Open Agenda

Planning Committee (Smaller Applications)

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

Membership

Councillor Richard Taylor (Chair)
Councillor Jane Salmon (Vice-Chair)
Councillor Andy Higson
Councillor Sean Hannigan
Councillor James Moyse
Councillor Margy Newens
Councillor Kath Whittam

Reserves

Councillor Ryan Cox
Councillor Catherine Dawkins
Councillor Sam Dalton
Councillor Victoria Mills
Councillor Pascale Mitchell
Councillor David Noakes
Councillor Leigh Richman

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

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

Babysitting/Carers allowances

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

Access

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

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

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

PRINTED ON RECYCLED PAPER

Planning Committee (Smaller Applications)

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

Order of Business

Item No.	Title	Page No.

1. APOLOGIES

To receive any apologies for absence.

2. CONFIRMATION OF VOTING MEMBERS

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

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

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

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

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

5. MINUTES 1 - 10

To approve as a correct record the minutes of the meetings held on 22 July 2026 (updated) and 2 September 2026.

6. DEVELOPMENT MANAGEMENT 11 - 15

6.1. UNIT 23 AND 24 OLD JAMAICA BUSINESS ESTATE, 24 OLD JAMAICA ROAD, LONDON SE16 4AW 16 - 115

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6.2.	**PICKFORDS WHARF CLINK STREET LONDON, SOUTHWARK SE1 9DG**	116 - 164
6.3.	**COFFEE KIOSK LAND ADJACENT TO TATE MODERN, BANKSIDE, LONDON SE1**	165 - 198
6.4.	**284-286 WALWORTH ROAD LONDON SOUTHWARK SE21 2TE**	199 – 230

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 (Smaller Applications)

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

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

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

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

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

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

   (b) The applicant or applicant's agent.

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

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

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

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

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

will ask which objector(s) would like to speak at the point the actual item is being considered.

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

7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.

8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants. **As meetings are usually livestreamed, speakers should not disclose any information they do not wish to be in the public domain.**

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

10. No smoking is allowed at committee.

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

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

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

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

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

Agenda Item 5.

Planning Committee (Smaller Applications)

MINUTES of the Planning Committee (Smaller Applications) held on Wednesday 22 July 2026 at 7.00 pm at Ground floor meeting rooms (G01 A B & C) 160 Tooley Street, London SE1 2QH

PRESENT:	Councillor Richard Taylor (Chair) Councillor Jane Salmon (Vice-Chair) Councillor Andy Higson Councillor Sean Hannigan Councillor James Moyse Councillor Margy Newens Councillor Kath Whittam
OFFICER SUPPORT:	Dennis Sangweme (Assistant Director, Development Management) Solomon Simbanane (Specialist Lawyer) Abbie McGovern (Development Management) Lara Sharpe (Development Management) Alex Fish (Development Management) Suki Susherrie (Development Management) Beverley Olamijulo (Constitutional Officer)

1. APOLOGIES

There were none.

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 gave notice of the following additional papers circulated prior to the meeting:

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

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

The following member declared an interest in item:

6.1 25/AP/3183 56 – 60 Comber Grove, Camberwell, London SE5 0LQ

Councillor James Moyse, non-pecuniary interest as the application was located within his ward, but confirmed that he had not expressed any opinion on the proposal.

5. MINUTES

RESOLVED:

That the minutes of the Planning Committee (Smaller Applications) meeting held on 30 June 2026 be approved as a correct record and signed by the chair.

6. DEVELOPMENT MANAGEMENT

Members noted the development management report.

RESOLVED:

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.

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

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

6.1 56-60 COMBER GROVE, CAMBERWELL LONDON SE5 0LQ

Planning application reference 25/AP/3183

Report: See pages 11 to 113 of the agenda pack and pages 1 to 2 of the addendum report.

PROPOSAL

Demolition of the existing buildings and the redevelopment of the site to provide 38 dwellings (Use Class C3) in a six-storey building, along with associated landscaping, dedicated plant and storage facilities, and other associated works.

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

There were no objectors present at the meeting.

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

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

There were no ward members present who wished to speak at the meeting.

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

RESOLVED:

1. That planning permission be granted subject to conditions and additional conditions regarding the site's landscaping summarised below; and the applicant entering into an appropriate legal agreement.

2. If the requirements of paragraph 1 above are not met by 22 January 2027, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 214 of the report.

   Additional conditions:

   Hard and Soft Landscaping – New Condition 18

   - Prior to any above-ground works, a detailed hard and soft landscaping scheme must be submitted to and approved by the Local Planning Authority, with all landscaping implemented, maintained, and any failed planting replaced for at least five years in accordance with the approved details.

   Reason: To ensure that the development provides an appropriate standard of hard and soft landscaping, contributes positively to the character and appearance of the site and surrounding area, enhances

biodiversity and urban greening, and secures the successful establishment and long-term maintenance of planting in the interests of visual amenity and environmental quality.

Green Roof – New Condition 25 – Prior to occupation

- The approved green roof system shall be fully completed prior to the first occupation of the building and shall be retained and maintained thereafter for the lifetime of the development in order to ensure that the Urban Greening Factor is maintained at a minimum of 0.4 across the site for the lifetime of the development. Any dead, failing, or damaged planting must be replaced during the next planting season.

Reason: To secure the delivery and ongoing maintenance of the approved green roof as a biodiversity and urban greening measure, contributing to ecological enhancement, surface water attenuation, and environmental sustainability, in accordance with the development plan.

At 7.47pm the meeting adjourned for a five-minute comfort break. The meeting reconvened at 7.52pm to proceed to the next item on the agenda.

6.2 ALLEYN'S SCHOOL TOWNLEY ROAD, LONDON SOUTHWARK SE22 8SU

Planning application reference 26/AP/0528

Report: See pages 115 to 138 of the agenda pack.

PROPOSAL

Temporary erection of a dining marquee until 31 October 2028.

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

There were no objectors present at the meeting.

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

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

There were no ward members present who wished to speak at the meeting.

A motion to grant the application subject to conditions and amended conditions set out in the officer's report, and the addendum report, that were presented during the

hearing, was moved, seconded, put to the vote and declared carried.

RESOLVED:

That planning permission be granted subject to conditions.

The meeting ended at 8.50 pm.

CHAIR:

DATED:

Planning Committee (Smaller Applications)

MINUTES of the Planning Committee (Smaller Applications) held on Wednesday 2 September 2026 at 7.00 pm at Ground floor meeting rooms (G01A, B, &
C 160 Tooley Street, London SE1 2QH

PRESENT:	Councillor Richard Taylor (Chair) Councillor Jane Salmon (Vice-Chair) Councillor Catherine Dawkins (reserve member) Councillor Sean Hannigan Councillor Margy Newens Councillor Kath Whittam
OTHER MEMBERS PRESENT:	Councillor James Moyse (ward member)
OFFICER SUPPORT:	Dennis Sangweme (Assistant Director, Development Management) Solomon Simbanane (Legal Officer) James Holmes (Development Management) David Whitehead (Development Management) Beverley Olamijulo (Constitutional Officer)

1. APOLOGIES

Apologies for absence were received from Councillor Andy Higson.

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 gave notice of the following additional papers circulated prior to the

meeting:

- Addendum report relating to items 6.2 – Development management item
- Minutes of the meetings held on 22 July 2026 and 10 August 2026
- Members pack.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

The following member declared an interest in item:

6.2 26/AP/0711 – Myatts Field Court 18 McDowall Road, London SE5 9JS

Councillor James Moyse, non-pecuniary interest in the item, as the application site was located within his ward (Camberwell Green). Councillor Moyse addressed the Committee in his capacity as a ward councillor and withdrew from the meeting for the consideration of this item. As a voting member, he took no part in the discussion or determination of the application.

5. MINUTES

RESOLVED:

That the minutes of the Planning Committee (Smaller Applications) meeting held on 10 August 2026 be approved as a correct record and signed by the chair.

Note: The minutes for the meeting on 22 July 2026 were deferred to seek further clarification on the decision for item 6.1 56 – 60 Comber Grove, Camberwell London SE5 OLQ.

6. DEVELOPMENT MANAGEMENT

Members noted the development management report.

RESOLVED:

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.

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

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

6.1 COFFEE KIOSK, LAND ADJACENT TO TATE MODERN BANKSIDE, SE1

The item was withdrawn from the agenda at the request of officers.

6.2 MYATTS FIELD COURT 18 MCDOWALL ROAD, LONDON SE5 9JS

Planning application reference 26/AP/0711

Report: See pages 39 to 64 of the agenda pack and addendum pages 1 to 3.

PROPOSAL

Retrospective change of use of part of the site (20 car parking spaces) from car parking ancillary to residential use (C3) to car parking for vehicles for private hire (sui generis).

At this point Councillor James Moyse left the committee and sat in the public gallery.

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

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

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

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

Councillor James Moyse addressed the committee in his capacity as a ward member. No questions were asked from members of the committee. Following this, Councillor James Moyse left the meeting room.

A motion to grant planning application subject to conditions and added informative was moved, seconded and resolved and declared carried.

RESOLVED:

That planning permission be granted subject to a compliance condition and an informative being included to draw attention to the potentially unsafe nature of the retaining wall. The informative also includes that the Council's building control team should investigate the issue of the retaining wall.

Informative:

The applicant is advised that concerns have been raised regarding the condition and stability of the retaining wall adjacent to the application site boundary. The grant of planning permission does not imply that the retaining wall is structurally sound or safe, nor does it remove or alter any obligations under the Building Act 1984 or any other relevant legislation. Should the retaining wall be found to be in a dangerous condition, the Council may take appropriate action under Sections 77 and/or 78 of the Building Act 1984, notwithstanding the grant of this planning permission.

The meeting ended at 8.40 pm.

CHAIR:

DATED:

Agenda Item 6.

Meeting Name:	Planning Committee (Smaller Applications)
Date:	7 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 director of law and governance, 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 director of law and governance. The planning permission will not be issued unless such an agreement is completed.

13. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission.

14. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently the Southwark Plan which was adopted by the council in February 2022. The Southwark Plan 2022 was adopted after the London Plan in 2021. For the purpose of decision-making, the policies of the London Plan 2021 should not be considered out of date simply because they were adopted before the Southwark Plan 2022. London Plan policies should be given weight according to the degree of consistency with the Southwark Plan 2022.

15. The National Planning Policy Framework (NPPF), as amended in December 2024, is a relevant material consideration and should be taken into account in any decision-making.

16. Section 143 of the Localism Act 2011 provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.

17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010 as amended, provides that “a planning obligation may only constitute a reason for granting planning permission if the obligation is:

    a. necessary to make the development acceptable in planning terms;
    b. directly related to the development; and
    c. fairly and reasonably related to the scale and kind to the development.

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

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

BACKGROUND DOCUMENTS

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

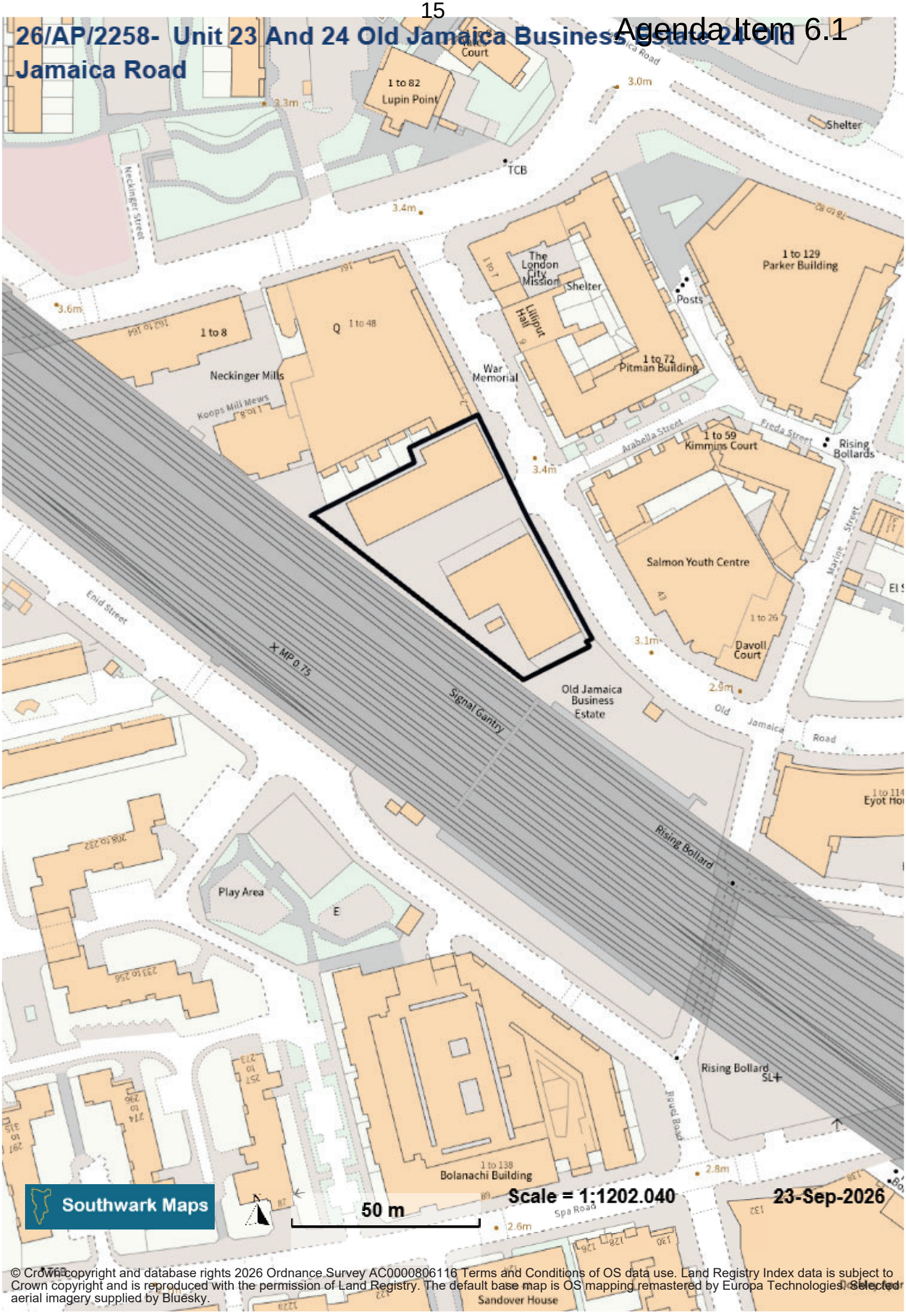
APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services	
Report Author	Kamil Dolebski, Head of Planning and Property Beverley Olamijulo, Constitutional Officer	
Version	Final	
Dated	24 September 2026	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	**Comments sought**	**Comments included**
Director of Law and Governance	Yes	Yes
Director of Planning and Growth	No	No
Executive Member	No	No
Date final report sent to Constitutional Team		24 September 2026

26/AP/2258- Unit 23 And 24 Old Jamaica Business Estate 24 Old Jamaica Road



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Meeting Name:	Planning Committee (Smaller Applications)
Date:	7 October 2026
Report title:	**Development Management Planning Application:** Application 26/AP/2258 for: Full Planning Application **Address:** Unit 23 And 24 Old Jamaica Business Estate 24 Old Jamaica Road London SE16 4AW **Proposal:** Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii))) together with vehicular and pedestrian accesses, parking, associated works and landscaping.
Ward(s) or groups affected:	North Bermondsey
Classification:	Open
Reason for lateness (if applicable):	Not Applicable
From:	Director of Planning and Growth
Application Start Date:	**Application Expiry Date**:
Earliest Decision Date:	

RECOMMENDATION

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

2. In the event that the requirements of paragraph 1 above are not met by 31 March 2027, the director of planning and growth be authorized to refuse planning permission, if appropriate, for the reasons set out in paragraph 265.

EXECUTIVE SUMMARY

3. This application is a resubmission of a previously refused scheme which was considered by Planning Committee. The current proposal seeks to address the matters raised in relation to the previous application through a reduction in the overall scale and massing of the development.

4. The proposed Gross Internal Area (GIA) has been reduced from 1,411 sqm in the previously refused scheme to 1,275 sqm. The height of the proposed building has also been reduced, with the building now reaching a maximum height of 18.4m, stepping down to approximately 13m along the northern, southern and eastern boundaries

5. The proposed self-storage redevelopment (Use Class B8) is acceptable in principle and is in general compliance with Southwark Plan Policies P29, P31, and P33. The scheme delivers 1,275 sqm of new employment floorspace, comprising 1,135sqm of self-storage accommodation and 140 sqm (10%) of affordable workspace (Flexible Use Class E(g)(i)(ii)(iii)) at 25% below market rent for 30 years, generating 20 on site jobs. A Business Relocation Strategy ensures existing tenants are supported through flexible lease extensions and temporary arrangements. Overall, the proposal intensifies industrial use, increases employment, provides affordable workspace, and is fully policy compliant for Strategic Protected Industrial Land.

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

7. Overall, the proposal delivers a policy-compliant scheme that intensifies employment use, increases job numbers, provides affordable workspace, and supports the long-term industrial function of the SPIL. The development is therefore acceptable in principle in land use terms.

BACKGROUND INFORMATION

Site location and description

8. The site is comprised of two existing commercial buildings located within an industrial estate on the south-western side of Old Jamaica Road. There are several elevated railway viaducts to the southwest. There are a few active businesses within arches including an existing Safestore.

9. The site has a wedge shape with the two longest sides facing east and west, the total site area is 2,373 sq.m. The western boundary measures 72.9m, the northern boundary measures 50m, the eastern boundary measures 69.5m and the southern boundary measures 17.5m.

10.



11.

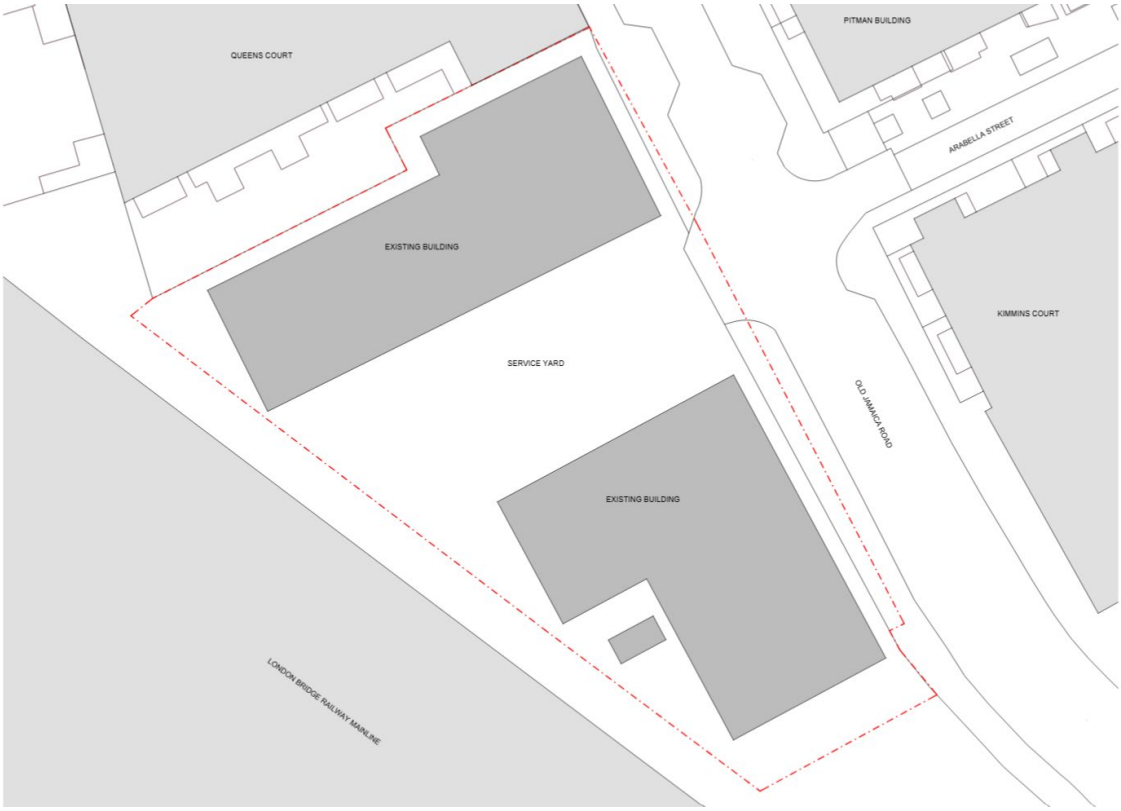


Image: Existing site layout plan

12.



13. Building A to the north of the site is currently in use as a laundry works (above) (Use Class B2) while Unit B to the south of the site is currently in use as a data centre (Use Class B8).

14. *Images – Building B*



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

16. The site has the following planning designations:

- Urban Zone
- Area Vision Boundaries – Bermondsey

- Archaeological Priority Areas – North Southwark and Roman Roads
- Strategic Protected Industrial Land – Old Jamaica Business Estate
- Hot Food Takeaway Primary & Secondary School Exclusion Zone
- Air Quality Management Area
- Flood Zone 2 & 3

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

Surrounding area

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

Details of proposal

Previous scheme – 25/AP/0400

19. The previous scheme was refused at committee as below:

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

20.



21. The previously submitted development had a maximum height of 22.5m, with a setback along the southwest façade.

Current Application

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

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

- The proposed demolition of the two existing industrial units on site;
- The erection of a self-storage building to provide 1,275sqm floor space in total, including of 140 sqm of affordable workspace for office and light industrial use; and
- Vehicle access through a relocated access point.

24. The proposal is to redevelop the existing site currently comprising light industrial (use class E(g)(iii)) and storage and distribution (Use Class B8) with an ancillary office, to provide a new commercial storage facility (Use Class B8) and affordable workspace (Use Class E). The proposed building will deliver 1,275 sqm of floor space over ground and a small area above the loading bay, with no basement provision.

25. The revised scheme has addressed the below concerns:

- Reduced footprint and massing
- Overall height lowered
- Residential amenity improved, notably daylight/sunlight
- Enhanced active frontage
- Setback by 1m from Queens Court front building line at Street level and upwards

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

27.

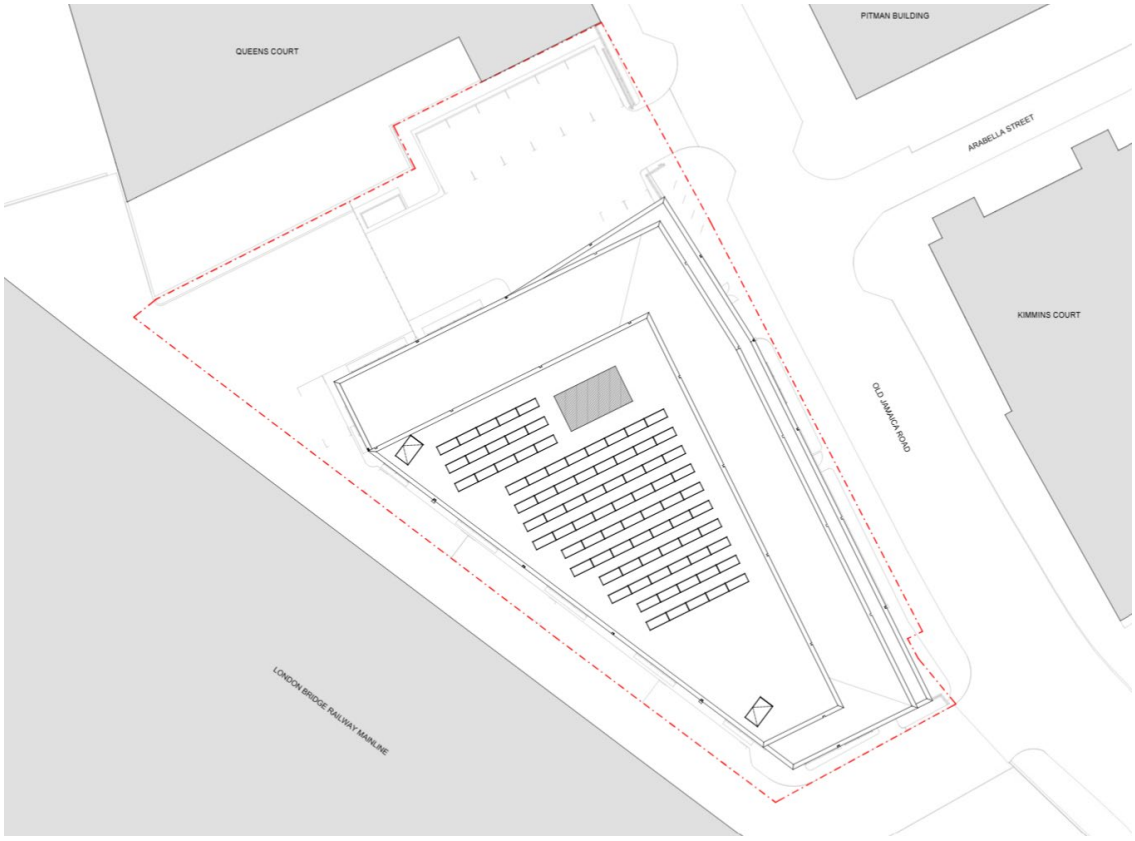


Image – Proposed site plan

28.

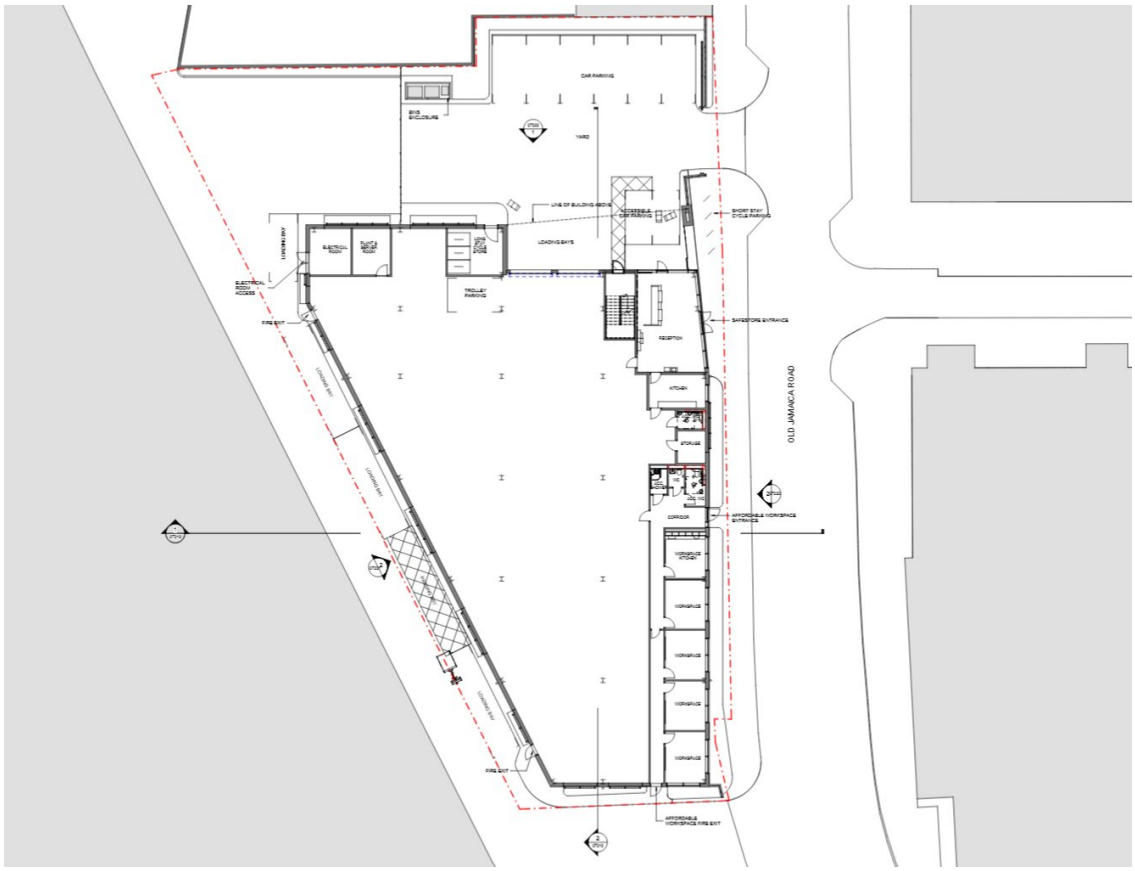


Image – Proposed ground floor plan

29.

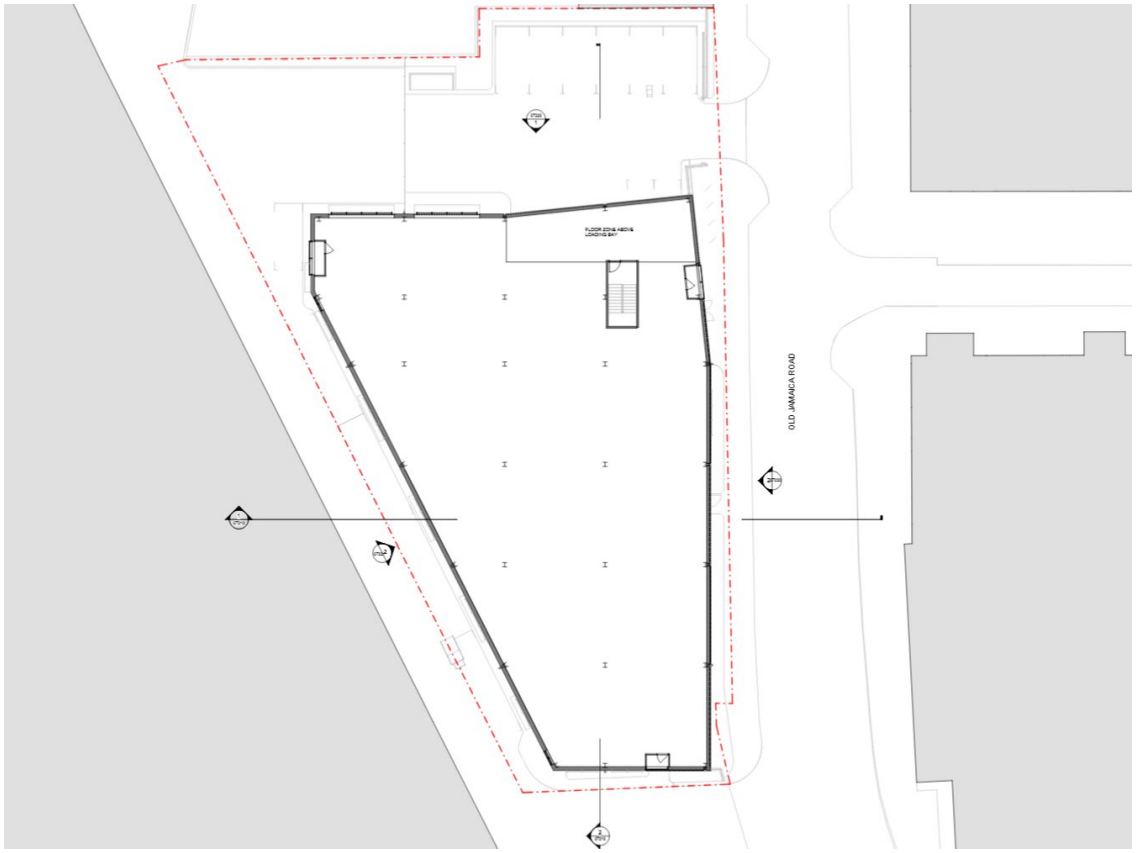


Image – Proposed first floor plan

30.

