Open Agenda

Planning Committee (Major Applications) A

Tuesday 6 October 2026
6.30 pm
Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

Membership	Reserves
Councillor Kath Whittam (Chair)	Councillor Sam Dalton
Councillor Richard Livingstone (Vice-Chair)	Councillor Catherine Dawkins
Councillor John Batteson	Councillor Sabina Emmanuel
Councillor Fatmata Bah	Councillor George Grime
Councillor Adam Hood	Councillor Richard Leeming
Councillor Richard Taylor	Councillor Margy Newens
Councillor Bill Williams	Councillor Jane Salmon

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

Gregory Weaver on 020 7525 7420 3667 or email: greg.weaver@southwark.gov.uk

Members of the committee are summoned to attend this meeting
Althea Loderick
Chief Executive
Date: 28 September 2026

PRINTED ON RECYCLED PAPER

Planning Committee (Major Applications) A

Tuesday 6 October 2026
6.30 pm
Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
1.	**APOLOGIES** To receive any apologies for absence.	
2.	**CONFIRMATION OF VOTING MEMBERS** A representative of each political group will confirm the voting members of the committee.	
3.	**NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT** In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	**DISCLOSURE OF INTERESTS AND DISPENSATIONS** Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	**MINUTES** To approve as a correct record the minutes of the meeting held on 7 July 2026.	1 - 5
6.	**DEVELOPMENT MANAGEMENT**	6 - 10

Item No.	Title	Page No.
6.1.	**25/AP/2987 BERMONDSEY PLACE, PHASE 2 AND 3 MALT STREET LONDON, SOUTHWARK, SE1 5AY**	11 - 238

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: 28 September 2026

Planning Committee (Major Applications)

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

1. The reports are taken in the order of business on the agenda.

2. The officers present the report and recommendations and answer points raised by members of the committee.

3. The role of members of the planning committee (major applications) is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.

4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

   (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3-minute time slot.

   (b) The applicant or applicant's agent.

   (c) One representative for any supporters (who live within 100 metres of the development site).

   (d) Ward councillor (spokesperson) from where the proposal is located.

   (e) The members of the committee will then debate the application and consider the recommendation.

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

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

6. Speakers should lead the committee to subjects on which they would welcome further questioning.

7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This

is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.

8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.

9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.

10. No smoking is allowed at committee.

11. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

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

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

Contacts: General Enquiries
Planning Section
Environment, Neighbourhoods and Growth
Tel: 020 7525 5403

Planning Committee Clerk, Constitutional Team
Governance and Assurance
Tel: 020 7525 3667

Agenda Item 5

Planning Committee (Major Applications) A

MINUTES of the Planning Committee (Major Applications) A held on Tuesday 7 July 2026 at 6.30 pm at Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

PRESENT:	Councillor Kath Whittam (Chair) Councillor Richard Livingstone (Vice-Chair) Councillor John Batteson Councillor Adam Hood Councillor Richard Taylor Councillor Bill Williams
OTHER MEMBERS PRESENT:	Councillor Sam Dalton Councillor David Noakes
OFFICER SUPPORT:	Kamil Dolebski (Head of Planning and Property) Dipesh Patel (Head of Planning, Strategic Applications) Richard Craig (Team Leader - Design and Conservation) Troy Davies (Planning Team Leader - Old Kent Road) Neil Loubser (Planning Project Team Leader CIL/S106) Gerald Gohler (Constitutional Officer)

1. APOLOGIES

There were apologies for absence from Councillor Fatmata Bah.

2. CONFIRMATION OF VOTING MEMBERS

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

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

The chair drew members' attention to the documents which had been circulated:

- the main agenda pack
- the addendum report and
- the members' pack.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

The following members declared an interest in item:

6. Release of funds totalling £194,670.34 for Lavender Pond and Nature Reserve Public Open Space improvements

Councillor Adam Hood, non-pecuniary, as this item was in his ward. He had, however, not had any involvement with the project and would be approaching it with an open mind.

Councillor Kath Whittam, non-pecuniary, as the nature reserve shares a border wall with her property. She would therefore not participate in this item and leave the meeting room when this item was discussed.

5. MINUTES

RESOLVED:

That the minutes of the Planning Committee (Major Applications) A meeting held on 17 March 2026 be approved as a correct record and signed by the chair.

6. RELEASE OF FUNDS TOTALLING £194,670.34 FOR LAVENDER POND AND NATURE RESERVE PUBLIC OPEN SPACE IMPROVEMENTS

Having declared an interest in this item, Councillor Kath Whittam left the meeting room at this point. Councillor Richard Livingstone (Vice-Chair) took over as chair for this item.

Report: see pages 7 to 13 of the main agenda pack.

The officer introduced the report and responded to questions put by members of the committee.

A motion to approve the release of the funds was moved, seconded, put to the vote and declared carried.

RESOLVED:

That the release of Section 106 (S106) funds totalling £194,670.34 towards

the Lavender Pond and Nature Reserve project be approved. These funds comprise accrued Section 106 financial contributions paid to the council under the terms of the legal agreements relating to the planning applications listed in the table at paragraph 1 of the report.

At this point Councillor Kath Whittam rejoined the meeting and chaired the remainder of the meeting.

7. DEVELOPMENT MANAGEMENT

The committee considered the 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 were considered.

2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated be agreed.

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

7.1 177 ABBEY STREET, LONDON, SE1 2AN

Planning Application Number: 26/AP/0096

Report: see pages 19 to 201 of the agenda pack and pages 1 to 5 of the addendum report.

PROPOSAL:
Redevelopment of the site to provide a tall building comprising a community facility on ground and first floors and key worker homes above; disabled car parking, cycle parking, refuse storage, mechanical plant and associated hard and soft landscaping.

The chair informed the meeting that in response to a request from a group of speakers, she had decided to extend the time for all speakers' slots to 5 minutes for this item.

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

Members put questions to officers.

Representatives of the objectors addressed the committee and responded to questions put by members of the committee.

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

There were no supporters living within 100 metres of the development site wishing to speak.

Councillors David Noakes and Sam Dalton addressed the committee in their capacity as ward councillors. Members put questions to the two ward councillors.

Members of the committee put further questions to officers and discussed the application.

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

RESOLVED:

1. That planning permission be granted, subject to:

    a. the conditions set out in the report, with an amended pre-commencement condition to include a structural survey of properties on the Arnold Estate
    b. that the Section 106 agreement should include an estate improvement plan for improvements to the Arnold Estate and a community management plan developed with residents from the Arnold Estate and Two Towers TRAs
    c. that the Section 106 agreement in relation to the community use management include details of access to the facility for the relevant TRAs
    d. referral to the Mayor of London and
    e. the applicant entering into a satisfactory legal agreement; and

2. That the Planning Committee, in making their decision, has due regard to the potential equalities impacts that are outlined in this report; and

3. That, in the event of requirements of paragraph 1 above not having been met by 9 December 2026 the Director of Planning and Growth be authorised to refuse planning permission for application 26/AP/0096, if appropriate, for the reasons set out in paragraph 454 of the report.

The meeting ended at 8.15pm.

CHAIR:

DATED:

Agenda Item 6

Meeting Name:	Planning Committee (Major Applications) A
Date:	6 October 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

Director of Law and Governance

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

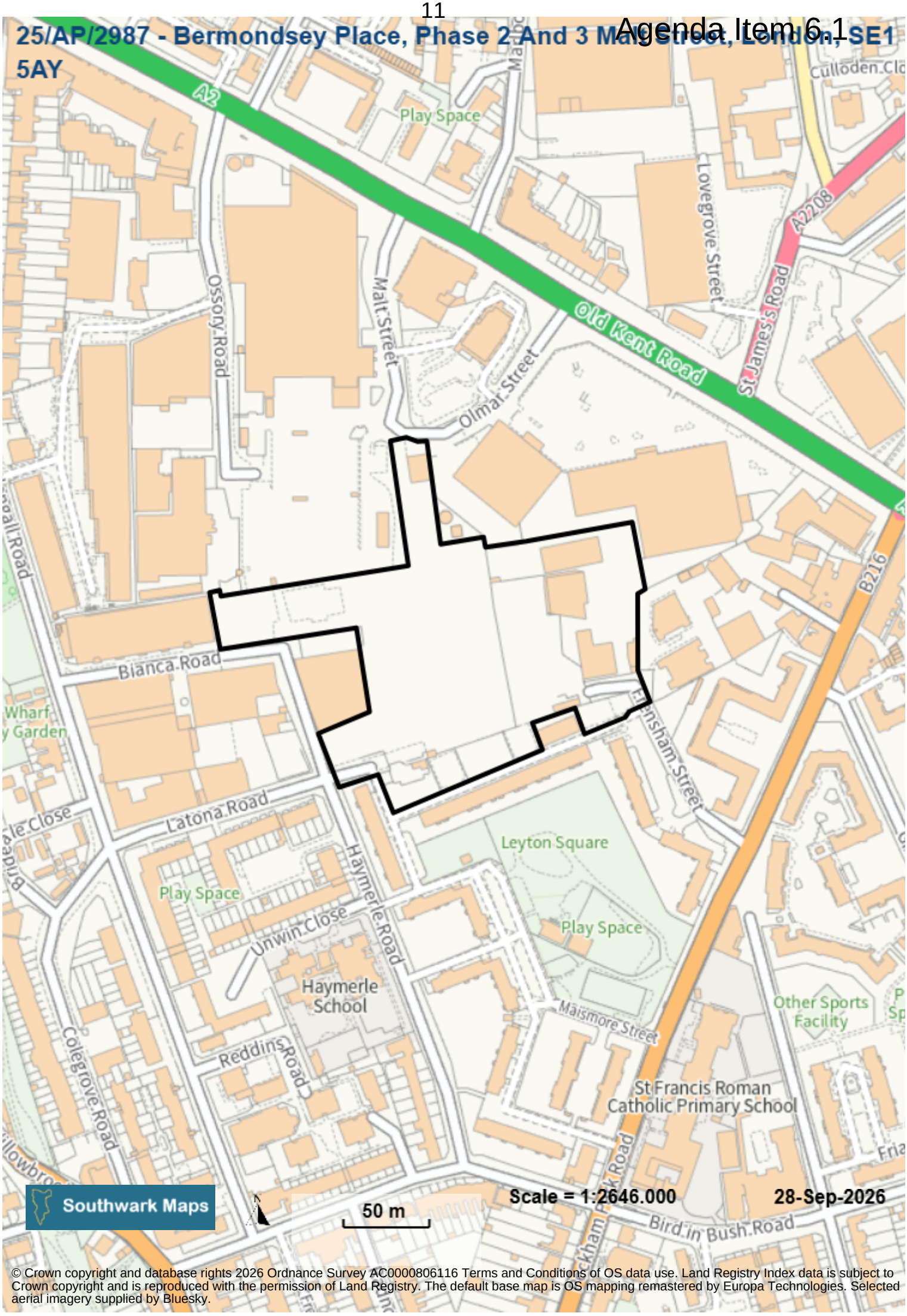
APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services	
Report Author	Kamil Dolebski, Head of Legal Planning and Property Gregory Weaver, Constitutional Officer	
Version	Final	
Dated	28 September 2026	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	**Comments sought**	**Comments included**
Director of Law and Governance	Yes	Yes
Director of Planning and Growth	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		28 September 2026

25/AP/2987 - Bermondsey Place, Phase 2 And 3 Maltstreet, London, SE1 5AY



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Meeting Name:	Planning Committee (Major Applications)
Date:	9 September 2026
Report title:	**Development Management planning application:** Application 25/AP/2987 for: Full Planning Application **Address:** Bermondsey Place, Phase 2 And 3 Malt Street London Southwark SE1 5AY **Proposal:** Demolition of existing buildings and phased redevelopment to provide dwellings (Use Class C3), flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis), light industrial (Use Class B2/E(g)(iii)) landscaping, and associated works. The application is accompanied by an Environmental Statement and associated addendum submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Ward(s) or groups affected:	Old Kent Road
Classification:	Open
From:	Director of Planning and Growth
Application Start Date: 06.10.2025	**Application Expiry Date**: 05.01.2026
Earliest Decision Date: 29.03.2026	**PPA Date:** 06/04/2026

RECOMMENDATION

1. That planning permission be granted subject to conditions, the applicant entering into an appropriate legal agreement, and referral to the Mayor of London by 9 March 2027.

2. That the environmental information be taken into account as required by Regulation 26(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended); and

3. That the Planning Committee in making their decision has due regard to the potential Equalities impacts that are outlined in this report; and

4. That following the issue of planning permission, the director of planning and growth write to the Secretary of State notifying them of the Decision, pursuant to Regulation 30(1)(a) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; and

5. That following issue of planning permission, the director of planning and growth place a statement on the Statutory Register pursuant to Regulation 28(1) of the TCP (EIA) Regulations 2017, which contains the information required by Regulation 28 and, for the purposes of Regulation 28(1)(h) being the main reasons and considerations on which the Planning Committee's decision was based shall be set out in the report; and

6. That, in the event that the requirements of (1) are not met by 31 March 2023, that the Director of Planning and Growth be authorised to refuse planning permission, if appropriate, for the reasons set out in Paragraph 276 of this report.

EXECUTIVE SUMMARY

7. The application proposal is for the demolition of existing buildings and phased redevelopment to provide 1,060 dwellings (Use Class C3), 880 sqm flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis), and 2,571 sqm light industrial (Use Class B2/E(g)(iii)) landscaping, and associated works. The development would include 8 separate buildings varying in heights between 6 (29m AOD) and 36 (121.3m AOD) storeys.

8. The application seeks to replace the extant schemes which is seen as unviable. The extant scheme is a combined Malt Street and Nye's Wharf planning permissions which cover the Site (Phases 2 and 3) plus Construction Phase 1 permit development of up to 1,453 homes and 8,193 sqm of commercial floorspace (5,706 sqm of light industrial floorspace (use class Eg(iii) and 2,487 sqm of flexible use class E floorspace in total. Construction Phase 1 (Buildings B1, B2 and B3) is currently being built out and will deliver 285 homes, of which 40% with grant (by habitable room) will be affordable and 818 sqm of commercial (use class E) floorspace.

9. The unimplemented 'balance' of the Extant Consents that falls within the boundary of the Application Site (i.e. Malt Street Original Phases 1 and 3 plus the Nye's Wharf site) totals 1,168 homes and 5,706 sqm of light industrial floorspace (use class Eg(iii) and 1,669 sqm of flexible use class E floorspace.

10. The current proposal in addition to that being delivered at Phase 1 would result in a total of 1,345 new homes and 4,269 sq.m commercial/employment floor space in contrast to the Extant schemes which allowed 1,453 new homes and 8,193 sq.m commercial/employment floor space. A reduction of 108 new homes (-7.43%) and 3,924 sq.m (-47.9%) commercial/employment floor space.



Proposed masterplan, including Phase 1

Use Class	**Amount**	
	Non-residential floorspace (GIA)	**Residential**
Residential dwellings (C3)		1,060 dwellings (3,024 habitable rooms)
Light Industrial (Use class E(g)(iii)(B2)	2,571 sqm	
Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments)	880 sqm	
Total	**3,451 sqm**	**1,060 dwellings (3,024 habitable rooms)**

The dwelling mix (homes) by tenure				
Type	**Open market (%)**	**Social rent (%)**	**Intermediate (%)**	**Total (%)**
1B/1P	**51 (5%)**	**0**	**0**	**51 (5%)**
1B/2P	**378 (35%)**	**0**	**0**	**378 (36%)**
2B (3P and 4P)	**370 (37%)**	**15 (27%)**	**25 (100%)**	**410 (39%)**
3B (4P/5P/6P)	**180 (18%)**	**35 (62%)**	**0**	**215 (20%)**
4B/8P	**0**	**6 (11%)**	**0**	**6 (0.5%)**
Total	**979 (100%)**	**56 (100%)**	**25 (100%)**	**1060 (100%)**

Residential tenure split by habitable room

Tenure	Dwelling Numbers	Habitable rooms	% Habitable rooms
Open market	979	2661	88%
Intermediate	25	99	3.27%

Social rent	56	264	72.73%
Total	1060	3024	100%

The affordable housing split by habitable room and dwelling numbers:

Tenure	**Dwelling Count**	**Habitable Rooms**	**Percentage by habitable room**
Intermediate	25	99	27.27%
Social Rent	56	264	72.73%
Grand Total	**81**	**363**	**100%**

11. The residential phasing of the scheme would comprise Building B4, B9 and B10 for Phase 2 and Buildings B5, B6, B7, B8 and B9 for Phase 3. The overall construction period notionally for both phases is 16 years assuming pre-construction from September 2027 to August 2043. The 56 social rented homes would be provided within Building B10 within Phase 2 and the 25 intermediate homes would be provided within Building B8 within Phase 3.

12. There would be commercial uses on the ground floor of four of the seven residential blocks (B4, B8, B9 and B10) and a wholly non-residential building (B11) in use as light industrial.

Total Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments) (GIA)

Block Reference	**Use**	**Floor area sqm**
B4	Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments)	298.07 sqm
B8	As above	109.12 sqm
B9	As above	206 sqm
B10	As above	266.79 sqm
Grand Total		**879.98 sqm**

Total Industrial (GIA)

Block Reference	**Use**	**Floor area sqm**

B11	Light Industrial Use Class B2/E(g)(iii))	2571.44 sqm
Grand Total		**2571.44 sqm**

13. Car parking provision would be 41 (all blue badge). A total of 28 of the 41 spaces would be covered (under-croft) within Blocks B7 and B10 with the remainder at surface level on the road. Vehicle access to the under-croft car parks would be via Latona Road. Nine of the 41 spaces would be blue badge parking for the Phase 1 development (Buildings B1, B2 and B3). Total under-croft car parking GIA by Block:

Block Reference	**Use**	**spaces**
B7	Car parking	16 spaces
B10	Car parking	12 spaces
Grand Total		**28 spaces**

14. A total of 1,901 long-stay cycling parking spaces are proposed. The breakdown of the number of spaces per use class is shown in the below table.

Use	**Number of spaces**
Residential (Use Class C3)	1,886
Light Industrial (Use Class E(g)(iii)/B2	10
Flexible retail, leisure and commercial (Use Class E)	5
TOTAL	**1,901**

Short stay cycle parking

Use	**Number of spaces**
Residential (Use Class C3)	33
Light Industrial (Use Class E(g)(iii)/B2	3
Flexible retail, leisure and commercial (Use Class E)	22
TOTAL	**58**

Environmental:

CO2 savings beyond Part L Building Regulations	**69%**
Trees Lost	**15 individual + 12 groups of trees**
Trees gained	**200+**
Bio-diversity net gain	**26%**

	Existing	proposed	Change +/-
Urban Greening Factor		**0.4**	**+0.4**
Surface water run off rates (6 hours in 100 years)		**10.15 l/s**	**NA**
Green/blue roofs	**0**	**428.2 m^3 (blue roofs) Green roofs on all buildings but expected to provide meaningful rainwater storage**	**+428.2 m^3**
Dry Swales	**0**	**17 m^3**	**+17 m^3**
Dipping pond	**0**	**35.7 cubic metres**	**+35.7 m^3**
Permeable paving	**0**	**140.1 cubic metres**	**+140.1 m^3**
Attenuation Tanks	**0**	**1017.2 m^3**	**+1017.2 m^3**
Total Attenuation	**0**	**428.2 + 17 + 35.7 + 140.1 + 1017.2 = 1621.2 m^3**	**+1621.2 m^3**

CIL and S106

Southwark CIL (net relief)	**£26.9m**
Mayoral CIL (net relief)	**£6.7m**
S106	**See 'planning obligations' section of this report**

BACKGROUND INFORMATION

15. On 30 October 2020 the Council granted two planning permissions subject to a joint s106 agreement for the redevelopment of the application site, which are both extant having being implemented. The first at land bounded by Bianca Road, Latona Road, Haymerle Road, and Malt Street was a hybrid part detailed and part outline application (17/AP2773) for up to 1,300 homes (40% affordable by habitable room) and 7,000sqm of commercial floorspace. The first phase of

the planning consent is currently under construction. The second was at Nyes Wharf, Frensham Street (17/AP/4596) for 153 homes (40% affordable by habitable room) and 1,193sqm of commercial floorspace.

16. In February 2021, the reserved matters application for land bounded by Bianca Road, Latona Road, Haymerle Road, Frensham Street and Malt Street, London SE1 under LBS case reference number: 20/AP/3242 was granted consent. The reserved matters application was for scale, layout, landscaping, access and appearance relating to Blocks B1, B2, B3 and B11 and all associated landscaping, car parking and ancillary works on land bounded by Glengall Road, Ossory Road, Bianca Road, Haymerle Road and Latona Road, London, SE1 and pursuant to Hybrid permission 17/AP/2773.

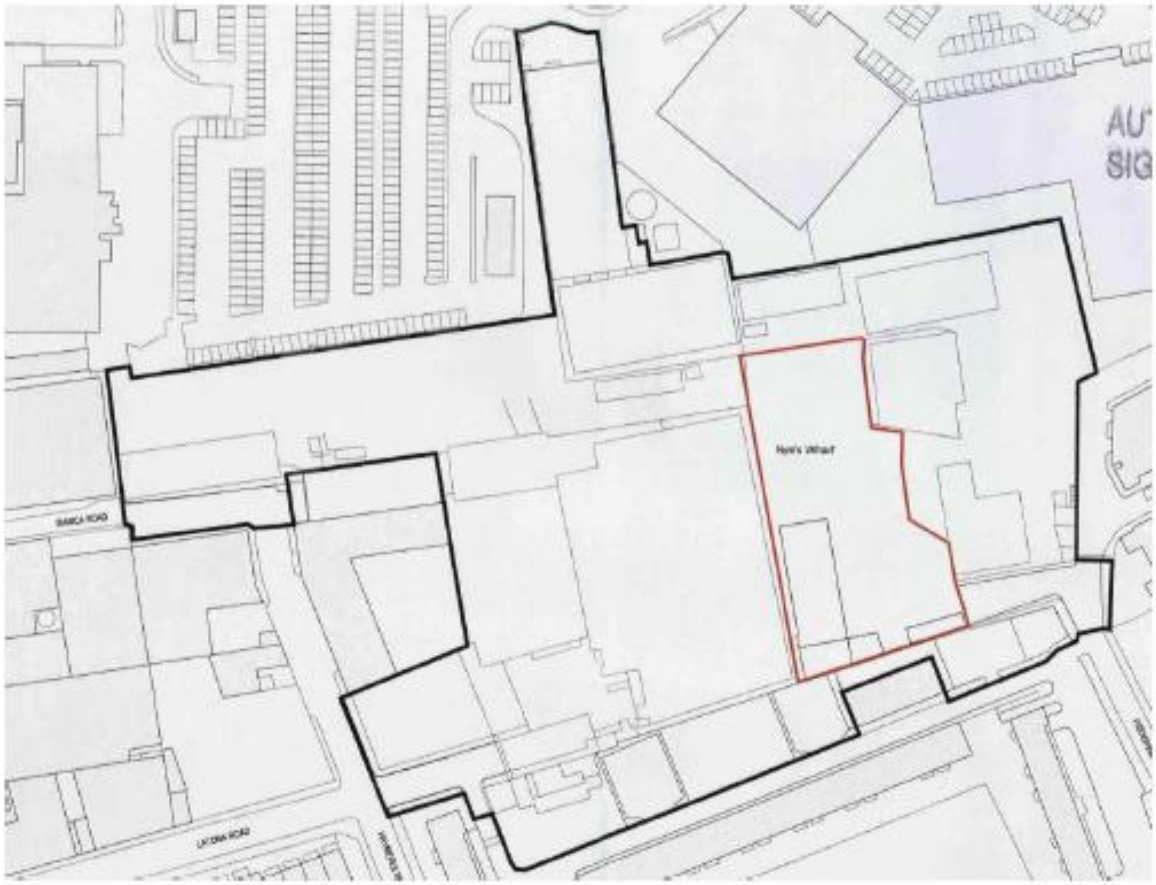
17. The reserved matters application and the original consent for Malt Street have been subsequently amended by a number of s96a (non-material amendment) applications and consents (details of which are included within the detailed planning history for the site set out in appendix 2. It should also be noted that applications for the approval of reserved matters for remaining blocks (i.e. Blocks B5, B6, B7 - originally referred to as Phase 3) have not yet been submitted. The deadline for submission is 30th October 2030, as controlled by Condition 3 of the Original Consent.

18. The phasing of the development is controlled via the Phasing Parameter Plan approved as part of the Original Consent. This was amended under s.96a application ref. 23/AP/2058 to extend the area of landscaping/public realm included within Phase 1 (to include the Malt Street link) and then by s.96a application ref. 24/AP/0800 to move Block B11 from (original) Phase 2 to Phase 3. The current approved phasing plan is that approved under 24/AP/0800 (plan ref. 5763 T1(90) P109 rev. B9).

19. In total, the approved Bermondsey Place (Malt Street) development comprises the following:

- 12 buildings ranging in height from 5 to 44 storeys;
- Up to 1,453 homes
- Up to 8,193sqm of commercial floorspace (comprising use classes A1-4, B1, B1(c), D1 and D2).
- Public open space/public realm.

Site Plan showing the Malt Street site (in black) and the Nye's Wharf site (in red).



20. Phase 1 (Malt Street) having stalled following implementation in 2020 recommenced in Autumn 2025 with the intention of completing Phase 1 only (285 homes and 818 sqm of commercial floorspace across 3 buildings of up to 24 storeys). The planning permission for the Nye's Wharf site (Phase 3) was implemented in October 2025 in relation to demolition works (only).

Extant approved masterplan



21. As stated above, the Extant Consents are subject to a linked s.106 agreement which includes an obligation to provide 40% affordable housing (by habitable room). The affordable tenure split is to comprise 25% social rent and 15% intermediate. The affordable housing obligations for Phases 1 and 3 were subsequently amended as part of s.96a application ref. 23/AP/2058 to specify the exact percentage within each phase. The s.106 agreement includes obligations that secure an early-stage review of viability but not mid or late-stage reviews.

22. The Applicant advises and has evidenced that it is unable to deliver Phases 2 and 3 of the approved development on the grounds that it is not financially viable to do so and that no reasonable developer would build out the remaining two phases of the scheme given the significant change in economic conditions since planning permission was granted in 2020.

23. This new application seeks to deliver Phase 2 and 3 by amending the buildings design and in particular reducing the height of the tallest buildings and by

reducing the level of affordable housing from 40% to 12%. The revised plans have been designed to complement Phase 1 to ensure that a comprehensive masterplan is delivered across the Site as a whole.

24. The Extant consents permit some 8,193 sq.m of commercial/employment floor space (Classes A1-A4, B1, B1 (c), D1 and D2). The subject application proposes a total of 3,451 sqm commercial floor space which in addition to the commercial floor space to be delivered at Phase 1 (818 sq.m) would result in an aggregate of 4,269 sq.m commercial/employment floor space across the entire site. This would be a significant reduction of employment floor space from that originally approved and a reduction of the existing industrial floor space on the site prior to the 2020 permissions, 7,188 sq.m.

25. The Applicant has made the decision to apply for full planning permission for revised plans for Phases 2 and 3 in order to avoid the scheme stalling.. A Section 73 application approach to amend the Extant Consent to secure a fresh masterplan for the site was considered. However, given the historic land ownership restrictions defining the Extant Consents, it was agreed that the most appropriate approach is to secure a new permission for Phases 2 and 3 to create a better laid out masterplan and design as well as incorporating recent regulatory changes (particularly pertaining to fire safety).

26. The subject application seeks to deliver the requirements of the Development Plan (including the site allocation) including a significant quantum of new homes, commercial and industrial floorspace and new public open space (including a significant contribution to the Surrey Canal Linear Park). With the exception of the affordable housing provision, it carries over the many principles of the extant consent generally while incorporating changes to the quantum of development, height and massing, building footprints, car parking provision, and servicing arrangements among others to ensure the delivery of the scheme. It is anticipated that should planning permission be granted for the application, construction work will commence in 2029 with the final building being completed around 2044.

27. Phase 1, currently being constructed, would deliver 40% affordable housing by habitable room with a 20.4%/14.5% split social rented/intermediate

Building B3 approved under 17/ AP/2773 and 20/AP/3242 for this phase and consented under 24/AP/3472			
Dwelling Type	**Approved under 17/ AP/2773 and 20/AP/3242**	**Consented under 24/AP/3472**	**Variance**
Studio	10	10	0
1B2P	49	81	+32
2B3P	15	15	0
2B4P	49	33	-16
3B4P	0	16	+16
3B5P	1	1	0
3B6P	19	3	-16
Dwellings	**143**	**159**	**+16**

Habitable Rooms	**413**	**413**	**0**

28. The total number of dwellings being provided within Phase 1 is 285 dwellings / 853 habitable rooms.

29. The combined Malt Street and Nye's Wharf planning permissions which cover the Site (Phases 2 and 3) plus Construction Phase 1 permit development of up to 1,453 homes and 8,193 sqm of commercial floorspace (5,706 sqm of light industrial floorspace (use class Eg(iii) and 2,487 sqm of flexible use class E floorspace in total. Construction Phase 1 (Buildings B1, B2 and B3) is currently being built out and will deliver 285 homes, of which 40% (by habitable room) will be affordable and 818 sqm of commercial (use class E) floorspace.

30. The unimplemented 'balance' of the Extant Consents that falls within the boundary of the Application Site (i.e. Malt Street Original Phases 1 and 3 plus the Nye's Wharf site) totals 1,168 homes and 5,706 sqm of light industrial floorspace (use class Eg(iii) and 1,669 sqm of flexible use class E floorspace.

31. The current proposal in addition to that being delivered at Phase 1 would result in a total of 1,345 new homes and 4,269 sq.m commercial/employment floor space in contrast to the Extant schemes which allowed 1,453 new homes and 8,193 sq.m commercial/employment floor space. A reduction of 108 new homes (-7.43%) and 3,924 sq.m (-47.9%) commercial/employment floor space.

Site location and description

32. Located in the Old Kent Road Ward, the site covers a total area of approximately 2.19 hectares.

33. The site is irregular in shape and currently comprises, on the eastern portion, a Travis Perkins building materials supplier, which contains multiple storage/ work sheds and open, hardstanding yard space currently being used for materials storage and loading/ unloading. The western portion of the site contains further hardstanding, some peripheral shrub, and a single storey storage building. The southern portion of the site contains three small areas of car parking, divided by small areas of green open space, which can be accessed via the Friary Estate. Friary Estate is owned by London Borough of Southwark (LBS); however, the open space and associated car parking on the north of the estate is included within the application "red line" boundary as it is proposed to be subject to enhanced landscaping, although this would need the agreement of the councils Housing Department and the support of the estate residents.

34. Access to the site can be gained via two main gated entrances along Frensham Street on the south-east corner of the site, which grants access to the parcel of land previous used by Travis Perkins (Acorn Wharf) and Nye's Wharf. Access to the areas of car parking along the southern portion of the site is achieved via Friary Estate.

35. The site is bounded to the:
    - North by B&Q Peckham, Pets at Home Southwark (located within the wider

Cantium Retail Park) and car parking associated with ASDA Old Kent Road Superstore, beyond which lies the ASDA Superstore and Old Kent Road (A2);
- East by Frensham Street Depot and Northfield House, beyond which lie a mixture of low-rise residential and commercial properties;
- South by Friary Estate and Friary Estate Road, beyond which lies Leyton Square Recreation Ground; and
- To the west by the construction of Phase 1 of the Malt Street Consented Scheme (the Wider Masterplan site), beyond that the recently completed housing scheme at 49 - 53 Glengall Road (planning permission reference 18/AP/3246) and the LSE Student Housing at 43 Glengall Road (20/AP/0039) and further low-rise commercial and residential properties. Further to the west lies Surrey Canal linear Park.

36. The site is not within a conservation area (CA) albeit it is adjacent to a number of conservation areas; the Livesey CA (200m East); the Glengall Road CA (200m north-west); Peckham Hill Street CA (200m south-west); Kentish Drovers and Bird in Bush CA (265m south-east); Cobourg Road CA (430m north-west); and Caroline Gardens CA (500m south-east). There are no statutorily listed buildings on the site. The closest listed building is the Grade II listed Mural depicting the History of Old Kent Road, located approximately 230m east of the site, on Old Kent Road. No scheduled monuments are located within or surrounding the site; the closest scheduled monument is the 'Abbey buildings, Bermondsey' located approximately 1.7km to the north-west. There is a locally listed building on the site: Acorn Wharf Chimney in the northeastern part of the site (in close proximity to the Travis Perkins building).

Site Policy designations

37. The site falls within:
- Site Allocation NSP66 Land bounded by Glengall Road, Latona Road and Old Kent Road
- Old Kent Road Opportunity Area (London Plan, 2021, Policy SD1)
- Area Vision 13 Old Kent Road
- Adjacent to Glengall Road Conservation Area (CA); Livesey CA; Peckham Hill Street CA; Kentish Drovers and Bird in Bush CA with Cobourg Road CA and Caroline Gardens CA nearby.
- In proximity to Grade II listed Mural on Old Kent Road
- Old Kent Road South District Town Centre
- Site is in proximity to Burgess Park and Surrey Canal (Metropolitan Open Land).
- Part of the site lies within the Borough views #1 London Panorama of St Paul's Cathedral from One Tree Hill and #2 Linear view of St Paul's Cathedral from Nunhead Cemetery.
- North Southwark and Roman Roads Archaeology Priority Area

- Air Quality Management Area
- Hot food takeaway primary school exclusion zone
- Site allocation OKR10 Draft Old Kent Road Area Action Plan.

38. The site is subject to site allocation NSP66 in the Southwark Plan, 2022 which allocates it for mixed-use redevelopment, including taller buildings. The Plan sets out the following as 'must' components of site redevelopment:
    - Provide new homes (C3); and
    - Provide retail uses on the Old Kent Road frontage; and
    - Provide leisure, arts, culture or community uses; and
    - Provide at least the amount of employment floorspace (E(g), B class) currently on the site; and
    - Activate frontages on Old Kent Road; and
    - Provide strategic public open space including the Surrey Canal Linear Park – 13,685 sqm.

    Redevelopment of the part of the site designated as a Locally Significant Industrial Site (west of Ossory Road) as identified on the Policies Map (and site inset map) must:
    - Provide new homes (C3); and
    - Provide industrial uses (E(g)(iii) or B8 use class).

39. The site is also subject to a site allocation in the draft Old Kent Road Area Action Plan, 2024, OKR 10 'Land bounded by Glengall Road, Latona Road and Old Kent Road'. The site area for the overall site allocation is 11.1 hectares and it identifies a capacity for the allocation to deliver 4,800 homes and 2,350 new jobs. OKR10 sets out several 'must' deliverables from redevelopment which are all identical to the bullets points listed above under NSP66.

40. Within the local area there is a mix of low- and medium-rise buildings, with some tall buildings. In recent years, densification and intensification of some parcels of land have got underway as part of the delivery of the Opportunity Area vision. Within 500 metres of the site are following high-rise developments are either completed, or under construction, including those having been lawfully commenced:

    - 651-657 Old Kent Road (the former "Carpetright" site) - maximum height 20 storeys; (Under construction)
    - 671-679 Old Kent Road (the former "KFC" site) - maximum height 12 storeys; (Completed 2024)
    - 49-53 Glengall Road - maximum height 14 storeys (completed)
    - Bianca Warehouse, 43 Glengall Road – maximum height 15 storeys (completed)
    - 596-608 Old Kent Road and land at Livesey Place – maximum height 38 storeys (lawfully commenced)
    - Land at Cantium Retail Park 520 Old Kent Road– maximum height 48 storeys (lawfully commenced)
    - Ruby Triangle site land bounded by Old Kent Road, Ruby Street and Sandgate Street – maximum height 48 storeys (lawfully commenced)
    - Ledbury Estate, Commercial Way – maximum height 22 storeys (under

construction).

41. Further densification and intensification, to include taller and tall buildings, is expected as part of the Opportunity Area realisation. As a result, the surroundings will take on a more urban scale.
The site is not within a conservation area but the following are nearby:
- Glengall Road conservation area to the north-west;
- Livesey Conservation Area to the east;
- Kentish Drovers and Bird in Bush Conservation Area to the south-east; and
- Peckham Hill Street conservation area to the south-southwest.

42. There is a single statutorily listed building within 250 metres of the site (Grade II listed mural depicting the history of Old Kent Road) with several locally listed buildings within a 250 metres radius of the site including a single locally listed building on the site (Acorn Wharf Chimney). The locally listed buildings outside the site within the 250 metres radius are, as follows:
- 90 Haymerle Road (on the western site boundary);
- Bianca Road Chimney (west of the site);
- 3-5 Latona Road (west southwest of the site);
- 57 Glengall Road (west southwest of the site);
- 553 Old Kent Road (north of the site);
- 541-549 Old Kent Road (north of the site);
- Livesey Place Cobbles (east of the site);
- 1-9 Peckham Park Road (east of the site); and
- 610-636a Old Kent Road (east of the site).

43. The application site is located in the Bermondsey Lake' Archaeological Priority Area (APA) and the 'Old Kent Road' APA.

44. With regard to London View Management Framework (LVFM) views (including the wider corridors settings and the background regions), the site is located beyond two LVMF protected vistas, slightly south of the background consultation areas of the following views:
Protected View 2A.1 "Parliament Hill summit to St Paul's Cathedral"
Protected View 3A.1 "Kenwood Viewing Gazebo to St Paul's".

45. The site sits outside the protected borough views.

46. There is no existing public space within the application site. The nearest park is Leyton Square (approximately 20m south of the site); Burgess Park (approximately 200m west of the site), Surrey Linear Canal Park (approximately 100m northwest of the site); located approximately 640 metres to the west of the site, and Southwark Park, located approximately 1.3 kilometres to the northeast.

47. With respect to transport designations, The PTAL is 2-3 albeit, across the site it is 3, which indicates a moderate level of public transport accessibility. The PTAL does not include the Bakerloo line extension.

48. The nearest station is South Bermondsey, approximately 1.1 kilometres to the

northeast, providing Southern Railway services. Queen's Road Peckham overground and mainline railway station, is located approximately 1.7 kilometres to the southeast. Regular bus services operate along Old Kent Road.

49. Old Kent Road forms part of the strategic (TfL) network. All other roads adjacent to the site are adopted highways.

Details of proposal

50. The application proposal is for the demolition of existing buildings and phased redevelopment to provide 1,060 dwellings (Use Class C3), 880 sqm flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis), and 2,571 sqm light industrial (Use Class B2/E(g)(iii)) landscaping, and associated works. The development would include 8 separate buildings varying in heights between 6 (29m AOD) and 36 (121.3m AOD) storeys.



Proposed masterplan, including Phase 1

Use Class	Amount

	Non-residential floorspace (GIA)	**Residential**
Residential dwellings (C3)		1,060 dwellings (3,024 habitable rooms)
Light Industrial (Use class E(g)(iii)(B2)	2,571 sqm	
Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments)	880 sqm	
Total	**3,451 sqm**	**1,060 dwellings (3,024 habitable rooms)**

51. The residential quantum would result in 1,060 new homes (3,024 habitable rooms) as shown below in tabular form:

Dwelling size mix (homes)						
	1Bed1p	1Bed 2p	2Beds (2B 3P/2b 4P)	3 Beds (3B 4P/3B 5P/ 3B 6P)	4 Beds	**Total**
Residential (Use Class C3) homes	51	378	410	215	6	**1,060**
Percentage (%) by homes	5%	36%	39%	20%	0.5%	**100%**

Dwelling size mix (habitable rooms)						
	1B1P	1B 2P	2B (3P/ 4P)	3B (4P/5P/6P)	4B (8P)	**Total**
Residential (Use Class C3) habitable rooms	51	757	1,275	905	36	**3,024**
Percentage (%) by habitable rooms	4.8	35.7	38.7	20.2	0.6	**100%**

The dwelling mix (homes) by tenure:

Type	Open Market (% by tenure)	Social Rent (% by tenure)	Intermediate (% by tenure)	Total (%)
1Bed 1P	51 (5%)	0	0	51 (5%)
1Bed 2P	378 (35%)	0	0	378 (36%)
2 Beds (3P and 4P)	370 (37%)	15 (27%)	25 (100%)	410 (39%)
3 Beds (4P/5P/6P)	180 (18%)	35 (62%)	0	215 (20%)
4 Beds 8P	0	6 (11%)	0	6 (0.5%)
Total	**979 (100%)**	**56 (100%)**	**25 (100%)**	**1.060 (100%)**

The residential tenure split by habitable room:

Tenure	Dwelling count	Habitable rooms	Percentage by habitable room
Open Market	979	2661	88%
Intermediate	25	99	3.27%
Social Rented	56	264	8.73%
Grand Total	**1060**	**3024**	**100%**

The affordable housing split by habitable room and dwelling numbers:

Tenure	Dwelling Count	Habitable Rooms	Percentage by habitable room
Intermediate	25	99	27.27%
Social Rent	56	264	72.73%
Grand Total	**81**	**363**	**100%**

52. The 56 social rented homes would be provided within Building B10 within Phase 2 and the 25 intermediate homes would be provided within Building B8 within Phase 3.

53. The residential phasing of the scheme would comprise Building B4, B9 and B10 for Phase 2 and Buildings B5, B6, B7, B8 and B9 for Phase 3. The overall construction period notionally for both phases is 16 years assuming pre-construction from September 2027 to August 2043.

Phase 2 dwelling numbers, Tenure and construction period

Building	Tenure	Dwellings	Construction period (notional)
B4	Open market sale	323	47 months

B9	Open market sale	56	29 months
B10	Social Rented	56	28 months
Total		**435**	**5-6 years**

Phase 3 dwelling numbers, tenure and construction period

Building	**Tenure**	**Dwellings**	**Construction period (notional)**
B5	Open market sale	117	47 months
B6	Open market sale	254	61 months
B7	Open market sale	128	43 months
B8	Open market sale	101	45 months
B8	Intermediate (shared ownership)	25	
Total		**625**	**10-11 years**

54. There would be commercial uses on the ground floor of four of the seven residential blocks (B4, B8, B9 and B10) and a wholly non-residential building (B11) in use as light industrial.

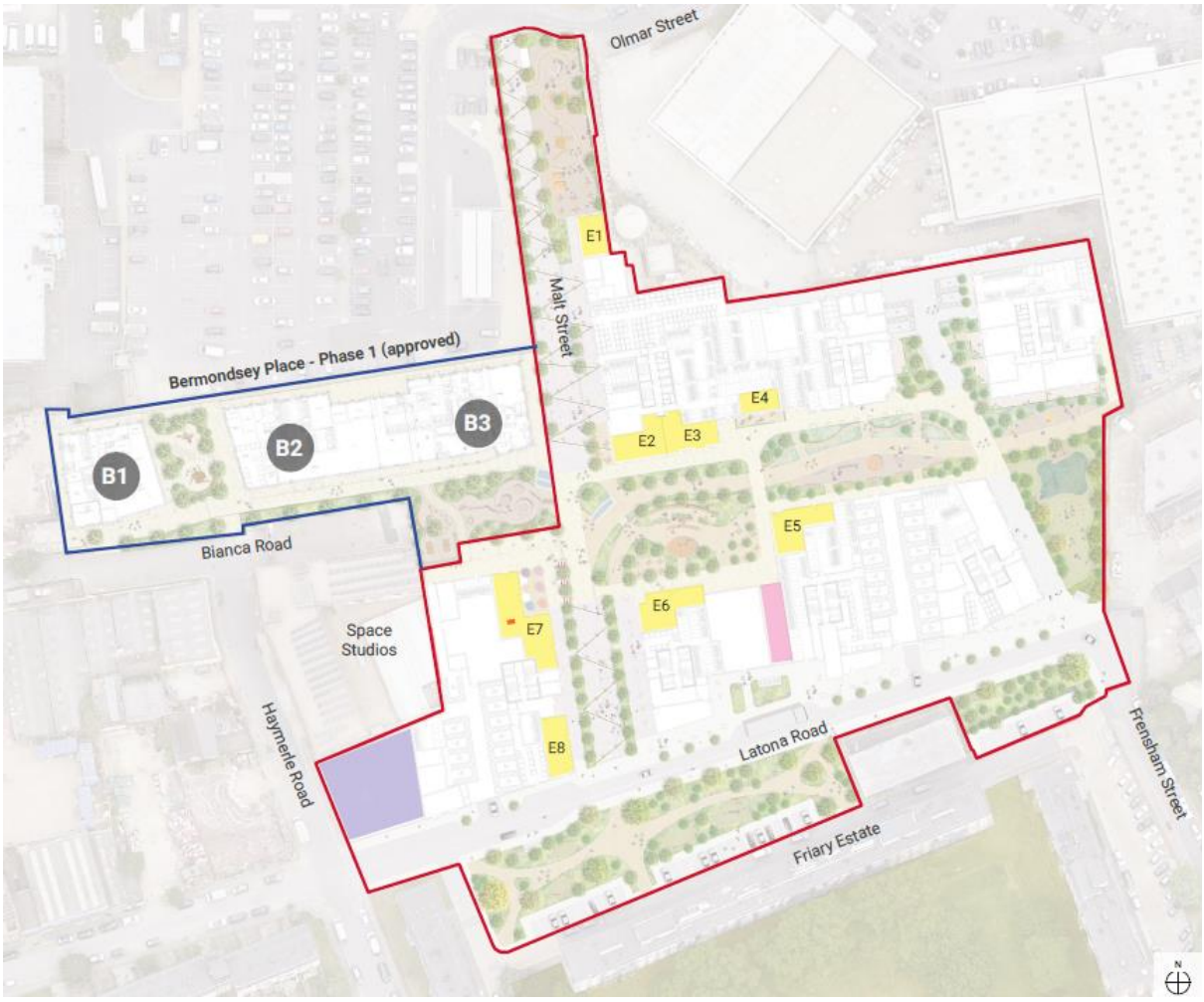
Total Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments) (GIA)

Block Reference	**Use**	**Floor area sqm**
B4	Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments)	298.07 sqm
B8	As above	109.12 sqm
B9	As above	206 sqm
B10	As above	266.79 sqm
Grand Total		**879.98 sqm**

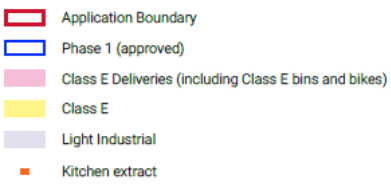
Total Industrial (GIA)

Block Reference	**Use**	**Floor area sqm**
B11	Light Industrial Use Class B2/E(g)(iii))	2571.44 sqm

Grand Total	**2571.44 sqm**



Location of non-residential uses



55. Car parking provision would be 41 (all blue badge) with a relocation of 36 spaces for Unwin and Friary Estate. A total of 28 of the 41 spaces would be covered (under-croft) within Blocks B7 and B10 with the remainder at surface level on the road. Vehicle access to the under-croft car parks would be via Latona Road. Nine of the 41 spaces would be blue badge parking for the Phase 1 development (Buildings B1, B2 and B3). Total under-croft car parking GIA by Block:

Block Reference	Use	Number of spaces
B7	Car parking	16
B10	Car parking	12
Grand Total		**28**

56. A total of 1,901 long-stay cycling parking spaces are proposed. The breakdown of the number of spaces per use class is shown in the below table.

