Street	Flat 2 Bowley House Dickens Estate Marine Street
Flat 13 Lupin Point Abbey Street	Flat 17 Bowley House Dickens Estate Marine Street
Flat 11 Lupin Point Abbey Street	Flat 4 9 Old Jamaica Road London
Flat 8 Lupin Point Abbey Street	Flat 34 Queens Court 2 Old Jamaica Road
Flat 7 Lupin Point Abbey Street	Flat 7 Kimmins Court Marine Street
Flat 4 Lupin Point Abbey Street	Flat 84 Parker Building Freda Street
4 Neckinger Mills 162 - 164 Abbey Street London	Flat 81 Parker Building Freda Street
Pen International Neckinger Mills 162 - 164 Abbey Street	Flat 39 Parker Building Freda Street
Studio 6 Neckinger Mills 162 - 164 Abbey Street	Flat 35 Parker Building Freda Street
Flat 125 Parker Building Jamaica Road	Flat 22 Pitman Building Abbey Street
Flat 6 Pitman Building Freda Street	Flat 24 Parker Building Freda Street
Flat 34 Kimmins Court Arabella Street	Flat 20 Parker Building Freda Street
Flat 28 Eyot House Marine Street	Flat 18 Parker Building Freda Street
Flat 23 Queens Court 2 Old Jamaica Road	Flat 10 Parker Building Freda Street
Flat 26 Eyot House Marine Street	Flat 4 Parker Building Freda Street
Flat 107 Parker Building Jamaica Road	Flat 129 Parker Building Jamaica Road
Flat 32 Eyot House Marine Street	Flat 97 Parker Building Jamaica Road
Flat 34 Eyot House Marine Street	Flat 90 Parker Building Jamaica Road
Flat 13 Eyot House Marine Street	Flat 51 Kimmins Court Freda Street
	Flat 3 Pitman Building Freda Street

Flat 7 43 Old Jamaica Road London

Flat 38 Eyot House Marine Street

Flat 22 Eyot House Marine Street

Unit 28 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 9 The London City Mission 1 - 7 Old Jamaica Road

Flat 71 Pitman Building Arabella Street

Flat 68 Pitman Building Arabella Street

Flat 67 Pitman Building Arabella Street

Flat 45 Pitman Building Arabella Street

Flat 40 Pitman Building Arabella Street

Queens Court 2C Old Jamaica Road London

Flat 73 Lupin Point Abbey Street

Flat 3 Lupin Point Abbey Street

Flat 61 Lupin Point Abbey Street

Flat 40 Lupin Point Abbey Street

Flat 19 Lupin Point Abbey Street

Flat 6 Lupin Point Abbey Street

Flat 2 Lupin Point Abbey Street

Flat 5 Queens Court 168 Abbey Street

Flat 3 Queens Court 168 Abbey Street

Ground Floor Right Unit B Neckinger Mills 162 - 164 Abbey Street

Flat 54 Kimmins Court Freda Street

Flat 4 Kimmins Court Arabella Street

Railway Arch 91 Enid Street London

Flat 18 Bowley House Dickens Estate Marine Street

Flat 2 Eyot House Marine Street

Flat 122 Parker Building Jamaica Road

Bermondsey Spa Medical Practice Eyot House 50 Old Jamaica Road

Flat 119 Parker Building Jamaica Road

Flat 77 Parker Building Freda Street

Flat 40 Eyot House Marine Street

Flat 37 Eyot House Marine Street

Flat 58 Parker Building Freda Street

Flat 37 Parker Building Freda Street

Flat 55 Kimmins Court Freda Street

Flat 50 Kimmins Court Freda Street

Flat 47 Kimmins Court Freda Street

Flat 3 Bowley House Dickens Estate Marine Street

Railway Arch 66 Enid Street London

Flat 38 Queens Court 2 Old Jamaica Road

Flat 65 Parker Building Freda Street

Flat 54 Parker Building Freda Street

Flat 46 Parker Building Freda Street

Flat 23 Pitman Building Abbey Street

Flat 38 Parker Building Freda Street

Flat 10 Pitman Building Old Jamaica Road

Flat 21 Parker Building Freda Street

Flat 117 Parker Building Jamaica Road

Flat 113 Parker Building Jamaica Road

Flat 95 Parker Building Jamaica Road

Flat 57 Kimmins Court Freda Street

Flat 53 Kimmins Court Freda Street

Flat 46 Kimmins Court Freda Street

Flat 40 Kimmins Court Freda Street

Flat 15 Davoll Court Marine Street	Studio 1 Neckinger Mills 162 - 164 Abbey Street
Flat 7 Davoll Court Marine Street	
Flat 4 Davoll Court Marine Street	Flat 1 Bowley House Dickens Estate Marine Street
Flat 52 Eyot House Marine Street	Unit 27 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 50 Eyot House Marine Street	
Flat 33 Eyot House Marine Street	Flat 21 Eyot House Marine Street
Flat 82 Lupin Point Abbey Street	Flat 24 Davoll Court Marine Street
Flat 30 Eyot House Marine Street	Flat 6 Parker Building Freda Street
Railway Arch 82 Enid Street London	Flat 124 Parker Building Jamaica Road
Flat 11 The London City Mission 1 - 7 Old Jamaica Road	Flat 2 Pitman Building Freda Street
Flat 43 Pitman Building Arabella Street	Flat 3 Kimmins Court Arabella Street
Flat 2 Yates Court 76 Jamaica Road	Flat 15 Pitman Building Abbey Street
Railway Arch 75A Abbey Street London	Flat 96 Parker Building Jamaica Road
Flat 78 Lupin Point Abbey Street	Flat 93 Parker Building Jamaica Road
Flat 74 Lupin Point Abbey Street	Flat 88 Parker Building Jamaica Road
Flat 72 Lupin Point Abbey Street	Flat 51 Eyot House Marine Street
Flat 62 Lupin Point Abbey Street	Flat 82 Parker Building Freda Street
Flat 38 Lupin Point Abbey Street	Flat 27 Parker Building Freda Street
Flat 37 Lupin Point Abbey Street	Railway Arch 80 Enid Street London
Flat 36 Lupin Point Abbey Street	Flat 33 Queens Court 2 Old Jamaica Road
Flat 35 Lupin Point Abbey Street	Flat 29 Queens Court 2 Old Jamaica Road
Flat 21 Lupin Point Abbey Street	10 Koops Mill Mews London Southwark
Flat 20 Lupin Point Abbey Street	2 Koops Mill Mews London Southwark
Flat 18 Lupin Point Abbey Street	Flat 79 Parker Building Freda Street
Flat 14 Lupin Point Abbey Street	Flat 30 Pitman Building Abbey Street
Flat 10 Lupin Point Abbey Street	Flat 26 Pitman Building Abbey Street
Flat 8 Queens Court 168 Abbey Street	Flat 25 Pitman Building Abbey Street
Studio 7 Neckinger Mills 162 - 164 Abbey Street	Flat 16 Parker Building Freda Street
	Flat 86 Parker Building Jamaica Road

Flat 126 Parker Building Jamaica Road	Flat 1 Lupin Point Abbey Street
Flat 105 Parker Building Jamaica Road	Studio 5 Neckinger Mills 162 - 164 Abbey Street
Flat 94 Parker Building Jamaica Road	Studio 8 Neckinger Mills 162 - 164 Abbey Street
Flat 56 Kimmins Court Freda Street	Flat 15 Parker Building Freda Street
Flat 1C Eyot House Marine Street	Flat 31 Queens Court 2 Old Jamaica Road
Flat 20 Davoll Court Marine Street	Flat 16 Bowley House Dickens Estate Marine Street
Flat 47 Eyot House Marine Street	2 Freda Street London Southwark
Flat 41 Eyot House Marine Street	Flat 20 Kimmins Court Arabella Street
Flat 35 Eyot House Marine Street	Flat 12 Kimmins Court Arabella Street
Flat 27 Eyot House Marine Street	Flat 18 Eyot House Marine Street
Flat 24 Eyot House Marine Street	Flat 15 Eyot House Marine Street
Flat 20 Eyot House Marine Street	Flat 22 Davoll Court Marine Street
Flat 19 Eyot House Marine Street	Flat 14 Parker Building Freda Street
Railway Arch 77 To 78 Enid Street London	Flat 3 Parker Building Freda Street
Flat 62 Pitman Building Arabella Street	Flat 116 Parker Building Jamaica Road
Flat 61 Pitman Building Arabella Street	Flat 45 Parker Building Freda Street
Flat 36 Pitman Building Arabella Street	Flat 42 Parker Building Freda Street
Flat 1 Yates Court 76 Jamaica Road	Flat 25 Parker Building Freda Street
Flat 80 Lupin Point Abbey Street	Flat 62 Parker Building Freda Street
Flat 79 Lupin Point Abbey Street	Flat 36 Queens Court 2 Old Jamaica Road
Flat 77 Lupin Point Abbey Street	Flat 18 Queens Court 2 Old Jamaica Road
Flat 71 Lupin Point Abbey Street	6 Koops Mill Mews London Southwark
Flat 70 Lupin Point Abbey Street	Flat 68 Parker Building Freda Street
Flat 57 Lupin Point Abbey Street	Flat 51 Parker Building Freda Street
Flat 46 Lupin Point Abbey Street	Flat 49 Parker Building Freda Street
Flat 45 Lupin Point Abbey Street	Flat 44 Parker Building Freda Street
Flat 43 Lupin Point Abbey Street	
Flat 32 Lupin Point Abbey Street	
Flat 24 Lupin Point Abbey Street	
Flat 9 Lupin Point Abbey Street	

Flat 28 Pitman Building Abbey Street	Flat 59 Pitman Building Arabella Street
Flat 19 Pitman Building Abbey Street	Flat 52 Pitman Building Arabella Street
Flat 11 Pitman Building Abbey Street	Flat 46 Pitman Building Arabella Street
Flat 9 Pitman Building Old Jamaica Road	Flat 8 Yates Court 76 Jamaica Road
Flat 23 Parker Building Freda Street	Flat 5 Yates Court 76 Jamaica Road
Flat 7 Parker Building Freda Street	Flat 67 Lupin Point Abbey Street
Flat 123 Parker Building Jamaica Road	Flat 63 Lupin Point Abbey Street
Flat 104 Parker Building Jamaica Road	Flat 60 Lupin Point Abbey Street
Flat 99 Parker Building Jamaica Road	Flat 59 Lupin Point Abbey Street
Flat 30 Kimmins Court Arabella Street	Flat 17 Lupin Point Abbey Street
Flat 22 Kimmins Court Arabella Street	Flat 2 Queens Court 168 Abbey Street
Flat 19 Kimmins Court Arabella Street	Railway Arch 93 To 103 Enid Street London
Flat 16 Kimmins Court Arabella Street	Flat 17 Kimmins Court Arabella Street
Flat 59 Kimmins Court Freda Street	Flat 2 43 Old Jamaica Road London
Flat 48 Kimmins Court Freda Street	Railway Arch 74 Enid Street London
Flat 5 Pitman Building Freda Street	Flat 1B Eyot House Marine Street
Flat 3 43 Old Jamaica Road London	Flat 2 The London City Mission 1 - 7 Old Jamaica Road
Flat 26 Davoll Court Marine Street	Flat 13 The London City Mission 1 - 7 Old Jamaica Road
Flat 21 Davoll Court Marine Street	Flat 1 The London City Mission 1 - 7 Old Jamaica Road
Flat 17 Davoll Court Marine Street	Railway Arch 72 Enid Street London
Flat 10 Davoll Court Marine Street	2 Old Jamaica Road London Southwark
Flat 9 Davoll Court Marine Street	Flat 68 Lupin Point Abbey Street
Flat 2 Davoll Court Marine Street	Flat 55 Lupin Point Abbey Street
Flat 44 Eyot House Marine Street	Flat 54 Lupin Point Abbey Street
Flat 42 Eyot House Marine Street	Flat 51 Lupin Point Abbey Street
Flat 14 The London City Mission 1 - 7 Old Jamaica Road	Flat 49 Lupin Point Abbey Street
Flat 69 Pitman Building Arabella Street	Flat 39 Lupin Point Abbey Street
Flat 65 Pitman Building Arabella Street	
Flat 64 Pitman Building Arabella Street	

Flat 34 Lupin Point Abbey Street	Flat 4 Eyot House Marine Street
Flat 31 Lupin Point Abbey Street	Flat 5 43 Old Jamaica Road London
Flat 30 Lupin Point Abbey Street	Flat 7 9 Old Jamaica Road London
Flat 7 Queens Court 168 Abbey Street	Flat 36 Kimmins Court Freda Street
Flat 6 Queens Court 168 Abbey Street	Flat 39 Kimmins Court Freda Street
Ground Floor Right Unit A Neckinger Mills 162 - 164 Abbey Street	Flat 29 Pitman Building Abbey Street
Unit 1315 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 18 Pitman Building Abbey Street
Flat 32 Bowley House Dickens Estate Marine Street	Flat 61 Parker Building Freda Street
Flat 12 Eyot House Marine Street	Flat 13 Pitman Building Abbey Street
Flat 1 Davoll Court Marine Street	Flat 106 Parker Building Jamaica Road
Flat 4 The London City Mission 1 - 7 Old Jamaica Road	Flat 103 Parker Building Jamaica Road
Shop Eyot House Old Jamaica Road	Flat 91 Parker Building Jamaica Road
Flat 11 Kimmins Court Arabella Street	Flat 8 Pitman Building Old Jamaica Road
Unit 23 And 24 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 48 Eyot House Marine Street
Flat 66 Parker Building Freda Street	Flat 50 Parker Building Freda Street
Flat 11 Davoll Court Marine Street	Flat 34 Parker Building Freda Street
9 Koops Mill Mews London Southwark	Flat 48 Parker Building Freda Street
Flat 1A Eyot House Marine Street	Flat 52 Kimmins Court Freda Street
Unit 27 And 28 Old Jamaica Business Estate 24 Old Jamaica Road	Flat 17 Parker Building Freda Street
1 Koops Mill Mews London Southwark	Flat 19 Bowley House Dickens Estate Marine Street
Railway Arch 86 Enid Street London	Flat 6 9 Old Jamaica Road London
Flat 31 Bowley House Dickens Estate Marine Street	Unit 18 Old Jamaica Business Estate 24 Old Jamaica Road
Flat 8 The London City Mission 1 - 7 Old Jamaica Road	Railway Arch 71 Enid Street London
Flat 23 Eyot House Marine Street	Flat 44 Queens Court 2 Old Jamaica Road
Flat 7 Eyot House Marine Street	Flat 46 Queens Court 2 Old Jamaica Road
	Flat 41 Queens Court 2 Old Jamaica Road

Flat 28 Queens Court 2 Old Jamaica Road	Flat 10 Kimmins Court Arabella Street
Flat 12 Queens Court 2 Old Jamaica Road	Flat 1 Pitman Building Freda Street
Flat 20 Queens Court 2 Old Jamaica Road	Flat 4 43 Old Jamaica Road London
Flat 8 Kimmins Court Marine Street	Flat 1 43 Old Jamaica Road London
Flat 75 Parker Building Freda Street	Flat 7 Pitman Building Arabella Street
Flat 59 Parker Building Freda Street	Flat 66 Pitman Building Arabella Street
Flat 36 Parker Building Freda Street	Flat 55 Pitman Building Arabella Street
Flat 29 Parker Building Freda Street	Flat 50 Pitman Building Arabella Street
Flat 2 Parker Building Freda Street	Flat 48 Pitman Building Arabella Street
Flat 118 Parker Building Jamaica Road	Flat 44 Pitman Building Arabella Street
Flat 112 Parker Building Jamaica Road	Flat 42 Pitman Building Arabella Street
Flat 102 Parker Building Jamaica Road	Flat 37 Pitman Building Arabella Street
Flat 14 Kimmins Court Arabella Street	Flat 7 Yates Court 76 Jamaica Road
Flat 13 Kimmins Court Arabella Street	Flat 6 Yates Court 76 Jamaica Road
	8 Koops Mill Mews London Southwark

Re-consultation:

APPENDIX 5**Consultation responses received****Internal services**

LBS Transport Policy
 LBS Archaeology
 LBS Design & Conservation Team [Formal]
 LBS Ecology
 LBS Urban Forester
 LBS Community Infrastructure Levy Team
 LBS Transport Policy
 LBS Transport Policy
 LBS Environmental Protection

Statutory and non-statutory organisations

Transport for London
 Thames Water
 Metropolitan Police Service

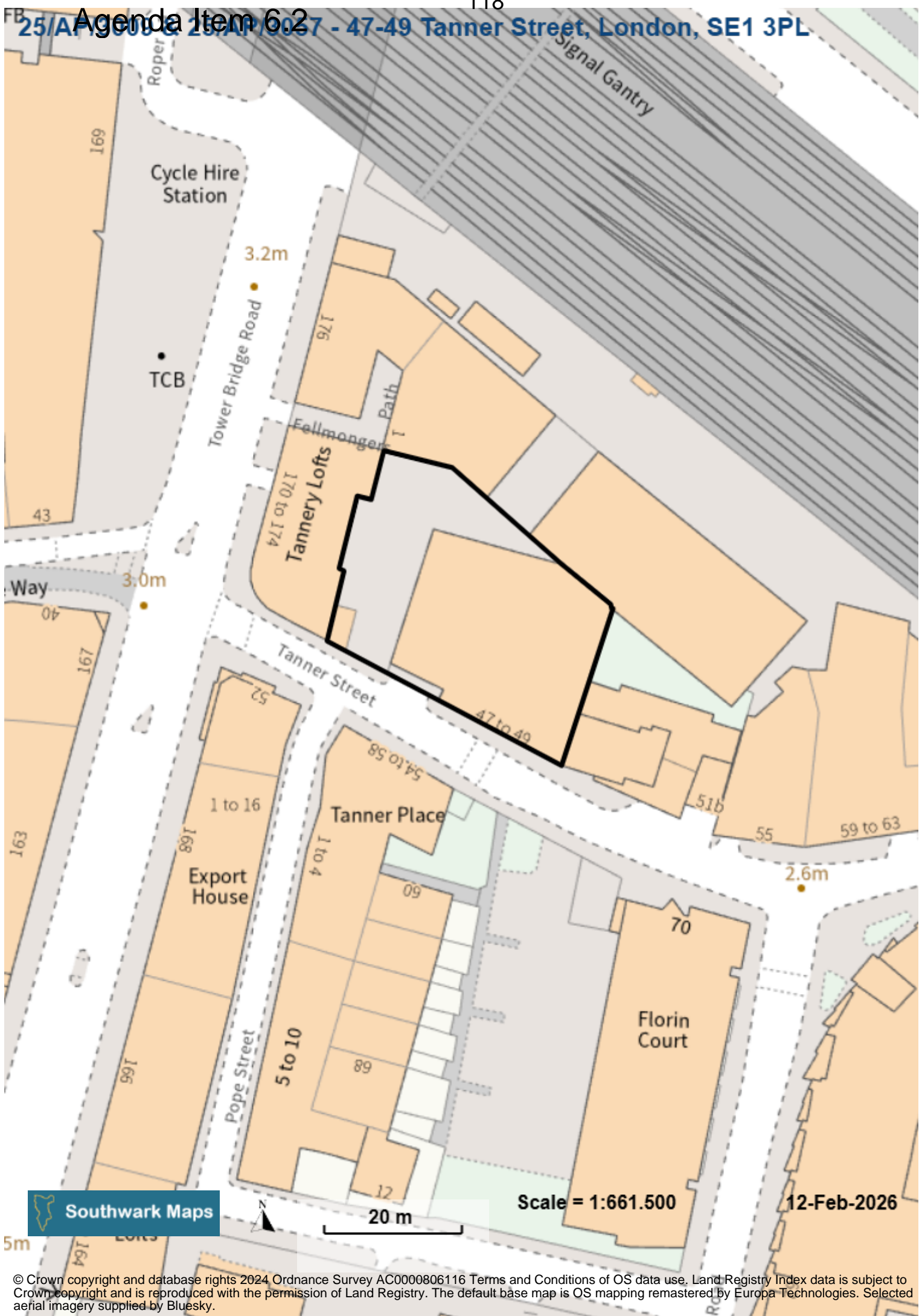
Neighbour and local groups consulted:

Flat 1b Eyot House Marine Street London	Flat 83 Eyot House Sun Passage London
Flat 124 Parker Building Jamaica Road London	Flat 22 Queens Court 2 Old Jamaica Road London
Flat 34 Queens Court 2 Old Jamaica Road London	Flat 12 Queens Court 2 Old Jamaica Road London
Flat 5 Pitman Building Freda Street London	Flat 99 Prospect House Old Jamaica Road London
Flat 48 Queens Court 2 Old Jamaica Road London	Flat 79 Parker Building Freda Street London
70 Prospect House Sun Passage London	Flat 24 Prospect House Freaan Street London
Flat 87 Eyot House Sun Passage London	

Flat 14 Pitman building Abbey street London	Unit 25/26 Old Jamaica Business Estate 24 Old Jamaica Road London
Flat 52 Eyot House Marine Street London SE16 4BN	70 Prospect House Sun Passage London
Flat 46 Pitman Building Arabella Street London	Flat 57 Parker Building Freda Street London
Flat 65 Eyot House Sun Passage London	Flat 62 Eyot House Sun Passage London
Flat 43 Queens Court 2 Old Jamaica Road London	Flat 124 Parker Building Jamaica Road London
58 Prospect House Sun Passage London	Flat 30 Parker Building Freda Street London
Flat 42 Queens Court 2 Old Jamaica Road London	Flat 21 Queens Court 2 Old Jamaica Road London
Flat 60 Pitman Building Arabella Street London	Flat 47 Eyot House Marine Street London
Flat 23 Pitman Building Abbey Street London	Flat 76 Eyot House Sun Passage London
Flat 43 Prospect House Freaan Street London	Flat 68 Eyot House Sun Passage London
Flat 112 Eyot House Sun Passage London	Flat 25 Queens Court 2 Old Jamaica Road London
Flat 48 Eyot House Marine Street London	Flat 58 Eyot House Sun Passage London
Flat 70 Parker Building Freda Street London	Flat 35 Pitman Building London SE16 4EH
Flat 35 Parker Building Freda Street London	Flat 32 Eyot House Marine Street London
Flat 46 Pitman Building LONDON	Flat 58 Eyot House Sun Passage London
Flat 14 Eyot House Marine Street London	Flat 36 Parker Building Freda Street London
Flat 24 Queens Court 2 Old Jamaica Road London	Flat 43 Parker Building Freda Street London
Flat 20 Eyot House Marine Street London	28 Prospect House Freaan street Bermondsey
Flat 20 pitman building Abbey street London	Flat 69 Parker Building Freda Street London
Flat 97 Eyot House Sun Passage London	23 pitman building Pitman Building, Abbey Street London
Flat 48 Kimmins Court Freda Street London	Flat 25 Pitman Building Abbey Street London

Designing Out Crime Unit, Bromley Police
Station Bromley High Street London

Agenda Item 6.2 25/A/AR/006 & 25/A/AR/007 - 47-49 Tanner Street, London, SE1 3PL



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Meeting Name:	Planning Committee (Smaller Applications)
Date:	24 February 2026
Report title:	<p>Development Management planning application: 25/AP/3009: Full Planning Application (Scheme A) 25/AP/3057: Full Planning Application (Scheme B)</p> <p>Address: 47-49 Tanner Street London Southwark SE1 3PL</p> <p>Proposal: Partial demolition of existing building and construction of six storey building comprising purpose built shared living units (Use Class: Sui Generis), including internal and external amenity space, cycle parking, refuse storage, plant equipment, landscaping and other associated works (hereby referred to as Scheme A).</p> <p>Partial demolition of existing building and construction of six storey building comprising purpose built shared living units (Use Class: Sui Generis), including internal and external amenity space, cycle parking, refuse storage, plant equipment, landscaping and other associated works (hereby referred to as Scheme B).</p>
Ward(s) or groups affected:	London Bridge & West Bermondsey
Classification:	Open
Reason for lateness (if applicable):	Not Applicable
From:	Director of Planning and Growth
Application Start Date: 28/10/2025	Application Expiry Date: 27/01/2026
Earliest Decision Date: 27/01/2026	

RECOMMENDATION (ref: 25/AP/3009 – Scheme A)

1. That planning permission be granted subject to conditions and the applicant entering into an appropriate legal agreement.

2. In the event that the requirements of paragraph 1 above are not met by 24 August 2026, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in below:

In the absence of a signed legal agreement, the proposal would fail to provide suitable mitigation in terms of planning gain contrary to policies DF1 'Delivery of the Plan and Planning Obligations' of the London Plan (2022), Policy P1 'Social rented and intermediate housing' and Policy 1P3 'Community Infrastructure Levy (CIL) and Section 106 Planning Obligations' of the Southwark Plan (2022) and the Southwark 'Section 106 Planning Obligations and Community Infrastructure Levy SPD' (2015).

RECOMMENDATION (ref: 25/AP/3057 – Scheme B)

3. That planning permission be granted subject to conditions and the applicant entering into an appropriate legal agreement.
4. In the event that the requirements of paragraph 3 above are not met by 24 August 2026, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in below:

In the absence of a signed legal agreement, the proposal would fail to provide suitable mitigation in terms of planning gain contrary to policies DF1 'Delivery of the Plan and Planning Obligations' of the London Plan (2022), Policy P1 'Social rented and intermediate housing' and Policy 1P3 'Community Infrastructure Levy (CIL) and Section 106 Planning Obligations' of the Southwark Plan (2022) and the Southwark 'Section 106 Planning Obligations and Community Infrastructure Levy SPD' (2015).

EXECUTIVE SUMMARY

5. The proposed development would provide Co-Living units on site (Use Class: Sui Generis). Under Scheme A, 112 Units would be provided and under Scheme B, 109 Units would be provided. Scheme A (planning ref. 25/AP/3009) has been designed to build within the on-site covenanted areas. Scheme A cannot be built out unless the covenants are altered or removed through a legal process outside the scope of a planning application. Scheme B (planning ref. 25/AP/3057) fully complies with/respects the covenant's requirements. If the covenants are not altered or removed, then Scheme B will be built out. The differences between Scheme A and B are in the north-east and north-west corners of the upper floor units.
6. The proposal would result in the loss of employment floor space and is not located within the Central Activities Zone. The proposal would provide a financial contribution of £48,638 to be secured in the Section 106 legal agreement. The Co-Living accommodation mostly complies with the requirements outlined in the Large-scale purpose-built shared living London Plan Guidance as well as the ten criteria contained within Policy H16 of the London Plan. A 40% payment in lieu contribution to affordable housing would be secured at £5,824,000 for Scheme A and £5,668,000 for Scheme B. As a

result of amendments secured throughout the planning application process, both Scheme A and Scheme B, would successfully enhance and preserve the character of the locally listed building and the Conservation Area. The re-use and retention strategy follows a similar approach to the implemented scheme.

7. Both scheme A and B would have a lesser impact in terms of daylight and sunlight due to the decreased bulk and mass compared with the consented scheme. Notwithstanding, the two schemes under consideration have been given sufficient independent assessment. The conclusion of all the planning merits of scheme A & B is that, there is no material concern with regards to neighbouring amenity. The site has limited opportunities for urban greening however the Council's Urban Forestry Officer is satisfied the sites potential has been maximised. The scheme would provide sufficient long stay and short stay cycle parking for residents and visitors and there is not anticipated to be any negative impact on the highway network. £50,000 contribution is to be secured towards improvements to the C14 which runs along Tanner Street.
8. Both Scheme A and B have suitable conditions relating to plant noise, vibration, external amenity and screening. The development would be future proofed to the District Heat Network, would provide £39,928.50 in carbon offset contribution as well as being BREEAM excellent. The development does not trigger any Biodiversity Net Gain, Ecology, Flood Risk or Archaeology concerns. Subject to suitable conditions, for both Scheme A and Scheme B and a Section 106 agreement, the proposed development is considered acceptable.