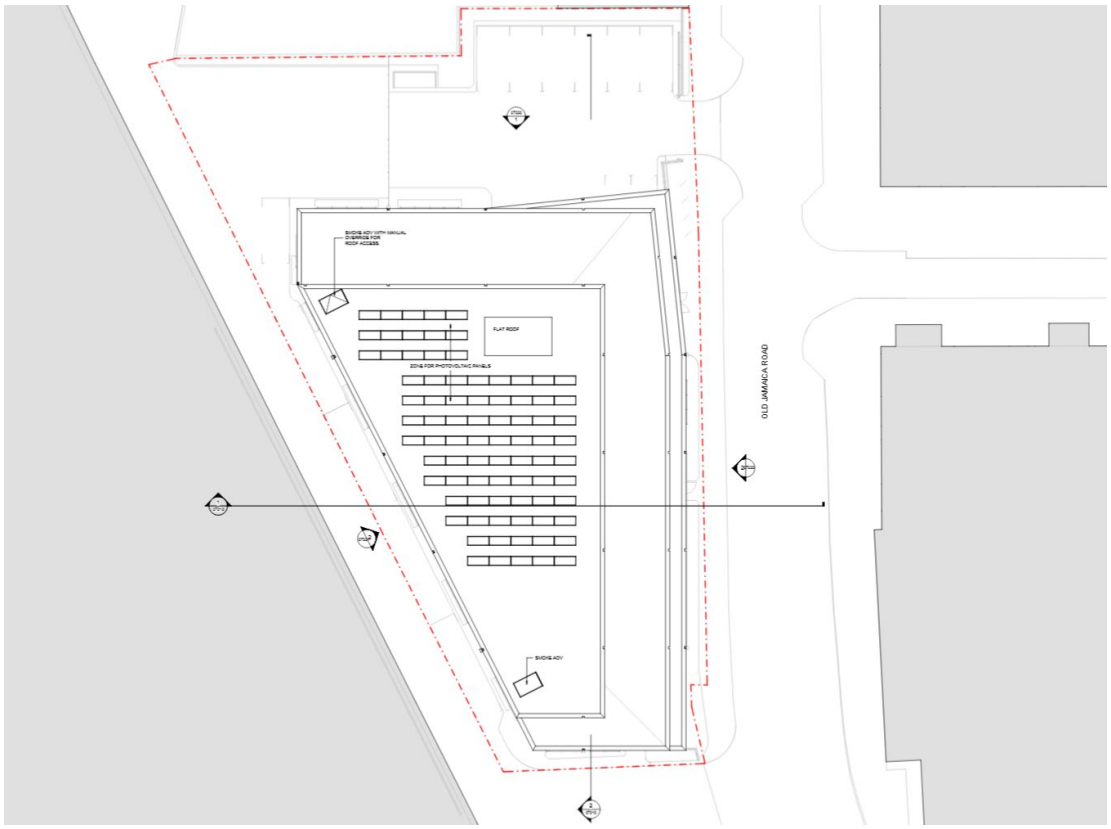
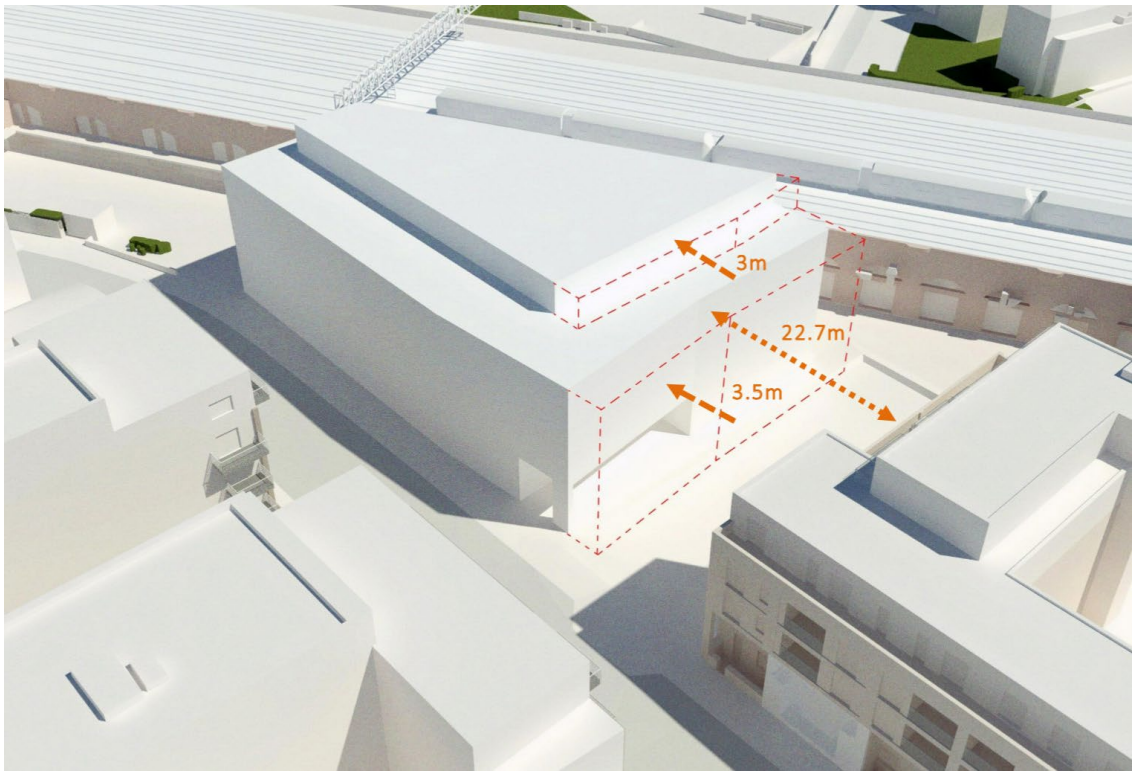


Image – Proposed roof plan

31.

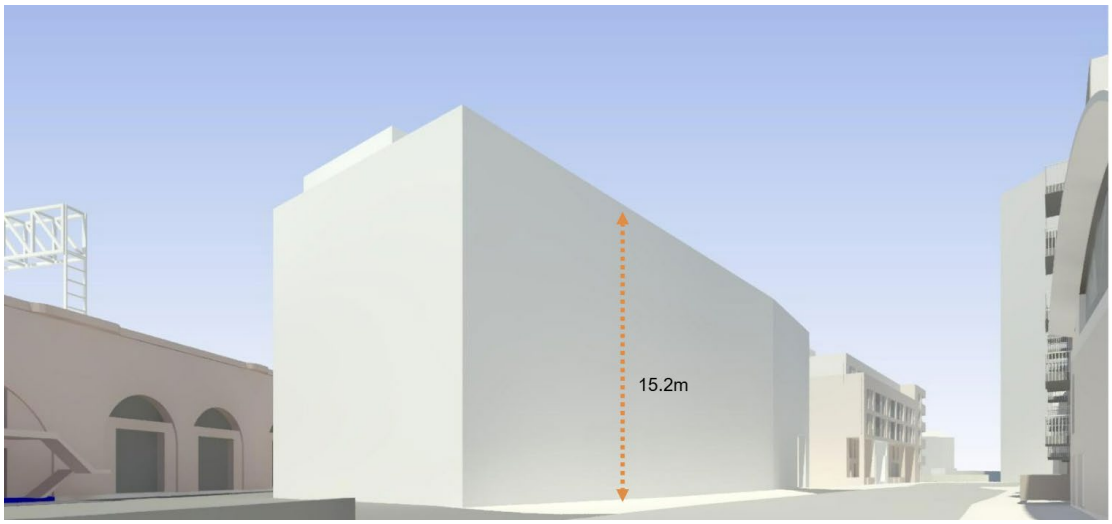


32. Image: Distance between the proposed development and neighbouring property Queens Court. The red outline demonstrates the previous building line under application 25/AP/0400. This is discussed further within the neighbouring amenity section of the report.

Amendments to the application

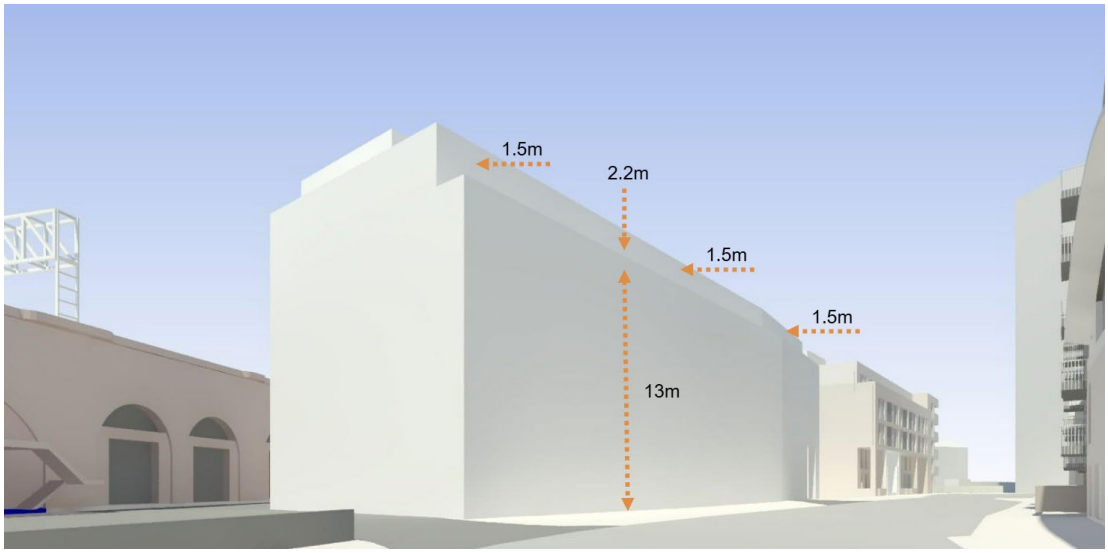
33. In response to resident feedback, Safestore has agreed to make further changes to the building. This includes the introduction of an additional set back (1.5m) along north and east elevations (fronting Old Jamaica Road and Queens Court) to reduce the shoulder height of the building along those boundaries by 2.2m (previously 15.2m, now 13m).

34.



The above diagram shows the original scheme with a shoulder height of 15.2m.

35.



36. The shoulder height has been reduced by 2.2m to 13m following further consultation with neighbours. The shoulder height now aligns with the neighbouring building Queens Court with a setback of 1.5m.

Consultation responses from members of the public and local groups

37. Two site notices were erected on 10.09.2026 and 678 neighbour letters were sent out on 10.08.2026.

38. Objections were received and raise the following material planning considerations:

39. **Principle of Development and Proposed Land Uses**

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

40. **Affordable Workspace**

Comments: Respondents state there is no real benefit to the local community, they've expressed that although the developer claims this facility will benefit the community and support local employment, self-storage operations are notoriously low in staffing requirements and rarely generate meaningful job opportunities. With the feeling that the inclusion of minimal affordable workspace appears to be little more than a token gesture with no clear business plan or strategy for viability.

41. **Design Quality and Site Layout**

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

42. **Neighbour Amenity Impacts**

Comments: A number of residents state this poses a concern for their ‘Right to Light’ and will significantly obstruct their already limited view. Residents would have limited direct sunlight going forward as the building would cover almost any sight of the sky from their windows. Several respondents fear that noise from loading bays, reversing alarms, and vehicle movements will exceed WHO and BS4142 guidelines, disturbing residents and vulnerable groups.

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

Comments: Respondents object to the proposed loading bay producing unacceptable noise, especially from reversing alarms at night. Several respondents state increased HGV and commercial vehicle movements create safety hazards for pedestrians, cyclists, and residents, particularly children and vulnerable users attending the nearby primary school and youth centre. The roads are not designed to accommodate large vehicles, and increased traffic will lead to congestion and increased risk of accidents. They feel the Transport Assessment underestimates traffic volumes by excluding evenings and weekends, conflicting with proposed 24/7 access. Self-storage users frequently access units outside business hours, especially evenings and weekends, making the omission of this activity artificial and invalidating traffic assessments. Proposed site access changes risk confusion and congestion, with no safe pedestrian or cycling routes proposed.

44. **Environmental Impact During Construction Phase**

Comments: Respondents request restrictions on weekend construction work to protect families, caregivers, and children. Construction noise even on Saturdays would significantly disrupt the ability of residents to provide care and support for their loved ones in a peaceful environment. They express that the

18-month construction period is an undertaking that will burden local residents both visually and due to noise and air pollution in a residential area with families, young children, a primary school nearby, and youth community centre. A number of respondents object to the lack of meaningful environmental measures such as green walls, rooftop foliage, or street trees to mitigate impacts or enhance the local streetscape during and after construction.

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

Comments: Concerns were raised about Right to Privacy. The access may attract antisocial behaviour with security implications of "transient people" in the residential area who have no invested interest in the local area.

46. **Other Matters**

Comments: Respondents raise concerns about windows setting precedent for future change of use application whereby the building could be converted to residential, requiring reconsideration of all objections. The development threatens existing businesses operating in nearby railway arches, including popular local venues, with blocking access or visibility potentially leading to closures.

A number of respondents state the proposal conflicts with the Equality Act 2010 due to disproportionate impact on disabled residents whose only private outdoor spaces face the proposed car park and loading areas. For residents with limited mobility, balconies are critical extensions of the home and essential connections to outside environment. Concerns also raised around older people, people with sensory or respiratory conditions and pregnant women and the impact of noise/dust.

Respondents object to hidden long-term consequences including increased health risks, higher energy costs from reduced daylight necessitating greater artificial lighting use, strain on local infrastructure, and erosion of community cohesion. The garbage enclosure near residential boundary raises concerns about rats and odours endemic with archway businesses.

Concerns are also raised around the information provided within the submitted Fire Safety Strategy and the authors relevant qualifications.

Objections are also raised around the correct archaeology information being submitted. Confirmation is requested on if further evaluation is required.

Verified finished floor levels addressing the flood risk on site are also requested from objectors.

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

Planning history of the site

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

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

50. Application 25/AP/0400 was refused on 24.02.2026 for Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii))) together with vehicular and pedestrian accesses, parking, associated works and landscaping.

51. Any decisions which are significant to the consideration of the current application are referred to within the relevant sections of the report. A fuller history of decisions relating to this site, and other nearby sites, is provided in Appendix 4.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- Principle of the proposed development in terms of land use;
- Affordable workspace
- Design
- Landscaping, trees and urban greening
- Ecology and biodiversity
- Archaeology
- Designing out crime
- Fire safety
- Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
- Noise and vibration
- Transport and highways
- Transport for London

- Transport for London Spatial Planning
- Environmental matters
- Energy and sustainability
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and borough community infrastructure levy (CIL)
- Consultation responses and community engagement
- Community impact, equalities assessment and human rights

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

Legal context

54. 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.

55. 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

56. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2026) and emerging policies constitute material considerations but are not part of the statutory development plan. A list of policies which are relevant to this application is provided at Appendix *xx*. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

ASSESSMENT

Relevant policy designations

National Planning Policy Framework (the Framework) 2026

57. The revised National Planning Policy Framework ('NPPF') was published on 17 August 2026 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives - economic, social and environmental.

58. The relevant chapters from the Framework are:

- Chapter 4 Achieving sustainable development
- Chapter 5 Meeting the challenge of climate change
- Chapter 7 Building a strong, effective economy
- Chapter 12 Making effective use of land
- Chapter 14 Achieving well-designed places
- Chapter 15 Promoting sustainable transport
- Chapter 16 Promoting healthy communities

The London Plan 2021

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

The relevant policies are:

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimizing site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D8 Public Realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise
- Policy E2 Providing suitable business space
- Policy E3 Affordable workspace
- Policy E4 Land for industry, logistics and services to support London's economic function
- Policy E5 Strategic Industrial Locations (SIL)
- Policy E6 Locally Significant Industrial Sites

- Policy E7 Industrial intensification, co-location and substitution
- Policy G5 Urban Greening
- Policy SI 1 Improving air quality
- Policy SI 3 Energy infrastructure
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.2 Office Parking
- Policy T6.5 non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

60. The Southwark Plan 2022 was adopted on 23 February 2022. The plan provides strategic policies, development management policies, area visions and site allocations which set out the strategy for managing growth and development across the borough from 2019 to 2036. The relevant policies are:

- P13 Design of places
- P14 Design quality
- P15 Residential design
- P16 Designing out crime
- P18 Efficient use of land
- P19 Listed buildings and structures
- P23 Archaeology
- P28 Access to employment and training
- P29 Strategic protected industrial land
- P30 Office and business development
- P31 Affordable workspace

- P33 Business relocation
- P34 Railway arches
- P36 Development outside town centres
- P50 Highways impacts
- P51 Walking
- P53 Cycling
- P54 Car Parking
- P55 Parking standards for disabled people and the physically impaired
- P56 Protection of amenity
- P59 Green infrastructure
- P60 Biodiversity
- P62 Reducing waste
- P63 Land for waste management
- P64 Contaminated land and hazardous substances
- P65 Improving air quality
- P69 Sustainability standards
- P70 Energy

Supplementary Planning Documents (SPDs)

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

- Design and Access Statements SPD (2007)
- Householder Development SPD (2025)
- Section 106 and Community Infrastructure Levy SPD (2025)

Principle of the proposed development in terms of land use

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

Strategic Protected Industrial Land

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

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

1. Only industrial uses (E(g)(ii), E(g)(iii), B2, B8, and sui generis industrial use classes) and uses ancillary to the industrial uses, will be permitted; and

64. *2. Development must retain, grow or intensify industrial uses including increasing the number of jobs.*

65. The proposed development comprises the erection of a self-storage facility (Use Class B8) and therefore complies with part 1 of the policy. The proposed development is estimated to generate a total of 20 on-site jobs – the self storage to provide 3 jobs and the affordable workspace to support 15 on site jobs. 2 temporary jobs on site are also proposed to remain within Southwark. The development would therefore increase the number of jobs on site and would grow the industrial use within this space. The development would therefore comply with part 2 of the policy.

66. Part 3 of the policy details that *Industrial uses which fall within Use Class E(g)(ii) and (iii) will be secured, and where necessary retained through the implementation of conditions and/or planning obligations in accordance with the tests set out in national policy.*

67. This part of this policy is not applicable to the proposed development. The specific mechanisms in Part 3 of P29 relate to securing industrial uses within the E(g)(ii) and E(g)(iii) use classes through conditions or planning obligations. Because the current proposal is for a B8 use (already permitted by Part 1) and does not involve issues about securing or retaining E(g) uses, Part 3 is not engaged.

Affordable workspace

68.
1. *Development must:*
    1. *Retain small and independent businesses (E(g) B class uses). Where existing small and independent businesses are at risk of displacement from a development there should be full consideration of the feasibility of providing affordable and suitable space for existing occupiers in the completed development. Replacement business space should be like for like in terms of floorspace or bespoke to suit the requirements of the business; or*
    2. *Explore the opportunities for long term management of employment space and the delivery of affordable workspace by workspace providers.*
2. *Developments proposing 500sqm GIA or more employment floorspace must:*

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

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

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

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

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

3. *If it is not feasible to provide affordable workspace on site, an in lieu payment will be required for offsite affordable workspace. This will be calculated using the Affordable Workspace Calculator.*
4. *Affordable workspace will be secured, and where necessary retained as employment uses through the use of planning obligations/ conditions in accordance with the tests set out in national policy.*
5. *In exceptional circumstances affordable retail, affordable cultural uses, or public health services which provide a range of affordable access options for residents, may be provided as an alternative to affordable workspace (employment uses). This will only be acceptable if there is a demonstrated need for the affordable use proposed and with a named occupier. If the alternative affordable use is no longer required in the future, the space should be made available for affordable workspace (employment uses) in accordance with the criteria above. The reprovision or uplift of employment floorspace must still be provided in the scheme overall.*

69. Policy P31 (Affordable workspace) of the Southwark Plan 2022 identifies a small business as one operating with 50 employees or less. The site currently comprises 2no. two storey buildings, referred to as Building A (Unit 1 and Units 2-5) and Building B (Units 6-10). Building A (Units 2-5) is currently occupied by a laundry works operation, with parts of the building vacant. Unit 1 is currently being rented out on a temporary discounted lease for storage purposes by Netwise Hosting Ltd. Building B was previously occupied as a data centre but is now part occupied on a temporary basis by the Royal British Legion until January 2027.

70. The applicant has undergone extensive viability testing and can provide affordable workspace. The area of affordable workspace is the equivalent to 10% of the GIA at 140m2 and is in line with policy requirements.

71. These areas will be provided on the ground floor of the building and would be accessed from Old Jamaica Road with a series of spaces arranged along the east façade thus activating the street frontage. The proposed development would therefore comply with Policy P31 (Affordable workspace) of the Southwark Plan 2022.

72. The affordable workspace will be directly let to occupiers for 30 years at a 25% discount to market rent levels by Safestore. A 3-year maximum term is proposed for each occupier, with a 3-month rolling break clause for occupiers with no rent-free period.

73. Further, NSP Policy P31 states that developments proposing 500 sqm GIA or more of employment floorspace must deliver 10% as affordable workspace at discount market rents, for at least 30 years. In accordance with NSP Policy P31, 10% of the employment floorspace will be affordable, comprising 140 sqm of affordable workspace (Use Class E).

74. The proposal will support the wider SPIL by increasing the amount of industrial B8 self-storage space on site. In consultation with LB Southwark, the proposal will also build on the management of its self-storage facilities by owning and operating 140sqm of affordable workspace. Although this unit will be self-contained, it will be operated as an affordable workspace controlled within any signed s106 agreement.

75. The applicant has not included any potential future mezzanine floors within the stated floorspace figures; however, this is considered acceptable for the purposes of assessing compliance with Policy P31, as the proposal secures a clear and policy-compliant quantum of affordable workspace at ground and/or principal floors.

76. These areas will be provided on the ground floor of the building and would be accessed from Old Jamaica Road with a series of spaces arranged along the east façade thus activating the street frontage. The affordable workspace will be marketed on the Southwark workspace provider list and advertised on Safestores website. Priority will be given to businesses that meet the Southwark Affordable Workspace Occupier definition. The proposed development would therefore comply with Policy P31 (Affordable workspace) of the Southwark Plan 2022.

Business relocation

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

1. *Where existing small or independent businesses or small shops may be displaced by development a business relocation strategy, written in consultation with affected businesses, must be provided. The business relocation strategy must set out viable relocation options.*

2. *All business relocation strategies must include:*

1. *Existing amount of non-residential floorspace (GIA) separated by use class, including vacant units and yards. This should include any floorspace demolished; and*
2. *Schedule of existing businesses operating on the site including business sector, estimated number of employees and lease terms; and*
3. *Proposed levels of non-residential floorspace (GIA) and yard space, separated by use class, business sector and estimated number of employees; and*
4. *Details of engagement with existing businesses on site regarding re-provision of premises or relocation options; and*
5. *Details of engagement with the council, local agents, businesses, business associations and workspace providers to secure occupiers for new employment space.*

3. *Where existing businesses are accommodated in new development the strategy should include:*
    1. *Specific business requirements including servicing, fit out and ownership or lease terms; and*
    2. *Temporary relocation arrangements or scheme phasing to allow the continuation of the business during construction. Temporary relocation should be contained on site or as close to the original site as possible; and*
    3. *Options for temporary relocation should consider the cost and practical arrangements for businesses where multiple moves may not be feasible.*
4. *Where existing businesses are proposed to be relocated the strategy should include:*
    1. *Reasons why existing businesses cannot be located on site; and*
    2. *Details of relocation options explored with individual businesses and the assistance and support that will be provided. Statements from the businesses are required to show evidence that the relocation option is suitable for the viable continuation of the business; and*
    3. *Identification of alternative premises in Southwark. Where no suitable premises exist, premises should be identified in adjacent boroughs; and*
    4. *Statements from existing businesses should they wish to cease trading rather than relocate; and*
    5. *Collaboration with other landowners to establish whether suitable workspace for existing businesses could be accommodated in different phases of the development programmes*

78. A Business Relocation Strategy was submitted with the application, setting out Safestore's approach to supporting all existing businesses on site. Safestore opened discussions with occupiers throughout 2023 and 2024 to understand their operational requirements and timelines. All businesses were made fully aware of the intended redevelopment, and engagement with them directly informed the Strategy.

79. Safestore has been in discussions with these occupiers to understand their future requirements and plans and the Business Relocation Plan has been written in conjunction with them.

80. Grosvenor Contracts Ltd Laundry Works and Netwise are expected to relocate its operations into multiple sites. The Royal British Legion are expected to continue its operations and activities within Southwark. As part of the application, temporary space is offered within the arches during the redevelopment process. Safestore has provided flexible exit arrangements and discounted rental terms to assist occupiers during the relocation process.

81. Importantly, no business was required or asked by Safestore to leave the site prematurely. All occupiers who have moved did so from their own volition, and Safestore has provided support well in excess of policy requirements, including flexible leases, extended occupation, and significantly reduced or peppercorn rents to support them.

Conclusion

82. Safestore has implemented a coordinated and above-policy programme of assistance, including:

- Providing flexible leases and tailored move-out periods to match each business' operational timelines and requirements.
- Offering space at reduced or peppercorn rents to ease financial pressures during the relocation period.
- Maintaining ongoing dialogue with each tenant to ensure they are not disrupted or displaced without alternative accommodation.
- Ensuring all businesses have the time, support and certainty needed to relocate in a structured manner.

83. All occupiers have been fully supported, with no business forced to vacate ahead of readiness. Safestore has gone well beyond policy expectations to ensure a smooth, coordinated and commercially viable transition for every tenant, including the commercial laundry operation at Unit 2.

84. The redevelopment would deliver 1,275sqm GIA of new space generating an estimated 20 direct jobs.

85. The submitted strategy provides the information required by Policy P33, demonstrating active consultation with affected occupiers and reasonable

transitional support through lease extensions and interim storage arrangements. The proposal replaces the existing employment floorspace with a higher-quality industrial use and policy-compliant affordable workspace, maintaining employment potential on site. The information provided demonstrates that appropriate consultation has been undertaken with affected occupiers and that reasonable transitional support measures, including lease extensions and interim storage arrangements, are secured. Officers further consider that the proposal would replace the existing employment floorspace with higher-quality industrial accommodation and policy-compliant affordable workspace, thereby maintaining the site's overall employment potential.

Design

Site context

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

87.

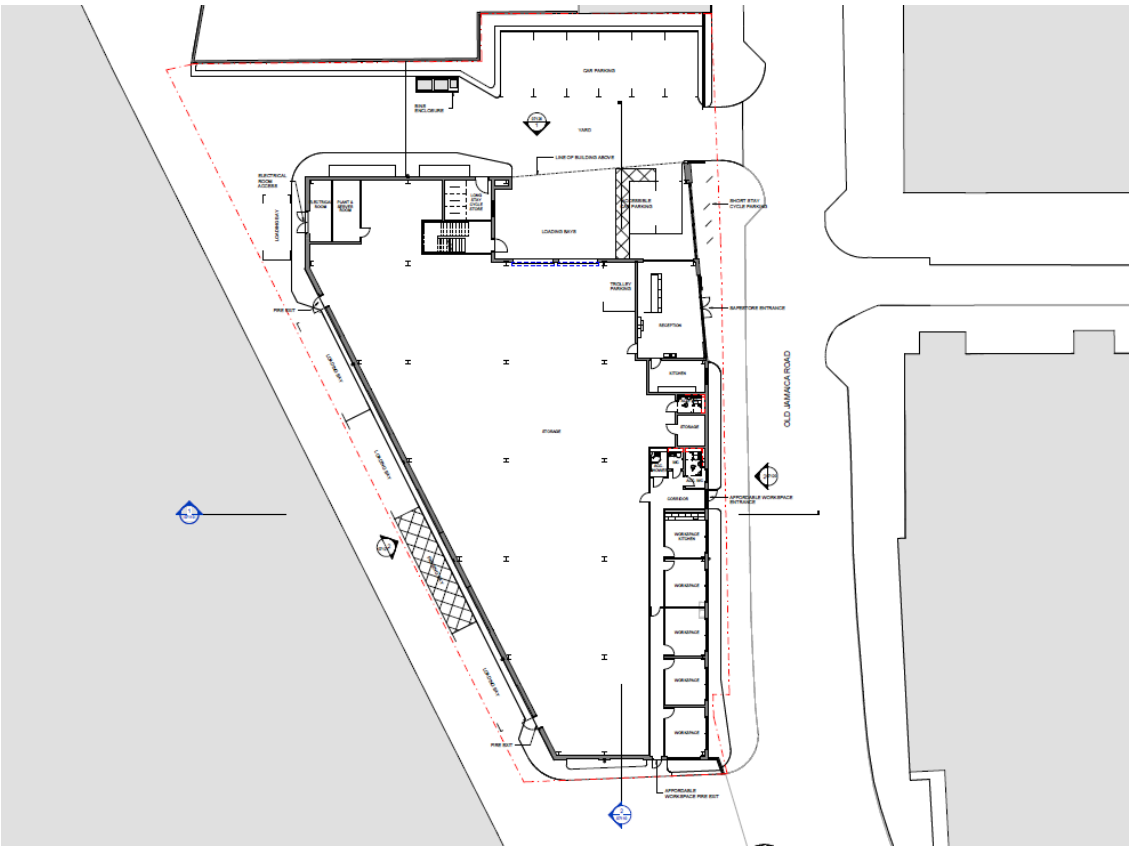


Image – Proposed ground floor layout

Height scale and massing

88. The proposed building has a maximum height of 18.4m-high building (dropping down to 13m to the north, south and eastern boundaries). The buildings in the vicinity of the site have varying heights, ranging from 2-8 storeys, with most falling between 5-7 storeys. The proposed building does not constitute a tall or taller building and London Plan Policy D9 and Local Plan Policy P17 do not apply.

89. The building has been overall re-designed in response to feedback from neighbours, with consideration given to its scale, massing and relationship with the surrounding built form. The shoulder height has been reduced by 2.2m to 13m, resulting in a more refined and proportionate building form and reducing its perceived visual bulk. The shoulder height now aligns with the neighbouring building, Queens Court, while a 1.5m setback provides a clear visual separation between the two buildings. This creates a more coherent relationship with the existing streetscape, helps to break down the perceived mass of the development, and provides a more considered transition between the proposed and neighbouring buildings.

90. The applicant has submitted a contextual height diagram illustrating the proposed building in relation to the surrounding properties. The diagram demonstrates that the proposed height is broadly consistent with the prevailing building heights within the immediate area. This helps to establish that the building sits comfortably within the existing townscape and does not appear as an incongruous or overly dominant element when viewed in context. The relationship with the surrounding buildings has informed the overall massing and scale of the proposal, helping to ensure that the development responds appropriately to its established urban character.