Use	Number of spaces
Residential (Use Class C3)	1,886
Light Industrial (Use Class E(g)(iii)/B2	10
Flexible retail, leisure and commercial (Use Class E)	5
TOTAL	**1,901**

57. Long-stay parking will be provided as a mix of double stackers (no more than 75%), standard Sheffield stands (minimum 20%) and at least 5% Sheffield stands for oversized cycles. Cycle Parking will be provided through a number of hubs located within the residential buildings and within the public realm. A total of 58 short-stay spaces will be provided within the public realm, close to building entrances. The breakdown of the number of spaces per use class is provided in the below Table.

Short stay cycle parking

Use	Number of spaces
Residential (Use Class C3)	33
Light Industrial (Use Class E(g)(iii)/B2	3
Flexible retail, leisure and commercial (Use Class E)	22
TOTAL	**58**

Servicing

58. The residential and commercial uses will all be serviced via loading bays distributed across the Site, accessed via the service route that runs through the south of the site along a reconnected Latona Road. Additional servicing routes through the Site are provided, accessed from Latona Road to Malt Street in the north and Bianca Road (via Phase 1) in the west.

Energy and Sustainability

59. The residential element of the Proposed Development will incorporate a fully electric Air Source Heat Pump (ASHP) system. This will help achieve a 69% on site carbon reduction over Part L 2021 requirements and a 10% improvement on building regulations. The commercial elements will be fully electric, utilising

both ASHP and PV panels. It is targeting a BREEAM ‘Excellent’ rating.

Phasing

60. A phasing plan is submitted as part of the subject Application and it is anticipated that it will be secured by a condition to allow it to be revised, subject to the approval of the Council. The Proposed Development will come forward across two phases. The first phase (referred to as Phase 2) will include Buildings B4, B9, B10 and B11 as well as the western part of the landscaping and public realm. The second phase (referred to as Phase 3) will include the remaining buildings and associated landscaping and public realm. The Proposed Development has been designed to seamlessly stitch in with Phase 1 (being delivered under planning permission 17/AP/2773). The Nye’s Wharf consented scheme is significantly re-designed through this current detailed application.

Amendments to the application

61. The applicant submitted amendments to the scheme in May 2026 subsequent to responses received from officers, including LBS independent advisors, statutory consultees, the public and other stakeholders.

62.. The following amendments were made to the Application:

- The nature of play space in the Eastern Play Garden has been amended from formal play to water play with the introduction of a dipping/wildlife pond as requested by LBS to align with the vision set out in the draft OKR AAP.
- Block B4 - Recessed Entrances: New recessed entrances introduced for the Cycle Store, residential communal, lobby and the southeast Class E space. This is in response to updated wind mitigation advice.
- Block B5 - Recessed Entrances: New recessed entrances introduced for the Cycle Store, fire escape, and lobby. This is in response to updated wind mitigation advice; - Southern Balconies: 40 south-facing balconies have had their height increased from 1125mm to 1500mm, with side balustrades amended to solid metal panels. This is in response to updated wind mitigation advice.
- Block B6 - Wind Mitigation Screen: A porous screen has been introduced within the landscape private amenity terrace, positioned perpendicular to the façade, to the left of the door jam, to address wind mitigation advice. This is located at GF level of the southern east residential unit. - Southern Balconies: 5 south-facing balconies have had their height increased from 1125mm to 1500mm, for wind mitigation. - Western Balconies: 3 west-facing balconies have had their height increased from 1125mm to 1500mm, for wind mitigation.
- Blocks B7 and B8 – the eastern shoulder of B7 has been removed, with massing redistributed to the southern setback of B7 and B8. This results in a minor change in unit numbers (+4 homes) and unit mix.
- Block B7 changes in detail - Extended Lower Shoulder: The expanded lower eastern shoulder has been removed to improve views from Frensham Street towards Old Kent Road; Additional Lower Shoulder Level: An additional level

has been added to the southern lower shoulder, with the overall block height remaining as per the original planning submission; Facade Reconfiguration: Minor facade reconfigurations have been made to the east, south, and west elevations to align with internal dwelling layout rearrangements, driven by the new building footprint. While the design intent remains identical, window groupings and balcony access points have been shifted and amended to suit the new lower shoulder proportion and internal layouts; Plan Updates: Ground Floor, typical podium, and typical level plans have been updated to reflect the new block mix resulting from the shoulder extension removal.

- Block B8 changes in detail - Recessed Entrance: A new recessed entrance has been introduced at the northwest Class E space. This is in response to updated wind mitigation advice; Additional Lower Shoulder Level: An additional level has been added to the southern lower shoulder, with the overall block height remaining as per the original planning submission; Facade Reconfiguration: Minor facade reconfigurations have been made to the east, south, and west elevations to suit the new lower shoulder proportion. Notably, window and balcony door positions remain as per original planning due to unchanged internal dwelling arrangements.
- Block B10 elevational changes – the elevational banding has been reduced to incorporate a simplified horizontal banding approach; and the plant enclosure has been lowered to a height of 4m from 5m.

Block B11 elevational changes – the elevational design has been amended to respond to the industrial character of the building with the window sills being raised to allow workbenches to be placed beneath windows, ensuring the space is fit for its intended use.

Planning history of the site and adjoining or nearby sites.

63. 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 3.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

64. The main issues to be considered in respect of this application are:

- Environmental Impact Assessment
- Principle of the proposed development in terms of land use;
- Affordable workspace
- Housing mix, density and residential quality
- Affordable housing and development viability
- Amenity space and children’s play space
- Design, including layout, building heights, landscaping and ecology;
- Heritage considerations

- Archaeology
- Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
- Transport and highways, including servicing, car parking and cycle parking
- Environmental matters, including construction management, flooding and air quality
- Energy and sustainability, including carbon emission reduction
- Ecology and biodiversity
- 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

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

Legal context

66. 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.

67. 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

68. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The draft Old Kent Road Area Action Plan (2024) recently completed its Examination in Public (EIP) and is progressing towards formal adoption so also has some material weight. The draft London Plan 2026 has only been recently been consulted on and so has very limited material weight. The National Planning Policy Framework (2026) 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 2. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

69. The site policy specifications and designations are set out above in the section

'site policy designations' in paragraphs 49 to 61.

ASSESSMENT

Environmental impact assessment

70. Environmental Impact Assessment is a statutory procedure that provides for a process assesses and reports upon the beneficial and adverse (positive and negative) environmental effects of development projects. The proposed development falls within Schedule 2, Category 10(b) 'Urban Development Project' of the EIA Regulations 2017 and constitutes EIA development having regard to its potential for likely significant environmental effects.

71. Regulation 3 of the EIA Regulations precludes the granting of planning permission unless the Council has undertaken an Environmental Impact Assessment, taking account of the environmental information, which includes the ES, any further information, any representations made by consultation bodies, and any other person, about the environmental effects of the development.

72. In accordance with the EIA Regulations, an Environmental Statement (ES) comprising a Non-Technical Summary, Environmental Statement and Technical Appendices accompanies the application. Following revisions to the overall scheme, an EIA addendum was provided with additional information assessing the environmental impacts of the proposal and any changes that were proposed. That information has been taken into account. Officers are satisfied that the ES is up to date and that the effects described in the ES properly identify the likely significant effects of the proposed development on the environment.

Alternatives:

73. The EIA Regulations require the ES to provide information on the alternative options considered by the applicant, and this includes a 'Do Nothing' scenario. It is stated by the applicant's consultants and accepted by officers that the 'Do Nothing' alternative would leave the application site in its current state. It should be noted that it has also been established in the Southwark Plan that the site represents an opportunity to redevelop the site to provide new and improved housing, alongside new commercial spaces.

74. No alternative sites or locations have been considered for the proposed development as the site benefits from a site allocation and policy support to deliver a strategic development in this location. Additionally, there is an extant consent on the site to redevelop it for housing and commercial spaces.

75. The ES also describes the design evolution of the scheme which has been influenced by environmental factors, particularly townscape and heritage; LVMF Views; wind; daylight, sunlight and overshadowing; water resources, air quality

and transport. As such, revised proposals, have been designed having full regard to the constraints and opportunities presented by the site as well as issues raised during the process.

Cumulative impacts

76. The ES considers cumulative effects arising from the proposed development in combination with other surrounding consented and planned developments and where relevant these effects are discussed further in the topic specific chapters later in the report.

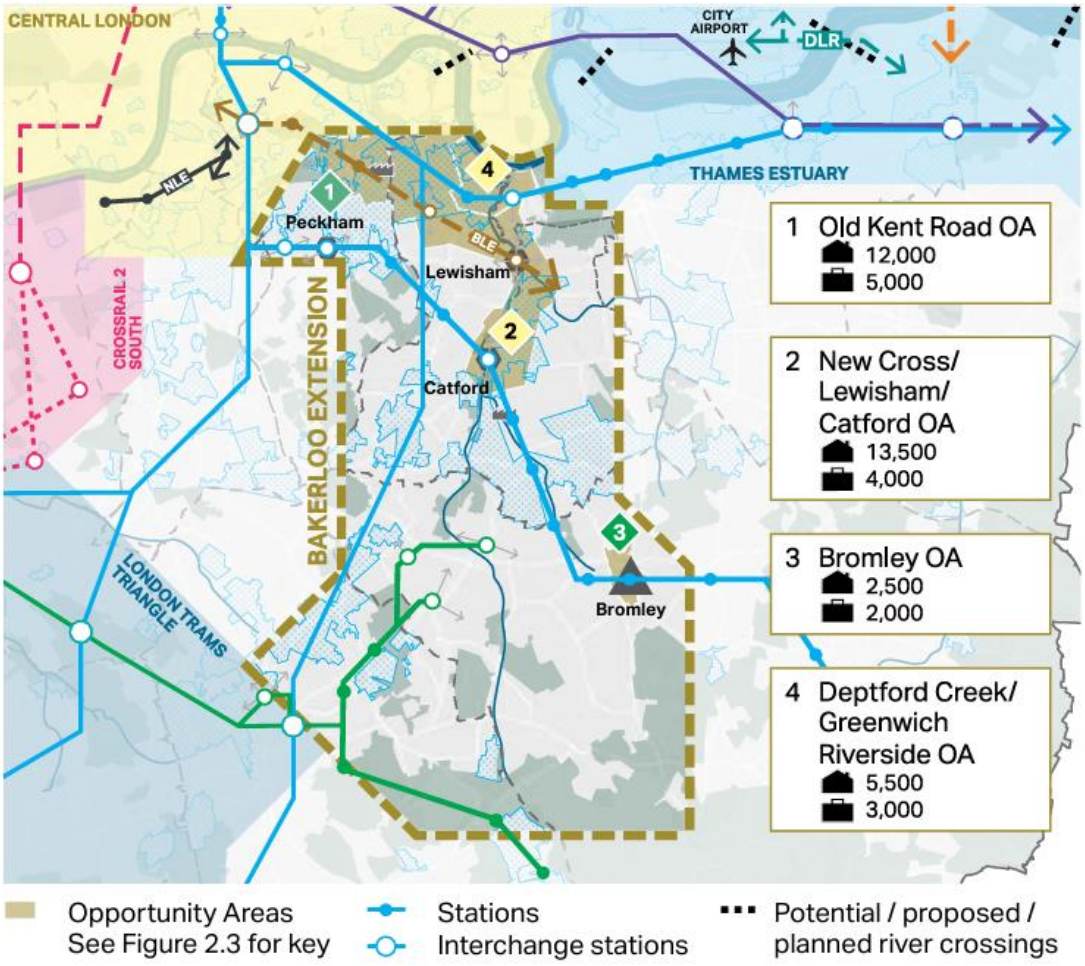
77. A detailed assessment of the likely potential and residual impacts of the scheme is provided in the relevant sections of this report, taking into account the ES and the material planning policy considerations. In summary, officers are satisfied that the ES is adequate to enable a fully informed assessment of the environmental effects of the proposal.

Principle of the proposed development in terms of land use

Relevant policy designations

78. The application site is located within the Old Kent Road Opportunity Area and is subject to the following key strategic and local development plans as they relate to spatial planning use. London Plan, 2021 Policy SD1 ‘Opportunity Areas (OAs)’. Opportunity Areas are identified as significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. Opportunity Areas typically contain capacity for at least 5,000 net additional jobs or 2,500 net additional homes or a combination of the two. Table 2.1 identifies the Old Kent Road OA as one of the four OAs that will serve the Bakerloo Line Extension and that its threshold target is 12,000 indicative homes and 5,000 indicative jobs. These are not maximum/ceiling targets.

Figure 2.4 - Bakerloo Line Extension (BLE)



79. Southwark Plan, 2021 policies AV.13 'Old Kent Road Vision' and NSP66 'Land bounded by Glengall Road, Latona Road and Old Kent Road' build on the London Plan, Old Kent Road Opportunity Area policy designation. The draft Old Kent Road Area Action Plan, 2024 Sub Area 2 guidance and site-specific policy OKR10 'Land bounded by Glengall Road, Latona Road and Old Kent Road' provides more detailed policy guidance on how development should be delivered in the Old Kent Road in terms of land use scale and design.

80. The application site has the benefit of an extant and implemented planning permission which meet strategic and local development plan policy requirements in terms of land use, being a residential led mixed use development which optimises development capacity. The extant and implemented planning permission is a material consideration in the determination of this planning application.

Commercial uses

81. London Plan (2021) policy SD1 'Opportunity Areas' encourages decisions that deliver the growth potential of Opportunity Areas and supports development

which creates employment opportunities for Londoners. Southwark Plan (2022) Policy AV.13 'Old Kent Road Area Vision' requires development to contribute to creating an additional 10,000 jobs in the Old Kent Road helping to grow the significant economic base in the Old Kent Road, not just for offices, but over a wide range of skills and job types, including the types of business that service Central London such as the distribution industry and new and growing sectors such as the arts industry. Southwark Plan Policy P30 'Office and business development' seeks to ensure that employment re-provision is made and where development results in a loss of employment floor space anywhere in the borough a financial contribution must be made towards training and jobs for local people. Southwark Plan (2022) Policy NSP66 'Land bounded by Glengall Road, Latona Road and Old Kent Road' requires that re-development of the site must provide amongst other things leisure, arts, culture or community uses and provide at least the amount of floorspace (E(g), B class) currently on the site. The draft Old Kent Road AAP (2024) Policy OKR10 'Land bounded by Glengall Road, Latona Road and Old Kent Road' requires a mix of co-located commercial uses with residential development and these are set out in more detail in the "Building Typologies and Land Use" section of Sub Area 2 of the draft OKR AAP.

82. The subject application proposes the following commercial uses on the ground floor of four of the seven residential blocks (B4, B8, B9 and B10) and a wholly non-residential building (B11) in use as light industrial.

Total Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments) (GIA)

Block Reference	**Use**	**Floor area sqm**
B4	Flexible Retail, Leisure, commercial (Use class E(a-g) and sui generis (drinking establishments)	298.07 sqm
B8	As above	109.12 sqm
B9	As above	206 sqm
B10	As above	266.79 sqm
Grand Total		**879.98 sqm**

Total Industrial (GIA)

Block Reference	**Use**	**Floor area sqm**
B11	Light Industrial Use Class B2/E(g)(iii))	2,571.44 sqm

Grand Total	**2,571.44 sqm**



Location of commercial floor space

83. The application would make provision for 3,451 sqm of flexible employment / commercial floor space. The flexible use of these units should ensure that they become occupied and add to the animation of the ground floor and linear park frontage. The quantum of floorspace proposed is a reduction from the original consent of 8,193 sqm and would also constitute a nett loss in terms of the original commercial floorspace that existed on the site of 7,188 sqm. A financial contribution will be required to offset that loss in accordance with Southwark Plan policy P30. The application with the relevant mitigation would accord with the relevant development plan polices set out above in London Plan, SD1; SP AV.13, P30 and NSP66 and the Draft OKRAAP, OKR10.

Affordable workspace

84. London Plan policy E3 'Affordable Workspace'; Southwark Plan policy P31 'Affordable workspace' and Draft Old Kent Road Area Action Plan policy AAP5 'Businesses and workspace – The Bow Tie' and OKR10 requires development

proposals where employment floorspace is to be provided, to ensure via planning obligations that 10% of the gross employment floorspace is delivered at discount market rents and is secured for at least 30 years; that meets local demand and is prioritised for existing small and independent businesses. The applicant has proposed an in-lieu payment to meet the 10% policy requirement which will be secured via the proposed s106 agreement. This payment will be used to fund the provision of the councils own directly managed affordable workspace within the borough.

Delivery of housing

Housing mix and residential quality

85. The site is well connected. As previously explained, the vision for the Old Kent Road (AV.13) set out in the Southwark Plan states that development should deliver 20,000 homes. The subject application would amend the extant scheme by reducing the number of dwellings on the overall site from 1453 to 1345 dwellings and reduce the quantum of affordable housing habitable rooms from 40% to an overall 18%.

Mix of dwellings

86. London Plan policy H10 'Housing size mix' sets out the strategic policy context for new residential development to meet the needs of the local housing market and Southwark Plan Policy P2 'New Family Homes' establishes that local need and seeks to ensure that a minimum of 20% of family homes with three or more bedrooms are provided in Action Area cores, which would apply to the subject application site being within the Old Kent Road Action Area Core. The policy also requires a minimum of 60% of homes with two or more bedrooms. The policy then requires two bedroom homes as a mix of two-bedroom 3 person and two-bedroom 4 person homes.

The proposed dwelling mix is set out below.

Dwelling Size	**Dwelling Count**	**Dwelling Mix (%)**
Studio	51	5
1 Bedroom	378	35
2 Bedrooms	410	38
3 Bedrooms	215	21
4 Bedrooms	6	1
TOTAL	**1060**	**100**

The dwelling mix broken down by tenure would be as follows:

Dwelling type	**Open market tenure (%)**	**Social rent (%)**	**Intermediate (%)**	**Total (%)**
1B/1P	51 (5%)	0 (0%)	0 (0%)	51 (5%)
1B/2P	378 (38%)	0 (0%)	0 (0%)	378 (36%)

2B (3P & 4P)	370 (37%)	15 (27%)	25 (100%)	410 (39%)
3B (4P, 5P & 6P)	180 (18%)	35 (62%)	0 (0%)	215 (20%)
4B/8P	0 (0%)	6 (11%)	0 (0%)	6 (0.5%)
Total	**979 (100%)**	**56 (100%)**	**25 (100%)**	**1060 (100%)**

87. The application proposal would provide a total of 51 dwellings as 1-bedroom studios (5%); 221 (20.5%) family homes (3 or more bedrooms) and 621 (60%) of homes would have 2 or more bedrooms. The proposed dwelling mix would meet the relevant development plan policies and is acceptable.

Wheelchair housing

88. Policy D7 of the London Plan 'Accessible housing' requires residential development to provide at least 10% of dwellings to meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and for the remaining dwellings to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. Policy P8 'Wheelchair Accessible and Adaptable Housing' of the Southwark Plan requires the 10% to be based on habitable rooms rather than unit numbers. It also states that where those homes are affordable wheelchair user homes, 10% of the social rented homes must meet Building Regulations M4(3)(2)(b) standard (wheelchair accessible dwellings). It sets out larger minimum floor areas which wheelchair accessible dwellings must meet and requires a mix of dwelling sizes and tenures that meet the above standards, including family homes.

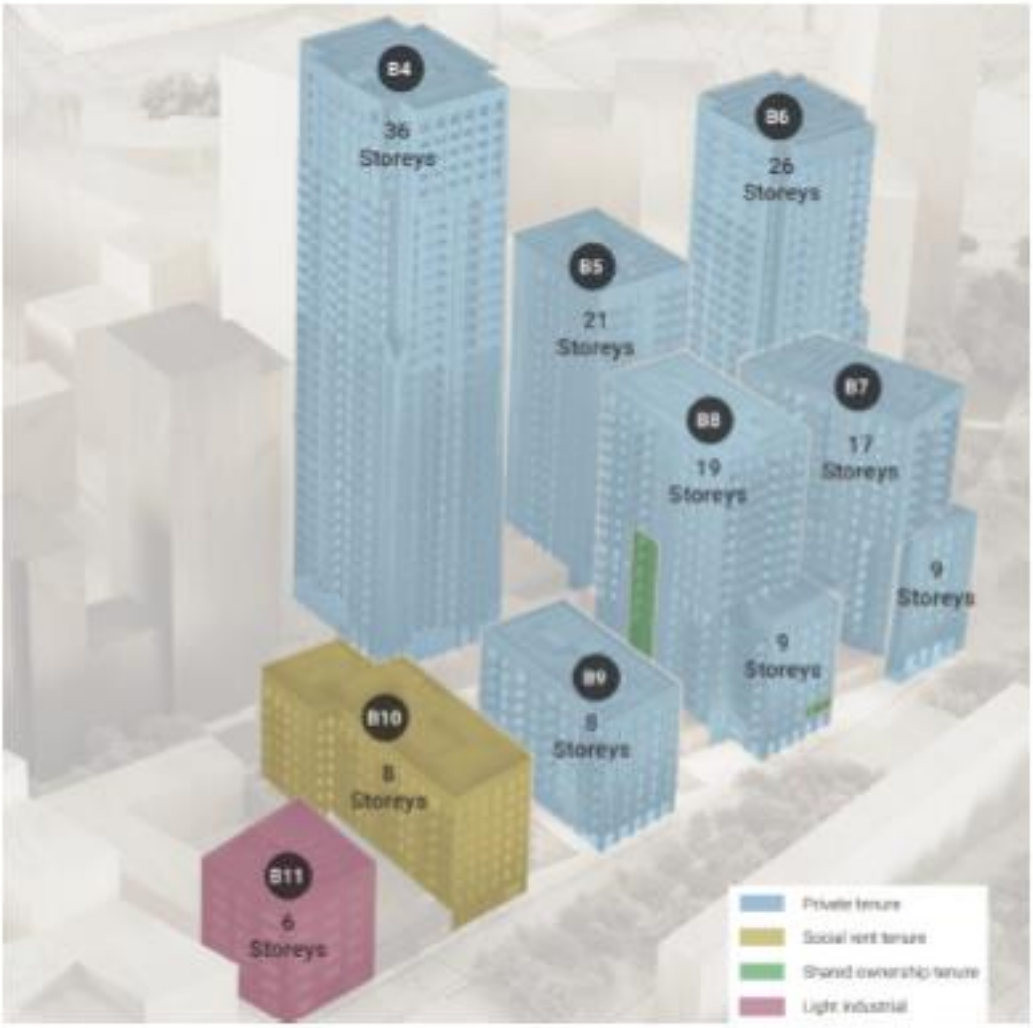
89. The subject application includes 107 out of 1060 wheelchair user dwellings to M4(3) standard which would equate to 365 out of 3024 habitable rooms, more than the 10% policy requirement. The remaining dwellings would be designed as M4(2) 'accessible and adaptable dwellings'. With regard, to affordable homes, 10% would be wheelchair user dwellings M4(3) designed. The Social Rent homes would be designed to M4(3)(2)(b) standards (wheelchair accessible) while the intermediate and market units would be designed to M4(3)(2)(a) (wheelchair adaptable) standards. This is the same as the Extant Consents. The wheelchair housing provision would meet the relevant development plan polices for accessible housing development proposals.

Tenure integration

90. London Plan policy D6 requires housing developments to maximise tenure integration in the interests of achieving mixed communities.

Tenure distribution in the proposed development

91. The proposed 56 social rented dwellings would be provided within Building B10 as part of the second phase and the 25 intermediate dwellings would be provided within Building B8 as part of the third phase. All homes have been designed as tenure blind, with no material difference in appearance between the affordable and open market dwellings.



Location of affordable housing

Residential Design quality

92. London Plan policy D6 'Housing quality and standards' requires high-quality design and Southwark Plan policy P15 'Residential design' requires an exemplary standard of residential design and sets out 17 criteria that inform the quality of accommodation.

Dwelling Sizes

93. New dwelling sizes, in terms of gross internal floor minimum sizes are established by the nationally described space standards, London Plan Policy H6 (including Table 3.1), the GLA Housing Design Standards LPG and Southwark Plan Policy P15. All of the proposed new homes would meet or exceed the below standards as set out in the table.

Dwelling size	Person occupancy	Minimum internal floorspace size (sq.m)
1 bed	1	39
1 bed	2	50

2 beds	3	61
2 beds	4	70
3 beds	5	86
3 beds	6	95

94. The scheme has been designed to ensure that all homes have a minimum ceiling height of 2.5m for at least 75% of the GIA. Areas that fall below 2.5m are typically bathrooms, hallways, and kitchen areas (to allow for ceiling level plant). All homes have been designed to have a main sitting space of at least 2.9m wide (1B1P/1B2P homes) and 3.2m for all other homes. 1B1P homes include a sleeping area of at least 7.5sqm which is at least 2.15m wide. All other units includes a main bedroom of at least 11.5sqm area and 2.75m in width, with all other double/twin bedrooms being at least 2.55m wide. All homes include built-in storage spaces.

95. The proposed internal space standards would accord with the relevant development plan polices and guidance and are acceptable.

Dual aspect

96. 62% of the units are dual aspect (i.e. have opening windows on two external walls). This accords with the Southwark Plan Policy P15 that requires homes to be predominantly dual aspect.

97. The policy requirement to optimise site capacity combined with site specific constraints; energy efficiency, and viability considerations mean that it is impractical to provide 100% dual aspect homes on the Site. This approach is supported by Southwark Plan Policy P15, which states that development must be predominantly dual aspect and must not be single aspect if they have three or more bedrooms, or are north facing or where the façade is exposed to high noise levels.

98. There are no single aspect three-bedroom homes. None of the proposed single aspect units are north facing and none are exposed to high noise levels.

99. This element of the scheme is considered to be acceptable and optimises the quantum of development within a high-quality designed scheme and therefore is policy compliant.

Dwellings per core

100. Policy P15 requires developments to have no more than eight dwellings accessed from a single core per floor. The proposed number of dwellings per core for each residential building is as follows:

Building	**Dwellings per core**
B4	10
B5	6
B6	10
B7	9

B8	8
B9	8
B10	8

101. Blocks B4, B6 and B7, which have more than 8 dwellings per core, have increased corridor widths to 1800mm, with homes located on either side of the core, separated by intermediate doors to create subclusters. This approach is considered to be acceptable..

102. In summary, the development is considered to provide a good quality of accommodation and thereby accord with the relevant development plan policies within the London Plan (2021); the Southwark Plan (2022) and the draft Old Kent Road AAP (2024).

Affordable housing and development viability

103. The NPPF (2026) include policies S3: presumption in favour of sustainable development and S4: Principle of development within settlements. These policies state that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies. Chapter 6 of the NPPF 'delivering a sufficient supply of homes' sets out the policy objective to support the delivery of a substantial increase in the supply of homes and traveller sites, by ensuring that a sufficient amount and variety of land can come forward where needed. This includes planning for an appropriate mix of accommodation for the local community and ensuring that land with permission is developed without unnecessary delay. The NPPF sets out the national decision-making polices for residential development: Policies H07 'meeting the need for homes'; H08 'providing affordable homes'; H013 'build out of residential and strategic sites'; Chapter 3, 'decision-making policies', policy DM5 'development viability' are all relevant in assessing the provision and quantum of affordable housing within residential development proposals.

104. London Plan Policy H4 (Delivering affordable housing) sets out the strategic target that 50% of all new homes delivered across London are to be genuinely affordable. Policy H5 (Threshold approach to applications) allows for a viability tested approach where it cannot meet the 40% fast track route or the minimum 35% or 50% for public sector land/strategic industrial locations/locally significant industrial sites and non-designated industrial sites appropriate for residential uses where the scheme would result in a net loss of industrial capacity. Policy P1 of the Southwark Plan 'Social rented and intermediate housing' requires development that creates 10 or more homes to provide the maximum amount of social rented and intermediate homes and the minimum amount should be 35% subject to viability.

105. In the approved scheme the delivery of a policy compliant level of social rent and intermediate housing was considered a very positive aspect of the proposals. There is a shortage of social rent and intermediate homes in Southwark and their delivery is the priority for the borough as set out in the reasoned justification of Policy P1. The Strategic Housing Market Assessment (SHMA) identified a need

for 2,077 social rented and intermediate homes per annum which is approximately 71% of Southwark's total housing need (equating to 35,309 homes over the plan period between 2019 and 2036). The application proposal proposes a significant reduction in the quantum of affordable housing from the extant consents from an overall 40% to an overall 17.9% as calculated through habitable rooms across the entire site. The current application for Phases 2 and 3 proposes 12% affordable housing as calculated through habitable rooms.

106. The below tables show the proposed affordable housing

The residential tenure split by habitable room:

Tenure	**Dwelling count**	**Habitable rooms**	**Percentage by habitable room**
Open Market	979	2661	88%
Intermediate	25	99	3.27%
Social Rented	56	264	8.73%
Grand Total	**1060**	**3024**	**100%**

The affordable housing split by habitable room and dwelling numbers:

Tenure	**Dwelling Count**	**Habitable Rooms**	**Percentage by habitable room**
Intermediate	25	99	27.27%
Social Rent	56	264	72.73%
Grand Total	**81**	**363**	**100%**

107. P1 sets a requirement for a minimum of 25% of all the housing to be provided as social rented and a minimum of 10% intermediate housing to be provided, calculated by habitable rooms subject to viability. The current Phase 1 being built out comprises 40% affordable by habitable room.

108. The 'fast track' approach is set out in the Southwark Plan P1 where development provides 40% social rented and intermediate housing, with a policy compliant tenure mix, with no grant subsidy. A Financial Viability Assessment (FVA) was submitted at the planning application stage pre-Southwark Plan (2022) in the approved development which demonstrated that the provision of 40% affordable housing with grant exceeded what was viable on-site at that time and that the proposed affordable housing represented a growth-based offer. That scheme was consented without a late-stage review given that the offer was 40% affordable.

109. The applicant cites the current challenging economic conditions and the market being the primary factor requiring the reduction in affordable housing in the latter 2 phases of the schemes build out. The submitted Planning Statement advises that this was necessary to ensure the deliverability of the proposal. Other factors include increases to finance costs with the Bank of England increasing the base rate of interest, inflation, build cost inflation in part linked to geopolitics, lack of progress in the values for flatted residential homes, the new Gateway 2 and Gateway 3 process as part of the Building Safety Act which would

add delays and the introduction of the Building Safety Levy which is due to be implemented in Autumn 2026. These have all added to the viability challenges of the emerging development proposals. The applicant argues that they are unable to proceed with the approved development due to these same viability challenges, which since the approved development was approved, have not alleviated as previously assumed.

110. The submitted Planning Statement was prepared prior to the adoption and formal publication, of the Government's emergency package of measures designed to improve the viability of housing developments in London and the GLA's 'Support for Housebuilding' London Plan Guidance (LPG). These have since been published (March 2026). The applicant has not sought to highlight these measures in support of the subject application.

111. In summary, the LPG introduces a temporary time-limited planning route that will allow residential schemes on private land providing at least 20% affordable housing to proceed without an upfront viability assessment, provided they meet certain eligibility criteria. Developers could also access grant funding for affordable homes (excluding the first 10 per cent of homes which must be provided as affordable housing without grant). This route will be available until 31 March 2028 or the publication of the revised London Plan, whichever is earlier. The measures are intended to apply to both existing consents that are now unviable, and to future consents for new eligible schemes. Furthermore, the Government proposes temporary, targeted CIL relief for residential floorspace on eligible brownfield schemes that commence after the relief takes effect and before 31 December 2030. Those schemes that qualify would receive a 50% reduction in borough CIL where they provide at least 20% affordable housing, with further relief available at higher levels of affordable housing. Several changes to current London Plan Guidance and Policy D6 in the London Plan will remove prescriptive requirements that limit housing density. Relaxed design guidelines to support higher densities, including increased flexibility on cycle parking provision are also proposed.

112. It should be noted that these emergency measures are currently subject to legal challenge from a number of boroughs and that LBS are supportive of that challenge. It should also be noted that the basis of the challenge is that it is not possible to change development plan policy via supplementary planning guidance. That challenge has yet to be determined by the courts. Notwithstanding this the applicant does not intend to use the time limited route as the level of affordable housing does not meet the 20% threshold and has therefore gone down the viability tested route. This application is therefore accompanied by an FVA prepared by DS2 which was reviewed by independent consultants on behalf of the Council. The applicant has indicated verbally they will aspire to achieve 20% should they receive the grant funding and the temporary CIL relief. In this assessment of the application, Officers give weight only to the formal offer of 12% affordable housing as that is what is being proposed.

113. The submitted FVA concluded that the proposed affordable housing is more than the maximum reasonable provision. The FVA was scrutinised on behalf of

the council by expert valuers Quintic Advisory (QA). QA conclude that the proposed scheme would generate a deficit and, on that basis, cannot provide any additional affordable housing contribution.

114. There were a number of areas where the assumptions and inputs were not agreed for the subject application. One of the key differences is the Benchmark Land Value (applicant £14.85m; QA £13.51m; the other difference was in the target profit on the market housing (applicant 19.49%/ circa £121.29m and QA 17.10%/ circa £106.5m); the finance rate (applicant 8%; QA 7%); Sales and Marketing Costs (applicant 4.5%; QA 3%) and Third Party costs (applicant £3.9m not accepted by QA). The applicant's actual profits (shown in the applicant's FVA and actual loss in this case) would be -£116.84m (-18.78% on GDV) against QA's - £34.9m (-5.85% on GDV). The developer profit targets adopted by DS2 are 20%, 15% and 6% on private, commercial and affordable GDV respectively. The blended site-wide profit target is 19.62%. These percentages were previously accepted by officers and are accepted here as they appropriately reflect the risk associated with a long-term development and align with the profit targets agreed with the applicant in the course of previous viability negotiations.

115. QA's own calculations show the development would be in a substantial deficit position, albeit at a reduced level of deficit compared to the applicant's assessment. The deficit calculated by QA is -£34.9m (-5.85% on GDV) compared to the applicant's -£116.84m (-18.78% on GDV). It can be seen that regardless of the differing assumptions and inputs it is still a deficit and in conclusion the scheme cannot support any additional affordable housing.

116. The applicant amended the scheme to meet design concerns and the additional 4 dwellings that were added into the scheme were supported by an updated FVA which the Council's expert valuers, QA has also reviewed.

117. As a result of this exercise, QA reaffirms that the scheme remains in deficit and in conclusion the scheme cannot support any additional affordable housing.

118. The council's adopted Development Viability SPD requires any surplus identified through review mechanisms to be split 50:50 with the council, with the council's share to be used towards additional affordable housing which would be on-site for early and mid-stage reviews and most likely a payment-in-lieu for the late-stage review. In this instance as it is proposing under 35%, officers would expect it to be subject to early, mid and late-stage reviews. Berkeley has agreed to this approach and the reviews will be secured in the s106.

119. In conclusion, the proposed development would provide 12% affordable housing by habitable room, which would equate to 81 affordable homes (56 social rented and 25 intermediate). This would be significantly below the minimum 35% required by policy, although it is noted that this is subject to viability and the extant consented schemes of 40%. The viability of the proposed development has been independently reviewed by QA on behalf of the council, and QA has concluded that the proposed development cannot support any affordable housing.

120. The proposed 12% would exceed the maximum viable, and the applicant has taken a commercial decision on its ability to provide this, bearing in mind the 16-years build programme and risk profile of the development. In addition, the applicant has implemented the first phase of the wider site masterplan which will deliver 40% affordable housing within that phase. In aggregate all three phases would deliver a minimum of 17.9% affordable housing across the site and that total may increase in the future should viability improve over the lifetime of the schemes build out. With that in mind the applicant has accepted a three stages review (early, mid- and late) mechanism. As the developer is not relying on the emergency powers they are also committed to paying the full CIL contribution, which in this instance is substantial at an estimated £26.9m.

Conclusion on affordable housing

121. Whilst different conclusions have been reached about the financial viability of the scheme in terms of the scale of its deficit, both the applicants and the council own independent advisor agree that the scheme cannot currently provide any affordable housing. Consequently, officers accept the council's expert valuers report and conclusion that the scheme cannot currently afford to deliver any additional affordable housing above the proffered 12%. The applicant has committed to a three-stage review mechanism (early; mid and late) to be included within the Section 106 planning obligations agreement should the market improve and the scheme be able to support more affordable housing. As such, the scheme is considered to accord with the NPPF (2026) policy DM5, London Plan (2021) policies H4 and H5 and Southwark Plan (2022) policy P1.

Design

Background, context and changes to the scheme

122. The proposals build upon the principles established under the extant consent, whilst proposes changes to the quantum of development, height and massing, building footprints, car parking provision, and servicing arrangements optimising the capacity and deliverability of the site.

123. The new proposal incorporates the following key changes to the extant consents:

- Reduction of overall development height
- Removal of Building B12
- Removal of basement level
- Differentiation in height to the north/south
- Improvement and update of the sustainability credentials
- Increase of green, public open space
- Increase in formal play space
- Further enhancement of Latona Road
- Maximizing dual aspect and good sunlight/daylight levels

- Buildings B7, B8 and B9 southern elevations streamlined
- Compliance with latest Building Regulations including the introduction of second staircase for fire safety.

124. The scheme does retain the previously established key principles:
- Retention of key views through to Old Kent Road from key pedestrian and cycle routes
- Building locations
- Tallest buildings at B4 and B6 denoting key junctions and eastern signpost
- Commercial units located along key routes and in central square
- Creation of a new linear park linking community, art and landscape
- Creation of Central Square
- Ground floor activation in B4, B5, B6
- Future proof connectivity with the Cantium Retail Park development.

125. The application site forms part of the Old Kent Road Opportunity Area and comprises 2.1 hectares in North Peckham, c. 150 m east of Burgess Park. The built context is very variable with mid to large scale commercial and industrial buildings to the northeast and residential development to the south. The site was previously used for B8 storage/distribution and builders' merchants (sui generis). The quality of existing buildings was considered low and large parts of the site have been cleared. It is bordered by the consented Cantium Retail Park site to the north, a mix of industrial, retail and storage buildings to the east, residential properties including the Unwin & Friary Estate to the south, and LSE's mixed-use student building and Southern Optivos mixed use residential building to the west. The existing building heights in the area vary from low rise industrial warehouses, two to three storey Victorian terraces and up to six storey post war housing blocks to the south. New developments in the wider area are large scaled, with heights of up to 15-storeys along Bianca Road and up to 24-storeys within Bermondsey Place Phase 1 which is currently under construction.

126. The wider area is undergoing considerable transformation, with several key planning permissions having been approved in the last 10 years, including Livesey Place and Ruby Triangle, the latter which approved building heights up to 48 storeys.

127. The area is subject to the following planning policy designations as shown on the Southwark Plan Policies Map:
- Old Kent Road South – District Town Centre (P35);
- Tall Building Zone;
- Part of the Site falls within the backdrop of protected view 3A.1 (Kenwood Viewing Gazebo to St Paul's Cathedral); and view A.1 (Parliament Hill to St. Paul's Cathedral).
- Old Kent Road Action Area Core;
- North Southwark and Roman Roads Archaeological Priority Area (P23)

128. Apart from the draft OKR AAP, other site-specific policies, within the Southwark Plan (2022) include the Old Kent Road Area Vision (AV.13); and Site Allocation NSP66.

Design Policy Framework

129. Chapter 14 of the National Planning Policy Framework 'Achieving well-designed places' sets out the policy objectives to promote high quality, healthy, inclusive and sustainable places, through setting clear expectations about design outcomes and the use of relevant tools and processes. The relevant policies are DP3 'Key principles for well-designed places'; and DP4 'the design process'. In particular, paragraph 3 of policy DP3 requires that: 'Development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan (including those in locally specific policies, guides, codes or masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.' In this instance the relevant development plan documents are the London Plan (2021) the draft London Plan (2026), the Southwark Plan (2022) and the draft Old Kent Road Area Action Plan (2024).

130. Chapter 3 of the London Plan (2021) deals with design related matters. Policy D3 promotes a design-led approach to making the best use of land. Policies D4 and D8 build on this, setting out the design principles for ensuring new development makes a positive contribution in terms of architecture, public realm, streetscape and cityscape. Policy HC1 advises that development affecting heritage assets and their settings should conserve their significance by being sympathetic in their form, scale, materials and architectural detail.

131. London Plan Policy D9 is specifically concerned with tall buildings. The policy contains a list of criteria against which to assess the impact of a proposed tall building – namely locational, visual, functional, environmental, and cumulative. London Plan Policy D4 requires all proposals exceeding 30 metres in height to have undergone at least one design review or demonstrate that they have undergone a local borough process of design scrutiny. The proposed building would, at 59.52 metres above ground level, exceed the 30-metre threshold. It thus engages Policy D9.

132. The design policies in the Southwark Plan include P13, Design of Places and P14 Design quality, which states that development must provide, amongst other things high standards of design with appropriate fabric, function, and composition. Other important aspects of design include P15 Residential design, P16 Designing out crime, and P17, Tall buildings which sets out a series of tests for tall buildings (defined as significantly taller than surrounding buildings or their context). It also directs the highest tall buildings to areas with the greatest opportunity for regeneration, including opportunity Areas, such as the Old Kent Road. The draft

OKRD AAP sets out area specific design guidance for the location of open spaces and tall buildings and land use.

Site layout and public realm

133. The design principles behind the proposed masterplan, are informed and would help deliver key aspects of the draft OKRD AAP including:

- The Surrey Canal and Frensham Street parks with a clear hierarchy of pedestrian and vehicular routes across the site connecting to adjacent routes, improving permeability, accessibility and wayfinding;
- An integrated street, open space and building layout creating a high quality, well functional and legible townscape; and

An improved interface with the Unwin and Friary estate to the south of the Site, as well as connection to Burgess Park to the west and Old Kent Road to the east.

134. The new linear Surrey Canal park, the green spine along which the new development is organised, offers attractive pedestrian and cycle routes and assists in creating valuable open space in an urban, compact London development. It sits on the historic alignment of the Surrey Canal. Frensham Street will in effect be linked to Old Kent Road, providing easier access for residents to the high street and integrating this development with the existing and proposed street pattern. The position of Block B7 was adjusted during the pre-application process to ensure that his key pedestrian route has a clear line of sight across Surrey Canal Park maximising the schemes visual permeability and ensuring that the development isn't perceived as an enclosed estate.

135. A central square is created at the interface between the green spine and Malt Street Boulevard. The communal green square will be the primary public open space for the site with capacity to host community events. It includes a stage with circular seating, a water feature and plenty of spill out spaces in a primarily green setting.

136. The main vehicular and pedestrian entrance to the site would be from Malt Street. Vehicular movement would not be permitted along the linear park, and would be tightly controlled north-south, meaning the majority of the park would be car free. Generally, vehicle access will be controlled by bollards and managed by an on-site management team. A drop off zone is created south of the linked buildings B8 and B9 as a more formal entrance, where a concierge hub will be provided.

137. The tallest building (B4) would provide a signpost to the north the second tallest building, B6, signposts the development from Old Kent Road. The building heights and locations reflect the three-tier strategy of the draft OKR AAP. Malt Street Boulevard forms the northern axis leading to Central Square at the heart of the development. The position of the generous Malt Street Play Garden at the

northern end is strongly supported and provides excellent opportunities for new residents and neighbouring areas to connect, socialize and enjoy the generous public realm. A sculpture park has been proposed in this location details to be secured in the s106.

138. Active frontages at ground floor level along the linear park and Malt Street Boulevard will animate the public realm, provide passive surveillance, and create a vibrant, safer streetscape.

139. The upgrade of the open space north of the Unwin and Friary Estate includes a variety of green open spaces, robust planting, seating areas and lawns for play and relaxation. This area of landscaping is part of the estate so its detailed design and delivery would need to be subject to further consultation with both residents and Southwark Housing Department. The design of this space will be secured by condition, but a separate agreement would need to be made with the council to secure its delivery.

140. The proposed scheme strongly benefits from a coherent green infrastructure, which provides a network of generous sustainable open spaces for the new neighbourhood, as well as extensive tree planting, vital for balancing climate change by providing shade, absorbing excess rainwater, and filtering air pollution. The green aspect of the scheme has been further reinforced during the latest revisions.



Proposed Phases 2 and 3 masterplan with approved Phase 1.

141. The application site contains 0.3 ha public green space to the south of Latona Road, the existing amenity space for the Unwin and Friary Estates, which will be retained and improved subject to further consultation with residents and the agreement of Southwark Housing Department. Latona Road and Unwin and Friary Woodland Glade will be upgraded, creating a new connection between Latona Road, in the west and Frensham Street in the east, providing access to nature on the doorstep. The Frensham Play Garden, to the east, has been designed for water play with the introduction of a dipping/wildlife pond in line with the design guidance of the draft OKR AAP. The public realm will also benefit from the retention and relocation of the existing Acorn Wharf Chimney. This locally listed structure will provide a direct tangible link to the interesting history of the site, as well as a meaningful landmark.