BACKGROUND INFORMATION

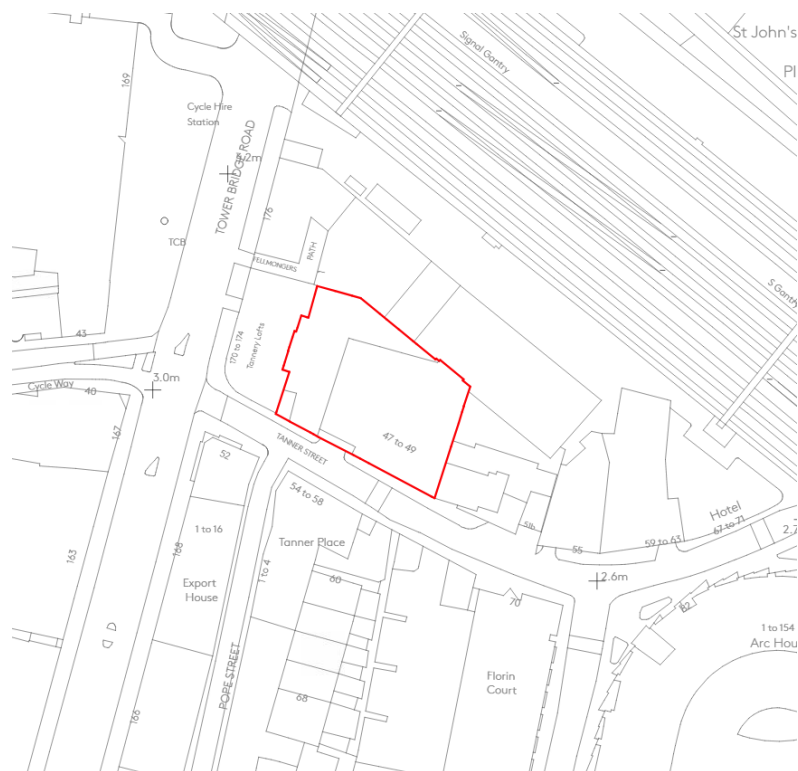
Site location and description

9. Nos. 47-49 Tanner Street is located within Bermondsey Street and is a locally listed building. It is bounded by the warehouses on Fellmongers Path to the north, No.51 Tanner Street to the east, Tanner Street to the south, and a courtyard to the rear of Nos.170-174 Tower Bridge Road to the west.
10. The existing building on the site features a warehouse from the late-19th century to the early-20th century. The building is three storeys in height and comprises a 5-bay wide façade with a central loading bay on the upper floors. The front elevation features yellow stock brick with a brown brick plinth and a brown brick band at the first-floor cill level, red brick segmental arches over the openings with stone keys and springers, and a moulded red brick main cornice.
11. The site is on a triangular island bounded by the railways, Tower Bridge Road, and Tanner Street. The broader context exhibits a mixed architecture, featuring medium-rise buildings and a coarse urban grain due to medium—to—large building plots. The area is densely urbanised and features two public green spaces (Tanner Street Park and St. Mary Magdalen Churchyard).
12. Locally listed Nos. 47-49 Tanner Street positively contribute to the character and appearance of the CA. It has a simple and traditional architecture.

Warehouses are characteristic of the Bermondsey Street Conservation Area and this building is a key characteristic of this part of Tanner Street. The warehouse is one of the two remaining Victorian warehouses in the CA.

13. The significance of the Bermondsey Street Conservation Area (CA) derives from its historic association with medieval origins, as evidenced by its traditional street pattern. The CA comprises a diverse range of historic building types, including 18th-century houses and shops, as well as 19th- and 20th-century warehouses and commercial premises. It exemplifies a distinctive combination of medieval urban form and later industrial architecture. Characteristic features include narrow streets, compact building plots, arched alleyways providing access to rear yards, and prominent examples of warehouse architecture. The Grade II* listed Church of St Mary Magdalene and its associated churchyard are situated at the heart of the Bermondsey Street Conservation Area, contributing significantly to its historic and architectural interest.
14. Tanner Street, originally named Russell Street, was renamed in the late 19th century to reflect the area's strong association with the tanning and leather-making industries. Between the 18th and early 20th centuries, these industries played a significant role in shaping the character of the area and contributed to Bermondsey's reputation as London's leather district. Today, only a small remnant of this historic character remains, primarily to the east of Tower Bridge Road.
15. Historic Ordnance Survey maps from 1879 and 1895–1896 indicate that Nos. 47–49 Tanner Street were in use for tannery and leather manufacturing purposes. In the 20th century, the site was repurposed as a polythene bag factory. The building has also featured in earlier series of the BBC Two programme Dragons' Den, adding to its social and cultural significance.

16.



Location Plan

Details of proposal

17. The application comprises a twin-tracked scheme (Scheme A – 25/AP/3009 and Scheme B – 25/AP/3059).
18. The descriptions of development for both schemes are as follows:
19. *Partial demolition of existing building and construction of six storey building comprising purpose built shared living units (Use Class: Sui Generis), including internal and external amenity space, cycle parking, refuse storage, plant equipment, landscaping and other associated works (hereby referred to as Scheme A).*

Partial demolition of existing building and construction of six storey building comprising purpose built shared living units (Use Class: Sui Generis), including internal and external amenity space, cycle parking, refuse storage, plant equipment, landscaping and other associated works (hereby referred to as Scheme B).

20. The key differences between Scheme A and Scheme B are provided in the table below:

Scheme A	Scheme B
84 standard units (75%)	81 standard units (74%)
16 duplex units (14%)	16 duplex units (15%)
12 M4(3) units (11%)	12 M4(3) units (11%)
<i>112 units total</i>	<i>109 units total</i>
2,501 sqm residential GIA	2,403 sqm residential GIA
438 sqm internal amenity	438 sqm internal amenity
132 sqm external amenity	125 sqm external amenity

22. Scheme A is the applicant's preferred scheme, however due to existing covenants on the site, an alternative Scheme B has been submitted. These covenants are shown on the plan below:



23. The blue zone along the western edge of the site is a designated 'void space' in order to retain a fire escape from Tannery Lofts. No structures are allowed to be built in or above this space. Scheme A & B are the same in regards to this covenant.
24. The differences between Scheme A and B are in relation to the green areas which restrict the positioning of windows and limit the height of the building. Further detail on these differences is provided in a later section of this report.
25. The application site falls within the following planning designations:
 - Area Vision Boundaries – Bermondsey
 - Locally Listed Building
 - Conservation Area – Bermondsey Street
 - London View Management Framework – Parliament Hill summit to St Paul's Cathedral
 - Archaeological Priority Areas
 - Hot Food Takeaway Primary School Exclusion Zone
 - Flood Zone 2 & 3
26. The following amendments have been made throughout the planning application process:
 - Internal Hallway on first and second floors within retained warehouse moved response to Design and Heritage comments
 - The number of accessible units has been maintained. All other units are over the 18sqm min space requirements.
 - Ground Floor – updated to remove one Sheffield stand in the courtyard (we still exceed min. short stay provision) to enable appropriate bin collection arrangement which has moved back to this area. 5 more foldable hire bike lockers added into lobby space to enable space for additional 4no. additional Sheffield stands within the cycle storage area
 - More Spot levels added to ground floor plan
 - Amendment to window arrangement in scheme B to prevent internal overlooking
 - Agreement to window retention
 - Updated cycle parking numbers and arrangement

- Updated bin collection zone back within the courtyard area
 - Updated tracking diagram of bins to collection zone.
 - Addendum to Energy Statement
 - Addendum to Fire Statement
 - Revised Drainage Strategy
27. Permission was granted under ref: 18/AP/0896 for the Redevelopment of the site involving the provision of a 7-storey building, with basement, incorporating the retention of the existing 3-storey warehouse, for B1(a) Office Use. Together with associated landscaping, cycle parking and the demolition of an existing detached ancillary store building. The consented design is shown on the left and the proposed design on the right. A certificate of lawfulness ref: 22/AP/0306 confirms that works carried out on site constitute a material operation for the implementation of planning permission 18/AP/0896. In the event that Scheme A or B are granted, the applicant will have the option of implementing their preferred scheme given the fallback position.



IMPLEMENTED DESIGN



PROPOSED DESIGN

28.



EXISTING GROUND FLOOR PLAN

Existing Ground Floor Plan

29.



EXISTING SOUTH ELEVATION

Existing South Elevation

30.



Proposed Ground Floor Plan (Scheme A)

31.



Proposed First Floor Plan (Scheme A)

32.



Proposed Second Floor Plan (Scheme A)

33.



Proposed Third Floor Plan (Scheme A)

34.



Proposed Fourth Floor Plan (Scheme A)

35.



TANNER STREET

Proposed Fifth Floor Plan (Scheme A)

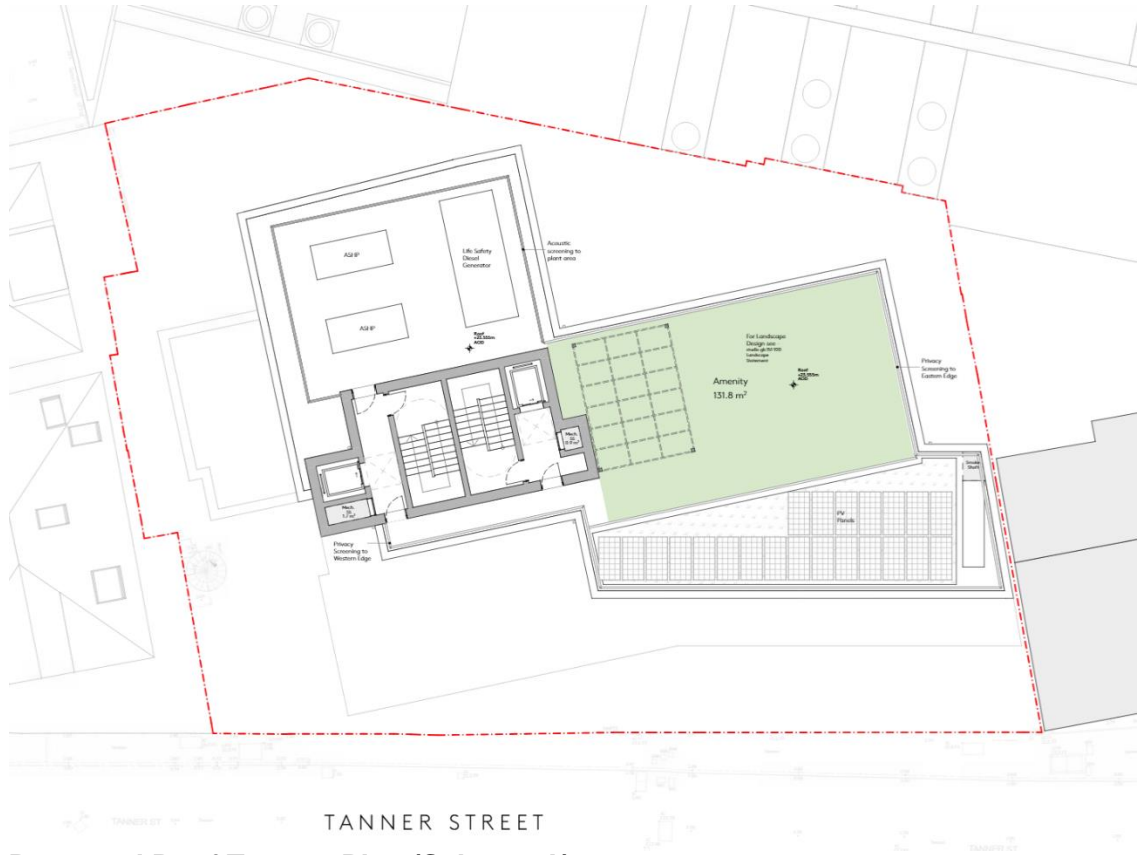
36.



TANNER STREET

Proposed Fifth Floor Mezzanine (Scheme A)

37.



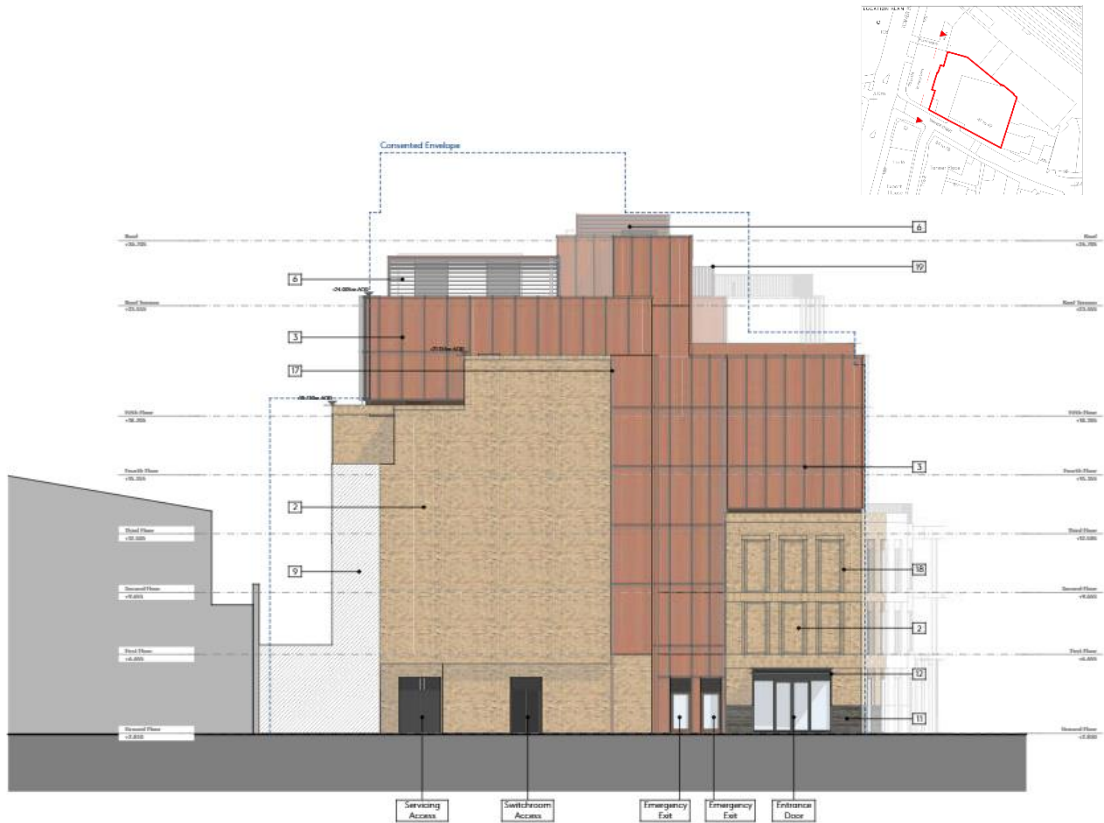
Proposed Roof Terrace Plan (Scheme A)

38.



Proposed Front (South) Elevation [facing Tanner Street] (Scheme A)

39.



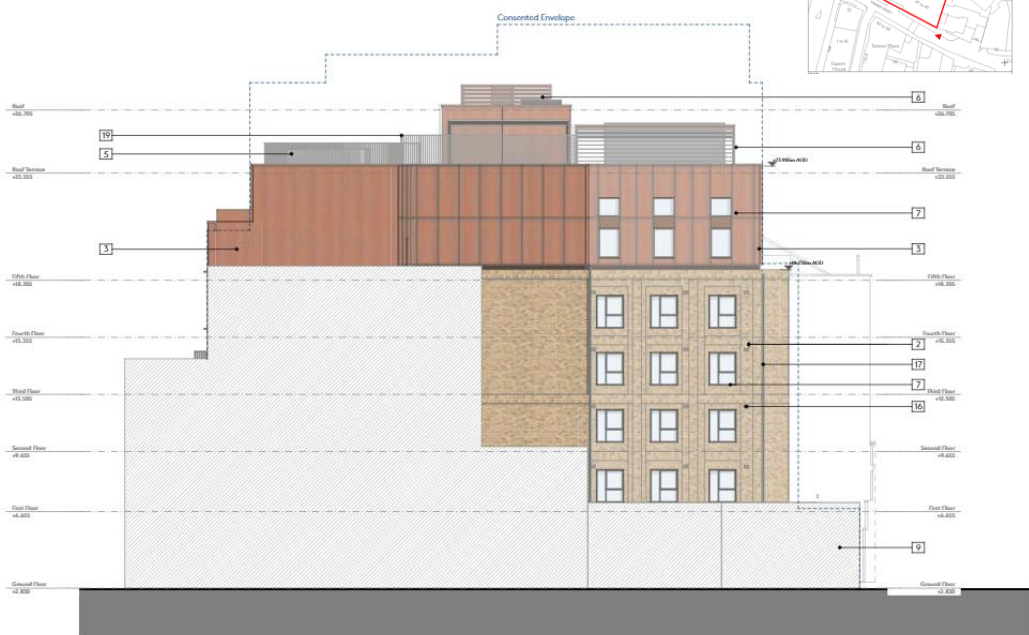
Proposed (West) Side Elevation [facing Tannery Lofts & Sadler's Lofts, 174 Tower Bridge Road] (Scheme A)

40.



Proposed North (Rear) Elevation [facing the railway line] (Scheme A)

41.



Proposed East (Side) Elevation [facing 51-53 Tanner Street] (Scheme A)

Differences between Scheme A and Scheme B

42. To avoid historic covenants, an alternative proposal (Scheme B) is put forward that avoids these areas. This is largely the same as Scheme A, aside from layout changes to the NW and NE of the building. In Area 1, a single unit is removed on the first to third floors with the adjacent unit rotated 90 degrees. In Area 2, the east-most unit is extended to provide a west-facing window. To accommodate this the two adjacent units are reduced in length. The extended mass remains within the proposed envelope of the implemented consent. The ground floor layout and Tanner Street elevation are unchanged between the two options. These areas are demonstrated on the examples below.

43.



Scheme A – Area 1 (first floor example)



Scheme B – Area 1 (first floor example)



Scheme A – Area 2 (third floor example)



Scheme B – Area 2 (third floor example)

Planning policy

National Planning Policy Framework (the Framework) 2024

44. The revised National Planning Policy Framework ('NPPF') was published on 12 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.
45. Paragraph 231 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.
46. The relevant chapters from the Framework are:
 - Chapter 2 Achieving sustainable development
 - Chapter 5 Delivering a sufficient supply of homes
 - Chapter 8 Promoting healthy and safe communities
 - Chapter 9 Promoting sustainable transport
 - Chapter 11 Making effective use of land
 - Chapter 12 Achieving well-designed and beautiful 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

47.
 - Policy D4 Delivering good design
 - Policy D5 Inclusive design
 - Policy D6 Housing quality and standards
 - Policy D7 Accessible housing
 - Policy D11 Safety, security and resilience to emergency
 - Policy D12 Fire safety
 - Policy D14 Noise
 - Policy H1 Increasing housing supply
 - Policy H2 Small sites
 - Policy H10 Housing size mix
 - Policy E9 Retail, markets and hot food takeaways
 - Policy G5 Urban greening
 - Policy G6 Biodiversity and access to nature
 - Policy G7 Trees and woodlands
 - Policy SI 1 Improving air quality
 - Policy SI 2 Minimising greenhouse gas emissions
 - Policy SI 12 Flood risk management
 - Policy SI 13 Sustainable drainage
 - 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 T6.1 Residential parking

- Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

48. Southwark Plan 2022

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:

- P1 Social rented and intermediate housing
- P3 Protection of existing homes
- P8 Wheelchair accessible and adaptable housing
- P13 Design of places
- P14 Design quality
- P15 Residential design
- P16 Designing out crime
- P18 Efficient use of land
- P21 Conservation of the historic environment and natural heritage
- P36 Development outside town centres
- P37 Protected shopping frontages
- P48 Hot food takeaways
- P50 Highways impacts
- P51 Walking
- P52 Low Line routes
- P53 Cycling
- P54 Car Parking
- P56 Protection of amenity
- P59 Green infrastructure
- P60 Biodiversity
- P61 Trees
- P65 Improving air quality
- P66 Reducing noise pollution and enhancing soundscapes
- P68 Reducing flood risk
- P70 Energy

Area based AAP's or SPD's

49. Of relevance in the consideration of this application are:

- Affordable Housing SPD (2025)
- Section 160 and Community Infrastructure Levy SPD (2025)
- Climate and Environment SPD (2024)

ASSESSMENT

Principle of the proposed development in terms of land use

50. The principle of residential development on this site is considered appropriate subject to design and amenity impacts. Policy P18 (Efficient use of land) of the Southwark Plan (2022) states that development will be permitted that optimises land use, does not unreasonably compromise development or legitimate activities on neighbouring sites and provides adequate servicing facilities, circulation spaces and access to, from and through the site.

Loss of employment floor space

51. Policy P30 (Office and business development) of the Southwark Plan (2022) states that in the Central Activities Zone, town centres and opportunity areas, development must retain or increase the amount of employment floorspace on site (including B8). The application site does not fall within any of these designations. As such, development that results in a loss of employment floorspace anywhere in the borough must provide a financial contribution towards training and jobs for local people.
52. The council local economy team have been consulted and do not object in principle to the redevelopment of the site for purpose-built shared living accommodation; however, the team do have concerns regarding the complete loss of existing employment floorspace and therefore require appropriate financial mitigation contribution.
53. The development results in the loss of 1,345 sqm GIA of active Class E (formerly B1) employment floorspace, with no re-provision. A financial contribution of £48,638 based on 1345 GIA loss, employment density of 1 FTE/12sqm. This should be secured in the Section 106 Legal Agreement.

Co-Living Housing Model

54. Large-scale purpose-built shared living (LSPBSL), also referred to as co living, is a type of non-self-contained housing that is generally made up of at least 50 private individual rooms, communal spaces and facilities.

Co-living differs from other housing types, including the following:

- Self-contained housing (use class C3), because there is an emphasis on communal living. Large-scale shared dining, recreation and (sometimes) workspaces are provided to offset private individual units that are smaller than the minimum internal space standards set out in London and Southwark Plan Policies;
- HMOs, due to the size of the developments and the extent of communal spaces and facilities.
- Hotels (use class C1) and hostels (sui generis), due to the requirement for minimum tenancies of no less than three months.
- Residential institutions (use class C2), as there is no significant element

of care or training provided.

- Student accommodation, as this has a focus on student needs, links with universities and would only be occupied by students.
55. Co-living generally provides accommodation for single-person households who cannot, or choose not to, live in self-contained homes or HMOs. This accommodation type may be used on a transitional basis until residents find suitable longer-term housing. Whilst co-living provides an additional housing option for some people, due to the unique offer of this accommodation type it does not meet minimum housing standards and is therefore not considered to meet the ongoing needs of households in London.
56. Recognising however, that co-living contributes an element of housing choice, it is counted towards housing supply on a ratio of 1.8:1 basis as per London Plan Policy H1. Furthermore, due to the specific design and nature of occupation co-living cannot be considered an affordable housing product. It does not provide accommodation suitable for households in need of genuinely affordable housing, including families. Consequently co-living schemes must either provide onsite conventional C3 affordable dwellings or a Payment in Lieu (PiL).
57. Policy P6 (Purpose built shared living) of the Southwark Plan (2022) does not set out any strategic and detailed design requirements for co-living accommodation, nor does any other policy within the Southwark Plan. Large-scale purpose-built shared living London Plan Guidance was adopted by the GLA on 29 February 2024. This London Plan Guidance (LPG) sets out detailed criteria for identifying appropriate locations for co-living as well as internal standards, recommended communal internal and external requirements and affordable housing provision. The guidance also sets out requirements to be secured in an Operational Management Plan.
58. Policy H16 (Large-scale purpose-built shared living) of the London Plan (2021) states that development must meet the following criteria:
- a) Is the co-living of good quality and design?
 - b) Does the co-living contribute towards mixed and inclusive neighbourhoods?
 - c) Is the site in a well-connected location?
 - d) Is the co-living under single management?
 - e) Are all units for rent with minimum tenancy lengths of at least three months?
 - f) Are the communal facilities and services sufficient and of good quality?
 - g) Are the individual studios adequately sized and laid out, and future proofed against self-containment?
 - h) Is the co-living supported by a management plan?
 - i) Has a cash in lieu contribution towards conventional C3 affordable housing been secured?
 - j) Is the contribution equivalent to 35% of the units (or 50% on public sector land or industrial land appropriate for residential uses) and has been subject to the Viability Tested Route?

59. A thorough assessment of these criteria is provided below:
- a) *Is the co-living of good quality and design?*
60. The design is discussed in detail in the Design and Heritage section below.
61. The co-living accommodation would consist of acceptably-sized and well-equipped en-suite private studios. The studios meet the unit sizes specified in the LPG. Specifically; no less than 18 sqm and no more than 27sqm with accessible units being no less than 28 sqm and no more than 37 sqm. The submitted schedule accommodation for both Schemes A and B mostly comply with these standards. It is noted that some accessible units on the first and second floor marginally exceed the 37 sqm limit however this is due to design amendments requested by the heritage department to expose the warehouse walls. In these circumstances, this is accepted.
62. A Daylight and Sunlight (Internal) report by Point2 dated September 2025 version 1 has been submitted as part of the full application to ensure all rooms and communal areas are sufficiently lit and provide good levels of daylight. The report concludes that the majority of the rooms (68%) would meet the recommendations. This would mean that 32% of the rooms would receive less than the BRE recommendations. This is mainly due to the constrained, central London location of the site alongside the existing warehouse and neighbouring properties resulting in a high concentration of north facing windows. On balance, officers are satisfied that overall, the development would offer good quality accommodation for future occupiers in terms of design, minimum space standards, resident experience, safety, operational efficiency, modern amenities and a central location. As such, scheme A and B would be in general compliance with the development plan.
63. The quality of the co-living accommodation can be distinguished from Houses in Multiple Occupation (HMOs) by the range of high-quality managed communal amenity spaces that accompany the private studios, these proposed communal spaces would include outdoor terraces and generous co-working lounges, kitchens and dining spaces. For this scheme, high quality communal co-working space, kitchen, lounge, gym and amenity space is provided on the ground floor, with no communal facilities proposed throughout the upper floors. Placing communal facilities on the ground floor of purpose-built flats is generally considered an efficient, highly desirable design strategy in modern urban housing, co-living, and student accommodation. This approach maximizes accessibility, improves building flow, and acts as a hub for community engagement. This is demonstrated for both Scheme A and Scheme B via the tables below.

Scheme A

Facility	Benchmark	Required No.	Provided No.
Total internal amenity space	Up to 100 – 4 sqm per resident Every additional resident from 101 to 400 – 3sqm per	436 sqm	438 sqm

	additional resident		
Communal kitchen	0.5 sqm per resident to include on cooking station per 15 residents	56 sqm 8 cooking stations	71 sqm 8 cooking stations
Communal dining space	Two dining spaces per cooking spaces; or number of dining spaces = 15% of total residents	16 dining spaces	27 dining spaces
Laundry & drying facilities	One washer and one dryer per 35 residents	4 washers 4 dryers	4 washers 4 dryers
Accessible rooms	10% accessible units	11	12
External communal space	Up to 400 – 1 sqm per resident Every additional resident from 401 – 0.5 sqm per additional resident	112 sqm	132 sqm
Cycle storage	0.75 spaces per person <small>*0.5 spaces has been agreed with TfL and Transport Policy</small>	84 spaces	66 spaces

Scheme B

Facility	Benchmark	Required No.	Provided No.
Total internal amenity space	Up to 100 – 4 sqm per resident Every additional resident from 101 to 400 – 3sqm per additional resident	427 sqm	438 sqm
Communal kitchen	0.5 sqm per resident to include on cooking station per 15 residents	55 sqm 8 cooking stations	71 sqm 8 cooking stations
Communal dining space	Two dining spaces per cooking spaces; or number of dining spaces = 15% of total residents	16 dining spaces	27 dining spaces
Laundry & drying facilities	One washer and one dryer per 35 residents	4 washers 4 dryers	4 washers 4 dryers
Accessible rooms	10% accessible units	11	12

External communal space	Up to 400 – 1 sqm per resident Every additional resident from 401 – 0.5 sqm per additional resident	109 sqm	124 sqm
Cycle storage	0.75 spaces per person <small>*0.5 spaces has been agreed with TfL and Transport Policy</small>	82 spaces	66 spaces

The existing internal and external community space exceeds the benchmark contained within the LPG, as demonstrated in the table above. As such, these space standards including the layout demonstrates good quality design.

b) Does the co-living contribute towards mixed and inclusive neighbourhoods?