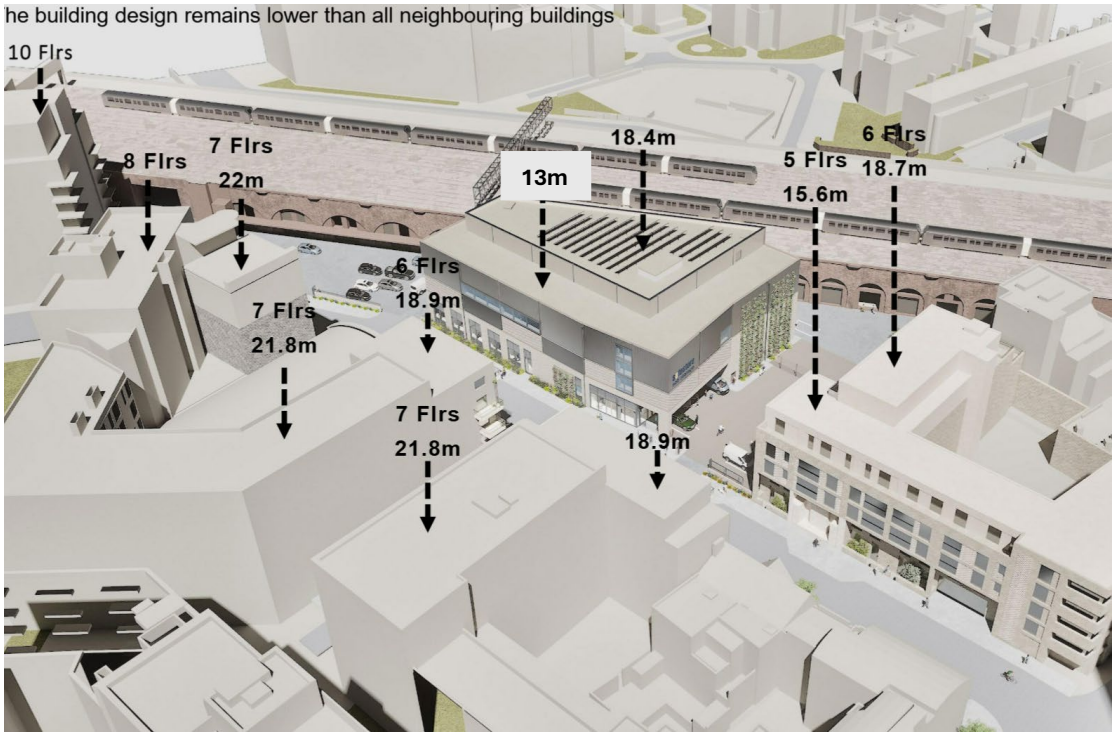
91. 

Image: The development height shown within the context of neighbouring buildings heights.

92. The building is distanced approximately 19.7m from the residential building to the north of the site, and 17.6m from the residential building to the east, along Old Jamaica Road. The inclusion of an inflexion in the building line along the southwest façade breaks up the elevation both at ground level and from a distance.

93.

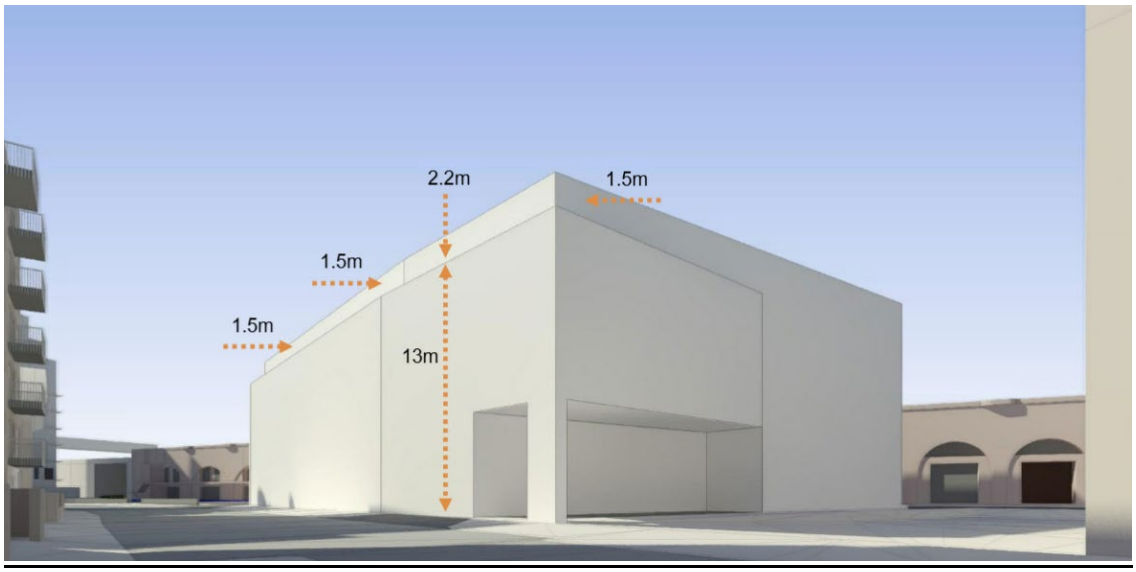


Image: Proposed north elevations

94.



I*mage: Proposed East elevation*

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

Internal

96. The applicant has advised that the proposed industrial unit has been designed to accommodate mezzanine floors. Indicative layouts have been provided. The structure and internal floor arrangements are therefore intentionally flexible, allowing the space to be configured according to user requirements (for example, incorporating double-stacked mezzanines or providing additional headroom).

97. The applicant emphasises that the mezzanine floors are demountable and can be reconfigured as operational needs change.

98. The applicant's approach to providing indicative layouts is considered reasonable given the functional nature of the proposed industrial unit and the need for operational flexibility within such premises. The provision of demountable mezzanine floors allows the building to respond to future occupier requirements without necessitating further external alterations. It is therefore accepted that internal mezzanine arrangements need not be fixed by condition, provided that any subsequent changes remain within the scope of the approved floorspace parameters and do not give rise to additional planning impacts.

Windows

99. Ground floor windows are positioned on the eastern façade onto the reception area and affordable workspaces area. The first-floor windows are glazed and located within the spandrel zone above the windows on the ground floor.

100. On the north elevation, the recessed GF reception area has genuine windows. There is one Safestore shop window above that which typically has no access to it other than for maintenance.

101. To the west elevation facing the railway, there are shop windows and two genuine windows.

102. The south elevation has genuine GF workspace windows to the end unit, and two more genuine daylight windows above that in the facade composition.

103. The east elevation has genuine GF workspace windows, as well as the reception glazing. Above that the glazing is predominantly shop windows with occasional daylight windows.

Materials

104. The building incorporates three key materials: brick at the lower levels to reflect the surrounding residential and railway context, metal cladding above to reference existing industrial buildings, and a darker cladding band to create a clear visual transition between the two.

105. The east elevation, fronting Old Jamaica Road, will have a brick base in reference to the railway viaducts materiality. Above the ground floor level, the façade changes to a three-layered composition with bigger openings from a

small vertical profile metal cladding in dark grey, to a medium vertical profile metal cladding in mid grey. The top set back façade will be clad in a white metal cladding.

106. To the north façade at the loading bay, again, the base of the building is proposed to be brick. Above the railway datum, the façade changes to a medium grey coloured profiled metal cladding. A cable system allows the climber plants to be sustained. The same is proposed to the west and south façades.

107. Brickwork at the base relates to the neighbouring arches and housing, while lighter materials above convey a contemporary character. Recesses along the western façade echo the rhythm of the arches, adding depth and interest.

108. Strategically placed glazing introduces lightness and transparency, softening the industrial appearance and improving the building's relationship with nearby residential properties.

109. A condition for sample panels is recommended.

Active frontage

110. In accordance with Policy P14 (Design) and the Southwark Plan definition of an active frontage, the proposed development seeks to animate and enhance the streetscape along Old Jamaica Road and its interface with neighbouring buildings. The loading bay is recessed to the north side of the site, reducing its visual prominence and maintaining a strong, pedestrian-focused frontage. A series of slender supporting columns defines the edge of the building and frames a generous, glazed reception area at the north-east corner, providing visibility into the building and its operational areas. This transparency allows for visual connection between the internal industrial activity and the public realm. The use of warm-toned brickwork, combined with large-format ground floor windows and articulated glazing, introduces texture and rhythm to the elevation, creating a welcoming and engaging frontage that contributes positively to the character of Old Jamaica Road.

111. Along the railway arches, the applicant proposes to improve the existing route through the reorganisation and enhancement of parking provision for railway arch tenants. The ground-floor elevation is articulated to provide visual interest, consistent with the active frontage principles described above. The adjacent roadway and footpath are proposed to be upgraded to a higher standard, improving the quality of the public realm. In addition, green walls are proposed at the south-west entry point to provide a welcoming element and enhance the pedestrian experience.

Signage

112. Any illuminated signage will be subject to a separate advertisement consent. The proposed signage fronting onto the railway line is to be painted and so will be non-illuminated.

Conclusion

113. The proposal is appropriate in terms of height, scale and massing and incorporates design features and materials prevalent in the area. As such, the proposal is acceptable in line with chapter 12 Achieving well-designed places of the NPPF (2026); policies D3 Optimising site capacity and D4 Delivering good design of the London Plan (2021); policies P13 Design of places and P14 Design quality (2022); and the Householder Development SPD (2025). Conditions for details of brickwork infill panels, brickwork pattern, window openings, junction between brickwork/metal cladding and the low wall gates onto Jamaica Road are recommended.

Landscaping, trees and urban greening

114. Policy G5 Urban greening of the London Plan states that a major development proposal should contribute to the greening of London by including urban greening as a fundamental element of site and building design and recommends a target score of 0.4 for developments that are predominately residential. For the purposes of calculating the UGF green roofs can be used to form part of the calculation. Although Class B2/B8 applications are not required to meet the Urban Greening Factor (UGF), they are nonetheless expected to maximise the site's potential for urban greening wherever possible.

115. Policy D3 Optimising site capacity through the design-led approach states that development proposals should provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

116. Details of the proposed green wall will be conditioned to ensure elements are modular with an automated irrigation system included and the surface spread of flame on the external walls surface, achieving Class B-s3,d2 or better.

Ecology and biodiversity

117. Biosolar green roofs should be included within designs which comprise a varied substrate with a varied depth of 80mm-150mm. The roofs should be seeded and plug planted with wildflower species and meet the requirements of GRO Code.

118. Proposed climbing plants should be listed on the RHS plants for pollinators list.

119. Conditions for invertebrate features, bat boxes and an informative for nesting birds are recommended.

Biodiversity Net Gain

120. In England, Biodiversity Net Gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as ‘biodiversity net gain’ in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

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

Development below the de minimis threshold, meaning development which: does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

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

Archaeology

123. The applicant has submitted supporting archaeological documentation for the application in 2025.

124. The site lies on the projected line of the civil war later 1640s, defences around London between a fort located near to Grange Walk in Bermondsey and one on the Rotherhithe riverfront. Between the forts are 'lines of communication' the nature of which we do not know, but earlier archaeological work on this site showed high, surviving untruncated natural soils so if these are likely to be present then this is the site for them to survive in some way, subject to the research being correct. The construction of the building presently occupying the site is of a light industrial form and is unlikely to have a significant impact in its own right.

125. Conditions for Archaeological Evaluation, Archaeological Mitigation, Archaeological Pre-commencement Foundation and Basement Design and Archaeological Reporting are recommended.

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

Designing out Crime

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

Fire Safety

128. A Fire Strategy Report has been submitted with the application Underwood Carpenter. The Fire Statement confirms that the Safestore development on Old Jamaica Road has been designed with comprehensive fire safety measures, ensuring safe evacuation, controlled fire spread, and effective firefighting access, meeting all relevant UK regulatory and best practice standards.

129. The submitted document is considered appropriate in scope and detail, and a full assessment will be undertaken at the building control stage.

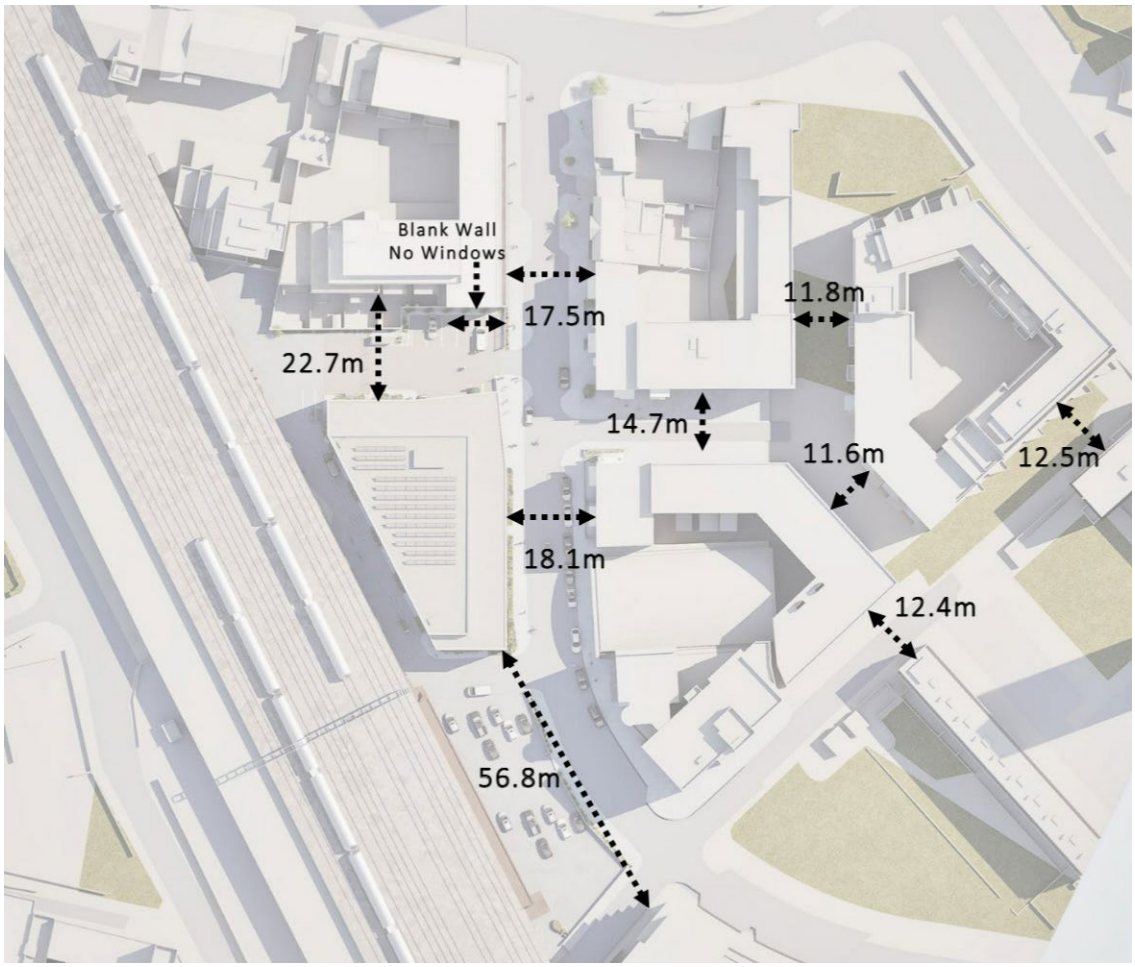
130. Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is “third-party independent and suitably qualified”. The council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.

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

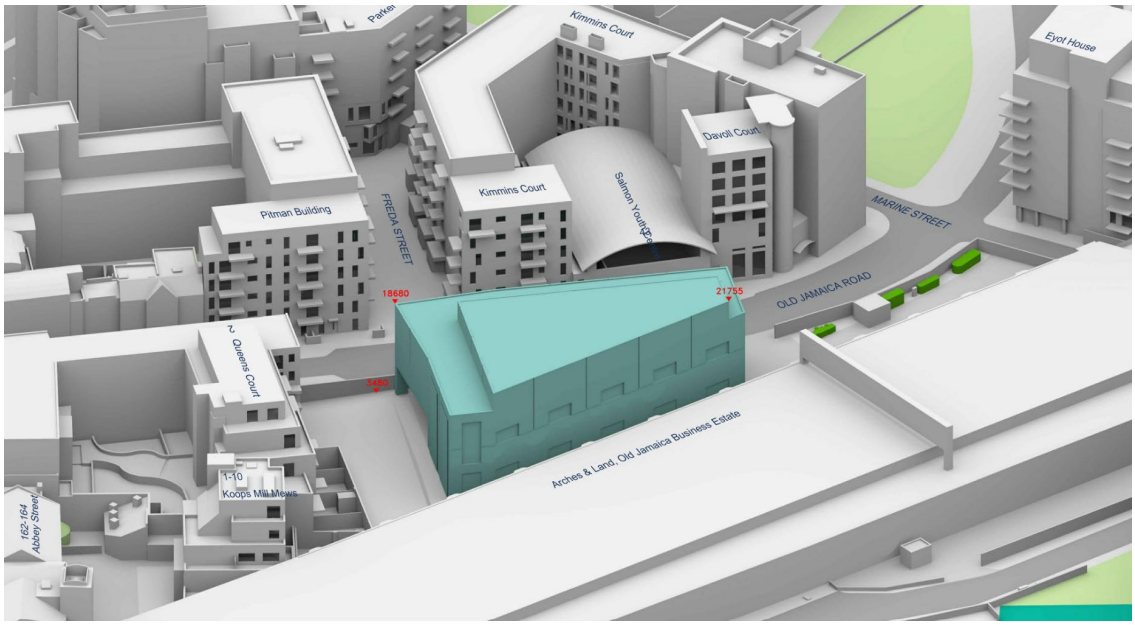
131. Southwark Plan policy P56 protection of amenity states that planning permission will not be granted where it would cause unacceptable loss of amenity, including disturbance from noise to present and future occupiers in the surrounding area or on the application site. Policy P14 design quality of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

132. The surrounding properties are shown on the plan below in proximity to the proposed development:

133.



134.



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

- Queens Court, 2 Old Jamaica Road
- Pitman Building

- Parker Building, Freda Street
- Kimmins Court
- Davoll Court, Marine Street
- Eyot House, Marine Street
- 1-10 Koops
- 162-164 Abbey Street

136. The assessments consider impacts on eight neighbouring residential buildings. Five of these properties are found to fully comply with BRE guidelines for daylight (VSC and NSL), sunlight (APSH) and overshadowing, with no material adverse effects identified. These include Parker Building, Davoll Court, Eyot House, Koops Mill Mews and Abbey Street.

137. More detailed analysis is undertaken for Queens Court, the Pitman Building and Kimmins Court, which are located closest to the site and include windows positioned close to the site boundary and beneath projecting balconies.

138. Importantly, a mirror massing assessment has been undertaken in line with Appendix F of the BRE guidance. This compares the proposed development against a hypothetical building of equivalent height and scale to neighbouring developments. The results show that, when assessed against this realistic urban baseline, the proposal generally performs as well as or better than the mirror massing scenario, with many windows experiencing either comparable or improved daylight and sunlight levels.

Outlook and privacy

139. The properties located within closest proximity to the application site are Queens Court and Pitman Building. The section drawings provided indicate a clearance distance of 22.7m between the proposed building and Queens Court, and 18.1m between the proposed building and Pitman Building. These separation distances are considered sufficient to minimise the potential for overlooking and protect the privacy of neighbouring properties, while ensuring that the outlook from neighbouring properties is not unduly compromised by the proposed development.

140. There are no buildings to the rear of the application site and therefore there is no issue with loss of privacy here.

141. Existing residential properties are located to the north of the application site. The proposed development has been designed to minimise overlooking by reducing the number of windows on the shared boundary. The distance between the proposed northern façade and the neighbouring dwellings ranges from 22.7m to 56.8m. Ground-floor loading bays are positioned at the maximum distance from these properties to mitigate potential loss of privacy

and outlook. No windows are proposed on this façade, and, on balance, this arrangement is considered acceptable in terms of neighbouring amenity.

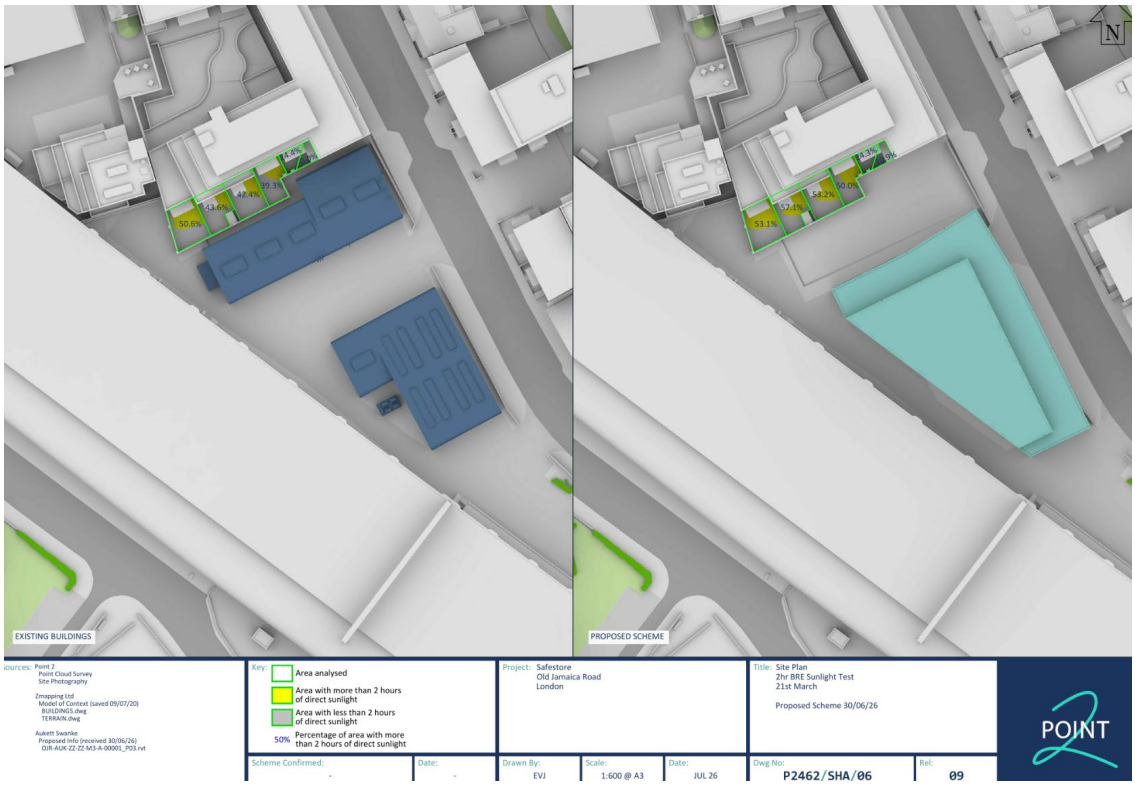
142. Overall, the proposed development is for industrial use and, as such, will not give rise to any loss of privacy for neighbouring properties. The use does not require overlooking windows, balconies, or elevated external areas, and the scale and layout of the building will not introduce new opportunities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

Overshadowing

143. Given the reasonable separation distances from the nearby residential units, the proposal is likely to result in a modest but acceptable impact on outlook to some nearby units.

144. An overshadowing analysis has been undertaken in accordance with the BRE guidance “Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice” (BRE 209) for the six gardens serving Queens Court. The assessment considers the extent of sunlight received by adjoining amenity areas on 21 March (the spring equinox), identifying the proportion of space receiving at least two hours of direct sunlight.

145.



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

Location	March 21st – 2hrs Sun on Ground			
	Existing (%)	Proposed Development (%)	Change (%)	Meet BRE
A1	50.6	53.1	-4.9	Yes
A2	43.6	57.1	-31	Yes
A3	42.4	53.2	-25.5	Yes
A4	39.3	50	-27.2	Yes
A5	24.4	24.3	1.0	Yes
A6	0.00	10.9	-	Yes

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

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

Daylight/sunlight

149. The 2025 Householder SPD states that development should seek to minimise overshadowing or blocking out of significant light to adjoining properties.

150. The Vertical Sky Component (VSC) has been calculated for each window at neighbouring properties as shown below:

151. A detailed Daylight, Sunlight and Overshadowing Assessment (Point 2, Dec 2024) was submitted in support of the application. The assessment demonstrates that five of the eight neighbouring residential properties (Parker Building, Davoll Court, Eyot House, 1–10 Koops Mill Mews and 162–164 Abbey Street) would fully meet the BRE Guidelines, with negligible change in light levels.

152. Some reductions are recorded to Queens Court, the Pitman Building and Kimmins Court due to their existing design features such as deep single-aspect layouts and overhanging balconies, rather than the scale of the proposal itself. When applying the BRE's mirror-massing urban benchmark, the proposed scheme performs as well as or better than expected, confirming impacts are acceptable in this dense urban context.

153. All external amenity areas tested would continue to meet BRE standards for sunlight. Overall, the proposal is considered to have an acceptable impact on neighbouring daylight, sunlight and overshadowing.

154. Scenario 1 and scenario 2 are applied. Scenario 1 assesses the impact of the proposed development against the existing baseline condition. Scenario 2 assesses whether there are any material additional impacts to the surrounding residential properties by comparison to the mirror massing on the site. Officers have assessed the impact on neighbours' light using mirror massing for a visual check and daylight/sunlight tests for precise measurement, ensuring the development does not unreasonably reduce natural light or harm amenity. Together, these tools ensure that the development provides acceptable levels of natural light and does not unreasonably harm the amenity of neighbouring occupiers.

155. The location of the neighbouring properties to be affected are numbered as below:

156.



Queens Court, 2 Old Jamaica Road

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

158.

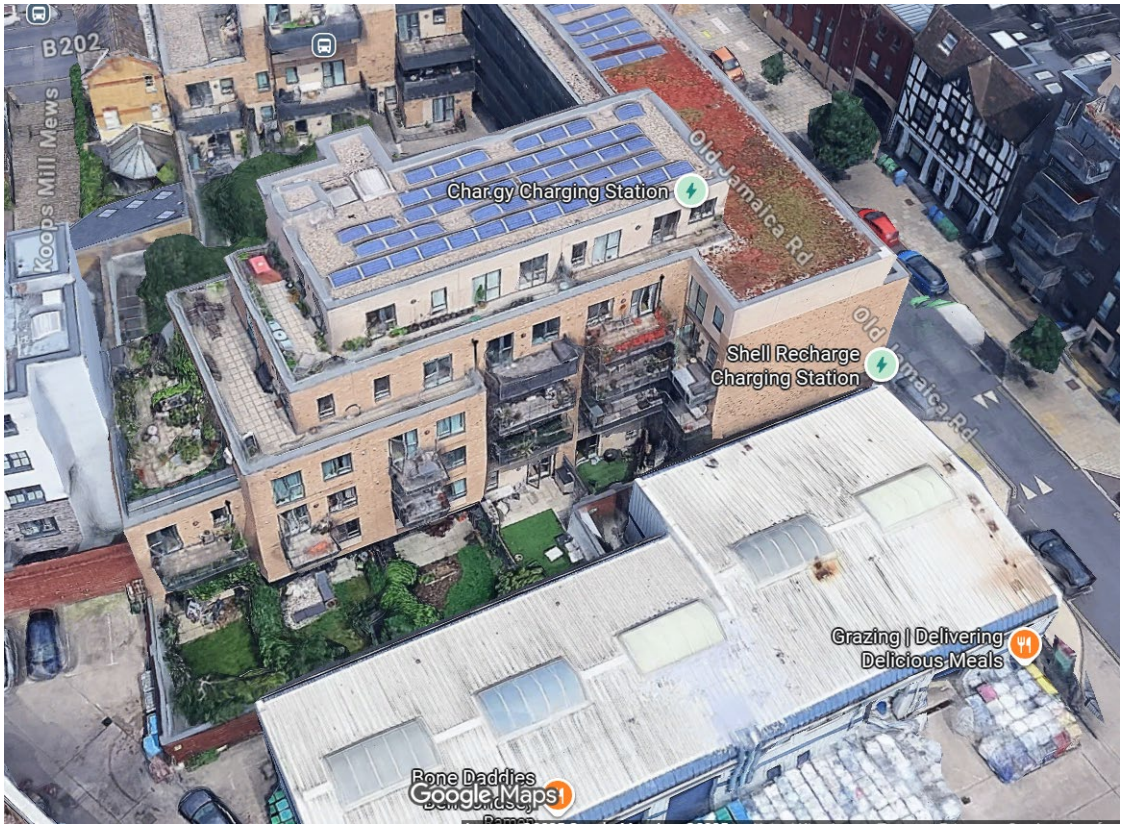


Image: Queens Court in relation to the existing building at the application site

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

Scenario 1

160. In terms of VSC, 51 of the 68 windows assessed would meet the BRE criteria, representing an improvement of six windows compared with the previous application. A further 12 windows at ground and first-floor level would experience an improvement in VSC, ranging from 2% to 100%, as the existing warehouse is located closer to the neighbouring building than the proposed development.

161. The remaining 17 windows would experience VSC reductions of between 21% and 72%. All of these windows are located beneath existing balconies and are therefore subject to existing restrictions on their access to daylight.

162. The greatest reductions, affecting 8 windows, would range from 34% to 72%. These windows are located at the internal corner of the building, beneath overhanging balconies and adjacent to a projecting wing.

163.



Image: 8 windows most affected at Queen Court

164. A further 9 windows would experience reductions of 21–30%. However, 7 of these windows would experience an absolute VSC reduction of 3% or less, which represents a relatively small change in absolute daylight terms.

165. The ‘without balconies’ assessment indicates that all windows would meet the BRE VSC criteria, demonstrating that the existing balcony configuration is a significant factor in the reported relative reductions.

166. For NSL, 41 of 51 rooms would meet the BRE criteria, an improvement from 37 rooms under the previous application. In addition, 9 ground and first-floor rooms would experience improvements in NSL of between 1% and 210%.

167. The remaining 10 rooms would experience NSL reductions of 25–80%. Four of these rooms would retain a view of the sky across at least 50% of the room area, representing a reasonable level of retained daylight distribution within an urban context. Two of the affected rooms are bedrooms, which the BRE identifies as being of lesser importance in relation to NSL.

168. The majority of the affected rooms are located beneath existing overhangs and are consequently more sensitive to changes in massing on the application site.

169. In relation to APSH, 33 of the 34 relevant south-facing rooms would meet the BRE criteria, compared with 31 rooms under the previous application.

170. The remaining room would experience a reduction beyond the BRE guidance but would retain 11% winter APSH, which is above the BRE minimum of 5%. Its annual APSH would reduce by 5%, marginally exceeding the 4% absolute

reduction referenced in the BRE guidance. This room is located at the corner of the building beneath an existing balcony, making it particularly sensitive to changes in massing.

171. Overall, the revised scheme represents an improvement in daylight and sunlight performance compared with the previous application. While some windows and rooms would experience reductions beyond the BRE numerical guidelines, these effects are concentrated in locations already constrained by existing balconies, overhangs and the building's corner/projection arrangement. The majority of assessed windows and rooms would continue to meet the relevant BRE criteria, with a number also experiencing improvements. On balance, the identified reductions are considered in the context of the site's dense urban surroundings and existing architectural constraints and would not result in an unacceptable impact on neighbouring residential amenity.

Scenario 2 – Mirror massing

172. The Scenario 2 assessment provides a comparison between the proposed development, and a hypothetical mirror-massing scheme derived from the surrounding building form.

173. In terms of VSC, all 68 windows assessed would experience either no change or an improvement of up to 6.7% when compared with the mirror-massing scenario.

174. For NSL, all 51 rooms assessed would experience either no material change or an improvement, with increases of up to 86 sq ft (146%) compared with the mirror-massing scenario.