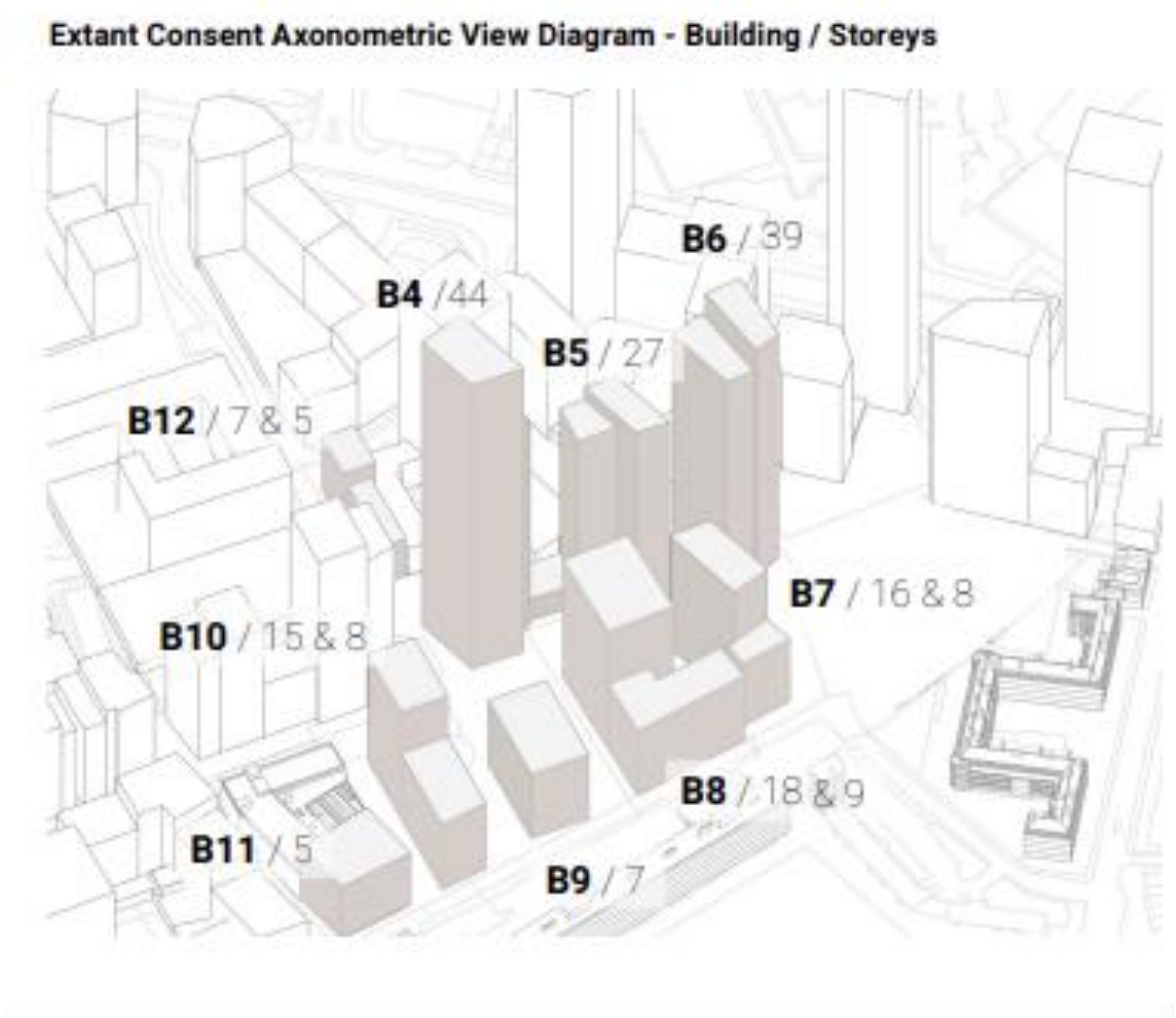
142. The long-term plans to create a Frensham Street Park at the current council depot, immediately to the east of the site as set out in the OKRD AAP will further reinforce the green structure and the recreation and amenity provision in the area. In total the application provides 0.8 ha new publicly accessible open space. In addition, the scheme provides 1,044.72 sqm of communal amenity space. It also provides 1,234 sqm of doorstep play space within podium gardens within 4 areas of the site, which will be accessible to residents only. Communal amenity space in the form of a roof terrace will be provided in B8. The scheme provides a strong contribution of high-quality open space, well distributed throughout the site, providing meaningful outdoor space for all age groups. Together with the proposed generous street tree planting the scheme contributes to a robust and sustainable green structure.

143. In summary the scheme increases accessibility to the site, creates much required permeability through the site, connecting new public amenities on site to key destinations within the wider area through a coherent, network of open spaces, pedestrian and cycle routes that help to deliver the key aspirations of the draft OKR AAP.

Building height, scale, massing and tall building considerations

144. The draft Old Kent Road Area Action Plan, tall building strategy “The Stations and Crossings” identifies this site as containing a series of tall buildings arranged along the Surrey Canal Park. With the taller tier 1 and 2 buildings located to the north of the park and shorter tier 3 buildings to the south. The proposals broadly follow this strategy.

In addition, the extant and implemented consents established the principle of tall buildings at the site, permitting 12 buildings of up to 44 storeys.



3D *diagram illustrating consented building heights and massing*.

145. The tallest buildings in the proposed scheme have been reduced in terms of height, when compared to the consented scheme, whilst some of the lower rise buildings have slightly increased in height primarily to address viability issues. The proposed buildings will be between 6 and 36 storeys high, which is a reduction in building height across four buildings; B4, B5, B6, and B10.

146. This is in addition to the removal of block B12, the latter resulting in a welcomed increase of the public realm. A review of the massing has resulted in modest increases in height across B7, B8 and B9, by two storeys each, and an increase by a storey across B9 and B11, to reconfigure and create a more balanced massing, harmonious building proportions and a more considerate integration with adjacent areas to the south.

147. The diagram below shows the revised height, massing and distribution of development across the site and includes the following adaptations:

- A reduction in height of building B4 from 44 to 36 storeys;
- A reduction in height of building B5 from 27 to 21 storeys;
- A reduction in height of building B6 from 39 to 26 storeys;
- An increase in height of building B7 from 16 & 8 to 17 & 9 storeys;
- An increase in height of building B8 from 18 & 9 to 19 & 9 storeys;
- An increase in height of building B9 from 7 to 8 storeys;
- A reduction in height of building B10 from 15 & 8 to 8 storeys;
- An increase in height of building B11 from 5 to 6 storeys;
- Removal of building B12, to increase public realm.



Proposed scale, height and massing Bermondsey Place, Phases 2 and 3

148. The height, scale and massing of this proposal have previously been subject to pre-application advice and were considered by officers, to be in keeping with

the draft OKR AAP tall building strategy and the Building Heights guidance set out in Sub Area 2 of the draft OKR AAP.

149. The proposed building design creates well-balanced proportions, with distinct, bases, middle segments and articulated crown elements at the top, for the tallest buildings. The height, massing and elevational articulation for all other proposed buildings have also been carefully considered, with the massing adjusted for block B7 and B8. The detailed design has undergone revisions, the details set out under the “Architectural design and materiality” section. The proposal is considered to meet the London Plan Southwark Plan and draft OKR AAP tall building policy requirements and is consequently supported.

150. The overall design concept helps to deliver the aspirations of the draft OKR AAP tall building strategy by providing a variation in building heights and a dynamic sequence of volumes across the site, that engage with the surrounding context, providing orientation, wayfinding and a distinctive skyline in harmony with other tall buildings emerging in the wider area.



Building heights guidance OKRAAP Sub area 2

151. The proposed massing strategy is based around three main building typologies across Bermondsey Place phases 1, 2 and 3; tall landmark buildings, (B4, B6) linear park frontage (B1, B2, B3, B5, B7, B8, B10) and small landmark buildings (B9 and B11) and a stand-alone commercial building.

152. Tall landmark buildings, the tallest building- Building B4, (36 storeys) would sit to the east of the main north–south pedestrian route and to the north of the proposed square. This positioning is intended to allow the tall buildings to benefit from surrounding open space provided by the square whilst also acting as a marker, signposting this new civic space within the wider urban context. The north-eastern most building, Building B6 (26 storeys), is also intended to fulfil a similar function, given its generous open space setting fronting on to the council's proposed Frensham Street Park adjacent to the site and visibility in views from Old Kent Road.

153. The Linear Park Frontage buildings, B1, B2, B3, B5, B7, B8, B10, define the Surrey Canal Park space in line with Sub Area 2 Building Heights Guidance of the draft AAP, which advises taller Tier 1 tall buildings should be located on the north side of the Surrey Canal Park with buildings to the south being 8 to 15 storeys tall.

154. The eight-storey building B9, with its bespoke character and signature green colour scheme defines the new Central Square and acts as a small landmark building. The ornate details decorating the columns and the fenestration surrounds, all bronze coloured, contribute to its distinctiveness. Designed as a standalone podium building, due to its central location it would be suitable for public functions such as a gallery, exhibition space, or community hub at ground floor. Situated opposite the tallest landmark building in this development, together the buildings create an interesting dynamic, providing a strong sense of place.

155. As part of the commercial cluster to the east of the site, a stand-alone commercial brick Building B11 is proposed adjacent to Space Studios. The building design has been informed by its immediate neighbour Space Studios and is of medium scale to integrate well with the existing built context.

156. Buildings B8 and B9 have increased in height to 19 and 17 storeys respectively but have a step-down shoulder height of 9 storeys facing onto the Friary and Unwin estate to moderate the transition in scale. The step down in height and the amendments made to the massing of block B9 result in a more slender and well-balanced building which respond positively to the context of the 7 storey Ednam House to the south. The reconfiguration of the volumes of these buildings through cut-outs and extensions also maximises opportunities for dual-aspect dwellings, of importance for the internal quality of dwellings.

157. The overall reduction in building heights across the site, the stepped approach reducing the massing for two of the largest buildings and the removal of B12 are acceptable from an urban design perspective, subject to a high-quality elevational design response, which is considered in the next section of this report. The building height and massing is considered to accord with existing and emerging policy and in particular with the design guidance contained in the draft OKR AAP, and subject to detailed design would make a positive contribution to the regeneration of the OKR area.

Architectural design and materiality

158. The importance of high-quality design as an integral part of sustainable development is highlighted in the NPPF (2026) and the London Plan (2021).

159. The requirement of high-quality design is further reinforced by Policies P13 “Design of Places”, P14 “Design Quality” and P17 “Tall Buildings” of the Southwark Plan (2022). Exemplary residential quality in tall building design is also a requirement of the draft OKR AAP.

160. The proposal benefits from different combinations of red, dark, and light colours and materials such as brickwork, metal, and concrete across the scheme resulting in a design with a unique character to each building type. Brick is the dominant material throughout the masterplan, which provides coherence and durability. Differing combinations of materials in turn provide variety and interest for individual buildings. The applicant was originally proposing a concrete brick-slip system on all of the blocks but one (which was to have a traditional brick finish). The justification in large part put forward by the applicant being that the use of a concrete brick slip system is more sustainable in terms of the energy required to produce the slips. Officers had a number of concerns with this approach. This is a relatively untested and novel system, so its durability over time isn’t proven, the quality of the slips is not considered to be as good as that of traditional bricks, and the detailing around window and door openings is not as good as for traditional brick work. Throughout the redevelopment of the Old Kent Road regeneration project officers have insisted that the highest quality of material and detailed design is delivered on all schemes, not least because of the scale of those schemes. The draft OKR AAP promotes the use of brick as a durable, sustainable and contextual finish and to date all the developments completed in the Old Kent Road, including Phase 1 of this scheme have traditional brick finishes. The applicant has therefore committed to taking forward this revised scheme in a traditional brick finish the details of which will be secured by condition.



View from the south (Unwin and Friary) of the Bermondsey Place development

The Southwark Design Review Panel

161. The Southwark Design Review Panel reviewed the development proposal at pre-application stage in April 2025 having first reviewed the original Malt Street scheme in May and July 2018. The Panel generally supported the scheme in principle and welcomed the retained Linear Park at the heart of the design which connects Burgess Park and the Old Kent Road. They noted that a lot has happened since the last time the scheme was reviewed including regulatory and economic uncertainty. They also welcomed the incorporation of the Nye's Wharf site into the scheme. However, they raised some concerns about the proposal including the public realm, the relationship of the scheme to its immediate neighbourhood and the architectural expression of blocks B4, B6 and B9.

The OKR Community Review Panel

162. A meeting with the OKR Community Review Panel was held in May 2025 to discuss the forthcoming scheme. A more distinctive architectural approach for the taller buildings (B4 & B6) reflective of the OKR and refinement of the B4 crown were requested.

Public and other stakeholders

163. The scheme has been influenced by feedback received during the public and other stakeholder consultation which is reflected in the proposed layout, the increase of open space, implementation of active frontages, signage, the detailed proposal guided by open space safety, provision of dedicated teen play areas and the inspiration of local design precedents in terms of architecture.

Design progression 2025/2026

164. The scheme has undergone further design revisions during autumn 2025 and spring 2026 in response to the feedback provided by the DRP and CRP and from officers.

165. The eastern shoulder of Building B7 has been removed, with massing redistributed to the southern setback of Buildings B7 and B8. This ensures that a clear line of sight is maintained along Frensham Street through the Surrey Canal Park. The adjusted geometry of B6 maintains the relationship to the emerging surrounding context ensuring that site lines from Frensham Street towards the Cantium Retail Park are retained. The redesigned footprint and layout of Building B7 at Ground Floor level now accommodate key views through the site to Old Kent Road in accordance with the masterplan and creates better visibility at the junction with Frensham Street, taking the new play park into consideration.

166. The elevational designs have been updated on Buildings B7 and B8, and an additional level added to the lower shoulder.

167. The nature of play space in the Eastern Play Garden has been amended from formal play space to include a dipping/wildlife pond on officers' request to align with the Sub Area 2 Design Guidance in the draft OKR AAP.

168. The detailed design of buildings B4, B6, B9, B11, as well as B10 (including the plant screen) has been revised. The building design has been updated to create a more bespoke and varied approach to detailing, resulting in a stronger sense of place. As an example, Block B10 has undergone elevational changes reducing the repetitive elevational banding across the elevations creating more variation and better proportions. The visual screening of roof areas on B10 has been integrated as proportionate mesh elements to screen the Air Source Heat Pumps located at roof level while still allowing them to function efficiently. Overall roof plant dimensions have been reduced in height to further alleviate their visual impact.

169. The elevational design has been amended on Building B11 to respond to the industrial character of the building and that of its immediate neighbours including revised proportions and simplified detailing. The windowsills have also been raised to allow workbenches to be placed beneath windows, ensuring the space is fit for its intended use.

170. In addition, entrances have been recessed on Building blocks B4, B5, B8 and balconies have been increased in terms of their projection to 1500mm on B5 (40 balconies), and B6 (8 balconies).

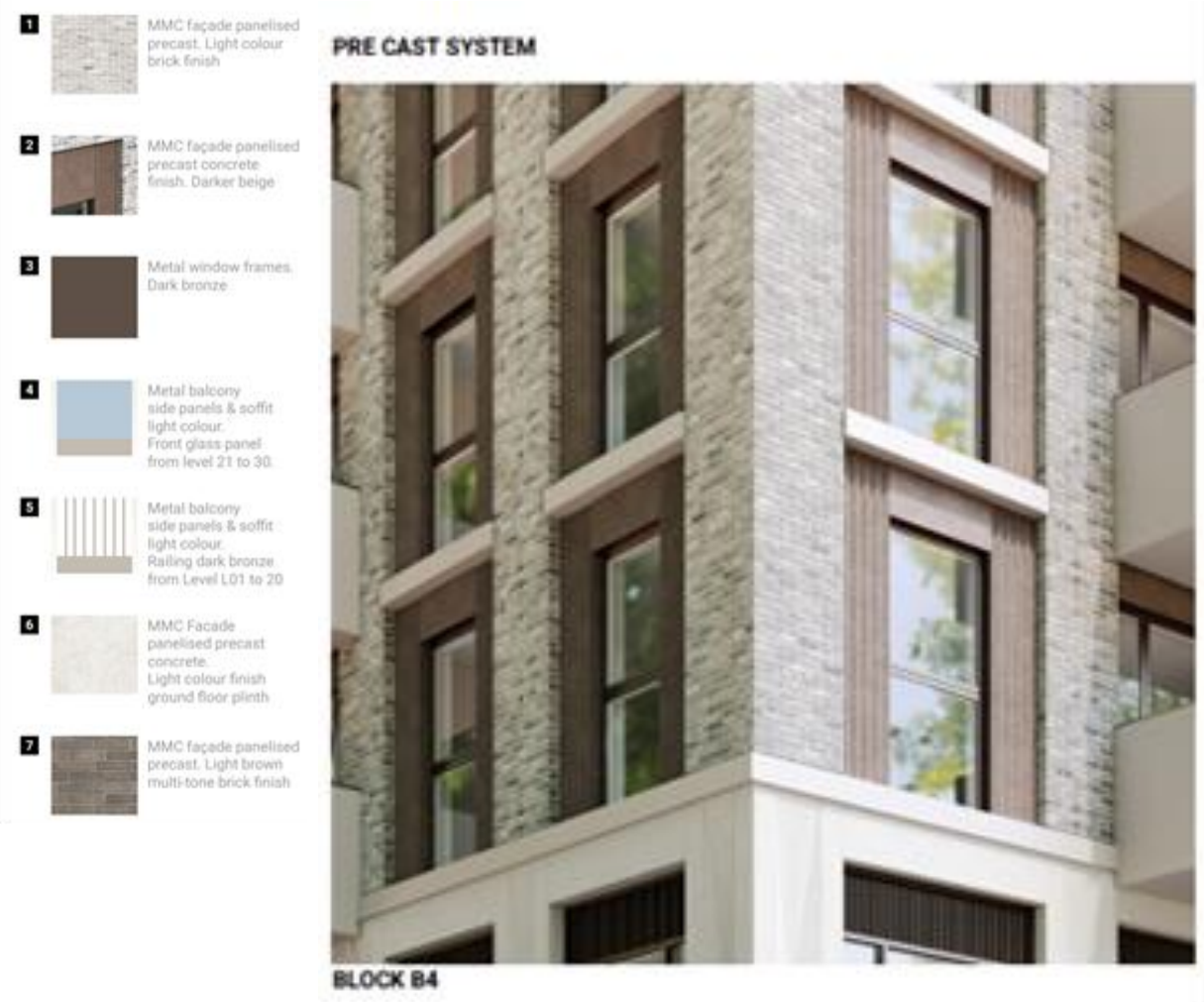
171. Officers are content that the recent design amendments address the concerns raised in response to the submission by the DRP and CRP, subject to final details being secured by condition. This will include the requirement for full scale bay studies as well as material schedules and samples of all external building materials, balcony railings, doors and window types to ensure the quality and interest of the elevational design will be carried through to the as-built scheme.

172. In line with the objectives of the AAP, and particularly the design guidance set out in Sub Area 2 and OKR10, the ground floor of these buildings provides predominantly commercial space within a double-height glazed base. Located in a prominent position along the Linear Park, this transparency creates a dynamic interface between commercial and residential use which animates the street scene, provides passive surveillance resulting in a more vibrant and safer public realm.

173. The building design provides legible and coherent commercial entrances, clearly distinct from the residential entrances. Above the base, the middle section of the buildings has a different expression, whilst maintaining visual continuity with the lower and upper levels.

174. These buildings provide an attractive and well-articulated backdrop to the Surrey Canal Linear Park, whilst the continuous ground floor active elevation ensures that the park would be vibrant, attractive, safe and well used. The architectural concept for the buildings facing the linear park is to create a series of elegant vertical facades which increase in height further to the east and creates a transition in height up to the B4 building. The key corners at the lower levels and the link building contain commercial uses. In contrast, the entrances to each residential block above have been clearly distinguished, positioned centrally to small colonnades which descend down from the main facades of the towers.

175. Buildings B4 and B6 share a common, vertical design language as the tallest blocks, reflecting their prominent position contributing positively to the skyline. The vertical expression of B4 is emphasised by the balcony placement and the distinctive treatment of the top floors. Large, glazed inset balconies on the top five floors create the identity of a crown, adding to the buildings' vertical emphasis and its distinctiveness as a landmark. Metal balcony railings on the lower floors add variation and interest. The colour scheme is neutral and light, including cream, beige, light brown, and bronze.



176. Building B5, being the lowest of the three, will have a distinct character with similar architectural features but with different proportions and top articulation. It incorporates horizontal features and dark brown brickwork, creating a more industrial design in line with the design guidance for the southern buildings of the masterplan.

177. Buildings B7 and B8 provide a combination of high elements and low rise to the south, with a colonnade. The largescale warehouse character is emphasised by dark, rich brickwork, dark fenestration surrounds and balconies, with distinct elements of burgundy and white details. The design details, such as elevational composition, the brick articulation and cills have been subject to revisions during spring 2026. Overall, the detailed design has been simplified for a more genuine industrial style building.

BRICK FINISH



BLOCK B7

178. Building B9 is the bespoke “jewel in the crown” and benefits from the deep green brickwork and bronze metal detailing, an elegant choice in this location. Appropriate detailing to the fenestration, columns, and façade articulation all play an important role for the end result and will be secured by conditions to ensure the aspirations are delivered.



179. The B9 building design is characterised by a distinct colonnade which together with bronze- coloured details and dark green brickwork provides a statement building at Central Square.



Building B9 at the junction of Malt Street Boulevard announces the Central Square.



Building B10. Robust brickwork and coherent colour schemes create commonality, whilst detailing provides variation. View of B10 from Unwin Park with the commercial building B11 in the background.

180. The elevational design of B10 has been simplified in terms of facade articulation, overall proportions, and contrasting colour scheme. The revised design now incorporates proportionate dark mesh structures at the top of the building which successfully screen the Air Source Heat Pumps.

181. Building B11, Bermondsey Works, provides an industrial character to blend in seamlessly with the adjacent Space Studios, suitable also to reinforce the area as a hub for creative industries. The detailed building design has been updated in terms of elevational design, fenestration, and window reveals. The materials would be red brick, PPC metal panels with bronze titanium metallic PPC metal framing to glazed windows.

182. In summary, the proposed architectural design is well conceived and executed and integrates well with the proposed open spaces and existing built context. The high-quality public realm is generous, provides a wide range of different types of urban green spaces with a Central Square, the new Surrey Canal linear park around which the development is organised, dedicated play space, as well as a well-connected network of pedestrian and cycle routes including a pleasant green boulevard activated by commercial space at ground floor. The development also benefits from integrating a historic chimney structure as a landmark, paying homage to the industrial tradition of the area and creating a strong sense of place. Overall, the layout, scale, height and massing are considered appropriate and well balanced, creating efficient use of this brownfield site, whilst offering well considered and pleasant open spaces, high-quality residential accommodation and attractive new commercial premises in a sustainable location.

Landscaping, trees and urban greening

183. Policy G7 of the London Plan ‘Trees and woodlands’ states that development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees, there should be adequate replacement based on the existing value of the benefits of the trees removed. Policy P61 of the Southwark Plan states that development must retain and protect significant existing trees. It states that development must retain and enhance the borough’s trees and canopy cover.

184. The submitted tree survey identified 15 (fifteen) individual trees and 12 (twelve) groups of trees on and adjacent to the Site. Two trees are located outside of the site boundary, alongside two groups of trees and these trees are not impacted on by the proposals.

185. The proposed development would require the removal of three Category B trees, eleven Category C trees and 1 No. Category U tree. Ten groups of trees have been identified for removal to facilitate the development and proposed landscaping, all of which are category C tree groups. 232 trees/shrubs are proposed within the landscape general arrangement within the public realm, and this will significantly green the area and mitigate for the loss of the existing trees. The proposal provides for a significant increase in trees across the site and provides the opportunity for the site to have an increased canopy cover up to approximately 916sqm and trees planted to suit the site. The tree planting strategy is shown on the image below.

Tree Planting strategy



186. The above diagram shows how the proposal would provide a diverse mix of robust native trees & species provided throughout the site, creating attractive east/west and north/south landscaped vistas through the site.

Landscaping

187. Policy G1 of the London Plan 'Green infrastructure' states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Green infrastructure is defined in the plan as comprising the

network of parks, rivers, water spaces and green spaces, plus the green elements of the built environment such as street trees, green roofs and sustainable drainage systems. Policy G4 of the London Plan 'open space' states that development proposals should, where possible, create areas of publicly accessible open space, particularly in areas of deficiency. Policy P59 'Green Infrastructure of the Southwark Plan requires that major development must provide green infrastructure with arrangements in place for long term stewardship and maintenance and provide new publicly accessible open space and green links.

Proposed Landscape site plan



188. The landscaping for the development would be focussed on the linear landscaped spaces from Bianca Road to the east of the site, whilst also providing linear space south from Malt Street through to Latona Road. The proposals would also include a central landscaped 'square' within the heart of the site, linking these linear spaces. Improvements would also be made to the amenity space within the Friary Estate, details of which would be conditioned. All spaces would be generous and well landscaped with species of an appropriate nature and maturity all of which would be agreed by condition.

189. The proposals would provide generous and high-quality open spaces for a mixture of functions with an overall amount of public realm introduced within the site of 10,878 sqm (51% of the site total) which is supported. This includes the 2,799 sqm land on the Friary and Unwin estate. The new open space provision is 8,079 sqm.

190. A number of character areas are proposed within the development with the principal space being located within the central square. This space would include a water feature, play equipment, an amphitheatre with associated stage and seating areas alongside the new hard and soft landscaping. This space serves as the heart of the public realm and the arrangement allows for spill out space associated with the surrounding active frontages, whilst also providing key connections through the site to the residential entrances. See below for an illustrative view of this space.



191. Adjacent to the central square is the east to west Surrey Canal linear park which leads into the proposed Frensham Street Park on the adjacent Council land where additional landscape space would be provided alongside the introduction of a wildlife pond and play space. This link forms a key part of the Councils wider ambition to deliver a linear park connecting Burgess Park to Old Kent Road. This space will include new play space for both 5-11 years and 12+ years in the form of a linear play feature running through the swales and outdoor exercise equipment. Seating and new hard and soft landscaping would also be provided. The below image shows an illustrative view of this space.



192. A north to south link would also be provided within the development referred to as Malt Street Boulevard. This would link Malt Street down to the Friary Estate. The route will provide additional managed servicing to the masterplan with controlled access for delivery vehicles, refuse collection, and blue badge holders. The central area will contain the infrastructure for street markets and food stalls with a new play garden located to the north of this area. The below image provides an illustrative view of this space.



193. As noted, the proposals would also provide improvements to the amenity space located within the Friary Estate to the south of the site, including rearranging of the existing parking here. New tree planting would be included here alongside wildflower planting. The below image provides an illustrative view of this space. This would all be subject to agreement with the local community and the councils housing department.



194. Four roof space amenity decks would also be provided between the blocks to provide communal amenity space for the residents within each of the buildings with areas of planting, alongside new play spaces and seating areas.

195. Overall, the landscape proposals are considered to be a significantly positive aspect of the redevelopment of the subject site. All plans are indicative with detailed landscape plans involving hard and soft features being subject to conditions which are attached to the decision notice. The hard and soft landscaping condition will require appropriate buffering to units fronting onto the communal amenity spaces proposed within the development.

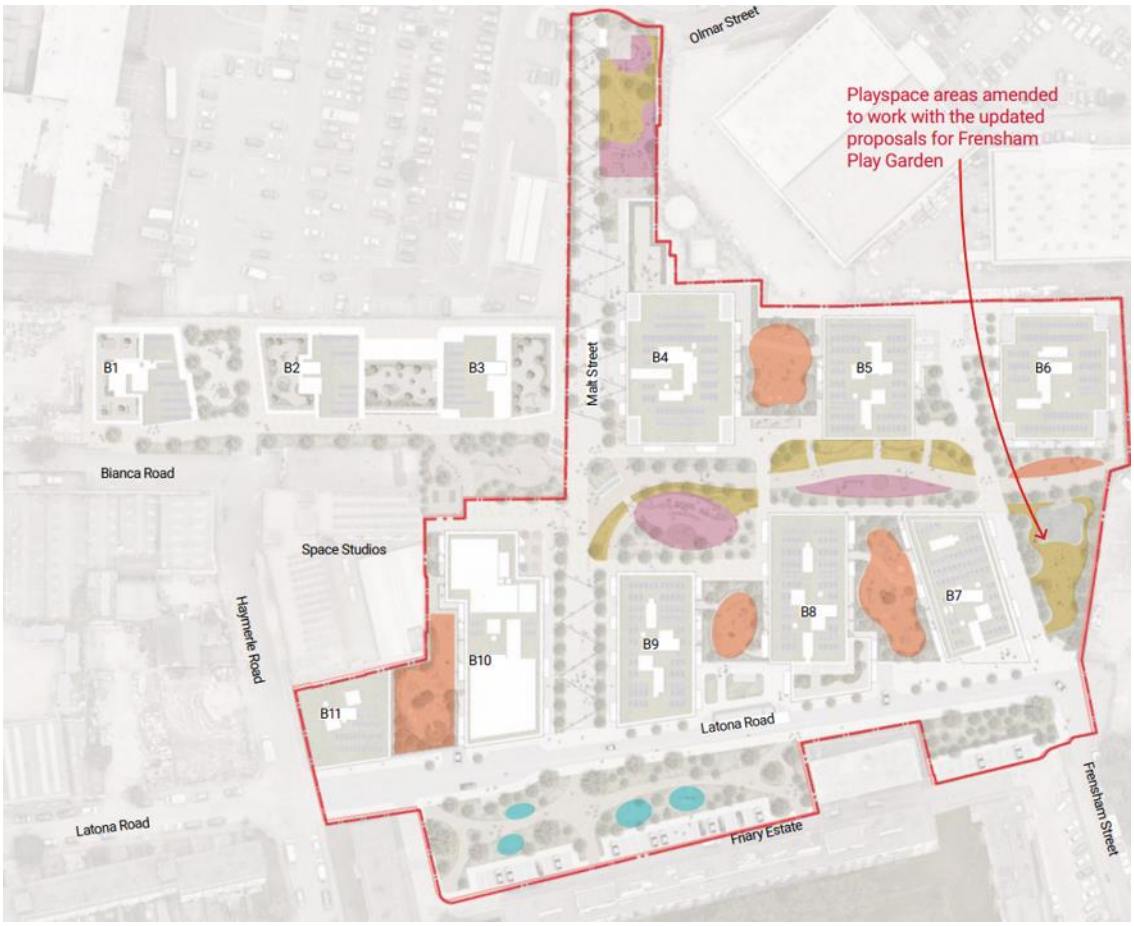
Play space

196. Policy S4 of the London Plan states that development proposals should incorporate high quality, accessible play provision for all ages, of at least 10 sqm Per child. Play space provision should normally be provided on-site. However, off-site provision may be acceptable where it can be demonstrated that this would address the needs of the development and can be provided nearby within an accessible and safe walking distance. In these circumstances contributions to off-site provision should be secured by a section 106 agreement. Play space provision should be available to all housing tenures to promote social inclusion. The requirement should be based on the GLA Population Yield Calculator.

197. The proposed mix requires a total of 2,589 m2 of play space as per the GLA Play Calculator. The proposed scheme meets the policy requirement, providing a total of 2,766m2. The play space proposed is broken down into the following age groups:

Age Group	Play space requirement (sqm)	Play space provided (sqm)
Under 5	1,130 (with 134 sqm additional incidental play space)	1,130 sqm
5-11	860	864
12+	590	618

Location of play spaces and the age specific areas



198. Overall, the quantum is considered acceptable and the play space provided would be of a very high quality. Finalised details of the play equipment will be secured through conditions in relation to the wider landscape works proposed.

Urban Greening Factor

199. Policy G5 of the London Plan 'Urban greening' requires boroughs to develop their own urban greening factor (UGF) policies and sets an interim target score of 0.4 for developments which are predominantly residential. The site would achieve an Urban Greening Factor score of 0.4 meet the

required 0.4 target, the UGF would be achieved through the inclusion of intensive green roofs, Swales, rain gardens, areas of semi-natural habitat planting, flowering and grass planting, permeable paving where possible and extensive tree planting.

200. The proposals seek to maximise the urban greening score in accordance with Policy G5 and proposes a UGF score of 0.4 which would meet the requirements of the London Plan. Further public realm improvements would be secured through condition and a s278 agreement, secured as part of the s106 planning obligations. The proposals thus maximise urban greening, resulting in significant improvements in relation to greening.

Ecology and biodiversity

Biodiversity Net Gain

201. Based on the information submitted by the applicant, this site is considered to be required to deliver mandatory BNG. This will require the approval of a biodiversity gain plan before development has begun. This is because none of the statutory exemptions or transitional arrangements apply.

Biodiversity Net Gain Hierarchy

202. The draft Biodiversity Report submitted by the applicant has stated that the mandatory 10% BNG can be achieved onsite, with the current proposals achieving a net gain of 26.18%. This is in accordance with the Biodiversity Hierarchy and would exceed the minimum requirements of the Town and Country Planning Act.

203. The data below has been taken from the Biodiversity Net Gain Metric and Biodiversity Gain Plan submitted with the application:

- The baseline value of onsite habitats was calculated to be 4.85 habitat units.
- The onsite measures propose to deliver an increase of 6.12 habitat units to 0.14 which equates to a net percentage change of 26.18%.

204. Planning regulations require an assessment of whether the proposed habitat works to deliver biodiversity net gain onsite will deliver a significant increase in the biodiversity value of the site, compared to the pre-development biodiversity value. The distinctiveness, condition and size of the biodiversity habitat to be delivered are all considerations which must be balanced.

205. Non-significant enhancements are habitat enhancements whose loss will not

significantly decrease the development's biodiversity value. The BNG to be provided as part of this development is considered to be significant.

206. A condition will therefore be required to secure the biodiversity gain for 30 years. A monitoring fee will be required as part of the S106 agreement to cover the cost of periodic monitoring over 30 years. A Habitat and Management and Monitoring Plan will be required post-approval to set out the management arrangements.

Ecology

207. Policy G6 of the London Plan 'Biodiversity and access to nature' states that SINCs should be protected. Where harm to a SINC is unavoidable and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the policy sets out a mitigation hierarchy which must be followed. The policy states that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process.

208. At borough level policy P60 of the Southwark Plan 'Biodiversity' states that development must contribute to net gains in biodiversity including through enhancing the nature conservation value of SINCs, protecting and avoiding damage to SINCs, protected species and habitats, and including features such as green and brown roofs, green walls and soft landscaping.

209. An Ecological Appraisal (PEA) has been prepared by Davidson-Watts Ecology Ltd dated July 2025. The PEA sets out that there are a number of SINC's located within the wider vicinity of the site, including Burgess Part which is located approximately 160m to the west of the site. Other locally important SINC's include Northfield House Wildflower Meadow, which is approximately 45m east of the site, Surrey Canal Walk which is approximately 170m west of the site and Bird-in-Bush Park 370m south-east. Given the distance of these SINC's, it is not considered that the proposals would directly impact on the site does have some identified habitats that are present on site, however they are generally of low or negligible ecological value.

210. The submitted reports set out that the site is characterised by its urban context, with buildings and artificial habitats such as hardstanding and pavements/roads dominating the site and semi-natural habitats comprising ephemeral growth and scrub. The habitats are generally of low ecological value and does not support any notable habitats, comprising Priority Habitats under the UK Biodiversity Action Plan or ancient woodland.

211. In relation to bat activity, a daytime bat walkover concluded the site to hold negligible value for commuting/foraging bats, while holding value within the immediate area only for roosting bats as a result of the limited presence of features and lack of connectivity with suitable habitat in the wider environment. However, building C was found to hold a day roost for a small number of common pipistrelle and it is scheduled for removal as part of the existing permission.

212. The council ecologist has reviewed the submitted ecology information and has confirmed that the proposals would result in significant biodiversity net gain, which is supported. Their comments noted that conditions will be required to obtain a bat licence, and provide new habitat including bat/bird boxes, invertebrate boxes and biodiverse friendly lighting. These will be secured alongside any permission. The development would, result in a Net Gain benefit to the ecology of the wider area.

Designing out crime

213. Policy D11 of the London Plan seeks to ensure appropriate design responses within developments in order to minimise opportunities for crime. It states that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.

214. As part of the pre-application process the applicant met with the Metropolitan Police's Designing Out Crime Officer. Guidance was provided in relation to a number of matters which have influenced the design of the scheme in relation to entrances, lobbies, doors, landscaping, and cycle stores.

215. The Metropolitan Police also responded to the formal consultation undertaken for this application. Within their response they noted that further discussions would need to be discussed with the applicants and secured through conditions. These conditions to be sought would include the pre-commencement submission of secure by design measures (SBD) in addition to a pre-occupation condition requiring SBD accreditation.

216. These conditions are included within the recommendation which deals with this request and requires the submission of these further measures to be submitted and approved by the LPA in consultation with the Metropolitan Police.

Fire safety

217. London Plan Policy D5 states that development proposals should be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments, a minimum of one lift core should be suitably sized for fire evacuation. London Plan Policy D12 states that to ensure fire safety for all building users, all development proposals must achieve the highest standards of fire safety, inclusive of the requirements set out in policy. In addition, all major applications should be submitted together with a Fire Statement in accordance with the requirements set out in London Plan Policy D12.

218. The policy requires that the Fire Strategy statement should include information in terms of the building's construction, means of escape for all users, fire suppression features and measures that would reduce risk to life and injury. The strategy should also include details of how access would be provided for fire service personnel and equipment as well as provision for appliances to gain access to the building.

219. The proposals include a number of building plots with building heights ranging which exceed 18m. As such the blocks are considered as ‘relevant buildings’ for the purposes of the Fire Safety Regulations and are considered higher risk buildings.

220. These buildings will be each served by two stair cores on all storeys. A firefighting and evacuation lift will be provided to the residential part of development which would comprise a firefighting stair, a firefighting lift, a smoke ventilated lobby and a dry riser within the stair.

221. Travel distances are in accordance with BS 9991 and there are no areas of extended travel distance within the current design. There is appropriate sprinkler protection, fire detection and compartment floors throughout the proposed development, with areas of higher fire risk such as plant rooms, waste stores and service risers which pass through compartment floors being fire separated from adjacent areas.

222. As set out in the submitted Fire Strategy, the fire safety of the proposed development and the fire safety information satisfy the requirements of London Plan Policy D12 and D5 and the functional requirements of the Building Regulations.

223. The Health and Safety Executive (HSE) were also consulted and concluded: “Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.”

224. For the above reasons, the proposals are considered acceptable in planning terms in relation to fire safety matters.

Heritage considerations

Heritage and townscape considerations

225. The NPPF, 2026, Chapter 20 ‘Conserving and enhancing the historic environment’ sets out the policy objectives to conserve and enhance the historic environment. Heritage assets are an irreplaceable resource, and range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

226. Policies HE4 ‘securing the conservation of heritage assets’; HE5 ‘Assessing effects on heritage assets’ and HE6 ‘Proposals affecting designated heritage assets’ are relevant when assessing the merits of the application proposals.

227. HE6, paragraph 1, states: ‘When considering the potential effect of a

development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential effect amounts to a positive effect, harm, substantial harm, or total loss of its significance.'

228. HE6, paragraph 5, states: 'Where a development proposal would cause substantial harm to, or the loss of, the significance of a designated heritage asset, consent should be refused unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss.,

229. Policy HC1 of the London Plan 2021 advises that development affecting heritage assets and their settings should conserve their significance by being sympathetic in their form, scale, materials and architectural detail. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to consider the impacts of proposals upon a conservation area and its setting and to pay "special regard to the desirability of preserving or enhancing the character or appearance of that area". Section 66 of the Act also requires the Authority to consider the impacts of a development on a listed building or its setting and to have "special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

230. The 17/AP/2773 and 17/AP/4596 extant consents were considered acceptable from a heritage and townscape perspective. The current application for the combined sites proposes a considerable reduction in quantum, height, scale and massing, including the omission of Block B12. The visual impact and footprint of the development are consequently reduced. The scheme does not generate any new issues in terms of heritage and townscape matters. Although by reason of new large-scale buildings becoming visible in the backdrop to nearby listed buildings and conservation areas, the proposed development would still result in some harm to the setting of heritage assets. However, in considering the degree of harm to heritage assets this is considered to be less than substantial. Where a development proposal will lead to substantial harm to the significance of a designated heritage asset, as set out in the NPPF, the degree of harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. In this instance the harms caused are assessed as being in all cases less than substantial.

Conservation areas

231. There are no designated heritage assets within the application area. There are however, several conservation areas within 500 m of the site.

	Conservation Area	**Distance from site**
1	Livesey Conservation Area	c. 250 m south-east
2	Glengall Road Conservation Area	c. 125 m north-west
3	Kentish Drovers and Bird in Bush Conservation Area	c. 300 m south-east
4	Peckham Hill Conservation Area	c. 270 m south-west

5	Trafalgar Avenue Conservation Area	c. 340 m north-west

Impact on Conservation Areas

The Kentish Drovers and Birds in the Bush Conservation Area

232. The proposed development would be seen in conjunction with several large-scale, post-war buildings in a rapidly changing opportunity area. Bermondsey Place would be partly visible from the open space of Kentish Drovers and Bird in the Bush Park. There would be minimal change in terms of the heritage value of the conservation area taking into account the rapid ongoing transformation of the area, and the many consented large-scale development schemes in the area. The degree of harm to this conservation area is considered to be at the lower end of the scale of less than substantial.

The Livesey Conservation Area

233. There would be a small visible change to the wider setting of the conservation area with parts of building B4 seen in the eastern backdrop in some views, but no harm would be caused.

The Glengall Road Conservation Area

234. The development would be visible from an area of open space north of the conservation area and would be seen in relation to residential buildings on the eastern side of Glengall Road in views from the west of the conservation area. The taller buildings would be visible above the roof line of the listed buildings within the conservation area. There would consequently be a degree of less than substantial harm to the conservation area and also to the listed buildings.

Peckham Hill Street and Trafalgar Avenue Conservation Area

235. The development would be barely visible from the Peckham Hill Street conservation area and would not harm it.

236. There would be no intervisibility between the proposed development and the Trafalgar Avenue Conservation Area and so no harm would be caused to the conservation area.

Statutorily listed buildings, structures and parks

237. The application site itself does not contain any listed buildings. However, there are several statutorily Grade II listed buildings and structures within the built context of the application site:

- Former Camberwell Public Library and the Livesey Museum;
- Statue of George Livesey in the Livesey Museum Gardens;

- Mural at the Civic Centre;
- 2 – 9 Canal Grove Cottages;
- Gas standard lamp (adapted to electric light), Canal Grove;
- Eveline Lowe School (now Phoenix Primary Academy);
- 1 – 35 (odd) Glengall Road;
- 24-38 (even) Glengall Road;
- 1-9 Glengall Terrace;
- 25-43 Trafalgar Avenue;
- Celestial Church of Christ and attached wall and railings;
- Gasholder No. 13;
- Licensed Victuallers Benevolent Institution (Caroline Gardens);
- 127-151 (odd) Friary Road;
- Willowbrook Urban Studies Centre
- 218 Commercial Way
- 54-64 Trafalgar Avenue
- Eveline Lowe School
- 108 -124 Peckham Park Road (even); and
- Church of our Lady of Seven Dolours
- Southwark Park

238. The Church of St. Augustine, listed Grade II, is within 1km distance of the site (approximately 700 m north-east).

239. There will be some harm to the settings of listed heritage assets. However, in all cases, the category of harm is considered less than substantial. The extent of the harm is considered low or very low in all cases, except for Nos.1-35 (odd) and 24-38 (even) Glengall Road, and 1-9 Glengall Terrace, where the extent is considered low to middle as a consequence of the proposed development being clearly visible above the roofline of the listed buildings. In balancing these harms consideration needs to be given to the scheme public benefits including the delivery of affordable housing and new park and open space infrastructure. Although the level of affordable housing is proposed to be reduced in phase 2 and 3 of the re-development the overall delivery of affordable housing across the entire development would be at least 17.9%. In addition, there would be significant public realm improvements delivered, and these are in aggregate considered to balance the degree of harm caused to these listed buildings and the conservation area in which they are located.

Locally listed buildings and buildings of townscape merit

240. Although of limited weight, the draft OKR AAP also identifies buildings and features of townscape merit and features of architectural or historic interest. The following list sets out undesignated buildings and features within or by the boundary of the application site:

Property	Description
90 Haymerle Road (Space Studios and adjacent vacant building known as the Former Pramworks)	Building or Feature of Townscape Merit
Acorn Wharf Chimney	Building of Architectural or Historic Interest

241. The following local heritage assets are within the vicinity of the application site.

Property	Description
Livesey Place cobbles	Building or Feature of Townscape Merit
553 Old Kent Road	Building of Architectural or Historic Interest
541-549 (odd) Old Kent Road	Building of Architectural or Historic Interest
1-21 Peckham Park Road (odd)	Building or Feature of Townscape Merit
610-363 Old Kent Road (even)	Building or Feature of Townscape Merit
49 Glengall Road	Building or Feature of Townscape Merit
55 and 57 Glengall Road	Building or Feature of Townscape Merit

242. Policy P26 of the Southwark Plan (2022) sets out that 'development must take into account locally listed buildings and structures that positively contribute to local character and amenity'.

243. The current application retains and relocates the existing Acorn Wharf chimney (a locally listed structure) and thereby creates a direct link to the interesting industrial history of the site as well as providing a distinctive landmark. The chimney is of historic interest as part of the original sawmill and planing mill by the Surrey canal. The relocation and reuse of the feature to a public setting with strongly improved accessibility will have a positive impact on wayfinding and creates a tangible point of reference to the history of the site for new residents, adding to the local distinctiveness. The integration of the chimney will be secured by planning condition requiring a structural survey to be carried out with details of its retention to be agreed with the Council prior to the superstructure works relating to Phase 3 (as per the Extant Consent Condition 23). The chimney was originally positioned in another location within the site. The current location conflicts with the proposed location of Block B6. The chimney will therefore be temporarily dismantled and marked up before relocation within the proposed public open space on site.