64. The co-living would be the only development of this type in the immediate area, at the present time. Given the low representation of co-living schemes within the wider area, it is not considered that the proposal would negatively impact the neighbourhood in terms of the mix of uses and inclusivity.
65. The applicant has stated that community living is at the centre of the vision for the scheme, designed with the needs of Southwark's diverse population. The co-living aspect of the scheme will comprise over 10% of accessible units.
66. The design of the development has considered Safety for Women, as well as safety for all. Design measures have been implemented into the scheme to ensure all residents, regardless of age, gender, race, orientation and ability could live comfortably within the scheme.

c) Is the site in a well-connected location?

67. The application site has a high PTAL of 6b representing the highest level of accessible locations. The site is within walking distance to London Bridge Train Station and London Bridge Underground as well as multiple bus routes across central London. Criterion 3 of Policy H16 also requires that, through design, co-living development does not contribute to car dependency. The co-living proposed would be car free ensuring there would be no contribution to car dependency. The proposed development includes the provision of safe and secure cycle parking to encourage the use of sustainable modes of transport. For the reasons given above, it is considered that the proposed land use would not contribute towards car dependency, and is thus in conformity with Criterion 3 of London Plan Policy H16.

d) Is the co-living under single management?

68. The applicant has confirmed on page 42 of the planning statement that the co-living will be solely managed by a single entity. This is supported by the Draft Management Plan by Greystar dated September 2025 which outlines the

management strategy for the proposed co-living at Tanner Street.

e) *Are all units for rent with minimum tenancy lengths of at least three months?*

69. The applicant has confirmed on page 42 of the planning statement that all units will be let for a minimum tenancy of three months, and longer stays will be financially incentivised. This will be secured within the s106 legal agreement.

f) *Are the communal facilities and services sufficient and of good quality?*

70. Criterion 6 of Policy H16 sets out six sub-criteria that co-living proposals must satisfy if the needs of the intended number of residents are to be met. These sub-criteria relate to the quality and extent of communal facilities (kitchens, other internal recreational areas, external amenity spaces, and laundry/drying facilities) as well as the services residents would benefit from, such as concierge services and bedding/linen changing. These are demonstrated in the section a) above. The proposed development provides convenient access to a communal kitchen, outside communal amenity space, internal communal amenity, laundry and drying facilities, a concierge and bedding and linen changing. The development also provides co-working spaces and access to a gym.

g) *Are the individual studios adequately sized and laid out, and future proof-ed against self-containment?*

71. The studios are adequately sized and laid out. The submitted plans demonstrated a good layout and facilities that meet the LPG (bathrooms, double beds, seating areas and small kitchenettes). The co-living units would all contain a double bed with storage, a small kitchenette including a sink, fridge/freezer and hob, wardrobe space, soft seating area, wardrobe storage and an en-suite shower, toilet and sink.

72. In terms of future proofing against future self-containment, the proposed co-living studios would not comply with the minimum sizes required by development plan policies for self-contained homes. None of the studios would meet the minimum space standards of 37sqm for a 1b1p unit or 65sqm for an accessible unit. They are clearly designed as part of a wider community with reliance of the shared amenity facilities, with a view to creating an integrated community. In this regard, the proposed studios constitute a Sui Generis use.

73. The s106 agreement would include obligations to secure the following on any full planning application:

- Confirm the sui generis use and prevent any future change of use to self-contained accommodation
- Stipulate single room occupancy only
- Secure minimum 3 month tenancies
- Secure continued and free access for all residents to the communal facilities.

h) *Is the co-living supported by a management plan?*

74. A Management Plan by Greystar dated September 2025 has been submitted with the application setting out how the Management Company will provide for the day-to-day management of the co-living accommodation and ensure the long-term quality of the development in a way that supports the community.

The management plan includes details on the following:

- Cleaning and maintenance of communal and private spaces
- Staffing, reception and facilities management
- Deliveries/post
- Moving in and out
- Security and safety
- Resident behaviour

- i) Has a cash in lieu contribution towards conventional C3 affordable housing been secured?*

75. The affordable housing section of this report sets out the relevant payment in lieu contribution for this development.

- j) Is the contribution equivalent to 35% of the units (or 50% on public sector land or industrial land appropriate for residential uses) and has been subject to the Viability Tested Route?*

76. The affordable housing section of this report sets out the relevant payment in lieu contribution for this development.

Affordable housing and viability

77. Policy H1 'Increasing Housing Supply' of the London Plan explains that, with the exception of student housing and older people's housing, all forms of non-self-contained communal accommodation "should count towards meeting housing targets on the basis of a 1.8:1 ratio, with one point eight bedrooms/units being counted as a single home." It is important to note that this conversion rate is specific to housing target calculations, and is not the metric employed, either by the Borough or the Mayor, for converting co living units into habitable rooms for assessing proposals against affordable housing and viability policies.

78. At the local level, the Southwark Plan reiterates the targets established by the London Plan. Policy ST1 'Development targets' of the Southwark Plan states that the Council "will work with our partners, local communities and developers to ensure that developments deliver the required growth and improvements to achieve our targets including 40,035 homes between 2019 and 2036 (2,355 new homes per annum)". Of the 40,035 homes, the Plan aims for 11,000 to be new council homes.

79. Policy H16 of the London Plan recognises the need for co-living developments within London, and acknowledges the contribution this typology can make to alleviating the housing strain and raising standards across the rented sector in terms of the quality of accommodation and the security of tenancy. The policy

makes clear that co-living schemes must contribute to affordable housing; however, because this form of accommodation does not meet minimum housing space standards it is not considered suitable as a form of affordable housing itself.

80. Policy H16 requires all co-living schemes to be viability tested; however, developments that provide a contribution equal to 35% of the units at a discount of 50% of the market rent are not subject to a late-stage viability review.
81. Aside from viability considerations, Policy H16 also sets out strategic and detailed design requirements for co-living. The policy provides a set of ten criteria that co-living proposals must meet, encompassing themes of:
 82. • locational suitability;
 - contribution to the social make-up of the neighbourhood;
 - design quality and occupier facilities;
 - management; and
 - contribution towards conventional (Class C3) affordable housing.
83. At the local level, Southwark Plan Policy P6 requires developments incorporating co-living to deliver, as a first priority, the maximum amount of affordable housing with a minimum of 35% of conventional affordable housing (calculated by habitable room) on site. Policy P6 is structured in recognition of the acute need for more family and affordable housing within the borough, as explained in the policy's supporting notes:
84. *“Allowing too much purpose built shared living accommodation will restrict our ability to deliver more family and affordable housing. By requiring an element of affordable housing or contribution towards affordable housing from purpose built shared living accommodation we can make sure we work towards meeting the strategic need for this accommodation and our local need for affordable homes including affordable family homes”.*
85. Although Policy P6 states “All purpose-built shared living schemes will require a viability appraisal to be submitted”, in circumstances where conventional (Class C3) on-site affordable housing is being provided alongside the co-living, and the conventional affordable housing is offered at a level that meets or exceeds the Council's Fast Track threshold (40%), the requirement for a FVA falls away as per Policy P1 (sub section 4) of the Southwark Plan. The Mayor's draft Affordable Housing LPG, for which consultation closed in July 2023, has been updated to include provision that co-living schemes may now provide their affordable housing contribution on site and follow the Fast Track Route, where meeting the relevant threshold.
86. Where conventional (Class C3) affordable housing cannot be provided on site, a cash payment towards the delivery of new council homes will be required. The value of any contributions will be based on the cost of meeting an on-site affordable housing requirement and should provide no financial benefit to the applicant.
87. The provision of a payment-in-lieu contribution instead of on-site affordable

housing is considered acceptable. This is because this purpose-built shared living development would not offer self-contained, long-term homes suitable for families. Payments in lieu are justified when on-site provision is not feasible, helping to fund affordable housing elsewhere and supporting mixed communities.

88. Whilst residential uses are supported on this site at all policy levels, this is subject to both the provision of affordable housing where viable and also the contribution a scheme would make to a mixed and inclusive neighbourhood where co-living is proposed. The lack of onsite affordable housing means the development is inherently less likely to contribute to a mixed and inclusive neighbourhood than it might be, nonetheless it would make a positive contribution to meeting the Mayoral and local-level housing delivery targets. The PIL would contribute to affordable housing delivery and the site would play its part in delivering the capacity identified in Southwark Plan allocation NSP70 of 2,200 new homes. The provision of PBSL (purpose built shared living) housing is on balance in this instance considered to be acceptable.
89. The applicant has submitted a Financial Viability Assessment by DS2 dated October 2025. The applicant has confirmed that the development will offer the equivalent of 40% on site affordable housing with a payment in lieu equating to £130,000 per habitable room and thus follows the fast track route and would not require a late stage review.

90. For Scheme A, the PiL calculation is as follows:

The total number of habitable rooms (all tenures and types) × 0.35 (minimum 35% provision) × £ per habitable room in the CIL value area.

The application site lies in CIL Zone 2 and is a Major Application therefore it is £130,000 per habitable room.

$$112 \times 0.40 \times £130,000 = \mathbf{£5,824,000}$$

91. For Scheme B, the PiL calculation is as follows:

$$109 \times 0.40 \times £130,000 = \mathbf{£5,668,000}$$

This will be included within the Section 106 Legal Agreement.

92. This approach follows an accepted methodology on other schemes within the borough of treating each co-living unit as one habitable room subject to the wider co-living unit providing adequate communal facilities. Accessible units are not counted as 2 habitable rooms for the purposes of this calculation.

Fire Safety Regulations

Policy D12 (A) of the London Plan (2021)

93. 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). Major developments are required to submit a

Fire Statement which should refer to the draft fire statement guidance in London Plan Policy D12 (B) and provide all listed required information. Developments may also be required to submit a gateway 1 (fire safety) form if the development is considered a relevant building:

- Contains two or more dwellings or educational accommodation and;
- Meets the height condition of 18m or more in height, or more than 7 storeys

94. The applicant has supported their planning application with a Planning Fire Statement by DAMA Engineering Consultants rev 01 dated 24 September 2025. The statement concludes the following:

The building will consist of a ground floor, five upper floors, and a rooftop terrace, reaching a total height of 20.8 [m] to the terrace level. For the purposes of the Building Safety Act, the relevant building height measured to the topmost occupied level, excluding the terrace is 15.4 [m]. This is in line with the government guidance which clarifies that open rooftops, such as terraces, should not be included when determining the number of storeys or measuring building height.

95. Health and Safety Executive (HSE) and London Fire & Emergency Planning Authority have been consulted on the application. A response has been received from HSE which states the following:

The fire statement states that the height to the fifth floor level is 15.38m, and to the roof terrace 20.8m. HSE considers that the building will be a relevant building for the purposes of The Town and Country Planning (Development Management Procedure) (England) Order 2015, due to the proposed height to the roof terrace.

Further information in relation to the mezzanine level, external walls and timber construction and access and facilities for the fire service have been requested from the applicant. The HSE have reviewed the submitted information and have no further comments to make and are content with the information provided from a fire safety perspective.

96. 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 statement has been reviewed by the Council and consulted on with HSE.

Design, layout, heritage assets and impact on Borough and London views

Site layout, context and heritage values

97. Nos. 47-49 Tanner Street is located within Bermondsey Street and is a locally listed building.
98. It is bounded by the warehouses on Fellmongers Path to the north, No.51 Tanner Street to the east, Tanner Street to the south, and a courtyard to the rear of Nos.170-174 Tower Bridge Road to the west.
99. The existing building on the site features a warehouse from the late-19th century to the early-20th century. The building is three storeys in height and comprises a 5-bay-wide façade with a central loading bay on the upper floors. The front elevation features yellow stock brick with a brown brick plinth and a brown brick band at the first-floor cill level, red brick segmental arches over the openings with stone keys and springers, and a moulded red brick main cornice.
100. Regarding the context, the site is on a triangular island bounded by the railways, Tower Bridge Road, and Tanner Street. The broader context exhibits a mixed architecture, featuring medium-rise buildings and a coarse urban grain due to medium—to—large building plots. The area is densely urbanised and features a number of public green spaces (such as Tanner Street Park, St. Mary Magdalen Churchyard, and St John’s Churchyard).
101. Locally listed Nos. 47-49 Tanner Street positively contribute to the character and appearance of the CA. It has a simple and traditional architecture. Warehouses are characteristic of the Bermondsey Street Conservation Area, and this building is a key characteristic of this part of Tanner Street. The warehouse is one of the two remaining Victorian warehouses in the CA.
102. The significance of the Bermondsey Street Conservation Area (CA) derives from its historic association with medieval origins, as evidenced by its traditional street pattern. The CA comprises a diverse range of historic building types, including 18th-century houses and shops, as well as 19th- and 20th-century warehouses and commercial premises. It exemplifies a distinctive combination of medieval urban form and later industrial architecture. Characteristic features include narrow streets, compact building plots, arched alleyways providing access to rear yards, and prominent examples of warehouse architecture. The Grade II* listed Church of St Mary Magdalene and its associated churchyard are situated at the heart of the Bermondsey Street Conservation Area, contributing significantly to its historic and architectural interest.

Brief history of the site

103. Tanner Street, originally named Russell Street, was renamed in the late 19th century to reflect the area’s strong association with the tanning and leather-making industries. Between the 18th and early 20th centuries, these industries played a significant role in shaping the character of the area and contributed to Bermondsey’s reputation as London’s leather district. Today, only a small remnant of this historic character remains, primarily to the east of Tower Bridge Road.

104. Historic Ordnance Survey maps from 1879 and 1895–1896 indicate that Nos. 47–49 Tanner Street were in use for tannery and leather manufacturing purposes. In the 20th century, the site was repurposed as a polythene bag factory. The building has also featured in earlier series of the BBC Two programme *Dragons' Den*, adding to its social and cultural significance.

Detailed comments

105. Scheme A (planning ref. 25/AP/3009) has been designed to build within the on-site covenanted areas, providing 112 units. As mentioned in the submitted planning statement, Scheme A cannot be built out unless the covenants are altered or removed through a legal process outside the scope of a planning application.
106. As stated in the submitted planning statement, Scheme B (planning ref. 25/AP/3057) fully complies with/respects the covenant's requirements and provides 109 units. If the covenants are not altered or removed, then Scheme B will be built out.
107. The differences between Scheme A and B are in the north-east and north-west corners of the upper floor units.
108. Overall, the scheme will provide a 6-storey building (the top floor will be double height). The existing warehouse will be retained. The communal amenity (including gym, kitchen/dining, co-working spaces) will be provided on the ground floor internally. There will be an external amenity space on the roof level. The proposed scheme's building envelope will be lower than the implemented scheme's.

Heritage

109. As mentioned previously, this locally listed warehouse is making a positive contribution to the character and appearance of the Bermondsey Street Conservation Area. It is one of the two remaining Victorian industrial warehouses in the CA.
110. The retention and re-use of its features is one of the key elements of the proposed scheme. The re-use and retention strategy follows a similar approach to the implemented scheme.
111. The existing brickwork on the eastern and southern elevations (front façade) will be retained throughout all floors. Parts of the northern elevation (rear facade) will be retained on the first and second floors and will be incorporated into the new units, whilst new brick elements (reclaimed brick from upper floors) will be inserted on the northern elevation of the ground floor. Parts of the existing brickwork on the western elevation will be retained (as indicated on pp.78-79 of the submitted DAS).
112. In terms of other existing elements and features of the warehouse, the following will be done:

- Timber floorboards will be salvaged and reused.
 - Internal features such as the pipe valve plant unit on the ground floor and fireplaces will be retained.
 - Ground floor columns will be restored and returned to their original positions.
 - Cast iron downpipe and hopper will be restored.
 - The primary façade on the southern elevation will be repaired and refurbished.
 - The existing rear wall of the warehouse (on the first and second floors) will be preserved and will be incorporated onto the new scheme. The existing rear wall will be exposed through an internal corridor where it will be punctuated by the entrance doors to the new units.
 - The existing front façade windows will be restored and retained.
 - The first and second finished floor levels of the proposed design are kept within 10mm of the existing warehouse floor levels. As stated by the applicant, this approach prevents the underside of the floors from conflicting with the existing windows, allowing the windows to be fully appreciated internally.
113. Overall, the proposed development (both schemes A and B) helps enhance and preserve the character of the locally listed building and, consequently, the CA. The preservation of this locally listed building is supported by the D&C team.
114. Two conditions relevant to preservation of the existing warehouse will be included in the decision notice; 1. A method statement, 2. A measured survey.
115. Details of the front windows restoration will be secured by way of a condition.

Townscape and Urban Design

116. Both schemes feature the same external appearance. The proposed façade presents a successful design that is respectful and sympathetic to the locally listed warehouse. The submitted HTVIA document indicates that the primacy of the existing brick element of this locally listed warehouse would remain intact within the surrounding townscape (as shown in viewpoints 1-6).
117. The proposed façade clearly distinguishes between the new and old elements of this development. The articulation of the façade and design of fenestration work successfully with the intimate character of Tanner Street and positively respond to this context.
118. Overall, the proposed development would integrate well within its surroundings. Although the building's height would be visible above the railway line and in longer-range views from the northern end of Tower Bridge Road (as shown in viewpoint 8 of the HTVIA), the proposed materials and colour palette would enhance the richness and texture of the streetscape and would not result in any harm.

Architectural Details

119. As mentioned above, the proposed materials are contextual and present a

range of colour palettes that do not undermine or detract from the primacy of the brick elements of this locally listed building. In terms of the façade design and articulation, the proposed scheme is successful and presents a high-quality detailed design.

120. The following key amendments have been made for both schemes (A and B):

- In both schemes (A and B), there was a concern about the initial internal layout of the proposed development on the first and second floors, and about how the new scheme would integrate with the existing warehouse (on its northern elevation). The D&C team requested an amendment to punctuate the existing rear wall of the warehouse with entrance doors to the new units (at this location), which will help expose the existing rear wall and preserve the character and integrity of this locally listed warehouse. These comments were taken on board by the applicant, and the internal layout on the first and second floors has changed. The front-accessible units on these floors have been straightened to align with the building line. The internal corridor on these floors successfully exposes the existing rear wall and preserves the existing fireplaces on the first and second floors.
- The D&C team has requested that the front on-street windows of the warehouse be restored and retained. The applicant has agreed to this element. As mentioned above, a condition has been included below to secure the restoration of the front windows.

121. The following amendment was requested for Scheme B only:

- It was noted that Scheme B will comply with the covenants, and if the removal of covenants is not successful, this option will be built. There was a concern regarding overlooking and privacy on the north-eastern corner units (units 1-09b, 2-09b, 3-09b, and 4.09b). It was suggested that, instead of the triangular/angular form on the north-west corners of these units, a chamfered form be used, and that these units' windows be placed in the chamfer to help avoid overlooking (please see the image below highlighting the points above). This point has been taken by the applicant's team and has now been amended.

Historic England

122. Historic England note they did not provide comments on the consented scheme but have offered the following advice on the revised proposals.

123. The application site centres around an attractive Victorian tannery warehouse which is characteristic of the historic street character and development of this part of Bermondsey during the 19th century. The building is locally listed and makes a positive contribution to the character and appearance of the Bermondsey Street Conservation Area.

124. Whilst little original machinery or fittings survive internally, much of the historic timber and masonry structure does, offering a space of discernible architectural and evidential interest.

125. The windows are a key historic feature with multi-pane metal frames adding to the building's robust industrial character and reflecting the historic demand for high levels of natural light within. Similarly, the exposed internal roof structure appears to retain a number of original elements and is an evocative space of significant historic character.
126. The building's scale and relationship are also important, reflecting the area's historic street pattern, much of which has since been lost. The highly decorative facades reflect how buildings like this were designed to address the street in both practical and stylistic terms.
127. Today, this warehouse is one of relatively few in Bermondsey which survive in close to their original historic and architectural form. It is however showing signs of deterioration and there is a clear need for investment and repairs, particularly to the external elevations.
128. The proposals build on the principles for redeveloping the site established under the previous and now implemented consent. Various changes are proposed which will have an impact in design and heritage terms.
129. The retention of an increased level of original masonry fabric within the warehouse itself is welcomed and has the potential to improve the ability to appreciate the building's original dimensions and materiality when compared to the consented scheme.
130. Where masonry removal is proposed, Historic England note the intention to reuse bricks in and around existing openings to the rear of the warehouse, including replacing modern blockwork which has been inserted. Together with the suite of repairs proposed for the external facades, these changes have the potential to reinstate lost elements of the building's significance.
131. The slightly reduced scale of the new build elements above and behind the warehouse are more complementary to the existing building scale when compared to the consented scheme.
132. The disposition of massing is however not entirely successful. Setting the new development back from the street line following on a taper does not mitigate the overbearing impact it would have on the locally listed warehouse, leaving its overall form and architectural integrity crowded and less discernible in views from within the conservation area. This impact would be emphasised further by the more solid material palette of the new scheme.
133. Officer's response:

In considering the opinion expressed by HE Officers note that the massing is identical to (with the exception of the upper-most storeys that have been omitted) the consented and implement scheme on the Tanner Street frontage. The upper floors are set-back substantially over the existing warehouse and angled diagonally in order to reduce their visibility from within the Conservation Area. In this respect less of the development will be visible over the warehouse and as a

consequence it is considered that the architectural integrity of the warehouse is better preserved when compared with the consented / implemented scheme.

134. Historic England consider massing might be better relocated away from the warehouse to other parts of the site in order to leave the warehouse less overshadowed, thereby sustaining its contribution to the Bermondsey Street Conservation Area more effectively. This would also allow the impressive internal roof structure to be retained and celebrated as part of the scheme.
135. The masonry clad front block is of a sympathetic scale, but the design feels overwhelming in the context of the highly decorative and robust warehouse next door, undermining, rather than complimenting the warehouse's contribution to the historic street scape.
136. Officer's response:

Officers do not agree with HE's opinion on this matter. The principle of a brick-clad extension to the historic warehouse was considered and agreed in the original implemented permission. In this case the design has been developed further, the detailing has been deliberately understated and the parapet of the modern extension lowered to maintain its subservience to the historic warehouse. Finally, a glazed 'slot' has been designed at the junction between the historic warehouse and the modern extension to clearly distinguish the 'old' from the 'new' and offer glimpses of the preserved warehouse within the development.

137. The proposed window strategy is a concern, potentially leading to the wholesale loss of an important element of the building's architectural fabric and significance. The impact would cause harm to the character and appearance of the conservation area, and we recommend further information is provided on the precise condition of the existing fabric and the scope for possible repair ahead of any replacement.
138. A window survey could be a useful tool for assessing these issues, and what options have been appraised and discounted in the process of preparing the current replacement scheme.
139. Officer's response:

A condition has been included to ensure a full a thorough condition survey of all the windows is carried out and a method statement for their retention/reinstatement following the receipt of this comment and therefore this is considered to have been addressed.

Historic England Conclusion

140. Historic England is supportive of the ambition to bring an important vernacular building back into use and retain more of its fabric and form compared to the consented scheme. Aspects of the wider proposals also have the potential to improve the condition of the overall site which is currently down at heal.

141. Officer's comment:

In this paragraph HE express their general support for the proposals which seek to retain, not just the façade of the building but the building as a whole. They also support the council's approach (embedded into the original permission) to preserve all four walls of the historic warehouse and incorporate it into the development.

142. The scheme does however feel like a missed opportunity to really capitalise on the heritage potential of the site as encouraged under NPPF para 219. Historic England are unconvinced that the new elements proposed would respond or integrate as successfully with the surrounding conservation area as they could.

143. Officer's response:

HE's opinion here relates to the retention of the original roof. This is a feature of the building that it is only possible to experience from inside the warehouse. Set behind a high parapet, the original roof is a characterful feature of the building but cannot be appreciate from the street. It is important that great weight is placed on the earlier decision of the council where it was agreed that the form of the warehouse would be retained and incorporated, but the roof would be lost to the development that extends across and over its parapet-line.

The loss of the roof has resulted in a low level of less than substantial harm to the Conservation Area. In this context decision-makers are required by para 215 of the NPPF (Dec 24) to weigh the low level of harm identified against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In this case the public benefits of the development can include its contribution to affordable housing, the improved public realm in and around the site, as well as the extensive repairs and restoration works proposed for the original warehouse building which is preserved and properly integrated into the new development where it can be appreciated. It is considered that the limited harm to the conservation area of the loss of the roof can be justified by the public benefits identified.

144. Historic England recommend further information is provided on the condition of existing windows and the scope for their repair and retention in order to weigh the harm which would be caused through their wholesale replacement. This has been included as a condition to ensure that the windows are retained as much as possible. In conclusion, following discussions with Historic England and the existence of the consented scheme, Historic England do not raise objection to the proposed development.

Conclusion

145. The proposed development (both Scheme A and Scheme B) is successfully preserving the character of this locally listed warehouse. It respects the building's integrity and, consequently, preserves and enhances the character and appearance of the conservation area.

146. The detailed façade design and the proposed material palette positively respond to and reflect the primacy of the brick element on the existing warehouse. The proposed design complements the intimate character of this part of Tanner Street. The proposed development makes a successful transition between the old and new elements. Conditions are proposed relating to the detailed design and sample panels of the cladding materials in order to ensure that the constructed development preserves and enhances the architectural and historic significance of the original warehouse.
147. Overall, the proposed design is a result of an iterative design process with the D&C team and is supported by the officers.

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

148. The application site is surrounded by the following neighbouring buildings:

- Sadler's Lofts 174 Tower Bridge Road
- Tannery Lofts 170-172 Tower Bridge Road
- 52 Tanner Street
- 60 Tanner Street
- Florin Court, 70 Tanner Street
- 51-53 Tanner Street
- 55 Tanner Street
- 59-63 Tanner Street



149. The above neighbouring buildings need to be considered in terms of loss of light, loss of privacy and overbearing impact.
150. The site has an existing planning permission which was granted in 2019 which would have delivered a seven-storey office building. The consented scheme is shown below:



151. The Daylight and Sunlight report states that this report carries out a technical analysis on Scheme A, as Scheme B is smaller than Scheme A and would therefore represent better outcomes in relation to Daylight and Sunlight to neighbouring properties.
152. The proposed scheme is shown here:



153. The technical analysis which forms the basis of Point2s report uses the

methodologies set out within the Building Research Establishment Guidelines “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” (2022).

154. These BRE guidelines provide two numerical methodologies for Daylight assessment, namely:

- The Vertical Sky Component assessment (“VSC”)
- The No Sky Line assessment (“NSL”)

For Sunlight:

- Annual Probably Sunlight Hours (“APSH”)

155. The report has undertaken a series of analysis which are as follows:

- Existing vs Proposed Scenario
- Consented vs Proposed Scenario

156. The consented vs proposed scenario assess the changes in daylight and sunlight had the consented scheme been constructed and following the implementation of the proposed development. Notwithstanding, schemes A and B have been fully assessed on their individual merits as outlined below.

157. The technical analysis undertaken demonstrates that when considering the window based VSC assessment, all windows would experience less than a 3% absolute difference when comparing the Consented vs Proposed Scenario. The vast majority of these windows would see an improvement (a gain in VSC) when compared to the consented scheme.

158. An example of this is provided below. R4/95 is the Living Kitchen Dining room for Flat 9 on the fifth floor of 51 -53 Tanner Street.

159.

Receptor			Vertical Sky Component (VSC)		
Room	Room Use	Window	Existing VSC	Proposed VSC	%Loss
R4/95	LKD	W7/95	15.55	7.65	50.80
R4/95	LKD	W8/95	26.41	17.20	34.87
R4/95	LKD	W9/95	39.07	37.99	2.76
R4/95	LKD	W10/95	9.55	9.55	0.00

This table provides a comparison of the existing scenario vs proposed scenario (Scheme A).

160.

Receptor			Vertical Sky Component (VSC)		
Room	Room Use	Window	Existing VSC	Proposed VSC	%Loss
R4/95	LKD	W7/95	4.30	7.65	-77.91
R4/95	LKD	W8/95	9.47	17.20	-81.63
R4/95	LKD	W9/95	36.14	37.99	-5.12
R4/95	LKD	W10/95	9.55	9.55	0.00

This table provides a comparison of the consented scenario vs proposed scenario (Scheme A). For 3 out of the 4 windows there is an increase in the proposed VSC.