175. In relation to APSH, all relevant rooms would experience either no material change or an improvement, with increases of up to 300% in both annual and winter sunlight compared with the mirror-massing scenario.

176. The comparison indicates that the proposed development would perform as well as or better than the hypothetical mirror-massing form in respect of daylight and sunlight.

177. The assessment also identifies that existing architectural features, particularly balconies and the projecting wing, contribute to the magnitude of the daylight reductions experienced by some windows and rooms.

178. The ‘without balconies’ assessment further indicates that the relative VSC reductions are substantially influenced by these existing features rather than solely by the scale and massing of the proposed development.

179. When considered against the mirror-massing scenario and having regard to the existing built form and dense urban context, the proposed development is considered to represent an appropriate form and scale for the site, with the retained levels of daylight and sunlight considered acceptable.

Pitman Building

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

181.



182.



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

Scenario 1

184. A ‘without balconies’ assessment indicates that all windows would comply with the BRE VSC guidance, demonstrating that the existing balconies are a significant factor influencing the relative reductions in daylight.

185. For NSL, 50 of 52 rooms assessed would meet the BRE Guidelines, representing a high level of compliance within the urban context.

186. The remaining 2 rooms would experience NSL reductions of approximately 22–24%, marginally exceeding the BRE 20% guideline. However, these rooms would retain sky visibility across 64% and 72% of their respective floor areas, providing a good level of retained daylight distribution.

187. In relation to APSH, 51 of 52 rooms assessed would meet the BRE Guidelines.

188. The remaining room would experience a reduction beyond the BRE guidance but would retain 7% winter APSH, exceeding the BRE minimum of 5%, and 15% annual APSH.

189. The affected room is located beneath an existing balcony and directly facing Kimmins Court, making it particularly sensitive to changes in massing on the application site.

190. While limited reductions in daylight and sunlight would occur the Majority of rooms would comply with BRE guidance, and the affected rooms would retain reasonable levels of daylight and sunlight. The existing balcony arrangement is also a significant contributing factor to the identified impacts. Having regard to the dense urban context, existing building constraints and retained levels of amenity, the impacts on the Pitman Building are considered acceptable and would not result in an unacceptable loss of residential amenity.

Scenario 2 – Mirror Massing

191. Under the Scenario 2 mirror-massing comparison, all windows assessed for VSC would experience either no material change or an improvement of up to 6%.

192. In terms of NSL, all rooms would experience either no material change or an improvement, with relative improvements of up to 177% compared with the mirror-massing scenario.

193. For APSH, 51 of 52 rooms would either comply with guidance, experience no material change, or benefit from improvements of up to 100% for winter APSH and 214% for annual APSH.

194. The remaining room would experience a reduction in sunlight but would retain 7% winter APSH, above the BRE minimum of 5%, and 15% annual APSH, which represents a reasonable level of sunlight within the dense urban context.

195. The assessment indicates that the existing balconies and the close proximity of Kimmins Court are important factors influencing the relative VSC reductions.

196. Overall, the retained levels of daylight and sunlight are generally comparable to or better than those associated with the mirror-massing scenario. The limited and localised reductions are considered in the context of the existing architectural constraints and surrounding urban form. On balance, the proposed development would maintain acceptable levels of residential daylight and sunlight to the Pitman Building.

Kimmins Court

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

198.



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

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

Scenario 1

200. VSC: 26 of 39 windows comply with the BRE guidance, indicating negligible change.

201. The remaining 13 windows experience VSC reductions of 24–52%. Of these, 10 retain VSC levels of 16–26%, which represents reasonable retained daylight in the context of a dense urban area.

202. The remaining 3 windows retain 10–13% VSC and are all located beneath existing balconies.

203. The ‘without balconies’ assessment shows that the relative VSC reductions would be lower, with all affected windows retaining 20% VSC or more, indicating that the existing balconies materially influence the extent of the assessed impact.

204. When measuring NSL, 23 of 34 rooms comply with the BRE guidance. The remaining 11 experience reductions of 31–76%; three are bedrooms, which the BRE identifies as less important for NSL assessment. Of the other eight rooms, four retain at least 50% of the room with a view of the sky, while the remaining rooms are principally ground-floor or beneath-balcony rooms and are therefore more sensitive to changes in massing. Three of the affected rooms are over 6m deep; BRE guidance recognises that greater NSL movement may be unavoidable in single-aspect rooms exceeding 5m in depth.

205. In terms of APSH, 16 of 18 relevant south-facing rooms comply with the BRE guidance for both annual and winter sunlight.

206. The remaining two rooms retain 5–11% winter APSH and 23–24% annual APSH. While the annual figures are marginally below the 25% guideline, the retained levels are considered reasonable in the context of the surrounding urban environment.

207. The effects are localised, with the greatest reductions concentrated in rooms and windows affected by existing balconies, ground-floor positioning and room depth. Having regard to the retained daylight and sunlight levels and the dense urban context, the impacts are considered acceptable in residential amenity terms.

Scenario 2 – Mirror Massing

208. The mirror-massing comparison is of limited relevance in this case, as the hypothetical building is taller but substantially narrower than the proposed development. The mirror massing therefore creates a greater gap around the building and is not considered a wholly representative alternative form.

209. When measuring VSC, all assessed windows experience either no material change or an improvement of up to 2% compared with the mirror-massing targets.

210. With NSL measurements, 25 of 34 rooms retain the same or improved levels of NSL. One further room experiences a minor reduction of 3 sq ft (7%). The remaining 8 rooms experience reductions of 12–59 sq ft, which are more likely to be noticeable.

211. These NSL reductions are principally attributable to the proposed development providing a more uniform built form across the site, whereas the mirror massing is narrower and allows additional sky visibility around its sides. The NSL comparison should therefore be treated with caution, particularly as the mirror-massing arrangement creates a narrow obstruction with gaps either side. The BRE guidance recognises that small gaps in building massing should not necessarily be retained solely to preserve isolated areas of sky view.

212. In terms of APSH, all but one room either comply with the guidance, experience no material change, or improve relative to the mirror-massing targets, with improvements of up to 17% winter APSH and 14% annual APSH. The remaining room retains 5% winter APSH and 24% annual APSH. The winter figure meets the BRE guideline, while the annual figure is marginally below 25% but represents a reasonable retained level in the dense urban context.

213. The assessment also indicates that existing balconies materially influence the VSC results, with the ‘without balconies’ assessment showing less pronounced relative alterations.

214. While eight rooms would experience more noticeable NSL reductions compared with the mirror-massing scenario, the proposed development retains VSC and APSH levels broadly in line with the alternative targets, and the vast majority of rooms retain or improve NSL. The NSL effects are partly a consequence of the differing building forms used in the comparison. Overall, the effects are considered acceptable in residential amenity terms, having regard to the retained daylight and sunlight levels and the dense urban context.

Conclusion

215. The assessment identifies five surrounding properties — Parker Building, Davoll Court, Eyot House, 1–10 Koops Mill Mews and 162–164 Abbey Street — where the assessed windows and rooms meet the relevant BRE guidance for daylight and sunlight. The assessment therefore identifies limited changes to light levels for these properties.

216. Overall, the daylight and sunlight assessment identifies that the closest neighbouring residential buildings Queens Court, Kimmins Court and the Pitman Building would experience some reductions in daylight and sunlight as a result of the proposed development, particularly where single-aspect windows directly face the site. The effects are most noticeable at Queens Court and parts of Kimmins Court, where some windows fall below BRE guideline targets when compared with the existing low-rise baseline. However, many of the most affected windows at these buildings are located beneath balconies or within recessed positions, which already substantially limit skylight and increase sensitivity to change. Sensitivity testing (‘without balconies’) indicates that these architectural features, rather than the scale of the proposed development itself, are a significant factor in the measured reductions. The pattern of impact is consistent with what might reasonably be expected in a dense urban setting such as this part of Old Jamaica Road.

217. While officers note that BRE guidance is not fully met in these limited cases, Overall, the VSC compliance rate improves from 81% with the previous application to 85% with the Proposed Development. NSL improves from 84% to 86% and APSH improves from 93% to 96%. Planning judgment indicates that the reductions are acceptable given the dense urban context, the existing constraints of neighbouring buildings, and the comparative mirror massing scenario which demonstrates that retained light levels are broadly in line with what would reasonably be expected from a notional building of similar scale.

218. Overall, the revised scheme represents an improvement in daylight and sunlight performance for a few neighbouring properties, most notably Queens Court, where the number of windows and rooms meeting the BRE guidance increases and the extent of the most significant effects is reduced. For the Pitman Building, the revised scheme retains generally high levels of compliance, with limited effects concentrated around existing balconies and other architectural constraints. For Kimmins Court, the overall level of compliance is broadly comparable to the previous scheme, although the maximum VSC reduction is reduced and the retained levels of daylight and sunlight remain reasonable. The mirror-massing assessments generally indicate that the revised development performs as well as or better than the relevant hypothetical forms, although the comparison for Kimmins Court is of more limited weight due to the substantially different building form. Having regard to the revised massing, existing architectural constraints, retained daylight and sunlight levels, and the dense urban context, the identified effects are not considered to result in an unacceptable impact on neighbouring residential amenity.

219. Overall, the Majority of windows and rooms would continue to receive satisfactory daylight and sunlight, neighbouring amenity areas would remain compliant, and any reductions are not so significant as to warrant refusal. Taking these factors together, officers consider the impacts on daylight and sunlight to be acceptable, particularly when weighed against the benefits of the proposed development.

Noise and vibration

220. A noise impact assessment is submitted in line with BS4142. The noise assessment finds the development will not result in significant adverse impacts. Considering the site's existing lawful use and context as SIL, significantly adverse noise impacts from this proposal are unlikely.

221. BS4142 states ‘A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context’. Whereas a difference of +10dB or more is required to amount to a significant adverse impact, depending on context. A level below background is considered a ‘low’ impact. The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact.

222. It is not considered that the impact is likely to be significantly averse to the daytime operating hours proposed, when considering the context of this site. Currently, there are no restrictions on the operational hours of the existing businesses and the proposed use with the controlled hours of use would be an improvement on the existing. Furthermore, issues around noise nuisance would be dealt with by environmental protection noise enforcement teams.

223. In order to protect residential amenity, conditions for hours of use, plant noise, and noise management plan are recommended.

Transport and highways

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

225. It is noted that the proposed floor area of the development is lower than that of the previous scheme at 1,275smq GIA. A possible future scenario of an internal floorspace measuring 6,900sqm GIA has also been sensitivity tested. This again is lower than the previous future potential floorspace of the previous scheme of which was 9,224 sqm.

Site layout

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

Proposed access arrangements

227. It is proposed to relocate the existing northern access point a further approximately 15m northwards along Old Jamaica Road, at the approximate location of the existing raised table and pedestrian crossing. The applicant proposes to relocate the raised table and crossing point approximately 25m to the north, which would result in the loss of at least one on-street parking space in this location.

228. An on-street parking survey has been undertaken in the streets surrounding the site, in accordance with the Lambeth methodology. The results of the survey indicate that, although 'parking stress' (generally considered to be >85% occupancy) does not occur on Old Jamaica Road and surrounding streets, the levels of parking demand would generally be considered to be approaching an 'at stress' level. As such, the proposed development must not result in a loss of on-street parking availability. The proposed relocated crossover would require the reconfiguration of the on-street parking arrangements on Old Jamaica Road

within the vicinity of the site. The applicant has indicated that with the proposed reconfigurations there will be no net loss of kerbside space as a result of the relocated crossover. The full parking survey data has been provided for review, and the assessments included within the Transport Assessment are acceptable on this basis. As previously noted, the proposed reconfiguration of Old Jamaica Road does not appear to result in any loss of on-street parking spaces.

229. The Council's Transport Planning do not object to the principle of the proposed reconfiguration of the existing arrangements on Old Jamaica Road, subject to agreement with LBS Highways Development who are responsible for works and alterations to the adopted highway. The proposed highways works would be subject to a s278 agreement, with all works to be funded in full by the applicant.

230. Additional swept path analysis has been provided, including an assessment of the operation of the junction with Arabella Street in the existing situation and with the proposed relocation of the site access and associated reconfiguration of on-street parking arrangements. Given the scale of changes proposed, the amendments to Arabella Street and the site access would be subject to agreement with LBS Highways Development, as the highways authority, and would form part of the s278 agreement.

231. Pedestrian access to the site is proposed via two dedicated accesses on Old Jamaica Road, whilst cycle access will be accommodated by the proposed crossover.

Vehicle access

232. Vehicle access to the site will be gained via the relocated access point. The proposed gate will be useable in line with the hours of use proposed (08:00 to 18:00 Mondays to Saturdays (with the exception on 20:00 closing time on Thursdays) and 10:00 to 16:00 on Sundays and Bank Holidays).

Cycle parking

233. It is proposed to provide six long-stay cycle parking spaces within a dedicated store to the north of site, accessed via the proposed crossover, alongside eight short-stay spaces on Old Jamaica Road within the red line boundary of the site. All cycle parking spaces will be provided in sheffield stand form.

234. The proposed quantum and design of cycle parking is acceptable on the basis proposed. Whilst it is noted that historically facilities of this nature would not necessarily attract cycle trips, this is no longer necessarily the case given the growth in cargo bikes and the expansion of the local cycle network. As such, the quantum of proposed cycle parking is supported.

Car parking

235. There are no specific parking standards for the proposed self-storage facility or similar land uses, with Southwark Plan policy stating that parking provision is to

be determined on a case by case basis considering the proposed land use and likely parking demand.

236. The current proposals include eight on-site parking spaces (inclusive of one blue badge space) alongside two spaces for loading. Six of the spaces will be oversized to accommodate vans and other LGVs. The applicant has submitted a trip generation and parking accumulation assessment, which indicates that parking demand Parking accumulation is expected to peak at 7 vehicles, comfortably within the 10 spaces provided, with residual capacity for 3 further vehicles.

237. Based on this, the proposed parking provision is acceptable.

Trip generation

238. The principal transport-related change of the current application comprises a reduction in the proposed B8 floorspace to 1,275sqm (GIA), with a potential future mezzanine reduced from 9,225sqm to 6,900sqm. The trip generation and parking assessments included within the TA have been revised accordingly and demonstrate that the proposals would have generate lower transport/highways impacts than the previous proposals and would not be considered to present a material impact on the local highway network. On this basis, LBS Transport Policy do not object to the principal of this development.

239. A net change assessment of the total peak hour and daily vehicle trips has been undertaken, which demonstrates that the proposed development will result in a net decrease of -1 vehicle during the AM peak hour, an increase of 8 two-way vehicles during the PM peak hour, and an increase of 63 two-way vehicles throughout a weekday. This number of additional vehicle trips would be expected to have a negligible impact on the operation of the local highway network.

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

Highways

241. From the swept path analysis in the Transport Statement, it appears that there is opportunity to narrow down the width of the existing vehicle crossover on Old Jamaica Road to the southern side of the site. In addition, there appears to be kerb upstands on either side of the vehicle crossover without tactile paving.

This vehicle crossover should be upgraded and built out to current LBS standards as part of the s278 highway works.

242. Prior to works commencing on site (including any demolition), a joint condition survey should be arranged with Southwark Highway Development Team to catalogue condition of streets and drainage gullies. Please contact the HDM Team at HighwaysDM@southwark.gov.uk to arrange.

Transport for London

243. Transport for London (TfL) has confirmed that it has no objection in principle to the proposed development given its nature and location.

Transport for London Spatial Planning

244. No objections are raised in principle to the proposed development, but there are a number of potential constraints on the redevelopment of a site situated close to London Underground tunnels and infrastructure.

245. The site is directly above Jubilee Line Tunnels. Therefore, it will need to be demonstrated to the satisfaction of TfL Infrastructure Protection engineers that:

- the development will not have any detrimental effect on our tunnels and structures either in the short or long term;
- the design must be such that the loading imposed on our tunnels or structures is not increased or removed;
- we offer no right of support to the development or land.

246. Therefore, a pre-commencement condition is recommended for the submission and approval of details, in consultation with TfL, for each progressive stage of the development. The condition is intended to ensure that the proposed development does not adversely affect London Underground/DLR infrastructure.

Environmental matters

247. The proposed developed has been reviewed by the Environment Agency and the Local Authorities Flood Management Risk Team. The application site is located in Flood Zones 2 and 3 and is located an area benefitting from flood defences. Whilst the site is protected by the River Thames tidal flood defences up to 1 in 1000 (0.1%) chance in any year, the environment agency's recent flood modelling shows that the site is at risk if there were to be a breach in the defences.

248. The applicant has submitted updates information regarding clarification of the drainage hierarchy; updated runoff calculations; compliance with SuDS Standards S7–S9; exceedance routing and maintenance requirements. This is considered acceptable.

249. The applicant proposes to manage rainwater via permeable paving and attenuation tanks. Rainwater harvesting and raingardens have also been considered feasible in the design however have not been identified on the drainage drawings. There will be 1 discharge point to the existing TW Combined trunk sewer located between TW MH 0401 and TW MH 0301. Flow is to be restricted using a Hydrobrake.

Land contamination

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

Air quality

251. The site will not result in a significant adverse impact on local air quality. The report finds it will meet the Air Quality Neutral Benchmarks for both buildings and transport. We note an objector's concern regarding the floor area used for the AQN transport benchmark calculation.

252. In the worst case this may result in a marginal exceedance of the benchmark. In such a situation usually either onsite mitigation or an offset payment is required. In this case the developer is already offering two onsite electric charging bays which will help to encourage use of zero-emission vehicles. This is typically the type of onsite mitigation we would seek. We note also the site will have a reduced air quality impact by comparison to the existing lawful use. The assessment states anti-idling signage will be put up to reduce vehicle idling. We have no objections to the development on air quality grounds.

253. There may be some temporary localised construction air quality and dust impacts, and these will need to be managed by suitable controls on works and approval of a CEMP.

254. The objectors' comments on air quality are noted. Any presence of motor vehicles has potential to impact on amenity from idling vehicles, fumes etc at certain times however the air quality assessment aims to determine whether this amounts to a significant impact on local air quality and whether the development could result in exceedance of air quality objectives.

Thames Water

255. Thames Water have been consulted on the planning application, who have provided advice on groundwater risk management permits and have requested an informative be included in relation to permits and in regards to minimum water pressure.

256. With regard to surface water drainage, Thames Water advises that if the developer follows the sequential approach to the disposal of surface water, no objections are raised.

Light pollution

257. A very basic lighting plan is included but it does not contain relevant information on the amenity impacts of lighting. Owing to the proximity to residential dwellings, a detailed lighting scheme is recommended to be submitted for approval as per condition.

CEMP

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

Energy and sustainability

259. Policy P69 (Sustainability standards) of the Southwark Plan 2022 states that development must achieve a BREEAM rating of 'Excellent' for non-residential development.

260. Southwark Plan Policy P70 (Energy) states that major development must reduce operational greenhouse gas emissions and minimise both annual and peak energy demand. This must be in accordance with the following energy hierarchy:

1. Be lean (energy efficient design and construction); then
2. Be clean (low carbon energy supply); then
3. Be green (on site renewable energy generation and storage); then
4. Be seen (monitor, verify and report on energy performance); then
5. Offset residual carbon emissions to reach zero carbon target.

261. Major development must be net zero-carbon and major residential development must reduce carbon emissions on site (100% on Building Regulations).

262. The applicant has submitted the required documents necessary for a major planning application in regard to Energy and Sustainability including an Energy statement, BREEAM report, Be Seen Spreadsheet, Be Green and Be Lean reports. Air Source Heat Pumps and PV panels will be installed in line with Southwark Plan Policies P69 Sustainability Standards and P70 Energy. No further objections have been raised.

Planning obligations (S.106 agreement)

263. IP Policy 3 of the Southwark Plan and Policy DF1 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. IP Policy 3 of the Southwark Plan is reinforced by the Section 106 Planning Obligations SPD 2025, which sets out in detail the

type of development that qualifies for planning obligations. The NPPF emphasises the Community Infrastructure Levy Regulation 122 which requires obligations be:

- 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

264. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 7 July 2025, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

Planning obligation	**Mitigation**	**Applicants position**
Local Economy		
10% of existing space	140sqm of affordable workspace on site	Agreed
Highways		
S278 agreement	• Repave the footway including new kerbing fronting the development on Old Jamaica Road using precast concrete paving slabs and 150mm wide granite natural stone kerbs. Construct a raised side entry table with tactile paving on Old Jamaica Road for accessing the proposed car parking and loading bays. • Reinstate redundant vehicle crossover on Old Jamaica Road as footway. • Extend permit parking bays on Old Jamaica Road up to the southern side of the proposed raised side entry table. • To the north of the proposed development, relocate existing kerb build-out, raised table and crossing on Old Jamaica Road. • Extend / build out the existing vehicle crossover to the southern side of the site to current LBS standards. • Upgrade street lighting to current LBS standards within the vicinity of the site.	Agreed

	• Promote a Traffic Management Order to amend the extent of double yellow lines and permit parking bays on Old Jamaica Road. Works to include road marking and signage. • Refresh all road markings following kerb installation. • Repair any damage to the highway due to construction activities for the Development including construction work and the movement of construction vehicles.	
Environmental Protection		
Monitoring Fee	This should include the baseline fee in the S.106 SPD: £3,200 for major developments of 50 homes and above and / or 1,000+ sqm of commercial space, and an additional annual development-specific EPT monitoring contribution of £11,440 per annum.	Agreed
Archaeology		
Monitoring Fee	The contribution will be between £7,196 - £8,635 in accordance with our 'S106 Planning Obligations and CIL' SPD (page 19).	Agreed
Administration fee	Payment to cover the costs of monitoring these necessary planning obligations calculated as 2% of total sum.	Agreed

265. In the event that an agreement has not been completed by 31 March 2027 the committee is asked to authorise the director of planning to refuse permission, if appropriate, for the following reason:

In the absence of a signed S106 legal agreement there is no mechanism in place to mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to IP Policy 3 Community infrastructure levy (CIL) and Section 106 planning obligations of the Southwark Plan 2022; and Policy DF1 Delivery of the Plan and Planning Obligations of the London Plan 2021; and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD 2025.

Mayoral and borough community infrastructure levy (CIL)

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

Community involvement and engagement

Development Consultation Charter

267. An engagement summary and Equalities Impact Assessment (EQIA) is required for all major applications. The applicant has provided the required information which provides an overview of the engagement that took place with local stakeholders prior to the submission of the planning application. The EQIA is required under the Public Sector Equality Duty (PSED) to ensure authorities have due regard of the aims of the duty when making decisions and setting policies.

268. The applicant has sought to consult a wide range of local residents, community groups and stakeholders, alongside the architect team. The public consultation engagement was carried out in July 2026.

269. This included holding an online meeting on 17 July attended by ward councillors.
The briefing meeting was held online via Teams, allowing both councillors and the project team to attend.

270. 207 letters and emails were also sent out to the local community, including a summary of key changes to the proposals, and a link to the project website for further detail. Contact details were provided, allowing residents to share questions on the updated plans.

271. Officers are satisfied that the applicant has undertaken sufficient engagement with the local community prior to submitting this planning application.

272. The applicant has accompanied the engagement strategy with the council's EQIA template and an Equality Impact Assessment dated August 2026.

273. Equalities impacts have been discussed and addressed within the report and submitted information.

274. A number of respondents state the proposal conflicts with the Equality Act 2010 due to disproportionate impact on disabled residents whose only private outdoor spaces face the proposed car park and loading areas. Respondents have also raised concerns over the effects of noise and dust from the development on pregnant women, elderly people and disabled people.

275. The potential impacts of the proposal on neighbouring occupiers, including noise, disturbance, outlook and general amenity, have been assessed in the relevant sections of this report. Officers have also had regard to the Public Sector Equality Duty (PSED) and the submitted Equalities Impact Assessment.

276. In relation to construction noise and dust, the Council's Environmental Protection Team has reviewed the submitted information and has recommended conditions to control and mitigate potential impacts arising from construction activities. These measures would apply to the construction works generally and would assist in limiting noise, dust and disturbance to neighbouring residents. Officers therefore consider that, subject to the recommended conditions, the temporary construction impacts would not result in a disproportionate adverse effect on residents with protected characteristics, including disabled, elderly or pregnant residents.

277. Separately, officers have given particular consideration to the effect of the proposal on the daylight and sunlight received by neighbouring ground-floor balconies, including those serving residents with disability access needs. Officers recognise that such balconies may provide particularly important accessible external amenity for residents with limited mobility. The submitted Daylight and Sunlight Assessment has been reviewed against the BRE Guidelines. It indicates that the affected amenity areas would continue to receive levels of daylight and sunlight within BRE guideline parameters, or, where marginal reductions are identified, within the range that may be considered acceptable in a dense urban environment. The evidence does not indicate that the proposal would result in a materially greater adverse impact on disabled residents as a result of the changes to these balconies.

278. The sun-on-ground assessment of the six amenity areas serving Queens Court demonstrates that four areas (A1–A4) would achieve or exceed the BRE guideline of at least 50% of the area receiving two hours of sunlight on 21 March. A5 would remain below the guideline at 24.3%, but this is effectively unchanged from the existing 24.4%. A6 would remain below the guideline at 10.9% but would improve from an existing 0%. Overall, five of the six amenity areas would experience an improvement in sunlight availability, with no material deterioration identified in any of the assessed areas.

279. Having considered these matters separately, officers are satisfied that appropriate regard has been given to the potential effects on persons with

protected characteristics and to the Council's obligations under the Equality Act 2010, including the PSED. The proposal is not considered likely to result in disproportionate adverse effects on persons with protected characteristics or unacceptable harm to neighbouring residential amenity.

280. Where relevant, mitigation measures are secured through layout design, separation distances, acoustic measures, hours of use, landscaping and relevant conditions, which are considered sufficient to protect neighbouring residential amenity, including for more sensitive occupants.

281. Officers have therefore had due regard to the protected characteristics that could be impacted by the proposed development and are satisfied they have undertaken their duties with regards to the PSED.

Consultation responses from internal consultees

282. Local Economy:

- Financial affordable workspace contribution agreed at 10% on site.

283. Policy Team:

- No objections raised.

284. Design and conservation team:

- No objections raised subject to condition for further details of brickwork infill panels, brickwork pattern, window openings, junction between brickwork/metal cladding and the low wall gates onto Jamaica Road.

285. Transport Policy:

- No objections raised subject to conditions for Parking Design and Management Plan (PDMP), Delivery and Servicing Plan (DSP), Construction Logistics Plan (CLP) and Travel Plan with monitoring commitments.

286. Ecologist:

- No objections subject to conditions for Bat boxes x 2, Invertebrate features x 2, and an informative for nesting birds.

287. Urban Forestry:

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

288. Flood Risk Management:

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

289. Archaeologist:

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

Consultation responses from external and statutory consultees

290. Thames Water:

- No objections raised subject to conditions.

291. TFL:

- No objections.

292. TFL Spatial Planning:

- No objections subject to condition.

293. Environment Agency:

- No comments.

294. Metropolitan Police Service (Designing Out Crime)

- No objections subject to designing out crime condition.

Community impact and equalities assessment

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

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

297. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:

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

The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:

- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
- Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

- Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

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

Human rights implications

299. 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.

300. This application has the legitimate aim of Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii))) together with vehicular and pedestrian accesses, parking, associated works and landscaping. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

Positive and proactive statement

301. 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.

302. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

Positive and proactive engagement: summary table

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES

If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	YES

CONCLUSION

303. The proposed redevelopment of Units 23 and 24 Old Jamaica Business Estate represent a policy-compliant and appropriately designed scheme that delivers clear economic, benefits within a designated area of Strategic Protected Industrial Land. The application provides for the intensification of industrial capacity on the site through the delivery of new high-quality B8 floorspace, alongside 141sqm of on-site affordable workspace secured at 25% below market rent for 30 years. The proposal would generate a small uplift in employment and incorporates a comprehensive Business Relocation Strategy demonstrating proactive and above-policy engagement with existing occupiers to ensure continuity of operations and orderly relocation.

304. In design terms, the re-submission of the original scheme provides a building that is of appropriate height, scale and massing within the surrounding context. The building, provides a cohesive and respectful response to the surrounding buildings. Separation distances and the limited number of functional window openings ensure the scheme would not give rise to unacceptable impacts on overlooking or privacy. Daylight, sunlight and overshadowing assessments confirm that, while some reductions occur—primarily influenced by existing balcony configurations—the effects are acceptable within a dense urban context and, when compared with the BRE mirror-massing baseline, are generally as expected or improved.

305. Technical assessments demonstrate that noise, transport, air quality, archaeology, flood risk, drainage, and biodiversity matters have been robustly considered, and any impacts can be mitigated through the recommended conditions, including controls on hours of use, plant noise, lighting, landscaping, SuDS, and construction management. The proposal also secures BREEAM ‘Excellent’, delivers green roofs and green walls, and provides cycle parking consistent with London Plan and Southwark Plan requirements. Transport for London and other statutory consultees raise no objections subject to conditions.

306. The scheme has been informed by pre-application engagement and community consultation, and the equalities considerations required under the Public Sector Equality Duty have been fully addressed. No disproportionate impacts on persons with protected characteristics have been identified, and mitigation measures have been secured where relevant.

307. Overall, the development makes effective use of a safeguarded industrial site, delivers employment and affordable workspace benefits, improves site layout and public realm, and does not result in unacceptable environmental or residential amenity impacts. Subject to the completion of the S106 Agreement and the conditions set out in the draft decision notice, the proposal is considered acceptable and in compliance with the National Planning Policy Framework 2026, the London Plan 2021 and the Southwark Plan 2022

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 responses received

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth	
Report Author	Emily Williams, Planning Officer	
Version	Final	
Dated	23 September 2026	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	**Comments Sought**	**Comments included**
Strategic Director, Resources	No	No
Strategic Director, Environment, Sustainability and Leisure	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		23 September 2026

APPENDIX 1

Recommendation

Draft decision notice

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 Planning Potential Safestore Properties Ltd.	**Reg. Number**	26/AP/2258
Application Type	Major application		
Recommendation	GRANT permission	**Case Number**	PP-15086770

Draft of Decision Notice

planning permission is GRANTED for the following development:

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

Unit 23 And 24 Old Jamaica Business Estate 24 Old Jamaica Road London

In accordance with application received on 29 July 2026 **and Applicant's Drawing Nos.**:

Location Plan OJR-AUK-ZZ-ZZ-DR-A-07232 P02 received 29/07/2026

Existing Plans

Proposed Plans

Plans - Proposed Roof Plan OJR-AUK-ZZ-06-DR-A-07202 P04 received 19/08/2026

Plans - Proposed Sections AA BB OJR-AUK-ZZ-ZZ-DR-A-07210 P03 received 19/08/2026

Plans - Proposed North and East Elevations OJR-AUK-ZZ-ZZ-DR-A-07220 P03 received 19/08/2026

Plans - Proposed Site Plan OJR-AUK-ZZ-ZZ-DR-A-07231 P03 received 19/08/2026

Plans - Proposed Ground Floor Plan OJR-AUK-ZZ-00-DR-A-07200 P02 received 29/07/2026

Plans - Proposed First Floor Plan OJR-AUK-ZZ-02-DR-A-0720 P03 received 29/07/2026

Plans - Proposed East and West Elevations OJR-AUK-ZZ-ZZ-DR-A-07221 P03 received 19/08/2026

Other Documents

Time limit for implementing this permission and the approved plans

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

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

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

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

Reason: To ensure that construction works do not have an adverse impact on the transport network and to minimise the impact of construction activities on local air quality, in accordance with the National Planning Policy Framework (2026); T1 (Strategic approach to transport), Policy T4 (Assessing and mitigating transport impacts), Policy T7 (Deliveries, servicing and construction), Policy SI 1 (Improving air quality) of the London Plan (2021); Policy P56 (Protection of amenity) of the Southwark Plan (2022).