244. The draft OKR AAP references the stable at the southeastern entrance to the site as possessing some architectural or heritage value. However, on assessment it was never carried forward to the Southwark Local List (2023). The TVIA considers the building to be of no heritage merit and that its demolition would consequently not have any detrimental effect. The redevelopment of the site,

including the area around the stable, would generate considerable public benefits, whilst the retention of the stable structure would prevent an effective site layout and compromise the delivery of a consistent and legible masterplan due to its location. It is considered that the public benefits of the regeneration of the area would clearly outweigh the low level of harm caused by the demolition of the stable building. In line with policy HE7 'decisions on non-designated heritage assets' of the NPPF, the development is thereby justified This principle was established under the extant consents, which also permitted the loss of the stable block.

245. In line with the extant planning permission, historic building recording will be undertaken at an appropriate level for the existing buildings associated with the 19th and early 20th Century industrial development along the Grand Surrey Canal.

Townscape and visual impact assessment

246. London Plan Policy HC3 (Strategic and Local Views) requires planning applications to assess the impact on designated strategic views, including significant buildings, landscapes, or riverscapes seen from publicly accessible locations.

247. Southwark Policy P22 (Borough views) aims to preserve and enhance views of landmarks and townscapes, ensuring accessibility and management of viewing locations. The policy requires that new developments do not exceed the threshold heights within designated Landmark Viewing Corridors and do not compromise the sensitive Wider Assessment Areas on either side of these corridors to maintain the ability to recognize and appreciate key landmarks without creating a canyon effect. Accurate Visual Representations (AVRs) must be provided to demonstrate the impact of proposals on these views. The Heritage, Townscape and Visual Impact Assessment (TVIA) identifies and assesses the surrounding townscape; a mix of residential, commercial, retail, and light industrial areas, as well as open spaces.

London View Management Framework (LVMF) views.

248. It has been established by the extant permissions, 17/AP/2773 and 17/AP/4596, that buildings up to a height of 44-storeys, considerably taller than this proposal, would not result in any harm to designated London-wide views, including the protected views from the LMVF 3A Kenwood Viewing Gazebo to St. Paul's Cathedral, and the protected vista LVMF 2A.1.from Parliament Hill to St. Paul's Cathedral of the London View Management Framework.

249. The building height has been reduced compared to the previous permissions, to a maximum height of 36 storeys (117.1 m), building B4, and 26 storeys, B6, the second tallest building (86.8 m).

250. The proposal would consequently not result in any harm to designated London-wide or protected views.

251. The proposed development is therefore compliant with London Plan Policy HC4.

Borough protected views

252. The Southwark Plan Policy P19, 'Borough Views', states that development must positively enhance the borough views which have been identified. The development sits to the east of the VP02: Nunhead Cemetery (Linear View), and consequently would not impact that protected view,

253. The development therefore complies with the Southwark Plan (2022) policy P22 “Borough views”.

Local views

254. The submitted TVIA sets out the impact on several views within the immediate vicinity of the site.

The most sensitive views

255. The six viewpoints considered to be the most sensitive are shown below with an individual assessment undertaken within each proposed viewpoint.

256. The views comprise the following:

- VP01 Leyton Square
- VP03 Burgess Park (at the lake edge)
- VP04 OKR/Olmar Street Junction
- VP07 Glengall Terrace
- VP11 r/o former Livesey Museum
- VP18 Southwark Park public open space (east side, n/w of running track)

VP01 Leyton Square

VP1	
View Location	Leyton Square
Heritage Significance	Protected London Square (London Squares Preservation Act of 1931). In this case, it is the use as a public square that is protected, pertaining social and cultural values.
Other Significance	Borough Open Land. Public open space.
Sensitivity to Change	Low to Medium
Impact of proposals (cumulative)	The proposed 36 storey tower (Building B4) would become the focal point of this view, fulfilling its landmark role. The composition of the outline proposals would step down towards the tower, emphasising its importance. The approved scheme at Nye’s Wharf would be visible toward

	the centre of the view but would be read as part of the new layered townscape, and would fit well into the overall composition. Small parts of the approved proposals at Cantium Retail Park would also be visible in the background, again fitting well into the overall composition.
Conclusion	The impact on this view would be beneficial as the forthcoming cumulative developments would provide an attractive, high-quality backdrop to the playspace beyond the existing tree canopy.



Existing baseline



Proposed Phases 2 and 3 + Phase 1



Proposed phases 2 and 3 + Phase 1 + cumulative schemes

VP03 Burgess Park (at the Lake Edge)

VP3	
View Location	Burgess Park (at the Lake Edge)
Heritage Significance	Views into the Cobourg Road Conservation Area, which includes some listed buildings (albeit from some distance away)
Other Significance	The lake is a landmark feature within a major public open space. Looking into the Cobourg Road Conservation Area, which includes some listed buildings (albeit from some distance away)
Sensitivity to Change	High
Impact of proposals (cumulative)	The cumulative development would be visible in the background. It would form a new distinct layer of townscape and skyline; clearly separate from the park in the foreground and other lower scale buildings (including listed buildings within the Conservation Area) in the middle distance. The approved schemes at Nyes Wharf and the Cantium Retail Park would be visible to the left. There would be a significant break and view of sky before the Building B4 tower and outline part of the Bermondsey Street scheme would be visible. This would avoid visual coalescence, and ensure that the layers of the new backdrop are easily read and defined. On the right hand side of the B4 tower the heights would drop substantially to be perceived as lower than the historic school building.
Conclusion	There would be an impact on this sensitive view, but it is not considered that this would be harmful given the scale of the open space in the foreground. The proposed development would be visually distinct from the historic school and the lake, which would remain the focus of the foreground and mid ground. The tree canopy enclosing the park would remain clearly defined, and the distant view of the buildings within the conservation area would not be disrupted.



Proposed Phases 2 and 3 + Phase 1



Proposed Phases 2 and 3 + Phase 1 + Cumulative schemes

VP04 OKR/Olmar Street Junction

257. The proposed scheme is considered to create a more well-balanced massing than the extant consent due to reduced and reconfigured built form as well as alterations to the overall layout.

VP4	
View Location	Old Kent Road/Olmar Street Junction
Heritage Significance	None
Other Significance	Important node on the Old Kent Road itself.
Sensitivity to Change	Low
Impact of proposals (cumulative)	The approved scheme at the Cantium Retail park would dominate this view, and mark the entrance to the Surrey Canal linear park.
Conclusion	As this view is not sensitive to change, and the existing townscape is of poor quality, the proposed cumulative development would have a beneficial impact. The Malt Street proposals would be largely obscured by the approved and implemented scheme at the Cantium Retail Park.



Existing baseline



Proposed Phases 2 and 3 + Phase 1



Proposed Phases 2 and 3 + Phase 1 + Cumulative schemes

VP07 Glengall Terrace

258. The proposed scheme is considered to have less of an impact than the extant consent due to the reduced building height as well as the finer detailing and texture of the building design, which is more in tune with the small scale historic residential terrace of Glengall Road. The proposed colour scheme also integrates better with the rendered terraces.

VP7	
View Location	Glengall Terrace
Heritage Significance	View is from within the Glengall Road Conservation Area. Most of the houses in the view are Grade II listed.
Other Significance	Adjacent to public open space.
Sensitivity to Change	High
Impact of proposals	The cumulative proposed development would be very visible behind the listed houses and its height would be of a different character to the existing, historic townscape. The proposed 36 storey B4 tower would be the tallest element in the view. There would also potentially be some visual coalescence between the approved and implemented scheme at the Cantium Retail Park and the outline Malt Street Proposals. The detailed design of the scheme and its materiality is considered to mitigate this

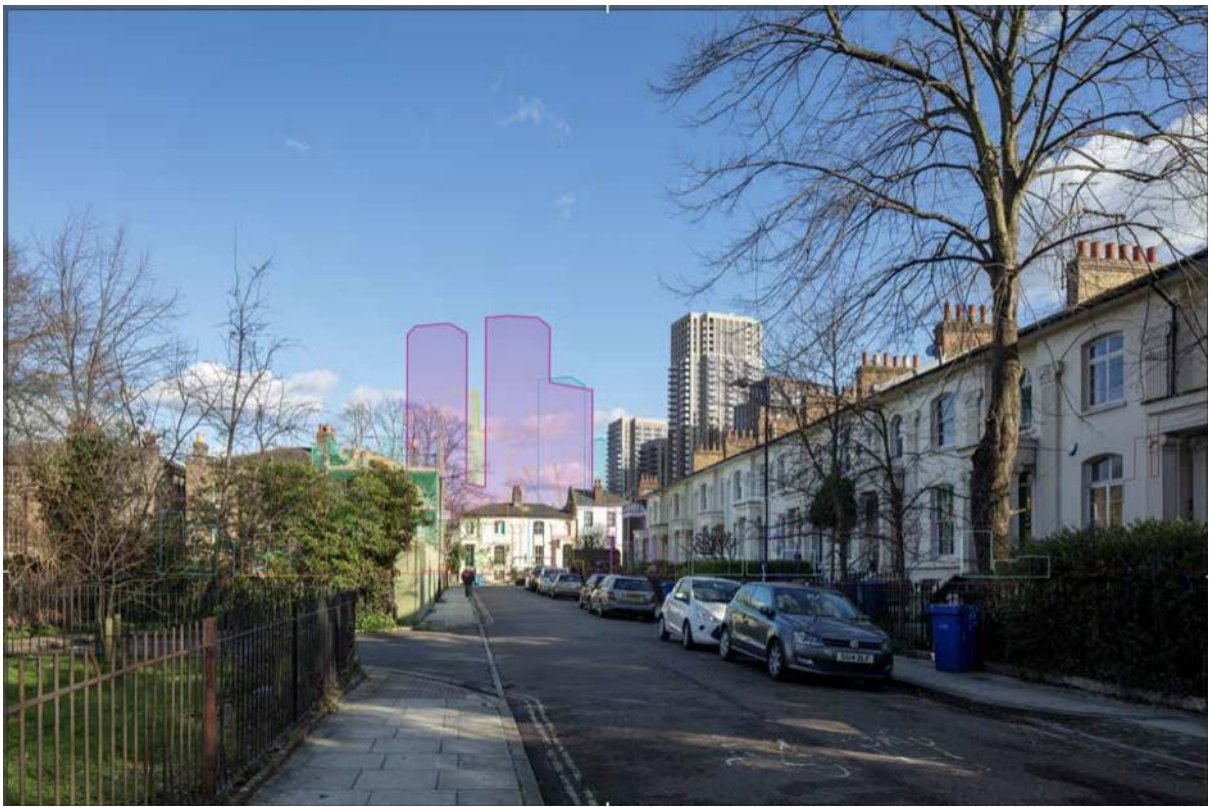
	impact to a degree.
Conclusion	The appearance of modern tall elements in this coherent historic townscape would have a harmful visual impact. However, officers consider that the harm caused would be less than substantial and would be outweighed by the wider regeneration benefits of the proposals.



Existing baseline



Proposed Phases 2 and 3 + Phase 1



Proposed Phases 2 and 3 + Phase 1 + Cumulative Schemes

VP11 r/o Livesey Museum

259. The overall height has been reduced which is beneficial and leads to less

impact. There is a slight mass increase in this view, however the built form is considered better integrated, which balances out the mass increase.

VP11	
View Location	Rear of Livesey Museum
Heritage Significance	This view is from the setting of the Grade II listed former library, although the museum itself is not visible. The neighbouring Christchurch Peckham is identified in the draft OKR AAP as a building of architectural or historic interest and some of the houses in the mid ground of the view are identified as buildings of townscape merit.
Other Significance	Public open space with play area
Sensitivity to Change	Low to Medium
Impact of proposals (cumulative)	The proposed cumulative development would be visible over the roofs of the houses identified as being of townscape merit. The majority would be clustered together, although the tallest Cantium tower would be slightly separate to the right. They would be of a high architectural quality and would mark the presence of the new linear park and proposed public and civic uses.
Conclusion	This view is not considered to contribute to the setting of the listed building and is therefore of relatively low heritage significance. As a result, it is not considered that the proposals would result in any harm.



Proposed Phases 2 and 3 + Phase 1



Proposed Phases 2 and 3 + Phase 1 + Cumulative schemes

VP18 Southwark Park public open space (east side, n/w of running track)

260. The proposed developments visibility would be limited due to the reduction in height, and the screening provided by the trees in the park.

VP18	
View Location	Southwark Park public open space (east side, NW of running track)
Heritage Significance	Registered Parks and Garden, Grade II
Other Significance	Major public open space
Sensitivity to Change	Medium to High
Impact of proposals (cumulative)	The tops of a number of proposed towers from the Old Kent Road Opportunity Area would be visible above the treeline that currently encloses the park. They would be read as distinct from the park, and as a new layer of development.
Conclusion	Given the extensive tree coverage, the cumulative proposed development would be well screened, and the perception of the park as an open, green public space would not be compromised. As such it is not considered that there would be any harm to this view.



Proposed Phases 2 and 3 + Phase 1



Proposed Phases 2 and 3 + Phase 1 + Cumulative schemes

Conclusion on the Setting of Listed Buildings, Conservation Areas and Townscape

261. The following table summarises the designated heritage assets that could be impacted by the proposal, and what harm, if any has been identified.

Listed Buildings and Conservation Areas	**Assessment of Impact on heritage significance**
LVMF Views	No harm identified
Local Views	No harm identified
Livesey Conservation Area	No harm identified.
Glengall Conservation Area	Some less than substantial harm identified to setting, outweighed by the wider regeneration benefits of the proposals.
Kentish Drovers and Bird in the Bush Conservation Area	Some less than substantial harm identified to setting, outweighed by the wider regeneration benefits of the proposals.
Peckham Hill Conservation Area	No harm identified.
Trafalgar Avenue Conservation Area	No harm identified.
Listed buildings	Some less than substantial harm identified to setting, outweighed by the wider regeneration benefits of the proposals.
Draft Locally listed buildings/ undesignated assets identified in the draft OKR AAP	Chimney to be retained and relocated on site. Whilst the stable building would be demolished this was agreed in the consented scheme and its loss is considered acceptable.

262. In conclusion, the proposed development whilst it would impact on some heritage assets, in all cases the degree of that impact would be less than substantial. In many of the heritage assets under consideration, their context is already varied, urban, and densely developed. Indeed, as identified above, the improved townscape offered by the development under consideration would be beneficial to the settings of some heritage assets. Of the impacts assessed the most significant would be on the Glengall Road conservation area and the listed buildings within it. Nonetheless when considering the wider public benefits of the scheme, albeit reduced from the approved scheme these are considered in the planning balance to outweigh those harms.

263. In conclusion the proposal is considered to meet the heritage policies of the NPPF (2026), the London Plan (2021) and the Southwark Plan (2022) and the

draft Old Kent Road Area Action Plan (2024).

Archaeology

264. Part D of LP Policy HC1 states that development proposals should identified assets of archaeological significance to inform the design and appropriate mitigation. The application site is located within the 'North Southwark and Roman Roads' Tier 1 Archaeological Priority Area (APA). Policy P23 of the Southwark Plan 2022 requires that applications affecting sites within Archaeological Priority Areas (APAs) will be accompanied by an archaeological assessment and a report on the results of a field evaluation of the site, including an assessment of the impact of the proposed development on the archaeological resource.

265. Desk-Based Assessment has been submitted as part of this application prepared by MOLA. The submitted report outlines that the site has the potential to contain prehistoric remains dating to the Mesolithic and Neolithic periods, as well as evidence for activity during the Roman period. Additionally, there ispotential for remains of the 19th century Grand Surrey Canal and associated wharf structures.

266. The submitted report identifies that the primary impacts from the development would be from the construction of piled foundations, and below ground lift pits and attenuation tanks, with additional impacts from the proposed hard and soft landscaping and associated infrastructure work.

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

Agent of change

267. Policy P4 'Impact of development on existing activities' of the NPPF, 2026 and Policy D13 Agent of Change of the London Plan, 2021 places the responsibility for mitigating impacts from existing noise and other nuisance generating activities or uses on the new noise sensitive development and says that development should be designed to ensure that established noise and other nuisance generating activities remain viable and can continue to grow without unreasonable restrictions being placed on them.

268. As discussed above, there would be suitable mitigation to ensure that existing surroundings businesses would not have unreasonable restrictions placed on them as a result of this development.

Impact on Neighbours

269. Policy P56 of the Southwark Plan states that development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users. Amenity considerations which will be taken into account

include privacy and outlook, overlooking, smell, noise, vibration, daylight, sunlight and wind microclimate impacts.

270. Following consultation, neighbours expressed concern that they would be subjected to a loss of light, loss of privacy and increased noise. These issues are considered in more detail below.

Outlook and privacy

271. The GLA's Housing SPG also provides guidance on overlooking and privacy and suggests that minimum distances of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces) can be useful yardsticks for visual privacy, but adhering rigidly to these measures can sometimes restrict density. Instead, the position and aspect of habitable rooms and amenity spaces should be considered, and windows should avoid directly facing each other where distances are tight. The council's previous guidance on this point suggested a distance of 21m between facing homes and 12m between homes facing each other across a street.

272. In relation to the distances to the surrounding properties, the distance from the application site to the residential homes would all significantly exceed the 21m and as such the proposals would not result in any impacts on these properties in relation to overlooking or outlook.

273. In relation to the distances between the proposed blocks, the distances would range between approximately 15m and 22m, with the closest point being located between blocks B7 and B8. Whilst this distance would sit slightly below the recommended distances outlined within the GLA's Housing SPG, they are largely in line with those of the consented schemes. Furthermore, the windows facing one another would be located across large amenity spaces which would help reduce the overall feeling of overlooking and provide good outlook for the proposed residential homes. Overall, the proposals would not result in any undue overlooking into any of the surrounding properties and would not stymie and future development potential of adjoining sites.

Daylight

274. Daylight and sunlight testing has been undertaken based on the Building Research Establishment (BRE) Guidance (2022). The BRE Guidance provides a technical reference for the assessment of amenity relating to daylight, sunlight and overshadowing. The guidance within it is not mandatory and the advice within the guide should not be seen as an instrument of planning policy. The guidance notes that within dense urban environments a higher degree of obstruction may be unavoidable to match the height and proportion of existing/consented buildings. This site benefits from an allocation in the Southwark Plan that indicates that the use of the site could be intensified.

275. The BRE sets out the detailed daylight tests. The first is the Vertical Sky Component test (VSC), which is the most readily adopted. This test considers the

potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. The target figure for VSC recommended by the BRE is 27% which is considered to be a good level of daylight and the level recommended for habitable rooms with windows on principal elevations. The BRE have determined that the daylight can be reduced by about 20% of their original value before the loss is noticeable.

276. The second method is the No SkyLine (NSL) or Daylight Distribution (DD) method which assesses the proportion of the room where the sky is visible, andplots the change in the No SkyLine between the existing and proposed situation. It advises that if there is a reduction of 20% in the area of sky visibility, daylight may be affected.

277. The daylight and sunlight assessment is contained within Volume 11 of the submitted Environmental Statement (ES) considered the potential impact on the following existing buildings:

- 20-24 Peckham Park Road
- Northfield House
- Greystoke House
- Ednam House
- Denstone House
- 54, 56, 90 and 92 Latona Road
- Space Studios, 90 Haymerle Road

278. The applicants have also provided an addendum to the ES which covers further daylight and sunlight testing, particularly in relation to the impacts of the proposed development on the adjacent sites which benefit from planning permission at Cantium Retail Park and 96-608 Old Kent Road and Land at Livesey Place.

279. The submitted ES provides daylight results for different scenarios, including the existing baseline, future baseline (including phase 1 of Bermondsey Place which is currently under construction), the proposed development scenario and a Cumulative scenario including the Cantium Retail Park consent (18/AP/3246) and 596-608 Old Kent Road and Land at Livesey Place consent (18/AP/3284).

280. The impacts in this report will assess the impacts of the proposed development (phases 1-3 Bermondsey Place) and cumulative development scenarios, as this presents the worst-case scenario.

The proposals

281. There are currently 395 windows serving 302 residential habitable rooms surrounding the application site which are material for consideration in daylight terms. These have all been assessed in terms of both VSC and NSL.

VSC Results Proposed development scenario:

Address	Total windows	Meet BRE guidance	Below BRE Requirement	Total Windows

	assessed					affected
			20-29.9% reduction (Minor)	20-29.9% reduction (Moderate)	>40% reduction (Major)	
20–24 Peckham Park Road	11	9	2	0	0	2
Northfield House	127	54	14	4	55	73
Greystoke House	34	17	0	0	17	17
Ednam House	96	4	2	6	84	92
Denstone House	12	0	5	1	6	12
54, 56, 90 and 92 Latona Road	24	13	7	0	4	11
Space Studios, 90 Haymerle Road	91	30	4	12	45	61
Total	**395**	**127**	**34**	**23**	**211**	**268**

NSL Results proposed development scenario.

Address	Total rooms assessed	Meet BRE Guidance	Below BRE Requirement			Total Windows affected
			20-29.9% reduction (Minor)	20-29.9% reduction (Minor)	>40% reduction (Major)	
20–24 Peckham Park Road	10	8	2	0	0	2
Northfield House	124	89	17	13	5	35
Greystoke House	12	12	0	0	0	0
Ednam House	84	21	10	19	34	63
Denstone House	12	12	0	0	0	0
54, 56, 90 and 92	12	12	0	0	0	0

Latona Road						
Space Studios, 90 Haymerle Road	48	25	4	4	15	23
Total	**302**	**179**	**33**	**36**	**54**	**123**

20-24 Peckham Park Road

282. The VSC results of the proposed overall Bermondsey Place developments show that nine (81%) of the 11 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. The two remaining windows achieve a factor of their former value of 0.79 and 0.75 so would only result in negligible impacts on these two windows.

283. The NSL results show that eight (80%) of the ten rooms tested would satisfy the BRE guidelines by achieving at least 0.8 times their former value. The two remaining rooms achieve a factor of former value of 0.73 and 0.78, respectively. Given that there are only these two minor transgressions, it is not considered that the proposals would result in any significant impacts on these properties, furthermore, the impacts would largely be similar to those expected from the extant permission.

Northfield House

284. This block of residential flats is five storeys in height and is located east of the Application Site and the three elevations facing the site have been tested. The applicant has advised that most of the rooms facing the development site are kitchens and bedrooms with the main habitable spaces on the other side of the building.

285. The VSC results show that 54 (43%) of the 127 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. Of the remaining 73 windows, 14 would achieve a factor of their former values ranging between 0.79 and 0.70, four between 0.69 and 0.60 and 55 below 0.60.

286. The NSL results show that 89 (72%) of the 124 rooms tested would satisfy the BRE guidelines by achieving at least 0.8 times their former value. Of the remaining 35 rooms, 17 would achieve a factor of their former values ranging between 0.79 and 0.7, 13 between 0.69 and 0.6 and five below 0.6.

287. This is largely due to the windows and rooms in this property that have a view of the Wider Masterplan are located beneath projecting walkways on the floor above, which restrict the view of sky available and that these windows benefit from relatively poor daylight in the existing scenario as they have a reliance on

daylight from lower angles. Therefore, larger relative reductions may be inevitable if the site is to be redeveloped.

288. The applicants have subsequently provided further information, in the form of the balconies removed assessment of the properties within Northfield House, which outlines with the balconies removed, that of 124 rooms assessed then 122 (98%) of rooms would meet the requirements of the BRE guidance with the remaining two falling within 0.79 - 0.70 of their former value. This demonstrates that the impact on these rooms is primarily from the walkways themselves, and as such the impacts are considered acceptable.

289. Furthermore, the windows are impacted upon within this building are predominantly kitchen and bathrooms and as such are not habitable. Whilst there are some bedrooms within this elevation which would see major adverse impacts the overall proposals would largely be similar to the consented scheme.

Greystoke House

290. This property is in residential use and is six storeys in height. The property is located south of the site. The VSC results show that 17 (50%) of the 34 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. All 17 remaining windows will achieve a factor of their former values ranging below 0.6 which denotes major adverse impacts. However, this is largely as a result of these windows looking out over low level light industrial buildings so the light they received is largely unimpeded.

291. However, the NSL results show that all 12 of the rooms assessed satisfy the BRE guidelines, due to each of these rooms containing more than one window. It is important to note that the BRE guidelines suggest that the results of the two daylight tests are considered in tandem and given that the rooms would all still achieve good access to daylight, the impacts would overall not be considered significant.

Ednam House

292. This seven-storey block is located south of the site and has residential rooms from first to sixth floor with deck access. It has been modelled internally using estimated flat layouts based on the pattern of windows from external inspection. From external inspection, it is also thought that the main habitable living spaces face away from the development site and it just bedrooms and kitchens that face the development site.

293. The VSC results show that four (4%) of the 96 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. Of the remaining 92 windows, two would achieve a factor of their former values ranging between 0.79 and 0.7, six between 0.69 and 0.6 and 84 below 0.6.

294. The NSL results show that 21 (25%) of the 84 rooms tested would satisfy the BRE guidelines by achieving at least 0.8 times their former value. Of the

remaining 63 rooms, ten would achieve a factor of their former values ranging between 0.79 and 0.7, 19 between 0.69 and 0.6 and 34 below 0.6 which denotes major adverse impacts.

295. This is largely due to the windows and rooms in this property that have a view of the Wider Masterplan are located beneath projecting walkways on the floor above, which restrict the view of sky available and that these windows benefit from relatively poor daylight in the existing scenario as they have a reliance on daylight from lower angles.

296. As these windows are located beneath projecting walkways/decks, and as the BRE guidance sets out, where windows impacted upon are hampered by overhangs/balconies, which includes all of the windows resulting in significant impacts, an alternative test can be applied to assess the daylight impacts with the balcony removed. The applicants have undertaken this additional test for the NSL, which outlines that when the walkways are removed, 33 (39%) of these rooms would meet the BRE guidance, with 23 rooms achieving a factor of their former values ranging between 0.79 and 0.7, five between 0.69 and 0.6 and 23 below 0.6.

297. As noted within the previous case officer report, the rooms on the elevation analysed consist of hallways, bathrooms, kitchens and some second bedrooms, with the key habitable rooms on the south elevation.

Denstone House

298. This three-storey block of residential flats is located south of the site. The VSC results show that 0 of the 12 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value with 12 windows, five would achieve a factor of their former values ranging between 0.79 and 0.7, one at 0.69 and six below 0.6.

299. However, the NSL results show that all 12 of the rooms assessed satisfy the BRE guidelines, due to each of these rooms containing more than one window. It is important to note that the BRE guidelines suggest that the results of the two daylight tests are considered together and given that the rooms would all still achieve good access to daylight, the impacts would overall not be considered to be minor adverse.

54, 56, 90 and 92 Latona Road

300. These properties are located south-west of the site. The properties are duplex flats; 54 and 56 occupy rooms at ground and first, and 90 and 92 occupy rooms at second and third. The four flats have been modelled internally using estimated room layouts from external inspection. There are a total of 24 windows serving 12 rooms which have been considered for daylight.

301. The VSC results show that 13 (54%) of the 24 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. Of the remaining 11 windows, seven would achieve a factor of

their former value ranging between 0.79 and 0.70 and four below 0.60.

302. The NSL results show that all 12 of the rooms assessed satisfy the BRE guidelines. The BRE guidance outlines that both tests should be undertaken together and given that the rooms would all still achieve good access to daylight, the impacts would overall not be considered to be minor adverse.

Space Studios, 90 Haymerle Road

303. This large commercial building is three storeys in height and is currently used as artist studios. The planning consent for this building was granted for open B1 use in 2010 (ref: 10/AP/2351) and the layout plans show open plan layouts. However, it is known that the building is currently used as artists' studios and has been compartmentalised for this use.

304. The VSC results show that 30 (33%) of the 91 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. Of the remaining 61 windows, four would achieve a factor of their former values ranging between 0.79 and 0.70, 12 between 0.69 and 0.60 and 45 below 0.60.

305. The NSL results show that 25 (52%) of the 48 rooms tested would satisfy the BRE guidelines by achieving at least 0.8 times their former value. Of the remaining 23 rooms, four would achieve a factor of their former values ranging between 0.79 and 0.70, four between 0.69 and 0.60 and 15 below 0.60.

306. The windows located on the northern elevation show the largest percentage reductions due to their existing VSCs being near the maximum value of 40% for a completely unobstructed vertical window.

307. Any meaningful redevelopment of the site is likely to cause a significant percentage reduction in the day lit area. As such, given the commercial use, it is therefore considered that the overall effect of the Proposed Development on the daylight availability to this property would be Moderate Adverse, but in this instance acceptable.

Future daylight receptors

308. The ES addendum submitted in May 2026 has reviewed the potential impacts of the proposals on the future receptors within adjacent development sites at Cantium retail park and 596-608 Old Kent Road and Land at Livesey Place.

Address	Total windows assessed	Meet BRE guidance	Below BRE Requirement			Total windows affected
			20-29.9% reduction (Minor)	20-29.9% reduction (Minor)	>40% reduction (Major)	

Cantium Retail Park	2,676	1,644	180	199	653	1,032
596-608 Old Kent Road and Land at Livesey Place	582	526	20	12	24	56
Total	**3,258**	**2,170**	**200**	**211**	**677**	**1,088**
	Total rooms affected (NSL)					
Cantium Retail Park	1,553	1,269	101	74	109	284
596-608 Old Kent Road and Land at Livesey Place	392	391	1	0	0	1
Total	**1,945**	**1,660**	**102**	**74**	**109**	**285**

Cantium Retail Park

309. This committed residential development is located to the north-west of the site. The VSC results show that 1,644 (61%) of the 2,676 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. Of the remaining 1,032 windows, 180 would achieve a factor of their former values ranging between 0.79 and 0.70, 199 between 0.69 and 0.60 and 653 below 0.60.

310. The NSL results show that 1,269 (82%) of the 1,553 rooms assessed satisfy the BRE guidelines. Of the remaining 284 rooms, 101 would achieve a factor of their former values ranging between 0.79 and 0.70, 74 between 0.69 and 0.60 and 109 below 0.60. It should be noted that the majority (184 of the 284) of the remaining rooms are bedrooms, which are generally considered less important in terms of daylight.

311. Notwithstanding this, whilst there would be some impacts on these properties should they come forward for future development, the proposals have been designed to minimise the impacts with one another. Furthermore, the applicants have provided a comparison of the daylight results between the consented schemes and the current proposed schemes, which demonstrates that there would be improvements in the amount of daylight received with 61% of windows meeting the VSC requirements (previously 57%) and 82% NSL (previously 81%). As such, overall, the impact on this site is considered an improvement over the extant scheme and thus considered acceptable.

596-608 Old Kent Road and Land at Livesey Place

312. This committed residential development is located to the north of the site. The VSC results show that 526 (90%) of the 582 windows tested would satisfy the BRE guidelines by either retaining a VSC of at least 27% or at least 0.8 times their former value. Of the remaining 56 windows, 20 would achieve a factor of their former value between 0.79 and 0.7, 12 between 0.69 and 0.60 and 24 below 0.60.

313. The NSL results show that 391 (99.74%) of the 392 rooms assessed satisfy the BRE guidelines. The one remaining room sits within B3 and achieves a factor of former value of 0.79, marginally below the 0.8 guideline. Furthermore, the comparative analysis between the consented scheme would show significant improvements in daylight received from the consented scheme, with VSC results improving from 88% pass rate to 99% and NSL improving from 90% to 99.7% pass rate. Given that the vast majority of rooms would achieve good access to daylight, the impacts on this future development would not be considered significant and as such are acceptable.

Sunlight

314. In relation to sunlight, the BRE recommends that the APSH received at a given window in the proposed case should be at least 25 % of the total available, including at least 5 % in winter. Where the proposed values fall short of these, and the absolute loss is greater than 4 %, then the proposed values should not be less than 0.8 times their previous value in each period. The BRE guidelines state that, “[...] all main living rooms of dwellings, and conservatories, should be checked if they have a window facing within 90 degrees of due south. Kitchens and bedrooms are less important, although care should be taken not to block out too much sun”. The APSH figures are calculated for each window, and where a room is served by more than one window the contribution of each is accounted for in the overall figures for the room. The table below sets out the results of both the annual sunlight and winter sunlight impacts from the proposed development:

Address	Total rooms assessed	Meet BRE guidance				Total windows affected
			20-29.9% reduction (Minor)	20-29.9% reduction (Minor)	>40% reduction (Major)	
20–24 Peckham Park Road	4	4	0	0	0	0
Northfield House	10	10	0	0	0	0
Greystoke House	6	6	0	0	0	0
Space	23	23	1	0	0	1

Studios						
Total	**44**	**43**	**1**	**0**	**0**	**1**

315. Out of the 44 rooms tested, 43 (98%) would satisfy the BRE guidelines criteria for annual sunlight and 43 (98%) would satisfy the winter sunlight criteria. The one room that falls short of the guideline values retains an absolute APSH value of 24% on an annual basis, against a target of 25%. On a winter basis, the same room retains an absolute APSH value of 4%, against a target of 5% and as such are considered to be minor adverse impacts.

316. Overall, the level of sunlight received within all properties would be considered of a good quality in a dense urban environment such as this.

317. In relation to the emerging developments situated adjacent to the site, the below table sets out the impacts on these future residential homes.

Address	**Total rooms assessed (APSH)**	**Meet BRE Guidance**	**Below BRE Requirement**			**Total Rooms affected**
			Minor Adverse	Moderate Adverse	Major Adverse	
Cantium Retail Park	1,264	853	40	60	312	**412**
596-608 Old Kent Road and Land at Livesey Place	263	258	1	0	4	**5**
Total	**1,527**	**1,110**	**41**	**60**	**316**	**417**
	Total rooms assessed (WSH)					
Cantium Retail Park	1,264	925	0	0	339	**339**
596-608 Old Kent Road and Land at Livesey Place	263	258	0	1	4	**5**
	1,527	**1,183**	**0**	**1**	**343**	**344**

318. In relation to Cantium Retail Park, the APSH results for this site show that 852

(67%) of the 1,264 rooms tested for APSH would satisfy the BRE guidelines on an annual basis and 925 (73%) would satisfy the BRE guidelines on a winter basis. The majority (252) of the affected rooms are bedrooms and five are kitchen/diners, which are considered less important for sunlight than main living areas. Nonetheless there will be some living spaces which would not meet the BRE requirements for sunlight.

319. However, given that the application site would be situated south of Cantium Retail Park, it is inevitable that buildings would have some impact on these emerging properties given the existing open nature of the site. Furthermore, the impacts of this proposal would be broadly in similar to the extant permission and as such the access to sunlight within this adjacent site would still be considered acceptable.

320. When assessing the properties within 596-608 Old Kent Road and Land at Livesey Place, the vast majority of windows would meet the requirements of the BRE standards, in relation to both APSH and WSH. Whilst it is acknowledged a small number of rooms would fall short of the guidance, given the high levels of compliance generally, it is considered that the impact on these properties is acceptable.

Overshadowing of amenity spaces

321. The BRE suggests that to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable.

322. The submitted daylight assessment outlines that the majority of nearby amenity spaces, either existing or proposed, are located south of the site, and as such would largely not be impacted upon by the development. The main spaces tested relates to the former Council Depot which is located to the east of the site and is due to come forward as a new park as outlined within the AAP. The submitted report sets out that 99.97% of this park would achieve two-hours of sun-on-ground on 21st March.

323. In relation to the proposed amenity spaces within the site, the applicants have provided a light within the site assessment which sets out that the sunlight results for the proposed amenity spaces within the site. The report outlines that of the eight proposed amenity spaces within the site, seven of them would receive at least two hours of sunlight on 21st March, with the one remaining space falling below this.

324. The space which this relates to is the amenity space located between blocks B4 and B5, where this space would receive approximately 10.6% sunlit space on 21st March. This is largely due to this space being situated north of blocks B8 and B9. When looking at the light received within this space on June 21st would achieve more than 51.4%, which demonstrates that the space would provide

good sunlight in the times that it would most likely be used. Furthermore, there are various other amenity spaces which residents could access, including the main square and proposed park to the east of the site.

325. Overall, the amenity spaces within and surrounding the site would retain and achieve good levels of sunlight, whilst also providing a mixture of shaded spaces which would provide relief from the sun in summer months.

Conclusion on daylight and sunlight

326. Overall, the effect of the proposed development on the daylight and sunlight to the surrounding properties are considered acceptable, with these buildings generally still achieving good access to daylight and sunlight for sites within an urban location such as this.

Noise and vibration

327. The NPPF, Chapter 17 'Pollution, public protection and security sets out the policy objectives to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security. Policies P3 'Living conditions and pollution' and P4 'Impact of development on existing activities' are relevant in this assessment. Policy P66 Reducing noise pollution and enhancing soundscapes of the Southwark Plan and Policy D14 of the London Plan set out that development must avoid adverse impacts on noise in order to ensure that it would not adversely impact on health and quality of life. It sets out that noise generating uses should be separated from noise sensitive receptors and where this is not possible should be controlled through mitigation to reduce noise levels.

328. The ES and ES addendum considers the potential for noise and vibration impacts during demolition, construction and operation of the development. This is reported within Chapter 9 of the ES which considers the following scenarios:

- Noise and vibration from the demolition and construction work associated with the development;
- Noise from road traffic associated with the demolition and construction work associated with the development;
- Noise from changes in road traffic attributed to the completed development;
- Noise from building services plant noise associated with the completed Proposed Development;
- Noise from proposed retail, leisure and commercial units;
- Site suitability (for residential and commercial occupation)
- Cumulative effects.

329. Sensitive receptors for noise and vibration impacts consist of various commercial uses within Cantium retail park and commercial units on Frensham

Street and Haymerle Road, alongside residential uses within the Friary Estate, Latona Road and Phase 1 of the Bermondsey Place development which is currently under construction. A further sensitive receptor is the New Covenant Church in Bermondsey along Old Kent Road. Introduced receptors will also include the new residential and commercial blocks which would be delivered within the site.

330. During demolition and construction there are anticipated to be increases in airborne noise and vibration levels as a result of the proposed works. The most significant vibration would be associated with piling for the proposed development.

331. The development would be required to comply with Southwark's Technical Guidance for Demolition and Construction which would require noise and vibration levels to be below a level at which they would be classed as not significant for a temporary period as they would be considered moderate, minor or negligible. This would be secured through a Demolition and Construction Environmental Management Plan. This would also cover construction traffic.

332. Temporary plant and equipment used during the construction and demolition works has been assessed as well as permanent plant that would serve the operational development. Maximum sound power levels would be set for plant in each plant location in order to limit plant noise at the associated façade and thereby limit noise to sensitive receptors. The noise levels would be classed as not significant.

333. With these mitigation measures in place, including plant noise mitigated so as not to exceed the given limits, all noise and vibration effects associated with the Project are not considered to be significant.

334. As such, subject to suitable noise and vibration mitigation measures which are proposed via conditions for each of the phases, the proposal would ensure a suitable environment for the future occupiers of the site.

335. In relation to the noise impacts of the proposals on the end users of the development, the proposals include new commercial and industrial uses, however it is unlikely that these would be significant noise generating uses that would cause significant harm to the residential uses within the site, subject to suitable conditions.

336. The proposals would also include permanent plant equipment within the development, however, the scale of which are not significant that would significantly impact on surrounding residents or future residents within the site. Conditions will be included in order to ensure that any potential plant machinery would not unduly impact on any of the surrounding or proposed residential properties.

337. As such, subject to conditions in relation to details of plant machinery, sound insulation and restriction on delivery and servicing hours to ensure that hours of servicing and delivery, the proposals are not expected to have significant impacts

on surrounding or future residents and as such, the proposal would ensure a suitable environment for residents.

Transport and highways

338. Chapter 15 of the NPPF seeks to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places. Proposals must assess the impact upon existing transport networks, promote and maximise opportunities for sustainable transport modes whilst mitigating any adverse transport related environmental effects and must make a significant contribution to improving accessible movement and permeability as a key priority for place making. Paragraph 4, TR6, Chapter 15 states “development should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.”.

339. This approach is reflected in Chapter 10 of the London Plan and Southwark Plan Policies P49 – P55, which require development proposals to maximise sustainable modes of transport by minimising car journeys, to deliver enhancedwalking and cycling opportunities and safe, accessible routes to public transport. Developments should be car free save for disabled parking provision, and mitigation will be secured where necessary to address impacts upon the road and public transport networks to serve new developments.

Site layout

340. The site is located close to the A2 Old Kent Road in Southwark, is part of the Transport for London Road Network (TRLN), and is strategically located with Central London to the northwest, Bermondsey and Canada Water to the northeast, New Cross and Lewisham to the southeast.

341. The site is bounded by Haymerle Road to the West, Frensham Street to the East and Latona Road to the South. It has a Public Transport Accessibility Level (PTAL) of 2-3 (moderate). The PTAL will increase with the proposed permeability improvements arising from this and adjacent sites, and through anticipated public transport improvements in the form of the proposed Bakerloo Line Extension and increased bus frequencies and other service improvements.

342. The proposed future site layout will significantly improve the permeability of the area through the creation of new east-west routes through the Surrey Canal

Linear Park and Central Square and also north-south through the opened-up Malt Street. It would also connect Latona Road to Frensham Street.

Healthy Streets:

343. London Plan Policy T2 requires development proposals to demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with TfL guidance. These indicators are intended to inform design, management and use of public spaces in order to place people and people's health at the forefront of development decisions.

344. The proposals aim to create a sense of place with more vibrant and active frontages, as well as a shared space area at the centre of the Site. The introduction of green space and soft landscaping along with pedestrian routes in and around the site will further contribute to enhancing the street scene in the local area. The proposals have also been designed to encourage people to choose walking, cycling and public transport over private car use.

Enhancements to the pedestrian and cycle environment on-site

345. The existing site offers very little in relation to pedestrian and cycle connectivity, albeit that there is good access to cycleways including Cycleways 10 and 35 which provide good access into central London. However, the proposals offer a significant opportunity to create significant enhancements with improved access through the site for pedestrians and cyclists.

346. The proposed development would provide dedicated cycle stores for each block which would be provided in accordance with the London Plan and with guidance from the London Cycling Design Standards (LCDS). Short stay cycle parking and micromobility bays would also be integrated into the public realm, along with the creation of a new cycle route along Latona Road to the south will encouraging cycling

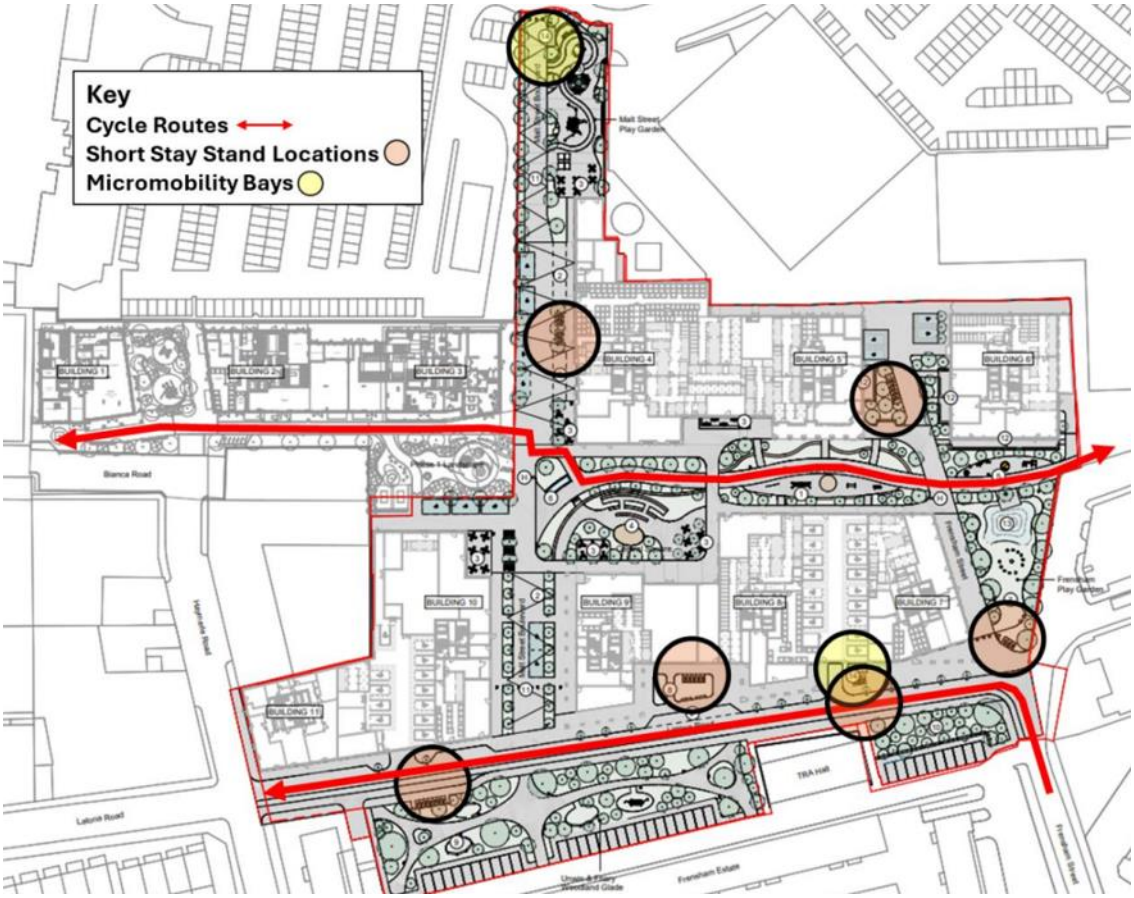


Image showing proposed cycle routes within the site

Enhancements to the existing highways network adjacent to the site

347. To accommodate the proposed access requirements, Southwark's highways are looking at changes to the traffic management in the area and will be detailed up as part of the S278 agreement. The S278 works will ensure pedestrian safety is prioritised in all changes to the public highway.

348. The s278 works will include, widening and repaving of footpaths adjacent to the site removal of redundant crossovers, the extension of Frensham Street and the construction of raised entrances into the site from Frensham Street and Latona Road. The full list of S278 works would be secured in the s106 agreement.

Active Travel

349. In accordance with the requirements of the Healthy Streets Transport Assessment methodology, an Active Travel Zone (ATZ) assessment has been undertaken by the applicants and is included within the Transport Assessment.