Sadler's Lofts, 174 Tower Bridge Road

161. Sadler's Lofts is located to the west of the application site. On the top floor, there is one room and one window facing the site. This is understood to be used as a bedroom. The proposed development would result in a 17.39% VSC loss to R2/113, compared with a 29.98% loss on the consented scheme. It is therefore considered that there will be no noticeable effect upon the level of daylight to this room and property.
162. There are no windows on the western elevation of the proposed development (Scheme A or Scheme B) therefore there are no concerns relating to loss of privacy. The proposed massing is reduced compared to the consented massing and therefore there are no concerns regarding sense of enclosure/ overbearing impact.

Tannery Lofts, 170- 172 Tower Bridge Road

163. Tannery Lofts is located to the west of the application site on the northern corner of Tanner Street and Tower Bridge Road. Three windows opening on an external fire escape face the application and are located directly on the site boundary. These appear to be bedrooms or circulation space, they are located at first, second and third floor.
164. These windows would experience slightly improved or similar VSC % loss as the consented scheme. The factors which contribute to these rooms not meeting the guideline recommendations include the fact that the windows are located directly on the boundary taking more than their fair share of light; the windows currently overlook the cleared portion of the existing site such that any meaningful form of development on that part of the site would inevitably give rise to transgressions of the numerical targets; and the fire escape staircase which self-obstructs these rooms. Assessment of the ADF of these rooms demonstrates that levels of internal daylight are already well below minimum recommended standards and would already require supplementary electric lighting. Given that these rooms are understood to be bedrooms and that the open plan living areas of these units would remain unaffected, the resulting reduction in daylight is not considered to be harmful to the amenity of these units, and it should be noted that due to their position on the boundary any development on the application site is likely to result in loss of light to these

windows.

165. There are no side facing windows on the western elevation which could offer opportunities for overlooking or loss of privacy into Tannery Lofts. Separation distances between the flank elevation of the proposed development and the shared boundary with Tannery Loft range between 1.9m to the rear (at first floor level) and 6.1m towards the front, where the proposed entrance and courtyard location. It is acknowledged that, in the same way as the consented scheme, the proposed development would result in a large amount of massing close to the shared boundary with Tannery Lofts, however these need to be balanced against the need to maximise the efficient use of the site and, on this occasion, the impact of the proposal is not considered to be unduly harmful to the amenity of neighbours.

52 Tanner Street

166. 52 Tanner Street is located to the south west of the application site on the southern corner of Tanner Street and Tower Bridge Road. Some windows (W5/11, W6/11 and W6/12) would experience reductions beyond the BRE guideline criteria, however daylight to these rooms would be an improvement on the consented scheme. It is therefore considered that the same conclusion on the consented scheme can be drawn, that whilst there may be small noticeable impacts to these windows which all serve bedrooms, the living kitchen dining areas will still receive good levels of daylight amenity.
167. 52 Tanner Street is located diagonally across Tanner Street and given its positioning on the opposite side of the road, would not experience an increased sense of enclosure or loss of privacy as the separation distance would remain the same. Windows would be introduced on the front elevation, however this relationship is not uncommon and therefore no loss of privacy or overbearing impact is identified.

60 Tanner Street

168. 60 Tanner Street is a two storey property located to the south of the site. The analysis undertaken on the consented scheme shows that all the windows and rooms assessed comfortably meet the BRE guidelines in relation to both daylight and sunlight assessment. As such, given the reduction in massing, there is not any concerns relating to daylight and sunlight to this building.
169. 60 Tanner Street is positioned across the road from the development site. The separation distance would remain as per the existing site and this relationship with regards to windows and massing is considered acceptable. No loss of privacy or overbearing impact is identified.

Florin Court, 70 Tanner Street

170. Florin Court is a six-storey residential property situated to the south east of the site. The analysis under the consented scheme shows that all of the windows and rooms assessed comfortably meet the BRE guidelines in relation to both daylight and sunlight assessment. As such, given the reduction in massing,

there is not any concerns relating to daylight and sunlight to this building.

171. 70 Tanner Street is location diagonally across Tanner Street and a sufficient distance away from the front elevation of the proposed front elevation. Officers do not raise concerns with regards to overbearing impact or loss of privacy from windows on the front elevation.

51 - 53 Tanner Street

172. 51 – 53 Tanner Street is a seven-storey residential block located immediately to the east of the site. Under the consented scheme, 28 of the 40 habitable windows tested would satisfy BRE recommendations either by retaining at least 27%, or by retaining at least 0.8 times their existing VSC values. It was noted under the previous Officer Report that 7 of the remaining 12 windows are secondary, smaller windows that serve rooms where the main windows comfortably meet the VSC criteria and as such there would be no noticeable effect on daylight distribution.
173. Under the current scheme, 30 of the 40 habitable windows tested would satisfy the BRE recommendations and those 10 windows which do not meet the criteria, 8 of those windows would see an improvement on the consented scheme. Officers consider the
174. A further assessment of the external amenity spaces on 51 – 53 Tanner Street. This was provided by Point 2. This confirms that these balconies currently receive very little sunlight with the existing development given the configuration of the balconies and their positioning on the boundary. The proposed scheme would not give rise to any further loss of sunlight to these external amenity areas compared with the consented scheme.
175. There are no windows on the eastern shared boundary line which would offer direct views into 51-53 Tanner Street. There are windows set back approximately 18m from this shared boundary which would offer distant views across the site. This relationship is not considered to result in a loss of privacy to residents at 51-53 Tanner Street.
176. With regards to sense of enclosure, it is noted that the consented scheme on this boundary was slightly angled away from the shared boundary line. However, on the proposed scheme there is a 2.8m – 3.1m set back on the fifth floor which would offer a different but acceptable arrangement with regards to the boundary and the neighbouring property.

55 Tanner Street

177. 55 Tanner Street is located to the east of the site, the VSC assessment results for the consented scheme confirm that 22 of the 24 windows tested will exceed the BRE guidelines. An assessment of the consented vs proposed scenario demonstrates an improvement or no change to the VSC results. As such, there are no concerns raised with regards to daylight and sunlight. There is a sufficient distance between no. 55 and the proposed development (24m between the shared boundary line and the flank elevation of no. 55). As such,

overbearing impact, sense of enclosure and loss of privacy concerns are not raised.

59-63 Tanner Street

178. 59-63 Tanner Street is located to the north east of the site. The consented scheme analysis revealed that 15 out of the 18 windows analysed will meet the BRE guidelines. The proposed developed confirms that all 18 windows tested would meet VSC guidelines. 59 – 63 Tanner Street is located with approximately 31m separation distance, and therefore no concerns are raised with regards to overbearing impact or sense of enclosure.

Summary on neighbouring amenity matters

179. In conclusion, the proposed development will give rise to some reductions in daylight and sunlight to surrounding residential properties. Most notably with regards to Tannery Lofts and 51-53 Tanner Street which are adjacent to the proposed development on either side. Scheme A is slightly larger than Scheme B, however the proposed development is smaller in bulk and mass in comparison to the consented office scheme. As such, this development offers an improvement with regards to daylight and sunlight. Furthermore, given the reduction in bulk and massing, there would be a reduction in any perceived overbearing impact to neighbouring properties. Officers are satisfied that there are no windows placed which would offer opportunities for overlooking and loss of privacy. Notwithstanding, the consented office scheme(material fallback), the proposed schemes A and B are in general compliance with neighbour amenity policies(P18 and P56 of the Southwark Plan).

Landscaping and trees

180. Policy G5 (Urban Greening) of the London Plan (2021) states that:

A - Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

B - Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).

C - Existing green cover retained on site should count towards developments meeting the interim target scores set out in (B) based on the factors set out in Table 8.2.

181. The application is a major residential development and therefore is required to achieve 0.4 UGF. The application is supported by a Landscaping Scheme and

Urban Greening Factor Statement by Studio GB rev 01 dated 4th September 2025. The same document has been submitted for Scheme A and B with different UGF scores for each scheme outlined within the document.

Scheme A UGF score: 0.23

Scheme B UGF score: 0.25

182. The council's urban forester has been consulted and has made the following comments. The site has limited opportunity for greening, reflected in the low UGF score. However, the proposed design seeks to maximise all available space for via combined solar/green roofs, roof terrace and other planting opportunities. As such, conditions have been recommended and the proposed greening is considered acceptable.
183. In conclusion, officers consider that both schemes A and B make a positive contribution to the urban greening of London in accordance with policies P59 of the Southwark Plan and London Plan Policy G5.

Transport and Highways

184. The site is in a PTAL 6b. Tanner Street is not classified road. The site is within a CPZ, Grange (GR) operating between the hours of 08:00 – 18:30, Mon – Fri. The site has an existing vehicle access (~5m wide) on Tanner Street. The C14 runs along Tanner Street. There is a utility box and street lighting column within the public highway to the frontage of the property. Tanner Street is one-way for vehicular traffic. The site is within the Bermondsey Street Conservation Area.
185. Transport Policy, Highways and Transport for London (TfL) have all been consulted on both schemes and their comments are included below.

Cycle Parking

186. For purpose-built shared living, the required amount of long-stay cycle parking is 1 space per bedroom (Southwark Plan) or 0.75 spaces per bedroom (London Plan). For this proposal, the required amount of long-stay cycle parking is therefore 109 - 112 spaces to comply with Southwark Plan standards. The amount is reduced if compliance with London Plan standards is accepted. The short stay requirement is 1 visitor space per 40 rooms.
187. Cycle stores must be lit and fully accessible by all users, with access routes of no less than 1.5m width (1.2m can be provided in conversions or over short-distances), and doorways of no less than 1.2m. Doors on routes to cycle stores should be power-assisted. As per LCDS Chapter 8, the form of cycle parking must accord to the following: maximum of 75% of all cycle parking spaces to be within two-tier racks. Where two-tier racks are provided, a 2.5m wide aisle width must be accommodated within the cycle store and there must be a minimum floor to ceiling height of 2.6 metres.

188. A minimum of 20% of the total long-stay cycle parking spaces must be in Sheffield stand form with a minimum of 1200mm clear space between stands, or 600mm clear space to one side. Sheffield stands must be of classic flat-top specification – ‘Sheffield-type stands’, including any round stands, are not acceptable as they do not allow for locking of the wheel and frame.
189. 5% of cycle parking spaces must be Sheffield stands designed to accommodate disabled, adapted and cargo bicycles with at least 1800mm clear space between stands, or 900 clear space to one side. Vertical and semi-vertical racks are never acceptable forms of cycle parking as they are not inclusive of those with reduced mobility or strength.
190. The proposal provides the following cycle parking provision:

Proposal	No. of Co-living units	Short stay spaces	Long stay spaces	Cycle hire spaces	Total no. of cycle parking spaces
Scheme A	112	4	56 (0.5 spaces per unit)	10	66
Scheme B	109	4	56 (0.5 spaces per unit)	10	66

191. The proposal provides 0.5 spaces per room which has been agreed by Transport Policy and TfL specifically for this scheme given the high PTAL location.

Refuse and Recycling

192. The application is supported by an Operational Waste Management Plan rev P03 by Curtins dated September 2025. The report outlines the strategy for managing waste. As there is no difference in the ground floor layout for both Schemes A and B, the submitted document remains the same.
193. The development will be supported by a dedicated facilities management team. The scheme provides 7,840 litres for both schemes which equates to 6 x 1,1000 L residual bins and 4 x 1,100L recycling bins. These bins are located in a dedicated bin store and will be moved to the street on collection days by the dedicated facilities management team. A dropped kerb would be provided on Tanner Street to facilitate this.
194. It is understood that the bins would be held toward the front of the building and this would block the access to the substation, however it has been confirmed that access to this substation would not be regular and therefore this arrangement is therefore acceptable. Compliance with this arrangement will be

secured by condition.

Parking Permits, Car Parking and Car Club

195. As per Southwark Plan Policy P54, on-street parking permits will not be available for residents or businesses in current or future CPZs. As the site is in PTAL 6b, the proposed car-free development is acceptable.
196. To mitigate the impacts of no on-site disabled parking bays, membership to a local and easily accessible car club within 850m of the applicant site must be offered for 3-years for free, from first occupation of any newly occupied properties. LBS will waive the requirement for developments with 80+ units to provide an additional car club vehicle and bay over and above existing local provision within the area.
197. TfL are satisfied that due to the high PTAL score of 6b no Blue Badge parking is acceptable here.

Vehicle Access, Crossover and Pedestrian Access

198. The existing crossover on Tanner Street will be removed and returned to a full kerb-height footway. A small vehicle crossover will be provided for Network Rail to access the substation. This must be no wider than 3m and include a removable bollard to prevent other vehicles from entering the site.
199. Access to the substation has been confirmed to be extremely limited, Transport Policy have accepted this position and require no further information on this point.

Gradient and Site Levels

200. Gradients must be shown across vehicle, pedestrian and cyclists access routes around the site. The applicant must look at the BS 8300:1 advice on length of footpaths and gradients. These plans have been provided by the applicant and are satisfactory following a Transport Policy review.

Trip Generation

201. The trip generation as submitted has been reviewed using comparable site characteristics on TRICS. Transport Policy are satisfied with the suggested trip generation and modal shares and do not anticipate negative impacts on the highway network.
202. TfL have formed the same conclusion with regards to trip generation which is as follows. The trip generation marks a reduction in peak hours from the previously consented scheme. TfL are of the opinion that effects to the network will be negligible.

Delivery and Servicing

203. A delivery and servicing management plan is required due to the scale and location of the proposals. This document should be submitted as part of a full or outline application and must consider the demands that are likely to arise from the proposed development. The delivery and servicing management plan should indicate how the impacts of delivery and servicing on highways and transport infrastructure will be minimised and should provide off-street servicing and delivery facilities as per the demands of the site. This has been included as a condition.

Construction Logistics Plan

204. Due to the scale of the proposal, a Construction Logistics Plan must be provided to ensure that Transport Policy can review the submitted document and assess whether the scheme can be delivered without adverse impacts on the operation of the public highway. This is to be added as a condition.
205. TfL requested further clarification on the CLP which can be provided at the condition discharge stage.

D/CEMP

206. Due to the sensitive location of the site, a Demolition Plan and a Construction Environment Management Plan must address how effects of construction on the environment will be avoided, minimised or mitigated. This can be conditioned. The applicant must also demonstrate how construction using public highways can be safely accomplished and how vehicular movements will be minimised and controlled to reduce danger to vulnerable road users. Due to the sensitive location and size of the scheme, penalties will be meted out to transport operators not complying with the routing of construction vehicles and delivery slots.

Travel Plan

207. The applicant has submitted a framework Travel Plan. Transport Policy have reviewed this and have no objection to the forecasted mode share or other details submitted. When the development reaches 50% occupancy, the applicant must submit a full Travel Plan which includes a baseline mode share survey and mode share targets for a 5-year period. As this site is car-free, targets should focus on increasing the mode share of active travel (walking and cycling) for staff and visitors. Time will be clocked from the date of the baseline survey onwards – at the end of the 1st, 3rd and 5th year of operation of the approved Travel Plan, the applicant must submit a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures. The applicant must also outline any additional measures to be taken to encourage the use of walking and cycling to the site. The 4-part Travel Plan condition is to be added.

Section 278

208. A Section 278 Agreement will be required for works to the public highway, as per the details which will be set out by Highways. Highways have been consulted and made the following comments. The existing vehicle crossover will become redundant and be reinstated as footway. There is an opportunity to extend the paid bays by 1-2 spaces at the front of the Development.
209. If consent is granted the developer must enter into an S278 agreement to complete the following works:
1. Repave the footway including new kerbing fronting the development on Tanner Street using Yorkstone flag paving slabs and 300mm wide granite kerbs.
 2. Construct a vehicle crossover fronting the courtyard of the Proposed Development on Tanner Street.
 3. Reinstatement of the redundant vehicle crossover on Tanner Street as footway.
 4. Relocate existing street lighting column and associated electrical cabinet in front of the proposed entrance of the Development. Upgrade street lighting to current LBS standards within the vicinity of the site.
 5. Promote a traffic management order for amending the extent of existing double yellow line and extending the paid bays at the front of the Development. Works to include road marking.
 6. Refresh all road markings following kerb installation.
 7. Any ancillary works that the Highway Authority may reasonably require.
 8. Repair any damage to the highway (including kerbs, inspection chambers, street furniture) due to construction activities for the Development including construction work and the movement of construction vehicles.

Section 106

210. Given the impact of the development in terms of additional walking and cycling trips, as well as the increase in delivery and servicing demand, therefore Transport Policy will require a S106 contribution of £50,000 to be put towards improvements to the C14, which runs along Tanner Street.

Noise and vibration

211. The applicant has submitted an Environmental Noise and Vibration Assessment, XCO2 dated 5 September 2025 ref. 10.170. This has been reviewed by the Environmental Protection Team who have made the following comments:

Internal Noise and Ventilation

212. The report demonstrates that internal noise levels can meet BS 8233:2014 criteria with standard glazing and acoustic trickle vents. However, reliance on openable windows for ventilation may conflict with Building Regulations Part O. We recommend that a mechanical ventilation strategy (e.g. MVHR) with

appropriate attenuation be secured by condition, particularly for habitable rooms facing Tanner Street

External Amenity

213. The assessment indicates that external amenity areas will generally comply with Southwark's 55 dB LAeq,16hr target. Acoustic screening should be incorporated to maximise compliant space. The proposed roof terrace should incorporate 1.8m high screening and restricted opening hours (9am – 9pm) to ensure protection to residential amenity. These have both been included as a condition.

Vibration

214. Groundborne vibration from rail sources is below thresholds for adverse comment or structural damage. No further action is required.

Plant Noise

215. Plant noise limits are proposed in line with Southwark's standard condition. A detailed plant noise assessment must be submitted once plant specifications are known.

Energy and sustainability

216. Southwark Plan Policy P70 'Energy' states that development must minimise carbon emissions on site in accordance with the following energy hierarchy:

1. Be Lean – Energy efficient design and construction
2. Be Clean – Low carbon energy supply
3. Be Green – On site renewable energy production and storage

While an energy statement and carbon reduction calculations are not required for minor applications, the application should be supported by information as to how the development will accord with the energy hierarchy.

217. The council's energy and sustainability team have reviewed all the submitted documentation and have confirmed that the scheme is compliant with the minimum requirements for Part L 2021 regulations.

Be Lean

218. The proposed strategy has sought to maximise savings at the Be Lean stage of the energy hierarchy, including:

- u-value for new thermal elements in line with LETI standards and refurbished elements significantly improved compared to the existing condition
- solar control on glazing to reduce cooling demand
- improved air tightness of the building

- high efficacy LED lighting with occupancy sensing and daylight control in amenity spaces
- high efficiency MVHRs providing ventilation

Be Clean

219. The nearest DHN is the proposed London Bridge District Heat Network which is understood to be in pre-feasibility stage. Given the network is not proposed to be operational by the time the proposed development has been constructed, it is not appropriate to connect at this point in time and instead enable future connection. Drawing for indicative plant and indicative pipework route has been provided. This is to be secured in the s106 agreement.

Be Green

220. An addendum to the energy statement was received to confirm the correct modelling figures for the SBEM Calculation Assumptions. The carbon offset contribution is: $14.01 \text{ tCO}_2/\text{yr} \times 30 \text{ yrs} \times 95 \text{ £/tCO}_2 = \text{£}39,928.50$. This is to be secured within the s106 agreement.

Overheating

221. Due to the noise conditions on the site meaning that windows must have restricted openings at night time, it was not feasible to meet the ADO criteria without the provision of active cooling as detailed in the report. Passive measures have been incorporated as much as possible, including the use of solar control glazing, energy efficient lighting, ventilation through MVHRs and high air tightness to reduce gain from uncontrolled air leakage which will help to reduce reliance on cooling. Additionally, openable windows will still be provided, allowing occupants to have access to natural ventilation during daytime.

222. The use of active cooling in the amenity spaces will increase the energy demand of the building, however their use has already been picked up in the compliance modelling undertaken. It is proposed that the seasonal cooling efficiency will be significantly better than the notional building, reducing any associated energy consumption. This justification is considered acceptable.

EUI & SHD

223. The final EUI and SHD will be captured in the energy review mechanism. This is considered appropriate.

BREEAM

224. The applicant is proposing to achieve the following BREEAM target ratings - 71.48% ('Excellent') for new construction floorspace. This will be secured by condition.

Biodiversity Net Gain and Ecology

225. In England, 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

226. 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:

Development below the de minimis threshold, meaning development which:

- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
- ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

227. The applicant has confirmed through the submission of a de minimis statement that the application is de minimis and therefore exempt from Mandatory Biodiversity Net Gain.

228. 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.

229. The application has been reviewed by the council's ecology officer. The proposed biodiverse green roof should include a varied substrate with a varied depth of 80mm-150mm. The roof should be seeded and plug planted with wildflower species and meet the requirements of GRO Code. Landscaping at roof level should include native and pollinator friendly shrub and herbaceous planting. The use of nectar-rich and berry producing plants is recommended. Selected species should be on the RHS plants for pollinators list. A condition for 2 swift boxes has been recommended and included.

Air quality

230. The council's environmental protection team have reviewed the submitted Air Quality and Air Quality Neutral Assessment, XCO2, Ref: 10.170, dated 5 September 2025. The site lies within Southwark's AQMA and an Air Quality Focus Area. The report identifies a risk of dust emissions during demolition and construction. A Construction Environmental Management Plan (CEMP) must be secured as a condition. This has been included.

231. The development is car-free and powered by electricity, with no gas combustion. The scheme meets GLA Air Quality Neutral benchmarks for both

building and transport emissions. No offsetting is required under London Plan Policy SI1 or Southwark Policy P65.

232. A diesel generator is proposed for life safety purposes. While the report concludes negligible impact, no dispersion modelling or stack design details are provided. A detailed air quality impact assessment must be secured by condition once specifications are confirmed.
233. Baseline air quality is acceptable (APEC-A). Mechanical ventilation is proposed to enhance indoor air quality. However, the report does not confirm whether openable windows are relied upon for ventilation. This should be clarified in relation to Building Regulations Part O and internal noise criteria. This will be confirmed via condition.
234. Conditions are recommended in relation to air quality and these have been included.

Ground conditions and contamination

235. EPT have reviewed the contaminated land reports and provide the following comments: The submitted Ground Investigation Report (RSK, November 2014). an exploratory-level assessment aligned with BS 10175 and CLR11. It is suitable for preliminary planning purposes but acknowledges the need for further investigation at the design stage.
236. The site has a long industrial history, including tannery use and underground storage tanks. While no gross contamination was observed, the potential for residual contamination (e.g. hydrocarbons, metals, solvents, asbestos) remains. The GQRA identifies plausible pollutant linkages to human health and controlled waters. However, the absence of a remediation strategy and verification plan is a material omission.
237. The Waterman Geo-environmental Assessment (WIE11064-100.R.3.4.1.GEA), - The investigation builds on RSK's 2014 exploratory work, providing updated boreholes, window samples, and six rounds of gas and groundwater monitoring. The assessment however does not include a remediation strategy or verification plan. This is required to be secured by condition.
238. The site has a long industrial legacy, including historical tannery operations and underground storage tanks. The investigation confirms Made Ground with ash, clinker, metal fragments, and visually identified asbestos-containing material (ACM). These findings represent a credible risk to human health and controlled waters.
239. Six rounds of gas monitoring indicate a moderate risk (CS2 classification). Basic gas protection measures are required in accordance with BS 8485:2015. VOC concentrations were low, but a semi-quantitative vapour risk assessment was used and should be validated at detailed design.
240. Groundwater is shallow and flows toward the Thames. While no exceedances of EQS were reported, the site overlies Secondary A aquifers and is within a

tidal floodplain. Soils are aggressive to concrete and may affect water supply pipes; appropriate materials must be specified per BRE SD1 and UKWIR guidance.

241. Conditions are recommended in relation to site contamination, and these have been added accordingly.

Water resources and Flood Risk

242. The NPPF 2024 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 (NPPF, 166).
243. The Environment Agency have been consulted on this application and have raised no objection. They have provided their standing advice.
244. The site is in Flood Zone 3 and is located within an area benefitting from flood defences. Whilst the site is protected by the River Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year, our most recent flood modelling (December 2017). December 2017 upstream of Thames Barrier shows that the site is at risk if there were to be a breach in the defences.
245. The proposal seeks to introduce new dwellings on the First floor of the development. This will be above the 2100 breach flood level, therefore we will not object. However, we advise that the Flood Risk Assessment is assessed to consider other sources of flooding and outline emergency evacuation plans.
246. The Lead Local Flood Authority (LLFA) have been consulted on the application and have reviewed the submitted drainage strategy. Following revisions of the strategy, they have confirmed the submitted revised document is acceptable and has recommended conditions. These have been included.

Sequential Test

247. The applicant has submitted a Flood Risk Assessment by Engenuiti dated 5 September 2025 ref: 02339- ENG-XX-XX-RP-C-0001 rev 03. This report states that as the site is situation in Flood Zone 3 this necessitates the application of the sequential test. The Exception Test is also required as the proposed development is categorised as 'more vulnerable'. Below is an assessment of the sequential and exception tests.
248. A sequential test forms part of a flood risk assessment (either strategic or site-specific). It directs development towards the least vulnerable areas for flood risk by assessing the risk from all sources of flooding, now and in the future, taking account of the impacts of climate change. The flood risk assessment

should apply the Sequential Test. If this has shown that there are no reasonably available, lower-risk sites, suitable for the proposed development, the Exception Test should be applied.

249. The NPPF states that where a development proposal is in accordance with an allocation made in the Southwark Plan's Strategic Flood Risk Assessment (which set out the Sequential and Exception Tests), it is not necessary to repeat the Exception Test. This applies provided;

250. • the proposed development is consistent with the use for which it was allocated
- there have been no significant changes to the known level of flood risk to the site, now or in the future which would have affected the outcome of the test.

251. However, NPPF paragraph 172 states development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;

b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;

c) it incorporates sustainable drainage systems, unless there is evidence that this would be inappropriate;

d) any residual risk can be safely managed;

e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

Exceptions Test

252. Paragraph 178 of the NPPF states that:

The application of the exception test should be informed by a strategic or site-specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage.

To pass the exception test it should be demonstrated that:

a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and

b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

253. The application site would provide a good quality co-living scheme and would provide a 40% PiL contribution to affordable housing in the local area. It will also contribute to a wide range of social infrastructure through CIL and s106 obligations. Sustainable Drainage Systems (SuDS) will be incorporated into the proposed drainage strategy where feasible to mimic natural drainage regimes and reduce surface water flooding. Features include elements such as rain gardens, filter drains, attenuation, and permeable paving. The drainage strategy will be developed following the SuDS Hierarchy and in consultation with the Southwark Council SuDS Team. The provision of multifunctional Sustainable Drainage Systems that integrate with green infrastructure, significantly exceeding National Planning Policy Framework policy requirements for Sustainable Drainage Systems.
254. Scheme A and B have been designed to minimise flood risk to occupants. There would be no residential units located on the ground floor and sustainable drainage systems have been included within the design. The proposed development is therefore compliant with the NPPF, Policy P68 (Reducing flood risk) of the Southwark Plan (2022) and Policy SI 12 (Flood Risk Management) and Policy SI 13 (Sustainable drainage) of the London Plan (2021).