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

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

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

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

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

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

Reason: To ensure the development provides the maximum possible provision towards Urban Greening and creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework (2026); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

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

b) In the event that contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use

together with any monitoring or maintenance requirements. The scheme shall also ensure that as a minimum, the site should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out and implemented as part of the development.

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

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

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2026.

6. Before any above grade work hereby authorised begins for the relevant building, a Car Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority for each building.

The Car Parking Design and Management Plan shall set out a strategy explaining:

- how the wheelchair accessible parking spaces are to be allocated on the basis of need (reflecting the fact that not every owner and/or occupier of a wheelchair dwelling may own a vehicle and not every disabled driver will require a wheelchair dwelling); and

- how, in the event that there is demand from the residential occupiers of the development, additional wheelchair accessible parking spaces to serve the wheelchair accessible residential units could be provided (including timeframe commitments for delivery such additional spaces).

All wheelchair accessible parking spaces on-site shall be safeguarded for future use by occupiers of the wheelchair accessible units.

Reason:

To ensure that there would be adequate provision for wheelchair accessible parking spaces, and that a strategy is in place to deliver more parking spaces in the event that there is occupier demand, in accordance with: the National Planning Policy Framework 2026; Policy T6.1 (Residential parking) of the London Plan 2021; and Policy P55 (Parking standards for disabled people and the physically impaired) of the Southwark Plan 2022.

7. (i) Details of bat tubes, bricks or boxes shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than 2; bat tubes, bricks or boxes shall be provided and the details shall include the exact location, specification and design of the habitats.

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

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

(iiii) The bat tubes, bricks or boxes shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and maintained in perpetuity

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework (2026); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

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

1. Before commencing construction, the development must be shown to take no support from LU land or property or to detrimentally change the

loading on them. The development must supply details of any change in loading (both temporary and permanent) to LU for their consideration and approval;

2. Provide assessment of ground movement impact on London Underground structures and tunnels due to temporary and permanent changes in loading associated with the proposed works. A Movement Monitoring Action Plan should be developed and submitted to LU for approval;

3. Provide detailed design and Risk Assessment Method Statement (RAMS) for all demolition, temporary and permanent works;

4. Before commencing any work on site, it shall be demonstrated to TfL's satisfaction that the methods and timing of the works are not contrary to the contents of LU's document "Special Conditions for Outside Parties working on or near the railway";

5. Before commencing any work on site, over or immediately adjacent to LU's tunnels, details of any proposed boreholes or bored piles shall be submitted to LUL and their written approval shall be obtained. Driven piles will not be permitted in the vicinity of LU's tunnels or other subsurface structure.

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

Reason: To ensure that the development does not impact on existing London Underground/DLR transport infrastructure, in accordance with the London Plan 2021 Policy T3 and Sustainable Transport Walking and Cycling London Plan Guidance 2022.

9. (i) Details of Bee bricks and/or invertebrate hotels shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than 2; Bee bricks and/or invertebrate hotels shall be provided, and the details shall include the exact location, specification and design of the habitats.

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

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

(iiii) The Bee bricks and/or invertebrate hotels shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained and maintained in perpetuity

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework (2026); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

10. No development shall take place, including any works of demolition, until a written CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to construction site management and to use all best endeavours to minimise off-site impacts, and will include the following information:

' A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;

' Site perimeter continuous automated noise, dust and vibration monitoring;

' Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;

' Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, resident’s liaison meetings, etc.)

' A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic ' Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;

' Site waste Management ' Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations.

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

To follow current best construction practice, including the following:-

' Southwark Council's Technical Guide for Demolition & Construction at http://www.southwark.gov.uk/construction

' Section 61 of Control of Pollution Act 1974,

' The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition',

' The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites',

' BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise',

' BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration'

' BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration,

' BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting,

' Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards http://nrmm.london/

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

Reason

To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity), and the National Planning Policy Framework 2026.

11. The Rated sound level from any plant, together with any associated ducting, shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014+A1:2019.

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

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2026.

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

Reason: In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework (2026).

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

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2026.

Permission is subject to the following Grade Condition(s)

14. Prior to above grade works commencing for the proposed development, sample panels of all external facing materials (including the brickwork styles, brickwork infill panels, brickwork pattern, window openings, junction between brickwork/metal cladding and the low wall gates) to be used in the carrying out the development shall be made available for inspection on site and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used and achieve a quality of design and detailing in accordance with the National Planning Policy Framework (2026), D4 Delivering good design of the London Plan (2021), and P13 Design of places and P14 Design quality of the Southwark Plan (2022).

15. Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion of the development.

Details shall include:

a scaled plan showing all existing vegetation and landscape features to be retained together with proposed trees, shrubs, climbers, hedging, perennial and other planting;

proposed parking, access or pathway layouts, materials and edge details;

location, type and materials to be used for hard landscaping including specifications, where applicable, for: a) permeable paving; b) tree pit design; c) underground modular systems; d) sustainable urban drainage integration; e) use within tree Root Protection Areas (RPAs);

typical cross sections;

a schedule detailing species, sizes and numbers/densities of all proposed trees and plants;

details of proposed façade greening, climbing plants, support systems, planters, irrigation and drainage arrangements;

details of biodiversity enhancement measures, including bird, bat and invertebrate habitat feature where applicable;

specifications for operations associated with plant establishment and maintenance that are compliant with best practice; and

types and dimensions of all boundary treatments.

There shall be no excavation or raising or lowering of levels within the prescribed Root Protection Area of retained trees unless agreed in writing by the Local Planning Authority.

The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use. Any trees, shrubs, climbers, grass or other planting that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works or five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the equivalent size and species in the first suitable planting season.

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

Works shall comply with BS 4428 Code of Practice for General Landscape Operations, BS 5837:2012 Trees in Relation to Design, Demolition and Construction, BS 3998:2010 Tree Work Recommendations, BS 7370-4:1993 Grounds Maintenance Recommendations for Maintenance of Soft Landscape, BS 8640:2025 Structural and Supported Soils for Trees in Hard Landscapes and EAS 03:2022 (EN) Tree Planting Standard.

Reason:

To ensure a high-quality and sustainable landscaping, urban greening and biodiversity scheme, including the successful establishment and long-term management of planting and greening measures, in accordance with Chapters 8, 12, 15 and 16 of the National Planning Policy Framework (2026); Policies SI4, SI13, G1, G5 and G7 of the London Plan (2021); and Policies P13, P14, P56, P57, P60 and P61 of the Southwark Plan (2022).

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

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

Reason: To ensure compliance with the National Planning Policy Framework (2026); Policy P49 (Public transport); Policy P50 (Highways impacts); Policy P51 (Walking) of the Southwark Plan (2022).

17. 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 shall be submitted to the LPA for approval in writing.

Reason

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with the Southwark Plan (2022) Policy P16 (Designing out crime); Policy P56 (Protection of amenity), and the National Planning Policy Framework 2026.

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

Reason

To safeguard the amenity of neighbouring residential properties in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66

(Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2026.

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

Reason: To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework (2026); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

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

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

21. a) Upon reaching 75% occupancy of the building, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan written in accordance with TfL best guidance at the time of submission, including a baseline travel survey and setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.

b) At the end of the first year of operation of the approved Travel Plan, a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall

not be carried out otherwise in accordance with any such approval given.

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

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

Reason: In order that the use of non-car-based travel is encouraged in accordance with the National Planning Policy Framework (2026); Policy T6 (Car parking) of the London Plan (2021); Policy P54 (Car parking) of the Southwark Plan (2022).

22. Prior to first occupation of any part of the development hereby consented, a detailed Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall demonstrate that the parking provided as part of the proposed development is used in accordance with its purpose, ensure that the parking spaces provided are used efficiently and correctly, and set out the relevant controls to inform appropriate parking behaviour. The Plan shall also include details of further design measures to be implemented to improve segregation between pedestrians and cyclists and vehicles within the internal service yard. The approved Parking Management Plan, including the identified design measures, shall be implemented prior to first occupation of the development and thereafter retained and maintained.

Reason: To ensure appropriate management of the limited parking available onsite, promote safe and efficient movement within the internal service yard, and improve segregation between pedestrians, cyclists and vehicles, in accordance 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).

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

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

Reason: In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act (1998) to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with the National Planning Policy Framework (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).

Permission is subject to the following Compliance Condition(s)

24. The B8 use hereby permitted shall not be open to customers outside of the hours 08:00 to 18:00 Mondays to Saturdays (with the exception on 20:00 closing time on Thursdays) and 10:00 to 16:00 on Sundays and Bank Holidays.

Reason

To safeguard the amenity of neighbouring residential properties in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2026.

25. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in

writing with the local planning authority) shall be carried out until further investigation and a remediation stategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason:

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraphs 187 and 196 of the National Planning Policy Framework (2026).

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

(b) Before the first occupation of each relevant Phase hereby permitted, a certified Post Construction Review (or other verification process agreed with the local planning authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed excellent standard at as outlined within the submitted BREEAM pre-assessment have been met.

Reason: To ensure the proposal complies with The National Planning Policy Framework (2026); Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021) and Policy P70 (Energy) of the Southwark Plan (2022).

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

Reason: In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2026.

Informatives

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

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

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

2 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

3 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.

4 Where a site is affected by contamination, responsibility for securing a safe development rests with the developer and/or landowner. Developers should:

- Follow the risk management framework provided in Land Contamination Risk Management, when dealing with land affected by contamination

- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed

- Refer to the contaminated land pages on gov.uk for more information

APPENDIX 2

Relevant planning policies

National Planning Policy Framework (the Framework) 2026

The revised National Planning Policy Framework ('NPPF') was published on 17 August 2026 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives - economic, social and environmental.

The relevant chapters from the Framework are:

- Chapter 4 Achieving sustainable development
- Chapter 5 Meeting the challenge of climate change
- Chapter 7 Building a strong, effective economy
- Chapter 12 Making effective use of land
- Chapter 14 Achieving well-designed places
- Chapter 15 Promoting sustainable transport
- Chapter 16 Promoting healthy communities

The London Plan 2021

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

- Policy D1 London's form, character and capacity for growth
- Policy D2 Infrastructure requirements for sustainable densities
- Policy D3 Optimising site capacity through the design-led approach
- Policy D4 Delivering good design
- Policy D8 Public realm
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise
- Policy E2 Providing suitable business space

- Policy E3 Affordable workspace
- Policy E4 Land for industry, logistics and services to support London's economic function
- Policy E5 Strategic Industrial Locations (SIL)
- Policy E6 Locally Significant Industrial Sites
- Policy E7 Industrial intensification, co-location and substitution
- Policy G5 Urban greening
- Policy SI 1 Improving air quality
- Policy SI 3 Energy infrastructure
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy T1 Strategic approach to transport
- Policy T3 Transport capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.2 Office Parking
- Policy T6.5 Non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

The Southwark Plan 2022 was adopted on 23 February 2022. The plan provides strategic policies, development management policies, area visions and site allocations which set out the strategy for managing growth and development across the borough from 2019 to 2036. The relevant policies are:

- P13 Design of places
- P14 Design quality
- P15 Residential design
- P16 Designing out crime
- P18 Efficient use of land

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

Supplementary Planning Documents (SPDs)

Of relevance in the consideration of this application are the:

- Design and Access Statements SPD (2007)
- Householder Development SPD (2025)
- Section 106 and Community Infrastructure Levy SPD (2025)

APPENDIX 3

Relevant planning history of the site and nearby sites

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

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

Application 25/AP/0400 was refused on 24.02.2026 for Demolition of existing industrial units (use class E(g)(iii) and B8) and the construction of a storage and distribution facility (use class B8) and workspace (flexible use class E(g)(i)/(ii)/(iii))) together with vehicular and pedestrian accesses, parking, associated works and landscaping.

APPENDIX 3

Consultation undertaken

Site notice date: 10/09/2026

Press notice date: 13/08/2026

Case officer site visit date: n/a

Neighbour consultation letters sent: 18/08/2026

Internal services consulted

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

Flood Risk Management & Urban Drainage Team

LBS Urban Forester

LBS Waste Management Team

LBS Environmental Protection Team

LBS Building Control Division

Statutory and non-statutory organisations

TFL Railway Infrastructure Manager

Environment Agency

London Fire & Emergency Planning Authority

London Underground

Natural England - London Region & South East Region

Network Rail

Metropolitan Police Service (Designing Out Crime)

Transport For London

Transport For London

Thames Water

Neighbour and local groups consulted:

Units 2-5 Old Jamaica Business Estate 24 Old Jamaica Road

Netwise House Old Jamaica Business Estate 24 Old Jamaica Road

Unit 29 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 26 Queens Court 2 Old Jamaica Road

Flat 25 Queens Court 2 Old Jamaica Road

Flat 57 Parker Building Freda Street

Flat 52 Parker Building Freda Street

Flat 31 Parker Building Freda Street

Flat 28 Parker Building Freda Street

Flat 12 Parker Building Freda Street

Flat 28 Kimmins Court Arabella Street

Flat 8 Parker Building Freda Street

Flat 128 Parker Building Jamaica Road

Flat 121 Parker Building Jamaica Road

Flat 26 Kimmins Court Arabella Street

Flat 49 Kimmins Court Freda Street

Flat 43 Kimmins Court Freda Street

Flat 38 Kimmins Court Freda Street

Flat 49 Eyot House Marine Street

Flat 14 Eyot House Marine Street

Flat 49 Pitman Building Arabella Street

Flat 70 Pitman Building Arabella Street

Flat 47 Pitman Building Arabella Street

Flat 41 Pitman Building Arabella Street

Flat 39 Pitman Building Arabella Street

Flat 3 Yates Court 76 Jamaica Road

Flat 65 Lupin Point Abbey Street

Flat 64 Lupin Point Abbey Street

Flat 53 Lupin Point Abbey Street

Flat 47 Lupin Point Abbey Street

Flat 29 Lupin Point Abbey Street

Flat 27 Lupin Point Abbey Street

Flat 26 Lupin Point Abbey Street

Flat 25 Lupin Point Abbey Street

Flat 22 Lupin Point Abbey Street

Flat 13 Lupin Point Abbey Street

Flat 11 Lupin Point Abbey Street

Flat 8 Lupin Point Abbey Street

Flat 7 Lupin Point Abbey Street

Flat 4 Lupin Point Abbey Street

4 Neckinger Mills 162 - 164 Abbey Street London

Pen International Neckinger Mills 162 - 164 Abbey Street

Studio 6 Neckinger Mills 162 - 164 Abbey Street

Flat 125 Parker Building Jamaica Road

Flat 6 Pitman Building Freda Street

Flat 34 Kimmins Court Arabella Street

Flat 28 Eyot House Marine Street

Flat 23 Queens Court 2 Old Jamaica Road

Flat 26 Eyot House Marine Street

Flat 107 Parker Building Jamaica Road

Flat 32 Eyot House Marine Street

Flat 34 Eyot House Marine Street

Flat 13 Eyot House Marine Street

Flat 1 Parker Building Freda Street

Flat 127 Parker Building Jamaica Road

Flat 4 Pitman Building Freda Street

Flat 35 Pitman Building Abbey Street

Flat 1 Kimmins Court Old Jamaica Road

Flat 56 Parker Building Freda Street

Flat 53 Parker Building Freda Street

Flat 58 Kimmins Court Freda Street

Flat 2 Bowley House Dickens Estate Marine Street

Flat 17 Bowley House Dickens Estate Marine Street

Flat 4 9 Old Jamaica Road London

Flat 34 Queens Court 2 Old Jamaica Road

Flat 7 Kimmins Court Marine Street

Flat 84 Parker Building Freda Street

Flat 81 Parker Building Freda Street

Flat 39 Parker Building Freda Street

Flat 35 Parker Building Freda Street

Flat 22 Pitman Building Abbey Street

Flat 24 Parker Building Freda Street

Flat 20 Parker Building Freda Street

Flat 18 Parker Building Freda Street

Flat 10 Parker Building Freda Street

Flat 4 Parker Building Freda Street

Flat 129 Parker Building Jamaica Road

Flat 97 Parker Building Jamaica Road

Flat 90 Parker Building Jamaica Road

Flat 51 Kimmins Court Freda Street

Flat 3 Pitman Building Freda Street

Flat 7 43 Old Jamaica Road London

Flat 38 Eyot House Marine Street

Flat 22 Eyot House Marine Street

Unit 28 Old Jamaica Business Estate 24 Old Jamaica Road

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

Flat 71 Pitman Building Arabella Street

Flat 68 Pitman Building Arabella Street

Flat 67 Pitman Building Arabella Street

Flat 45 Pitman Building Arabella Street

Flat 40 Pitman Building Arabella Street

Queens Court 2C Old Jamaica Road London

Flat 73 Lupin Point Abbey Street

Flat 61 Lupin Point Abbey Street

Flat 32 Eyot House Marine Street London

Flat 40 Lupin Point Abbey Street

Flat 19 Lupin Point Abbey Street

Flat 6 Lupin Point Abbey Street

Flat 3 Lupin Point Abbey Street

Flat 2 Lupin Point Abbey Street

Flat 5 Queens Court 168 Abbey Street

Flat 3 Queens Court 168 Abbey Street

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

Flat 54 Kimmins Court Freda Street

Flat 4 Kimmins Court Arabella Street

Railway Arch 91 Enid Street London

Flat 18 Bowley House Dickens Estate Marine Street

Flat 2 Eyot House Marine Street

Flat 122 Parker Building Jamaica Road

Bermondsey Spa Medical Practice Eyot House 50 Old Jamaica Road

Flat 119 Parker Building Jamaica Road

Flat 77 Parker Building Freda Street

Flat 40 Eyot House Marine Street

Flat 37 Eyot House Marine Street

Flat 58 Parker Building Freda Street

Flat 37 Parker Building Freda Street

Flat 55 Kimmins Court Freda Street

Flat 50 Kimmins Court Freda Street

Flat 47 Kimmins Court Freda Street

Flat 3 Bowley House Dickens Estate Marine Street

Railway Arch 66 Enid Street London

Flat 38 Queens Court 2 Old Jamaica Road

Flat 65 Parker Building Freda Street

Flat 54 Parker Building Freda Street

Flat 46 Parker Building Freda Street

Flat 23 Pitman Building Abbey Street

Flat 38 Parker Building Freda Street

Flat 10 Pitman Building Old Jamaica Road

Flat 21 Parker Building Freda Street

Flat 117 Parker Building Jamaica Road

Flat 113 Parker Building Jamaica Road

Flat 95 Parker Building Jamaica Road

Flat 57 Kimmins Court Freda Street

Flat 53 Kimmins Court Freda Street

Flat 46 Kimmins Court Freda Street

Flat 40 Kimmins Court Freda Street

Flat 15 Davoll Court Marine Street

Flat 7 Davoll Court Marine Street

Flat 4 Davoll Court Marine Street

Flat 52 Eyot House Marine Street

Flat 50 Eyot House Marine Street

Flat 33 Eyot House Marine Street

Flat 36 Parker Building Freda Street London

Flat 43 Parker Building Freda Street London

Flat 58 Eyot House Sun Passage London

Flat 43 Pitman Building Arabella Street

Flat 30 Eyot House Marine Street

Railway Arch 82 Enid Street London

Flat 11 The London City Mission 1 - 7 Old Jamaica Road

Flat 2 Yates Court 76 Jamaica Road

Railway Arch 75A Abbey Street London

Flat 82 Lupin Point Abbey Street

Flat 78 Lupin Point Abbey Street

Flat 74 Lupin Point Abbey Street

Flat 72 Lupin Point Abbey Street

Flat 62 Lupin Point Abbey Street

Flat 38 Lupin Point Abbey Street

Flat 37 Lupin Point Abbey Street

Flat 36 Lupin Point Abbey Street

Flat 35 Lupin Point Abbey Street

Flat 21 Lupin Point Abbey Street

Flat 20 Lupin Point Abbey Street

Flat 18 Lupin Point Abbey Street

Flat 14 Lupin Point Abbey Street

Flat 10 Lupin Point Abbey Street

Flat 8 Queens Court 168 Abbey Street

Studio 7 Neckinger Mills 162 - 164 Abbey Street

Studio 1 Neckinger Mills 162 - 164 Abbey Street

Flat 1 Bowley House Dickens Estate Marine Street

Unit 27 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 21 Eyot House Marine Street

Flat 24 Davoll Court Marine Street

Flat 6 Parker Building Freda Street

Flat 124 Parker Building Jamaica Road

Flat 2 Pitman Building Freda Street

Flat 3 Kimmins Court Arabella Street

Flat 15 Pitman Building Abbey Street

Flat 96 Parker Building Jamaica Road

Flat 93 Parker Building Jamaica Road

Flat 88 Parker Building Jamaica Road

Flat 51 Eyot House Marine Street

Flat 82 Parker Building Freda Street

Flat 27 Parker Building Freda Street

Railway Arch 80 Enid Street London

Flat 33 Queens Court 2 Old Jamaica Road

Flat 29 Queens Court 2 Old Jamaica Road

10 Koops Mill Mews London Southwark

2 Koops Mill Mews London Southwark

Flat 79 Parker Building Freda Street

Flat 30 Pitman Building Abbey Street

Flat 26 Pitman Building Abbey Street

Flat 25 Pitman Building Abbey Street

Flat 16 Parker Building Freda Street

Flat 105 Parker Building Jamaica Road

Flat 126 Parker Building Jamaica Road

Flat 94 Parker Building Jamaica Road

Flat 86 Parker Building Jamaica Road

Flat 56 Kimmins Court Freda Street

Flat 1C Eyot House Marine Street

Flat 20 Davoll Court Marine Street

Flat 47 Eyot House Marine Street

Flat 41 Eyot House Marine Street

Flat 35 Eyot House Marine Street

Flat 27 Eyot House Marine Street

Flat 24 Eyot House Marine Street

Flat 20 Eyot House Marine Street

Flat 19 Eyot House Marine Street

Railway Arch 77 To 78 Enid Street London

Flat 62 Pitman Building Arabella Street

Flat 61 Pitman Building Arabella Street

Flat 36 Pitman Building Arabella Street

Flat 1 Yates Court 76 Jamaica Road

Flat 80 Lupin Point Abbey Street

Flat 79 Lupin Point Abbey Street

Flat 77 Lupin Point Abbey Street

Flat 71 Lupin Point Abbey Street

Flat 70 Lupin Point Abbey Street

Flat 57 Lupin Point Abbey Street

Flat 46 Lupin Point Abbey Street

Flat 45 Lupin Point Abbey Street

Flat 43 Lupin Point Abbey Street

Flat 32 Lupin Point Abbey Street

Flat 24 Lupin Point Abbey Street

Flat 9 Lupin Point Abbey Street

Flat 1 Lupin Point Abbey Street

Studio 5 Neckinger Mills 162 - 164 Abbey Street

Studio 8 Neckinger Mills 162 - 164 Abbey Street

Flat 15 Parker Building Freda Street

Flat 31 Queens Court 2 Old Jamaica Road

Flat 16 Bowley House Dickens Estate Marine Street

2 Freda Street London Southwark

Flat 20 Kimmins Court Arabella Street

Flat 12 Kimmins Court Arabella Street

Flat 18 Eyot House Marine Street

Flat 15 Eyot House Marine Street

Flat 22 Davoll Court Marine Street

Flat 14 Parker Building Freda Street

Flat 3 Parker Building Freda Street

Flat 116 Parker Building Jamaica Road

Flat 45 Parker Building Freda Street

Flat 42 Parker Building Freda Street

Flat 25 Parker Building Freda Street

Flat 18 Queens Court 2 Old Jamaica Road

28 Prospect House Frean Street Bermondsey

Flat 36 Queens Court 2 Old Jamaica Road

6 Koops Mill Mews London Southwark

Flat 68 Parker Building Freda Street

Flat 62 Parker Building Freda Street

Flat 51 Parker Building Freda Street

Flat 49 Parker Building Freda Street

Flat 44 Parker Building Freda Street

Flat 28 Pitman Building Abbey Street

Flat 19 Pitman Building Abbey Street

Flat 11 Pitman Building Abbey Street

Flat 9 Pitman Building Old Jamaica Road

Flat 23 Parker Building Freda Street

Flat 7 Parker Building Freda Street

Flat 123 Parker Building Jamaica Road

Flat 104 Parker Building Jamaica Road

Flat 99 Parker Building Jamaica Road

Flat 30 Kimmins Court Arabella Street

Flat 1B Eyot House Marine Street London

Flat 124 Parker Building Jamaica Road London

Flat 12 Queens Court 2 Old Jamaica Road London

Flat 34 Queens Court 2 Old Jamaica Road London

Flat 5 Pitman Building Freda Street London

Flat 48 Queens Court 2 Old Jamaica Road London

70 Prospect House Sun Passage London

Flat 87 Eyot House Sun Passage London

Flat 83 Eyot House Sun Passage London

Flat 22 Queens Court 2 Old Jamaica Road London

Flat 42 Queens Court 2 Old Jamaica Road London

Flat 99 Prospect House Old Jamaica Road London

Flat 79 Parker Building Freda Street London

Flat 24 Prospect House Frean Street London

Flat 14 Pitman Building Abbey Street London

Flat 52 Eyot House Marine Street London SE16 4BN

Flat 46 Pitman Building Arabella Street London

Flat 65 Eyot House Sun Passage London

Flat 43 Queens Court 2 Old Jamaica Road London

58 Prospect House Sun Passage London

Flat 24 Queens Court 2 Old Jamaica Road London

Flat 60 Pitman Building Arabella Street London

Flat 23 Pitman Building Abbey Street London

Flat 43 Prospect House Frean Street London

Flat 112 Eyot House Sun Passage London

Flat 48 Eyot House Marine Street London

Flat 70 Parker Building Freda Street London

Flat 35 Parker Building Freda Street London

Flat 46 Pitman Building LONDON

Flat 14 Eyot House Marine Street London

Unit 25/26 Old Jamaica Business Estate 24 Old Jamaica Road London

Flat 30 Parker Building Freda Street London

Flat 20 Eyot House Marine Street London

Flat 20 Pitman Building Abbey Street London

Flat 97 Eyot House Sun Passage London

Flat 48 Kimmins Court Freda Street London

70 Prospect House Sun Passage London

Flat 57 Parker Building Freda Street London

Flat 62 Eyot House Sun Passage London

Flat 124 Parker Building Jamaica Road London

Flat 110 Parker Building Jamaica Road

Flat 21 Queens Court 2 Old Jamaica Road London

Flat 47 Eyot House Marine Street London

Flat 22 Kimmins Court Arabella Street

Flat 19 Kimmins Court Arabella Street

Flat 16 Kimmins Court Arabella Street

Flat 59 Kimmins Court Freda Street

Flat 48 Kimmins Court Freda Street

Flat 5 Pitman Building Freda Street

Flat 3 43 Old Jamaica Road London

Flat 26 Davoll Court Marine Street

Flat 21 Davoll Court Marine Street

Flat 17 Davoll Court Marine Street

Flat 10 Davoll Court Marine Street

Flat 9 Davoll Court Marine Street

Flat 2 Davoll Court Marine Street

Flat 44 Eyot House Marine Street

Flat 42 Eyot House Marine Street

Flat 14 The London City Mission 1 - 7 Old Jamaica Road

Flat 69 Pitman Building Arabella Street

Flat 65 Pitman Building Arabella Street

Flat 64 Pitman Building Arabella Street

Flat 59 Pitman Building Arabella Street

Flat 52 Pitman Building Arabella Street

Flat 46 Pitman Building Arabella Street

Flat 8 Yates Court 76 Jamaica Road

Flat 5 Yates Court 76 Jamaica Road

Flat 67 Lupin Point Abbey Street

Flat 63 Lupin Point Abbey Street

Flat 60 Lupin Point Abbey Street

Flat 59 Lupin Point Abbey Street

Flat 17 Lupin Point Abbey Street

Flat 76 Eyot House Sun Passage London

Flat 68 Eyot House Sun Passage London

Flat 73 Parker Building Freda Street

Flat 71 Parker Building Freda Street

Flat 55 Parker Building Freda Street

Flat 17 Pitman Building Abbey Street

Flat 14 Pitman Building Abbey Street

Flat 108 Parker Building Jamaica Road

Flat 92 Parker Building Jamaica Road

Flat 87 Parker Building Jamaica Road

Flat 33 Kimmins Court Arabella Street

Flat 21 Kimmins Court Arabella Street

Flat 6 43 Old Jamaica Road London

Flat 25 Davoll Court Marine Street

Flat 12 Davoll Court Marine Street

Flat 39 Eyot House Marine Street

Flat 63 Pitman Building Arabella Street

Flat 60 Pitman Building Arabella Street

Flat 58 Pitman Building Arabella Street

Flat 56 Pitman Building Arabella Street

Flat 51 Pitman Building Arabella Street

Flat 38 Pitman Building Arabella Street

Flat 4 Yates Court 76 Jamaica Road

83 Lupin Point Abbey Street London

Flat 25 Queens Court 2 Old Jamaica Road London

Flat 58 Eyot House Sun Passage London

Unit 17 Old Jamaica Business Estate 24 Old Jamaica Road

Unit 15 Old Jamaica Business Estate 24 Old Jamaica Road

Unit 1055 Old Jamaica Business Estate 24 Old Jamaica Road

Railway Arch 67 To 68 Enid Street London

Flat 114 Parker Building Jamaica Road

Flat 9 Queens Court 2 Old Jamaica Road

Unit 30 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 5 9 Old Jamaica Road London

Flat 31 Pitman Building Abbey Street

Flat 78 Parker Building Freda Street

Flat 41 Parker Building Freda Street

Flat 60 Parker Building Freda Street

Flat 23 Kimmins Court Arabella Street

Flat 89 Parker Building Jamaica Road

Flat 19 Davoll Court Marine Street

Flat 4 Bowley House Dickens Estate Marine Street

Flat 33 Bowley House Dickens Estate Marine Street

Flat 2 Queens Court 168 Abbey Street

Railway Arch 74 Enid Street London

Flat 69 Parker Building Freda Street London

Flat 17 Kimmins Court Arabella Street

Flat 2 43 Old Jamaica Road London

Flat 1B Eyot House Marine Street

Railway Arch 93 To 103 Enid Street London

Flat 2 The London City Mission 1 - 7 Old Jamaica Road

Flat 13 The London City Mission 1 - 7 Old Jamaica Road

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

Railway Arch 72 Enid Street London

2 Old Jamaica Road London Southwark

Flat 68 Lupin Point Abbey Street

Flat 55 Lupin Point Abbey Street

Flat 54 Lupin Point Abbey Street

Flat 51 Lupin Point Abbey Street

Flat 49 Lupin Point Abbey Street

Flat 39 Lupin Point Abbey Street

Flat 34 Lupin Point Abbey Street

Flat 31 Lupin Point Abbey Street

Flat 30 Lupin Point Abbey Street

Flat 7 Queens Court 168 Abbey Street

Flat 6 Queens Court 168 Abbey Street

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

Unit 1315 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 32 Bowley House Dickens Estate Marine Street