350. As mentioned in earlier parts of this report, the planning application will bring forward significant improvements to the local pedestrian environment and the 'sense of place' more generally, providing new pedestrian and cycle routes

through by providing new north/south and east/west links. As such, these works alone represent a positive contribution towards the Healthy Streets agenda. They will make for a safer, more comfortable and more convenient environment for pedestrians and cyclists.

351. The site is located close to Quietway 1 which links Greenwich with the West End. In addition, there are a number of cycle routes within close proximity to the site. These routes provide useful connections to key public transport interchanges, such as South Bermondsey, Elephant and Castle and London Bridge.

352. Cycle parking will be provided within the site, with 1,886 long-stay cycle parking spaces for the residential element alongside 105 long stay spaces for the light industrial element of the proposal and 5 for the Class E/Sui Generis aspect of the development. These would include Sheffield stands and larger cycle spaces to provide a choice for cyclists using the storage areas. Separate storage areas are provided for the industrial element of the proposal to encourage cyclist commuting. The proposal also provides a total of 58 short stay cycle parking spaces which would be located within the public realm within the site. A condition is attached to this decision required detailed design of the cycling parking provision. As noted, the S106 Agreement will include a contribution towards the delivery of a new Cycle Hire Docking station.

353. With all of the Healthy Street's benefits secured through the appropriate mechanisms (planning conditions, Section 106 obligations and a package of sequenced Section 278 agreements), the proposal meets the requirements of London Plan Policy T2.

Trip generation

354. Policy T4 of the London Plan requires development proposals to ensure the impacts on the capacity of the transport network are fully assessed and that any adverse impacts are mitigated. Policies P45, P49 and P50 of the Southwark Plan require developments to minimise the demand for private car journeys and demonstrate the public transport network has sufficient capacity to support any increase in the number of journeys by the users of the development.

355. In order to support new housing in advance of the delivery of the BLE the Old Kent Road AAP requires the developer to make a contribution of £2,700 per proposed home (or equivalent for PBSA bedspaces), index-linked to March 2019. This is to be spent on enhanced public transport in the Old Kent Road, including improved bus services. Monies collected to date have been spent on the Bakerloop Bus service.

356. The applicant's Transport Assessment and TRICS database have been reviewed and demonstrate that the residential aspect of this development would generate a total of 1,086 two-way trips within the am peak (07:00-10:00) and 1,308 within the pm peak (16:00-19:00) for the housing element. 74% of these trips would be undertaken using public transport with the assumed mode share of 12% using the underground, 8% using the train and 54% using the local bus

network during the peak hours. The majority of the remaining trips being made with 22% using walking or cycling.

357. It is acknowledged that the proposals would introduce new trips as a result of the development, the proposals would introduce significant improvements to the walking and cycling networks, whilst also providing a significant contribution towards improving of the bus facilities within the area. The proposals would not result in a significant impact on the surrounding highway network, with the surrounding public transport network able to accommodate the relatively small number of additional journeys.

358. In relation to the commercial uses, the proposals include 880sqm of commercial floorspace. The units are all relatively small and are likely to serve the residents within the development alongside the wider local community and as such there are unlikely to any major trips as a result of these units.

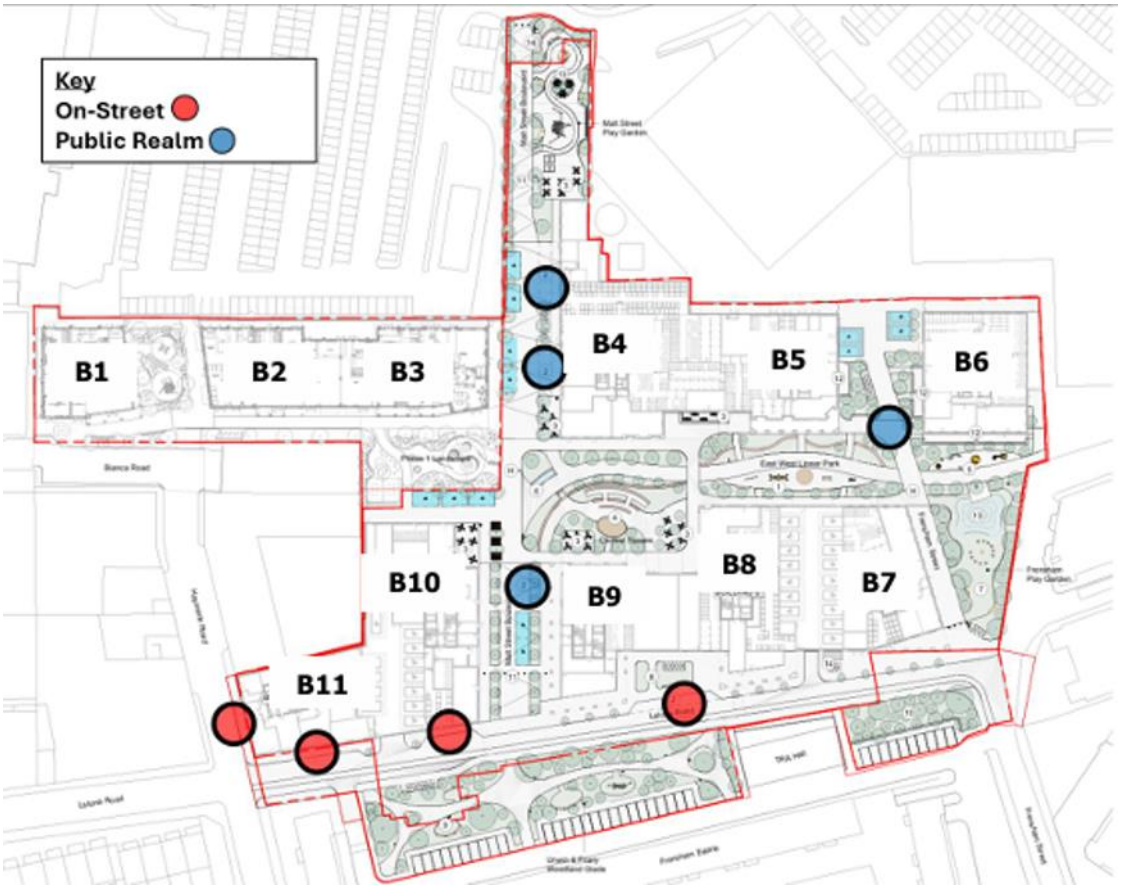
359. In relation to the light industrial uses the transport assessment predicts that there would be 5 two-way OGV trips (2 arrivals/3 departures) and 18 LGV trips in the morning peak hour (07:00 – 10:00) (10 arrivals/8 departures). Within the evening, the proposals would include 2 OGV trips (1 arrivals/1 departures) and 7 LGV trips (2 arrivals/5 departures) in the evening peak hour (16:00 – 19:00). This is a relatively low number of predicted servicing trips and would not significantly impact on the operation of the local highway network.

Servicing and deliveries

360. London Plan Policy T7 deals with servicing and delivery arrangements during construction and end use. With respect to end use, the policy requires provision of adequate space for servicing, storage and deliveries to be made off-street, with on-street loading bays only used where this is not possible.

361. The applicants have provided a draft servicing and delivery strategy with the application which has been reviewed by officers. The applicant subsequently provided additional information regarding expected servicing demand, dwell times, vehicle types and the operation of on-site loading facilities. The applicant maintains that the combination of on-site loading bays, on-street bays and estate management controls would provide sufficient servicing capacity.

362. The below image sets out the location of servicing bays within and adjacent to the site which includes an on-street loading bay on Bianca Road to the south-west of Block B1 and two on-street loading bays on Latona Road with one south of Block B11 and another south of Blocks B8 / B9 and loading areas within the public realm adjacent to Blocks B3 / B4, B5 / B6 and B9 / B10.



363. The submitted servicing and delivery plan sets out that the on-street loading bays along Bianca Road, Latona Road and Haymerle Road can accommodate 9 to 10 vehicles in total depending on the size, with the facilities in the public realm able to accommodate five to six vehicles at a time.

364. It estimates that there could be in the region of 200 deliveries per day for the residential elements of the proposals by motorised vehicles once fully built out, the majority of which would be by a car/transit (56%) or motorcycle (40%), with the remaining deliveries being undertaken by MGV or HGV's. The estimates are based on trip rate information from the TRICS database.

365. The report outlines that non-feed deliveries would be undertaken via the Estate Management office which is located in the block between B8 and B9 with the Estate Management Team receiving all hand-held sized goods on behalf of the residents, with delivery drivers / riders able to use the loading bay on Latona Road or within the Public Realm adjacent to B9. It also notes that in addition to this, there would be a Post Room along with an "Amazon" locker system within the Estate Management Team front-of-house area where delivery drivers/riders can place goods. There would be approximately 430 lockers provided across the site including oversized lockers. The report notes that for large household items and supermarket deliveries, residents would need to meet the driver at the vehicle/lobby to collect these items, using the delivery bays as set out within the above diagram.

366. In relation to the commercial related deliveries, for the proposed flexible E-class uses, it is anticipated that the proposals would generate approximately 25 to 35 deliveries per day, with the light industrial floorspace generating a demand for approximately 45 to 50 deliveries/servicing movements per day. This would equate to approximately 4 to 5 delivery/servicing movements per hour, of which the 25% could be carried out by smaller vehicles with the remainder being classified as LGV. The proposals include converting an existing on-street parking bay on Latona Road to the south of B11 for loading in order to facilitate the deliveries for the commercial elements.

367. The overall servicing strategy is broadly supported in principle, however, in order to ensure that on-street servicing and deliveries do not negatively impact on the highway network, a condition will be required to submit a finalised delivery and servicing management plan by condition and will also be required to enter into Delivery Service Plan Bonds against their baseline figures for all daily servicing and delivery trips. This will be secured within the s106 legal agreement.

Construction Management

368. An Outline Construction Environment Management Plan was submitted. Transport Policy raised concerns about the potential impacts of the construction phase on the surrounding highways network. It was subsequently confirmed that all construction activities would be accommodated within the site's boundary. Further clarification was nevertheless requested regarding construction vehicle access arrangements, routeing strategy, pedestrian and cyclist safety measures and the management of deliveries during the construction phase. A detailed Construction Environment Management Plan will be secured by a pre-commencement condition.

Refuse storage arrangements

369. The proposed waste strategy would include individual storage areas within each block, which the applicants refer to as 'day stores'. Block B4 would also then have a large 'main' bin store which is proposed to be used for the storage of excess bins for Blocks B1, B2, B3, B5 and B6. The stores would be located at ground floor and has bins for general waste, recycling and food waste, with residents being responsible for placing waste and recycling within the relevant bins within the day stores with the Estate Management Team then being responsible for transferring full bins (using tugs) from the Day Store to the Main Bin Store and replacing them with empty bins. Separate bulky waste stores are provided within the wider estate within blocks B8 and B10.

370. The collection point for this waste would be to the west of the building, which lies within a 10m drag distance to the refuse vehicle collection point which would be accessed from the central service route northbound from Latona Road and exit out onto Malt Street. The Estate Management Team is responsible for transferring bins between the main store and the collection location and would then return the bins to the store once emptied.

371. Both Blocks B7 and B8 have dedicated refuse stores at ground floor with bins

for general waste, recycling and food waste, and as notes a bulky waste store for the wider site. The proposed collection point for the waste would be from Latona Road, with the Estate Management Team responsible for transferring bins between the bin store and the collection location, which lies within a 10m drag distance to where the Council refuse vehicle would stop. The Estate Management team will return the bins to the store once emptied.

372. In relation to Block 9, the bin store is located at ground floor with bins provided for general waste, recycling and food waste plus an area for bulky waste. The estate management team would be required to drag bins into a collection zone adjacent to 'Malt Street Boulevard' where the waste would be collected.

373. The bin store is located at ground floor with bins for general waste, recycling and food waste. These bins would be placed within 10m of the servicing bay by the Estate Management Team and collected from the servicing bay along Latona Road with drag distances meeting the 10m requirement.

374. The proposed estate management solution would ensure that the proposals would achieve a 10m drag distance. Final details would be secured within the Waste Management Plan/ Delivery and Servicing Management condition.

375. In relation to commercial waste, the commercial tenants within Blocks B1, B2, B3, B4, B9 and B10 will be responsible for transferring waste and recycling between their unit and the Commercial Waste store which is located adjacent to the Residential Concierge. The Estate Management Team will be responsible for managing the bin store. Bins will be collected from Latona Road adjacent to the store under a private agreement with an approved contractor.

376. Whilst it is acknowledged that the overall waste strategy would require the use of an estate management solution, this is not uncommon on large scale developments such as this. The finalised strategy with details of the management procedures would be conditioned to ensure that this is maintained throughout the lifetime of the development.

Car parking

377. London Plan Policy T6 requires developments in locations with existing and future high public transport accessibility to be car-free, save for adequate parking for disabled people. Specific requirements for different uses are set out in Policy T6.1 through to Policy T6.4, while Policy T6.5 deals with non-residential disabled persons parking.

378. Southwark Plan Policy P54 echoes the London Plan, promoting car-free development in zones with good public transport accessibility. It requires car-free non-residential proposals in CAZ locations, and for any disabled parking to be provided on-site and supported by EVCPs.

379. The submitted transport statement sets out that there is currently parking for a minimum of 36 cars serving the Unwin and Friary Estate, within the application boundary. No other residential parking is located within the site.

380. The proposed development will be car-free with the exception of Blue Badge parking, however it is proposed that the existing parking within the Friary Estate would be re-provided within the estate boundary, albeit within a different arrangement from the existing. The latter would need to be agreed both with residents and the councils housing department before any changes were made. This is an overall reduction in general needs parking on the existing consent which included 115 car parking spaces, and this is fully supported.

381. A total of 42 proposed Blue Badge parking spaces will be provided, nine of which are associated with Phase 1 and the remainder with the proposed development, and this equates to the overall 3% provision of parking space as required by the London Plan. The applicants have provided a draft car parking management plan which sets out how the spaces would be allocated to future residents. A finalised management plan will be secured by condition.

382. All of the Blue Badge bays would be supported by EV charging infrastructure and that the additional fire safety measures required in connection with EV charging in under croft parking areas could be accommodated without affecting other on-site facilities.

383. The applicant confirmed that future residents and occupiers would not be eligible for Controlled Parking Zone permits as per Southwark Plan Policy P54 and that this restriction would be secured through the Section 106 Agreement.

384. The proposal includes two dedicated on-street, car club bays along Latona Road together with associated vehicle provision and free memberships for residents and commercial occupiers. This provision is supported provided that the bays be clearly identified through appropriate road markings and secured through the legal agreement.

Cycle parking and cycling facilities

385. London Plan Policy T5 sets minimum cycle parking standards for different uses. Southwark Plan Policy P53 sets out requirements that are generally higher than the London Plan standards.

386. The applicants are proposing a total of 1,886 long-stay cycle parking spaces for the residential element alongside 10 long stay spaces for the light industrial element of the proposal and 5 for the Class E/Sui Generis aspect of the development. The proposals would exceed the requirements of the London Plan 2021 in relation to the residential, class E and industrial uses which is supported.

387. The applicant confirmed that residential and commercial cycle parking would be provided separately and that cycle stores would be designed in accordance with the London Cycling Design Standards (LCDS), including the provision of a mix of Sheffield stands (25%), which includes Sheffield stands in wider format for adapted/ larger bikes (5%) and two-tier racks (75%). The applicants have also confirmed that the cycle store access doors would be power-assisted and of sufficient width to accommodate larger cycles and cargo bikes.

388. The proposals would also include the provision of short-stay cycle parking throughout the site, with 33 spaces associated with the residential element, 22 spaces for the commercial uses and 3 spaces for the light industrial uses which is in line with the London Plan requirements.

389. Whilst the overall level of provision was supported, detailed cycle parking layouts will be secured through compliance condition for review prior to determination. Showering, changing and locker facilities are required to support commercial cycle parking and is therefore secured by a pre-occupation condition.

Improving access to cycle hire options

390. Given that the development would introduce 1,060 new homes, the applicant is required to contribute £53,000 (index linked) towards expansion of one or more TfL (Santander) cycle docking stations in the vicinity of the site. To be secured in the Section 106 Agreement, this contribution would meet the requirements of Policy T5 of the London Plan and Policy P53 of the Southwark Plan.

Safety and Access

391. The proposals include a new north-south access service road through the site referred to as Malt Street Boulevard which lies adjacent to proposed amenity and open space within the site including play spaces. The access road would have bollards at both ends, which would restrict access for general traffic, with only servicing vehicles and blue badge access so trips along this will be limited. However, safety features will be required to be included such as hazard warning paving, a one-way South-North system, 5mph speed limits, landscaping features and changes in surface treatment which would help delineate pedestrian routes. Direct and legible pedestrian routes would be also provided across the development. Nonetheless, it is considered prudent to include a condition for a Pedestrian and Cyclist Site Safety Management Plan, in order to ensure that safety for these users is managed appropriately across the site.

S278 works

392. In order to facilitate the proposed development, a number of S278 works improvements will be required in order to provide improved pedestrian and cycle facilities within public highways surrounding the site. The following works would be secured via the legal agreement:

Latona Road

- The extension of Latona Road to tie to Frensham Street is to be adopted under a s278/s38 agreement.
- Full depth construction of the new carriageway of width 4.5m with a 1.5m wide cycle contraflow
- Full depth construction of 2.0m wide footways one on either side of the carriageway
- Paving of the footway surfaces using 450mm x 450mm concrete slabs

including installation of 150mm silver-grey granite kerbs.
- Construction of a raised intersection table at the junction of Latona Road and Haymerle Road.
- Construction of a raised table at the junction of Latona Road and Frensham Road together with tactiles for pedestrian crossings.
- Construction of 150mm wide silver-grey granite kerbs between the carriageway and footways.
- Construction of raised entry features at all accesses on Latona Road.
- Install a piped drainage system of gullies and connection pipes for the carriageway and footway surface water.

Promote a TMO to regulate the two on-street loading bays and other road markings that may be required.

Frensham Street

- Repave the footways on both sides of the carriageway using 450mm x 450mm concrete slabs including installation of new 150mm silver-grey granite kerbs.
- Construct a raised entry table at the junction with Peckham Park Street to slow down vehicles and facilitate level crossing for pedestrians.
- Construct a raised link table midway of the road to offer a formal crossing for pedestrians as well as reduce vehicle speeds.
- Upgrade the three vehicle accesses to SSDM Type 3 – Frequent use residential crossings.

Resurface the carriageway and refresh all road markings.

Haymerle Road

393. Repave the footway of Haymerle Road abutting the development using 450mm x 450mm concrete slabs including installation of 150mm silver-grey granite kerbs.

Malt Street/ Olmar Road Roundabout

- Repave the footway adjacent to the roundabout using 450mm x 450mm concrete slabs including installation of 150mm silver-grey granite kerbs.
- Construct raised entry features at all the accesses at the roundabout to facilitate pedestrian crossing.

Construct a raised entry table at the Malt Street arm; this will require the relocation of the nearby speed cushions further back.

Wayfinding

394. Wayfinding would be particularly important given the scale of the development and the significant level of movement expected through and within the site. Although residents are likely to become familiar with routes over time, visitors, delivery drivers, commercial users and vulnerable users would all require clear and accessible navigation throughout the development. The applicant has therefore agreed that a comprehensive Wayfinding and Signage Strategy could be secured through pre-occupation condition. This would include signage to key

destinations, cycle parking facilities, commercial units, public transport connections and key pedestrian routes.

Transport conclusions

395. The proposed development would not result in any significant impacts on the wider highways network and would contribute towards accessing sustainable transport including providing new walking and cycling routes and facilities whilst also providing significant financial contributions towards improved public transport in line with the draft Old Kent Road Area Action Plan.

Environmental matters

Flood risk and Drainage

Site Context

396. The application site is located within Flood Risk Zone 2/3 and the main source of flood risk in Southwark is as a result of tidal activity within the River Thames. It should be noted that the site would benefit from protection by the Thames Barrier up to the 1 in 1000-year flood event.

397. The NPPF 2026 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

398. Policy SI 12 of the London Plan ‘Flood risk management’ states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy P68 of the Southwark Plan ‘Reducing flood risk’ states that development must not increase flood risk on or off site and sets out the requirements for achieving this. This includes that finished floor levels are set no lower than 300mm above the predicted maximum water level where they are located within an area at risk of flooding.

399. The site is located in Flood Zone 2/3 as identified by the Environment Agency flood map, which indicates a high probability of flooding. NPPF, Chapter 18 ‘Managing flood risk and coastal change’, decision-making policies F4, F5, F6, F7 and F8 are all relevant in assessing the appropriateness of development within areas at risk of flooding. Such areas should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. In line with the NPPF, the council has a Strategic Flood Risk Assessment which acknowledges that development within flood zone 3 is required and is allowed with the application of the Exception Test set out in the NPPF.

400. The above NPPF policies set out that the need for the exception test will depend on the potential vulnerability of the site and of the proposed development, in line with the Flood Risk Vulnerability Classification set out in national planning guidance. The proposed development would contain some ground floor residential uses, alongside commercial uses, parking and associated bike and bin stores which are classified as 'more vulnerable' uses under the NPPF.

401. For the Exception Test to be passed, it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, and that a site-specific flood risk assessment must demonstrate that no adverse impacts would occur. Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. However, the exception test may need to be reapplied if relevant aspects of the proposal had not been considered when the test was applied at the plan-making stage, or if more recent information about existing or potential flood risk should be taken into account.

402. Although the site is allocated for development in the Southwark Plan, the proposed development includes residential accommodation at ground level of the buildings. The exception test therefore needs to be applied. The site is located on previously developed land and there are strong sustainability reasons why it should be redeveloped. The development of brownfield sites such as this will be necessary if accommodation is to be provided to meet the current shortfall in housing in the area. The site is allocated for mixed-use development including housing in the Southwark Plan, and the proposed design is capable of providing good quality housing.

403. The issue of flood risk resources was scoped out of the ES, with a standalone flood risk and drainage statement being submitted with the application. This assessment considered the impact of the development with regards to water resources, water quality, flood risk and drainage. The assessment looked at potential significant effects that could arise during demolition/construction and the operational phase of the development with regards to surface water drainage, flood risk, surface water quality and surface water/foul sewage capacity.

404. A site-specific Flood Risk Assessment and Drainage Impact Assessment have been submitted with the application. With regard to river and tidal flooding, the FRA advises that the risk to the site is low owing to the flood defences on the River Thames. The report concludes that the modelled breach extent is located approximately 200 m north-east of the site at an elevation of around 2mAOD, which is similar to the site's lowest existing level. As such, the site is not expected to be impacted by tidal or fluvial flooding arising from a breach of the Thames tidal defences under any of the modelled scenarios.

405. The Environment Agency and Thames Water have been consulted on the proposed development and have recommended conditions that would be required to be discharged prior to the commencement of any development (with the exception of demolition). Alongside a condition for a Demolition and Construction Environmental Management Plan, these conditions would control impacts during this phase of development and would assist in

mitigating/controlling any impacts.

406. The existing surface water drainage is currently through the use of private sewers which lead into a public combined Thames Water sewer network. Drainage is proposed to be controlled through a SUDS strategy which would include the significant planting zones which would provide rain gardens and swales within the site. Green and blue roofs are also proposed alongside an attenuation pond. To provide the remaining storage in order to meet the required run-off rates, attenuation tanks are proposed across the site. Surface water discharge to public sewers will be restricted to a sitewide greenfield run-off rate of 10.15l/s, apportioned across five independent catchments on a pro-rata basis. On-site surface water drainage networks serving these catchments have been designed to attenuate water up to a 1% Annual Exceedance Probability rainfall event plus 40% climate change allowance, ensuring no flooding occurs.

407. All proposed mitigation measures are considered proportionate and appropriate to ensure no significant effects would be caused as a result of the development. As noted, the Environment Agency has advised that they have no objection to the application, because its most recent flood modelling demonstrates that the site is not at risk if there were to be a breach of the Thames flood defences.

408. Thames Water have also commented on the application and raised no objections, subject to the imposition of a piling method statement condition and a condition requiring the applicants to demonstrate that either there is sufficient water capacity or any upgrades required are undertaken prior to commencing the development, which have been included within the recommendation.

Land contamination

409. NPPF, 2026, Chapter 17 ‘Pollution, public protection and security’, sets out the policy objectives to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security. NPPF Policy P2 ‘Ground conditions’ seeks to ensure that sites proposed for development should be suitable for their proposed use taking into account ground conditions and the extent to which such risks can satisfactorily mitigated. Southwark Plan Policy P64 ‘Contaminated land and hazardous substances’ sets out that development will not be permitted where there would be an adverse impact on the environment. It sets out that development will be permitted where is provides safe storage and travel of hazardous substances and would mitigate any contaminated land on site.

410. Ground conditions have been considered and reported in Chapter 13 of the ES and updated Ground contamination report. These documents consider the effects of the demolition and construction and operational development on workers, site users, soil and water.

411. The geology at the site consists of a Langley Silt Member comprising clay and

silt, and the central and northern portion of the site is underlain by the superficial deposits of Kempton Park Gravel Member comprising sand and gravel.

412. The site has previously been assessed with regards to ground conditions and contamination as part of the extant planning permission and was found to be acceptable, however it is noted that the proposed works have the potential to impact on demolition and construction workers, off-site human health receptors (residents and workers in the vicinity of the Project Site) and water bodies in the vicinity of the site as a result of interactions with potential existing contamination at or near to the site. The report sets out that there are moderate risks to users, to soils and groundwater, unexploded Ordinance (UXO), and as a result of gas accumulation from potential contamination.

413. The following mitigation is therefore proposed:

- Health and safety measures for construction workers;
- Intrusive Site Investigation and Remediation Strategy (by condition);
- UXO mitigation;
- Piling Risk and Method Assessment;
- Ground gas protection measures;
- Measures set out in CEMP, to include, water spray to damp down any potentially contaminated dust, wheel washing facilities, covered stockpiles, and fuel storage onsite to be carried out under best practice.

414. With the appropriate mitigation in place, the development is likely to result in negligible and therefore not significant effects on workers, residents and visitors. Conditions are recommended to cover these mitigation requirements which are noted above.

Air quality

415. The site sits within an air quality management area. Policy SI 1 of the London Plan 'Improving Air Quality' seeks to minimise the impact of development on air quality and sets a number of requirements including minimising exposure to existing poor air quality, reducing emissions from the demolition and construction of buildings, being at least 'air quality neutral', and not leading to a deterioration in air quality. For large-scale, outline applications that are subject to EIA, an Air Quality Positive Statement should be submitted which details how benefits to local air quality have been maximised and measures to minimise pollution exposure have been minimised.

416. This is echoed within Southwark Plan Policy P65 - Improving air quality which outlines that Developments must achieve or exceed air quality neutral standards; and address the impacts of poor air quality on building occupiers and public realm users by reducing exposure to and mitigating the effects of poor air quality.

417. The impact of the development on air quality has been assessed as part of the ES and the results of this assessment are reported in Chapter 8 of the ES, and subsequent addendum. The ES considered both the impacts of the demolition and construction, and the operational phases of the development.

418. The ES considers the following matters in relation to the potential air quality effects:

- The impacts of the demolition and construction phase of the Proposed Development on dust soiling and concentrations of PM10 at existing and introduced sensitive receptors during the construction works;
- The impacts of the traffic generated during the construction of the Proposed Development on concentrations of NO2, PM10 and PM2.5 from road traffic, at existing and committed sensitive receptors, during the assumed peak year of construction (2029).
- The impacts of the operation of the Proposed Development on concentrations of NO2, PM10 and PM2.5 from road traffic, at existing and committed sensitive receptors, during the assumed earliest year of opening (2031);
- The suitability of the Site for its proposed uses;
- Whether or not the Proposed Development is 'air quality neutral';
- The measures included within the Proposed Development to ensure it is 'air quality positive' and to demonstrate how the Proposed Development complies with the PM2.5 targets; and

The cumulative impacts on air quality of the Proposed Development with cumulative schemes identified in the local area, including Phase 1 of the Wider Masterplan Site.

419. During the demolition and construction phase, the impacts from PM10 and dust were assessed with regards to current LBS, GLA and IAQM guidance. The ES states that mitigation would be required to ensure no significant dust and PM10 impacts during this phase. Appropriate mitigation in this instance would be a DEMP and CEMP, which would include dust monitoring, these would be secured by condition that would be attached to any consent issued. A contribution would also be required towards monitoring of the DEMP and CEMP across the construction period of an initial £3,200 one-off payment and then £22,800 per year during construction. This will be secured in the s106 agreement.

420. Road traffic emissions were considered during the construction phase for NO2, PM10 and PM2.5 concentrations, again having regard for the appropriate guidance. The ES determined these impacts to be negligible with no significant adverse effects.

421. The potential air quality impacts on NO2, PM10 and PM2.5 concentrations dueto road emissions in the operational phase were assessed. These impacts were determined to be negligible, with no significant effect. With regard to the London Plan Policy SI 1, the Project was determined to be air quality neutral and air quality positive, in accordance with the Mayor of London's guidance.

Wind

422. Wind microclimate has been considered as part of the ES and the results are set out in Chapter 12 of the ES and within the ES addendum. The assessments seek to understand whether any undesirable wind conditions would be created on site or within the surrounding area as a result of the proposed development. It considers if the resultant wind speed changes would be suitable for the intended

use of specific locations around and within the site in terms of comfort and safety. The wind tunnel wind microclimate across the Site was tested for the following configurations:

- Configuration 1: Existing Site with Existing Surrounding Buildings (the
- Baseline Condition);
- Configuration 2: Future Baseline (Completed Assessment Baseline) – The existing Site with the committed cumulative scheme surrounding buildings (including Phase 1 of the Wider Masterplan).
- Configuration 3: Completed Development – The Proposed Development with the existing surrounding buildings (including Phase 1 of the Wider Masterplan).
- Configuration 4: (Tier 1 Cumulative Effects Assessment): Completed Development – The Proposed Development with the existing surrounding buildings (including Phase 1 of the Wider Masterplan) and future baseline.
- Configuration 5: (Tier 2 Cumulative Effects Assessment): Cumulative Effects – The Proposed Development with the existing surrounding buildings, future baseline (including Phase 1 of the Wider Masterplan) and cumulative buildings.
- Configuration 6: (Tier 1 Cumulative Effects Assessment): Completed Development + Landscaping – The Proposed Development with the existing surrounding buildings, future baseline (including Phase 1 of the Wider Masterplan) and landscaping.
- Configuration 7: (Tier 2 Cumulative Effects Assessment): Cumulative Effects + Landscaping – The Proposed Development with the existing surrounding buildings, future baseline (including Phase 1 of the Wider Masterplan) and cumulative buildings and landscaping.

423. The CFD (Computational Fluid Dynamics) wind microclimate across the Site was tested for the following configuration:

- Configuration 8: (Tier 1 Cumulative Effects Assessment): Completed Development + Landscaping + additional mitigation – The Proposed Development with the existing surrounding buildings, future baseline (including Phase 1 of the Wider Masterplan) and landscaping and additional mitigation.

424. Prevailing winds are from the southwest throughout the year albeit with some northeast winds mainly during spring. During construction works, wind conditions would be changeable due to the changing and evolving nature of the site and would gradually adjust to those of the completed development.

425. Various methods of mitigation are proposed including the use of recessed entrances, use of screening and landscaping measures including the use of evergreen trees throughout the site. This ensures that once the development is completed, the site would have wind conditions suitable for their intended use as discussed below.

426. Throughfares, pedestrian crossing and bus stop/drop off areas within the site would have spaces suitable for sitting, standing and strolling at ground level in both winter and summer seasons, all meeting the requirements of the Lawson Criteria. In relation to seating areas/ outdoor amenity spaces/play areas, the

summer seasonal results show that the wind conditions are suitable for sitting and standing in the required amenity areas following the introduction of the proposed mitigation and landscaping. Terraces/podiums and private balconies would all have suitable conditions for sitting and standing in the summer seasons, commensurate to the time of year in which these would be primarily used.

427. With the appropriate mitigation in place, wind conditions on and surrounding the site would be appropriate for the intended use throughout the year. There would be no instances of safety concerns for more vulnerable users such as pedestrians or cyclists either in the context of the existing and cumulative buildings. The development is therefore considered to be acceptable in terms of impacts on wind and microclimate and would address the requirements of Policy P17 in terms of wind shear.

Socio-economics

428. Socio-economics is assessed in Chapter 6 of the ES with updates within the ES addendum. The ES provides an assessment of the social and economic effects of the proposed scheme. This has considered the extent to which the scheme impacts on employment, population, the local community and social and community infrastructure. It sets out that the key considerations relate to the following:

- Displacement of existing on-site employment;
- Delivery of new homes;
- Additional demand for social infrastructure including general practice (GP) surgeries, primary education, secondary education, open and play space, and community facilities;
- Creation of permanent employment opportunities; and

Additional spending associated with residents and workers in the Proposed Development.

429. The ES outlines that the potential effect of the proposed development would consists of the following;

- Increase in provision of jobs for the local labour market and increase in local spending;
- Delivery of new housing.

Provision and an increase in the demand on local socioeconomic infrastructure such as schools and healthcare facilities, and open and play spaces.

430. It outlines that it is estimated that the proposed development will generate an additional 41 Full Time Equivalent (FTE) jobs as a minimum, £76,650 per year in employee expenditure and £9.8 million per year in household expenditure whilst also providing 1,056 new homes and would deliver 1,044sqm of communal amenity space and 8,029sqm of public open space, whilst also providing improvements to the Friary and Unwin Estate. An additional provision of 2,918sqm of play space will be provided, creating new public facilities for existing and future local residents.

431. Overall, the main socio-economic impacts arising as a result of the proposed scheme once mitigation has been taken into account are either beneficial or

negligible. Key impacts include; demolition and construction employment, increased amenity and services, better access to housing, reduced crime rates, and improved access to the public linear park and existing open space surrounding the site.

Health Impacts

432. The evidence base to the OKR APP includes a health impact assessment (forming part of a wider Integrated Impact Assessment), the conclusions of which are threaded through and underpin the content and policies of the draft AAP.

433. Chapter 14 of the submitted ES considers how the proposed development could impact factors that can influence human health and wellbeing and suggests ways in which potential ways in which positive health impacts could be enhanced through the design of the development, including healthy housing, active travel, a healthy environment and helping to provide a vibrant neighbourhood.

434. It outlines that the proposal would deliver positive impacts in relation to accessibility and transport through measures such as new open spaces, improved walking, enhanced cycle facilities and encourage use of public transport through contributions towards bus improvements, whilst also providing crime reduction measures through delivering secure by design principles. It does however note that there would be a minor adverse impact on healthy environment for local residents in the short term by way of air quality, noise and vibration impacts from the construction of the development

435. Overall, the proposals would result in a number of beneficial effects on health which is supported, with the only adverse impacts being as a result of construction activities, however this would be limited to short term and be minor in nature.

Energy and sustainability

436. The impact of the proposals on Climate Change and Greenhouse Gases has been considered as part of the ES and the results are set out in Chapter 10 of the ES and within the ES addendum. Separate documents have also been submitted alongside the application, including an energy statement, sustainability statement, overheating assessment, Whole Life Carbon Assessment and Circular Economy statement in order to assess the impacts of the proposals on energy and sustainability.

Energy

437. Chapter 9 of the London Plan deals with all aspects of sustainable infrastructure and identifies the reduction of carbon emissions as a key priority. Policy SI2 requires all developments to be net zero carbon with a minimum onsite reduction of 35% for both commercial and residential. Non-residential

development should achieve 15% reduction through energy efficiency measures. Where developments are unable to meet net zero carbon targets any shortfall between the minimum 35% and zero carbon must be mitigated by way of a payment towards the carbon offset fund. The energy strategy for new developments must follow the London Plan Hierarchy (be lean/ be clean/ be green/be seen) and this must be demonstrated through the submission of an Energy Strategy with applications and post construction monitoring for a period of 5 years.

438. Southwark Plan Policies P69 and P70 reflect the approach of the London Plan by seeking to ensure that non-residential developments achieve a BREEAM rating of 'Excellent' and include measures to reduce the effects of overheating using the cooling hierarchy. The policies reflect the London Plan approach of 'lean, green and clean' principles and requires non-residential buildings to be zero carbon with an onsite reduction of at least 40%. Any shortfall can be addressed by way a contribution towards the carbon offset green fund. The energy hierarchy is as follows:

- Be lean – use less energy
- Be clean – supply energy efficiently;
- Be green – use renewable energy;

Be seen – monitor, verify and report on energy performance.

Be Lean (use less energy)

439. In accordance with London Plan policy SI2, the energy strategy prioritises the 'Be lean' category of the energy hierarchy, with heat demand reduced to such an extent that there would be no demand for heat from a centralised system within the site or from off-site networks. The passive energy efficiency measures include:

- Optimising building form, orientation, and site layout
- Use of natural ventilation
- Maximising daylighting
- Use of high-performance glazing
- Optimising glazing ratio and use of solar shading
- Use of enhanced thermal insulation and improvements to U-Values
- Improvements to fabric air permeability
- Minimising thermal bridging.

440. The proposals also include active design measures to in order to further reduce energy demand beyond the abovementioned passive measures. These include:

- Use of mechanical ventilation with heat recovery (MVHR) system with summer bypass.
- Installation of low energy LED lighting with photocell/timer clock/presence detection controlling where possible.
- Use of smart meters for heat and electricity networks.
- Use of programmable thermostatic controls with individual zone control for heating and hot water.
- Provision of Building Management System (BMS) for central plant metering

and controls.
- Use of variable speed pumps and fans for heating/cooling.

Optimal distribution temperatures and use of enhanced thermal insulation for heating pipework to reduce distribution losses.

441. Measures under this category would result in a 11% reduction in carbon emissions for the residential elements and 32% for the commercial elements. However, overall, this would exceed the 15% requirement set out in the London Plan.

Be Clean (supply energy efficiently)

442. Having minimised the demand for energy, the energy systems have been selected in accordance with the hierarchy for selection:

I. Connect to an existing decentralised energy network; then
II. Be future-proofed to connect to a planned decentralised energy network; or
III. Implement a site-wide low carbon communal heating system; and
IV. Explore and evaluate the potential to oversize the communal heating system for connection and supply to adjacent sites and, where feasible be implemented.

443. The proposals would deliver an on-site Heat Network which would be provided by air source heat pumps. Space has been allocated for the energy centre within the site which would be sufficient to locate the plant heat exchanger and would enable all building uses and areas to be connected to the district heating network. This would result in a carbon saving of 60% for the residential element, however there would be no 'Be Clean' savings for the non-residential uses.

Be Green (Use low or carbon zero energy)

444. The development would use photovoltaic panels (PV) and would provide a heating system of communal air source heat pumps (ASHP) to provide heat and hot water. The majority (typically greater than 70%) of the heat requirements in modern dwellings is for domestic hot water (DHW) which has a fairly consistent demand throughout the year. The ASHPs have been sized to deliver the whole of the development's DHW demand.

445. Measures for the residential elements under this category would not receive a reduction in carbon measures for the residential elements, as the air source heat pumps are included and assessed as 'Be Clean' through the delivery of a site wide heat network. However, would achieve a 9% saving for the non-residential uses. This would bring the total carbon reduction to 70% for the residential uses and 42% for the non-residential uses, which is positive and well in excess of the policy requirement for on-site energy reduction. This equates to an overall on site saving of 69% across the uses.

Be Seen (Monitor and review)

446. London Plan policy SI2 sets out an additional stage of the energy hierarchy,

‘Be Seen’. This stage requires the calculation of the operational energy in detail design stage, monitoring, verification and reporting of energy performance throughout the construction and usage of the building for the first 5 years. The building’s energy performance will be monitored post-construction through the installation of smart meters for heat and electricity networks which would enable occupants to monitor, manage and reduce their energy usage. The provisions for Be Seen would be secured in the S106 Agreement.

Conclusion on Energy Strategy

447. As noted above, the applicants have ensured that all carbon reductions have been maximised on site providing overall savings above Building Regulations of 70% and 42% for the residential and commercial elements, resulting in a large carbon saving above the required policy level. However, in order to ensure that the proposals would be fully carbon neutral, a financial contribution is required to securing off-site carbon off-setting measures. The overall offset for the detailed application site is calculated to be £838,698.

Whole life cycle and carbon capture

448. Looking at Whole Life Carbon, Policy SI2 of the London Plan makes clear that development proposals referable to the mayor should calculate Whole Life-cycle Carbon (WLC) emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions. Whole life-cycle carbon emissions are the total greenhouse gas emissions arising from a development over its lifetime, from the emissions associated with raw material extraction, the manufacture and transport of building materials, to installation/construction, operation, maintenance, and eventual material disposal.

449. The application is supported by a WLC assessment as required by Policy SI2; however additional clarifications were requested by the GLA on certain aspects of it. The submitted details outline which actions have been identified to help reduce the impact of the development in each of the life cycle stages which follows the GLA guidance, demonstrating suitable measures to reduce carbon from within the development over the lifetime of the buildings. Additional information has been provided by the applicants to respond to the comments from the GLA, with any further additional information required by the GLA will be resolved prior to the Stage II referral.

450. Furthermore, as requested by the GLA, a condition is secured requiring the applicant to submit a post construction assessment to report on the development's actual WLC emissions.

Circular economy

451. Policy SI 7 Reducing Waste and Supporting the Circular Economy of the London Plan requires referable applications to promote circular economy

outcomes and aim to be net zero-waste. It outlines that details should be provided as follows:

1. How all materials arising from demolition and remediation works will be re-used and/or recycled.
2. How the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life.
3. Opportunities for managing as much waste as possible on site.
4. Adequate and easily accessible storage space and collection systems to support recycling and re-use.
5. How much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy.
6. How performance will be monitored and reported.

452. A Circular Economy statement has been provided which sets out in more detail the proposed measures to minimise resources use, minimise waste and strategies to manage waste effectively which ensures that the proposed development would accord with the circular economy principles.

453. A number of key commitments and design strategies were identified to ensure the development contribute towards a circular economy. These involve design decisions to minimise resources use, minimise waste and strategies to manage waste effectively. A plan for how these will be implemented was outlined and a planning condition requiring a Circular Economy Statement to be agreed in writing by the Council prior to commencement of any works on site is proposed. Subject to the condition, the submitted details meet the requirements of London Plan Policy SI7 which is considered acceptable.

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Overheating

454. Southwark Plan Policies P69 and P70 reflect the approach of the London Plan by seeking to ensure that non-residential developments achieve a BREEAM rating of 'Excellent' and include measures to reduce the effects of overheating using the cooling hierarchy.

455. Policy SI.4 of the London Plan provides further guidance and suggests that overheating should be addressed by following the cooling hierarchy which includes minimising internal heat generation; reducing the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation, green roofs and walls; managing the heat within the building through exposed internal thermal mass and high ceilings; passive ventilation; and active cooling systems (assuming that they are the lowest carbon option).

BREEAM

456. Southwark Plan Policies P69 requires the development to achieve BREEAM 'excellent'. As such an appropriate condition should be imposed on any consent issued, in order to secure this standard.

Digital Connectivity

457. London Plan Policy SI6 introduces the need for new developments to address London's requirements for enhanced digital connectivity. The policy requires development proposals to ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users, to meet expected demand for mobile connectivity generated by the development, to take appropriate measures to avoid reducing mobile connectivity in surrounding areas, and to support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure. This is repeated through policy P44 of the Southwark Plan 'Broadband and digital infrastructure'.

458. In order to ensure that the development would meet the requirements of providing improved digital connectivity, a condition is recommended to ensure that the appropriate ducting for future connection to the full fibre infrastructure would be installed within the proposed development.