Archaeology

255. The Council's archaeological officer has been consulted and has reviewed both Scheme A and B and has provided the same comments for both schemes.
256. As advised at the pre-application stage the applicants have submitted a desk based assessment for both schemes. Since the previous scheme archaeological fieldwork has been undertaken at the nearby hotel site. This has revealed similar, early tannery material to that found at Century House, to the south side of Tanner Street, at the curve. There is clearly evidence for more widespread early tannery production in this part of the borough.
257. Together with the evidence for prehistoric settlement in the area in Immediately adjacent properties where prehistoric flint production and probable settlement evidence has been excavated together with remains of post-medieval tanneries. The prehistoric evidence is suggestive of many other areas in the borough of settlement and activity on the lower margins of sand and gravel eyots that make up much of the north of the borough. This activity generally dates from the Mesolithic period (approximately 10,000 years ago) through to the Bronze Age (approximately 3,000 years ago). The increase in river and sea levels, and deposition of peats and alluvial soils terminates this activity and preserves it.
258. The construction sequence indicated in the design and access statement will require a level of integration between archaeological recording and underpinning/ support work for the retained elements of the warehouse building. Other structural work within the site should be assessed by archaeological evaluation trenching. The results of this work will inform archaeological mitigation works.
259. As previously recommended for earlier applications the site should be subject to a programme of archaeological building recording, it is suggested that a level

three record, based upon Historic England recommendations in 'Understanding Historic Buildings' in completed for the site.

260. Conditions relating to evaluation, building recording, mitigation, reporting and basement design have been included, as well as s106 contributions.

Planning obligations (S.106 agreement)

261. The proposal is considered to be acceptable in accordance with Policy P1 'Social rented and intermediate housing' and Policy 1P3 'Community Infrastructure Levy (CIL) and Section 106 Planning Obligations', subject to the applicants entering into a Section 106 Legal Agreement to secure the required affordable housing contribution that is outlined in the table enclosed below.

262.

Planning obligation	Mitigation	Applicant's position
Local Economy and Workspace		
Local economy: Loss of employment floor space	£48,638	Agreed.
NHS	£28,000	
Housing, Viability and Amenity Space		
Affordable (social rent and intermediate) housing Provision	40% Payment in Lieu Scheme A – $112 \times 0.40 \times \text{£}130,000 = \text{£}5,824,000$ Scheme B - $109 \times 0.40 \times \text{£}130,000 = \text{£}5,668,000$ No late-stage review requirement.	Agreed.
Co-Living	<ul style="list-style-type: none"> The co-living premises must be managed by a single management agent 	

	<ul style="list-style-type: none"> • All tenancy agreements shall be for a minimum of 3 months • The occupiers of the co-living units shall enjoy all services and facilities connected to the co-living premises as part of their rent, with the exception of utility bills for individual units (which may be included in the rent at the discretion of the Owner). • Prior to occupation of the co-living, a Final Operational Management Plan shall be submitted to and approved by the LPA. It shall be based on the principles established by the application-stage Operational Management Plan, but with appropriate updates, and shall include (but not be limited to) the following details: <ul style="list-style-type: none"> • security and fire safety procedures; • move in and move out arrangements; • how all internal and external areas of the development will be maintained; • how communal spaces and private units will be cleaned and how linen changing services will operate; • how deliveries for servicing the development and residents' deliveries will be managed. <ul style="list-style-type: none"> • The approved Final Operational Management Plan (as amended from time to time) shall be complied with throughout the 	
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	<p>lifetime of the development.</p> <ul style="list-style-type: none"> • The co-living premises (the units and all shared and ancillary facilities), shall be retained as a rental product which cannot be sold off as individual units, nor at any time be used as self-contained accommodation (hotel, aparthotel, hostel or similar). • All communal amenity facilities (internal and external) within the co-living build as approved shall be retained for the lifetime of the development, and shall not be used for any purpose other than free-to-access communal amenity space for all co-living residents. • Confirm the sui generis use and prevent any future change of use to self-contained accommodation • Stipulate single room occupancy only 	
Transport and Highways		
Highway works	<p>If consent is granted the developer must enter into an S278 agreement to complete the following works:</p> <ul style="list-style-type: none"> • Repave the footway including new kerbing fronting the development on Tanner Street using Yorkstone flag paving slabs and 300mm wide granite kerbs. • Construct a vehicle crossover fronting the 	Agreed.

	<p>courtyard of the Proposed Development on Tanner Street.</p> <ul style="list-style-type: none"> • Reinststate the redundant vehicle crossover on Tanner Street as footway. • Relocate existing street lighting column and associated electrical cabinet in front of the proposed entrance of the Development. Upgrade street lighting to current LBS standards within the vicinity of the site. • Promote a traffic management order for amending the extent of existing double yellow line and extending the paid bays at the front of the Development. Works to include road marking. • Refresh all road markings following kerb installation. • Any ancillary works that the Highway Authority may reasonably require. • Repair any damage to the highway (including kerbs, inspection chambers, street furniture) due to construction activities for the Development including construction work and the movement of construction vehicles. 	
<p>DSMP, Travel Plan and CEMP monitoring fee</p>	<p>Delivery & Servicing Management Plan</p> <ul style="list-style-type: none"> • £2,790 monitoring fee <p>Travel Plan</p> <ul style="list-style-type: none"> • £2,790 monitoring fee 	<p>Agreed.</p>

	<p>Construction & Environmental Management Plan (CEMP)</p> <ul style="list-style-type: none"> • £3,200 monitoring fee 	
Transport Policy	<p>Given the impact of the development in terms of additional walking and cycling trips, as well as the increase in delivery and servicing demand, therefore Transport Policy will require a S106 contribution of £50,000 to be put towards improvements to the C14, which runs along Tanner Street.</p>	Agreed.
Car club scheme	<p>Provision of Car Club spaces and vehicles on-site to be secured via s106. Membership offer to first-occupier of each residential unit to be secured via the s106 agreement for a minimum of 3-years. Membership offer to first commercial operators of any commercial spaces within the proposed building for free for first 1-year.</p>	Agreed.
Parking permit restriction	<p>No parking permits in current or future CPZs.</p>	Agreed.
Energy, Sustainability and the Environment		
<p>Energy provisions and connection to (or futureproofing for connection to) district CHP</p>	<ul style="list-style-type: none"> • The Section 106 planning obligation will secure the requirements of the Energy Statement. Applicants will also need to provide the GLA Energy Assessment spreadsheet. • The applicant will be required to submit a Pre-commencement Energy Pro-Forma to track any changes to the energy performance of the development as a result 	Agreed.

	<p>of changes to the design. The applicant may also need to submit an updated Energy Statement.</p> <ul style="list-style-type: none"> • Before occupation, design estimates for the London Plan's Be Seen energy performance indicators will need to be submitted¹. Annual in-use energy performance will be required 1 year after occupation and for the following 4 years. • Future proof DHN connection 	
Carbon offset fund	<p>Carbon shortfall (tonnes CO₂) × £95 per tonne × 30 years</p> <p>The carbon offset contribution is: 14.01 tCO₂/yr × 30 yrs × 95 £/tCO₂ = £39,928.50</p> <p>All the carbon offset contributions collected go into the Green Buildings Fund. This is used to fund carbon offsetting projects.</p>	Agreed.
Archaeology monitoring/supervision fund	<p>Tier 1 APAs:</p> <p>101–3,499 sqm: £8,635</p>	Agreed.
Section 106 administration & compliance fee	£15,000 – large-scale major (lower range)	Agreed

263. In the event that the legal agreement is not completed by 24 August 2026 it is recommended that the Director of Planning be directed to refuse planning permission on the following grounds;

264. In the absence of a signed legal agreement, the proposal would fail to provide suitable mitigation in terms of planning gain contrary to policies DF1 'Delivery of the Plan and Planning Obligations' of the London Plan (2022), Policy P1 'Social rented and intermediate housing' and Policy 1P3 'Community Infrastructure Levy (CIL) and Section 106 Planning Obligations' of the Southwark Plan (2022) and the Southwark 'Section 106 Planning Obligations and Community

Infrastructure Levy SPD' (2015).

Mayoral and borough community infrastructure levy (CIL)

Scheme A

265. The proposal is CIL liable because it comprises over 100sqm GIA of new build. The site is located within Southwark CIL Zone 2 and MCIL2 Band 2 Zone. Based on the applicants' CIL Form1 dated 17-Oct-25, the gross amount of CIL is approximately £982k in total, consisting of £24.5k Mayoral CIL and £957.7k Borough CIL. It should be noted that this is an estimate and is subject to change, the floor areas on approved drawings will be checked and the "in-use building" criteria will be further investigated, after planning approval has been obtained.

Scheme B

266. The proposal is CIL liable because it comprises over 100sqm GIA of new build. The site is located within Southwark CIL Zone 2 and MCIL2 Band 2 Zone. Based on the applicants' CIL Form1 dated 20-Oct-25, the gross amount of CIL is approximately £942k in total, consisting of £16.7k Mayoral CIL and £925.6k Borough CIL. It should be noted that this is an estimate and is subject to change, the floor areas on approved drawings will be checked and the "in-use building" criteria will be further investigated, after planning approval has been obtained.

Community involvement and engagement

267. As a major planning application, the application must be supported by development consultation charter documents. An engagement summary and an equalities impact assessment is required for this scheme. Both of these documents have been provided by the applicant. An assessment of the EQIA is provided under the Community impact and equalities assessment section of this report. An early engagement summary has also been provided.

268. The early engagement summary has been provided by Kanda, dated September 2025. This has utilised the Council's template including details on the site including the demographics of the existing users on the site. This statement also provides details of stakeholder letters distributed to local councillors, letters to nearest neighbours, consultation flyers and door knocking, all undertaken during Summer of 2025.

269. The engagement summary by Kanda dated September 2025 includes the council's template. This provides a summary of the local economy and community infrastructure as well as details on climate change and sustainability. Further details on community engagement and involvement with nearby residents and members have been provided. Two public drop-in events were held, in addition to door-knocking sessions. These were held on a weekday in the evening from 4pm to 7pm and on the weekend from 11am -2 pm. This was done to ensure the local community had sufficient opportunity to

attend the sessions and view the proposals. The level of engagement is considered sufficient for this proposal.

Consultation responses from members of the public and local groups

270. There have been 8 letters of objection received under 25/AP/3009 (Scheme A) and these are summarised below:

271. Principle of development and proposed land uses:

- Excessive residential density
- Transient nature of the accommodation
- Apartments should be provided as opposed to Co-Living Units

Officer Comment: The co-living model is considered to be suitable for this location.

272. Design quality and site layout:

- While the overall height & mass is reduced compared with earlier schemes, the proposed building remains taller than neighbouring listed warehouses and continues the gradual erosion of the historic streetscape. The partial demolition of the original structure also represents a tangible loss of heritage value.
- Inadequate detail in the DAS
- The overall re-development, does not feel inkeeping with the original design of the warehouse and the surrounding buildings.
- The proposed development would appear visually intrusive, altering the character and rhythm of the streetscape and introducing a scale of development not appropriate to its context

Officer Comment: This is addressed within the Design and Heritage section of the report.

273. Neighbour amenity impacts:

- Office or mixed workspace use, consistent with the established character of Tanner Street would be less disruptive to neighbouring residents
- The "1.5 Storey" Duplex Floor (6th Floor): This is a clear attempt to downplay the building's true scale.
- The 3.6m Tall Enclosed Core (The "7th & 8th" Floors): The plans show a 3.6-metre tall enclosed structure at roof level, housing the lift overrun, stairs, and plant equipment.
- If residential use is maintained, the main entrance should be relocated to Tanner Street frontage to reduce disturbance, improve safety, and preserve the privacy of adjoining properties.
- Noise disturbance. As my property faces the railway side, external noise travels very clearly within this part of the development. The proposed communal external areas - including the roof terrace and any private or

shared balconies - significantly increase the likelihood of noise disruption to existing residents.

- In addition, the application must include clarity and assurance on the noise impact of plant and mechanical equipment. Any equipment should comply with robust noise limits, supported by an independent acoustic assessment.
- Concerns over the roof terrace, with 100+ residents, in addition to their guests having access, I can see this being extremely noisy if it's not strictly controlled. I think there needs to be a curfew with clear maximum noise levels, and full-time on-site management to enforce restrictions. Without firm and enforceable measures, the risk of ongoing noise disruption is a real concern to local residents.
- The previous proposal was an office building which would limit the hours of disturbance.
- The increased building height would cast shadows over neighbouring properties, causing:
 - loss of natural daylight
 - reduced sunlight in gardens
 - an overall reduction in residential amenity

Officer Comment: Concerns relating to loss of light, loss of privacy overbearing impact, the roof terrace and external plant have been addressed in the above sections of the report. A more detailed daylight and sunlight report has been provided at the request of the case officer. The proposed development would result in less harmful impacts with regards to neighbouring amenity than the previously approved scheme.

274. Transport, parking, highways, deliveries and servicing matters:

- This scale of population would significantly alter the balance of the street and increase the pressure on local services. Although described as "car-free", such a development inevitably generates traffic through deliveries, taxis, ride-hailing vehicles, maintenance vans, and visitor drop-offs. The narrow portion of Tanner Street between Tower Bridge Road and Maltby Street is already congested and unsuitable for that level of activity.
- A full-time, on-site management presence must be maintained to enforce these restrictions and respond promptly to resident complaints. Robust enforcement measures should be implemented to ensure that communal spaces can be restricted or closed in the event of repeated noise breaches.

Officer Comment: This is addressed in the transport section of the report.

275. Environmental impact during the construction phase (noise, dust and dirt etc.):

- In addition, noise and general disturbance during the construction phase will further affect the quality of life for nearby residents. Strict controls on construction hours, delivery times, and on-site noise management should therefore be imposed to minimise disruption.

Officer Comment: These conditions have been added.

276. Other matters:

- The proposed entrance between the new building and 170-172 Tower Bridge Road is unsuitable for continuous residential access. It would concentrate noise, light, and movement in a semi-enclosed space not designed for public use, creating disturbance especially in evenings and weekends. Relocating the entrance to Tanner Street frontage would reduce these impacts and provide safer, more natural circulation for residents and visitors.
- The scheme presented to the public in July 2025 was materially different from the one now submitted for planning approval in October 2025. The submitted scheme is 6.2 metres taller than what was exhibited, a fact only discernible through a detailed technical review of the submitted Daylight and Sunlight Report and elevation drawings. This discrepancy renders the public consultation ineffective and undermines the principles of transparent community engagement.
- On sustainability, it claims the use of "passive... overheating risk reduction measures including appropriately sized windows," while simultaneously admitting reliance on Mechanical Ventilation with Heat Recovery (MVHR). With undersized, south-facing windows, no solar shading, and no cross-ventilation, the proposal will inevitably suffer from overheating. The strategy to "open the window" is insufficient and highlights a fundamental design flaw that contradicts the stated commitment to sustainable design and resident wellbeing.
- The provision of only one building section is wholly inadequate to understand the building's relationship with its neighbours and its internal functionality, particularly for a complex urban site.

Officer Comment: These comments have been addressed in the above relevant sections of the report.

277. There have been 12 letters of objection and 2 letters of support under 25/AP/3057 (Scheme B) and these are summarised below:

278. Principle of development and proposed land uses:

- The scheme would be better suited to office or mixed workspace use, consistent with the established character of Tanner Street and less disruptive to neighbouring residents. If residential use is maintained, the main entrance should be relocated to Tanner Street frontage to reduce disturbance, improve safety, and preserve the privacy of adjoining properties.
- Short-term, micro-unit accommodation produces a transient population with limited engagement in the local community. High turnover typically results in weaker accountability, less care for shared spaces, and greater potential for antisocial behaviour or noise disturbance. This use model is poorly aligned with the long-term residential and family character of the area.
- Good development, complies with all Southwark local plans, and in keeping with the local area. I am in favour. I only wish that it was a few stories taller (perhaps 30m) given the housing crisis in Southwark.

- Fantastic that it is a mass-timber building, this is very sustainable.

Officer Comment: The co-living model is considered suitable for this location. Officers are in agreement with the support for this scheme.

279. Affordable housing and viability:

- I support this proposal - there is a lack of affordable rentals for young people in this area which this development would provide. I also like the provision of accessible units.
- Furthermore, this proposal does not address the affordable housing crisis in our borough and instead will exacerbate financial inequality, affecting mostly young people and young families.

Officer Comment: The proposal makes a significant payment in lieu contribution, as outlined in the heads of terms.

280. Design quality and site layout:

- While the overall height & mass is reduced compared with earlier schemes, the proposed building remains taller than neighbouring listed warehouses and continues the gradual erosion of the historic streetscape. The partial demolition of the original structure also represents a tangible loss of heritage value
- Lack of Vision and Contextual Analysis: The DAS claims the design is "exemplary" and makes a "positive contribution" to the Bermondsey Street Conservation Area. However, it provides no meaningful urban design analysis to support this. There is:
 - No analysis of adjacent properties, their heights, materials, roofscapes, or architectural character.
 - No consideration of the Bermondsey Street Conservation Area Appraisal and its specific Design Guidelines concerning building form, massing, height, and new design. This is a critical omission for a site within a designated heritage asset.
 - No three-dimensional massing study to show how the building relates to its townscape context. The provided drawings and diagrams are presented in a vacuum, devoid of their high-density urban setting.
 - No credible design narrative for the form and massing. The section labelled "Design Narrative" focuses narrowly on the façade without explaining how the overall bulk, scale, and placement of the building responds to its surroundings.
 - The design, scale, and massing are out-of-step with local character (P13, P14).

Officer Comment: This is addressed within the Design and Heritage part of the report.

281. Neighbour amenity impacts:

- My primary concern relates to noise disturbance. As my property faces the railway side, external noise travels very clearly within this part of the development. The proposed communal external areas - including the roof terrace and any private or shared balconies - significantly increase the

likelihood of noise disruption to existing residents.

- To mitigate this, I request that strict usage hours are imposed for all external communal spaces, limited to 9am-9pm daily, alongside a clearly defined maximum decibel level to avoid subjective interpretation of what constitutes unacceptable noise. It is also essential that a full-time, on-site staff member is available to enforce noise restrictions and respond to resident complaints promptly. Clear enforcement measures must be in place so that communal spaces can be restricted or closed if repeated noise breaches occur.
- In addition, the application must include clarity and assurance on the noise impact of plant and mechanical equipment. Any equipment should comply with robust noise limits, supported by an independent acoustic assessment.
- The light survey provided is insufficiently clear as to which neighbouring apartments are affected. Any reduction in natural light to existing properties - particularly where it falls below acceptable standards - is not reasonable and should be addressed before approval.
- There is a risk of overlooking, loss of privacy, overshadowing, and micro-climate issues if adequate assessments are not done (P14, P17).
- The sunlight report submitted confirms that our apartment windows will face a 51% and 23% loss of light respectively and therefore will be in breach of the BRE 27% target level. Furthermore, the new proposed scheme is closer and more overbearing than the previously approved scheme. The previous scheme was required to have the building angle away from our property to mitigate the loss of light and overlooking/privacy concerns, whereas the new proposed scheme does not have these mitigations, and is currently proposed to abut our property and balcony - it will be oppressively close to our property (within touching distance). We currently have a very open aspect, which will be negatively impacted. We request that the proposed scheme is adapted to angle away from our building and balcony, as was a requirement of the previous proposal.
- Overlooking and loss of privacy - due to the height of the proposed development we will be overlooked on our terrace and balcony. We are currently not overlooked, so we will have a significant loss of privacy, and a significant negative impact on the amenity of the spaces. As well as the points made above, the original proposed scheme was not permitted to have windows or open terrace on our side of the building, to prevent overlooking and noise. The proposed scheme has a roof terrace next to our balcony, and only proposes "screening" (which appears to be open mesh, not even opaque) at 1.1m-1.5m along the boundary of our balcony.
- The proposed scheme also has windows on the eastern side under the top floor which would also be looking directly into our flat and the flats below. Again, as mentioned above, it was a requirement of the previous planning that there could be no windows (not even opaque) for privacy reasons.
- We currently have excellent views of the Shard and other London landmarks to the west, which would be totally lost if the development were to proceed. Whilst we appreciate there is no right to a view, this is a

significant feature to the property, and therefore a loss of these views and light and open aspect will significantly impact the amenity of the space.

- I request that the roof terrace and smoke shaft be moved away from our balcony and roof terrace (or the roof terrace removed altogether), and that there are solid walls in-between to reduce noise (as well as for privacy). We also request that any plant and machinery and air-conditioning units are positioned away from our balcony/terrace and that the noise levels must be under the required limit of 45dB.
- In addition, the increased building height and massing directly adjacent to our living room windows would create a pronounced sense of enclosure. Our living room is our primary habitable room, and currently benefits from open sky aspect and good daylight. The proposal would place taller built form in close proximity to these windows, which would reduce daylight and worsen outlook, contrary to London Plan Policy D6 and Southwark Policy P13, both of which require developments to avoid significant adverse impacts on neighbouring amenity, including daylight, outlook, and privacy.

Officer Comment: Comments in relation to neighbouring amenity have been addressed in detail in the above section of the report. The proposed development is considered acceptable in terms of impact on neighbouring buildings. The right to a view is not a material planning consideration. Conditions relating to the terrace, screening and noise have been included as part of the permission.

282. Transport, parking, highways, deliveries and servicing matters:

- Traffic, Parking, and Highway Safety. The area already experiences traffic pressures. This proposal would:
 - significantly increase vehicle movements
 - worsen congestion
 - intensify parking demand
 - increase risks at nearby junctions
 - create hazards for pedestrians, including children and elderly residents, especially from construction vehicles.
- Inadequate parking provision could also lead to overspill parking on surrounding streets. Tanner Street East already is a very narrow street with numerous congestion problems. The proposed development is near a busy junction and the loss of light from the proposed structure could lead to accidents as motorists and pedestrians cannot visualise properly.
- Parking and transport pressures are not clearly mitigated (P54).

Officer Comment: This proposal has been reviewed by the Council's Transport Policy, Highways and Transport for London who considered the impacts to be acceptable. Further details on trip generation are provided in the report.

283. Environmental impact during the construction phase (noise, dust and dirt etc.):

- Noise, Disturbance and Construction Impacts. The development would involve a prolonged period of heavy construction. Due to the site's close proximity to existing homes, residents would experience:
 - continuous construction noise
 - dust and air quality impacts
 - disruption to daily living
 - obstruction from construction vehicles
- For many residents-including families, elderly people, and those working from home-this would be highly detrimental.

Officer Comment: Relevant conditions have been included. EPT have been consulted on noise and construction matters.

284. Other matters:

- There is an existing deed governing the site which includes specific provisions designed to protect neighbouring properties. These include:
 - Rights of light, ensuring adequate natural light is maintained to existing dwellings;
 - Observation of privacy, safeguarding residents from undue overlooking or intrusion;
 - Fire safety protections, including preservation of safe access and egress via the existing fire escape; and
 - The right to use the rear wall for air exchange and air-cooling purposes, which must not be impeded or compromised by the proposed development
- Grounds of a fundamentally flawed and misleading public consultation process, and due to the misrepresentation of the building's true scale, massing, and height, which has a material impact on the assessment of the proposal.
- Substandard Exhibition Content: The exhibition boards provided were wholly inadequate to understand the proposal's impact. There was a complete absence of
 - Townscape and urban morphology analysis.
 - Analysis of building heights, massing, and placement relative to the public realm.
 - Assessment of views, vistas, and the outlook from neighbouring properties.
 - Contextual analysis regarding the local Conservation Area and adjacent buildings.
 - A physical massing model or any coherent explanation of the design vision, form, or massing.
- Pressure on Local Infrastructure. The proposed number of new units will place additional strain on local infrastructure, including:
 - GP and healthcare services
 - local schools
 - parking capacity
 - public transport
 - drainage and utilities

- There is no clear evidence that these pressures have been properly assessed or that mitigation measures will be provided.

This is a practical but important consideration for local amenity.

- The scheme's demands on infrastructure and sustainability do not appear to be matched by adequate measures (IP1).
- There is no clear, robust commitment to community infrastructure contributions.

Officer Comment: The Heads of Terms outline significant s106 contributions as part of this development, including a contribution of £28,000 to the NHS. The public consultation documents are considered to be sufficient.

Consultation responses from internal consultees

285. Summarised below are the material planning considerations raised by internal and divisional consultees, along with the officer's response.

286. Design and Conservation Team:

- 1st comments received on 22/01/2025. Concerns raised with regards to internal positioning of rooms on 1st and 2nd floors and loss of existing windows. Amendments requested. Subject to these being made, 5 conditions have been requested.
- 2nd comments received on 04/02/2025 which confirm that the window retention and internal layout amendments have been made. Design and Conservation are satisfied that this scheme, preserves and enhances the character and appearance of the conservation area.

Officer Comment: Noted and agreed. 5 conditions included for both Scheme A and B.

287. Transport Policy:

- 1st comments received on 14/11/2025. Concerns raised with regards to cycle parking provision, refuse storage and vehicle access and crossover. Conditions relating to CEMP, CLP, Travel Plan and DSMP recommended once amendments secured. S106 obligations.
- 2nd comments received on 04/02/2025 confirming that the cycle parking provision at 0.5 is acceptable and no further information is require. Waste management arrangements and cycle parking store to be secured by condition.

Officer Comment: Noted. All conditions included and s106 contributions attached.

288. Environmental Protection Team:

- No objection subject to conditions relating to noise, contamination and vibration due to proximity to the railway line.

Officer Comment: Noted. All conditions included.

289. Highways:

- No objection subject to s278 agreement (wording shown under Highways section above).

Officer Comment: Noted and included within the s106.

290. Urban Forester:

- No objection despite low UGF due to constrained site, subject to landscaping condition.

Officer comment: Condition included.

291. Ecology:

- A BNG statement has been submitted which demonstrates that the application meets the de minimis exemption. The proposed biodiverse green roof should include a varied substrate with a varied depth of 80mm-150mm. The roof should be seeded and plug planted with wildflower species and meet the requirements of GRO Code.
- Landscaping at roof level should include native and pollinator friendly shrub and herbaceous planting. The use of nectar-rich and berry producing plants is recommended. Selected species should be on the RHS plants for pollinators list. Condition recommended for 2 swift boxes.

Officer comment: Noted that this application is BNG de minimis. Condition for 2 swift boxes included.

292. Archaeologist:

- No objection subject to mitigation, evaluation, reporting and basement design conditions. S106 contributions required.

Officer Comment: All requested conditions included and s106 contributions included.

293. Network Development:

- No comments received.

Officer Comment: CEMP and CLP condition included to be reviewed at condition discharge stage.

294. Local Economy:

- Loss of employment floor space contribution required.

Officer Comment: S106 obligation for loss of employment space included.

295. Planning Policy (Energy and Sustainability)

- 1st comments received 19/11/2025. Further information requested in regards to energy and Be Green.
- 2nd comments received on 04/02/2025 confirming no further information required. S106 obligations and BREEAM conditions requested.

Officer Comment: Noted. BREEAM condition included and s106 obligations included.

296. Flood Risk Management Team:

- 1st comments received on 22/12/2025. Further information requested - The runoff rate and attenuation volume require more information.
 - 2nd comments received on 05/02/2025. No further information required. Two Conditions requested.

Officer comment: Noted. Conditions included.

297. CAAG:

This objection is submitted on behalf of Southwark's Conservation Area Advisory Group (CAAG) which met to consider this application on Monday 17 November 2025.

The same objection is submitted to related application 25/AP/3057.

This building is mentioned in the Bermondsey Street Conservation Area appraisal, as "47 Tanner Street: a simple 3 storey 19th century warehouse building of solid brick detailing. It provides a strong reminder of the original frontage to the street where the loss of buildings has otherwise eroded its form and character."

It is also locally listed which means there is a presumption against demolition. The local list entry runs as follows: Late C19th / early C20th warehouse. 3 storeys, 5 bays wide with a central loading bay on the 2 upper floors. Yellow stock brick with brown brick plinth and brown brick band at 1st floor cill level. Red brick segmental arches to the openings with stone keys and springers. Moulded red brick main cornice.

CAAG's view is that this is an exceptionally handsome brick-faced building, erected at the time when Tower Bridge Road was driven through the neighbourhood in the 1890s. It has a base of blue engineering brick, stock brick walls and red rubber brick detailing to the windows. The surviving Victorian cast iron windows are a particularly noteworthy feature.

CAAG has reviewed the scheme and recommends that the council reject it on five grounds:

1. Damage to the industrial heritage and streetscape of this part of North Southwark. The windows and upper loading bays of the building are in the typical style of the period for the leather industry, dominant in the area at

that time. It is the oldest remaining building visible from Tower Bridge Road on this stretch of Tanner Street and its frontage and west elevation anchor the streetview in the industrial heritage of the area. Without this building, the streetview could be anywhere.