Flat 12 Eyot House Marine Street

Flat 1 Davoll Court Marine Street

Flat 4 The London City Mission 1 - 7 Old Jamaica Road

Shop Eyot House Old Jamaica Road

Flat 11 Kimmins Court Arabella Street

Unit 23 And 24 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 66 Parker Building Freda Street

Flat 11 Davoll Court Marine Street

9 Koops Mill Mews London Southwark

Flat 1A Eyot House Marine Street

Unit 27 And 28 Old Jamaica Business Estate 24 Old Jamaica Road

1 Koops Mill Mews London Southwark

Railway Arch 86 Enid Street London

Flat 31 Bowley House Dickens Estate Marine Street

Flat 8 The London City Mission 1 - 7 Old Jamaica Road

Flat 23 Eyot House Marine Street

Flat 7 Eyot House Marine Street

Flat 4 Eyot House Marine Street

Flat 5 43 Old Jamaica Road London

Flat 7 9 Old Jamaica Road London

Flat 36 Kimmins Court Freda Street

Flat 39 Kimmins Court Freda Street

Flat 29 Pitman Building Abbey Street

Flat 18 Pitman Building Abbey Street

Flat 103 Parker Building Jamaica Road

23 Pitman Building Pitman Building, Abbey Street London

Flat 25 Pitman Building Abbey Street London

Flat 13 Pitman Building Abbey Street

Flat 106 Parker Building Jamaica Road

Flat 91 Parker Building Jamaica Road

Flat 8 Pitman Building Old Jamaica Road

Flat 61 Parker Building Freda Street

Flat 48 Eyot House Marine Street

Flat 50 Parker Building Freda Street

Flat 34 Parker Building Freda Street

Flat 48 Parker Building Freda Street

Flat 52 Kimmins Court Freda Street

Flat 17 Parker Building Freda Street

Flat 19 Bowley House Dickens Estate Marine Street

Flat 6 9 Old Jamaica Road London

Unit 18 Old Jamaica Business Estate 24 Old Jamaica Road

Railway Arch 71 Enid Street London

Flat 44 Queens Court 2 Old Jamaica Road

Flat 46 Queens Court 2 Old Jamaica Road

Flat 41 Queens Court 2 Old Jamaica Road

Flat 28 Queens Court 2 Old Jamaica Road

Flat 12 Queens Court 2 Old Jamaica Road

Flat 20 Queens Court 2 Old Jamaica Road

Flat 8 Kimmins Court Marine Street

Flat 75 Parker Building Freda Street

Flat 59 Parker Building Freda Street

Flat 36 Parker Building Freda Street

Flat 29 Parker Building Freda Street

Flat 2 Parker Building Freda Street

Flat 118 Parker Building Jamaica Road

Flat 112 Parker Building Jamaica Road

Flat 102 Parker Building Jamaica Road

Flat 14 Kimmins Court Arabella Street

Flat 13 Kimmins Court Arabella Street

Flat 10 Kimmins Court Arabella Street

Flat 1 Pitman Building Freda Street

Flat 4 43 Old Jamaica Road London

Units 29 To 30 Old Jamaica Business Estate 24 Old Jamaica Road

Railway Arch 755 Enid Street London

Railway Arch 79 Enid Street London

5 Koops Mill Mews London Southwark

Flat 39 Queens Court 2 Old Jamaica Road

Flat 9 43 Old Jamaica Road London

7 Koops Mill Mews London Southwark

Flat 111 Parker Building Jamaica Road

Flat 3 Davoll Court Marine Street

Railway Arch 76 Enid Street London

Flat 32 Pitman Building Abbey Street

Flat 35 Kimmins Court Arabella Street

Railway Arch 73 Enid Street London

Flat 5 Davoll Court Marine Street

Flat 8 Davoll Court Marine Street

Flat 14 Davoll Court Marine Street

Flat 16 Davoll Court Marine Street

Flat 1 9 Old Jamaica Road London

Railway Arch 70 Enid Street London

Railway Arch 85 Enid Street London

Unit 3 81 Enid Street London

81 Enid Street London Southwark

Unit 2 81 Enid Street London

Flat 1 43 Old Jamaica Road London

Flat 7 Pitman Building Arabella Street

Flat 66 Pitman Building Arabella Street

Flat 55 Pitman Building Arabella Street

Flat 50 Pitman Building Arabella Street

Flat 48 Pitman Building Arabella Street

Flat 44 Pitman Building Arabella Street

Flat 42 Pitman Building Arabella Street

Flat 37 Pitman Building Arabella Street

Flat 7 Yates Court 76 Jamaica Road

Flat 6 Yates Court 76 Jamaica Road

8 Koops Mill Mews London Southwark

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

Flat 32 Queens Court 2 Old Jamaica Road

Flat 27 Queens Court 2 Old Jamaica Road

Flat 19 Queens Court 2 Old Jamaica Road

Unit 1 81 Enid Street London

Flat 8 9 Old Jamaica Road London

Railway Arch 88 Enid Street London

Railway Arch 87 Enid Street London

Flat 24 Pitman Building Abbey Street

Flat 27 Kimmins Court Arabella Street

Flat 34 Bowley House Dickens Estate Marine Street

Flat 42 Queens Court 2 Old Jamaica Road

Flat 24 Queens Court 2 Old Jamaica Road

Flat 13 Queens Court 2 Old Jamaica Road

Flat 16 Queens Court 2 Old Jamaica Road

Flat 30 Queens Court 2 Old Jamaica Road

Flat 21 Queens Court 2 Old Jamaica Road

Flat 11 Queens Court 2 Old Jamaica Road

Railway Arch 81 Enid Street London

Flat 3 Eyot House Marine Street

Flat 1 Eyot House Marine Street

Flat 11 Eyot House Marine Street

Flat 8 Eyot House Marine Street

Flat 9 Eyot House Marine Street

Flat 5 Eyot House Marine Street

Queens Court 2A Old Jamaica Road London

Railway Arches 89 To 90 Enid Street London

Unit 1038 Old Jamaica Business Estate 24 Old Jamaica Road

Unit 16 Old Jamaica Business Estate 24 Old Jamaica Road

Unit 19 Old Jamaica Business Estate 24 Old Jamaica Road

Unit 6 To 10 Old Jamaica Business Estate 24 Old Jamaica Road

1 - 20 Viaduct Arches 4 - 42 Old Jamaica Road London

Railway Arch 758 Enid Street London

Unit 1 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 10 Queens Court 2 Old Jamaica Road

Units 2-5 Old Jamaica Business Estate 24 Old Jamaica Road

Unit 25 To 26 Old Jamaica Business Estate 24 Old Jamaica Road

78 - 82 Jamaica Road London Southwark

Office Studio 6 Neckinger Mills 162 - 164 Abbey Street

Flat 45 Kimmins Court Freda Street

Flat 14 Queens Court 2 Old Jamaica Road

Flat 18 Davoll Court Marine Street

Flat 6 Davoll Court Marine Street

Flat 46 Eyot House Marine Street

Unit 22 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 6 Eyot House Marine Street

Flat 16 Eyot House Marine Street

Flat 29 Eyot House Marine Street

Flat 36 Eyot House Marine Street

Flat 9 Parker Building Freda Street

Flat 115 Parker Building Jamaica Road

Flat 67 Parker Building Freda Street

Flat 63 Parker Building Freda Street

Flat 47 Parker Building Freda Street

Flat 32 Kimmins Court Arabella Street

Flat 26 Parker Building Freda Street

Flat 32 Parker Building Freda Street

Flat 5 Parker Building Freda Street

Flat 23 Davoll Court Marine Street

Flat 11 Parker Building Freda Street

Flat 40 Queens Court 2 Old Jamaica Road

Flat 35 Queens Court 2 Old Jamaica Road

Flat 45 Queens Court 2 Old Jamaica Road

Flat 48 Queens Court 2 Old Jamaica Road

Railway Arch 92 Enid Street London

Flat 5 The London City Mission 1 - 7 Old Jamaica Road

Flat 15 The London City Mission 1 - 7 Old Jamaica Road

Flat 3 The London City Mission 1 - 7 Old Jamaica Road

Flat 12 The London City Mission 1 - 7 Old Jamaica Road

Flat 10 The London City Mission 1 - 7 Old Jamaica Road

Railway Arch 75 Enid Street London

Flat 69 Lupin Point Abbey Street

Flat 58 Lupin Point Abbey Street

Flat 44 Lupin Point Abbey Street

Flat 42 Lupin Point Abbey Street

Flat 28 Lupin Point Abbey Street

Flat 23 Lupin Point Abbey Street

Flat 16 Lupin Point Abbey Street

Flat 15 Lupin Point Abbey Street

Flat 12 Lupin Point Abbey Street

166 Abbey Street London Southwark

Flat 5 Lupin Point Abbey Street

Studio 4 Neckinger Mills 162 - 164 Abbey Street

Studio 3 Neckinger Mills 162 - 164 Abbey Street

Flat 16 Pitman Building Abbey Street

Flat 33 Parker Building Freda Street

Flat 37 Queens Court 2 Old Jamaica Road

4 Koops Mill Mews London Southwark

Flat 29 Kimmins Court Arabella Street

Flat 15 Kimmins Court Arabella Street

Flat 9 Kimmins Court Arabella Street

Flat 42 Kimmins Court Freda Street

Flat 27 Pitman Building Abbey Street

Flat 109 Parker Building Jamaica Road

Flat 101 Parker Building Jamaica Road

Flat 74 Parker Building Freda Street

Flat 72 Parker Building Freda Street

Flat 69 Parker Building Freda Street

Flat 85 Parker Building Jamaica Road

Flat 43 Eyot House Marine Street

Flat 30 Parker Building Freda Street

Flat 22 Parker Building Freda Street

Flat 19 Parker Building Freda Street

Unit 20 Old Jamaica Business Estate 24 Old Jamaica Road

Flat 3 9 Old Jamaica Road London

Railway Arch 69 Enid Street London

Flat 47 Queens Court 2 Old Jamaica Road

Flat 43 Queens Court 2 Old Jamaica Road

Flat 22 Queens Court 2 Old Jamaica Road

Flat 17 Queens Court 2 Old Jamaica Road

Flat 15 Queens Court 2 Old Jamaica Road

3 Koops Mill Mews London Southwark

Flat 83 Parker Building Freda Street

Flat 76 Parker Building Freda Street

Flat 70 Parker Building Freda Street

Flat 64 Parker Building Freda Street

Flat 2 Kimmins Court Arabella Street

Flat 34 Pitman Building Abbey Street

Flat 33 Pitman Building Abbey Street

Flat 43 Parker Building Freda Street

Flat 20 Pitman Building Abbey Street

Flat 12 Pitman Building Abbey Street

Flat 13 Parker Building Freda Street

Flat 120 Parker Building Jamaica Road

Flat 100 Parker Building Jamaica Road

Flat 31 Kimmins Court Arabella Street

Flat 25 Kimmins Court Arabella Street

Flat 18 Kimmins Court Arabella Street

Flat 13 Davoll Court Marine Street

Flat 35 Pitman Building London SE16 4EH

Flat 41 Kimmins Court Freda Street

Flat 37 Kimmins Court Freda Street

Flat 31 Eyot House Marine Street

Flat 25 Eyot House Marine Street

Flat 17 Eyot House Marine Street

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

Flat 72 Pitman Building Arabella Street

Flat 57 Pitman Building Arabella Street

Flat 54 Pitman Building Arabella Street

Flat 53 Pitman Building Arabella Street

Unit 1560 Old Jamaica Business Estate 24 Old Jamaica Road

Railway Arch 83 To 84 Enid Street London

Queens Court 2B Old Jamaica Road London

Flat 81 Lupin Point Abbey Street

Flat 76 Lupin Point Abbey Street

Flat 75 Lupin Point Abbey Street

Flat 66 Lupin Point Abbey Street

Flat 56 Lupin Point Abbey Street

Flat 52 Lupin Point Abbey Street

Flat 50 Lupin Point Abbey Street

Flat 48 Lupin Point Abbey Street

Flat 41 Lupin Point Abbey Street

Flat 33 Lupin Point Abbey Street

Flat 4 Queens Court 168 Abbey Street

Flat 1 Queens Court 168 Abbey Street

Studio 2 Neckinger Mills 162 - 164 Abbey Street

Flat 6 Kimmins Court Freda Street

Flat 6 The London City Mission 1 - 7 Old Jamaica Road

Flat 24 Kimmins Court Arabella Street

Flat 10 Eyot House Marine Street

Flat 8 43 Old Jamaica Road London

Flat 44 Kimmins Court Freda Street

Flat 5 Kimmins Court Arabella Street

Flat 21 Pitman Building Abbey Street

Flat 98 Parker Building Jamaica Road

Flat 80 Parker Building Freda Street

Flat 45 Eyot House Marine Street

Flat 40 Parker Building Freda Street

Flat 2 9 Old Jamaica Road London

APPENDIX 4

Consultation responses received

Internal services

LBS Design & Conservation Team [Surgery]

LBS Transport Policy

LBS Design & Conservation Team [Formal]

LBS Local Economy

LBS Ecology

LBS Highways Development & Management

LBS Urban Forester

LBS Environmental Protection

Statutory and non-statutory organisations

Environment Agency

Network Rail

Metropolitan Police Service

Transport for London

Thames Water

Neighbour and local groups consulted:

Flat 66 Prospect House Sun Passage London

Flat 70 Prospect House Sun Passage London

Flat 70 Prospect House Sun Passage London

Flat 43 Prospect House Frean Street London

Flat 1 Prospect House Frean Street London

Flat 26 Queens Court 2 Old Jamaica Road

Flat 12 Prospect House Frean Street London

Queens Court 2C Old Jamaica Road London

Flat 57c Eyot House Sun Passage London

Flat 34 Queens Court 2 Old Jamaica Road London

Flat 99 Prospect House Old Jamaica Road London

Flat 65 Eyot House Sun Passage London

Flat 43 Prospect House Frean Street London

Flat 112 Eyot House Sun Passage London

Unit 25/26 Old Jamaica Business Estate 24 Old Jamaica Road London

Flat 62 Eyot House Sun Passage London

Flat 52 Pitman Building Arabella Street

Flat 80 Eyot House Sun Passage London

Flat 25 Queens Court 2 Old Jamaica Road London

Flat 23 Kimmins Court Arabella Street

Flat 1 Davoll Court Marine Street

Flat 48 Eyot House Marine Street

Flat 28 Queens Court 2 Old Jamaica Road

Flat 12 Queens Court 2 Old Jamaica Road

Flat 24 Queens Court 2 Old Jamaica Road

Flat 13 Queens Court 2 Old Jamaica Road

Flat 21 Queens Court 2 Old Jamaica Road

Flat 45 Queens Court 2 Old Jamaica Road

Flat 48 Queens Court 2 Old Jamaica Road

15 Joy Lane Whitstable CT5 4LS

Flat 69 Parker Building Freda Street

Flat 30 Parker Building Freda Street

Flat 22 Queens Court 2 Old Jamaica Road

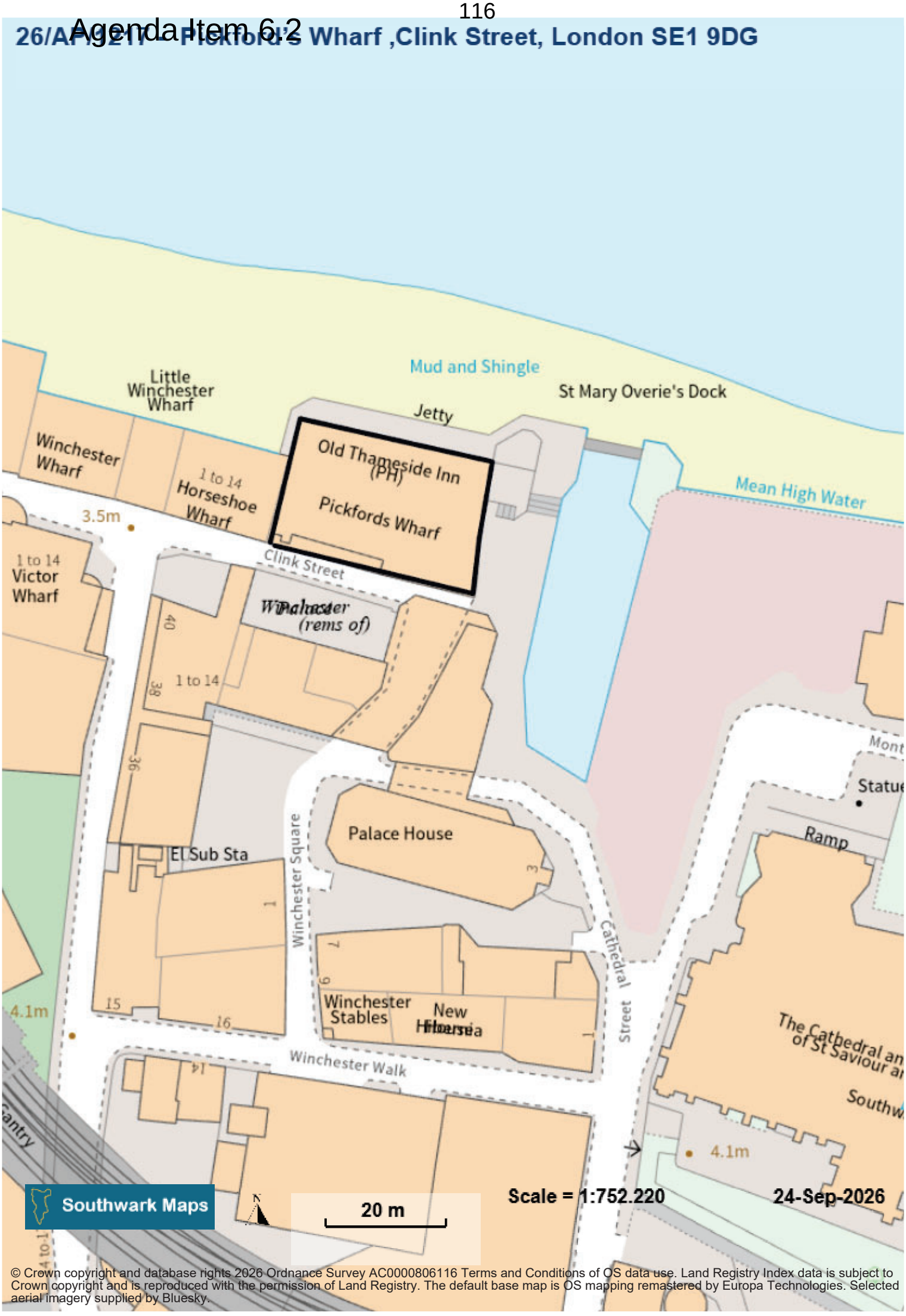
Flat 43 Parker Building Freda Street

Flat 31 Eyot House Marine Street

Flat 53 Pitman Building Arabella Street

Agenda Item 6.2

26/AP/2211 - Pickford's Wharf ,Clink Street, London SE1 9DG



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Meeting Name:	Planning Committee (Smaller Applications)
Date:	7 October 2026
Report title:	**Development Management planning application:** Application 26/AP/1217 for Full Planning Application **Address:** Pickfords Wharf, Clink Street, London Southwark SE1 9DG **Proposal:** Refurbishment of the existing building to include a single storey roof extension, an adjacent rooftop terrace and roof level plant; alterations to the existing facade, inclusive of replacement windows and additional window openings at fifth floor level; creation of a new cafe/ retail unit at ground floor (Class E); improvements to cycle access, end of journey facilities and waste storage facilities; internal improvements inclusive of a new fire-fighting core.
Wards or groups affected:	Borough & Bankside
Classification:	Open
Reason for lateness:	Non applicable
From:	Director of Planning and Growth
Application Start Date: 29/04/2026	**Application Expiry Date**: 12/10/2026 (Extension of Time)
Earliest Decision Date: 28/07/2026	

RECOMMENDATION

1. That planning permission be granted, subject to conditions.

BACKGROUND INFORMATION

Site location and description

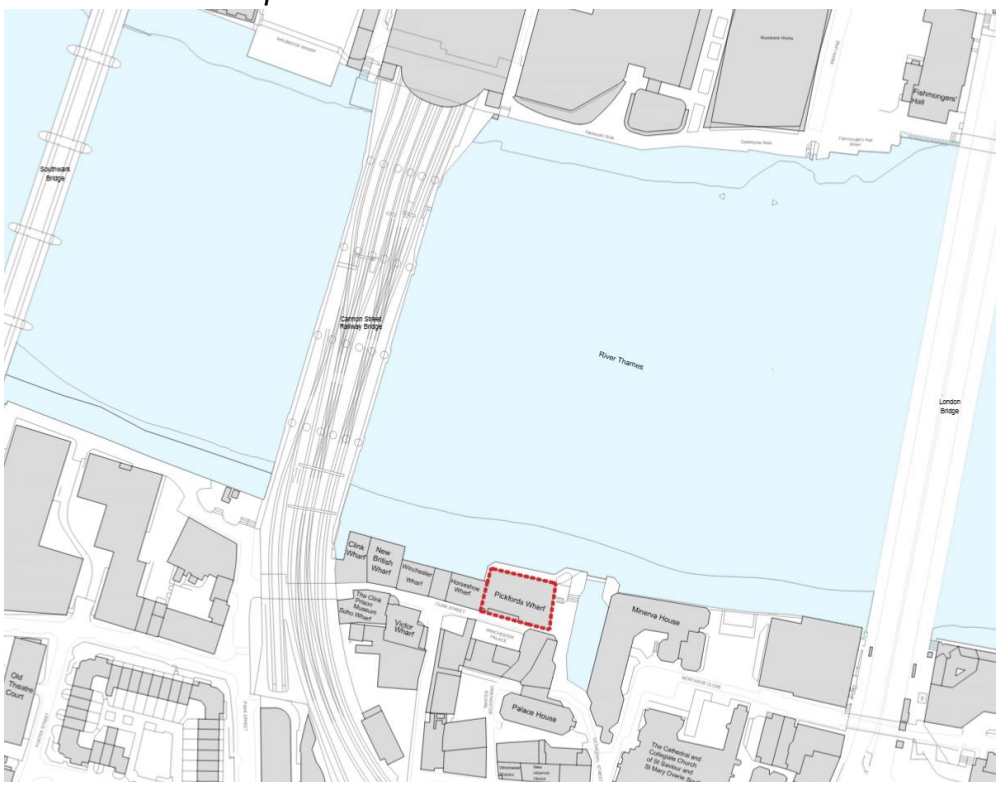
2. Pickfords Wharf is a five-storey warehouse building located on the south side of the Thames, north of Clink Street. It is a yellow stock brick building with a distinct off-white rendered parapet. The windows are regularly spaced, with a

shallow brick arch over each. Its current use is partially office and partially residential. To the west of the application building is Horseshoe Wharf, to the south (on the other side of Clink Street) are the remains of Winchester Palace and to the east is the Golden Hinde. Minerva House is on the other side of the Golden Hinde and has recently had planning permission approved for refurbishment and extension and is currently under construction. The part of the building which is the subject of this application is in Use Class E office use. Part of the building is also in residential use and there is the Old Thameside Inn Public House on the riverfront.

3. Pickfords Wharf forms a key part of the river frontage. It is locally listed as it contributes to the character of Clink Street and St Mary Overie Dock and the Golden Hinde replica, as the narrow riverside streets are hemmed in by the 19th century London riverside warehouses. St Mary Overie Dock, which hosts the Golden Hinde, is also locally listed. The remains of Winchester Palace are Grade II* listed, and it is a Scheduled Ancient Monument. Winchester Wharf and Hibernia Chambers are both Grade II listed. Southwark Cathedral, which is visible from the river alongside Minerva House, is Grade I listed.

4. Pickfords Wharf is in Borough High Street Conservation Area, within sub-area 3. As a gateway into Southwark from the river, the quality and continuity of the building façades and the views into the Cathedral Close are of great significance. Clink Street retains the character of 19th century London riverside warehouse areas, typified by a combination of streets of minimum width and 4-5 storey buildings that create a canyon-like effect. The Borough High Street Conservation Area Appraisal states that “Clink Street has a vitality generated by visitors to the attractions of the area, the local office population and by some good architectural examples: notably the extensive refurbishment schemes at Pickfords Wharf, Clink Wharf and New British Wharf. Relaid, setted street surfaces in Clink Street promote its historic urban quality.” Pickfords Wharf is identified within the Conservation Area Character Appraisal as an unlisted building that makes a positive contribution to the conservation area.

Figure 1: Site location plan



5. The site is subject to the following designations:

Strategic Growth

- Bankside Neighbourhood Plan Area
- Better Bankside Business Improvement District Area
- Bankside and the Borough Area Vision Boundary
- Central Activities Zone
- Bankside, Borough and London Bridge Opportunity Area
- Bankside and Borough District Town Centre
- South Bank Strategic Cultural Area

Heritage

- Scheduled Monument – Remains of Winchester Palace, Clink Street and waterfront
- Locally Listed Building
- Borough High Street Conservation Area
- North Southwark and Roman Roads Archaeological Priority Area. Policy

Townscape

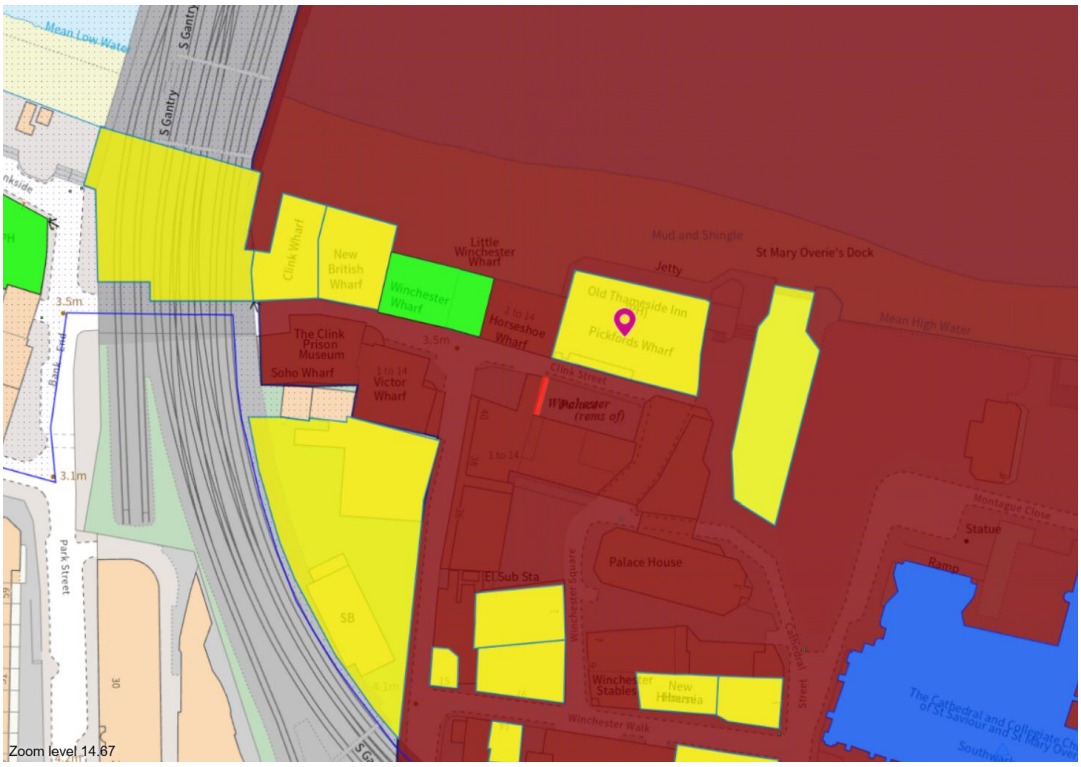
- London View Management Framework Wider Setting Consultation Area – Parliament Hill summit to St Paul's Cathedral

- London View Management Framework Wider Setting Consultation Area – Kenwood viewing gazebo to St Paul's Cathedral
- Borough View Wider Setting Consultation Area – The linear view of St Paul's Cathedral from Nunhead Cemetery

Environmental

- Thames Policy Area
- Air Quality Management Area
- Environment Agency Flood Zone 2 Area

Figure 2: Heritage assets (brown – conservation area, yellow – locally listed building, green – Grade II listed building, blue – Grade I listed building, red – Grade II listed building)*



6. The River Thames is designated as a Site of Importance for Nature Conservation (SINC).

Planning history

7. There is no recent relevant planning history for Pickfords Wharf, though the applicant undertook two pre-applications for this proposal:

25/EQ/0227: Pre-application (meeting and written advice) for the refurbishment of the existing office accommodation within the building to include alterations to the existing facade, such as replacement windows, and alterations at ground floor level, with the installation of a fire-fighting core and a roof terrace with a

small-scale extension at roof level to allow access and for plant. The development will include alterations to the existing facade, such as replacement windows, and alterations at ground floor level.

The pre-application advice confirmed that the principle of the proposed development and the majority of the internal alterations, refurbishment works, ground floor changes and improvements to the office accommodation were acceptable in principle. The replacement windows and limited façade alterations were also considered potentially acceptable, subject to appropriate detailing. However, the proposed roof-level extension was not supported due to its visibility from the River Thames and protected views, and the resulting harm to the character and appearance of Pickfords Wharf, the Borough High Street Conservation Area and the setting of Southwark Cathedral. A roof terrace was considered potentially acceptable, provided that access and associated structures could be accommodated without interrupting the roofline or being visible from the river.

26/EQ/0016: Follow up of 25/EQ/0227 for refurbishment of the existing office accommodation within the building, with a new fire-fighting core and a new roof terrace with a small-scale extension at roof level to allow access and for plant - alterations to the existing facade, such as replacement windows, and alterations at ground floor level

The follow-up pre-application advice welcomed the revisions to the rooftop extension, particularly the reduction in its scale, footprint and height from two storeys to a single storey. The revised proposals were considered to have significantly reduced visual impact in wider views, including the relevant LVMF view and views towards the Borough High Street Conservation Area from across the River Thames, with the revised massing sitting more comfortably within the riverside roofscape. Further work was recommended to refine the architectural detailing and expression of the rooftop extension, including the treatment of windows within the parapet, the eastern elevation and integration of the second stair element. The potential impacts of the roof terrace on neighbouring residential occupiers, including noise and disturbance, were also identified as matters requiring assessment and appropriate mitigation.