Planning obligations (S.106 agreement)

459. 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 2015, which sets out in detail the type of development that qualifies for planning obligations. The NPPF emphasises the Community Infrastructure Levy Regulation 122 which requires obligations be:

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

460. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, 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 Obligations as extant schemes except where not relevant and financial contributions as of adopted S106 2025 SPD	Mitigation	Applicant Position

Affordable Housing	12% habitable rooms comprising 81 dwellings including 56 social rented homes (15 x 2 beds, 35 x 3 beds and 6 x 4 beds) and 26 intermediate homes (25 x 2 beds)	Agreed
Affordable Housing viability review	Early, mid- and late-stage viability review mechanism.	Agreed
Wheelchair homes	Secure 10% of homes as wheelchair accessible Building Regulations M4(3) and 90% wheelchair adaptable Building Regulations M4(2)	Agreed
Bus contributions	£2,700 per dwelling (index linked from 2019) = £2,862,000.00 (index linked from 2019)	Agreed
Affordable workspace contribution	PIL calculated at 10% of commercial / employment floorspace	Agreed
S278 works	<u>Latona Road</u> • The extension of Latona Road to tie to Frensham Street is to be adopted under a s278/s38 agreement. • Full depth construction of the new carriageway of width 4.5m with a 1.5m wide cycle contraflow • Full depth construction of 2.0m wide footways one on either side of the carriageway • Paving of the footway surfaces using 450mm x 450mm concrete slabs including installation of 150mm silver-grey granite kerbs. • Construction of a raised intersection table at the junction of Latona Road and Haymerle Road. • Construction of a raised table at the junction of Latona Road and Frensham Road together with tactiles for pedestrian crossings. • Construction of 150mm wide silver-grey granite	Pending

	kerbs between the carriageway and footways. • Construction of raised entry features at all accesses on Latona Road. • Install a piped drainage system of gullies and connection pipes for the carriageway and footway surface water. • Promote a TMO to regulate the two on-street loading bays and other road markings that may be required. <u>Frensham Street</u> • Repave the footways on both sides of the carriageway using 450mm x 450mm concrete slabs including installation of new 150mm silver-grey granite kerbs. • Construct a raised entry table at the junction with Peckham Park Street to slow down vehicles and facilitate level crossing for pedestrians. • Construct a raised link table midway of the road to offer a formal crossing for pedestrians as well as reduce vehicle speeds. • Upgrade the three vehicle accesses to SSDM Type 3 – Frequent use residential crossings. • Resurface the carriageway and refresh all road markings. <u>Haymerle Road</u> • Repave the footway of Haymerle Road abutting the development using 450mm x 450mm concrete slabs including installation of		

	150mm silver-grey granite kerbs. <u>Malt Street/ Olmar Road Roundabout</u> • Repave the footway adjacent to the roundabout using 450mm x 450mm concrete slabs including installation of 150mm silver-grey granite kerbs. • Construct raised entry features at all the accesses at the roundabout to facilitate pedestrian crossing. • Construct a raised entry table at the Malt Street arm; this will require the relocation of the nearby speed cushions further back.	
BNG monitoring	£12,874.00	Agreed
Carbon offset	£838,698.00	Agreed
Public open space contribution	£325 x sqm. Shortfall is 1,348 sqm for private and communal amenity space = £438,100.00	Agreed
Public art	Public art strategy	Agreed
Car club	2 dedicated on-street spaces on Latona Road: three years free membership with associated vehicle provision for new residents and commercial occupiers to car clubs operating in the area	Agreed
Cycle hire	£50 per home (index linked from 2019) and £50 per 100 sqm of other uses = £53,000.00	Agreed
Pedestrian and cycle links through the site	Right of way to be provided	Agreed
Archaeology monitoring	£17,270.00	Pending
Construction Logistics Plan	Up to a maximum of £21,468 annually (16 years construction period = £343,488.00)	Pending
CEMP monitoring	Up to a maximum of £20,000 annually (16 years construction period = £320,000.00)	Pending
DSP bond	Calculated at £100 per dwelling + £100 per 500sq.m new commercial = £106000 + £700 = £106,700.00	Pending

Loss of Employment floorspace	10% potential jobs lost: £5,500 per job	Pending
Employment and Enterprise (construction and operation stage jobs and training)	222 sustained jobs; 222 short courses; 55 construction industry apprenticeships; Maximum ETC total of £1,375,400 (comprising £1,221,000 sustained jobs; £44,400 short courses and £110,000 construction industry apprenticeships	Agreed
Contract procurement for local businesses	Prioritise Local businesses to tender for procurement of goods and services during and after construction.	Agreed
Sustainable Employment, skills and business support plan	To be provided in negotiation with LBS	Agreed
End use of development jobs/ requirements	2 sustained jobs for LBS unemployed residents at end phase – any shortfall as LBS SPD, Maximum Employment in End Use shortfall contribution is £11,000 (based on £5,500 per job)	Agreed
Travel Plan	£2,790.00 per applicable application	Pending
DSP monitoring	£2,790.00 per applicable application.	Pending
Tree monitoring	£275 per tree for 100 trees = £27,500.00	Pending
Conservation and restoration management for Acorn Chimney relocation	£7,196.00	Pending
Administration	Maximum contribution to cover the costs of monitoring these necessary planning obligations, calculated as 2% of total sum	Agreed

461. In the event that an agreement has not been completed by 9th March 2027, the committee is asked to authorise the director of planning to refuse permission, if appropriate, for the following reason:

462. 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 2015.

Mayoral and borough community infrastructure levy (CIL)

463. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark. In this instance, based on information provided by the applicant, an estimated Mayoral CIL payment of £6.7m and a Southwark CIL payment of £26.9m would be due. This figure is an estimate only and would be calculated in more detail when CIL Additional Information and Assumption of Liability forms are submitted prior to implementation.

Other matters

Community involvement and engagement

464. The NPPF, Chapter 3 'decision-making policies', policy DM1 in paragraphs 1(a) and (b) encourages applicants/developers in preparing major development proposals should:

'a. Be informed by early engagement with neighbours and the local community, as well as with the local planning authority, statutory consultees, infrastructure providers, registered providers of social housing and other relevant bodies where appropriate, to identify and seek to resolve key planning matters prior to the submission of a planning application. This pre-application engagement should be proportionate to the nature of the proposal and those likely to be affected by it; and b. Be accompanied by a concise planning statement setting out:

i. How the development proposal is consistent with relevant development plan and national decision-making policies;
ii. The outcome of pre-application engagement and the extent to which the proposal has changed in response to this engagement; and The proposed use of any planning obligations to make the proposal acceptable in planning terms.

465. The Council's published and adopted Development Consultation Charter requires applicants and developers to meet public consultation rules before submitting a planning application. Applicants are required to submit an early engagement strategy, an engagement summary and an Equalities impact and needs analysis with their formal submission of the planning application.

466. The applicant undertook pre-application meetings with the Council's planning, design and transport officers as well as the Southwark Design Review Panel and the OKR Community Review panel and the GLA and various statutory consultees. This took place between November 2024 and June 2025.

467. The applicant's public consultation commenced in January 2025 as a mix of in-person and online engagement. Two rounds of public consultation took place, supported by a series of co-design workshops. During the first round, two public exhibition events were held in person, with further stakeholder meetings also taking place. This was repeated during the second round of consultation after changes were made to the scheme along with a pop-up targeted to the residents of the Unwin and Friary Estate following a local community class. In support of the consultation events and design process, a series of co-design workshops were held with the local community to gain targeted, granular feedback on the proposals. This programme of ongoing public consultation continued until August 2025.

468. The applicant has submitted a statement of community involvement documenting the pre-application activities as well as providing the Council's required early engagement strategy, engagement summary and Equalities impact and needs and analysis with the formal planning application documentation and to demonstrate how local people have been informed of the emerging development proposals and what feedback has been provided and affected the proposals.

469. The applicant states that:

'The feedback received throughout the pre-application consultation process has had a genuine influence over the Proposed Development. This includes the following specifics:

- Architecture reflecting the local character;
- Safer public open spaces;
- Introducing more green space by reducing hard landscaping;
- Meandering cycle routes to slow down e-bike / Deliveroo drivers;
- Dedicated teen play areas i.e. Outdoor Gym and swings;
- Increased biodiversity and educational spaces;
- Signage and meeting points introduced;
- Removal of B12 from the northern most area of the Site to increase public open space;
- Climate-resilient planting;
- Community events / performance spaces within the public realm;
- Designing out crime with smart planting;
- Active frontages along key routes; and
- Use of local design precedents to give the development a strong community feel.

470. Officers have reviewed the submitted documentation and verified the information in terms of discussions with local residents. This element of the scheme would accord with the Council's adopted SCI and DCC requirements.

Consultation responses from members of the public and local groups

471. A total of 4 replies have been received to date, as a result of the public consultation exercise that was undertaken at the initial application submission, the regulation 25 submission of additional EIA information (wind microclimate; daylight and sunlight impacts) and the submission of the revised scheme. Consultation took place using site and press notices and letters to local residents, amenity groups and businesses. Of these 3 are objections and 1 in support.

472. **Objections** relate to the project in its entirety (scheme supposed to fund the Bakerloo line extension but this has stalled); minimal notification of application to residents; poor response from applicant when residents have sent queries on scheme following consultation events; poor access to application documents; Conflict with local plan; Development too high; Inadequate public transport provisions; Information missing from plans; Over development; objection to the scale and massing of these plans as they increase pressure on the local area whilst providing a small amount of genuinely affordable homes. These developments in the local area are all predicated on the eventual arrival of the Bakerloo line which has now been indefinitely suspended. The impact that all these ill thought-out plans, ignores community concerns.

473. **Officer response**: The application has an extant permission and it was not granted on the basis that it would fund the Bakerloo line extension. The applicant carried out reasonable pre-application consultation as evidenced by the submitted Statement of Community Involvement and Early Engagement Strategy; the formal planning application has been consulted on in accordance with the statutory guidelines for an EIA application as set out above. There were issues at different stages with access to the planning portal which caused frustration and these were subsequently rectified and additional time given to allow the resident additional time to review the application documentation. As is the practice of the Council, the statutory consultation time (30 days in this instance due to it being an EIA development) is not treated as a strict cut-off point and additional time is given to allow people the opportunity to make comments on the application and so no harm is considered to have been caused and adequate time has been given to assess the proposal and to make comments therein.

474. The other town planning matters raised are dealt with in the main report under the relevant topics of principal of land uses; development plan policy; affordable housing and development viability; design; transport and the planning balance.

475. The 35% campaign has written to object to the scheme on the grounds that the application is in conflict with the Local Plan and that it will provide too little affordable housing:

- Given that 93% of households cannot fully afford free-market housing

(Southwark Plan 2022) the requirement that 35% of new housing should be affordable is a modest one and all developments must deliver at least this amount, if everyone in Southwark is to enjoy decent housing. Applications that seek to reduce affordable housing should therefore be forcefully rejected.

- This Application wants to cut the affordable housing on the remaining two phases of a commenced scheme from 40% to 12%. Across the whole scheme the amount of affordable housing would fall to 18%.
- The justification for the cut is diminished viability; however, the scheme would still be unviable despite lower affordable housing. It therefore cannot be reasonable to approve such a change.
- It is also noteworthy that the Applicant's offer falls short of the new 20% threshold for affordable housing, recently introduced by the Mayor in response to a collapse in the housing market.
- The Applicant is instead using the circumstances of the housing crisis to reduce the cost of affordable housing to their own benefit.
- In terms of housing, there are no good reasons for approving this Application. Southwark's greatest need is for affordable housing and the proposed scheme provides little of this and should be rejected.

476. **Officer response**: The issues of development plan policy, affordable housing and development viability, and the planning balance are dealt with in the main report under the relevant topic issues.

477. Unwin and Friary Tenants and Residents Association (UFTRA) has written to state that it is generally happy with the plans and would like to see several amendments to the originally submitted scheme before giving its full support.

478. The **UFTRA** requested changes are as follows:

- keep the boundary wall that runs from the beginning of Denstone House, all the way through to the end of the TRA hall towards SBS buildings on the grounds that Residents key concern was parking. Many are worried that others will simply walk from the other side into the Friary estate to park, before our CPZ kicks in;
- proposed number of trees need to be reviewed (do not want the area to be overcrowded with too many trees);
- want to ensure that the proposed benches in the garden area does not encourage anti-social behaviour;
- want to have some fruit trees, and colourful flower trees that gives colour to the area all year round and they must be dwarf trees that are low or require little maintenance;
- want to maintain the boundary wall in front of Denstone House and the car park area currently in that area.
- Looking at the car park areas around the TRA hall (next to Travis Perkins), the UFTRA want to expand parking area by using the grassed area currently with one tree and boulders, for parking. This is because, the SBS building will eventually become a park, expanding the green spaces. Effectively, the trees (in the drawing) will be a boundary between Travis Perkins and the car park, and access to ASDA. With this plan, we can accommodate 4 extra car parking spaces.

479. Officers Response: The issues of site boundary treatments to the Unwin and Friary land (will involve new site boundary treatment/enclosures to replace the unattractive albeit functional wall at the beginning of Denstone House, all the way through to the end of the TRA hall towards SBS buildings); tree planting strategy and street furniture (benches and tables) are to be dealt with via relevant planning conditions to any permission granted and would be subject to further consultation with UFTRA. The proposed additional car parking would be contrary to development plan policy and would not be supported. The development is a car-free scheme (all on-site car parking is for blue badge) with significant and policy compliant cycle parking provision. The existing 36 spaces within the Unwin and Friary land covered within the site is to be retained and reconfigured (subject to agreement with UFTRA and the council's housing department) to allow for a better and integrated design for the amenity area and is covered by an appropriate condition to any planning permission.

Consultation responses from external and statutory consultees

480. The GLA Stage 1 report was completed and signed off by the Mayor on 26 January 2026 and concluded the following:

Strategic Issues:

481. **Land use principles**: Supported in strategic land use terms in line with Good Growth Objective GG2 and London Plan Policies SD1 (Opportunity Areas) and H1 (Housing delivery). Compliance with the principles of the Old Kent Road pre-BLE Phase 1 residential cap will, however, determine whether any grant of permission will be subject to a Grampian condition.

482. **Affordable housing**: 12% by habitable room (with a tenure split of 73% social rent / 27% London Shared Ownership) and does not qualify for the Fast Track Route. GLA officers have requested additional information and will continue to robustly interrogate the assessments to ensure the delivery of affordable homes is maximised.

483. **Urban design**: Overall, the proposed layout, scale, and mass are generally considered appropriate and, given local policy, tall buildings would be acceptable at this site.

484. **Transport**: A parking design and management plan, delivery and servicing plan, construction logistics plan and travel plan should all be secured through the appropriate mechanism; further work is also required on the ATZ, cycle parking and delivery and servicing; and, contributions towards bus network improvements and cycle hire are being sought.

485. Other issues on **Heritage, Environment, Sustainable infrastructure and Green infrastructure** also require resolution prior to the Mayor's decision making stage.

486. **Recommendation:**

That Southwark Council be advised that whilst the proposal is supported in principle, the application does not yet fully comply with the London Plan for the reasons set out in paragraph 58. Outstanding matters relating to Affordable housing, Transport, Environment, Sustainable infrastructure and Green infrastructure should be addressed.

487. Paragraph 58 (Conclusion) reads:

'London Plan policies on Opportunity Areas, housing, affordable housing, urban design, heritage, strategic views, transport, sustainable infrastructure, environment and green infrastructure are relevant to this application. Whilst the proposal is supported in principle, the application does not yet fully comply with these policies, as summarised below:

- **Land Use Principles:** Supported in strategic land use terms in line with Good Growth Objective GG2 and London Plan Policies SD1 (Opportunity Areas) and H1 (Housing delivery). Compliance with the principles of the Old Kent Road Phase 1 pre-BLE residential cap will, however, determine whether any grant of permission will be subject to a Grampian condition.
- Affordable housing: 12% by habitable room (with a tenure split of 73% social rent / 27% London Shared Ownership) and does not qualify for the Fast Track Route. GLA officers have requested additional information and will continue to robustly interrogate the assessments to ensure the delivery of affordable homes is maximised. As the application is following the viability tested route, an early and late-stage financial review must be secured via the Section 106 agreement.
- Urban design: Overall, the proposed layout, scale, and mass are generally considered appropriate and given local policy tall buildings would be acceptable at this site.
- Heritage: Less than substantial harm to heritage has been identified; GLA officers will undertake a balancing exercise at Stage II once all the benefits are known.
- Transport: A parking design and management plan, delivery and servicing plan, construction logistics plan and travel plan should all be secured through the appropriate mechanisms; further work is also required on the ATZ, cycle parking and delivery and servicing; and, contributions towards bus network improvements and cycle hire are being sought.
- Environment and Sustainable & Green infrastructure: Additional information is required on the energy strategy, WLC assessment, circular economy statement, flood risk and drainage.

488. **Officers Response**: Post stage 1 the applicant has engaged with the GLA and provided the requested information in regard to the energy strategy, WLC (Whole Life Carbon) assessment, Circular Economy, ATZ, and the FVA. The GLA has advised that four elements (Energy, WLC, FVA and CE) have all been resolved. In terms of the FVA, it has been agreed that there be early, mid-stage and late-stage financial reviews of the scheme due to its duration (16 years) which will be secured via the s106 planning obligations agreement. The GLA also recommended that the applicant seek grant funding to assist with the delivery of the scheme to secure the affordable housing.

489. Thames Water (TW): TW has identified that the existing Combined Waste Water network does not have sufficient capacity to support the proposed development. As such, we request that a suitable condition be attached to any planning permission granted. Pre-occupation to deal with any necessary upgrades to the combined waste water network to accommodate additional flows from the development.

490. The development proposal is located within 15 metres of a strategic sewer and as such, a condition requiring that no piling take place until a piling method statement is provided for the a[approval of the Local Planning Authority in consultation with Thames Water. An informative is requested to be added notifying the developer/applicant of the site's proximity to public sewers and/or crossing the site. Groundwater discharges advice is also provided.

491. **Officer response**: Noted. Suitable conditions and informatives to be added to any permission.

492. **Environment Agency (EA)**: wrote to state that 'We have **no objection** to the planning application as submitted, **subject to the following condition** being imposed on any planning permission granted. Without this condition, the proposed development on this site may pose an unacceptable risk to the environment and we would wish to object to the planning application.' The condition relates to contamination that where not previously identified, no further development is carried out until further investigation and a remediation strategy detailing how to deal with the contamination is submitted to and approved in writing by the Local Planning Authority. Such a condition has been agreed with the applicant and is to be included within any planning permission granted for the scheme.

493. The EA provided further advice on flood risk and groundwater and land contamination. Full details are contained within the background documents. Key summary points are:

Flood risk

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) shows that the site is not at risk if there were to be a breach in the defences. Therefore, we consider that the development will be at low risk of flooding.

Groundwater and land contamination

We note that the site is located over Secondary Aquifers. The current or previous use(s) of the site suggest that the land may be affected by contamination. Land contamination can harm human health, soils, ecosystems, property, drinking waters supplies, groundwater and surface water.

The current or previous use(s) of the site may present an unacceptable risk of contamination that could be mobilised during site works and construction, potentially leading to pollution of controlled waters. Controlled waters are particularly sensitive in

this location because the site is located upon Secondary Aquifers.

The proposed development will be acceptable if a planning condition is included requiring the submission and validation of a detailed land contamination management strategy for unsuspected contamination during the enabling, construction and/or development works. By cleaning up land contamination, it will be helping to protect and improve the groundwater quality that supports existing drinking water supply, future supply of drinking water and other environmental uses.

Advice on the **flood risk sequential test** is also provided and the Local Planning Authority is reminded of its statutory responsibilities on the matter.

494. **Officer response**: Noted. Conditions and informatives added to permission.

495. **Network Rail** has written to confirm that it has no comments to make on the proposal.

496. Officer **response**: Noted

Metropolitan Police: Secured by Design Officer:

497. This development / application has cycle storage facilities and / or areas that may require the charging and storage of Lithium-ion powered vehicles or devices, within the building or the wider site footprint. The developer or developer's agent must be aware that it is their responsibility to inform the Responsible Person(s), Fire and Rescue Service and Building Control of these storage facilities and areas, to ensure that the necessary fire suppression measures for the charging and storage of lithium-ion products have been considered and specified.

    I would advise that both Pre-Commencement and Pre-Occupation conditions are considered to ensure end to end compliance with Secured by Design (SBD) to cover SBD measures and SBD certification.

498. Officer response: Noted. The conditions to be added to any permission. Fire safety issues are covered in the main report.

499. NATS Safeguarding: 'The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.'

500. **Officer response**: Noted.

501. **National Grid Infrastructure**: Initially wrote in June 2026 to place a holding objection on the application proposal. NGET needs engagement with the applicant to ensure our cable tunnel has been adequately considered and will not be affected by the proposal and any piling works.

502. The applicant subsequently provided additional information and to state that

there is an extant planning permission and that Phase 1 (Buildings B1, B2 and B3) are being constructed over the said cable tunnel and that planning should not be affected by the holding objection.

503. Based on the information provided, all outstanding actions appear to have been addressed. NGET therefore has no further comments, and the objection can be removed. A condition is to be added to the planning decision notice.

504. Prior to any works on block 6 a baseline survey of our cable tunnels must be carried out, and monitoring should extend to below this area. Monitoring reports with commentary should also be provided to NGET for review.

505. **Officer response**: Noted and accepted that NGET has removed its holding objections to the application and would like a condition to be attached to the planning decision.

506. **Historic England**: Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.
We suggest that you seek the views of your specialist conservation and archaeological advisers.

507. **Officer response**: Noted. The Council's specialist conservation and archaeological advisers were consulted on the application and their assessments and comments included within the main report.

NHS: HUDU Response to Southwark Planning Application

508. Southwark's GPs, acute and mental healthcare services are under substantial pressure as it relates to limited space and recruiting additional clinicians, e.g. pharmacists and physiotherapists, to provide enhanced services to local people. Compounding this, LB Southwark records amongst the highest levels of population growth in South East London and has areas of high deprivation.

The closest GP practices to the site are the Silverlock Medical Centre and Trafalgar Surgery. The closest hospital is King's College Hospital.

Discussions with the ICB indicate that practices in this area which are under significant strain could be reconfigured to be able to accommodate additional patients. Similarly, depending on the timeframes of this development, capital, proportionate to the impact of this development, could be used to fitout the future Old Kent Road Health Hub, which would also reduce revenue costs for the NHS.

The request is that the Council secure £488,400 within the S106 agreement to be paid on commencement and index linked to building costs.

It is noted that the Southwark Infrastructure Delivery Plan does propose a health facility within Old Kent Road and the NHS has been working collaboratively with the Borough and developers to secure a facility. However, as noted within the IDP, this facility is still not fully funded. Any contributions from this development could be

purposed to fit out this facility.

509. Officer Response: The Council is in the process of delivering a health hub in the Old Kent Road in the Folegate redevelopment. The detail of its design and fit out has been discussed with the NHS and the developer who is delivering the space on behalf of the council. The report recommending the approval of that scheme will likely go to planning committee in December 2026. The health hub will be provided to shell and core, with the fit out being funded from CIL contributions, including contributions from this scheme. The councils s106 SPD does not include contributions to the NHS, as it is assumed that health infrastructure will be funded from CIL. Consequently, it is not considered reasonable to require an additional s106 contribution from this scheme.

Transport for London:

510. **TfL safeguarding team:** TfL safeguarding has written to advise that because the application site falls outside the Bakerloo line Extension safeguarding limits there is no comment to be made on the application from the safeguarding team.

511. TfL **Spatial Planning team**: Comments included within the GLA stage 1 report. Nonetheless, Post stage 1 and submission of the revised plans in May 2026:

- Principle of development is supported.
- Active Travel Zones: TfL want the applicant to provide a financial contribution of £50,000 towards improving the local bus stops;
- Want a financial contribution towards way finding;
- want assurances that highway works referenced within the submitted TA will be delivered;
- the eastern footway of Malt Street, under the trees by the McDonald's entrance appears too narrow;
- further information required regarding the Malt Street boulevard footway (pedestrian path needs protection);
- Frensham Street walking environment can be improved;
- Cycle parking provision is supported but need to ensure that they meet LCDS standards;
- financial contributions as required in the Opportunity Area requires a contribution of £2,700 per residential unit (BCIS indexed linked from 2019) towards bus service enhancements should be secured in line with Policy T4, as well as a cycle hire contribution of £50 per unit; and Delivery and Servicing, Construction Logistics and Travel Plan: No further detail has been provided to demonstrate how the delivery and servicing strategy will align with the Mayor's Healthy Street and Vision Zero principles. This should be addressed prior to the application being determined. The applicant should seek to support

sustainable and active freight at this site, ensuring appropriate design and management measures are implemented. In line with Policy T7, a commitment to avoiding deliveries during peak hours. It is noted that the applicant has stated that a Construction Logistics Plan and Travel Plan is to be secured by condition.

512. **Officer response:** support for principle of development; financial contributions for bus contributions and cycle hire noted. Delivery and servicing, construction logistics and travel plan all to be subject to submission of further details post decision conditions; s278 works would cover Malt Street proposals and Frensham Street; Road safety stage 1 audit to be provided as a pre-commencement condition to help deal with access onto malt Street roundabout for pedestrian, cyclist and highway safety purposes. £50,000 bus stop contribution to be requested. Way finding to be subject to a planning condition on the decision notice.

513. **UK Power Networks (UKPN)** has written to state that as the proposed development is in close proximity to its substation, it wishes to make the following observations stating that if any works are within 6 metres of the substation, then those works are notifiable under the Party Wall etc. Act 1996. UKPN then goes on to provide its generic engineering guidelines for the distances between its distribution substation and residential development of 2 or more storeys. The advice also relates to the foundations of the said buildings.

514. **UKPN** offers the following design advice to the residential developer/applicant:

1. The distance between buildings and substations should be greater than seven metres or as far as is practically possible.
2. Care should be taken to ensure that footings of new buildings are kept separated from substation structures.
3. Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over the substation. Minimum distance for this should be at least 10m.
4. If noise attenuation methods are found to be necessary, we would expect to recover our costs from the developer.
Other points to note:
5. UK Power Networks require 24-hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.
6. The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG.
7. No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround.
8. There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.

9. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG.

515. **Officers response**: noted and informative to be added to the permission

Community impact and equalities assessment

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

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

518. 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.

519. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership. The application proposal would provide much needed new housing including affordable housing with all dwellings being accessible; employment and training opportunities connected with the construction stage

which will benefit local unemployed people; improved and more accessible public realm through the site, east-west and north-south; public safety: Safer public spaces (through the various proposed active and passive security and surveillance measures) would benefit all groups, but in particular older people, disabled people and women.

520. Officers are satisfied that equality implications have been carefully considered throughout the planning process and that Members have sufficient information available to them to have due regard to the equality impacts of the proposal as required by Section 149 of the Equality Act 2010 in determining whether planning permission should be granted. The applicant has submitted an Equalities Impact Assessment which officers agree its conclusions. The scheme provides new homes including affordable homes and access to housing is more difficult for BAME groups (race). It provides accessible accommodation in terms of wheelchair units, wheelchair adaptable dwellings and blue badge provision which will provide positive effects on older (age) and disabled (disability) people and also pregnant people and parents (pregnancy and maternity). have. In addition, for children and young people (age), the scheme will deliver a differential positive impact through the provision of high-quality open and play space, supporting healthy development and overallwellbeing. There are also expected to be differential positive impacts on women (sex), ethnic minorities (race) and religious minorities (religion or belief) through reduced fear of crime arising from safe and accessible facilities and high-quality public spaces that encourage active use, noting that these groups are statistically more likely to experience crime. It is not considered that the scheme would harm groups with protected characteristics.

Human rights implications

521. 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.

522. This application has the legitimate aim of regenerating the site to provide mixed-use residential led development to create new homes in a mix of tenures of different dwelling sizes to meet housing need, new employment and commercial floor space to provide jobs and services, new public open space whilst providing links to existing open spaces within a car free development providing mitigation to lessen the impact on existing and neighbouring residents and local businesses and the wider environment, improving ecology and bio-diversity. 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

523. 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.

524. 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?	NO

CONCLUSION

525. The application would optimise development on this important, allocated brownfield site in accordance with the NPPF and London Plan, Southwark Plan and draft Old Kent Road Area Action Plan policies. It would by virtue of its design and appropriate mitigation including planning conditions and planning obligations, have a relatively limited adverse effects on the local area. There would be significant regenerative and environmental benefits brought about by the application proposal, including the provision of new open space, much enhanced accessibility to and through the site and the provision of new commercial space.

526. There would be a reduction in affordable housing provision on the part of the site subject to this application from 40% to 12%. The first phase of the development is currently under construction and is delivering 40% affordable housing. Consequently, in aggregate across all three phases of development a minimum of 17.9% affordable housing would be delivered. The scheme has been thoroughly interrogated in terms of its development viability by the Council's officers and independent consultants, and the 12% affordable housing is considered to be the maximum the scheme could deliver at this time. A three-stage review mechanism is included within the s106 planning obligations package to ensure that if there is any uplift in values and that the scheme's profitability

improves there will be an opportunity to deliver more affordable housing.

527. The application proposal when measured against the extant scheme has a reduced impact on heritage assets and townscape by virtue of reduced massing and scale of buildings, whilst still delivering the key aspects of the Old Kent Road Area Action Plan.

528. The impacts of the scheme on neighbouring properties in relation to daylight and sunlight would result in some harm to neighbouring occupiers as set in the main body of the report. In cases, where the results would not satisfy the BRE Guidelines, the retained levels would be within the range considered acceptable for an urban location. The impact would be similar to the impact of the approved extant scheme.

529. It is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.

BACKGROUND INFORMATION

BACKGROUND DOCUMENTS

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

APPENDICES

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

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth
Report Author	Paul Ricketts (Interim Team Leader | Strategics Team)
Version	FINAL
Dated	25 September 2026
Key Decision	No

CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	**Comments Sought**	**Comments included**
Strategic Director, Finance	No	No
Strategic Director, Environment, Neighbourhoods and Growth	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		28 September 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	C/O Agent Berkeley Homes (South East London) Ltd	**Reg. Number**	25/AP/2987
Application Type	Major application		
Recommendation	GRANT permission	**Case Number**	PP-14335273

Draft of Decision Notice

planning permission is GRANTED for the following development:

Demolition of existing buildings and phased redevelopment to provide dwellings (Use Class C3), flexible retail, leisure (including drinking establishment), and commercial accommodation (Use Class E/Sui Generis), light industrial (Use Class B2/E(g)(iii)) landscaping, and associated works.

Bermondsey Place, Phase 2 And 3 Malt Street London Southwark

In accordance with application received on 3 October 2025 **and Applicant's Drawing Nos.**:

Existing Plans

BP-PRP-ZZZZZ-00-DG-A-20200 PO1- EXISTING SITE LOCATION PLAN received on 03/10/2025

BP-PRP-ZZZZZ-00-DG-A-20202 PO1- EXISTING SITE PLAN received on 03/10/2025.

BP-PRP-ZZZZZ-ZZ-DG-A-20204 PO1- EXISTING SITE WIDE SECTION received on 03/10/2025

BP-PRP-ZZZZZ-00-DG-A-20205 PO1 - EXISTING STRUCTURES TO BE DEMOLISHED received on 03/10/2025

BP-PRP-ZZZZZ-00-DG-A-20206 PO1 – EXISTING SITE ELEVATIONS received on 03/10/205

Proposed Plans

BP-PRP-B10ZZ-ZZ-DG-A-25601 P02 - PROPOSED BLOCK B10 NORTHSOUTH ELEVATION received 05/05/2026

BP-PRP-B10ZZ-ZZ-DG-A-25602 P02 - PROPOSED BLOCK B10 EAST ELEVATION received 05/05/2026

BP-PRP-B10ZZ-ZZ-DG-A-25603 P02 - PROPOSED BLOCK B10 WEST ELEVATION received 05/05/2026

BP-PRP-B11ZZ-ZZ-DG-A-25701 P02 - PROPOSED BLOCK B11 SOUTHEAST ELEVATIONS received 05/05/2026

BP-PRP-B5ZZZ-ZZ-DG-A-25100 P02 - PROPOSED BLOCK B5 SOUTH ELEVATION received 03/10/2025

BP-PRP-B6ZZZ-ZZ-DG-A-25200 P02 - PROPOSED BLOCK B6 SOUTH ELEVATION received 05/05/2026

BP-PRP-B8ZZZ-ZZ-DG-A-25403 P02 - PROPOSED BLOCK B8 WEST ELEVATION received 05/05/2026

BP-PRP-B10ZZ-ZZ-DG-A-25603 P02 - PROPOSED BLOCK B10 WEST ELEVATION received 05/05/2026

BP-PRP-B11ZZ-ZZ-DG-A-25701 P02 - PROPOSED BLOCK B11 SOUTHEAST ELEVATIONS received 05/05/2026

BP-PRP-B11ZZ-ZZ-DG-A-25702 P02 - PROPOSED BLOCK B11 NORTHWEST ELEVATIONS received 05/05/2026

BP-PRP-B6ZZZ-ZZ-DG-A-25203 P02 - PROPOSED BLOCK B6 WEST ELEVATION received 05/05/2026

BP-PRP-B7ZZZ-ZZ-DG-A-25300 P02 - PROPOSED BLOCK B7 EAST ELEVATION received 05/05/2026

BP-PRP-B7ZZZ-ZZ-DG-A-25301 P02 - PROPOSED BLOCK B7 NORTH AND SOUTH ELEVATIONS received 05/05/2026

BP-PRP-B7ZZZ-ZZ-DG-A-25302 P02 - PROPOSED BLOCK B7 WEST ELEVATION received 05/05/2026

BP-PRP-B8ZZZ-ZZ-DG-A-25400 P02 - PROPOSED BLOCK B8 EAST ELEVATION received 05/05/2026

BP-PRP-B8ZZZ-ZZ-DG-A-25401 P02 - PROPOSED BLOCK B8 NORTH ELEVATION received 05/05/2026

BP-PRP-B8ZZZ-ZZ-DG-A-25402 P02 - PROPOSED BLOCK B8 SOUTH ELEVATION received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21003 PO2 - PROPOSED SITE WIDE ELEVATION 4 received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21000 PO2 - PROPOSED SITE WIDE ELEVATION 1 received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21001 PO2 - PROPOSED SITE WIDE ELEVATION 2 received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21002 PO2- PROPOSED SITE WIDE ELEVATION 3 received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21004 PO2 - PROPOSED SITE WIDE ELEVATION 5 received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21005 PO2- PROPOSED SITE WIDE ELEVATION 6 received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21020 PO2- PROPOSED SITE WIDE ELEVATION 1 (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21021 PO2- PROPOSED SITE WIDE ELEVATION 2 (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21022 PO2 - PROPOSED SITE WIDE ELEVATION 3 (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21023 PO2 – PROPOSED SITE WIDE ELEVATION 4 (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21024 PO2- PROPOSED SITE WIDE ELEVATION 5 (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21025 PO2- PROPOSED SITE WIDE ELEVATION 6 (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-ZZZZZ-00-DG-A-20200 PO2- PROPOSED SITE WIDE GROUND LEVEL FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-01-DG-A-20201 PO2 - PROPOSED SITE WIDE LEVEL 01 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-02-DG-A-20202 PO2 - PROPOSED SITE WIDE LEVEL 02 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-03-DG-A-20203 PO2- PROPOSED SITE WIDE LEVEL 03 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-04-DG-A-20204 PO2 - PROPOSED SITE WIDE LEVEL 04 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-05-DG-A-20205 PO2 - PROPOSED SITE WIDE LEVEL 05 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-06-DG-A-20206 PO2 - PROPOSED SITE WIDE LEVEL 06 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-07-DG-A-20207 PO2 - PROPOSED SITE WIDE LEVEL 07 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-08-DG-A-20208 PO2 - PROPOSED SITE WIDE LEVEL 08 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-09-DG-A-20209 PO2 - PROPOSED SITE WIDE LEVEL 09 FLOOR PLAN

received 05/05/2026

BP-PRP-ZZZZZ-10-DG-A-20210 PO2 - PROPOSED SITE WIDE LEVEL 10 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-11-DG-A-20211 PO2 - PROPOSED SITE WIDE LEVEL 11 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-12-DG-A-20212 PO2 - PROPOSED SITE WIDE LEVEL 12 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-13-DG-A-20213 PO2 - PROPOSED SITE WIDE LEVEL 13 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-17-DG-A-20217 PO2 - PROPOSED SITE WIDE LEVEL 17 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-14-DG-A-20214 PO2 - PROPOSED SITE WIDE LEVEL 14 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-15-DG-A-20215 PO2 - PROPOSED SITE WIDE LEVEL 15 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-16-DG-A-20216 PO2 - PROPOSED SITE WIDE LEVEL 16 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-18-DG-A-20218 PO2 - PROPOSED SITE WIDE LEVEL 18 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-19-DG-A-20219 PO2- PROPOSED SITE WIDE LEVEL 19 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-20-DG-A-20220 PO2 - PROPOSED SITE WIDE LEVEL 20 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-21-DG-A-20221 PO2- PROPOSED SITE WIDE LEVEL 21 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-22-DG-A-20222 PO2- PROPOSED SITE WIDE LEVEL 22 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-23-DG-A-20223 PO2- PROPOSED SITE WIDE LEVEL 23 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-24-DG-A-20224 PO2 - PROPOSED SITE WIDE LEVEL 24 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-25-DG-A-20225 PO2 - PROPOSED SITE WIDE LEVEL 25 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-26-DG-A-20226 PO2 - PROPOSED SITE WIDE LEVEL 26 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-27-DG-A-20227 PO2 - PROPOSED SITE WIDE LEVEL 27 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-28-DG-A-20228 PO2 - PROPOSED SITE WIDE LEVEL 28 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-29-DG-A-20229 PO2 - PROPOSED SITE WIDE LEVEL 29 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-30-DG-A-20230 PO2 - PROPOSED SITE WIDE LEVEL 30 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-31-DG-A-20231 PO2 - PROPOSED SITE WIDE LEVEL 31 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-32-DG-A-20232 PO2 - PROPOSED SITE WIDE LEVEL 32 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-33-DG-A-20233 PO2 - PROPOSED SITE WIDE LEVEL 33 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-34-DG-A-20234 PO2 - PROPOSED SITE WIDE LEVEL 34 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-35-DG-A-20235 PO2 - PROPOSED SITE WIDE LEVEL 35 FLOOR PLAN received 05/05/2026

BP-PRP-ZZZZZ-36-DG-A-20236 PO2 - PROPOSED SITE WIDE ROOF PLAN received 05/05/2026

BP-PRP-B45ZZ-01-DG-A-23001 PO1 – PROPOSED PLOT B45 LEVEL 01 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-02-DG-A-23002 PO1 – PROPOSED PLOT B45 LEVEL 02 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-03-DG-A-23003 PO1 – PROPOSED PLOT B45 LEVEL 03-07 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-08-DG-A-23008 PO1 – PROPOSED PLOT B45 LEVEL 08-09 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-10-DG-A-23010 PO1 – PROPOSED PLOT B45 LEVEL 10 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-11-DG-A-23011 PO1 – PROPOSED PLOT B45 LEVEL 11 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-12-DG-A-23012 PO1 – PROPOSED PLOT B45 LEVEL 12 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-13-DG-A-23013 PO1 – PROPOSED PLOT B45 LEVEL 13-19 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-20-DG-A-23020 PO1 – PROPOSED PLOT B45 LEVEL 20 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-21-DG-A-23021 PO1 – PROPOSED PLOT B45 LEVEL 21 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-22-DG-A-23022 PO1 – PROPOSED PLOT B45 LEVEL 22 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-23-DG-A-23023 PO1 – PROPOSED PLOT B45 LEVEL 23-29 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-30-DG-A-23030 PO1 – PROPOSED PLOT B45 LEVEL 30 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-31-DG-A-23031 PO1 – PROPOSED PLOT B45 LEVEL 31-34 GA PLAN

received on 03/10/2025

BP-PRP-B45ZZ-35-DG-A-23035 PO1 – PROPOSED PLOT B45 LEVEL 35 GA PLAN received on 03/10/2025

BP-PRP-B45ZZ-36-DG-A-23036 PO1 – PROPOSED PLOT B45 ROOF PLAN received on 03/10/2025

BP-PRP-B4ZZZ-ZZ-DG-A-25000 P01 – PROPOSED BLOCK B4 SOUTH ELEVATION received on 03/10/2025

BP-PRP-B4ZZZ-ZZ-DG-A-25001 P01 – PROPOSED BLOCK B4 EAST ELEVATION received on 03/10/2025

BP-PRP-B4ZZZ-ZZ-DG-A-25002 P01 – PROPOSED BLOCK B4 WEST ELEVATION received on 03/10/2025

BP-PRP-B4ZZZ-ZZ-DG-A-25003 P01 – PROPOSED BLOCK B4 NORTH ELEVATION received on 03/10/2025

BP-PRP-B4ZZZ-ZZ-DG-A-25010 P01 – PROPOSED BLOCK B4 SECTION received on 03/10/2025

BP-PRP-B5ZZZ-ZZ-DG-A-25101 P01 – PROPOSED BLOCK B5 EAST ELEVATION received on 03/10/2025

BP-PRP-B5ZZZ-ZZ-DG-A-25102 P01 – PROPOSED BLOCK B5 NORTH ELEVATION received on 03/10/2025

BP-PRP-B5ZZZ-ZZ-DG-A-25103 P01 – PROPOSED BLOCK B5 WEST ELEVATION received on 03/10/2025

BP-PRP-B5ZZZ-ZZ-DG-A-25110 P01 – PROPOSED BLOCK B5 SECTION received on 03/10/2025

BP-PRP-B6ZZZ-00-DG-A-24200 P01 – PROPOSED BLOCK 6 GROUND & MEZZANINE LEVEL GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-01-DG-A-24201 P01 – PROPOSED BLOCK 6 LEVEL 01-03 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-04-DG-A-24204 P01 – PROPOSED BLOCK 6 LEVEL 01-03 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-05-DG-A-24205 P01 – PROPOSED BLOCK 6 LEVEL 05 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-06-DG-A-24206 P01 – PROPOSED BLOCK 6 LEVEL 06 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-07-DG-A-24207 P01 – PROPOSED BLOCK 6 LEVEL 07-12 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-13-DG-A-24213 P01 – PROPOSED BLOCK 6 LEVEL 13 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-14-DG-A-24214 P01 – PROPOSED BLOCK 6 LEVEL 14 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-15-DG-A-24215 P01 – PROPOSED BLOCK 6 LEVEL 15-24 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-25-DG-A-24225 P01 – PROPOSED BLOCK 6 LEVEL 25 GA PLAN received on 03/10/2025

BP-PRP-B6ZZZ-26-DG-A-24226 P01 – PROPOSED BLOCK 6 LEVEL ROOF PLAN received on 03/10/2025

BP-PRP-B6ZZZ-ZZ-DG-A-25201 P01 – PROPOSED BLOCK 6 EAST ELEVATION received on 03/10/2025

BP-PRP-B6ZZZ-ZZ-DG-A-25202 P01 – PROPOSED BLOCK 6 NORTH ELEVATION received on 03/10/2025

BP-PRP-B789Z-19-DG-A-23219 P02- PROPOSED PLOT B789 ROOF PLAN received on 05/05/2026

BP-PRP-B789Z-ZZ-DG-A-23710 P02- PROPOSED PLOT B789 SECTION received on 05/05/2026

BP-PRP-B7ZZZ-ZZ-DG-A-25300 P02- PROPOSED BLOCK B7 EAST ELEVATION received on 05/05/2026

BP-PRP-B9ZZZ-ZZ-DG-A-25500 P01 – PROPOSED BLOCK B9 EAST and SOUTH ELEVATION received on 03/10/2025

BP-PRP-B9ZZZ-ZZ-DG-A-25501 P01 – PROPOSED BLOCK B9 WEST and NORTH ELEVATION received on 03/10/2025

BP-PRP-B1011-00-DG-A-23400 P01- PROPOSED PLOT B1011 Ground Level GA Plan received on 03/10/2025

BP-PRP-B1011-01-DG-A-23401 P01- PROPOSED PLOT B1011 Level 01 GA Plan received on 03/10/2025

BP-PRP-B1011-02-DG-A-23402 P01- PROPOSED PLOT B1011 Level 02 GA Plan received on 03/10/2025

BP-PRP-B1011-03-DG-A-23403 P01- PROPOSED PLOT B1011 Level 03 GA Plan received on 03/10/2025

BP-PRP-B1011-04-DG-A-23404 P01- PROPOSED PLOT B1011 Level 04 GA Plan received on 03/10/2025

BP-PRP-B1011-05-DG-A-23405 P01- PROPOSED PLOT B1011 Level 05 GA Plan received on 03/10/2025

BP-PRP-B1011-06-DG-A-23406 P01- PROPOSED PLOT B1011 Level 06 GA Plan received on 03/10/2025

BP-PRP-B1011-07-DG-A-23407 P01- PROPOSED PLOT B1011 Level 07 GA Plan received on 03/10/2025

BP-PRP-B1011-08-DG-A-23408 P01- PROPOSED PLOT B1011 ROOF PLAN ACCESS received on 03/10/2025

BP-PRP-B1011-09-DG-A-23409 P01- PROPOSED PLOT B1011 ROOF PLAN received on 03/10/2025

BP-PRP-B1011-ZZ-DG-A-23800 P02- PROPOSED PLOT B1011 SOUTH ELEVATION

received on 05/05/2026

BP-PRP-B1011-ZZ-DG-A-23810 P02- PROPOSED PLOT B1011 SECTION received on 05/05/2026

8483-DRP-001 P01 – LANDSCAPE AND PUBLIC REALM STRATEGY received on 03/10/2025

8483-DRP-002 P01 – LANDSCAPE AND PUBLIC REALM STRATEGY ADDENDUM received on 05/05/2026

Other Documents

PHASING PLAN BP-PRP-ZZZZZ-ZZ-DG-A-20400_P01 received 22/10/2025

BP-PRP-B45ZZ-00-DG-A-23000 P02 - PROPOSED PLOT B45 GROUND LEVEL GA PLAN received 05/05/2026

BP-PRP-B6ZZZ-ZZ-DG-A-25210 P02 - PROPOSED BLOCK B6 SECTION received 05/05/2026

BP-PRP-B789Z-00-DG-A-23200 P02 - PROPOSED PLOT B789 GROUND LEVEL GA PLAN received 05/05/2026

BP-PRP-B789Z-01-DG-A-23201 P02 - PROPOSED PLOT B789 LEVEL 01 GA PLAN received 05/05/2026

BP-PRP-B789Z-02-DG-A-23202 P02 - PROPOSED PLOT B789 LEVEL 02 GA PLAN received 05/05/2026

BP-PRP-B789Z-03-DG-A-23203 P02 - PROPOSED PLOT B789 LEVEL 03-07 GA PLAN received 05/05/2026

BP-PRP-B789Z-08-DG-A-23208 P02 - PROPOSED PLOT B789 LEVEL 08 GA PLAN received 05/05/2026

BP-PRP-B789Z-09-DG-A-23209 P02 - PROPOSED PLOT B789 LEVEL 09 GA PLAN received 05/05/2026

BP-PRP-B789Z-10-DG-A-23210 P02 - PROPOSED PLOT B789 LEVEL 10-12 GA PLAN received 05/05/2026

BP-PRP-B789Z-13-DG-A-23213 P02 - PROPOSED PLOT B789 LEVEL 13-16 GA PLAN received 05/05/2026

BP-PRP-B789Z-17-DG-A-23217 P02 - PROPOSED PLOT B789 LEVEL 17 GA PLAN received 05/05/2026

BP-PRP-B789Z-18-DG-A-23218 P02 - PROPOSED PLOT B789 LEVEL 18 GA PLAN received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21010 PO2- PROPOSED SITE WIDE SECTION A-A received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21011 PO2 - PROPOSED SITE WIDE SECTION B-B received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21012 PO2 - PROPOSED SITE WIDE SECTION C-C received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21030 PO2 - PROPOSED SITE WIDE SECTION A-A (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21031 PO2 - PROPOSED SITE WIDE SECTION B-B (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-BZZZ-ZZ-DG-A-21032 PO2 - PROPOSED SITE WIDE SECTION C-C (WITH EMERGING CONTEX received 05/05/2026

BP-PRP-ZZZZZ-00-DG-A-20201 PO2 - PROPOSED SITE LOCATION PLAN received 05/05/2026

BP-PRP-ZZZZZ-00-DG-A-20203 PO2 - PROPOSED SITE PLAN received 05/05/2026

BP-SPH-ZZZZZ-00-DG-L-00101 P07 LANDSCAPE GENERAL ARRANGEMENT - GROUND LEVEL received 03/08/2026

BP-SPH-ZZZZZ-00-DG-L-00102 P02 DRAINAGE AND LEVELS - GROUND LEVEL received 05/05/2026

BP-SPH-ZZZZZ-00-DG-L-00106 P02 FURNITURE PLAN - GROUND LEVEL received 05/05/2026

BP-SPH-ZZZZZ-01-DG-L-00103 P02 LANDSCAPE GENERAL ARRANGEMENT - PODIUM LEVEL received 05/05/2026

BP-SPH-ZZZZZ-01-DG-L-00107 P02 FURNITURE PLAN - PODIUM LEVEL received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00104 P02 LANDSCAPE GENERAL ARRANGEMENT - ROOF LEVEL received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00105 P02 DRAINAGE AND LEVELS - PODIUM LEVEL received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00121 P02 HARD LANDSCAPE PLAN - ALL LEVELS received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00131 P02 SOFT LANDSCAPE PLAN - ALL LEVELS received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00201 P02 LANDSCAPE SECTIONS 1-3 received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00202 P02 LANDSCAPE SECTIONS 2-3 received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00203 P03 LANDSCAPE SECTIONS 3-3 received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00204 P02 PODIUM SECTIONS 1-2 received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-00205 P02 PODIUM SECTIONS 2-2 received 05/05/2026

BP04A BERMONDSEY PLACE DAS EXECUTIVE SUMMARY received 05/05/2026

BP02A BERMONDSEY PLACE DAS ADDENDUM received 05/05/2026

BP03A BERMONDSEY PLACE LANDSCAPE AND PUBLIC REALM STRATEGY received 05/05/2026

BP06A BERMONDSEY PLACE TRANSPORT ASSESSMENT PART 4 received 05/05/2026

BP08A BERMONDSEY PLACE ENERGY STATEMENT received 05/05/2026

BP09A BERMONDSEY PLACE DYNAMIC OVERHEATING SOC received 05/05/2026

BP10A BERMONDSEY PLACE SUSTAINABILITY STATEMENT SOC received 05/05/2026

BP11A BERMONDSEY PLACE WLCA ADDENDUM received 05/05/2026

BP12A BERMONDSEY PLACE CIRCULAR ECONOMY ADDENDUM received 05/05/2026

BP13A BERMONDSEY PLACE OUTLINE CEMP received 05/05/2026

BP14A BERMONDSEY PLACE OPERATIONAL WASTE MANAGEMENT PLAN received 05/05/2026

BP15A BERMONDSEY PLACE PHASE 1 LAND CONTAMINATION received 05/05/2026

BP16A BERMONDSEY PLACE GATEWAY 1 FIRE STATEMENT received 05/05/2026

BP17A BERMONDSEY PLACE LONDON PLAN FIRE STATEMENT received 05/05/2026

BP23 WLC CARBON EMISSIONS ASSESSMENT FINALV-260217 received 05/05/2026

BP24A BERMONDSEY PLACE DRAINAGE IMPACT ASSESSMENT received 05/05/2026

BP28A BERMONDSEY PLACE ARCHAEOLOGICAL DESK BASED ASSESSMENT received 05/05/2026

BP29A BERMONDSEY PLACE ARBORICULTURE IMPLICATIONS ASSESSMENT received 05/05/2026

BP30A BERMONDSEY PLACE ECOLOGICAL APPRAISAL ADDENDUM received 05/05/2026

BP31A BERMONDSEY PLACE AVIATION SAFTEGUARDING ASSESSMENT received 05/05/2026

BP32A BERMONDSEY PLACE ENVIRONMENTAL STATEMENT SOC received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-SK-0002 P02 URBAN GREENING FACTOR received 05/05/2026

BP02A BERMONDSEY PLACE DAS ADDENDUM received 05/05/2026

BP-SPH-ZZZZZ-XX-DG-L-SK-0002 P03 URBAN GREENING FACTOR received 26/06/2026

R02-ADM-DELIVERY SERVICING PLAN (260702) received 03/07/2026

Time limit for implementing this permission and the approved plans

3. Permission is hereby granted for a residential led mixed-use development comprising eight separate buildings, the maximum heights of the buildings shall be 121.3m AOD (B4); 72.13m AOD (B5); 90.03m AOD (B6); 60.8m AOD (B7); 66.95m AOD (B8); 32.6m AOD (B9); 35.65m AOD (B10) and 29m AOD (B11), all of which in totality would contain:
- 1,060 dwellings (class C3);

- 879.98 sqm GIA of flexible retail, leisure, commercial space and

- 2,571.45 sqm GIA of light industrial floorspace,

- children's play space and public realm improvements; and

- other associated works incidental to the development.