2. Demolition is contrary to the presumption against demolition of both local listing and the conservation area. We refer to Policy P20.2 "The demolition of buildings or structures that make a positive contribution to the historic character and appearance of a conservation area will not generally be permitted."
3. Demolition would be an unnecessary waste of embodied carbon, which is out of step with the Council's commitment to be a low energy borough.
4. The open floor layout, remarkably well preserved will be destroyed due to inappropriate use as shared accommodation which requires the space to be divided into individual living accommodation, even on the ground floor.
5. The scheme does not respect existing features such as windows and roof, contrary to The Conservation Area Guidelines which encourage retention, renovation and reuse of existing features such as windows and roofs, which, unusually, are intact on this building.

CAAG laments the potential loss of this remarkably intact period building which should be preserved in its entirety. The internal layout of open wooden floors and cast iron pillars has been attractively and successfully re-purposed elsewhere and CAAG is optimistic that an acceptable alternative use could be found here. Indeed, other good uses have been found for this building - until recently it has been in use as an arts venue and in the last few months as a hireable venue for markets and other events.

There is no objection in principle to new building on site around the existing building as long as the view of the western elevation from Tower Bridge Road is preserved.

Officer comment: Noted and reviewed within the Design section of this report.

Consultation responses from external consultees

298. Summarised below are the material planning considerations raised by external consultees, along with the officer's response.

299. Thames Water:

- Piling condition recommended. Informatives suggested.

Officer Comment: Conditions and informatives included as requested.

300. Environment Agency:

- The Environment Agency have no objection to the proposed development as submitted but have provided advice. This advice is provided in full in the above flood risk part of the report.

Officer Comment: Noted. No conditions required.

301. HSE:

- 1st comments received 09/01/2025 – Further information required on external materials and height of building.
- 2nd comments received 05/02/2025. Content response. No further action.

Officer Comment: Noted. No conditions required

302. Transport for London:

- 1st comments received on 10/12/2025 - Concerns relating to cycle parking and further information requested in regards to the CLP. Amendments requested.
- 2nd comments received on 02/02/2026 confirming no further information required. Cycle parking acceptable.

Officer Comment: Noted. CLP included as a condition.

303. London Fire Brigade:

- No response received.

Officer Comment: Noted.

304. Historic England:

- 1st comments received 23/01/2026 – Concerns relating to windows and massing but no objection raised.
- No further comments received, amended plans sent for reconsultation.

Officer Comment: Noted.

305. Network Rail:

- No objection. Network Rail informatives requested.

Officer Comment: Noted, included.

306. Metropolitan Police:

- No objection subject to Secured by Design accreditation condition.

Officer Comment: Noted, included.

307. NHS:

- £28,000 s106 contribution.

Officer Comment: Noted and included in the s106.

308. These matters are addressed comprehensively in the relevant preceding parts of this report.

Community impact and equalities assessment

309. The council must not act in a way which is incompatible with rights contained

within the European Convention of Human Rights.

310. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
311. 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.
312. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
313. The application is supported by an Equalities Impact Assessment rev 1 by Savills dated September 2025. This document has undertaken a full assessment of how the development could impact those with protected characteristics. It has highlighted that there may be potential construction impacts which can have a disproportionate risk to those with limited mobility and/ or visually or hearing impaired. However, these works will be temporary in nature. The scheme also offers 12 accessible studios. Furthermore, both Schemes A and B would result in a significant CIL contribution and s106 contribution, especially to conventional affordable housing in the borough. The Council has had due regard to the requirements of the PSED.

Human rights implications

314. This application has the legitimate aim of providing co-living units. 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

315. 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.
316. 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

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 statutory determination date?	Yes

CONCLUSION

317. The proposed development would provide Co-Living units on site (Use Class: Sui Generis). Under Scheme A, 112 Units would be provided and under Scheme B, 109 Units would be provided. Scheme A (planning ref. 25/AP/3009) has been designed to build within the on-site covenanted areas, providing 112 units. Scheme A cannot be built out unless the covenants are altered or removed through a legal process outside the scope of a planning application. Scheme B (planning ref. 25/AP/3057) fully complies with/respects the covenant's requirements and provides 109 units. If the covenants are not altered or removed, then Scheme B will be built out. The differences between Scheme A and B are in the north-east and north-west corners of the upper floor units.
318. The proposal would result in the loss of employment floor space and is not located within the Central Activities Zone. The proposal would provide a financial contribution of £48,638 which has been secured in the Section 106 legal agreement. The Co-Living accommodation mostly complies with the requirements outlined in the Large-scale purpose-built shared living London

Plan Guidance as well as the ten criteria contained within Policy H16 of the London Plan. A 40% payment in lieu contribution to affordable housing would be secured at £5,824,000 for Scheme A and £5,668,000 for Scheme B. As a result of amendments secured throughout the planning application process, both Scheme A and Scheme B, would successfully enhance and preserve the character of the locally listed building and the Conservation Area. The re-use and retention strategy follows a similar approach to the implemented scheme.

319. Both scheme A and B would have a lesser impact in terms of daylight and sunlight due to the decreased bulk and mass compared with the consented scheme. As such, there is no concern with regards to neighbouring amenity. The site has limited opportunities for urban greening however the Council's Urban Forestry Officer is satisfied the sites potential has been maximised. The scheme would provide sufficient long stay and short stay cycle parking for residents and visitors and there is not anticipated to be any negative impact on the highway network. £50,000 contribution is to be secured towards improvements to the C14 which runs along Tanner Street.
320. Both Scheme A and B have suitable conditions relating to plant noise, vibration, external amenity and screening. The development would be future proofed to the District Heat Network, would provide £39,928.50 in carbon offset contribution as well as being BREEAM excellent. The development does not trigger any Biodiversity Net Gain, Ecology, Flood Risk or Archaeology concerns. Subject to suitable conditions, for both Scheme A and Scheme B and a Section 106 agreement, the proposed development is considered acceptable.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Planning and Growth Directorate 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 1a	Recommendation Scheme A (draft decision notice)
Appendix 1b	Recommendation Scheme B (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	Lara Sharpe, Team Leader	
Version	Final	
Dated	6 February 2026	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director, Resources	No	No
Strategic Director, Environment, Sustainability and Leisure	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		12 February 2026

APPENDIX 1A**Scheme A 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.

Applicant	Rolfe Judd . Tanner Street PropCo Ltd	Reg. Number	25/AP/3009
Application Type	Major application	Case Number	PP-14405805
Recommendation	GRANT subject to Legal Agreement		

Draft of Decision Notice**Grant subject to Legal Agreement for the following development:**

Partial demolition of existing building and construction of six storey building comprising purpose built shared living units (Use Class: Sui Generis), including internal and external amenity space, cycle parking, refuse storage, plant equipment, landscaping and other associated works (hereby referred to as Scheme A).

47-49 Tanner Street London Southwark SE1 3PL

In accordance with application received on 21 October 2025 and Applicant's Drawing Nos.:**Time limit for implementing this permission and the approved plans**

LOCATION PLAN 1274-ALA-XX-ZZ-DR-A-01001 REV P1 received 15/10/2025

Proposed Plans

DEMOLITION GROUND FLOOR PLAN 1274-ALA-XX-00-DR-A-01150 REV P1 received
15/10/2025

DEMOLITION FIRST FLOOR PLAN 1274-ALA-XX-01-DR-A-01151 REV P1 received
15/10/2025

DEMOLITION SECOND FLOOR PLAN 1274-ALA-XX-02-DR-A-01152 REV P1 received
15/10/2025

DEMOLITION ELEVATIONS 1 1274-ALA-XX-ZZ-DR-A-01250 REV P1 received 15/10/2025

DEMOLITION ELEVATIONS 2 1274-ALA-XX-ZZ-DR-A-01251 REV P1 received 15/10/2025

PROPOSED THIRD FLOOR PLAN - A 1274-ALA-AA-03-DR-A-00103 REV P1 received
15/10/2025

PROPOSED FOURTH FLOOR PLAN - A 1274-ALA-AA-04-DR-A-00104 REV P1 received
15/10/2025

PROPOSED FIFTH FLOOR PLAN - A 1274-ALA-AA-05-DR-A-00105 REV P1 received
15/10/2025

PROPOSED EAST ELEVATION 1274-ALA-AA-ZZ-DR-A-00201 REV P1 received 15/10/2025

PROPOSED WEST ELEVATION 1274-ALA-AA-ZZ-DR-A-00202 REV P1 received 15/10/2025

PROPOSED NORTH ELEVATION 1274-ALA-AA-ZZ-DR-A-00203 REV P2 received
11/02/2026

PROPOSED GROUND FLOOR PLAN 1274-ALA-AA-00-DR-A-00100 REV P2 received
04/02/2026

PROPOSED FIRST FLOOR PLAN 1274-ALA-AA-01-DR-A-00101 REV P2 received
04/02/2026

PROPOSED SECOND FLOOR PLAN 1274-ALA-AA-02-DR-A-00102 REV P2 received
04/02/2026

PROPOSED SOUTH ELEVATION 1274-ALA-AA-ZZ-DR-A-00200 REV P2 received
04/02/2026

Other Documents

PROPOSED BAY STUDY 1274-ALA-XX-ZZ-DR-A-00400 REV P1 received 15/10/2025

DEMOLITION ROOF PLAN 1274-ALA-XX-RF-DR-A-01153 REV P1 received 15/10/2025

DEMOLITION SECTION AA 1274-ALA-XX-ZZ-DR-A-01350 REV P1 received 15/10/2025

PROPOSED MEZZANINE PLAN_A 1274-ALA-AA-5M-DR-A-00105M REV P1 received
15/10/2025

PROPOSED ROOF TERRACE PLAN - A 1274-ALA-AA-RF-DR-A-00106 REV P1 received
15/10/2025

PROPOSED ROOF PLAN 1274-ALA-AA-RF-DR-A-00107 REV P1 received 15/10/2025

PROPOSED SITE PLAN 1274-ALA-AA-00-DR-A-00001 REV P2 received 04/02/2026

PLANNING STATEMENT received 15/10/2025

JOBS AND TRAINING SPECIFICATION received 15/10/2025

OUTLINE TRAVEL PLAN received 15/10/2025

DELIVERY AND SERVICING MANAGEMENT PLAN received 15/10/2025

OPERATIONAL WASTE MANAGEMENT PLAN received 15/10/2025

FIRE STATEMENT AND FIRE SAFETY GATEWAY 1 FORM received 15/10/2025

FINANCIAL VIABILITY ASSESSMENT received 15/10/2025

ECOLOGICAL IMPACT ASSESSMENT received 15/10/2025

FLOOD RISK ASSESSMENT - PART 1 received 15/10/2025

FLOOD RISK ASSESSMENT - PART 2 received 15/10/2025

STRUCTURAL STATEMENT received 15/10/2025

LAND CONTAMINATION ASSESSMENT received 15/10/2025

MANAGEMENT PLAN received 15/10/2025

ARCHAEOLOGICAL DESK BASED ASSESSMENT received 15/10/2025

ENGAGEMENT SUMMARY received 15/10/2025

STATEMENT OF COMMUNITY INVOLVEMENT received 15/10/2025

EARLY ENGAGEMENT STRATEGY received 15/10/2025

INTERNAL DAYLIGHT REPORT received 15/10/2025

DAYLIGHT, SUNLIGHT AND OVERSHADOWING ASSESSMENT received 15/10/2025

EQUALITIES IMPACT ASSESSMENT received 15/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT - PART 1 received
15/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT - PART 2 received
15/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT - PART 3 received
15/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT - PART 4 received
15/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT - PART 5 received
15/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT - PART 6 received 15/10/2025
 LANDSCAPING SCHEME AND URBAN GREENING FACTOR STATEMENT received 15/10/2025
 GLA CARBON EMISSIONS REPORTING SPREADSHEET received 15/10/2025
 SUSTAINABILITY APPRAISAL received 15/10/2025
 WHOLE LIFE-CYCLE CARBON ASSESSMENT received 15/10/2025
 ACOUSTIC AND VIBRATION IMPACT ASSESSMENT received 15/10/2025
 AIR QUALITY ASSESSMENT received 15/10/2025
 CIRCULAR ECONOMY STATEMENT received 15/10/2025
 ENERGY AND OVERHEATING ASSESSMENT - PART 1 received 15/10/2025
 ENERGY AND OVERHEATING ASSESSMENT - PART 2 received 15/10/2025
 CIRCULAR ECONOMY PRE- REDEVELOPMENT AUDIT received 15/10/2025
 CIRCULAR ECONOMY PRE-DEMOLITION AUDIT received 15/10/2025
 SUSTAINABILITY STATEMENT received 15/10/2025
 UTILITIES ASSESSMENT AND STATEMENT received 15/10/2025
 VU.CITY MODEL OPTIMISATION received 15/10/2025
 TRANSPORT ASSESSMENT received 15/10/2025
 RESPONSE TO HSE JAN 2026 received 22/01/2026
 DRAINAGE STRATEGY REV 3 02339-ENG-XX-XX-RP-C-0003 received 22/01/2026
 RESPONSE TO ENERGY COMMENTS received 26/01/2026
 RESPONSE TO ENERGY COMMENTS DHN ALLOWANCE - 260120 received 26/01/2026
 Other received 16/12/2025
 ADDITIONAL INFORMATION received 26/01/2026
 ADDITIONAL INFORMATION received 26/01/2026
 ADDITIONAL INFORMATION - BALCONIES received 02/02/2026
 UPDATED SCHEDULE OF ACCOMMODATION received 04/02/2026
 TRANSPORT AND WASTE ADDENDUM DATED 03/02/26 received 04/02/2026
 ENERGY ADDENDUM DATED 03/02/26 received 04/02/2026
 PROPOSED SECTION AA_A 1274-ALA-AA-ZZ-DR-A-00300 REV P2 received 04/02/2026
 SECTION AA COMPARISON_A 1274-ALA-AA-ZZ-DR-A-00301 REV P1 received 04/02/2026
 Design and Access Statement dated February 2026 rev P2 received 11/02/2026

2. **Three Year Time Limit**

The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required by Section 91 of the Town and Country Planning Act (1990) as amended.

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

3. **Design Mock-Ups and Sample Presentation**

Prior to the commencement of any above grade works (excluding demolition and site clearance), samples of all external facing materials and full-scale (1:1) mock-ups of the facades to be used in the carrying out of this permission shall remain on site for inspection for the duration of the building's construction and be presented on site to the Local Planning Authority and approved in writing. The development shall not be

carried out otherwise than in accordance with any such approval given. The facades to be mocked up should be agreed with the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing, are suitable in context and consistent with the consented scheme in accordance with the National Planning Policy Framework (2024); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

4. **Measured Survey**

Prior to commencement of works on site the applicant shall submit a measured survey of the existing warehouse building to Level 3 (in accordance with the 'Understanding Historic Buildings - HE May 2016) as well as a Schedule of Condition of the walls, structural element including its foundations, columns, beams and floors, to the Local Planning Authority for approval in writing, prior to the commencement of works. All existing doors, windows, are to be retained, repaired and refurbished. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the locally listed building in accordance with the National Planning Policy Framework (2024); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Policy P21 (Conservation of the historic environment and natural heritage), Policy P20 (Conservation areas), Policy P26 (Local List) of the Southwark Plan (2022).

5. **Method Statement**

Prior to commencement of works on site the applicant shall submit to the Local Planning Authority for approval in writing a Method Statement and Schedule of Works describing how the historic warehouse will be incorporated into the development in respect of:

- i) Extent of Demolition
- ii) The details of repairs and reconstruction proposed
- ii) Support, protection and repair of any existing features
- iii) Excavation of foundations

The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the locally listed building in accordance with the National Planning Policy Framework (2024); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Policy P21 (Conservation of the historic

environment and natural heritage), Policy P20 (Conservation areas), Policy P26 (Local List) of the Southwark Plan (2022).

6. **CEMP**

No development shall take place, including any works of demolition, until a written CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP 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, and will include the following information:

- A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
- Site perimeter continuous automated noise, dust and vibration monitoring;
- Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.);
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- Site waste Management - Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations; and
- 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.

To follow current best construction practice, including the following:

- Southwark Council's Technical Guide for Demolition & Construction at <https://www.southwark.gov.uk/construction>;
- Section 61 of Control of Pollution Act 1974;
- The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition';
- The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites';

- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise';
- BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration';
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration;
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting; and
- Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards (<https://nrmm.london>).

All demolition and construction work shall be undertaken in strict accordance with the approved CEMP and other 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 pollution and nuisance, in accordance with the National Planning Policy Framework (2024); Policy P50 (Highway impacts), Policy P56 (Protection of amenity), Policy P62 (Reducing waste), Policy P64 (Contaminated land and hazardous substances), Policy P65 (Improving air quality) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

7. **CLP**

No demolition or construction works shall begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site has been submitted to and approved by the Local Planning Authority. The Construction Logistics Plan shall identify all efficiency and sustainability measures that will be taken during construction of this development. The development shall not be carried out otherwise than in accordance Construction Logistics Plan or any amendments thereto.

Reason:

To ensure that construction works do not have an adverse impact on the transport network and to minimise the impact of construction activities on local air quality, in accordance with the National Planning Policy Framework (2024); T1 (Strategic approach to transport), Policy T4 (Assessing and mitigating transport impacts), Policy T7 (Deliveries, servicing and construction), Policy SI 1 (Improving air quality) of the London Plan (2021); Policy P56 (Protection of amenity) of the Southwark Plan (2022).

Further information and guidance is available at:

https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf

8. **Archaeological Pre-commencement Foundation and Basement Design**

Before any work, hereby authorised, [excluding demolition to slab level, archaeological evaluation and site investigation works], begins, the applicant shall submit a detailed scheme showing the complete scope and arrangement of the basement and foundation design, and all associated subterranean groundworks, including the construction methods. The submitted documents should show how archaeological remains will be protected by a suitable mitigation strategy. The detailed scheme will need to be approved in writing by the Local Planning Authority and the development shall only be carried out in accordance with the approval given.

Reason:

In order that all below ground impacts of the proposed development are known and an appropriate protection and mitigation strategy is achieved to preserve archaeological remains by record and/or in situ in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

9. **Archaeological Mitigation**

Before any work hereby authorised begins, [excluding archaeological evaluation, demolition to slab level, and site investigation works] the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

10. **Archaeological Building Recording**

Before any work hereby authorised begins, including demolition, the applicant shall secure the implementation of a programme of archaeological building recording works [to Historic England level XX as detailed in 'Understanding Historic Buildings'] in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants record buildings of archaeological interest to ensure the preservation of archaeological remains by record in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

11. **Archaeological Evaluation**

Before any work hereby authorised begins, [excluding demolition to slab level and site investigation works] the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

12. **Site contamination**

a) If contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use together with any monitoring or maintenance requirements. The scheme shall also ensure that as a minimum, the site should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out and implemented as part of the development.

b) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed, together with any future monitoring or maintenance requirements shall be submitted to and approved in writing by the Local Planning Authority.

c) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing.

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 the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2024.

13. **Drainage Strategy**

No works (excluding demolition and site clearance) shall commence until full details of the proposed surface water drainage system incorporating Sustainable Drainage

Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, size and location of attenuation units and details of flow control measures. The strategy should achieve a reduction in surface water runoff rates during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance, as detailed in the Drainage Strategy, Rev 3 prepared by Engenuiti dated 21/01/2026. The applicant must demonstrate 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 SI 13 of the London Plan (2021).

14. **Piling**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason:

To ensure adequate protection of water utility infrastructure in accordance with Policy P67 (Reducing water use) of the Southwark Plan (2022). The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Please read the Thames Water guide 'working near our assets' to ensure your workings will be 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

Permission is subject to the following Grade Condition(s)

15. **Section Drawings**

Prior to the commencement of any above ground works (excluding demolition and archaeological investigation), the following details shall be submitted to the Local Planning Authority for its approval in writing: Section detail-drawings at a scale of at

least 1:5 or 1:10 through:

- (i) the facades;
- (ii) balconies
- (iii) parapets
- (iv) roof edges
- (v) junctions with the existing building
- (vi) heads, cills, jambs, reveals, and lintels of all openings,

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); Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

16. **The Existing Warehouse Windows**

Prior to commencement of above-grade works, a detailed Condition Survey of all the existing windows in the building carried out by a specialist restorer; together with a Method Statement for a scheme of restoration for the street-facing windows (Schedule of Works and Specification) detailing the repair and restoration of the existing or any relocated windows; shall be submitted to and approved by this Local Planning Authority in writing; the development shall not be carried out otherwise than in accordance with any such approval given. In the event any of the windows are found to be unsuitable for reasonable repair restoration and/or relocation, then evidence of this shall be submitted to the Local Planning Authority for agreement in writing that such windows may be replaced on a like-for-like basis.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the locally listed building in accordance with the NPPF (2024); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Policy P26 (Local List), Policy P21 (Conservation of the historic environment and natural heritage), Policy P20 (Conservation areas), of the Southwark Plan (2022).

17. **Secured by Design**

a) The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development, in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any above ground development and shall be implemented in accordance with the approved details prior to occupation.

b) Prior to first occupation of the development a satisfactory Secured by Design inspection must take place and the resulting Secured by Design certificate submitted to and approved in writing by the Local Planning Authority.

Reason:

In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act (1998) to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with the National Planning Policy Framework (2024); Policy D11 (Safety Security and Resilience to Emergency) of the London Plan (2021); and Policy P16 (Designing out Crime) of the Southwark Plan (2022).

18. **Nesting Bricks**

(i) Details of integral nesting bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than 2 Swift nesting bricks shall be provided and the details shall include the exact location, specification and design of the bricks.

(ii) Full details of the nesting features and mapped locations to meet the requirements of (i) shall be submitted to and approved in writing by the Local Planning Authority

(iii) Evidence shall be submitted in writing to the Local Planning Authority to show that the nesting features have been installed in full in accordance with part (ii)

(iiii) The nesting features 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 and maintained in perpetuity

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

19. **Vibration and Re-radiated Noise**

Following piling but prior to commencement of above-ground construction of the development hereby approved assessment of vibration and re-radiated noise shall be conducted which shall include measurement of vibration on in-situ piles. A report shall be submitted to the Local Planning Authority alongside a scheme of mitigation as necessary to ensure that residential occupants shall not be exposed to vibration in excess of 0.13 m/s VDV during the night-time period of 23.00 - 07.00hrs or re-radiated noise in excess of 35dB LASmax.

Reason:

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

20. **Protection from Vibration**

The development must be designed to ensure that habitable rooms in the residential element of the development are not exposed to vibration dose values in excess of 0.13 m/s during the night-time period of 23.00 - 07.00hrs. A written report shall be submitted to and approved by the Local Planning Authority detailing acoustic predictions and mitigation measures to ensure the above standard is met. Following completion of the development but prior to residential occupation, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the LPA for approval in writing and the approved scheme shall be permanently maintained thereafter.

Reason:

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources in accordance with the National Planning Policy Framework (2024); Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

21. **Residential Internal Noise Levels**

a) The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB $L_{Aeq T \dagger}$, 30 dB $L_{Aeq T^*}$, 45dB $L_{AFmax T}$
 Living and Dining rooms - 35dB $L_{Aeq T \dagger}$.

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

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

b) Prior to commencement of any above grade works a report shall be submitted in writing to and approved by the Local Planning Authority detailing acoustic predictions and mitigation measures to ensure the above standards are met.

c) Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the Local Planning Authority for approval in writing.

d) The approved scheme shall be implemented and permanently maintained thereafter.

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 in

accordance with the National Planning Policy Framework (2024); Policy P56 (Protection of amenity); and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

22. **Hard and Soft Landscaping**

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 shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion of the development. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained with proposed trees, hedging, perennial and other plants;
- 2) proposed parking, access, or pathway layouts, materials and edge details;
- 3) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
- 4) typical cross sections;
- 5) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 6) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- 7) types and dimensions of all boundary treatments.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed 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. Any trees, shrubs, grass or other planting 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.

Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting.

Works shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction; BS3998: (2010) Tree work - recommendations, BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 03:2022 (EN) - Tree Planting Standard.

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 SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P56 (Protection of Amenity), Policy P57 (Open Space), Policy P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

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

23. Delivery and Service Management Plan

Prior to first occupation of the development hereby permitted a Delivery and Service Management Plan detailing how all elements of the site are to be serviced shall be submitted to and approved by the Local Planning Authority. The servicing of the development shall be carried out in accordance with the approval given and the Service Management Plan shall remain extant for as long as the development is occupied.

Reason:

To ensure compliance with the National Planning Policy Framework (2024); Policy P49 (Public transport); Policy P50 (Highways impacts); Policy P51 (Walking) of the Southwark Plan (2022).

24. Cycle Storage

Before the first occupation of the development hereby approved, the cycle facilities (including cycle storage, showers, changing rooms and lockers where appropriate) as shown on the drawings hereby approved Proposed Ground Floor Plan - 1274-ALA-AA-00-DR-A-00100 REV P2 shall be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason:

To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework (2024); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

25. **Refuse Storage**

Before the first occupation of the development hereby approved, the refuse storage arrangements (individuals bin stores, routes to bin stores, bin collection locations, levels and gradients to and from the store, bulky waste storage) as shown on the drawings hereby approved shall be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason:

To accord with Southwark's requirements for Waste Management and refuse collection arrangements (Waste Management Strategy Extension 2022 - 2025).

26. **BREEAM**

a) The development hereby approved shall achieve a BREEAM rating of 'Excellent' or higher, and achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development) in the BREEAM Pre-Assessment hereby approved.

b) Before the first occupation of the building hereby permitted, the submission to BRE Post Construction Review documents (or other verification process agreed with the Local Planning Authority), and evidence of the submission to BRE, shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed 'Excellent' standard at as outlined within the submitted BREEAM pre-assessment have been met.

c) Once certification of the Post Construction Review has been completed by BRE, the certified Post Construction Review including the certificate shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed 'Excellent' standard at as outlined within the submitted BREEAM pre-assessment have been met.

Reason:

To ensure the proposal complies with the National Planning Policy Framework (2024); Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021); Policy SI 5 (Water Infrastructure) of the London Plan (2021) and Policy P69 (Sustainability standards) and Policy P70 (Energy) of the Southwark Plan (2022).

27. **Roof Terrace Screening**

Prior to first occupation details of the privacy screening for the terrace must be submitted in writing, in accordance with the details outlined in page 70 of the Design and Access Statement dated February 2026 rev p2. The screening shall be installed in full accordance with the details hereby approved prior to first occupation and maintained in perpetuity.

Reason:

To protect the privacy of neighbours in accordance with the National Planning Policy Framework (2024) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

28. Drainage Strategy Verification Report

No dwelling shall be occupied until a drainage verification report prepared by a suitably qualified engineer has been submitted to and approved in writing by the Local Planning Authority. The report shall provide evidence that the drainage system (incorporating SuDS) has been constructed according to the approved details and specifications as detailed in the Drainage Strategy, Rev 3 prepared by Engenuiti dated 21/01/2026 and shall include plans, photographs and national grid references of key components of the drainage network such as surface water attenuation structures, flow control devices and outfalls. The report shall also include details of the responsible management company.

Reason:

To ensure the surface water drainage complies with Southwark's Strategic Flood Risk Assessment and Policy SI 13 of the London Plan (2021).

29. Internal Ventilation

The use hereby permitted shall not commence until full particulars and details of a scheme for the internal ventilation of the development which shall include; appropriately located plant, inlets and outlets; filtration and treatment of incoming air to ensure it meets the national standards for external air quality; plant noise output levels; and a management and maintenance plan have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approval given.

Reason:

In order that the Local Planning Authority may be satisfied that the ventilation, ducting, filtration/treatment and ancillary equipment is incorporated as an integral part of the development in the interests of residential amenity in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P65 (Improving air quality), and the National Planning Policy Framework 2024.

Permission is subject to the following Compliance Condition(s)

30. Plant Noise

The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level ($L_{A90\ 15min}$) at the nearest noise sensitive premises. Furthermore, the plant Specific 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 in full accordance with the methodology of BS4142:2014 +A1:2019.