Details of proposal

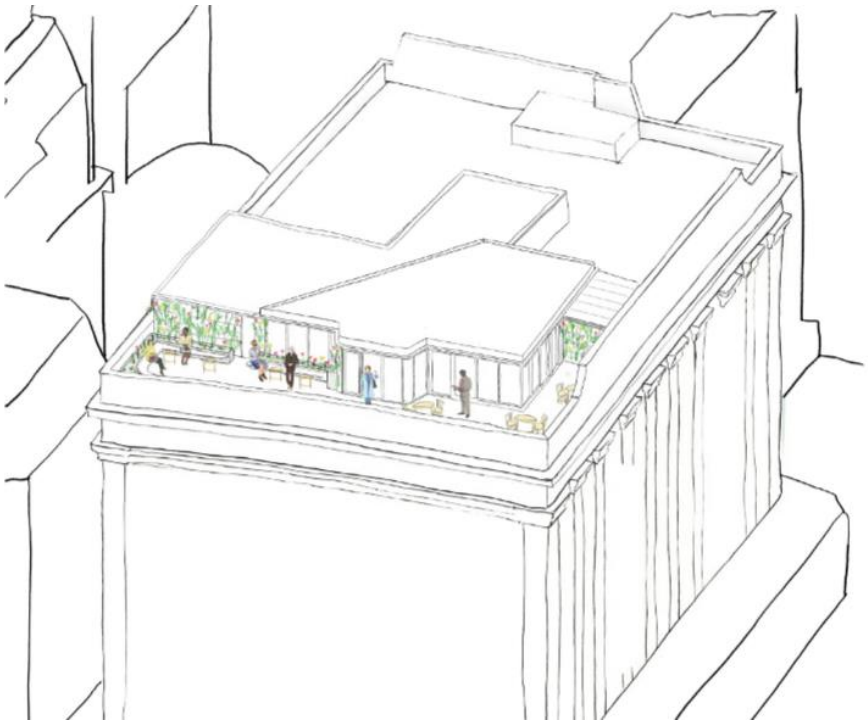
8. The proposal seeks the refurbishment and enhancement of the existing office accommodation at Pickfords Wharf, together with alterations to the ground floor, building façades and roof level. The works include:

- **Roof-level extensions** of 122 sqm (GIA) to provide additional communal office amenity space and rooftop terrace areas, together with associated alterations to plant, rooflights and lift overruns.
- **Replacement of the existing windows** across all elevations with new

aluminium-framed sash windows, providing improved thermal and environmental performance while maintaining a similar visual character.

- **New window openings** at fifth-floor level on the Clink Street and St Mary Overie's Wharf elevations, comprising 11 openings including circular windows and a horizontal slit window, to provide additional natural light to the office accommodation.
- **Ground-floor alterations** to improve the building's relationship with the public realm, including the relocation of the office reception, provision of a new 43 sqm (GIA) café/retail unit at the south-eastern corner of the building, alterations to existing openings and the provision of new level-access entrances.
- **Access improvements**, including upgraded lifts and a new bike/goods lift serving the basement and ground floor.
- **Servicing and refuse improvements**, including new internal refuse storage for the building and a separate residential bin store, allowing the existing refuse storage associated with the Old Thameside Inn to be removed from the riverside public realm. A dedicated basement delivery route for the pub is also proposed.
- **Upgraded end-of-trip facilities and cycle storage** at basement level, including accessible shower and WC facilities.
- **Internal office improvements**, including new services and toilet facilities and the provision of a new fire-fighting core.

9. *Figure 3: Sketch showing proposed roof terrace*



Details of consultation

10. A site notice was placed on 01 May 2026. Initial neighbour notification letters were sent on 29 April 2026 and re-consultation letters were sent on 07 July

2026. Re-consultation was carried out as the applicant provided a response to objections received in the form of the following:

- Transport Response Note
- Existing and Proposed Servicing Arrangement Plans
- Heritage Rebuttal
- Daylight and Sunlight Report
- Noise Report

11. 30 objections have been received, and 1 support comment has been received. The objections are broken down as follows:

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

12. The objections raise the following material planning considerations:

Consideration	**Number of comments raising issue**
Noise and Disturbance	20
Transport	14
Heritage and Townscape	10
Daylight / Sunlight	6
Privacy and Overlooking	3
Height, Scale, Massing	3
Principle of Development	2
Consultation	1

Noise and disturbance

- Concerns regarding noise from the proposed roof terrace, lounge and café, including conversations, gatherings and potential music.
- Concerns that noise impacts would be exacerbated by the terrace's elevated position and proximity to neighbouring residential properties.
- Objections relating to terrace operating hours, servicing and refuse collections, plant equipment and extract systems.
- Existing noise levels within the Borough Market and Bankside area are already considered high, with objectors citing cumulative impacts from hospitality, tourism and servicing activity.
- Several representations challenge the methodology and conclusions of the submitted acoustic assessment.
- Concerns were raised that proposed mitigation measures are insufficient or unenforceable, with requests for stricter operational controls and a detailed Operational Management Plan.

- Re-consultation responses generally maintain that noise and disturbance concerns have not been adequately addressed.
- Several objectors and their appointed acoustic consultant contend that the proposed roof terrace represents an atypical noise source within the area, with concerns focused on speech noise from terrace users which they consider difficult to control through mitigation measures alone.

Transport, servicing and highways

- Concerns that the proposal would increase servicing, delivery and refuse collection activity associated with the proposed café and commercial uses.
- Objections to the concentration of servicing activity at a single access point on Clink Street.
- Concerns that Clink Street is a constrained environment with high pedestrian and cycle flows, significant tourist activity and existing servicing pressures.
- Concerns regarding conflict between pedestrians, cyclists and vehicles, highway safety risks, congestion and potential obstruction of emergency access.
- Concerns regarding the cumulative impacts of the development in combination with existing cafés, restaurants, bars and tourist attractions within the Borough Market area.
- Several representations rely on independently commissioned transport evidence which concludes that the proposed servicing arrangements could result in unacceptable highway safety impacts.
- Several representations argue that the proposed servicing strategy would not reflect existing operational constraints on Clink Street and could increase conflict between servicing vehicles, pedestrians and cyclists.
- Re-consultation responses generally maintain that the applicant's transport response and proposed mitigation measures do not adequately address these concerns.

Heritage and townscape

- Concerns that the proposed roof terrace, lounge and associated roof-level structures would harm the significance, setting and appreciation of nearby heritage assets, including listed buildings and the Borough High Street Conservation Area.
- Objections that the development would be visible above the existing roofline of Pickfords Wharf, resulting in harm to important views, including views from London Bridge and the north bank of the River Thames.
- Concerns that the proposal would detract from the character and appearance of Pickfords Wharf as a key unlisted building and erode the historic townscape character of the surrounding area.
- Several objectors rely on commissioned heritage evidence which concludes that the proposals would result in unacceptable heritage harm

and conflict with national, London Plan and Southwark Plan heritage policies.

- Objectors contend that the proposals would interrupt the largely uninterrupted historic roofscape when viewed from London Bridge and the north bank of the River Thames, resulting in harm to the appreciation of the conservation area and surrounding heritage assets.
- Re-consultation responses generally maintain that the applicant's heritage assessment and rebuttal do not adequately address residents' concerns regarding visual and heritage impacts.

Daylight and sunlight

- Concerns that the proposed rooftop structures would reduce daylight and sunlight to neighbouring residential properties, particularly upper-floor flats and rooms served by rooflights and lightwells.
- Objections raise concerns regarding overshadowing and the impact of the development on living conditions for neighbouring occupiers.
- Several representations refer to an independently commissioned daylight and sunlight assessment, which identifies significant impacts to at least one neighbouring property.
- The commissioned BRE evidence also questions whether the applicant's daylight and sunlight modelling can be robustly verified due to the level of information provided and the assumptions adopted within the assessment.
- Re-consultation responses maintain that concerns regarding light loss remain unresolved and that the revised proposals do not adequately protect neighbouring residential amenity.

Privacy and overlooking

- Concerns that users of the proposed roof terrace would have direct views into neighbouring residential properties due to the close proximity and similar elevation of surrounding buildings.
- Objections state that terrace users would overlook windows, roof gardens and private outdoor spaces, resulting in a loss of privacy for neighbouring occupiers, particularly during the evening when homes are illuminated.
- Several residents refer to overlooking experienced during previous roof works at Pickfords Wharf as evidence of the likely impact of regular terrace use.
- Concerns were also raised regarding potential security implications arising from access between the proposed terrace and nearby residential roof gardens.

Height, scale and massing

- Concerns that the proposed rooftop extension, lounge and terrace would appear excessive in height, scale and bulk relative to the existing building and surrounding townscape.
- Objections state that the additional roof-level development would appear overbearing, visually prominent and out of character with the established character of the area.
- Concerns were also raised that the proposal represents an over intensive form of development for a constrained site within an already densely developed area.

Principle of development

- Concerns were raised that the proposal represents an unnecessary and overly intensive form of development within an already densely developed area that is subject to significant visitor activity and hospitality uses.
- Objectors questioned the need for additional café, lounge and terrace facilities given the existing concentration of similar uses within the Borough Market and Bankside area and considered that the proposal would provide limited public benefit while increasing impacts on neighbouring residents.

Application engagement

- Concern was raised regarding the adequacy of the applicant's engagement with residents prior to submission of the application, with objections stating that amendments made following initial discussions were not subject to further consultation and that residents were not provided with detailed plans.

13. The objections submitted on behalf of Pickfords Wharf RTM Company Limited were supported by a number of independently commissioned technical reports. The original objection, dated 21 May 2026, was accompanied by an Acoustic Planning Considerations Report prepared by Clarke Saunders Acoustics (20 May 2026), a Transport Appraisal (April 2026) and Highway Response (May 2026) prepared by JR Transport Planning Limited, a Heritage Report prepared by Paul Velluet (18 May 2026), and an Expert Letter regarding daylight and sunlight impacts prepared by the Building Research Establishment (BRE) (21 April 2026).

14. Following the submission of additional information by the applicant, including transport, servicing, heritage, daylight and sunlight, and noise responses, residents commissioned further technical rebuttal evidence which was submitted on 28 July 2026. This comprised a Noise Report Rebuttal prepared by Clarke Saunders Acoustics (27 July 2026), a Heritage Report Rebuttal prepared by Paul Velluet (23 July 2026), and a Daylight and Sunlight Report Rebuttal prepared by the Building Research Establishment (BRE) (17 July 2026). Across both rounds of submissions, the principal concerns raised relate

to the potential impacts of the proposed roof extension, roof terrace, plant equipment and servicing arrangements on neighbouring residential amenity, including noise, disturbance, privacy and outlook; the effect of the roof-level additions and associated alterations on the significance of Pickfords Wharf as a locally listed building and on the character and appearance of the Borough High Street Conservation Area and wider views, particularly from London Bridge; and the potential for adverse daylight and sunlight impacts on neighbouring residential accommodation. The rebuttal reports generally maintain that the applicant's additional technical information has not fully addressed the concerns previously raised and contend that further assessment and clarification are required before the effects of the development can be fully understood.

15. The commissioned reports generally conclude that the development would give rise to unacceptable impacts in their respective disciplines and would conflict with relevant development plan policies, while the subsequent rebuttal reports maintain that the applicant's additional technical information does not overcome those concerns.

16. The support comment was from Southwark's Conservation Area Advisory Group (CAAG):

The CAAG welcome this amended application and have no comment on the proposed single storey roof extension, which is unobjectionable. The CAAG welcome the addition of round windows to the ('fifth floor") entablature of the rear elevation and the front. However, the CAAG recommends that replacement windows to be traditional windows with divided lights to recall the original warehouse usage, (e.g. modelled on the windows in a 1979 photograph) rather than "replacement arched sash windows" as Design & Access Statement p.32.

17. The CAAG's support for the revised single-storey roof extension and the introduction of circular windows within the upper level of the building is acknowledged. The CAAG also suggested that replacement windows should incorporate divided lights to better reflect the building's historic warehouse character. This recommendation has been carefully considered. However, it is noted that the building has undergone a number of alterations over time and the proposed replacement windows have been designed having regard to the existing appearance of the building and the wider architectural composition of the elevations. Subject to a condition requiring the submission and approval of detailed drawings, materials, finishes and opening mechanisms of all windows and doors, the proposals are considered to preserve the character and appearance of the conservation area and the significance of nearby heritage assets.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- Principle of the proposed development in terms of land use
- Design quality and heritage
- Impact upon amenity of neighbours
- Transport and highways
- Trees, landscaping, ecology and biodiversity

Legal context

19. 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.

20. There are also specific statutory duties, including in respect of the Public Sector Equalities Duty and certain designated heritage assets, which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

21. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework 2026 also constitutes material considerations. 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.

ASSESSMENT

Principle of the proposed development in terms of land use

22. The site lies within the Central Activities Zone (CAZ), the Bankside and Borough District Town Centre, and the Bankside, Borough and London Bridge Opportunity Area. The proposal does not involve any change to the established Use Class E land use. The works would improve the existing office floorspace, introduce a café at ground floor level (within Use Class E), and provide additional employee amenity space. The proposals align with London

Plan Policies SD4 (The Central Activities Zone), SD5 (Offices, other strategic functions and residential development in the CAZ) and E1 (Offices), together with Southwark Plan Policies P30 (Office and business development) and P35 (Town and local centres), which support office-led development and active town centre uses at ground floor level. As the proposed uses would remain within Use Class E, no material change of use would arise and the principle of the development is acceptable in land use terms.

Design quality and heritage

Design evolution

23. The design has evolved significantly throughout the pre-application process. The original pre-application submission proposed a larger two-storey rooftop pavilion extending across much of the eastern side of the roof and positioned close to the roof parapets. Concerns were raised that the scale, height and footprint of the structure would appear dominant when viewed from the river frontage, would disrupt the established composition of the building and would result in an unacceptable impact on views of Southwark Cathedral within London View Management Framework View 12B.1.

24. In response, the applicant substantially reduced the scale of the extension. The pavilion is now a single-storey structure with a significantly reduced footprint, lowered overall height and increased separation from the roof edges. Additional verified views were produced from Fishmongers' Hall Wharf, Hanseatic Walk and the protected LVMF viewpoint, enabling a more detailed assessment of visual impacts.

25. Similarly, the treatment of the parapet has evolved. Earlier iterations proposed enlarged and additional rectangular openings which raised concerns regarding the erosion of the parapet's integrity and the potential loss of one of the building's defining architectural features. Through the pre-application process, alternative approaches were explored that would allow additional daylight to the upper floor while maintaining the visual distinction between the parapet and the principal elevations below. As a result, the current proposals introduce circular roundel openings within the parapet, an approach which better preserves its character and appearance.

26. The application therefore demonstrates a positive response to the issues identified during the pre-application process, with amendments resulting in a scheme that is significantly more sympathetic to the host building and its heritage context.

Internal remodelling and refurbishment

27. No objections are raised in design or heritage terms to the proposed internal refurbishment works at ground, basement and upper floor levels. The proposals are largely internal in nature and would not materially alter the appearance of

the building or affect the significance of nearby heritage assets.

28. The wider refurbishment would secure the continued viable use of the office accommodation within the building whilst delivering improvements to accessibility, fire safety, servicing arrangements and end-of-journey facilities. The proposed relocation of refuse storage from the public realm into an internal refuse store is particularly welcomed as it would remove an unsightly feature from Clink Street and improve the quality of the surrounding public realm.

Replacement windows and doors

29. The replacement of the existing windows and doors is considered acceptable in principle. Existing fenestration includes a number of poor-quality and boarded-up elements which detract from the building's appearance. Their replacement presents an opportunity to enhance the visual quality of the building while retaining its warehouse character.

30. The proposed replacement upper-floor windows would comprise one-over-one metal-framed sash windows reflecting the character and proportions of the existing building. Subject to conditions securing details of materials, colour, finish, sections and opening mechanisms, the proposals would preserve the architectural character of the building and its contribution to the conservation area.

31. Similarly, the replacement ground-floor glazing and doors would sit within the existing openings and would improve the appearance of the building at street level. These works are considered to preserve both the character of the host building and the appearance of the conservation area.

Parapet alterations and new openings

32. The parapet is a distinctive architectural feature of Pickfords Wharf and contributes significantly to its appearance as a historic riverside warehouse. Particular attention has therefore been given to the impact of the proposed alterations on the integrity and legibility of this feature.

33. The current proposals introduce circular roundel openings within the parapet on the south and east elevations, alongside the alteration of existing openings. This approach differs substantially from earlier design iterations and successfully addresses previous concerns regarding the loss of the parapet's integrity.

34. The circular openings read as distinct architectural elements and ensure that the parapet continues to be perceived as a separate capping feature rather than as an extension of the principal façade. This preserves the visual hierarchy of the building and maintains the parapet's sense of solidity despite the introduction of additional glazing.

Figure 4: Proposed side elevation



35. The approach is particularly successful in longer-distance views, where the parapet continues to read clearly against the sky. The central rectangular opening on the eastern elevation is also acceptable as it aligns with the composition of the façade below and reinforces the established order of the building.

36. Overall, the proposed parapet alterations are considered to preserve the character of the building and would not harm its contribution to the significance of the conservation area.

Roof extensions and terrace

37. Pickfords Wharf forms an important component of the historic riverside frontage and makes a positive contribution to the Borough High Street Conservation Area. The building is also experienced within the setting of several designated heritage assets, including Southwark Cathedral, Winchester Palace and nearby listed wharf buildings. As such, careful consideration must be given to the impact of the proposed rooftop addition on both heritage significance and key views.

38. The London View Management Framework identifies the view from Southwark Bridge towards Southwark Cathedral as one of strategic importance. The accompanying guidance highlights the contribution made by the riverside warehouses, including Pickfords Wharf, to the significance and composition of the view.

39. The revised roof extension has been carefully designed to minimise its visibility and ensure that it remains subordinate to the host building. The submitted visual material demonstrates that within LVMF View 12B.1 the pavilion would largely be concealed behind the existing parapet, with only a very limited

portion visible above the roofline. Importantly, the visual relationship between Southwark Cathedral and the surrounding townscape would be preserved.

40. Similarly, views from Hanseatic Walk and other locations along the north bank of the Thames demonstrate that the extension would have a limited presence within the wider townscape. While the eastern elevation of the pavilion is visible from Fishmongers' Hall Wharf, it is viewed within a varied roofscape characterised by contemporary additions, rooftop plant, terraces and differing roof forms. In this context, the proposal would not appear incongruous or unduly prominent.

41. The scale, massing and siting of the pavilion are considered appropriate. The extension remains clearly subordinate to the host building and does not compete with the strong architectural form of the existing warehouse. The retention of the parapet as the dominant visual termination of the building is particularly important and has been successfully achieved through the revised design.

42. The architectural approach is also supported. The pavilion adopts a lightweight expression through the use of extensive glazing and PPC metal cladding, allowing it to appear recessive when viewed from the surrounding area. Ancillary elements including the plant enclosure and escape stair have been integrated into the design and softened through the use of chamfered forms, curved corners, planting and screening.

43. The proposed roof terrace would introduce activity at roof level; however, the terrace itself would largely be screened by the existing parapet and would not materially alter the appearance of the building within key heritage views.

44. While no objection is raised to the proposed material palette, the precise colour, finish and detailing of the cladding, glazing systems, balustrades, screening and rooftop plant enclosures would be secured by condition to ensure a high-quality architectural outcome.

Summary

45. The independently commissioned heritage assessments submitted on behalf of local residents have been carefully considered. Whilst those reports identify harm arising from the introduction of roof level development, it is not considered that the revised scheme would result in harm to the significance of designated heritage assets or the character and appearance of the conservation area. Particular weight is given to the substantial reduction in scale from the earlier proposals, the setback from the roof edge, and the limited visibility demonstrated within the verified views.

46. The application represents a thoughtful refurbishment and enhancement of a locally listed building that makes a positive contribution to the Borough High Street Conservation Area. Through the pre-application process the scheme has

evolved significantly, resulting in substantial reductions to the scale and visibility of the roof extension and a more considered approach to alterations to the parapet.

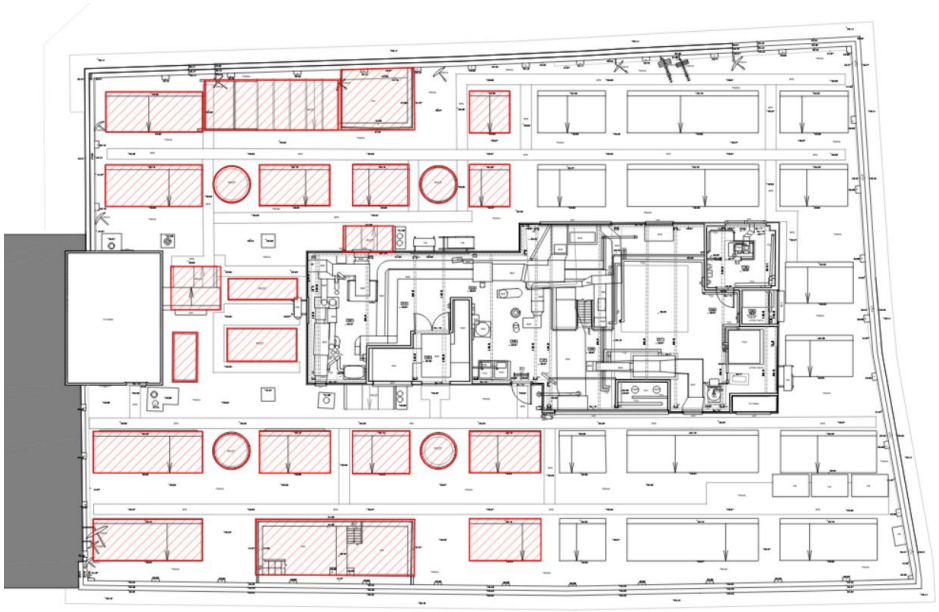
47. The replacement windows, façade improvements and internal refurbishment works would enhance the appearance and functionality of the building. The revised parapet design successfully preserves its architectural integrity, while the roof extension has been carefully designed and positioned to remain subordinate to the host building and to avoid harm to strategic views, the conservation area or the setting of nearby listed buildings.

48. Subject to conditions securing detailed design and material specifications, the proposals would preserve the character and appearance of the Borough High Street Conservation Area and preserve the setting and significance of nearby listed buildings and scheduled heritage assets. In accordance with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, considerable importance and weight has been given to the desirability of preserving the heritage assets.

Impact upon amenity of neighbours

49. Pickfords Wharf itself contains a combination of office and residential accommodation, with the residential units predominantly located within the western part of the building and commercial uses occupying the eastern part, including the Thameside Inn public house at ground floor level. The residential properties on the top floor have rooflights.

Figure 5: Residential rooflights hatched in red



50. Beyond the application site, residential properties are located within neighbouring buildings along Clink Street and the surrounding area. Immediately to the east is Minerva House, which is currently being redeveloped as an office building following the grant of planning permission for

refurbishment and extension. To the south, on the opposite side of Clink Street, Manhattan House is in educational use. The wider area is characterised by a mix of offices, retail, hospitality, tourism and cultural attractions, reflecting the established mixed-use character of Borough Market and Bankside.

Privacy, overlooking and outlook

51. Policy P56 (Protection of amenity) of the Southwark Plan seeks to ensure that development protects the amenity of existing and future occupiers. The key considerations in this case are privacy and overlooking arising from the proposed roof terrace, roof pavilion and additional openings at parapet level.

52. The replacement windows throughout the building would largely be installed within existing openings and would not materially alter existing overlooking relationships. The new roundel openings within the parapet would principally provide outlooks comparable to those already experienced from the upper floors and would not give rise to any materially different views towards neighbouring properties.

53. The proposed roof pavilion and associated terrace would introduce activity at roof level; however, the terrace has been located towards the north-eastern corner of the building and has evolved significantly through the pre-application process to reduce potential impacts on neighbouring residents. In particular, the terrace has been positioned as far as reasonably possible from the residential rooflights serving dwellings within Pickfords Wharf to the west.

54. The submitted plans demonstrate that a substantial section of the new roof pavilion would be located between the terrace and the nearest residential rooflights. This arrangement would limit direct overlooking opportunities and provide physical separation between terrace users and neighbouring residents. The terrace would primarily afford views towards the River Thames and broader townscape rather than direct views into neighbouring dwellings.

55. Representations received from residents raise concerns regarding overlooking and loss of privacy, particularly in relation to nearby residential rooflights, windows and roof gardens. While the potential for views towards neighbouring properties is acknowledged, it is considered that the separation distances, orientation of the terrace and intervening built form would prevent any unacceptable loss of privacy. The proposal is therefore not considered to result in material harm to neighbouring occupiers in terms of overlooking, loss of outlook or enclosure.

Noise and disturbance

56. A significant proportion of objections relate to the potential for noise and

disturbance associated with the roof terrace, roof-level plant, servicing activity and the proposed ground floor café use. The proposed roof terrace would introduce a new source of activity and associated speech noise at roof level where none currently exists.

57. The site occupies a highly urban location within Bankside and Borough Market and is already exposed to a range of noise sources, including railway movements associated with London Bridge and Cannon Street, road traffic, river activity, tourism, pedestrian movement, restaurants, bars and existing riverside uses. Nevertheless, it remains necessary to ensure that the development does not result in an unacceptable increase in noise exposure for neighbouring residential occupiers.

58. Particular attention has been given to the proposed roof terrace. Concerns were initially raised during the pre-application process regarding the proximity of neighbouring residential rooflights and the potential for noise from conversations and social activity to affect nearby residents. Following these concerns, the applicant amended the scheme and undertook additional acoustic assessment. The latest noise assessment considers a more realistic level of terrace occupancy and includes assessment of maximum noise events (LAmax), concluding that terrace activity would have a negligible noise impact on neighbouring residential properties.

59. The Environmental Protection Team considers that the siting of the roof terrace has been undertaken sensitively. The terrace has been located as far away as practicably possible from the residential accommodation within Pickfords Wharf and benefits from the new roof structure acting as a physical barrier between the terrace and the adjacent residential rooflights.

60. While no objection is raised in principle to the roof terrace, it is acknowledged that unrestricted use could result in unacceptable impacts on neighbouring amenity. In line with the approach adopted for the recently approved Minerva House development immediately to the east, the Environmental Protection Team recommends restrictions on hours of use together with an Operational Management Plan.

61. Subject to condition, the roof terrace would only be permitted to operate between:

- 08:00 and 20:00 Monday to Friday
- No use on weekends or public holidays

62. A further condition would require submission and approval of a Roof Terrace Operational Management Plan, including arrangements for management oversight and limitations on terrace occupancy levels. These measures are

considered necessary and proportionate to ensure that the use of the terrace remains compatible with neighbouring residential amenity.

63. The proposal includes the creation of a ground floor café unit within Use Class E. Whilst planning permission is not required for the introduction of a café use in this instance, as the premises would remain within the existing Class E use class, the applicant has included the café within the application proposals. This provides the opportunity to assess the potential amenity impacts of the use and, where appropriate, impose planning controls to safeguard neighbouring residential amenity.

64. The proposed café has the potential to generate activity and associated noise; however, it is considered an appropriate use within this mixed-use town centre location and any impacts can be adequately managed through planning conditions. Subject to condition, the café would operate only between:

- 07:00 to 22:00 Monday to Saturday
- 09:00 to 21:00 on Sundays and public holidays

65. In addition, no external seating is proposed and a condition preventing outdoor seating is recommended. Subject to these controls, the proposed café use is not considered likely to result in an unacceptable loss of amenity for neighbouring occupiers.

66. The original servicing arrangements have been revised to facilitate internal servicing routes associated with the public house and commercial uses, reducing activity within Clink Street and outside neighbouring residential properties. The Environmental Protection Team raises no objection subject to a Service Management Plan and servicing hour restrictions. It is considered that servicing activity can be satisfactorily managed through condition.

<u>Plant, mechanical equipment and internal noise transfer</u>

67. The application includes new rooftop plant, lift infrastructure and associated mechanical equipment.

68. The submitted acoustic assessment demonstrates that appropriate mitigation measures for the plant can be incorporated into the final design. The Environmental Protection Team recommends a standard plant noise condition requiring the rating level of all fixed plant and machinery to remain below the existing background noise level, assessed in accordance with BS4142:2014+A1:2019. Compliance would be demonstrated through post-installation validation testing.

69. Residents have also raised concerns regarding noise transfer between the

proposed office refurbishment and the adjacent residential accommodation within the building. The submitted acoustic assessment identifies a number of areas where additional acoustic mitigation may be required, including:

- Protection of the existing acoustic separation between office accommodation and residential units;
- Acoustic treatment to proposed lift shafts and overruns;
- Mitigation associated with new pipework serving roof-level facilities;
- Potential enhancements to internal acoustic linings where required.

70. Given that detailed design information is still being developed, a bespoke acoustic condition is recommended. This would require submission and approval of a Supplementary Acoustic Planning Report prior to the installation of any works requiring acoustic mitigation. The report would demonstrate how acoustic mitigation measures will be incorporated into the final design and ensure that operational noise does not result in unacceptable impacts on adjoining residential occupiers.

Artificial lighting

71. The roof terrace, rooftop plant and building refurbishment may necessitate new external lighting. In the absence of detailed lighting specifications, it is considered appropriate to secure details of all external lighting through condition. This would ensure compliance with Institute of Lighting Professionals guidance and enable the Council to be satisfied that lighting would not result in undue light spill, loss of privacy or nuisance to neighbouring occupiers.

Daylight

72. The daylight assessment focuses on the rooflights serving the existing residential units within Pickfords Wharf. These units are arranged over two storeys, with the rooflights located immediately adjacent to the area of roof terrace proposed for development. Based on the available floorplans, the rooflights appear to serve bedrooms, which also benefit from additional windows. The principal living accommodation within these flats is located on the floor below at fourth-floor level and is served by separate windows.

Figure 6: Photo of neighbouring rooflights



Figure 7: Photo of rooflight internally



73. The BRE Guidance explains the rationale for assessing the daylight impacts of new developments using a range of assessment methods. The first and most commonly applied test prescribed by the BRE Guidance is the Vertical Sky Component (VSC) assessment. This test assesses the amount of visible sky at the centre of a window, expressed as a percentage of the total sky dome under standard overcast sky conditions. The target VSC recommended by the BRE is 27%, which is generally considered to provide a good level of daylight to habitable rooms served by windows on principal elevations. Where the existing VSC is below 27%, the BRE advises that a window should retain at least 80% (0.8 times) of its former value. A reduction beyond this level may indicate a material loss of daylight.

74. The applicant has assessed 10 rooflights serving residential accommodation within Pickfords Wharf. Of these, 6 would comply with BRE guidance. The four remaining rooflights would not satisfy the BRE VSC criteria; however, the

degree of non-compliance is relatively limited and must be considered in the context of the characteristics of the affected rooms and the site's central London location. It is also noted that the BRE VSC methodology was primarily developed for vertical windows rather than rooflights, and therefore the results should be interpreted with appropriate caution and in conjunction with the wider daylight assessment.

75. The four rooflights which do not comply with the BRE guidance would retain between 0.63 and 0.76 of their former VSC values. Three of these rooflights would continue to achieve VSC values of 18.09%, 25.52% and 15.15% respectively following completion of the development. While below the BRE target value of 27%, such values are not uncommon within a dense urban environment in central London and are not, in themselves, indicative of poor levels of daylight. Furthermore, these rooflights serve bedrooms which also benefit from daylight provided by additional windows facing adjacent lightwells.

76. The fourth rooflight would experience a reduction in VSC from 6.35% to 4.73%. Whilst this represents a technical failure against the BRE criteria, the existing VSC is already very low and the absolute reduction is limited. In these circumstances, the results should be considered alongside other daylight assessment metrics.

77. The applicant has also undertaken a No Sky Line (NSL) assessment, which measures the distribution of daylight within the affected rooms. The results demonstrate that all assessed rooms would comply with BRE guidance and would retain acceptable levels of daylight distribution following completion of the development. This indicates that notwithstanding the VSC reductions identified for some rooflights, the rooms themselves would continue to receive adequate daylight.