The development shall be carried out in accordance with the following drawing:

'AD Bermondsey Place (PH2 - 3) Phasing Plan' drawing number BP-PRP-ZZZZZ-ZZ-DG-A-20400 Revision P02 dated 03.2026 as prepared by PRP architects;

or any alternative phasing plan submitted to and approved by the Local Planning Authority. Any alternative approved Phasing Plan should define the physical extent of each phase and the sequence of construction of the phases.

Reason: To ensure that the development of this site is in compliance with the details and particulars which have been approved by the Local Planning Authority and that it is in accordance with CIL Reg.2 which states that for CIL purpose "phased planning permission" means a planning permission which expressly provides for development to be carried out in phases", and detailed in CIL PPG para.129 "The principle of phased delivery must be expressly set out in the planning permission.

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

4. This planning permission is a phased planning permission for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended).
In order to be eligible for phased CIL payments, the development hereby permitted shall be commenced in a phased manner, in accordance with a CIL Phasing Plan to be submitted to and approved by the Local Planning Authority prior to commencement of the development.

Reason: To assist with the identification of each chargeable development and the calculation of the amount of CIL payable in respect of each chargeable development, in accordance with the Community Infrastructure Levy Regulations 2010 (as amended); and Policy IP3 'Community Infrastructure Levy (CIL) and Section 106 Planning Obligations' of the Southwark Plan 2022.

5. The development shall be carried out in accordance with the principles and mitigation measures set out in the Outline Construction Environmental Management Plan (CEMP) issued September 2025.

Prior to the commencement of development (including any works of demolition), a Detailed CEMP shall be submitted to and approved in writing by the Local Planning Authority. The detailed CEMP shall expand upon and update the outline version to include full site-specific information in accordance with best practice and shall include

(but not be limited to):

o A detailed specification of demolition and construction works at each phase of development, including all environmental impacts and proposed mitigation measures.

o Arrangements for continuous noise, dust, and vibration monitoring at the site perimeter.

o Engineering and procedural controls to mitigate impacts (e.g. acoustic hoarding, dust suppression, sound insulation, emission control, and positioning of noisy operations).

o Site contact details and arrangements for liaison with local residents and businesses, including signage, newsletters, and community meetings.

o A commitment to adopt and implement the Considerate Contractor Scheme and the ICE Demolition Protocol.

o Site traffic management (vehicle routing, on-site circulation, laydown areas, and delivery times).

o Site waste management (segregation, storage, transport by registered carriers, and disposal).

o a commitment to avoid peak hours for deliveries.

o A clear commitment that all Non-Road Mobile Machinery (NRMM) between 37 kW and 560 kW shall be registered and meet the London NRMM Low Emission Zone standards as stipulated by the Mayor of London.

o Ensure that measures are clearly set out and to be implemented that walking/cycling routes within and beyond the development are maintained.

The updated CEMP shall follow current best construction practice, including but not limited to:

Southwark Council's Technical Guide for Demolition and Construction

The Mayor of London's SPG on Control of Dust and Emissions during Construction and Demolition

BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014 (Noise and vibration control on construction and open sites)

IAQM's Guidance on the Assessment of Dust from Demolition and Construction and Air Quality Monitoring in the Vicinity of Demolition and Construction Sites

BS 6472-1:2008 (Evaluation of human exposure to vibration in buildings)

BS 7385-2:1993 (Guide to damage levels from ground-borne vibration)

The Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 (as amended)

All demolition and construction works shall thereafter be carried out in strict accordance with the approved detailed CEMP 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 (2026); Policy T7 (Deliveries, servicing and construction) of the London Plan (2021); Policies P50 (Highway impacts), P56 Protection of amenity), P62 (Reducing Waste), P64 (Contaminated land and hazardous substances), P65 (Improving air quality) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

6. No development of any Phases of Development hereby permitted shall commence, excluding demolition and site clearance, until a Stage 1 Road Safety Audit (RSA) of the proposed new vehicular access/egress at Malt Street has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Local Highway Authority). The RSA will be required to assess any changes in layout as a result of the development and the mitigation measures (if any) identified within the approved RSA shall be permanently implemented prior to first occupation and retained onsite. The new access shall be carried out in accordance with the approved RSA and retained thereafter.

Reason: To ensure the safety and operation of the surrounding highway network and that adequate road safety measures are implemented prior to commencement of any works in accordance with the National Planning Policy Framework (2026); Policy T4 (Assessing and mitigating transport impacts) of the London Plan (2021) and Policy P50 (Highways impacts) of the Southwark Plan (2022).

7. Before any work, including demolition, hereby authorised begins, the applicant or successors in title shall secure the implementation of a programme of archaeological building recording 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 the National Planning Policy Framework (2026); Policy HC1 (Heritage conservation and growth) of the London Plan (2021) and Policy P23 (Archaeology) of the Southwark Plan (2022).

8. Before any work hereby authorised begins, excluding demolition, a detailed scheme showing the complete scope and arrangement of the foundation design and all ground works shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given

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 the National Planning Policy Framework (2026); Policy HC1 (Heritage conservation and growth) of

the London Plan (2021); and Policy P23 (Archaeology) of the Southwark Plan (2022).

9. 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 the National Planning Policy Framework (2026); Policy HC1 (Heritage conservation and growth) of the London Plan (2021) and Policy P23 (Archaeology) of the Southwark Plan (2022).

10. 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 the National Planning Policy Framework (2026); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); and Policy P23 (Archaeology) of the Southwark Plan (2022).

11. The submitted Phase 2 Ground Condition Assessment (Peter Brett Associates LLP, 2018) and Remediation Strategy (Stantec, 2021) as part of Annex 5 and 6 (respectively) of ES Statement have identified ground conditions of potential concern to end users and construction workers and set out mitigation and remediation measures to address these risks.

a) Prior to the commencement of any development (excluding demolition), the approved remediation measures identified within the Remediation Strategy (Stantec, 2021) shall be fully implemented and carried out as part of the development. The remediation shall ensure that, as a minimum, the site is not capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990, in relation to the intended end use of the site.

b) Following the completion of all works and measures identified in the approved remediation strategy, a Verification Report shall be submitted to and approved in

writing by the Local Planning Authority. The report shall provide evidence that all required remediation works have been completed and include details of any future monitoring and maintenance requirements.

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, in accordance with a-c 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 National Planning Policy Framework (2026) and policies P56 (Protection of amenity) and P64 (Contaminated land and hazardous substances) of the Southwark Plan (2022)

12. No works on each phase (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 & SuDs Proforma prepared by Walsh Associates (September 2025). 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 the National Planning Policy Framework (2026); Policy SI 13 (Sustainable drainage) of the London Plan (2021); Policy P68 (reducing flood risk) of the Southwark Plan (2022) and Southwark's Strategic Flood Risk Assessment (2017).

13. Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.
a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.

b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be

submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.

c) Cross sections shall be provided to show surface and other changes to levels, special engineering, foundation or construction details and any proposed activity within root protection areas or the influencing distance (30m) of local trees required in order to facilitate demolition, construction and excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority.

All Arboricultural Supervisory elements are to be undertaken in accordance with the approved Arboricultural Method Statement site supervision key stages (BS: 5837 (2012)) for this site, as evidenced through signed sheets and photographs.

In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations; BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 01:2021 (EN) -Tree Pruning Standard; EAS 02:2022 (EN) - Tree Cabling/Bracing Standard; EAS 03:2022 (EN) - Tree Planting Standard. NHBC 4.2.13 Tables for Foundations Near Trees.

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with the National Planning Policy Framework (2026); Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan (2021) and Policies P13 (Design of Places), P56 (Protection of Amenity), P57 (Open Space), P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

14. Prior to commencement of the relevant phase, details of security measures (which target the 'Secured by Design' accreditation award from the Metropolitan Police) shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented in accordance with the approved details prior to occupation.

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 (2026); Policy D11 (Safety, Security and Resilience to Emergency) of the London Plan (2021); and Policy P16 (Designing Out Crime) of the Southwark Plan (2022).

15. Prior to the relevant parts of the works commencing on any Plot, detailed drawings at a scale of 1:5 or 1:10 of the following shall be submitted to and approved by the Local Planning Authority in writing:
a) all façade details;

b) shop fronts and residential entrances;

c) all parapets and roof edges;

d) all balcony details;

e) heads, cills and jambs of all openings.

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

Reason: In order to satisfy the Local Planning Authority that the construction details will achieve a high quality of design and detailing, are suitable in context and are consistent with the consented scheme, in accordance with the National Planning Policy Framework (2026); Policy D4 (Delivering Good Design) of the London Plan (2021); and Policies P13 (Design of Places) and P14 (Design Quality) of the Southwark Plan (2022).

16. 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 sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater 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.

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our 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.

17. Detailed designs of the internal roads, external roads including Latona Road and Malt Street, and servicing areas, including details of the kerb and upstand, shall be submitted to and approved by the Local Planning Authority prior to the commencement of the relevant works in connection with this permission. The

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

Reason: In order to achieve a quality of design and detailing in accordance with the National Planning Policy Framework (2026); policies D4 (delivering good design) and T2 (Healthy streets) of the London Plan, 2021; and policies P13 (design of places), P14 (design quality) and P50 (highways impacts) of the Southwark Plan (2022).

18. BIODIVERSITY: HABITAT MANAGEMENT AND MONITORING PLAN

Prior to the commencement of any development hereby consented (including any works of demolition and site clearance), a Habitat Management and Monitoring Plan (HMMP) prepared in accordance with the approved Biodiversity Gain Plan, shall be submitted to, and approved in writing by, the Local Planning Authority. The HMMP shall include:

- a non-technical summary;

- details of -term design objectives, management responsibilities and maintenance schedules for all landscaped areas

- the roles and responsibilities of the people or organisation(s) delivering the HMMP;

- the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

- the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development;

And;

- the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the Local Planning Authority.

Reason: To ensure the development delivers a biodiversity net gain on site conforming to the details approved at planning application stage, in accordance with: Schedule 7A of the Town and Country Planning Act 1990; the National Planning Policy Framework (2026); policies G1 (Green Infrastructure), G5 (Urban Greening), G6 (Biodiversity and Access to Nature), and SI 13 (Sustainable Drainage) of the London Plan (2021); and policies P59 (Green Infrastructure) and P60 (Biodiversity) of the Southwark Plan (2022).

19. Prior to any works on building block 6 a baseline survey of the National Grid Electricity Transmission (NGET) cable tunnels must be carried out, and monitoring should extend to below this area. Monitoring reports with commentary should also be provided to NGET for review. Such details to be submitted to and approved in writing by the local planning authority in consultation with NGET.

Reason: To protect the NGET assets beneath the development area.

Permission is subject to the following Grade Condition(s)

20. DIGITAL CONNECTIVITY INFRASTRUCTURE STRATEGY

Prior to above grade works, detailed plans shall be submitted to and approved in writing by the Local Planning Authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with the approved plans.

Reason: To provide high-quality digital connectivity infrastructure to contribute to London's global competitiveness, in accordance with the National Planning Policy Framework (2026); Policy SI 6 (Digital Connectivity Infrastructure) of the London Plan (2021); and Policy P44 (Broadband and Digital Infrastructure) of the Southwark Plan (2022).

21. Prior to above grade works hereby authorised begins, full details of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period.

Details of a management plan, responsibilities and maintenance schedules shall be submitted to and approved by the Local Planning Authority.

This shall include an irrigation schedule for all trees to ensure successful establishment.

For stem girths of up to 20cm the schedule shall be a minimum of three years, and five years for stem girths greater than 20cm. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

All tree planting shall be carried out in accordance with those details and at those times. All trees and shrubs will conform to the specification for nursery stock as set out in British Standard 3936 Parts 1 (1992) and 4 (1984). Advanced Nursery stock trees shall conform to BS 5236 and BS: 4428 Code of practice for general landscaping operations; BS 8545:2014 Trees: from nursery to independence in the landscape; BS: 5837 (2012) Trees in relation to demolition, design and construction; BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 03:2022 (EN) - Tree Planting Standard, and

Trees and Design Action Group guidance.

If any tree, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, within 5 years from the date of planting, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

Reason: So that the Council may be satisfied that the proposed tree planting scheme in accordance with the National Planning Policy Framework (2026); Policy G7 (Trees and Woodlands) of the London Plan (2021); Policies P13 (Design of Places), P14 (Design Quality), P56 (Protection of Amenity), P57 (Open Space), P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

22. Prior to above grade works, details of the installation (including location and type) of electric vehicle charger points (one for each parking space) supporting the Blue Badge bays shall be submitted to and approved in writing by the Local Planning Authority and the electric vehicle charger points shall be installed and the development shall not be carried out otherwise in accordance with any such approval given.

Reason: To encourage the uptake of electric and hybrid vehicles and minimise the effect of the development on local air quality within the designated Air Quality Management Area in accordance with the National Planning Policy Framework (2026); Policy T6 (Car parking) of the London Plan (2021); policies P54 (Car Parking) and P70 (Energy) of the Southwark Plan (2022).

23. Hard and Soft Landscaping (excluding London Borough of Southwark owned Unwin and Friary Land)

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 phase not covered by buildings (excluding London Borough of Southwark owned Unwin and Friary Land) (including cross sections, surfacing materials of any parking, access or pathways layouts, materials, play space and edge details) shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use.

The hard landscape materials must be submitted to and approved in writing by the Local Planning Authority.

The lighting design for the landscaped areas should also be submitted and approved in writing by the Local Planning Authority.

Any lawned areas should be planted in a species-rich grass, details of which shall be agreed in writing with the Local Planning Authority.

The landscaping scheme must be designed to mitigate against the adverse impacts of wind and demonstrate compliance with the Lawson Safety Method and Lawson Comfort Method criteria.

All tree planting shall be carried out in accordance with those details and at those times. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season, unless the local planning authority gives its written consent to any variation.

Reason: So that the Council may be satisfied with the details of the landscaping scheme, in accordance with the National Planning Policy Framework (2026); policies SI 4 (Managing heat risk), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan (2021); and policies P13 (Design of Places), P14 (Design Quality), P56 (Protection of Amenity), P57 (Open Space), P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022) and the Mayor of London's Good Growth by Design Guidance 'Safety in Public Spaces: Women, Girls and Gender Diverse'.

24. Hard and Soft Landscaping (London Borough of Southwark owned Unwin and Friary Land only)

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

The hard landscape materials must be submitted to and approved in writing by the Local Planning Authority.

The lighting design for the landscaped areas should also be submitted and approved in writing by the Local Planning Authority.

Any lawned areas should be planted in a species-rich grass, details of which shall be agreed in writing with the Local Planning Authority.

The landscaping scheme must be designed to mitigate against the adverse impacts of wind and demonstrate compliance with the Lawson Safety Method and Lawson Comfort Method criteria.

All tree planting shall be carried out in accordance with those details and at those times. Planting shall comply with BS5837: Trees in relation to demolition, design and construction (2012) and BS: 4428 Code of practice for general landscaping operations. If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season, unless the local planning authority gives its written consent to any variation.

Reason: So that the Council may be satisfied with the details of the landscaping scheme, in accordance with the National Planning Policy Framework (2026); policies SI 4 (Managing heat risk), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan (2021); policies P13 (Design of Places), P14 (Design Quality), P56 (Protection of Amenity), P57 (Open Space), P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022) and the Mayor of London's Good Growth by Design Guidance 'Safety in Public Spaces: Women, Girls and Gender Diverse'.

25. Prior to above-ground works commencing, an updated Urban Greening Factor (UGF) Assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall:

1. Recalculate the Urban Greening Factor using the final approved architectural, landscape and drainage designs;

2. Demonstrate that the development achieves a minimum UGF score of 0.4 for predominantly residential development, or such alternative score approved by the Local Planning Authority;

3. Include revised plans showing all green infrastructure measures contributing to the UGF calculation, including but not limited to trees, planting, rain gardens, green roofs, green walls, sustainable drainage features and areas of permeable surfacing;

4. Identify any changes from the UGF assessment submitted at planning application stage and explain their effect on the overall UGF score;

5. Set out implementation and maintenance arrangements for all UGF measures.

The development shall thereafter be carried out in accordance with the approved UGF Assessment and retained for the lifetime of the development.

Reason: To ensure delivery of urban greening measures, biodiversity enhancement, climate resilience and sustainable drainage in accordance with the National Planning

Policy Framework (2026); Policy G5 (Urban Greening) of the London Plan (2021); and policies SP6 (Climate Emergency), P59 (Green Infrastructure), P60 (Biodiversity), of the Southwark Plan (2022) and the objectives of the Urban Greening Factor methodology

26. Prior to the superstructure works of the relevant Phase, a full condition survey must be undertaken of the existing Chimney to ascertain whether its retention within the landscaping is feasible. The Survey must be submitted to and approved in writing by the Local Planning Authority.

If the Chimney is to be retained, further details must be submitted in accordance with the Hard and Soft Landscaping Condition and approved in writing by the Local Planning Authority.

Reason: In order that the applicants seek to retain the heritage of the site where practical in accordance with the National Planning Policy Framework (2026); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); and Policy P21 (Conservation of the historic environment and natural heritage) of the Southwark Plan (2022).

27. 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 National Planning Policy Framework (2026); and Policies P16 (Designing out crime) and P56 (Protection of amenity) of the Southwark Plan (2022).

28. Details of thirteen integrated bird boxes shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on the relevant phase of the hereby granted permission.

No less than four house sparrow terraces, three triple cavity swift nest boxes and six generic species nest boxes shall be provided. Details shall include the exact location, specification and design of the bird boxes. The boxes shall be integrated within the buildings prior to the first occupation of the building to which they form part or the first

use of the space in which they are contained.

The terraces/ boxes / bricks / tubes shall be installed 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 nest/roost features and mapped locations and the Local Planning Authority agreeing the submitted plans, and once the nest/roost features are installed in full in accordance with the agreed plans. A post-completion assessment will be required to confirm the nest/roost features have been installed to the agreed specification.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework (2026); policies G1 (Green Infrastructure), G5 (Urban Greening), and G6 (Biodiversity and access to nature) of the London Plan (2021); and policies P59 (Green infrastructure) and P60 (Biodiversity) of the Southwark Plan (2022).

29. No façade works shall be commenced on any Plot unless and until details and material samples of all external surfaces have been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Plot. Unless otherwise agreed in writing by the Local Planning Authority this shall include a physical mock-up of a typical elevation of the plot showing full details of brickwork bond, mortar, window and reveal details (exact details to be agreed with the Local Planning Authority) which shall be erected on site and approved in writing by the Local Planning Authority.

The development shall only be constructed and retained in accordance with the approved details.

Reason: In order that the Local Planning Authority may be satisfied that these samples will make an acceptable contextual response in material terms, will achieve a high quality of design and detailing, and are consistent with the consented scheme, in accordance with the National Planning Policy Framework (2026); Policy D4 (Delivering Good Design) of the London Plan (2021); and policies P13 (Design of Places) and P14 (Design Quality) of the Southwark Plan (2022).

30. The habitable rooms within the development sharing a party ceiling/floor element with commercial premises shall be designed and constructed to provide reasonable resistance to the transmission of sound sufficient to ensure that noise due to the commercial premises does not exceed NR20 when measured as an LAeq across any 5-minute period.

A report shall be submitted in writing to and approved by the LPA detailing acoustic predictions and mitigation measures to ensure the above standard is met. The

development shall be carried out in accordance with the approval given.

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 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 noise from activities within the commercial premises in accordance with the National Planning Policy Framework (2026); policies D13 (Agent of Change) and D14 (Noise) of the London Plan (2021); and policies P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

31. Prior to the commencement of each phase of works above grade, the applicant shall submit written confirmation from the appointed building control body that the specifications for each dwelling identified in the detailed construction plans meet the standard of the Approved Document M of the Building Regulations (2015) required in the schedule below and as corresponding to the approved floor plans. The development shall be carried out in accordance with the details thereby approved by the appointed building control body.

M4 (Category 2) 'accessible and adaptable': at least 90% per phase

M4 (Category 3) 'wheelchair user dwellings': at least 10% per phase

Reason: To ensure the development complies with the National Planning Policy Framework (2026); Policy D7 (Accessible housing) of the London Plan (2021); and Policy P8 (Wheelchair accessible and adaptable housing) of the Southwark Plan (2022).

32. Before any work above grade hereby approved begins (excluding demolition), full particulars shall be submitted to and approved by the Local Planning Authority of a scheme showing that the parts of the commercial floorspace to be used for E(g)(iii) light industrial purposes will be fitted-out to an appropriate level for E(g)(iii) light industrial use.

The particulars referred to in the preceding sentence shall include details of the mechanical and electrical fit-out of the units, heating and cooling provision, sprinklers, and the provision of kitchen and toilet facilities, and notwithstanding all permitted development rights shall remain in light industrial use.

The facilities approved shall be installed unless otherwise agreed in writing, and practical completion of the E(g)(iii) light industrial fit-out for each phase shall be at the same time, or before, the practical completion of the residential component of the same phase.

Reason: To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the research/development and light industrial premises, in accordance with the National Planning Policy Framework (2026); policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021); and policies P56 (Protection of Amenity) and P66 (Reducing Noise Pollution and Enhancing Soundscapes) of the Southwark Plan (2022).

33. Prior to any above grade work hereby authorised begins on each phase (excluding early works), the following shall be submitted to and approved in writing by the Local Planning Authority:

a) 1:50 scale drawings of the facilities to be provided for the secure and covered storage of cycles. The drawings shall demonstrate the provision, layout, dimensions, access arrangements, manoeuvring space, security measures and weather protection for all cycle parking spaces, including accessible cycle parking, and demonstrate compliance with the London Cycle Design Standards.

Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: To ensure that the development accords with the National Planning Policy Framework (2026); Policy T5 (Cycling) of the London Plan (2021); Policy P53 (Cycling) of the Southwark Plan (2022); London Cycle Design Standards Chapter 8, TfL Cycle Parking Implementation Plan, DfT LTN/120, Southwark Air Quality Action Plan Action 7.8, Streets for People objectives 3, 5 and 8, Southwark Council Delivery Plan, Cycling Plan objectives 4, 5 and 6.

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

34. Upon the completion of the as-built design and upon commencement of RIBA Stage 6, but prior to the building being occupied, the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template shall be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure whole life-cycle carbon is calculated and reduced, and to demonstrate compliance with the National Planning Policy Framework (2026); and Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021); and Policy P70 (Energy) of the Southwark Plan (2022).

35. Before the first occupation of the relevant phase of the development the wheelchair car parking shown on the drawings hereby approved, or approved subsequently in accordance with any condition of this permission, shall be made available, and retained for the purposes of car parking for vehicles of disabled or blue badge residents of the development for its lifetime and no trade or business shall be carried out thereon.

Reason: To ensure the permanent retention of the parking areas, to avoid obstruction of the surrounding streets by waiting vehicles and to safeguard the amenities of the adjoining properties in accordance with the National Planning Policy Framework (2026); policies P54 (car parking) and P55 (parking standards for disabled people and the physically impaired) of the Southwark Plan (2022) and policies T6 (car parking) and T6.5 (non-residential disabled persons parking) of the London Plan (2021).

36. Prior to first occupation of the development, a Site Safety Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Safety Management Plan shall set out the detailed operational measures that will be implemented to safeguard pedestrians and cyclists and manage vehicle movements throughout the site. The Plan shall include, but not be limited to:

o Measures for managing the interaction between pedestrians, cyclists and authorised vehicles.

o Details of access-control arrangements, including bollard operation and vehicle authorisation procedures.

o Management of the one-way vehicle route along Malt Street Boulevard.

o Measures to enforce the site-wide 5mph speed limit.

o Details of signage, road markings, surface treatments and traffic management measures.

o Maintenance of delineated pedestrian and cycle routes throughout the site.

o Measures to protect pedestrians and cyclists at vehicle access points and servicing areas.

o Management arrangements for servicing, deliveries, refuse collection and Blue Badge vehicle movements.

o Details of hazard warning tactile paving and other accessibility measures.

o Procedures for monitoring compliance and enforcing safe driver behaviour.

o Roles and responsibilities of the Estate Management Team in implementing and overseeing the approved measures.

o Arrangements for reviewing and updating the Plan as necessary following occupation.

The approved Plan shall be implemented upon first occupation of the development and thereafter adhered to for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that pedestrian and cyclist safety is prioritised throughout the development, to minimise conflict between active travel users and vehicles, and to secure a safe, accessible and inclusive environment in accordance with the National Planning Policy Framework (2026); policies T2 (Healthy Streets) and T4 (Assessing and mitigating transport impacts) of the London Plan (2021); policies AV.13 (Old Kent Road Area Vision), P50 (Highways Impacts) and P51 (Walking) of the Southwark Plan (2022), and the Council's Streets for People objectives.

37. Prior to first occupation of the development, an updated Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall include, but not be limited to:

o Arrangements for the allocation and management of all on-site Blue Badge parking bays.

o Procedures for managing demand where the number of Blue Badge permit holders exceeds the number of spaces available within any individual parking area.

o Management and operation of electric vehicle charging infrastructure associated with parking spaces.

o Information on walking/ wheeling routes, including gradients and lengths, between Blue Badge bays and entrances of the accessible dwellings.

o Access control arrangements for all parking areas.

o Details of the ongoing monitoring and review of parking demand and utilisation.

o Contact details and responsibilities of the party responsible for implementing and managing the Parking Management Plan.

o Procedures for communicating parking arrangements to residents, commercial occupiers and visitors.

The approved Parking Management Plan shall be implemented prior to first occupation of the development and shall thereafter be adhered to for the lifetime of

the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the effective management and operation of parking facilities within the development, to safeguard the availability of Blue Badge parking spaces for eligible users, to support accessible and inclusive travel, to ensure the safe and efficient operation of the site, and to promote sustainable transport choices, in accordance with the National Planning Policy Framework (2026); Policies T6.1 (Residential parking) and T6.5 (non-residential disabled persons parking) of the London Plan (2021); and Policies AV.13 (Old Kent Road Area Vision), P50 (Highways Impacts) and P51 (Walking) of the Southwark Plan (2022) and the Council's Streets for People objectives.

38. Prior to occupation, the applicant must submit a well-integrated wayfinding strategy. Beyond simply helping residents locate key destinations particularly during early occupation, effective wayfinding will support safe, legible and well managed pedestrian and cycle movements across the site from first occupation. Our expectation is that the strategy should:

o Provide clear, unobtrusive signage that supports intuitive and fully accessible movement through and within the site for all.

o Identify legible routes to key local destinations, including Old Kent Road, Peckham, Frensham Street, Malt Street boulevard, cycle parking, servicing areas, on-site commercial spaces, and building entrances.

o Show consideration/identify alternative routes to key destinations that may be used during darker hours.

o Consider the wider context of the site to ensure consistency with the OKR AAP and neighbouring developments.

Reason: To ensure the development delivers clear, intuitive and fully accessible wayfinding for all users, supports safe and legible pedestrian and cycle movement from first occupation, promotes active travel, reduces conflict between pedestrians, cyclists and vehicles, and integrates appropriately with the wider movement network within the Old Kent Road Opportunity Area, in accordance with the National Planning Policy Framework (2026); the Council's Streets for People objectives; Policies D5 (Inclusive design), T2 (Healthy Streets) and T4 (Assessing and mitigating transport impacts) of the London Plan (2021), and Policies AV.13 (Old Kent Road Area Vision), P50 (Highways Impacts), P51 (Walking) and P56 (Protection of amenity) of the Southwark Plan (2022).

39. Prior to the commencement of any future use within use class E involving the cooking of food, full particulars and details of a scheme for the extraction and ventilation of the commercial kitchen shall be submitted to and approved by the Local Planning Authority. The scheme shall include:
Details of extraction rate and efflux velocity of extracted air

Full details of grease, particle and odour abatement plant

The location and orientation of the extraction ductwork and discharge terminal

A management servicing plan for maintenance of the extraction system to ensure that fumes and odours from the kitchen do not adversely affect public health or residential amenity.

Once approved the scheme shall be implemented in full and permanently maintained thereafter.

Reason: In order to ensure that any installed ventilation, ducting and ancillary equipment in the interests of amenity will not cause amenity impacts such as odour, fume or noise nuisance and will not detract from the appearance of the building in accordance with the National Planning Policy Framework (2026); Policies D4 (Delivering good design) and D13 (Agent of change) of the London Plan (2021); and Policies P14 (Design quality), P56 (Protection of amenity) and P65 (Improving air quality) of the Southwark Plan (2022).

40. a) Before the first occupation of the non-residential uses over 500 sq.m hereby approved, an interim report/letter (together with any supporting evidence) from the licensed BREEAM assessor shall be submitted to and approved in writing by the Local Planning Authority. The report/letter shall confirm that sufficient progress has been made in terms of detailed design, procurement and construction to be reasonably well assured that the commercial elements (over 500 sq.m) of the development hereby approved will, once completed, achieve the agreed 'Excellent' BREEAM Standards.

b) Within six months of first occupation of the non-residential uses (over 500 sq.m) 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' BREEAM standards have been met.

Reason: To ensure the proposal achieves high environmental standards and plays its role in reducing the extent of man-made climate change, in accordance with the National Planning Policy Framework (2026); Policy SI2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021); and Policies SP6 (Climate Emergency) and P69 (Sustainability Standards) of the Southwark Plan (2022).

41. Prior to occupation of the relevant commercial unit, a signage strategy for all commercial uses shall be submitted and approved in writing by the Local Planning Authority and the works shall only be carried out in accordance with the approved details.

Reason: To ensure that high quality, consistent and co-ordinated signage is installed across all non-residential frontages within the development hereby approved, in accordance with the National Planning Policy Framework (2026); Policies D4 (Delivering Good Design), D8 (Public Realm) and D9 (Tall Buildings) of the London Plan (2021); and Policies P14 (Design Quality) and P43 (Outdoor Advertisements and Signage) of the Southwark Plan (2022).

42. Micromobility Bays

Prior to first occupation of the development, the micromobility parking bays shown on the approved plans shall be provided and made available for use. The approved micromobility parking bays shall thereafter be retained and kept available for that purpose for the lifetime of the development.

Reason: To ensure that the development accords with the National Planning Policy Framework (2026); Policy T5 (Cycling) of the London Plan (2021); Policy P53 (Cycling) of the Southwark Plan (2022);, London Cycle Design Standards Chapter 8, TfL Cycle Parking Implementation Plan, DfT LTN/120, Southwark Air Quality Action Plan Action 7.8, Streets for People objectives 3, 5 and 8, Southwark Council Delivery Plan, Cycling Plan objectives 4, 5 and 6.'

43. Prior to the occupation of a particular phase or building, confirmation must be provided to the Local Planning Authority that either:
- all water network upgrades required to accommodate the additional demand to serve that phase or building have been completed; or

- a development and infrastructure phasing plan has been agreed with Thames Water to allow that phase or building to be occupied.

Where a development and infrastructure phasing plan is agreed, no occupation of that phase or building shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

44. Residential - Internal noise levels - prior-occupation The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise: Bedrooms - 35dB LAeq T†, 30 dB L Aeq T*, 45dB LAFmax T * Living and Dining rooms- 35dB LAeq T † * - Night-time - 8 hours between 23:00-07:00 † - Daytime - 16 hours between 07:00-23:00.

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 LPA for approval in writing. The approved scheme shall be implemented and 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 National Planning Policy Framework (2026); policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021); and policies P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

45. Notwithstanding, the submitted delivery and servicing management plan, prior to the occupation of a particular phase of the development, a detailed Delivery and Servicing Management Plan (DSMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority, and must include the following:

(a) strategy for deliveries and collections;

(b) details for management and receipt of deliveries for the residential properties and commercial units;

(c) measures to minimise the number of servicing trips overall, including off-site consolidation and encouraging 'last mile' deliveries via ultra-low emission methods ;

(d) measures to encourage deliveries and servicing by electric vehicle, cycle, foot and other non-private vehicular means;

(e) cleaning and waste removal, including arrangements for storage of waste and refuse collection;

(f) details of delivery and servicing timing restrictions to reduce the potential impact of the proposed development during typical highway network peak hours and to avoid potential conflict with other road users; and

(g) monitoring and review of operations.

The approved DSMP shall be implemented on or before first occupation of the relevant phase and shall remain in place for the lifetime of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development accords with the National Planning Policy Framework (2026); Policy T4 (Assessing and mitigating transport impacts) of the London Plan (2021); Policy P50 (Highways Impacts) of the Southwark Plan (2022); Southwark Air Quality Action Plan Action 4.2, Streets for People objectives 9 and 11, Southwark Walking Plan objectives 1 and 3 and Southwark Council Delivery Plan

ensure safe and efficient delivery and servicing that minimises the number of motor vehicle journeys.

46. RESIDENTIAL TRAVEL PLAN

No phase or building within the development shall be occupied until a travel plan for the phase or building has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall be monitored and reviewed in accordance with any targets within the plan, and such record made available upon request by the Local Planning Authority.

Reason: In accordance with the National Planning Policy Framework (2026); Policies T4 (Assessing and mitigating transport impacts) and T6.2 (office parking) of the London Plan (2021); Policies P49 (public transport), P50 (highways impacts), P51 (walking), P53 (Cycling) and P54 (Car parking) of the Southwark Plan (2022); Streets for People objectives 1, 5, 6 and 11; Air Quality Action Plan themes 3, 7 and 8 and action 3.9, Southwark Council Delivery Plan.

47. COMMERCIAL TRAVEL PLAN

No phase or building within the development shall be occupied until a travel plan for the phase or building has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall be monitored and reviewed in accordance with any targets within the plan, and such record made available upon request by the Local Planning Authority.

Reason: To ensure that the development is In accordance with the National Planning Policy Framework (2026); Policies T4 (Assessing and mitigating transport impacts) and T6.2 (Office parking) of the London Plan (2021); Policies P49 (Public Transport), P50 (Highways Impacts), P51 (Walking), P53 (Cycling) and P54 (Car Parking) of the Southwark Plan (2022); Streets for People objectives 1, 5, 6 and 11; Air Quality Action Plan themes 3, 7 and 8 and action 3.9, Southwark Council Delivery Plan.

48. Prior to the first occupation of the relevant phase hereby approved, confirmation that Secured by Design certification has been achieved shall be 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 (2026); Policy D11 (Safety, Security and Resilience to Emergency) of the London Plan (2021); and Policy P16 (Designing Out Crime) of the Southwark Plan (2022).

49. No later than three months following practical completion of each phase of development, a post-construction monitoring report should be completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the Local Planning Authority in writing.

Reason: To ensure the Planning Stage Circular Economy Statement has been implemented in the construction and delivery of the development, and that all on-going operational measures and mechanisms have been satisfactorily implemented, in order to achieve Circular Economy goals and in accordance with the National Planning Policy Framework (2026); and Policies GG6 (Increasing Efficiency and Resilience) and SI7 (Reducing Waste and Supporting the Circular Economy) of the London Plan (2021); and Policy P62 (Reducing Waste) of the Southwark Plan (2022).

50. Prior to the commencement of the Habitat Management and Monitoring Plan (HMMP) works, the Local Planning Authority shall be notified in writing of the commencement.

Reason: To ensure the development delivers a biodiversity net gain on site conforming to the details approved at planning application stage, in accordance with: Schedule 7A of the Town and Country Planning Act 1990; the National Planning Policy Framework (2026); Policies G1 (Green Infrastructure), G5 (Urban Greening), G6 (Biodiversity and Access to Nature), and SI 13 (Sustainable Drainage) of the London Plan (2021); and Policies P59 (Green Infrastructure) and P60 (Biodiversity) of the Southwark Plan (2022).

51. (i) Before the first occupation of any part of the development hereby consented:
- the habitat creation and enhancement works set out in the approved Habitat Management and Monitoring Plan (HMMP) shall be completed; and

- a completion report evidencing the completed habitat enhancements shall be submitted to, and approved in writing by, the Local Planning Authority.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved Habitat Management and Monitoring Plan.

(ii) Biodiversity Net Gain Monitoring Reports shall be submitted to the Local Planning Authority in writing in accordance with the methodology and frequency specified in the approved Habitat Management and Monitoring Plan (HMMP).

(ii) Not until the final Biodiversity Net Gain Monitoring Report has been submitted to and approved in writing by the Local Planning Authority will this condition have been discharged in full.

Reason: To ensure that the development delivers a biodiversity net gain on site conforming to the details approved at planning application stage, in accordance with:

Schedule 7A of the Town and Country Planning Act 1990; the National Planning Policy Framework (2026); Policies G1 (Green Infrastructure), G5 (Urban Greening), G6 (Biodiversity and Access to Nature), and SI 13 (Sustainable Drainage) of the London Plan (2021); and Policies P59 (Green Infrastructure) and P60 (Biodiversity) of the Southwark Plan (2022).

Permission is subject to the following Special Condition(s)

52. Within one year of the completion of the archaeological works 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 the National Planning Policy Framework (2026); Policy HC1 (Heritage conservation and growth) of the London Plan (2021); and Policy P23 (Archaeology) of the Southwark Plan (2022).

53. The Biodiversity Gain Plan shall be prepared in accordance with the following document submitted as part of this planning application and hereby approved:
- BNG report titled Ecological Appraisal dated September 2025 reference BP30 and Ecological Appraisal Addendum (including biodiversity net gain report) dated 29th April 2026 reference BP30A both as prepared by Trium Environmental Consulting LLP

- BNG Statutory metric Addendum dated 1st April 2026 reference BP30.1A as prepared by Trium Environmental Consulting LLP.

Reason: To ensure that the development delivers a biodiversity net gain on site conforming to the details approved at planning application stage, in accordance with: Schedule 7A of the Town and Country Planning Act 1990; the National Planning Policy Framework (2026); Policies G1 (Green Infrastructure), G5 (Urban Greening), G6 (Biodiversity and Access to Nature), and SI 13 (Sustainable Drainage) of the London Plan (2021); and Policies P59 (Green Infrastructure) and P60 (Biodiversity) of the Southwark Plan (2022).

54. 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 the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise from activities within the commercial premises in accordance with the National Planning Policy Framework (2026); Policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021); P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

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 the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise from activities within the commercial premises in accordance with the National Planning Policy Framework (2026); Policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021); P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

55. No developer, owner or occupier of any part of the development hereby permitted, with the exception of disabled persons, shall seek or be allowed to obtain a parking permit within the controlled parking zone, or any future controlled parking zone, in Southwark in which the application site is situated.

Reason: To ensure compliance with the National Planning Policy Framework (2026); Policy T6 (Car parking) of the London Plan (2021); and Policy P54 (Car Parking) of the Southwark Plan (2022).

56. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders), the Class B2/E(g)(iii) use hereby permitted shall only be for B2/E(g)(iii) uses, with 2,571.45 sqm GIA to be delivered.

Reason: In granting this permission the Local Planning Authority has had regard to the special circumstances of this case, the requirement to provide employment space on this site, activate the site frontage, protection of amenity and sufficient delivery and servicing provision without harming the surrounding and wishes to have the opportunity of exercising control over any subsequent alternative uses, in accordance with the National Planning Policy Framework (2026); Policies SD7 (Town centres), S1 (Developing London's social infrastructure), E1 (offices), E2 (Providing suitable business space) and E9 (Retail, markets and hot food takeaways) of the London Plan (2021); and Policies P30 (Office and business development), P32 (Small shops), P35 (Town and local centres), P36 (Development outside town centres), P46 (Leisure, arts and culture), P47 (Community uses), P50 (Highways impacts) and P56 (Protection of amenity) of the Southwark Plan (2022).

57. Hours of use for commercial premises

a) The commercial uses (Classes E(g), E (e), E(f), F1 and F2) hereby permitted shall not be carried on outside of the hours: 07.00 to 23.00 Monday to Saturday and 09.00 to 19.00 on Sundays.

b) The retail uses (Classes E (a, b, c), the sui generis uses public houses, wine bars, or drinking establishments; drinking establishments with expanded food provision) hereby permitted shall not be carried on outside of the hours: 07.00 to 23.00 Monday to Thursday, 07.00 to 00.00 Friday and Saturday, and 09.00 to 23.00 on Sundays.

Reason: To ensure that the occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance, and to reduce vehicle movements on the local road network during peak times, in accordance with the National Planning Policy Framework (2026); Policy T7 (Deliveries, Servicing and Construction) of the London Plan (2021); and Policy P50 (Highways Impacts) of the Southwark Plan (2022).

58. The development hereby permitted shall be constructed to include the energy efficiency measures and photovoltaic panels as stated in the Energy Statement submitted in support of the application. All measures and technologies shall remain for as long as the development is occupied.

Reason: To ensure the development complies with the National Planning Policy Framework (2026); Policy SI 2 (Minimising greenhouse gas emissions) of the London Plan (2021); and Policies SP6 (Climate Emergency), P69 (Sustainability standards), and P70 (Energy) of the Southwark Plan (2022).

59. No roof plant, equipment or other structures, other than as shown on the plans hereby approved or approved pursuant to a condition of this permission, shall be placed on the roof or permitted to project above the roofline of any part of the buildings as shown on the elevational drawings, nor shall they be permitted to extend outside of the roof plant enclosures of any buildings hereby permitted.

Reason: In order to ensure that no additional plant is placed on the roof of the building in the interest of the appearance and design of the building and the visual amenity of the area, in accordance with the National Planning Policy Framework (2026); Policy D4 (Delivering good design) of the London Plan (2021); and Policies P13 (Design of places) and P14 (Design quality) of the Southwark Plan (2022).

60. Any deliveries or collections to the commercial units shall only be between the following hours: (08:00) to (20:00) on Monday to Saturday and (10:00) to (16:00) on Sunday & Bank Holidays.