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); Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

31. Communal Outdoor Amenity

The communal outdoor amenity areas shall not be used, other than for maintenance, repair or means of escape, between the hours of 9pm – 9am.

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); Policy P56 (Protection of amenity) and P66 (Reducing noise and enhancing soundscapes) of the Southwark Plan (2022).

Permission is subject to the following Special Condition(s)

32. Archaeological Reporting

Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason:

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

33. Travel Plan (4 part)

a) Upon reaching 75% occupancy of the building, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan written in accordance with TfL best guidance at the time of submission, including a baseline travel survey and setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.

b) At the end of the first year of operation of the approved Travel Plan, a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

c) At the end of the third year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

d) At the end of the fifth year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order that the use of non-car-based travel is encouraged in accordance with the National Planning Policy Framework (2024); Policy T6 (Car parking) of the London Plan (2021); Policy P54 (Car parking) of the Southwark Plan (2022).

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. A Groundwater Risk Management Permit from Thames Water will be required for

discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

3. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

4. Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-andoptimisation/>). This website also provides more information about our Asset Protection team and the services they offer.

APPENDIX 1B**Scheme B 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.

Applicant	Rolfe Judd . Tanner Street PropCo Ltd	Reg. Number	25/AP/3057
Application Type Recommendation	Major application GRANT subject to Legal Agreement	Case Number	PP-14423712

Draft of Decision Notice**Grant subject to Legal Agreement for the following development:**

Partial demolition of existing building and construction of six storey building comprising purpose built shared living units (Use Class: Sui Generis), including internal and external amenity space, cycle parking, refuse storage, plant equipment, landscaping and other associated works (hereby referred to as Scheme B).

47-49 Tanner Street London Southwark SE1 3PL

In accordance with application received on 21 October 2025 and Applicant's Drawing Nos.:

SITE LOCATION PLAN 1274 - ALA - XX - 00 - DR A - 01001 REV P1 received 21/10/2025

Proposed Plans

DEMOLITION GROUND FLOOR PLAN 1274-ALA-XX-00-DR A-01150 REV P1 received 21/10/2025

DEMOLITION FIRST FLOOR PLAN 1274-ALA-XX-01-DR A-01151 REV P1 received 21/10/2025

DEMOLITION SECOND FLOOR PLAN 1274-ALA-XX-02-DR A-01152 REV P1 received 21/10/2025

DEMOLITION ELEVATIONS 1 1274-ALA-XX-ZZ-DR A-01250 REV P1 received 21/10/2025

DEMOLITION ELEVATIONS 2 1274-ALA-XX-ZZ-DR—A-01251 REV P1 received 21/10/2025

PROPOSED WEST ELEVATION_B 1274-ALA-BB-ZZ-DR A-00202 REV P1 received 21/10/2025

PROPOSED GROUND FLOOR PLAN_B 1274-ALA-BB-00-DR A-00100 REV P2 received 04/02/2026

PROPOSED FIRST FLOOR PLAN_B 1274-ALA-BB-01-DR A-00101 REV P2 received 04/02/2026

PROPOSED THIRD FLOOR PLAN_B 1274-ALA-BB-03-DR—A-00103 REV P2 received 04/02/2026

PROPOSED SECOND FLOOR PLAN_B 1274-ALA-BB-02-DR—A-00102 REV P2 received 04/02/2026

PROPOSED FOURTH FLOOR PLAN_B 1274-ALA-BB-04-DR A-00104 REV P2 received 04/02/2026

PROPOSED FIFTH FLOOR PLAN_B 1274-ALA-BB-05-DR—A-00105 REV P2 received

04/02/2026

PROPOSED MEZZANINE FLOOR PLAN_B 1274-ALA-BB-5M-DR A-00105M REV P2

received 04/02/2026

PROPOSED SOUTH ELEVATION_B 1274-ALA-BB-ZZ-DR—A-00200 REV P2 received

05/02/2026

PROPOSED EAST ELEVATION_B 1274-ALA-BB-ZZ-DR—A-00201 REV P2 received

05/02/2026

PROPOSED NORTH ELEVATION_B 1274-ALA-BB-ZZ-DR—A-00203 REV P3 received

11/02/2026

Other Documents

PROPOSED BAY STUDY 1274-ALA-XX-ZZ-DR A-00400 REV P1 received 21/10/2025

DEMOLITION ROOF PLAN 1274-ALA-XX-RF-DR A-01153 REV P1 received 21/10/2025

DEMOLITION SECTION AA 1274 - AL A - XX - Z Z D R A 01350 REV P1 received

21/10/2025

PROPOSED SITE PLAN_B 1274-ALA-BB-00-DR—A-00001 REV P2 received 04/02/2026

PROPOSED ROOF TERRACE FLOOR PLAN_B 1274-ALA-BB-RF-DR—A-00106 REV P2

received 04/02/2026

PROPOSED ROOF PLAN_B 1274-ALA-BB-RF-DR—A-00107 REV P2 received 05/02/2026

PROPOSED SECTION AA_B 1274-ALA-BB-ZZ-DR—A-00300 REV P2 received 05/02/2026

SECTION AA COMPARISON_B 1274-ALA-BB-ZZ-DR—A-00301 REV P1 received

05/02/2026

PLANNING STATEMENT received 21/10/2025

JOBS AND TRAINING SPECIFICATION received 21/10/2025

TRAVEL PLAN received 21/10/2025

DELIVERY AND SERVICING MANAGEMENT PLAN received 21/10/2025

OPERATIONAL WASTE MANAGEMENT PLAN received 21/10/2025

FIRE STATEMENT AND FIRE SAFETY received 21/10/2025

FINANCIAL VIABILITY ASSESSMENT DS2 received 21/10/2025

ECOLOGICAL IMPACT ASSESSMENT received 21/10/2025

FLOOD RISK ASSESSMENT received 21/10/2025

FINAL ANALYTICAL TEST REPORT received 21/10/2025

STRUCTURAL SURVEY received 21/10/2025

LAND CONTAMINATION ASSESSMENT received 21/10/2025

MANAGEMENT PLAN received 21/10/2025

ARCHAEOLOGICAL ASSESSMENT received 21/10/2025

ENAGAGEMENT SUMMARY received 21/10/2025

STATEMENT OF COMMUNITY INVOLVEMENT received 21/10/2025

EARLY ENGAGEMENT STRATEGY received 21/10/2025

DAYLIGHT OR SUNLIGHT ASSESSMENT (INTERNAL) received 21/10/2025

DAYLIGHT, SUNLIGHT AND OVERSHADOWING ASSESSMENT (SURROUNDING PROPERTIES) received 21/10/2025

EQUALITIES IMPACT ASSESSMENT received 21/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT PART 4 received 21/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT PART 1 received 21/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT PART 2 received 21/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT PART 3 received 21/10/2025

HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT PART 5 received 21/10/2025
 HERITAGE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT PART 6 received 21/10/2025
 LANDSCAPING DETAILS received 21/10/2025
 GLA CARBON EMISSIONS REPORTING SPREADSHEET received 21/10/2025
 OVERALL PROGRESS received 21/10/2025
 WHOLE LIFE CARBON ASSESSMENT received 21/10/2025
 ACOUSTIC AND VIBRATION IMPACT ASSESSMENT received 21/10/2025
 AIR QUALITY ASSESSMENT received 21/10/2025
 CIRCULAR ECONOMY STATEMENT received 21/10/2025
 ENERGY AND OVERHEATING ASSESSMENT received 21/10/2025
 GENERAL LIGHTING AND DISPLAY LIGHTING received 21/10/2025
 CIRCULAR ECONOMY PRE- REDEVELOPMENT AUDIT received 21/10/2025
 CIRCULAR ECONOMY PRE-DEMOLITION AUDIT received 21/10/2025
 SUSTAINABILITY STATEMENT received 21/10/2025
 UTILITIES ASSESSMENT AND STATEMENT received 21/10/2025
 VU.CITY MODEL OPTIMISATION received 21/10/2025
 TRANSPORT ASSESSMENT received 21/10/2025
 ARCHAEOLOGICAL ASSESSMENT received 21/10/2025
 ARCHAEOLOGICAL ASSESSMENT received 21/10/2025
 RESPONSE TO HSE JAN 2026 received 22/01/2026
 DRAINAGE STRATEGY REV 3 02339-ENG-XX-XX-RP-C-0003 received 22/01/2026
 RESPONSE TO ENERGY COMMENTS DHN ALLOWANCE - 260120 received 26/01/2026
 RESPONSE TO ENERGY COMMENTS received 26/01/2026
 Other received 16/12/2025
 ADDITIONAL INFORMATION received 26/01/2026
 ADDITIONAL INFORMATION received 26/01/2026
 ADDITIONAL INFORMATION - BALCONIES received 02/02/2026
 UPDATED SCHEDULE OF ACCOMMODATION received 04/02/2026
 TRANSPORT AND WASTE ADDENDUM DATED 03/02/26 received 04/02/2026
 ENERGY ADDENDUM DATED 03/02/26 received 04/02/2026
 Design and Access Statement dated February 2026 rev P2 received 11/02/2026

Time limit for implementing this permission and the approved plans

2. Three Year Time Limit

The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason:

As required by Section 91 of the Town and Country Planning Act (1990) as amended.

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

3. Design Mock-Ups and Sample Presentation

Prior to the commencement of any above grade works (excluding demolition and site clearance), samples of all external facing materials and full-scale (1:1) mock-ups of the facades to be used in the carrying out of this permission shall remain on site for inspection for the duration of the building's construction and be presented on site to the Local Planning Authority and approved in writing. The development shall not be carried out otherwise than in accordance with any such approval given. The facades to be mocked up should be agreed with the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing, are suitable in context and consistent with the consented scheme in accordance with the National Planning Policy Framework (2024); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

4. **Measured Survey**

Prior to commencement of works on site the applicant shall submit a measured survey of the existing warehouse building to Level 3 (in accordance with the 'Understanding Historic Buildings - HE May 2016) as well as a Schedule of Condition of the walls, structural element including its foundations, columns, beams and floors, to the Local Planning Authority for approval in writing, prior to the commencement of works. All existing doors, windows, are to be retained, repaired and refurbished. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the locally listed building in accordance with the National Planning Policy Framework (2024); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Policy P21 (Conservation of the historic environment and natural heritage), Policy P20 (Conservation areas), Policy P26 (Local List) of the Southwark Plan (2022).

5. **Method Statement**

Prior to commencement of works on site the applicant shall submit to the Local Planning Authority for approval in writing a Method Statement and Schedule of Works describing how the historic warehouse will be incorporated into the development in respect of:

- i) Extent of Demolition
- ii) The details of repairs and reconstruction proposed
- ii) Support, protection and repair of any existing features
- iii) Excavation of foundations

The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the locally listed building in accordance with the National Planning Policy Framework (2024); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Policy P21 (Conservation of the historic environment and natural heritage), Policy P20 (Conservation areas), Policy P26 (Local List) of the Southwark Plan (2022).

6. CEMP

No development shall take place, including any works of demolition, until a written CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP 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, and will include the following information:

- A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
- Site perimeter continuous automated noise, dust and vibration monitoring;
- Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.);
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- Site waste Management - Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations; and
- 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.

To follow current best construction practice, including the following:

- Southwark Council's Technical Guide for Demolition & Construction at <https://www.southwark.gov.uk/construction>;
- Section 61 of Control of Pollution Act 1974;
- The London Mayors Supplementary Planning Guidance 'The Control of Dust and

Emissions During Construction and Demolition';

- The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites';
- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise';
- BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration';
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration;
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting; and
- Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards (<https://nrmm.london>).

All demolition and construction work shall be undertaken in strict accordance with the approved CEMP and other 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 pollution and nuisance, in accordance with the National Planning Policy Framework (2024); Policy P50 (Highway impacts), Policy P56 (Protection of amenity), Policy P62 (Reducing waste), Policy P64 (Contaminated land and hazardous substances), Policy P65 (Improving air quality) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

7. **CLP**

No demolition or construction works shall begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site has been submitted to and approved by the Local Planning Authority. The Construction Logistics Plan shall identify all efficiency and sustainability measures that will be taken during construction of this development. The development shall not be carried out otherwise than in accordance Construction Logistics Plan or any amendments thereto.

Reason:

To ensure that construction works do not have an adverse impact on the transport network and to minimise the impact of construction activities on local air quality, in accordance with the National Planning Policy Framework (2024); T1 (Strategic approach to transport), Policy T4 (Assessing and mitigating transport impacts), Policy T7 (Deliveries, servicing and construction), Policy SI 1 (Improving air quality) of the London Plan (2021); Policy P56 (Protection of amenity) of the Southwark Plan

(2022).

Further information and guidance is available at:

https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf

8. **Archaeological Pre-commencement Foundation and Basement Design**

Before any work, hereby authorised, [excluding demolition to slab level, archaeological evaluation and site investigation works], begins, the applicant shall submit a detailed scheme showing the complete scope and arrangement of the basement and foundation design, and all associated subterranean groundworks, including the construction methods. The submitted documents should show how archaeological remains will be protected by a suitable mitigation strategy. The detailed scheme will need to be approved in writing by the Local Planning Authority and the development shall only be carried out in accordance with the approval given.

Reason:

In order that all below ground impacts of the proposed development are known and an appropriate protection and mitigation strategy is achieved to preserve archaeological remains by record and/or in situ in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

9. **Archaeological Mitigation**

Before any work hereby authorised begins, [excluding archaeological evaluation, demolition to slab level, and site investigation works] the applicant shall secure the implementation of a programme of archaeological mitigation works in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

10. **Archaeological Building Recording**

Before any work hereby authorised begins, including demolition, the applicant shall secure the implementation of a programme of archaeological building recording works [to Historic England level XX as detailed in 'Understanding Historic Buildings'] in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants record buildings of archaeological interest to ensure the preservation of archaeological remains by record in accordance with Policy P23

11. Archaeological Evaluation

Before any work hereby authorised begins, [excluding demolition to slab level and site investigation works] the applicant shall secure the implementation of a programme of archaeological evaluation works in accordance with a written scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

12. Site contamination

a) If contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use together with any monitoring or maintenance requirements. The scheme shall also ensure that as a minimum, the site should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out and implemented as part of the development.

b) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed, together with any future monitoring or maintenance requirements shall be submitted to and approved in writing by the Local Planning Authority.

c) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing.

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 the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2024.

13. **Drainage Strategy**

No works (excluding demolition and site clearance) shall commence until full details of the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS) have been submitted to and approved in writing by the Local Planning Authority, including detailed design, size and location of attenuation units and details of flow control measures. The strategy should achieve a reduction in surface water runoff rates during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance, as detailed in the Drainage Strategy, Rev 3 prepared by Engenuiti dated 21/01/2026. The applicant must demonstrate 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 SI 13 of the London Plan (2021).

14. **Piling**

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) and piling layout plan including all Thames Water clean water assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan.

Reason:

To ensure adequate protection of water utility infrastructure in accordance with Policy P67 (Reducing water use) of the Southwark Plan (2022). The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

Please read the Thames Water guide 'working near our assets' to ensure your workings will be 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

Permission is subject to the following Grade Condition(s)

15. Section Drawings

Prior to the commencement of any above ground works (excluding demolition and archaeological investigation), the following details shall be submitted to the Local Planning Authority for its approval in writing: Section detail-drawings at a scale of at least 1:5 or 1:10 through:

- (i) the facades;
- (ii) balconies
- (iii) parapets
- (iv) roof edges
- (v) junctions with the existing building
- (vi) heads, cills, jambs, reveals, and lintels of all openings,

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); Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

16. The Existing Warehouse Windows

Prior to commencement of above-grade works, a detailed Condition Survey of all the existing windows in the building carried out by a specialist restorer; together with a Method Statement for a scheme of restoration for the street-facing windows (Schedule of Works and Specification) detailing the repair and restoration of the existing or any relocated windows; shall be submitted to and approved by this Local Planning Authority in writing; the development shall not be carried out otherwise than in accordance with any such approval given. In the event any of the windows are found to be unsuitable for reasonable repair restoration and/or relocation, then evidence of this shall be submitted to the Local Planning Authority for agreement in writing that such windows may be replaced on a like-for-like basis.

Reason:

In order to ensure that the design and details are in the interest of the special architectural or historic qualities of the locally listed building in accordance with the NPPF (2024); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); Policy P26 (Local List), Policy P21 (Conservation of the historic environment and natural heritage), Policy P20 (Conservation areas), of the Southwark Plan (2022).

17. Secured by Design

a) The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the

development, in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any above ground development and shall be implemented in accordance with the approved details prior to occupation.

b) Prior to first occupation of the development a satisfactory Secured by Design inspection must take place and the resulting Secured by Design certificate submitted to and approved in writing by the Local Planning Authority.

Reason:

In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act (1998) to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with the National Planning Policy Framework (2024); Policy D11 (Safety Security and Resilience to Emergency) of the London Plan (2021); and Policy P16 (Designing out Crime) of the Southwark Plan (2022).

18. **Nesting Bricks**

(i) Details of integral nesting bricks shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than 2 Swift nesting bricks shall be provided and the details shall include the exact location, specification and design of the bricks.

(ii) Full details of the nesting features and mapped locations to meet the requirements of (i) shall be submitted to and approved in writing by the Local Planning Authority

(iii) Evidence shall be submitted in writing to the Local Planning Authority to show that the nesting features have been installed in full in accordance with part (ii)

(iiii) The nesting features 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 and maintained in perpetuity

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

19. **Vibration and Re-radiated Noise**

Following piling but prior to commencement of above-ground construction of the development hereby approved assessment of vibration and re-radiated noise shall be

conducted which shall include measurement of vibration on in-situ piles. A report shall be submitted to the Local Planning Authority alongside a scheme of mitigation as necessary to ensure that residential occupants shall not be exposed to vibration in excess of 0.13 m/s VDV during the night-time period of 23.00 - 07.00hrs or re-radiated noise in excess of 35dB LASmax.

Reason:

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

20. **Protection from Vibration**

The development must be designed to ensure that habitable rooms in the residential element of the development are not exposed to vibration dose values in excess of 0.13 m/s during the night-time period of 23.00 - 07.00hrs. A written report shall be submitted to and approved by the Local Planning Authority detailing acoustic predictions and mitigation measures to ensure the above standard is met. Following completion of the development but prior to residential occupation, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the LPA for approval in writing and the approved scheme shall be permanently maintained thereafter.

Reason:

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of excess vibration from transportation sources in accordance with the National Planning Policy Framework (2024); Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

21. **Residential Internal Noise Levels**

a) The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB $L_{Aeq T \dagger}$, 30 dB $L_{Aeq T^*}$, 45dB $L_{AFmax T}$

Living and Dining rooms - 35dB $L_{Aeq T \dagger}$.

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

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

b) Prior to commencement of any above grade works a report shall be submitted in writing to and approved by the Local Planning Authority detailing acoustic predictions and mitigation measures to ensure the above standards are met.

c) Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the Local Planning Authority for approval in writing.

d) The approved scheme shall be implemented and permanently maintained thereafter.

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 in accordance with the National Planning Policy Framework (2024); Policy P56 (Protection of amenity); and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

22. **Hard and Soft Landscaping**

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 shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion of the development. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained with proposed trees, hedging, perennial and other plants;
- 2) proposed parking, access, or pathway layouts, materials and edge details;
- 3) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs);
- 4) typical cross sections;
- 5) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 6) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- 7) types and dimensions of all boundary treatments.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed 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. Any trees, shrubs, grass or other planting 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.

Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting.

Works shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction; BS3998: (2010) Tree work - recommendations, BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 03:2022 (EN) - Tree Planting Standard.

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 SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P56 (Protection of Amenity), Policy P57 (Open Space), Policy P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

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

23. Delivery and Service Management Plan

Prior to first occupation of the development hereby permitted a Delivery and Service Management Plan detailing how all elements of the site are to be serviced shall be submitted to and approved by the Local Planning Authority. The servicing of the development shall be carried out in accordance with the approval given and the Service Management Plan shall remain extant for as long as the development is occupied.

Reason:

To ensure compliance with the National Planning Policy Framework (2024); Policy P49 (Public transport); Policy P50 (Highways impacts); Policy P51 (Walking) of the Southwark Plan (2022).

24. Cycle Storage

Before the first occupation of the development hereby approved, the cycle facilities (including cycle storage, showers, changing rooms and lockers where appropriate) as shown on the drawings hereby approved Proposed Ground Floor Plan_B - 1274-ALA-BB-00-DR A-00100 REV P2; shall be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason:

To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private

car in accordance with the National Planning Policy Framework (2024); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

25. Refuse Storage

Before the first occupation of the development hereby approved, the refuse storage arrangements (individuals bin stores, routes to bin stores, bin collection locations, levels and gradients to and from the store, bulky waste storage) as shown on the drawings hereby approved shall be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason:

To accord with Southwark's requirements for Waste Management and refuse collection arrangements (Waste Management Strategy Extension 2022 - 2025).

26. BREEAM

a) The development hereby approved shall achieve a BREEAM rating of 'Excellent' or higher, and achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development) in the BREEAM Pre-Assessment hereby approved.

b) Before the first occupation of the building hereby permitted, the submission to BRE Post Construction Review documents (or other verification process agreed with the Local Planning Authority), and evidence of the submission to BRE, shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed 'Excellent' standard at as outlined within the submitted BREEAM pre-assessment have been met.

c) Once certification of the Post Construction Review has been completed by BRE, the certified Post Construction Review including the certificate shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed 'Excellent' standard at as outlined within the submitted BREEAM pre-assessment have been met.

Reason:

To ensure the proposal complies with the National Planning Policy Framework (2024); Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021); Policy SI 5 (Water Infrastructure) of the London Plan (2021) and Policy P69 (Sustainability standards) and Policy P70 (Energy) of the Southwark Plan (2022).

27. Roof Terrace Screening

Prior to first occupation details of the privacy screening for the terrace must be submitted in writing, in accordance with the details outlined in page 70 of the Design and Access Statement dated February 2026 rev P2. The screening shall be installed in full accordance with the details hereby approved prior to first occupation and

maintained in perpetuity.

Reason:

To protect the privacy of neighbours in accordance with the National Planning Policy Framework (2024) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

28. Drainage Strategy Verification Report

No dwelling shall be occupied until a drainage verification report prepared by a suitably qualified engineer has been submitted to and approved in writing by the Local Planning Authority. The report shall provide evidence that the drainage system (incorporating SuDS) has been constructed according to the approved details and specifications as detailed in the Drainage Strategy, Rev 3 prepared by Engenuiti dated 21/01/2026 and shall include plans, photographs and national grid references of key components of the drainage network such as surface water attenuation structures, flow control devices and outfalls. The report shall also include details of the responsible management company.

Reason:

To ensure the surface water drainage complies with Southwark's Strategic Flood Risk Assessment and Policy SI 13 of the London Plan (2021).

29. Internal Ventilation

The use hereby permitted shall not commence until full particulars and details of a scheme for the internal ventilation of the development which shall include; appropriately located plant, inlets and outlets; filtration and treatment of incoming air to ensure it meets the national standards for external air quality; plant noise output levels; and a management and maintenance plan have been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approval given.

Reason:

In order that the Local Planning Authority may be satisfied that the ventilation, ducting, filtration/treatment and ancillary equipment is incorporated as an integral part of the development in the interests of residential amenity in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P65 (Improving air quality), and the National Planning Policy Framework 2024.

Permission is subject to the following Compliance Condition(s)

30. Plant Noise

The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level ($L_{A90\ 15min}$) at the nearest noise sensitive premises. Furthermore, the plant Specific 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 in full accordance with the methodology of BS4142:2014 +A1:2019.

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); Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

31. Communal Outdoor Amenity

The communal outdoor amenity areas shall not be used, other than for maintenance, repair or means of escape, between the hours of 9pm – 9am.

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); Policy P56 (Protection of amenity) and P66 (Reducing noise and enhancing soundscapes) of the Southwark Plan (2022).

Permission is subject to the following Special Condition(s)

32. Archaeological Reporting

Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

Reason:

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

33. Travel Plan (4 part)

a) Upon reaching 75% occupancy of the building, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan written in accordance with TfL best guidance at the time of submission, including a baseline travel survey and setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the

building, including staff and visitors.

b) At the end of the first year of operation of the approved Travel Plan, a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

c) At the end of the third year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

d) At the end of the fifth year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order that the use of non-car-based travel is encouraged in accordance with the National Planning Policy Framework (2024); Policy T6 (Car parking) of the London Plan (2021); Policy P54 (Car parking) of the Southwark Plan (2022).

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. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

3. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

4. Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-andoptimisation/>). This website also provides more information about our Asset Protection team and the services they offer.

Planning Policies

National Planning Policy Framework (the Framework) 2024

The revised National Planning Policy Framework ('NPPF') was published on 12 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 231 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.