Reason: To safeguard the amenities of neighbouring residential properties in accordance with the National Planning Policy Framework (2026); Policies D13 (Agent of change) and D14 (Noise) of the London Plan (2021); and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

Informatives

1 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.

2. This application is subject to a section 1096 agreement.

Appendix 2: Planning Policies

Adopted planning policy

National Planning Policy Framework (NPPF)

1. The revised National Planning Policy Framework ('NPPF'), updated in August 2026, sets out the national planning policy and how this should be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. At its heart is a presumption in favour of sustainable development.

2. Chapter 1, paragraph 3; Chapter 3, policy DM3 and Annex A, paragraph 1 state that the policies in the Framework are material considerations which should be taken into account in decision making when dealing with development applications. The NPPF is not however, part of the development plan.

3. The relevant chapters of the NPPF are:

- Chapter 1 - Introduction
- Chapter 3 - Decision-making policies
- Chapter 4 - Achieving sustainable development
- Chapter 5 - Meeting the challenge of climate change
- Chapter 6 - Delivering a sufficient supply of homes
- Chapter 7 - Building a strong, competitive economy
- Chapter 8 - Ensuring the vitality of town centres
- Chapter 9 - Supporting high-quality communications
- Chapter 10 - Securing clean energy and water
- Chapter 12 - Making effective use of land
- Chapter 14 - Achieving well-designed places
- Chapter 15 - Promoting sustainable transport
- Chapter 16 - Promoting healthy communities
- Chapter 17 - Pollution, public protection and security
- Chapter 18 - Managing flood risk and coastal change
- Chapter 19 - Conserving and enhancing the natural environment
- Chapter 20 - Conserving and enhancing the historic environment

London Plan

4. In March 2021, the Mayor of London published the London Plan. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London.

5. The strategic objectives of the London Plan are to build strong and inclusive communities, make the best use of land, promote a healthy city, optimise housing delivery including affordable housing, conserve and enhance London's global competitiveness, and move towards a more resilient and sustainable city. Development proposals must comply with the various policies within the Plan

and should follows the guidance set out within Supplementary Planning Documents, Guidance and Strategies.

6. The relevant policies of the London Plan are:

- GG1 - Building strong and inclusive communities
- GG2 - Making the best use of land
- GG3 - Creating a healthy city
- GG4 - Delivering the homes Londoners need
- GG5 - Growing a good economy
- GG6 - Increasing efficiency and resilience
- Policy SD1 - Opportunity Areas
- Policy SD6 - Town centres and high streets
- Policy SD7 - Town centres: development principles and development plan documents
- Policy SD8 - Town centre and High streets
- Policy SD9 - Town centres: Local partnerships and implementation
- Policy SD10 - Strategic and local regeneration
- Policy D1 - London's form, character and capacity for growth
- Policy D2 - Infrastructure requirements for sustainable densities
- Policy D3 - Optimising site capacity through design-led approach
- Policy D4 - Delivering good design
- Policy D5 - Inclusive design
- Policy D6 - Housing quality and standards
- Policy D7 - Accessible Housing
- Policy D8 - Public realm
- Policy D9 - Tall buildings
- Policy D10 - Basement development
- Policy D11 - Safety, security and resilience to emergency
- Policy D12 - Fire safety
- Policy D13 - Agent of change
- Policy D14 - Noise
- Policy H1 - Increasing housing supply
- Policy H4 - Delivering affordable housing
- Policy H5 - Threshold approach to applications
- Policy H6 - Affordable housing tenure
- Policy H7 - Monitoring of affordable housing
- Policy H10 - Housing size mix
- Policy S1 - Improving air quality
- Policy S3 - Education and childcare facilities
- Policy S4 - Play and informal recreation
- Policy E3 - Affordable workspace
- Policy E8 - Sector growth opportunities and clusters
- Policy E9 - Retail, markets and hot food takeaways
- Policy E11 - Skills and opportunities for all
- Policy HC1 - Heritage conservation and growth
- Policy HC3 - Strategic and local views
- Policy HC5 - Supporting London's culture and creative industries

- Policy G1 - Green infrastructure
- Policy G4 - Open space
- 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 3 - Energy infrastructure
- Policy SI 4 - Managing heat risk
- Policy SI 5 - Water infrastructure
- Policy SI 6 - Digital connectivity infrastructure
- Policy SI 7 - Reducing waste and supporting the circular economy
- Policy SI 8 - Waste capacity and net waste self-sufficiency
- Policy SI 12 - Flood risk management
- Policy SI 13 - Sustainable drainage
- Policy T1 - Strategic approach to transport
- Policy T2 - Healthy Streets
- Policy T3 - Transport capacity, connectivity and safeguarding
- Policy T4 - Assessing and mitigating transport impacts
- Policy T5 - Cycling
- Policy T6 - Car parking
- Policy T6.1 - Residential parking
- Policy T6.3 - Retail parking
- Policy T6.5 - Non-residential disabled persons parking
- Policy T7 - Deliveries, servicing and construction
- Policy T9 - Funding transport infrastructure through planning
- Policy DF1 - Delivery of the Plan and Planning Obligations

Relevant London-level Supplementary Planning Documents/ Guidance and Strategies

7. The relevant London-level supplementary planning documents and guidance documents are as follows:

- Mayor of London: Accessible London - Achieving an Inclusive Environment (SPG, 2004)
- Mayor of London: Affordable Housing and Viability (SPG, 2017)
- Mayor of London: 'Be Seen' Energy Monitoring Guidance LPG (2022)
- Mayor of London: Circular Economy Statements (LPG, 2022)
- Mayor of London: Climate Change Mitigation and Energy Strategy (2010)
- Mayor of London: Climate Change Adaptation Strategy (2011)
- Mayor of London: Crossrail Funding (SPG, 2016)
- Mayor of London: Environment Strategy (2018)
- Mayor of London: Housing (SPG, 2016)
- Mayor of London: Housing Strategy (2018)
- Mayor of London: London View Management Framework (SPG, 2012)

- Mayor of London: Planning for Equality and Diversity in London (SPG, 2007)
- Mayor of London: Public London Charter (2012)
- Mayor of London: Shaping Neighbourhoods - Character and Context (SPG, 2014)
- Mayor of London: The Control of Dust and Emissions During Construction and Demolition (SPG, 2014)
- Mayor of London: Transport Strategy (2018)
- Mayor of London: Whole Life Carbon Assessments (LPG, 2022)
- Mayor of London Support for Housebuilding (LPG, March 2026)
- MHCLG and Mayor of London London Emergency Housing Package (October, 2025)

Draft GLA guidance (emerging material considerations)

8. To support the London Plan 2021, the GLA has drafted further London Planning Guidance (LPG) on topic areas including:

- Mayor of London: Air Quality Neutral (draft)
- Mayor of London: Fire Safety (draft)
- Mayor of London: Optimising site capacity: a design-led approach (draft)
- Mayor of London: Sustainable transport, walking and cycling (draft)
- Mayor of London: Urban Greening Factor (draft)

Southwark Plan

9. The Southwark Plan, published in February 2022, includes Strategic Policies, Area Visions and Development Management Policies. The most relevant strategic policies are as follows:

- ST1 - Southwark's Development Targets
- ST2 - Southwark's Places
- SP1 - Southwark's Places
- SP2 - Homes for all
- SP3 - A great start in life
- SP4 - Green and inclusive economy
- SP5 - Thriving and neighbourhoods and tackling health equalities
- SP6 - Climate emergency
- AV.13 - Old Kent Road Area Vision
- P1 - Social rented and intermediate housing
- P2 - New Family Homes
- Policy P8 - Wheelchair accessible and adaptable housing
- Policy P13 - Design of places
- Policy P14 - Design quality
- Policy P15 - Residential design
- Policy P16 - Designing out crime
- Policy P17 - Tall Buildings

- Policy P18 - Efficient use of land
- Policy P19 - Listed buildings and structures
- Policy P20 - Conservation areas
- Policy P21 - Conservation of the historic environment and natural heritage
- Policy P22 - Borough views
- Policy P23 - Archaeology
- Policy P26 - Local List
- Policy P28 - Access to employment and training
- Policy P30 - Office and business development
- Policy P31 - Affordable workspace
- Policy P33 - Business relocation
- Policy P35 - Town and local centres
- Policy P39 - Shop fronts
- Policy P44 - Broadband and digital infrastructure
- Policy P45 - Healthy developments
- Policy P46 - Leisure, arts and culture
- Policy P47 - Community uses
- Policy P49 - Public transport
- Policy P50 - Highway impacts
- Policy P51 - Walking
- Policy P52 - Low Line routes
- Policy P53 - Cycling
- Policy P54 - Car parking
- Policy P55 - Parking standards for disabled people and the physically impaired
- Policy P56 - Protection of amenity
- Policy P59 - Green infrastructure
- Policy P60 - Biodiversity
- Policy P61 - Trees
- Policy P62 - Reducing waste
- Policy P64 - Contaminated land and hazardous substances
- Policy P65 - Improving air quality
- Policy P66 - Reducing noise pollution and enhancing soundscapes
- Policy P67 - Reducing water use
- Policy P68 - Reducing flood risk
- Policy P69 - Sustainability standards
- Policy P70 - Energy
- Policy IP1 - Infrastructure
- Policy IP2 - Transport infrastructure
- Policy IP3 - Community infrastructure levy (CIL) and Section 106 planning obligations
- Policy IP6 - Monitoring development
- Policy IP7 - Statement of Community Involvement
- Policy NSP66 - Land bounded by Glengall Road, Latona Road and Old Kent Road

Relevant Local-level Supplementary Planning Documents

10. The relevant supplementary planning documents and guidance documents from the local development plan are as follows:

- Affordable Housing (SPD, 2025)
- Design and Access Statements (SPD, 2007)
- Development Viability (SPD, 2016)
- Section 106 and Community Infrastructure Levy (SPD, 2025)
- Heritage (SPD, 2021)
- Climate and Environment (SPD, 2009)

Relevant Emerging Local-level Supplementary Planning Documents

11. The relevant draft Area Action Plan is the Old Kent Road (draft AAP, 2024 consultation version). This draft AAP proposes significant transformation of the Old Kent Road area over the next 20 years, including the extension of the Bakerloo Line with new stations along the Old Kent Road towards New Cross and Lewisham. Consultation has been underway for 7 and a half years, with a first draft published in 2016. The December 2020 draft version was consulted on between 11 January 2021 to 10 May 2021. The 2024 draft AAP has recently completed its Examination in Public (EIP) and is progressing towards formal adoption and so also has some material weight.

12. The key policies for the site within the draft Old Kent Road AAP are as follows:

- AAP1: The masterplan
- AAP2: Bakerloo Line upgrade and extension
- AAP3: Homes for all
- AAP5: Businesses and workspace – The Bow Tie
- AAP7: Town Centres, Leisure and Entertainment
- AAP8: Movement – People, Place, Experience
- AAP9: The Greener Belt Strategy – Parks and Healthy Streets
- AAP10: Tall Buildings Strategy – The Stations and the Crossings
- AAP11: Character and Heritage
- AAP12: Design
- AAP13: Climate Emergency
- AAP14: Water management, air and noise quality
- AAP15: Great start in life – child and youth provision

- Sub-area Guidance: Sub area 2; ‘Cantium Retail Park and Marlborough Grove’.

- OKR10 ‘Land bounded by Glengall Road, Latona Road and Old Kent Road’

Draft London Plan 2026

13. On 16 July 2026 the Mayor of London published the Draft London Plan 2026. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater

London. As the document is in draft form, policies can only be accorded limited weight in the determination process. This iteration of the DLP, 2026 is out for consultation for the period 16 July 2026 to 15 October 2026. The relevant policies are:

14.

- MBUL1 Spatial strategy
- MBUL2 Optimising the use of land and site capacity
- MBUL3 Tall buildings
- MBUL4 Utilities – capacity, connectivity, and resilience
- MBUL5 Sustainable transport to enable London's growth
- MBUL6 High-quality design for a growing, changing city
- MBUL7 London's heritage
- MBUL8 Inclusive design
- MBUL9 Healthy streets and public realm
- MBUL10 Security and safety
- HN1 Increasing London's housing stock
- HN3 Delivering affordable housing
- HN7 Housing size mix
- HN8 Housing design
- HN9 Accessible housing
- GLE1 Sufficient and appropriate employment space
- GLE5 Culture and creative industries
- GLE7 Affordable workspace
- GLE8 Access to employment and skills
- GLE11 Circular economy
- GHR1 Energy-efficiency
- GHR2 Low-cost low-carbon heat
- GHR3 Whole life-cycle carbon
- GHR4 Heat Risk
- GHR5 Flood risk and drainage
- GHR6 Trees, biodiversity and geodiversity
- GHR7 Green Infrastructure and Urban Greening Factor
- GHR8 Accessible green space
- GHR10 Air quality
- GHR11 Cycle and car parking
- PV1 Brownfield First Opportunity Areas (BFOAs)
- PV3 Town centres and high streets
- PV8 Strategic and local views

Appendix 3: Relevant planning history

The key cases of planning history are presented below:

Malt Street Regeneration Site, Land Bounded by Bianca Road, Latona Road, Haymerle Road, Frensham Street and Malt Street, London SE1

LBS case reference number: 17/AP/2773

Application type: Hybrid Planning Permission

“Hybrid application comprising a full planning application for Phase 1 (the ‘Detailed Component’) and outline planning permission (the ‘Outline Component’) for Phases 2 & 3: Detailed Component (Phase 1): Full planning permission for the demolition of existing buildings and structures and redevelopment of the central area for the erection of a total of 4 buildings, two at 7 storeys (Buildings B9& part B12), one at 15 storeys (Building B10), and one at 44 storeys (Building B4) (max height 147.12m AOD) to provide 420 homes, 1,197 sqm GEA of Class B1(c) floorspace and 785 sqm GEA of non-residential floor space within classes A1-A4 (retail), Class B1 (business) and Class D1 (public services) and D2 (entertainment and leisure) use, an energy centre (750 sqm) and new public open space and public realm with on street and basement car parking spaces and cycle spaces. Outline Component (Phase 2 & 3): Outline planning permission (scale, layout, landscaping, access and appearance reserved) for the demolition of existing buildings and structures and the erection of eight buildings (B1, B2, B3, B5, B6, B7, B11 and part B12) ranging in height from 5 to 35 storeys (max height 132.9m AOD) to provide up to 88,052sqm floorspace GEA, comprising up to 880 residential units, up to 3,316 sqm GEA of ClassB1(c) floorspace and up to 1,702sqm GEA of non-residential floor space within Classes A1-A4 (retail), Class B1 (business), Class D1 (public services) and D2 (entertainment and leisure) use and car parking spaces at ground level and cycle spaces, with associated new open space, public realm, car parking and associated works. Totals: Up to 1,300

homes and up to 7,000sqm commercial floorspace."

The permission was also subject to a S106 agreement.
Decision date: 30.10.2020
Decision: Granted

This original consent has been subsequently amended by several s96a applications and deeds of variations to the original s106 agreement.

On 4 February 2022 the Council validated an application for the non-material amendment of the Malt Street Planning Permission to reconfigure the commercial unit including the cycle storage, refuse and recycling storage, resultant changes to the façade and new commercial riser under reference 21/AP/4624. This First S96A Application-Malt Street was approved by the Council on 10 March 2022.
On 9 April 2024 the Council validated an application for the non-material amendment of the Malt Street Planning Permission to change the phasing boundary and in so doing relocating B11 from phase 2 to phase 3 under reference 24/AP/0800. This Fifth S96A Application-Malt Street was approved by the Council on 1 May 2024.

On 15 October 2024 the Council validated an application for the non-material amendment to the Malt Street Planning Permission as amended by the First S96A Approval-Malt Street, Fourth S96A Approval-Malt Street and the Sixth S96A Approval-Malt Street to change the Phase 2 Energy Strategy under reference 24/AP/2928. This Seventh S96A Application–Malt Street was approved by the Council on 26 February 2025 following the prior completion of a further deed pursuant to S106/s106A of the 1990 Act on 25th February 2025 to secure amendments to the Original Agreement as amended by the First Deed of Variation, clause 1.1 definitions for "Agreed Carbon Target" "Application Energy

Strategy" and "Energy Strategy" ("Second Deed of Variation").

On 3 June 2025 the Council received a request to further modify the Original Agreement pursuant to section 106A(1) of the 1990 Act under reference 25/AP/1650 to change the trigger for payment of the Bus Contribution Phase 1 Contribution to make it payable upon the Occupation of a relevant phase. The Council resolved by delegated officer decision on 27th October 2025 to approve the 25/AP/1650 Request and the Tenth S96A Application-Malt Street by/subject to the prior completion of a deed pursuant to S106/s106A of the 1990 Act to secure the changes to the trigger for payment of the Bus Contribution Phase 1 Contribution and amending the energy strategy for Block B1. The deed completed on 3 November 2025.

Malt Street Regeneration Site, Land Bounded by Bianca Road, Latona Road, Haymerle Road, Frensham Street and Malt Street, London SE1

LBS case reference number: 20/AP/3242
Application type: Reserved Matters
Application for Reserved Matters (scale, layout, landscaping, access and appearance) relating to Blocks B1, B2, B3 and B11 and all associated landscaping, car parking and ancillary works on land bounded by Glengall Road, Ossory Road, Bianca Road, Haymerle Road and Latona Road, London, SE1 and pursuant to Hybrid permission 17/AP/2773.

The proposals comprise the construction of 4 buildings ranging from 5 to 24 storeys in height (26.7m to 83.45m AOD), for 269 residential units, 4,128 sqm GEA of non-residential floorspace for retail, workspace and leisure (Use Classes A1-A4, B1c, D1 and D2), landscaping, new public realm, basement comprising parking and plant areas.

Decision date: 18.02.2021

Decision: Granted.

On 18 December 2021 the Council validated an application for the non-material amendment of the Reserved Matters Approval for the reconfiguration of commercial unit including the cycle storage, refuse and recycling storage, resultant changes to the façade and new commercial riser ("First S96A Application-Malt Street") under reference 21/AP/4625. The First S96A Application-Malt Street was approved by the Council on 4 March 2022.

On 26 April 2024 the Council validated an application for the non-material amendment to condition 1 (Approved Plans) of the Reserved Matters Approval for design amendments to the appearance of the buildings within phase 2 ("Sixth S96A Application–Malt Street") under reference 24/AP/1035. The Sixth S96A Application – Malt Street was approved by the Council on 20 May 2024.

On 23 December 2024 the Council validated an application for the non-material amendment to the Reserved Matters Approval – amendments: floor plan optimisation to reorganise floors 6 – 21, providing an additional apartment on each floor leading to a total of 16 additional homes within Block B3; adjustments to north and east elevations to accommodate additional windows and balconies, associated with floor plan reorganisation; updated ground floor layout to accommodate additional required cycle storage; minor floorplan adjustments to floors 1 – 5 to improve apartment layout; adjustments to landscaping proposals at ground level within phase 1; and change to development description to read Application for Reserved Matters for the Outline Component related to Blocks B1, B2, B3 and B11 and all associated landscaping, car parking and ancillary works on the Malt Street Site pursuant to the Malt Street Planning Permission, comprising the construction of 4 buildings ranging from 5 to 24-storeys in height

(26.7m to 83.45 AOD), for 285 residential units, 4128 sqm GEA of non-residential floorspace for retail, workspace and leisure (use classes A1-A4 B1c D1 and D2) landscaping, new public real, basement comprising parking and plant areas under reference 24/AP/3782. This Eighth S96A Application–Malt Street was approved by the Council on 12 March 2025.

On 7 February 2025 the Council validated an application for the non-material amendment of the Reserved Matters Approval, amendments sought – optimisation external facades Blocks B1 B2 and B3, adjustments to articulate vertical emphasis and material hierarchy; reorganisation of some balconies to simplify facades and a vertical emphasis through stacking; update Block B3 ground floor layout to accommodate dedicated means of fire escape; reduction of proposed Basement to be delivered in phase 1 of development; and minor reorganisation to this end; and change in development to reflect the reduction in the non-residential floorspace to 4080.2 sqm GEA under reference 25/AP/0330. This Ninth S96A Application–Malt Street was approved by the Council on 28 October 2025.

On 23 July 2026 the Council validated an application for the non-material amendment of the Reserved Matters Approval amendments sought – changes to the energy strategy; reintroduction of a plant screen and air source heat pumps at roof level; the reorganisation of the consented rooms at ground floor level to provide space for the proposed energy centre; and façade and fenestration changes to the north facades at ground level and to a number of the east elevation shop fronts (“Tenth S96A Application–Malt Street”) under reference 25/AP/2086. The Council resolved by delegated officer decision on 27th October 2025 to approve the 25/AP/1650 Request and the Tenth S96A Application-Malt Street by/subject to the prior completion of a deed pursuant to S106/s106A of the 1990 Act to secure the changes to the trigger for payment of the Bus Contribution Phase 1 Contribution and amending the energy strategy for Block B1. The deed

completed on 3 November 2025 (“Third Deed of Variation”).

Nye’s Wharf Site
Land at Nye’s Wharf, Frensham Street, London SE15 6TH
LBS case reference number: 17/AP/4596

Application type: Full detailed permission
Demolition of existing buildings and erection of mixed-use scheme comprising 1,193sqm Class B1 floorspace at ground and mezzanine levels; with 153 Residential units (Class C3) above in a building ranging from 9 to 18 storeys (max height 56.202m) with hard and soft landscaping including a new park and associated infrastructure works, including three disabled spaces and cycle parking.
Decision date: 30.10.2020
Decision: Granted subject to s106 agreement.
Berkeley Homes subsequently acquired the Nye’s Wharf site in 2021 to take ownership of the whole site and the benefit of the hybrid, reserved matters and detailed permissions.

On 4 June 2021 the Council validated an application for the non-material amendment of the Nyes Wharf Planning Permission to add a new condition addressing the phasing of the Nyes Wharf Development and its related CIL payments under reference 21/AP/1900. The First S96A Application-Nyes Wharf was approved by the Council on 23 June 2021.

Planning history of adjoining sites

There are a number of cases of planning history for large-scale redevelopments in the vicinity:

• 685-695 Old Kent Road (the Holy Ghost Church site) - LBS case ref. no. 18/AP/0196;

• 651-657 Old Kent Road (the former “Carpetright” site) - LBS case ref. no. 19/AP/1710 - maximum height 20 storeys; (Under construction);

• The Ledbury Estate Commercial Way and Old Kent Road - LBS case ref. no. 22/AP/0554 - maximum height 22 storeys (under construction);

• 671-679 Old Kent Road (the former “KFC” site) - LBS case ref. no. 20/AP/2701 - maximum height 12 storeys; (Completed 2024)

• 49-53 Glengall Road – LBS case ref.no. 17/AP/4612 - maximum height 14 storeys (completed)

• Bianca Warehouse, 43 Glengall Road – LBS case ref.no. 20/AP/0039 maximum height 15 storeys (completed)

• 596-608 Old Kent Road and land at Livesey Place – LBS case ref.no. 18/AP/3284 maximum height 38 storeys (lawfully commenced)

• Land at Cantium Retail Park 520 Old Kent Road– LBS case ref.no. 18/AP/3246 maximum height 48 storeys (lawfully commenced)

• Ruby Triangle site land bounded by Old Kent Road, Ruby Street and Sandgate Street – LBS case ref.no. 18/AP/0897 maximum height 48 storeys (lawfully commenced)

• 747-759 & 765-775 Old Kent Road London & Land at Devonshire Grove SE15 1NZ – LBS ref.no. 23/AP/1862 – maximum height 33 storeys plus rooftop plant.

Appendix 4: Consultation undertaken

Site notice date:

Press notice date: 12/03/2026

Case officer site visit date: 11.12.2025

Neighbour consultation letters sent:

Internal services consulted

Flood Risk Management & Urban Drainage Team

LBS Archaeologist

LBS Community Infrastructure Team

LBS Design And Conservation Team [Formal Consultation]

LBS Design And Conservation Team [Surgery Consultation]

LBS Local Economy

LBS Ecology Officer

LBS Environmental Protection Team

LBS Highways Development & Management

LBS Highways Licensing

LBS Housing Regeneration And Delivery Division

LBS Parks And Cemeteries Team

LBS Planning Policy [Formal Consultation] - General

LBS Public Health

Flood Risk Management & Urban Drainage Team

LBS Transport Policy Team

LBS Urban Forester

LBS Waste Management Team

Flood Risk Management & Urban Drainage Team

LBS Archaeologist

LBS Community Infrastructure Team

LBS Design And Conservation Team [Formal Consultation]

LBS Design And Conservation Team [Surgery Consultation]

LBS Local Economy

LBS Ecology Officer

LBS Environmental Protection Team

LBS Highways Development & Management

LBS Highways Licensing

LBS Housing Regeneration And Delivery Division

LBS Parks And Cemeteries Team

LBS Planning Policy [Formal Consultation] - General

LBS Public Health

Flood Risk Management & Urban Drainage Team

LBS Transport Policy Team

LBS Urban Forester

LBS Waste Management Team

LBS Planning Policy [Formal Consultation] - General

LBS Transport Policy Team

LBS Ecology Officer

LBS Community Infrastructure Team

LBS Community Infrastructure Team

LBS Planning Policy [Formal Consultation] - General

LBS Environmental Protection Team

LBS Parks And Cemeteries Team

LBS Design And Conservation Team [Surgery Consultation]

LBS Transport Policy Team

LBS Archaeologist

LBS Design And Conservation Team [Formal Consultation]

LBS Local Economy

LBS Ecology Officer

LBS Highways Development & Management

LBS Highways Licensing

LBS Housing Regeneration And Delivery Division

Flood Risk Management & Urban Drainage Team

LBS Urban Forester

LBS Waste Management Team

LBS Urban Forester

LBS Public Health

LBS Transport Policy Team

Statutory and non-statutory organisations

HSE Fire Risk Assessments

HSE Fire Risk Assessments

Bakerloo Line Extension

Civil Aviation Authority - Safeguarding

Environment Agency

Greater London Authority

Glengall Road RA

Historic England - Heritage

LB Lewisham

London Fire & Emergency Planning Authority

London Underground

National Grid UK Transmission

National Air Traffic Safeguarding Office

Network Rail

Northfield House RA

Metropolitan Police Service (Designing Out Crime)

Space Studios

Transport For London

Transport For London

Thames Water

UK Power Networks

Bakerloo Line Extension

Civil Aviation Authority - Safeguarding

Environment Agency

Greater London Authority

Glengall Road RA

Historic England - Heritage

LB Lewisham

London Fire & Emergency Planning Authority

London Underground

National Grid UK Transmission

National Air Traffic Safeguarding Office

Network Rail

Northfield House RA

Metropolitan Police Service (Designing Out Crime)

Space Studios

Transport For London

Transport For London

Thames Water

UK Power Networks

Thames Water

Bakerloo Line Extension

Civil Aviation Authority - Safeguarding

Glengall Road RA

LB Lewisham

National Grid UK Transmission

National Air Traffic Safeguarding Office

Space Studios

UK Power Networks

Environment Agency

Greater London Authority

Historic England - Heritage

London Fire & Emergency Planning Authority

London Underground

Network Rail

Metropolitan Police Service (Designing Out Crime)

Transport For London

Transport For London

Thames Water

Northfield House RA

Thames Water

Neighbour and local groups consulted:

Flat 1 Lyons Court 35 Green Hundred Road

Lyons Court 35 Green Hundred Road London

28 Reading House Friary Estate Green Hundred Road London

10 Reading House Friary Estate Green Hundred Road London

8 Reading House Friary Estate Green Hundred Road London

24 Reading House Friary Estate Green Hundred Road London

22 Reading House Friary Estate Green Hundred Road London

35 Reading House Friary Estate Green Hundred Road London

25 Reading House Friary Estate Green Hundred Road London

23 Reading House Friary Estate Green Hundred Road London

21 Reading House Friary Estate Green Hundred Road London

19 Reading House Friary Estate Green Hundred Road London

17 Reading House Friary Estate Green Hundred Road London

14 Reading House Friary Estate Green Hundred Road London

12 Reading House Friary Estate Green Hundred Road London

Reading House Friary Estate Green Hundred Road London

9 Reading House Friary Estate Green Hundred Road London

7 Reading House Friary Estate Green Hundred Road London

5 Reading House Friary Estate Green Hundred Road London

38 Reading House Friary Estate Green Hundred Road London

33 Reading House Friary Estate Green Hundred Road London

30 Reading House Friary Estate Green Hundred Road London

3 Reading House Friary Estate Green Hundred Road London

9A Reading House Friary Estate Green Hundred Road London

6 Reading House Friary Estate Green Hundred Road London

4 Reading House Friary Estate Green Hundred Road London

37 Reading House Friary Estate Green Hundred Road London

36 Reading House Friary Estate Green Hundred Road London

34 Reading House Friary Estate Green Hundred Road London

32 Reading House Friary Estate Green Hundred Road London

31 Reading House Friary Estate Green Hundred Road London

30A Reading House Friary Estate Green Hundred Road London

29 Reading House Friary Estate Green Hundred Road London

27 Reading House Friary Estate Green Hundred Road London

26 Reading House Friary Estate Green Hundred Road London

20 Reading House Friary Estate Green Hundred Road London

2 Reading House Friary Estate Green Hundred Road London

18 Reading House Friary Estate Green Hundred Road London

16 Reading House Friary Estate Green Hundred Road London

15 Reading House Friary Estate Green Hundred Road London

13 Reading House Friary Estate Green Hundred Road London

11 Reading House Friary Estate Green Hundred Road London

1 Reading House Friary Estate Green Hundred Road London

Flat 5 Lynn House Friary Estate Green Hundred Road

19A Peckham Park Road London Southwark

17 To 19 And 19A To 19B Peckham Park Road London

17 - 19 Peckham Park Road London Southwark

15 Peckham Park Road London Southwark

15A Peckham Park Road London Southwark

15 And 15A Peckham Park Road London

13 Peckham Park Road London Southwark

11B Peckham Park Road London Southwark

11A Peckham Park Road London Southwark

11 Peckham Park Road London Southwark

11 And 11A To 11B Peckham Park Road London

Land Rear Of 5 To 9 Peckham Park Road Shards Square London

9 Peckham Park Road London Southwark

9D Peckham Park Road London Southwark

9C Peckham Park Road London Southwark

9B Peckham Park Road London Southwark

9A Peckham Park Road London Southwark

9 And 9A To 9D Peckham Park Road London

7C Peckham Park Road London Southwark

7B Peckham Park Road London Southwark

7A Peckham Park Road London Southwark

7 Peckham Park Road London Southwark

7 And 7A To 7C Peckham Park Road London

Flat 5 Peckham Park Road London

5 Peckham Park Road London

Southwark

3 Peckham Park Road London Southwark

Flat 3 632 Old Kent Road London

Flat 2 632 Old Kent Road London

Flat 1 632 Old Kent Road London

632 Old Kent Road London Southwark

Flat 3 630A Old Kent Road London

Flat 2 630A Old Kent Road London

Flat 1 630A Old Kent Road London

630A Old Kent Road London Southwark

630 Old Kent Road London Southwark

Flat 2 628A Old Kent Road London

Flat 1 628A Old Kent Road London

628A Old Kent Road London Southwark

628 Old Kent Road London Southwark

626A Old Kent Road London Southwark

626 Old Kent Road London Southwark

626B Old Kent Road London Southwark

624A Old Kent Road London Southwark

624 Old Kent Road London Southwark

622 Old Kent Road London Southwark

Flat 620 Old Kent Road London

620 Old Kent Road London Southwark

Flat A 614 Old Kent Road London

614 Old Kent Road London Southwark

Flat B 612 Old Kent Road London

Flat A 612 Old Kent Road London

612 Old Kent Road London Southwark

1A Peckham Park Road London Southwark

Flat 1 Lynn House Friary Estate Green Hundred Road

Flat 6 Lynn House Friary Estate Green Hundred Road

Lynn House Friary Estate Green Hundred Road London

Flat 21 Lynn House Friary Estate Green Hundred Road

Flat 27 Lynn House Friary Estate Green Hundred Road

Flat 22 Lynn House Friary Estate Green Hundred Road

Flat 20 Lynn House Friary Estate Green Hundred Road

Flat 17 Lynn House Friary Estate Green Hundred Road

Flat 15 Lynn House Friary Estate Green Hundred Road

Flat 13 Lynn House Friary Estate Green Hundred Road

Flat 10 Lynn House Friary Estate Green Hundred Road

Flat 8 Lynn House Friary Estate Green Hundred Road

Flat 4 Lynn House Friary Estate Green Hundred Road

Flat 29 Lynn House Friary Estate Green Hundred Road

Flat 24 Lynn House Friary Estate Green Hundred Road

Flat 9 Lynn House Friary Estate Green Hundred Road

Flat 7 Lynn House Friary Estate Green Hundred Road

Flat 30 Lynn House Friary Estate Green Hundred Road

Flat 3 Lynn House Friary Estate Green Hundred Road

Flat 28 Lynn House Friary Estate Green Hundred Road

Flat 26 Lynn House Friary Estate Green Hundred Road

Flat 25 Lynn House Friary Estate Green Hundred Road

Flat 23 Lynn House Friary Estate Green Hundred Road

Flat 2 Lynn House Friary Estate Green Hundred Road

Flat 19 Lynn House Friary Estate Green Hundred Road

Flat 18 Lynn House Friary Estate Green Hundred Road

Flat 16 Lynn House Friary Estate Green Hundred Road

Flat 14 Lynn House Friary Estate Green Hundred Road

Flat 12 Lynn House Friary Estate Green Hundred Road

Flat 11 Lynn House Friary Estate Green Hundred Road

15 Brideale Close London Southwark

14 Brideale Close London Southwark

13 Brideale Close London Southwark

12 Brideale Close London Southwark

11 Brideale Close London Southwark

10 Brideale Close London Southwark

Street Record Brideale Close London

46 Glengall Road London Southwark

50 Glengall Road London Southwark

Ground Floor Flat 50 Glengall Road London

First Floor Flat 50 Glengall Road London

Second Floor Flat 50 Glengall Road London

48A Glengall Road London Southwark

48B Glengall Road London Southwark

Flat A 44 Glengall Road London

Flat B 44 Glengall Road London

44 Glengall Road London Southwark

Cantium Retail Park 520 Old Kent Road London

1 Peckham Park Road London Southwark

1 And 1A Peckham Park Road London

Unit 2B Cantium Retail Park 520 Old Kent Road

Unit 2A Cantium Retail Park 520 Old Kent Road

524 Old Kent Road London Southwark

589 Old Kent Road London Southwark

593 - 613 Old Kent Road London Southwark

Flat 12 610 Old Kent Road London

Flat 11 610 Old Kent Road London

Flat 10 610 Old Kent Road London

Flat 9 610 Old Kent Road London

Flat 8 610 Old Kent Road London

Flat 7 610 Old Kent Road London

Flat 6 610 Old Kent Road London

Flat 5 610 Old Kent Road London

Flat 4 610 Old Kent Road London

Flat 3 610 Old Kent Road London

Flat 2 610 Old Kent Road London

Flat 1 610 Old Kent Road London

610 Old Kent Road London Southwark

24 Peckham Park Road London Southwark

22 Peckham Park Road London Southwark

20 Peckham Park Road London Southwark

18 Peckham Park Road London Southwark

Flat 18 Peckham Park Road London

1D Livesey Place London Southwark

1C Livesey Place London Southwark

1B Livesey Place London Southwark

1A Livesey Place London Southwark

18 And Flat Above And 1A To 1D Livsey Place Peckham Park Road London

Western Wharf Livesey Place London

16 Peckham Park Road London Southwark

16A Peckham Park Road London Southwark

16 And 16A Peckham Park Road London

14 Peckham Park Road London Southwark

14A Peckham Park Road London Southwark

14 And 14A Peckham Park Road London

12A Peckham Park Road London Southwark

12 And 12A Peckham Park Road London

12 Peckham Park Road London Southwark

10A Peckham Park Road London Southwark

10 And 10A Peckham Park Road London

10 Peckham Park Road London Southwark

Flat Above 8 Peckham Park Road London

8 And Flat Above Peckham Park Road London

8 Peckham Park Road London Southwark

4 Rana Apartments 6 Peckham Park Road London

3 Rana Apartments 6 Peckham Park Road London

2 Rana Apartments 6 Peckham Park Road London

1 Rana Apartments 6 Peckham Park Road London

Rana Apartments 6 Peckham Park Road London

42 Glengall Road London Southwark

Flat C 44 Glengall Road London

40A Glengall Road London Southwark

Ground Floor Flat 40A Glengall Road London

First Floor Flat 40A Glengall Road London

35A Glengall Road London Southwark

35 Glengall Road London Southwark

37 Glengall Road London Southwark

39 Glengall Road London Southwark

Unit 4 Glengall Business Centre 43 - 47 Glengall Road

Unit 3 Glengall Business Centre 43 - 47 Glengall Road

Unit 2 Glengall Business Centre 43 - 47 Glengall Road

Glengall Business Centre 43 - 47 Glengall Road London

Unit 1 Glengall Business Centre 43 - 47 Glengall Road

First Floor Unit 2 Glengall Business Centre 43 - 47 Glengall Road

Ground Floor Unit 2 Glengall Business

Centre 43 - 47 Glengall Road

29 - 50 Ossory Road London Southwark

Hand Car Wash 464 - 504 Old Kent Road London

Asda Car Park 464 - 504 Old Kent Road London

Ground Floor Rear 52A Ossory Road London

Ground Floor Front 52A Ossory Road London

First Floor Rear 52A Ossory Road London

52B Ossory Road London Southwark

52 Ossory Road London Southwark

First Floor Front 52A Ossory Road London

The Dream Factory Ltd 52A Ossory Road London

Casa Sei Ltd 52A Ossory Road London

52A Ossory Road London Southwark

54 - 80 Ossory Road London Southwark

Unit 5 Glengall Business Centre 43 - 47 Glengall Road

Unit 6 Glengall Business Centre 43 - 47 Glengall Road

Unit 7 Glengall Business Centre 43 - 47 Glengall Road

Unit 8 Glengall Business Centre 43 - 47 Glengall Road

Units 9 To 13 Glengall Business Centre 43 - 47 Glengall Road

64 Glengall Road London Southwark

66A Glengall Road London Southwark

66B Glengall Road London Southwark

66C Glengall Road London Southwark

Basement Flat 68 Glengall Road London

Ground Floor Flat 68 Glengall Road London

68 Glengall Road London Southwark

Top Floor Flat 68 Glengall Road London

Ground Floor Flat 72 Glengall Road London

Basement Flat 72 Glengall Road London

72 Glengall Road London Southwark

First Floor And Second Floor Flat 72 Glengall Road London

74 Glengall Road London Southwark

74B Glengall Road London Southwark

74A Glengall Road London Southwark

74C Glengall Road London Southwark

6 And Rana Apartments Peckham Park Road London

6 Peckham Park Road London Southwark

4 Livesey Place London Southwark

2 Livesey Place London Southwark

Council Depot Frensham Street London

Roof Top 1787 600 - 608 Old Kent Road London

600 - 608 Old Kent Road London Southwark

591 Old Kent Road London Southwark

Phone Box Site Adjacent To 591 Old Kent Road London

78A Glengall Road London Southwark

Room 4 78B Glengall Road London

78B Glengall Road London Southwark

78 Glengall Road London Southwark

80A Glengall Road London Southwark

80B Glengall Road London Southwark

80 Glengall Road London Southwark

6 - 7 Brideale Close London Southwark

9 Brideale Close London Southwark

1 Brideale Close London Southwark

2 Brideale Close London Southwark

3 Brideale Close London Southwark

4 - 5 Brideale Close London Southwark

Unit 184 2 Bianca Road London

Unit 183 2 Bianca Road London

Unit 182 2 Bianca Road London

Unit 181 2 Bianca Road London

Unit 172 2 Bianca Road London

2 Bianca Road London Southwark

Polymex House 49 - 53 Glengall Road London

Roof Top Se0129 Polymex House 49 - 53 Glengall Road

Roof Top 30179 Polymex House 49 - 53 Glengall Road

Roof Top 39551 Polymex House 49 - 53 Glengall Road

Ground Floor 55 Glengall Road London

Studio 1 55 Glengall Road London

55 Glengall Road London Southwark

Second Floor And Third Floor 55 Glengall Road London

1 Latona Road London Southwark

First Floor Flat 57 Glengall Road London

57 Glengall Road London Southwark

Studio 7 3 - 5 Latona Road London

Studio 11 3 - 5 Latona Road London

Studio 23 3 - 5 Latona Road London

Studio 13 3 - 5 Latona Road London

Studio 10 3 - 5 Latona Road London

Studio 1B 3 - 5 Latona Road London

Landlord Areas 3 - 5 Latona Road London

Studio 21 3 - 5 Latona Road London

Studio 1E 3 - 5 Latona Road London

Studio 1D 3 - 5 Latona Road London

Studio 1C 3 - 5 Latona Road London

Studio 1A 3 - 5 Latona Road London

Studio 22 3 - 5 Latona Road London

Studio 20 3 - 5 Latona Road London

Studio 19 3 - 5 Latona Road London

Studio 18 3 - 5 Latona Road London

Studio 17 3 - 5 Latona Road London

Studio 16 3 - 5 Latona Road London

Studio 15 3 - 5 Latona Road London

Studio 14 3 - 5 Latona Road London

Flat Studio 12 3 - 5 Latona Road London

Studio 12 3 - 5 Latona Road London

Studio 9 3 - 5 Latona Road London

Studio 8 3 - 5 Latona Road London

Studio 6 3 - 5 Latona Road London

Studio 5 3 - 5 Latona Road London

Studio 4 3 - 5 Latona Road London

Studio 3 3 - 5 Latona Road London

Studio 2 3 - 5 Latona Road London

Unit 1 3 - 5 Latona Road London

3 - 5 Latona Road London Southwark

Studio 8 7 - 17 Latona Road London

Studio 7 7 - 17 Latona Road London

Studio 2 7 - 17 Latona Road London

Studio 3B 7 - 17 Latona Road London

Studio 3A 7 - 17 Latona Road London

Studio 4B 7 - 17 Latona Road London

Studio 4A 7 - 17 Latona Road London

Studio 2B 7 - 17 Latona Road London

Studio 2A 7 - 17 Latona Road London

Studio 1B 7 - 17 Latona Road London

Studio 1A 7 - 17 Latona Road London

7 - 17 Latona Road London Southwark

Studio 4 7 - 17 Latona Road London

Studio 11 7 - 17 Latona Road London

Studio 10 To 11 7 - 17 Latona Road London

Studio 5 7 - 17 Latona Road London

93 Haymerle Road London Southwark

Unit 2 Horizon Industrial Estate 95 Haymerle Road

Unit 1 Horizon Industrial Estate 95 Haymerle Road

Unit 3 To 4 Horizon Industrial Estate 95 Haymerle Road

Horizon Industrial Estate 95 Haymerle Road London

90 Haymerle Road London Southwark

97 Glengall Road London Southwark

67 Glengall Road London Southwark

95 Glengall Road London Southwark

65 Glengall Road London Southwark

93 Glengall Road London Southwark

63 Glengall Road London Southwark

91 Glengall Road London Southwark

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Post Office 17 - 19 Peckham Park Road London

19B Peckham Park Road London Southwark

Re-consultation:

Appendix 5: Consultation responses received

Internal services

LBS Archaeology

LBS Community Infrastructure Levy Team

LBS Design & Conservation Team [Formal]

LBS Design & Conservation Team [Surgery]

LBS Ecology

LBS Environmental Protection

LBS Planning Policy

LBS Flood Risk Management & Urban Drain

LBS Transport Policy

LBS Urban Forester

LBS Archaeology

LBS Community Infrastructure Levy Team

LBS Design & Conservation Team [Formal]

LBS Design & Conservation Team [Surgery]

LBS Ecology

LBS Planning Policy

LBS Flood Risk Management & Urban Drain

LBS Transport Policy

LBS Urban Forester

LBS Planning Policy

LBS Transport Policy

LBS Ecology

LBS Community Infrastructure Levy Team

LBS Community Infrastructure Levy Team

LBS Planning Policy

LBS Environmental Protection

LBS Design & Conservation Team [Surgery]

LBS Transport Policy

LBS Archaeology

LBS Design & Conservation Team [Formal]

LBS Ecology

LBS Urban Forester

LBS Urban Forester

LBS Transport Policy

Statutory and non-statutory organisations

Network Rail

Metropolitan Police Service

Transport for London

Thames Water

Metropolitan Police Service

Thames Water

Environment Agency

Metropolitan Police Service

Thames Water

Neighbour and local groups consulted:

18 Market Place London Southwark

Via Email

29 Glengall Road London Southwark

1 Glengall Road London Southwark

OPEN **MUNICIPAL YEAR 2026-27**

COMMITTEE: **PLANNING COMMITTEE (MAJOR APPLICATIONS) A**

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

OPEN

	COPIES		COPIES
MEMBERS		**PLANNING TEAM**	
Councillor Kath Whittam (Chair)	via clerk	Colin Wilson / Stephen Platts	1
Councillor Richard Livingstone (Vice-Chair)	via clerk		
Councillor Adam Hood	via clerk		
Electronic Copies (No paper)			
Councillor John Batteson			
Councillor Fatmata Bah		**COMMUNICATIONS TEAM (Electronic)**	
Councillor Richard Taylor		Eddie Townsend	
Councillor Bill Williams			
Reserves			
		LEGAL TEAM	
Councillor Sam Dalton			
Councillor Catherine Dawkins		Kamil Dolebski, Head of Legal Planning and Property 2nd Floor, Hub 2	1
Councillor Sabina Emmanuel			
Councillor George Grime			
Councillor Richard Leeming			
Councillor Margy Newens			
Councillor Jane Salmon			
		CONSTITUTIONAL TEAM	
		Gerald Gohler 2nd Floor, Hub 2	5
MEMBERS OF PARLIAMENT (Electronic)			
Neil Coyle MP, House of Commons, London, SW1A 0AA			
Miatta Fahnbulleh MP, House of Commons, London, SW1A 0AA		**TOTAL PRINT RUN**	7
Helen Hayes MP, House of Commons, London, SW1A 0AA			
		List Updated: 28 September 2026	