The relevant chapters from the Framework are:

- Chapter 2 Achieving sustainable development
- Chapter 5 Delivering a sufficient supply of homes
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed and beautiful 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

- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D6 Housing quality and standards
- Policy D7 Accessible housing
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise
- Policy H1 Increasing housing supply
- Policy H2 Small sites
- Policy H10 Housing size mix
- Policy E9 Retail, markets and hot food takeaways
- Policy G5 Urban greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- 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 T6.1 Residential parking
- Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

Southwark Plan 2022

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:

- P1 Social rented and intermediate housing
- P3 Protection of existing homes
- P8 Wheelchair accessible and adaptable housing
- P13 Design of places
- P14 Design quality
- P15 Residential design
- P16 Designing out crime
- P18 Efficient use of land
- P21 Conservation of the historic environment and natural heritage
- P36 Development outside town centres
- P37 Protected shopping frontages
- P48 Hot food takeaways
- P50 Highways impacts
- P51 Walking
- P52 Low Line routes
- P53 Cycling
- P54 Car Parking
- P56 Protection of amenity
- P59 Green infrastructure
- P60 Biodiversity
- P61 Trees
- P65 Improving air quality
- P66 Reducing noise pollution and enhancing soundscapes
- P68 Reducing flood risk
- P70 Energy

Area based AAP's or SPD's

Of relevance in the consideration of this application are:

- Design and Access Statements SPD (2007)
- Affordable Housing SPD (2025)
- Section 160 and Community Infrastructure Levy SPD (2025)
- Climate and Environment SPD (2024)

APPENDIX 3

Relevant planning history

18/AP/0896	Redevelopment of the site involving the provision of a 7-storey building, with basement, incorporating the retention of the existing 3-storey warehouse, for B1(a) Office Use. Together with associated landscaping, cycle parking and the demolition of an existing detached ancillary store building.	GRANTED with legal agreement - 28/02/2019 <i>The Design and Conservation Team supported the scheme, stating that it would have a positive impact on the character and appearance of the CA.</i>
21/AP/2841	Details of Condition 3 Method statement for planning application 18/AP/0896 dated 28/2/2019 for redevelopment of the site involving the provision of a 7-storey building, with basement, incorporating the retention of the existing 3-storey warehouse, for B1(a) Office Use. Together with associated landscaping, cycle parking and the demolition of an existing detached ancillary store building.	AOD – GRANTED - 14/10/2021 <i>The Design and Conservation team supported the application, as it retained the locally listed building, as well as its warehouse characteristics.</i> <i>**The D&C team noted that most masonry walls of the warehouse were retained. The internal structure was, however, to be dismantled so that the floor structure from the new build element can extend into the old building and accommodate the floor loadings expected of modern office buildings. Although not spelt -out in the parent planning permission drawings this was implicit in the proposals. Given that the building is not listed, this was judged as acceptable. It was also noted that the existing internal cast iron columns were to be salvaged and reused as decorative elements, as were the floorboards. This, together with exposed internal brickwork retained some of the building's character. Detailed method statements included with regard to supporting existing walls during construction, and</i>

		<p><i>also of piling techniques that were to minimise vibration and hence the risk of damage.</i></p> <p><i>Repairs to the external façade, including downpipes, brickwork, and windows, were detailed in outline. They were adequate, given the general robustness of the building, and would ensure a comprehensive repair. **</i></p>
21/AP/2860	<p>Details of Condition 4 Measured Survey for planning application 18AP0896 dated 28/2/2019 for redevelopment of the site involving the provision of a 7-storey building, with basement, incorporating the retention of the existing 3-storey warehouse, for B1(a) Office Use. Together with associated landscaping, cycle parking and the demolition of an existing detached ancillary store building.</p>	<p>4AOD – GRANTED 25/11/2021</p> <p><i>The Design and Conservation team supported the application as the submitted documents were sufficient to satisfy a Level 3 measured survey.</i></p>
22/AP/0306	<p>Certificate of existing lawful development to confirm that works carried out on site constitute a material operation for the implementation of planning permission 18/AP/0896.</p>	<p>Certificate of Lawfulness Existing – GRANTED – 24/03/2022</p>

APPENDIX 4**Consultation undertaken****Site notice date:** 30/10/2025**Press notice date:** 06/11/2025**Case officer site visit date:** 30/10/2025**Neighbour consultation letters sent:** 29/10/2025**Internal services consulted**

LBS Community Infrastructure Team
 LBS Building Control Division
 LBS Planning Policy [Formal Consultation] - General
 Flood Risk Management & Urban Drainage Team
 LBS Transport Policy Team
 LBS Archaeologist
 LBS Design And Conservation Team [Formal Consultation]
 LBS Local Economy
 LBS Ecology Officer
 LBS Highways Development & Management
 Flood Risk Management & Urban Drainage Team
 LBS Urban Forester
 LBS Waste Management Team
 LBS Community Infrastructure Team
 LBS Network Developments Construction Management Plans
 LBS Environmental Protection Team
 LBS Ecology Officer
 LBS Transport Policy Team
 LBS Planning Policy [Formal Consultation] - General

Statutory and non-statutory organisations

HSE Fire Risk Assessments
 Network Rail
 Historic England - Heritage
 London Fire & Emergency Planning Authority
 Metropolitan Police Service (Designing Out Crime)
 Transport For London
 Thames Water
 Environment Agency
 HSE Fire Risk Assessments
 Transport For London

Neighbour and local groups consulted:

Flat 43 Arc House 82 Tanner Street
 Flat 44 Arc House 82 Tanner Street
 Flat 45 Arc House 82 Tanner Street
 Flat 46 Arc House 82 Tanner Street
 Flat 47 Arc House 82 Tanner Street
 Flat 48 Arc House 82 Tanner Street
 Flat 49 Arc House 82 Tanner Street
 Flat 50 Arc House 82 Tanner Street
 Flat 51 Arc House 82 Tanner Street
 Flat 52 Arc House 82 Tanner Street
 Flat 53 Arc House 82 Tanner Street
 Flat 54 Arc House 82 Tanner Street
 Flat 55 Arc House 82 Tanner Street
 Flat 56 Arc House 82 Tanner Street
 Flat 57 Arc House 82 Tanner Street
 Flat 58 Arc House 82 Tanner Street
 Flat 59 Arc House 82 Tanner Street
 Flat 60 Arc House 82 Tanner Street
 Flat 61 Arc House 82 Tanner Street
 Flat 62 Arc House 82 Tanner Street
 Flat 63 Arc House 82 Tanner Street
 Flat 64 Arc House 82 Tanner Street
 Flat 65 Arc House 82 Tanner Street
 Flat 66 Arc House 82 Tanner Street
 Flat 67 Arc House 82 Tanner Street
 Flat 68 Arc House 82 Tanner Street
 Flat 69 Arc House 82 Tanner Street
 Flat 70 Arc House 82 Tanner Street
 Flat 71 Arc House 82 Tanner Street
 Flat 72 Arc House 82 Tanner Street
 Flat 73 Arc House 82 Tanner Street
 Flat 74 Arc House 82 Tanner Street
 Flat 75 Arc House 82 Tanner Street
 Flat 76 Arc House 82 Tanner Street
 Flat 77 Arc House 82 Tanner Street
 Flat 78 Arc House 82 Tanner Street
 Flat 1 Arc House 62 Riley Road
 Flat 2 Arc House 62 Riley Road
 Flat 3 Arc House 62 Riley Road
 Flat 4 Arc House 62 Riley Road
 Flat 5 Arc House 62 Riley Road
 Flat 6 Arc House 62 Riley Road
 Flat 7 Arc House 62 Riley Road
 Flat 8 Arc House 62 Riley Road
 Flat 9 Arc House 62 Riley Road
 Flat 10 Arc House 62 Riley Road
 Flat 11 Arc House 62 Riley Road
 Flat 12 Arc House 62 Riley Road
 Flat 13 Arc House 62 Riley Road
 Flat 14 Arc House 62 Riley Road
 Flat 15 Arc House 62 Riley Road
 First Floor 43 Tanner Street London

Ground Floor 43 Tanner Street London
 63 Tanner Street London Southwark
 Ground Floor 1 Fellmongers Path Tower
 Bridge Road
 167A Tower Bridge Road London Southwark
 First Floor Flat 174 Tower Bridge Road
 London
 Flat 8 166 Tower Bridge Road London
 Flat 11 Park West Apartments 40 Tanner
 Street
 166A Tower Bridge Road London Southwark
 166B Tower Bridge Road London Southwark
 Flat 10 166 Tower Bridge Road London
 Flat 11 166 Tower Bridge Road London
 Flat 12 166 Tower Bridge Road London
 Flat 13 166 Tower Bridge Road London
 Flat 3 166 Tower Bridge Road London
 Flat 4 166 Tower Bridge Road London
 Flat 7 166 Tower Bridge Road London
 Flat 9 166 Tower Bridge Road London
 Maltings Place 169 Tower Bridge Road
 London
 Flat 15 166 Tower Bridge Road London
 Flat 5 166 Tower Bridge Road London
 1 Bevington Path London Southwark
 Flat 14 166 Tower Bridge Road London
 Flat 12 55 Tanner Street London
 Flat 10 55 Tanner Street London
 Flat 1 55 Tanner Street London
 Flat 2 55 Tanner Street London
 Flat 3 55 Tanner Street London
 Flat 4 55 Tanner Street London
 Flat 5 55 Tanner Street London
 Flat 6 55 Tanner Street London
 Flat 7 55 Tanner Street London
 Flat 8 55 Tanner Street London
 Flat 9 55 Tanner Street London
 Flat 11 55 Tanner Street London
 Flat 13 55 Tanner Street London
 Flat 14 55 Tanner Street London
 Flat 1 61 Tanner Street London
 Flat 2 61 Tanner Street London
 Flat 3 61 Tanner Street London
 Flat 4 61 Tanner Street London
 Flat 5 61 Tanner Street London
 Flat 6 61 Tanner Street London
 Flat 7 61 Tanner Street London
 Flat 8 61 Tanner Street London
 Flat 9 61 Tanner Street London
 Flat 10 61 Tanner Street London
 Flat 16 Arc House 62 Riley Road
 Flat 17 Arc House 62 Riley Road

London
 42 Druid Street London Southwark
 Fourth Floor Tower Gate House 163 Tower
 Bridge Road
 Second Floor 43 Tanner Street London
 Third Floor 43 Tanner Street London
 Fourth Floor 43 Tanner Street London
 Part First Floor 1 Fellmongers Path Tower
 Bridge Road
 Part First And Second Floor 1 Fellmongers
 Path Tower Bridge Road
 Mezzanine Second Floor Fellmongers Path
 Tower Bridge Road
 5 Pope Street London Southwark
 6 Pope Street London Southwark
 7 Pope Street London Southwark
 8 Pope Street London Southwark
 9 Pope Street London Southwark
 10 Pope Street London Southwark
 1 Maltings Place 169 Tower Bridge Road
 London
 52 Druid Street London Southwark
 44 Druid Street London Southwark
 54 Druid Street London Southwark
 50 Druid Street London Southwark
 56 Druid Street London Southwark
 58 Druid Street London Southwark
 60 Druid Street London Southwark
 Flat 2 2 Archie Street London
 Flat 3 2 Archie Street London
 Flat 4 2 Archie Street London
 Flat 5 2 Archie Street London
 Flat 6 2 Archie Street London
 Flat 7 2 Archie Street London
 Flat 8 2 Archie Street London
 Flat 9 2 Archie Street London
 Flat 10 2 Archie Street London
 Flat 11 2 Archie Street London
 Flat 12 2 Archie Street London
 Flat 13 2 Archie Street London
 Flat 14 2 Archie Street London
 Flat 2 4 Archie Street London
 Flat 3 4 Archie Street London
 Flat 4 4 Archie Street London
 Flat 5 4 Archie Street London
 Flat 6 4 Archie Street London
 Flat 7 4 Archie Street London
 Flat 8 4 Archie Street London
 Flat 9 4 Archie Street London
 Flat 10 4 Archie Street London
 Osteopathy House 176 Tower Bridge Road
 London
 53 Tanner Street London Southwark
 100 Purbrook Estate Tower Bridge Road
 London
 101 Purbrook Estate Tower Bridge Road
 London
 102 Purbrook Estate Tower Bridge Road
 London
 103 Purbrook Estate Tower Bridge Road
 London
 104 Purbrook Estate Tower Bridge Road
 London
 105 Purbrook Estate Tower Bridge Road
 London
 106 Purbrook Estate Tower Bridge Road
 London
 81 Purbrook Estate Tower Bridge Road
 London
 82 Purbrook Estate Tower Bridge Road
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 83 Purbrook Estate Tower Bridge Road
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 84 Purbrook Estate Tower Bridge Road
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 85 Purbrook Estate Tower Bridge Road
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 86 Purbrook Estate Tower Bridge Road
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 87 Purbrook Estate Tower Bridge Road
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 88 Purbrook Estate Tower Bridge Road
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 89 Purbrook Estate Tower Bridge Road
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 90 Purbrook Estate Tower Bridge Road
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 91 Purbrook Estate Tower Bridge Road
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 92 Purbrook Estate Tower Bridge Road
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 93 Purbrook Estate Tower Bridge Road
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 94 Purbrook Estate Tower Bridge Road
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 95 Purbrook Estate Tower Bridge Road
 London
 96 Purbrook Estate Tower Bridge Road
 London
 97 Purbrook Estate Tower Bridge Road
 London
 98 Purbrook Estate Tower Bridge Road
 London
 99 Purbrook Estate Tower Bridge Road

London

12 Pope Street London Southwark
 Flat 1 170 - 172 Tower Bridge Road London
 Flat 2 170 - 172 Tower Bridge Road London
 Flat 3 170 - 172 Tower Bridge Road London
 Unit 1 37 Tanner Street London
 Flat 2 37 Tanner Street London
 Flat 3 37 Tanner Street London
 Flat 4 37 Tanner Street London
 Flat 5 37 Tanner Street London
 Flat 6 37 Tanner Street London
 Flat 7 37 Tanner Street London
 Flat 8 37 Tanner Street London
 Flat 9 37 Tanner Street London
 Unit 10 37 Tanner Street London
 Flat 11 37 Tanner Street London
 Unit 12 37 Tanner Street London
 Flat 13 37 Tanner Street London
 Flat 14 37 Tanner Street London
 Flat 15 37 Tanner Street London
 Flat 16 37 Tanner Street London
 Flat 17 37 Tanner Street London
 Flat 18 37 Tanner Street London
 Flat 19 37 Tanner Street London
 Flat 20 37 Tanner Street London
 Tower Gate House 163 Tower Bridge Road

London

60 Tanner Street London Southwark
 62 Tanner Street London Southwark
 64 Tanner Street London Southwark
 66 Tanner Street London Southwark
 Flat 11 61 Tanner Street London
 Flat 12 61 Tanner Street London
 Flat 13 61 Tanner Street London
 Flat 14 61 Tanner Street London
 11 Maltings Place London Southwark
 12 Maltings Place London Southwark
 43B Maltings Place London Southwark
 31B Maltings Place London Southwark
 37B Maltings Place London Southwark
 26 Maltings Place London Southwark
 42 Maltings Place London Southwark
 49 Maltings Place London Southwark
 47A Maltings Place London Southwark
 43A Maltings Place London Southwark
 22 Maltings Place London Southwark
 37C Maltings Place London Southwark
 48A Maltings Place London Southwark
 37A Maltings Place London Southwark
 8 Maltings Place London Southwark
 15 Maltings Place London Southwark
 32 Maltings Place London Southwark

41 Maltings Place London Southwark
 33 Maltings Place London Southwark
 38A Maltings Place London Southwark
 20A Maltings Place London Southwark
 28B Maltings Place London Southwark
 29A Maltings Place London Southwark
 14 Maltings Place London Southwark
 37 Maltings Place London Southwark
 40A Maltings Place London Southwark
 113 Maltings Place London Southwark
 114 Maltings Place London Southwark
 34 Maltings Place London Southwark
 48 Maltings Place London Southwark
 50 Maltings Place London Southwark
 40C Maltings Place London Southwark
 42C Maltings Place London Southwark
 111 Maltings Place London Southwark
 5 Maltings Place London Southwark
 3B Maltings Place London Southwark
 4 Maltings Place London Southwark
 68 Tanner Street London Southwark
 159 Tower Bridge Road London Southwark
 Flat 1 2 Archie Street London
 3 Archie Street London Southwark
 Flat 1 4 Archie Street London
 5 Archie Street London Southwark
 Flat 1 51 Tanner Street London
 Flat 2 51 Tanner Street London
 Flat 3 51 Tanner Street London
 Flat 4 51 Tanner Street London
 Flat 5 51 Tanner Street London
 Flat 6 51 Tanner Street London
 Flat 7 51 Tanner Street London
 Flat 8 51 Tanner Street London
 Flat 9 51 Tanner Street London
 Flat 10 51 Tanner Street London
 Flat 1 Terracotta Court 167 Tower Bridge Road
 Flat 2 Terracotta Court 167 Tower Bridge Road
 Flat 3 Terracotta Court 167 Tower Bridge Road
 Flat 4 Terracotta Court 167 Tower Bridge Road
 Flat 5 Terracotta Court 167 Tower Bridge Road
 Flat 6 Terracotta Court 167 Tower Bridge Road
 Flat 7 Terracotta Court 167 Tower Bridge Road
 Flat 8 Terracotta Court 167 Tower Bridge Road

Flat 9 Terracotta Court 167 Tower Bridge Road
 Flat 10 Terracotta Court 167 Tower Bridge Road
 Flat 11 Terracotta Court 167 Tower Bridge Road
 Flat 12 Terracotta Court 167 Tower Bridge Road
 Flat 13 Terracotta Court 167 Tower Bridge Road
 Flat 14 Terracotta Court 167 Tower Bridge Road
 Flat 15 Terracotta Court 167 Tower Bridge Road
 Flat 16 Terracotta Court 167 Tower Bridge Road
 165 Tower Bridge Road London Southwark
 36 Tanner Street London Southwark
 Flat 1 Park West Apartments 40 Tanner Street
 Flat 2 Park West Apartments 40 Tanner Street
 Flat 3 Park West Apartments 40 Tanner Street
 Flat 4 Park West Apartments 40 Tanner Street
 Flat 5 Park West Apartments 40 Tanner Street
 Flat 6 Park West Apartments 40 Tanner Street
 Flat 7 Park West Apartments 40 Tanner Street
 Flat 8 Park West Apartments 40 Tanner Street
 Flat 9 Park West Apartments 40 Tanner Street
 Flat 10 Park West Apartments 40 Tanner Street
 51A Tanner Street London Southwark
 168A Tower Bridge Road London Southwark
 Flat 1 Export House 168 Tower Bridge Road
 Flat 2 Export House 168 Tower Bridge Road
 Flat 3 Export House 168 Tower Bridge Road
 Flat 4 Export House 168 Tower Bridge Road
 Flat 5 Export House 168 Tower Bridge Road
 Flat 6 Export House 168 Tower Bridge Road
 Flat 7 Export House 168 Tower Bridge Road
 Flat 8 Export House 168 Tower Bridge Road
 Flat 9 Export House 168 Tower Bridge Road
 Flat 10 Export House 168 Tower Bridge Road
 Flat 11 Export House 168 Tower Bridge Road
 Flat 12 Export House 168 Tower Bridge Road
 Flat 13 Export House 168 Tower Bridge Road
 Flat 14 Export House 168 Tower Bridge Road
 Flat 15 Export House 168 Tower Bridge Road
 Flat 16 Export House 168 Tower Bridge Road
 168B Tower Bridge Road London Southwark
 Flat 1 174 Tower Bridge Road London
 Flat 2 174 Tower Bridge Road London
 Flat 3 174 Tower Bridge Road London
 Flat 4 174 Tower Bridge Road London
 Flat 1 Florin Court 70 Tanner Street
 Flat 2 Florin Court 70 Tanner Street
 Flat 3 Florin Court 70 Tanner Street
 Flat 4 Florin Court 70 Tanner Street
 Flat 5 Florin Court 70 Tanner Street
 Flat 6 Florin Court 70 Tanner Street
 Flat 7 Florin Court 70 Tanner Street
 Flat 8 Florin Court 70 Tanner Street
 Flat 9 Florin Court 70 Tanner Street
 Flat 10 Florin Court 70 Tanner Street
 Flat 11 Florin Court 70 Tanner Street
 Flat 12 Florin Court 70 Tanner Street
 Flat 13 Florin Court 70 Tanner Street
 Flat 14 Florin Court 70 Tanner Street
 Flat 15 Florin Court 70 Tanner Street
 Flat 16 Florin Court 70 Tanner Street
 Flat 17 Florin Court 70 Tanner Street
 Flat 18 Florin Court 70 Tanner Street
 Flat 19 Florin Court 70 Tanner Street
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 Flat 22 Florin Court 70 Tanner Street
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 Flat 25 Florin Court 70 Tanner Street
 Flat 26 Florin Court 70 Tanner Street
 Flat 27 Florin Court 70 Tanner Street
 Flat 28 Florin Court 70 Tanner Street
 Flat 29 Florin Court 70 Tanner Street
 Flat 30 Florin Court 70 Tanner Street
 Flat 31 Florin Court 70 Tanner Street
 Flat 32 Florin Court 70 Tanner Street
 Third Floor Tower Gate House 163 Tower Bridge Road
 Flat 33 Florin Court 70 Tanner Street
 Flat 34 Florin Court 70 Tanner Street

Flat 35 Florin Court 70 Tanner Street
 Flat 36 Florin Court 70 Tanner Street
 Flat 37 Florin Court 70 Tanner Street
 Flat 38 Florin Court 70 Tanner Street
 Flat 39 Florin Court 70 Tanner Street
 Flat 40 Florin Court 70 Tanner Street
 Flat 41 Florin Court 70 Tanner Street
 Flat 42 Florin Court 70 Tanner Street
 Flat 43 Florin Court 70 Tanner Street
 Flat 44 Florin Court 70 Tanner Street
 Flat 45 Florin Court 70 Tanner Street
 Flat 46 Florin Court 70 Tanner Street
 Flat 47 Florin Court 70 Tanner Street
 Flat 48 Florin Court 70 Tanner Street
 Flat 49 Florin Court 70 Tanner Street
 Flat 50 Florin Court 70 Tanner Street
 32 Druid Street London Southwark
 48 Druid Street London Southwark
 Ground Floor 1 - 4 Pope Street London
 First Floor 1 - 4 Pope Street London
 Second Floor 1 - 4 Pope Street London
 Ground Floor 54 - 58 Tanner Street London
 First Floor Left 54 - 58 Tanner Street London
 First Floor Flat 54 - 58 Tanner Street London
 Second Floor Front Right 54 - 58 Tanner Street London
 Second Floor Left 54 - 58 Tanner Street London
 Second Floor Rear Right 54 - 58 Tanner Street London
 Third Floor Front Right 54 - 58 Tanner Street London
 Third Floor Left 54 - 58 Tanner Street London
 Third Floor Rear Right 54 - 58 Tanner Street London
 Fourth Floor Left 54 - 58 Tanner Street London
 Fourth Floor Right 54 - 58 Tanner Street London
 Arch 28 178A Tower Bridge Road London
 Basement And Ground Floor 170 - 172 Tower Bridge Road London
 Arch 822 178A Tower Bridge Road London
 Arch 820 178A Tower Bridge Road London
 Railway Arch 35 Maltby Street London
 Railway Arch 34 Maltby Street London
 Site At 65 Tanner Street London
 Arches 31 To 33 73 Tanner Street London
 Arch 33 73 Tanner Street London
 Arch 34 73 Tanner Street London
 67 - 71 Tanner Street London Southwark
 Second Floor Fellmongers Path Tower Bridge Road
 First Floor Tower Gate House 163 Tower Bridge Road
 Second Floor Tower Gate House 163 Tower Bridge Road
 Ground Floor Tower Gate House 163 Tower Bridge Road
 Basement 163 Tower Bridge Road London
 First Floor Fellmongers Path Tower Bridge Road
 Ground Floor Export House 168 Tower Bridge Road
 19 - 19A Maltings Place London Southwark
 10 - 10A Maltings Place London Southwark
 Family Holiday Centre Unit A Arc House 82 Tanner Street
 Campaign For National Parks Unit A Arc House 82 Tanner Street
 Sand Dams Worldwide Unit A Arc House 82 Tanner Street
 Joseph Rowntree Foundation Unit A Arc House 82 Tanner Street
 Neuroblastoma Uk Arc House 82 Tanner Street
 13 Maltings Place London Southwark
 20 Maltings Place London Southwark
 25 Maltings Place London Southwark
 42A Maltings Place London Southwark
 39C Maltings Place London Southwark
 31C Maltings Place London Southwark
 17A Maltings Place London Southwark
 26A Maltings Place London Southwark
 109 Maltings Place London Southwark
 112 Maltings Place London Southwark
 28 Maltings Place London Southwark
 35 Maltings Place London Southwark
 108 Maltings Place London Southwark
 24 Maltings Place London Southwark
 36 Maltings Place London Southwark
 5A Maltings Place London Southwark
 31 Maltings Place London Southwark
 47 Maltings Place London Southwark
 115 Maltings Place London Southwark
 28A Maltings Place London Southwark
 23 Maltings Place London Southwark
 16 Maltings Place London Southwark
 17C Maltings Place London Southwark
 40 Maltings Place London Southwark
 43 Maltings Place London Southwark
 45 Maltings Place London Southwark
 17B Maltings Place London Southwark

28C Maltings Place London Southwark
 27 Maltings Place London Southwark
 44 Maltings Place London Southwark
 17 Maltings Place London Southwark
 44A Maltings Place London Southwark
 41A Maltings Place London Southwark
 21 Maltings Place London Southwark
 46 Maltings Place London Southwark
 39B Maltings Place London Southwark
 110 Maltings Place London Southwark
 Flat 12 51 Tanner Street London
 Flat 11 51 Tanner Street London
 113A Maltings Place London Southwark
 110B Maltings Place London Southwark
 113B Maltings Place London Southwark
 112B Maltings Place London Southwark
 21A Maltings Place London Southwark
 111B Maltings Place London Southwark
 110A Maltings Place London Southwark
 42B Maltings Place London Southwark
 52 Tanner Street London Southwark
 Flat 1 52 Tanner Street London
 Flat 2 52 Tanner Street London
 Flat 3 52 Tanner Street London
 Flat 4 52 Tanner Street London
 Flat 5 52 Tanner Street London
 Flat 6 52 Tanner Street London
 Flat 7 52 Tanner Street London
 Flat 8 52 Tanner Street London
 Flat 1 166 Tower Bridge Road London
 Flat 6 166 Tower Bridge Road London
 15A Maltings Place London Southwark
 4 Lumia Lofts 160 Tower Bridge Road
 London
 5 Lumia Lofts 160 Tower Bridge Road
 London
 6 Lumia Lofts 160 Tower Bridge Road
 London
 7 Lumia Lofts 160 Tower Bridge Road
 London
 8 Lumia Lofts 160 Tower Bridge Road
 London
 9 Lumia Lofts 160 Tower Bridge Road
 London
 114A Maltings Place London Southwark
 39A Maltings Place London Southwark
 38B Maltings Place London Southwark
 50A Maltings Place London Southwark
 50B Maltings Place London Southwark
 50C Maltings Place London Southwark
 1 Lumia Lofts 160 Tower Bridge Road
 London
 2 Lumia Lofts 160 Tower Bridge Road
 London
 3 Lumia Lofts 160 Tower Bridge Road
 London
 10 Lumia Lofts 160 Tower Bridge Road
 London
 11 Lumia Lofts 160 Tower Bridge Road
 London
 12 Lumia Lofts 160 Tower Bridge Road
 London
 13 Lumia Lofts 160 Tower Bridge Road
 London
 14 Lumia Lofts 160 Tower Bridge Road
 London
 164 Tower Bridge Road London Southwark
 Flat 2 166 Tower Bridge Road London
 Flat 16 166 Tower Bridge Road London
 31A Maltings Place London Southwark
 38C Maltings Place London Southwark
 40B Maltings Place London Southwark
 49A Maltings Place London Southwark
 59 Tanner Street London Southwark
 6A Maltings Place London Southwark
 51B Tanner Street London Southwark
 Think Apartment Hotel 169 Tower Bridge
 Road London
 Unit 50A Maltings Place 169 Tower Bridge
 Road
 112A Maltings Place London Southwark
 Arch 839 Roper Lane London
 46 Druid Street London Southwark
 Flat 42 Arc House 82 Tanner Street

Consultation responses received

Internal services

LBS Community Infrastructure Levy Team
 LBS Planning Policy
 LBS Flood Risk Management & Urban Drain
 LBS Transport Policy
 LBS Archaeology
 LBS Design & Conservation Team [Formal]
 LBS Local Economy
 LBS Ecology
 LBS Highways Development & Management
 LBS Flood Risk Management & Urban Drain
 LBS Urban Forester
 LBS Community Infrastructure Levy Team
 LBS Environmental Protection
 LBS Ecology
 LBS Transport Policy
 LBS Planning Policy

Statutory and non-statutory organisations

Network Rail
 Metropolitan Police Service
 Transport for London
 Thames Water
 Environment Agency
 Transport for London
 HSE Fire Risk Assessments

Neighbour and local groups responses received

Flat 7 55 Tanner Street London	
Flat 3 4 Archie Street London	Flat 10 Longleigh House Glebe Estate
12 Pope Street London Southwark	Peckham Road London
Flat 2 170 - 172 Tower Bridge Road London	
Flat 3 170 - 172 Tower Bridge Road London	
Flat 13 Terracotta Court 167 Tower Bridge Road	
Flat 16 Terracotta Court 167 Tower Bridge Road	
Flat 43 Florin Court 70 Tanner Street	
Flat 11 51 Tanner Street London	
77 Ruskin Walk London Southwark	
Flat 3 170 - 172 Tower Bridge Road London	
Flat 16 Terracotta Court 167 Tower Bridge Road London	

OPEN

MUNICIPAL YEAR 2025-26

COMMITTEE: PLANNING COMMITTEE (SMALLER APPLICATIONS)

NOTE: Original held in Constitutional Team; all amendments/queries to Beverley Olamijulo, Constitutional Team, Tel: 020 7525 7234

OPEN

COPIES		COPIES	
MEMBERS		PLANNING TEAM	
Councillor Cleo Soanes (Chair)	1	Dennis Sangweme / Stephen Platts	1
Councillor Jane Salmon (Vice-Chair)	1		
Councillor Sabina Emmanuel	1	COMMUNICATIONS TEAM (Electronic)	
Councillor Sam Foster	1	Eddie Townsend	
Councillor Nick Johnson	1		
Councillor David Parton	1		
Councillor Richard Livingstone (electronic copy)		LEGAL TEAM (Electronic)	
Electronic Copies (No paper)		Kamil Dolebski (Law & Governance)	
Councillor Ketzia Harper (reserve)		Michael Feeney (FTB Chambers)	
Councillor Darren Merrill (reserve)			
Councillor Victoria Mills (reserve)		CONSTITUTIONAL TEAM	
Councillor Emily Tester (reserve)		Beverley Olamijulo	4
Councillor Joseph Vambe (reserve)			
MEMBER OF PARLIAMENT (Electronic)		TOTAL PRINT RUN	11
Helen Hayes MP			
Neil Coyle MP			
Miatta Fahnbulleh MP			
House of Commons, London, SW1A 0AA			
		List Updated: 16 February 2026	