78. The independently commissioned daylight and sunlight evidence submitted on behalf of residents, together with the applicant's assessments and subsequent responses, has been carefully considered. Whilst the residents' consultant identifies greater levels of impact and raises concerns regarding certain modelling assumptions, sufficient information has been provided to allow a robust assessment of the proposal. Having regard to all of the submitted evidence, significant weight is attached to the submitted NSL assessment, which demonstrates that all assessed rooms would retain acceptable daylight distribution. The identified reductions in VSC are limited in extent and are not considered to result in unacceptable harm to neighbouring residential amenity.

Overshadowing

79. The applicant's assessment has also considered the potential overshadowing effects of the proposed development on neighbouring external amenity spaces.

The assessment reviewed the nearest residential balcony using the BRE Sun Hours on Ground methodology.

80. The assessment concludes that the neighbouring balcony would remain compliant with BRE guidance and would not experience any increase in overshadowing as a result of the proposed development. The balcony would continue to receive appropriate levels of direct sunlight throughout the year and its amenity value would therefore be preserved.

Summary

81. While it is acknowledged that the proposed roof terrace has generated a significant number of objections and would introduce activity at roof level where none currently exists, its use would be ancillary to the office accommodation rather than operating as an independent commercial venue. The terrace has been carefully positioned to maximise separation from neighbouring residential accommodation and benefits from the intervening roof pavilion, which provides additional screening and acoustic separation. Subject to conditions restricting hours of use, preventing weekend and public holiday operation, requiring a Roof Terrace Operational Management Plan and controlling associated plant and servicing, the roof terrace is not considered likely to result in an unacceptable impact on the amenity of neighbouring occupiers.

82. Taking the amenity assessment as a whole, it is considered that the proposal would not result in unacceptable impacts in terms of privacy, overlooking, noise, disturbance, daylight, sunlight or overshadowing. The development is in general compliance with Policy P56 (Protection of amenity) of the Southwark Plan and the guidance contained within BRE Site Layout Planning for Daylight and Sunlight.

Transport and highways

83. The site is located within the Central Activities Zone (CAZ) and benefits from excellent public transport accessibility, with a PTAL rating of 6b. The site is situated close to London Bridge Station and Cannon Street Railway Bridge and lies within the Borough High Street Conservation Area and Better Bankside BID. Whilst Pickfords Wharf is not a classified road, the principal route serving the site is Borough High Street, which forms part of the Transport for London Road Network (TLRN).

84. The surrounding streets, particularly Clink Street and Pickfords Wharf, experience high levels of pedestrian activity and the development must therefore operate sensitively within this constrained and highly trafficked environment. The nearby junction of Clink Street and Stoney Street is used for servicing and delivery activity associated with surrounding premises.

85. The proposal is car-free, which is considered acceptable given the site's highly accessible location. No new vehicle accesses or crossovers are proposed. No Blue Badge parking spaces are proposed on site; however given the scale of development and in view of the site's PTAL 6b rating, excellent step-free public transport accessibility and availability of nearby on-street accessible parking, this is considered acceptable.

86. The applicant has proposed an improved long-stay cycle parking facility within the basement, accessed via a cycle/goods lift. Transport officers have confirmed that the quantum of cycle parking proposed is acceptable in principle and represents an improvement over the existing provision. Detailed cycle parking drawings and specifications demonstrate compliance with London Cycle Design Standards (LCDS). A condition has been recommended requiring the cycle parking to be installed and made available prior to first use of the terrace and café.

87. With regard to servicing, the applicant has submitted a Transport Response Note addressing concerns raised by objectors. The proposal comprises a relatively modest increase in floorspace and is not expected to result in a material impact on the local transport network. The applicant estimates that the development would generate approximately 0.67 additional delivery trips per day, comprising 0.06 daily deliveries associated with the additional office floorspace and 0.61 daily deliveries associated with the café floorspace.

88. The transport evidence submitted on behalf of local residents has been carefully considered and raises concerns regarding the constrained nature of Clink Street, potential conflict between servicing vehicles, pedestrians and cyclists, and the implications of additional servicing activity associated with the proposed development. These concerns are acknowledged. However, the forecast increase in servicing demand would equate to less than one additional servicing vehicle movement per day and, given the limited scale of this increase, it is not considered that the proposal would materially alter existing servicing conditions or result in a meaningful increase in conflict between servicing vehicles, pedestrians and cyclists. Whilst Clink Street experiences high levels of pedestrian activity and operates within a constrained environment, the anticipated increase in servicing activity would be modest in the context of the existing operation of the building and surrounding commercial uses.

89. Notwithstanding the limited increase in servicing demand, the site's constrained servicing environment warrants the submission and approval of a Delivery and Servicing Management Plan, to be secured by condition. The Plan would include details of delivery and collection arrangements, servicing hours, vehicle management measures and procedures to minimise disruption to pedestrians,

cyclists and the surrounding highway network. It is considered that these measures would appropriately manage servicing activity associated with the development and minimise potential impacts on highway safety and operation.

90. Taking into account the highly accessible location of the site, the modest scale of the development, the limited increase in servicing demand and the mitigation secured through the Delivery and Servicing Management Plan, it is not considered that the proposal would give rise to an unacceptable impact on highway safety. The proposal complies with Policies P50 (Highways impacts), P51 (Walking) and P53 (Cycling) of the Southwark Plan 2022.

Ecology and biodiversity

91. Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021, requires most planning permissions to deliver a minimum 10% Biodiversity Net Gain (BNG). The proposal is exempt from the mandatory BNG requirements as the application site falls below the 0.2 hectare threshold introduced by the Biodiversity Gain Requirements (Exemptions) Regulations and does not involve the loss of any priority habitat.

92. There are no existing trees, areas of landscaping, priority habitats or other notable ecological features within the application site that would be affected as part of the proposed development.

93. A trellis planting system is proposed along the cladding elevation at roof level, alongside planters.

Energy

94. Policy P70 (Energy) of the Southwark Plan states that development must reduce operational greenhouse gas emissions and minimise both annual and peak energy demand, in accordance with the energy hierarchy (Be Lean, Be Clean, Be Green, Be Seen and Offset).

95. The proposal adopts a refurbishment-led approach, retaining and improving an existing locally listed building rather than pursuing demolition and redevelopment. The continued use of the existing structure, facades and building fabric reduces embodied carbon and supports the efficient use of existing resources.

96. The refurbishment would also improve the performance of the building through a series of upgrades to the building envelope and services. Existing windows would be replaced with higher-performing units to improve thermal efficiency, whilst enhanced roof insulation would reduce heat loss and improve overall building performance. Heating, cooling and building services would be

upgraded to modern energy-efficient standards, improving the operational efficiency of the building.

97. In addition, the introduction of new upper-floor windows would increase access to natural daylight and ventilation within the office accommodation, helping to reduce reliance on artificial lighting and mechanical systems.

98. The scheme would also encourage sustainable travel through the provision of enhanced cycle parking and improved end-of-journey facilities, including showers and changing facilities for building users.

99. Whilst there is no policy requirement for the submission of detailed sustainability or energy statements in this instance, the proposed refurbishment delivers a number of sustainability benefits through the retention and enhancement of the existing building, improvements to energy efficiency and promotion of sustainable transport.

Community engagement

100. It is understood that the applicant held a resident's presentation on 02 February 2026.

Consultation responses from external consultees

101. Historic England:

- An application for Schedule Monument Consent would be required if any groundworks take place. The application does not include any groundworks.

Officer comment: Informative recommended.

Consultation responses internal consultees

102. Environmental Protection Team:

- EPT undertook a site visit and reviewed the revised Noise Planning Report, concluding that previous concerns had been satisfactorily addressed.
- EPT raised no objection to the proposed roof terrace in principle, noting its separation from neighbouring residential properties and the findings of the submitted noise assessment.
- EPT recommended conditions relating to roof terrace hours, a Roof Terrace Operational Management Plan, acoustic mitigation measures, servicing arrangements and hours, café operating hours, plant noise, external lighting and construction management.

- EPT advised that further detailed acoustic information should be secured by condition in relation to the proposed lifts, pipework and other operational noise sources.

Officer comment: Conditions recommended.

103. Design and Conservation Team:

- Comments set out in full in the Design quality and heritage sections of this report.

Officer comment: Conditions recommended.

104. Transport Planning Policy:

- The site is located within the CAZ, benefits from a PTAL 6b rating and is highly accessible by public transport, with no objection raised to the car-free nature of the development.
- Initial comments sought further details regarding cycle parking, access arrangements and compliance with the London Cycle Design Standards.
- Following discussions with the applicant, revised cycle parking proposals were submitted and are supported, subject to compliance with the approved details.
- The transport officer accepted that the development would generate only a modest increase in servicing demand and raised no objection in principle, subject to a Delivery and Servicing Management Plan and controls over servicing arrangements.
- No objections were raised in relation to parking, vehicle access or highways impacts, subject to appropriate conditions.

Officer comment: Conditions recommended.

105. Archaeologist:

- The development will not have an archaeological impact. The site is within the Winchester Palace Scheduled Monument; discussions with the Inspector of Ancient Monuments have agreed there are no impacts.

Community impact and equalities assessment

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

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

108. 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, and;
    - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

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

110. Overall, it is not considered that the development would result in known significant adverse impacts to those with protected characteristics.

Human rights implications

111. 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.

Positive and proactive statement

112. The council has published its development plan on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

113. 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 – but with an agreed Extension of Time date.

CONCLUSION

114. The application seeks the sensitive refurbishment and modernisation of Pickfords Wharf, a locally listed building that makes a positive contribution to the Borough High Street Conservation Area. The proposals would secure the continued use and long-term viability of the office accommodation through comprehensive refurbishment works, improved accessibility, upgraded building services and the provision of modern facilities for occupiers, including access to a roof terrace.

115. Through an extensive pre-application process, the scheme has evolved significantly in response to design, heritage and amenity considerations. In particular, the scale and visibility of the proposed roof extension have been substantially reduced, and alterations to the parapet have been redesigned to better respect the architectural character of the building. The development is considered to preserve the significance of nearby heritage assets, the character and appearance of the Borough High Street Conservation Area and important local and strategic views.

116. Whilst a significant number of objections have been received, particularly in relation to the proposed roof terrace and its potential impacts on neighbouring occupiers, the submitted technical evidence and consultation responses

demonstrate that these impacts can be appropriately mitigated. Subject to conditions controlling the hours of operation and an operational management plan, the proposal is not considered to result in an unacceptable impact on residential amenity in terms of its use. Furthermore, the assessment has concluded that the development would not result in unacceptable impacts in terms of privacy, overlooking, outlook, noise, disturbance, daylight, sunlight or overshadowing.

117. The proposal would not result in unacceptable transport or highway impacts and would deliver improvements to cycle parking, end-of-journey facilities and servicing arrangements. In addition, the refurbishment-led approach would retain the existing building fabric, reduce embodied carbon, improve energy efficiency and provide opportunities for urban greening.

118. Taking all material planning considerations into account, the proposal is considered to accord with the development plan. It is therefore recommended that planning permission is granted, subject to conditions.

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: 020 7525 02 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	Abbie McGovern, Team Leader Major Applications and New Homes
Version	Final
Dated	25 September 2026
Key Decision	No

CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	**Comments Sought**	**Comments included**
Strategic Director, Resources	No	No
Strategic Director, Environment, Sustainability and Leisure	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		25 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	GMS Estates Ltd	**Reg. Number**	26/AP/1217
Application Type	Minor application		
Recommendation		**Case Number**	PP-14843478

Draft of Decision Notice

for the following development:

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

Pickfords Wharf Clink Street London Southwark

1. The development hereby approved shall be carried out in accordance with application received on 28 April 2026 and Applicant's Drawing Nos.:

SITE LOCATION PLAN 2313-EMR-PW-XX-DR-A-01101 received 28/04/2026
GROUND FLOOR PLAN 2313-EMR-PW-00-DR-A-02102 REV PL01 received 28/04/2026
FIRST FLOOR PLAN 2313-EMR-PW-01-DR-A-02103 REV PL01 received 28/04/2026
SECOND FLOOR PLAN 2313-EMR-PW-02-DR-A-02104 REV PL01 received 28/04/2026
THIRD FLOOR PLAN 2313-EMR-PW-03-DR-A-02105 REV PL01 received 28/04/2026
FOURTH FLOOR PLAN 2313-EMR-PW-04-DR-A-02106 REV PL01 received 28/04/2026
FIFTH FLOOR PLAN 2313-EMR-PW-05-DR-A-02107 REV PL020 received 28/04/2026
SIXTH FLOOR PLAN 2313-EMR-PW-06-DR-A-02108 REV PL01 received 28/04/2026
BASEMENT FLOOR PLAN 2313-EMR-PW-B1-DR-A-02101 REV PL03 received 22/09/2026
PROPOSED ELEVATION 2 (REAR) 2313-EMR-PW-ZZ-DR-A-05101N PL01 received 28/04/2026

PROPOSED ELEVATION (FRONT) 2313-EMR-PW-ZZ-DR-A-05103 REV PL02 received 28/04/2026
PROPOSED ELEVATION 4 2313-EMR-PW-ZZ-DR-A-05104 REV PL01 received 28/04/2026
ROOF LEVEL FLOOR PLAN 2313-EMR-PW-07-DR-A-02109 REV PL01 received 28/04/2026
PROPOSED SECTION A A 2313-EMR-PW-ZZ-DR-A-04101 REV PL01 received 28/04/2026
PROPOSED SECTION PLAN 2313-EMR-PW-ZZ-DR-A-04103 REV PL04 received 28/04/2026
PROPOSED SERVICING ARRANGEMENT L313-EMR-PW-00-DR-A-02102 received 07/07/2026
PROPOSED SERVICING ROUTE 2313-EMR-PW-00-DR-A-02102 received 10/08/2026

Reason: For the avoidance of doubt and in the interests of proper planning.

Time limit for implementing this permission and the approved plans

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

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

Permission is subject to the following Pre-Commencement Condition

3. No development shall take place, including any works of demolition, until a written CEMP has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to construction site management and to use all best endeavours to minimise off-site impacts, and shall include the following information:

   - A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
   - Site perimeter continuous automated noise, dust and vibration monitoring;
   - Engineering measures to eliminate or mitigate identified environmental impacts, including hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures and the location of specific activities on site;
   - Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction, including signage on hoardings, newsletters and residents liaison meetings;
   - A commitment to adopt and implement the ICE Demolition Protocol and

Considerate Contractor Scheme;
- Site traffic management arrangements, including routing of inbound and outbound construction traffic, one-way site traffic arrangements and the location of lay-off areas;
- Site Waste Management measures, including accurate waste stream identification, separation, storage and transportation by registered waste carriers to appropriate destinations; and
- A commitment that all NRMM equipment (37kW to 560kW) shall be registered on the NRMM register and meet the standards stipulated by the Mayor of London.

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

Reason:
To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with the National Planning Policy Framework 2026 and Policies P50 (Highway impacts), Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan 2022.

Permission is subject to the following Pre-Occupation Condition

4. Prior to the first use of the roof terrace hereby approved, a Roof Terrace Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of:

    - Management and supervision arrangements for the roof terrace;
    - Maximum occupancy levels at any one time;
    - Procedures for controlling noise and disturbance arising from the use of the terrace;
    - Arrangements for monitoring and responding to complaints from neighbouring occupiers;
    - Signage requesting terrace users to respect neighbouring residential amenity;
    - Smoking management arrangements, including any designated smoking areas;
    - Security and access-control arrangements;
    - Staff training procedures relating to terrace management;
    - Contact details for the site operator and management team;
    - A review and monitoring mechanism to address operational issues arising from the use of the terrace.

    The roof terrace shall thereafter operate only in accordance with the approved Operational Management Plan.

    Reason:

To safeguard the amenity of neighbouring residential occupiers and minimise noise and disturbance arising from the use of the roof terrace in accordance with the National Planning Policy Framework 2026 and Policy P56 (Protection of amenity) of the Southwark Plan 2022.

Permission is subject to the following Compliance Conditions

5. The roof terrace hereby approved shall only be used between the following hours:

   08:00 and 20:00 on Mondays to Fridays

   The roof terrace shall not be used at any time on Saturdays, Sundays or Public Holidays.

   Reason:
   To safeguard the amenity of neighbouring residential occupiers and to minimise noise and disturbance arising from the use of the roof terrace in accordance with the National Planning Policy Framework 2026 and Policy P56 (Protection of amenity) of the Southwark Plan 2022.

6. The café use hereby approved shall operate only between the following hours:

   07:00 to 22:00 on Mondays to Saturdays; and
   09:00 to 21:00 on Sundays and Public Holidays.

   No customers shall be permitted to remain within the café outside of these hours.

   Reason:
   To safeguard the amenity of neighbouring occupiers and to minimise noise and disturbance arising from the operation of the café, in accordance with the National Planning Policy Framework 2026 and Policy P56 (Protection of amenity) of the Southwark Plan 2022.

7. Any deliveries, servicing and refuse collections associated with the development hereby approved shall take place only between the following hours:

   07:00 - 20:00 on Monday - Saturdays
   09:00 - 16:00 on Sundays and Public Holidays

   No deliveries, servicing or refuse collections shall take place outside of these hours.

   Reason:
   To safeguard the amenity of neighbouring occupiers and to minimise noise

and disturbance arising from servicing activities, in accordance with the National Planning Policy Framework 2026 and Policies P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan 2022.

8. No tables, chairs, benches or other seating shall be provided or used externally in connection with the café use hereby approved unless otherwise agreed in writing by the Local Planning Authority.

   Reason:
   To safeguard the amenity of neighbouring occupiers, to minimise noise and disturbance, and to ensure the public highway remains unobstructed and available for the safe movement of pedestrians and other highway users, in accordance with the National Planning Policy Framework 2026 and Policies P56 (Protection of amenity) and P50 (Highways impacts) of the Southwark Plan 2022.

9. The cycle parking facilities shown on the approved plans shall be provided and made available for use prior to the first use of the roof terrace and café hereby approved and shall thereafter be retained and maintained for cycle parking purposes for the lifetime of the development.

   Reason

   To ensure the provision of adequate and secure cycle parking facilities in accordance with the National Planning Policy Framework 2026 and Policy P53 (Cycling) of the Southwark Plan 2022.

Permission is subject to the following Special Conditions

10. Prior to the first use of the café, roof terrace, lounge and rooftop extension hereby approved, a Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of:

    - Delivery, servicing and refuse collection arrangements for all uses within the development;
    - The management of delivery and servicing vehicles;
    - Measures to minimise conflict with pedestrians and cyclists;
    - Arrangements for the storage and collection of refuse and recyclable materials; and
    - Monitoring and review arrangements.

    The development shall thereafter operate in accordance with the approved Delivery and Servicing Management Plan.

Reason:
To ensure that deliveries, servicing and refuse collection activities are appropriately managed in the interests of highway safety, the safe and efficient movement of pedestrians and cyclists, and the amenity of neighbouring occupiers in accordance with the National Planning Policy Framework 2026 and Policies P56 (Protection of amenity) and P50 (Highways impacts) of the Southwark Plan 2022.

11. Prior to the installation of any works requiring acoustic mitigation as identified within the Hilson Moran Noise Planning Report (36491-HML-XX-XX-RP-O-500001 P03), a Supplementary Acoustic Planning Report complete with detailed drawings and references back to the overall design and through shall be submitted to and approved in writing by the Local Planning Authority, containing information regarding:

a) Mitigation measures that shall be implemented to the underside of the 3rd Floor slab and to the enclosure of the existing residential pipework.

The measures shall demonstrate that the refurbishment works will not affect the existing level of sound insulation between the office accommodation and adjoining residential premises.

b) Minimisation of noise arising from the proposed lift shafts to protect the amenity of adjoining residential occupiers.

The lift design shall demonstrate compliance with Table 7-1: Noise Criteria for Lifts within the Hilson Moran Noise Planning Report (36491-HML-XX-XX-RP-O-500001 P03), to achieve a maximum Noise Intrusion Limit of 20 dB LAFmax into any part of any apartment.

c) Mitigation measures that shall be implemented in association with the proposed 6th Floor WC pipework.

These measures shall demonstrate compliance with Section 7.1.3: New WC at 6th Floor within the Hilson Moran Noise Planning Report (36491-HML-XX-XX-RP-O-500001 P03), to enclose the pipework and provide acoustic mitigation measures as stated.

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

Reason:
In order that the Local Planning Authority may be satisfied as to the design and details in the interest of ensuring that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance in accordance with the National Planning Policy Framework 2026 and Policy P56 (Protection of Amenity) of the Southwark Plan (2022).

12. Prior to the installation of any external cladding, glazing systems,

balustrades, screening or rooftop plant enclosures, detailed drawings and specifications of those elements shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the materials, colour, finish, profile, dimensions, method of fixing and all associated architectural detailing. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason:
To ensure a high quality design and to safeguard the character and appearance of the building and surrounding heritage assets in accordance with the National Planning Policy Framework 2026 and Policies P14 (Design quality), P20 (Conservation areas) and P26 (Local list) of the Southwark Plan 2022.

13. Prior to the installation of any new windows and doors, details of their materials, colour, finish, sections and opening mechanisms shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and retained as such thereafter.

    Reason:
    To ensure a high quality design and to safeguard the character and appearance of the building and the significance of heritage assets, in accordance with the National Planning Policy Framework 2026, Policies P14 (Design quality) and P20 (Conservation areas) of the Southwark Plan 2022.

14. The Rated Sound Level from any plant (including emergency plant), together with any associated ducting, shall not exceed the Background Sound Level (LA90,15min) at the nearest noise-sensitive premises. Furthermore, the Specific Sound Level shall be 10dB(A) or more below the Background Sound Level at this location. For the purposes of this condition, the Background, Rating and Specific Sound Levels shall be determined in accordance with BS4142:2014+A1:2019.

    Suitable acoustic mitigation measures shall be incorporated as necessary to ensure compliance with the above standards.

    Within three months of the first operation of any plant, machinery or associated ducting, a validation report demonstrating compliance with this condition shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation measures identified within the approved report shall be retained and 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 and Policies P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan 2022.

15. In the event that any external artificial lighting is proposed as part of the development hereby approved, details shall first be submitted to and approved in writing by the Local Planning Authority. The details shall include the location, design, specification, luminance levels, hours of operation, direction of light spill and measures to minimise light spillage and glare.

    Any external lighting shall be installed and operated only in accordance with the approved details.

    Reason:
    To safeguard the amenity of neighbouring occupiers, preserve the character and appearance of the building and surrounding area, and minimise light pollution in accordance with the National Planning Policy Framework 2026 and Policies P20 (Conservation areas) and Policy P56 (Protection of amenity) of the Southwark Plan 2022.

Informatives

1. Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is: "third-party independent and suitably-qualified" The Council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The Council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.

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

2. The development is located within the Scheduled Monument of Remains of Winchester Palace, Clink Street and Waterfront (National Heritage List for England 1002054). The design of the scheme has excluded groundworks to ensure no scheduled monument consent is required, however should groundworks below the current basement slab be required, an application for Scheduled Monument Consent and the positive decision on such a consent will be necessary before such groundworks are undertaken.

APPENDIX 2

Relevant planning policy

National Planning Policy Framework

The revised National Planning Policy Framework ("NPPF") was published in August 2026 and sets out the Government's planning policies for England and how these are to be applied. The NPPF should be read as a whole, with a presumption in favour of sustainable development at its heart. Sustainable development comprises economic, social and environmental objectives which are to be pursued in mutually supportive ways.

The relevant chapters from the Framework are:

- S1-S6: Achieving Sustainable Development
- E1-E4: Building a Strong, Effective Economy
- TC1-TC4: Ensuring the Vitality of Town Centres
- L1-L3: Making Effective Use of Land
- DP1-DP4: Achieving Well-Designed Places
- TR1-TR8: Promoting Sustainable Transport
- HC1-HC8: Promoting Healthy Communities
- HE1-HE7: Conserving and Enhancing the Historic Environment

The London Plan 2021

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

- Policy SD1 Opportunity Areas
- Policy SD4 The Central Activities Zone (CAZ)
- Policy SD5 Offices, other strategic functions and residential development in the CAZ
- Policy SD6 Town centres and high streets
- Policy D4 Delivering good design
- Policy E1 Offices
- Policy E9 Retail, markets and hot food takeaways
- Policy HC1 Heritage conservation and growth
- Policy HC3 Strategic and Local Views
- Policy HC4 London View Management Framework
- Policy SI2 Minimising greenhouse gas emissions
- Policy SI17 Protecting and enhancing London’s waterways
- Policy T5 Cycling
- Policy T7 Deliveries, servicing and construction

Southwark Plan 2022

The Southwark Plan 2022 was adopted on 23 February 2022. The plan provides strategic policies, development management policies, area visions and site allocations which set out the strategy for managing growth and development across the borough from 2019 to 2036. The relevant policies are:

- Policy P13 Design of places
- Policy P14 Design quality
- Policy P20 Conservation areas
- Policy P21 Conservation of the historic environment and natural heritage
- Policy P22 Borough views
- Policy P23 Archaeology
- Policy P24 World heritage sites
- Policy P25 River Thames
- Policy P26 Local list
- Policy P30 Office and business development
- Policy P35 Town and local centres
- Policy P50 Highways impacts
- Policy P51 Walking
- Policy P53 Cycling
- Policy P56 Protection of amenity
- Policy P62 Reducing waste
- Policy P66 Reducing noise pollution and enhancing soundscapes
- Policy P70 Energy

APPENDIX 3

Planning history of the site and nearby sites

No relevant planning history.

APPENDIX 4

Consultation undertaken

Site notice date: 01/05/2026
Press notice date: 07/05/2026
Case officer site visit date: 01/05/2026
Neighbour consultation letters sent: 29/04/2026
Re-consultation letters sent: 07/07/2026

Internal services consulted

LBS Archaeologist
LBS Environmental Protection Team
LBS Transport Policy Team
LBS Waste Management Team
LBS Design And Conservation Team

Statutory and non-statutory organisations

Transport For London
Historic England

Neighbour and local groups consulted:

Golden Hinde Shop St Mary Overies Dock Cathedral Street
Museum Ticket Office St Mary Overy Dock Cathedral Street
Part First Floor Palace House 3 Cathedral Street
Fourth Floor And Fifth Floor Palace House 3 Cathedral Street
Flat 3 Little Winchester Wharf 5 Clink Street
Flat 2 Little Winchester Wharf 5 Clink Street
Flat 1 Little Winchester Wharf 5 Clink Street
5 Winchester Wharf 4 Clink Street London
1 Winchester Wharf 4 Clink Street London
2 Winchester Wharf 4 Clink Street London
3 Winchester Wharf 4 Clink Street London
4 Winchester Wharf 4 Clink Street London
Flat 1 Victor Wharf Clink Street
Flat 2 Victor Wharf Clink Street
Flat 3 Victor Wharf Clink Street
Flat 4 Victor Wharf Clink Street
Flat 5 Victor Wharf Clink Street
Flat 6 Victor Wharf Clink Street
Flat 7 Victor Wharf Clink Street
Flat 8 Victor Wharf Clink Street
Flat 9 Victor Wharf Clink Street
Flat 10 Victor Wharf Clink Street
Flat 11 Victor Wharf Clink Street
Flat 12 Victor Wharf Clink Street
Flat 13 Victor Wharf Clink Street
Flat 14 Victor Wharf Clink Street
Golden Hinde Mooring St Mary Overies Dock Cathedral Street
Part Ground Floor Palace House 3 Cathedral Street
Part First Floor West Palace House 3 Cathedral Street
Unit 1 Victor Wharf Clink Street
Part Ground And Second Floor Palace House 3 Cathedral Street
Unit 1 Winchester Wharf 4 Clink Street
40 Stoney Street London Southwark
Flat 1 Evans Granary Apartments 38

Stoney Street
Flat 2 Evans Granary Apartments 38 Stoney Street
Flat 3 Evans Granary Apartments 38 Stoney Street
Flat 4 Evans Granary Apartments 38 Stoney Street
Flat 5 Evans Granary Apartments 38 Stoney Street
Flat 6 Evans Granary Apartments 38 Stoney Street
Flat 7 Evans Granary Apartments 38 Stoney Street
Flat 8 Evans Granary Apartments 38 Stoney Street
Flat 9 Evans Granary Apartments 38 Stoney Street
Flat 10 Evans Granary Apartments 38 Stoney Street
Flat 11 Evans Granary Apartments 38 Stoney Street
Flat 12 Evans Granary Apartments 38 Stoney Street
Flat 13 Evans Granary Apartments 38 Stoney Street
Flat 14 Evans Granary Apartments 38 Stoney Street
Ground Floor Palace House 3 Cathedral Street
11 - 12 Horseshoe Wharf Apartments 6 Clink Street London
Flat 4 Little Winchester Wharf 5 Clink Street
Flat 1 Pontifex Wharf Apartments 36 Stoney Street
Flat 2 Pontifex Wharf Apartments 36 Stoney Street
Flat 3 Pontifex Wharf Apartments 36 Stoney Street
Flat 4 Pontifex Wharf Apartments 36 Stoney Street
Flat 5 Pontifex Wharf Apartments 36 Stoney Street
Flat 6 Pontifex Wharf Apartments 36 Stoney Street
Flat 7 Pontifex Wharf Apartments 36 Stoney Street
Flat 8 Pontifex Wharf Apartments 36 Stoney Street
Flat 9 Pontifex Wharf Apartments 36 Stoney Street
36A - 36B Stoney Street London
Southwark
Flat 10 Pontifex Wharf Apartments 36 Stoney Street
Flat 11 Pontifex Wharf Apartments 36 Stoney Street
Flat 12 Pontifex Wharf Apartments 36 Stoney Street
Flat 1 Pickfords Wharf Apartments Clink Street
Flat 2 Pickfords Wharf Apartments Clink Street
Flat 3 Pickfords Wharf Apartments Clink Street
Flat 4 Pickfords Wharf Apartments Clink Street
Flat 5 Pickfords Wharf Apartments Clink Street
Flat 6 Pickfords Wharf Apartments Clink Street
Flat 7 Pickfords Wharf Apartments Clink Street
Flat 8 Pickfords Wharf Apartments Clink Street
Third Floor Palace House 3 Cathedral Street
1 Horseshoe Wharf Apartments 6 Clink Street London
2 Horseshoe Wharf Apartments 6 Clink Street London
3 Horseshoe Wharf Apartments 6 Clink Street London
4 Horseshoe Wharf Apartments 6 Clink Street London
5 Horseshoe Wharf Apartments 6 Clink Street London
6 Horseshoe Wharf Apartments 6 Clink Street London
7 Horseshoe Wharf Apartments 6 Clink Street London
8 Horseshoe Wharf Apartments 6 Clink Street London
9 Horseshoe Wharf Apartments 6 Clink Street London
10 Horseshoe Wharf Apartments 6 Clink Street London
13 Horseshoe Wharf Apartments 6 Clink Street London
Unit 1 Horseshoe Wharf Apartments 6A Clink Street
First To Fifth Floors Pickfords Wharf Clink Street
Old Thameside Inn Pickfords Wharf

Clink Street
2 Stonecutters Lane London Southwark
Kaplan International College Palace House 3 Cathedral Street
1 - 2 Pickfords Wharf Clink Street London
3 Pickfords Wharf Clink Street London
4 Pickfords Wharf Clink Street London

APPENDIX 5

Consultation responses received

Internal services:

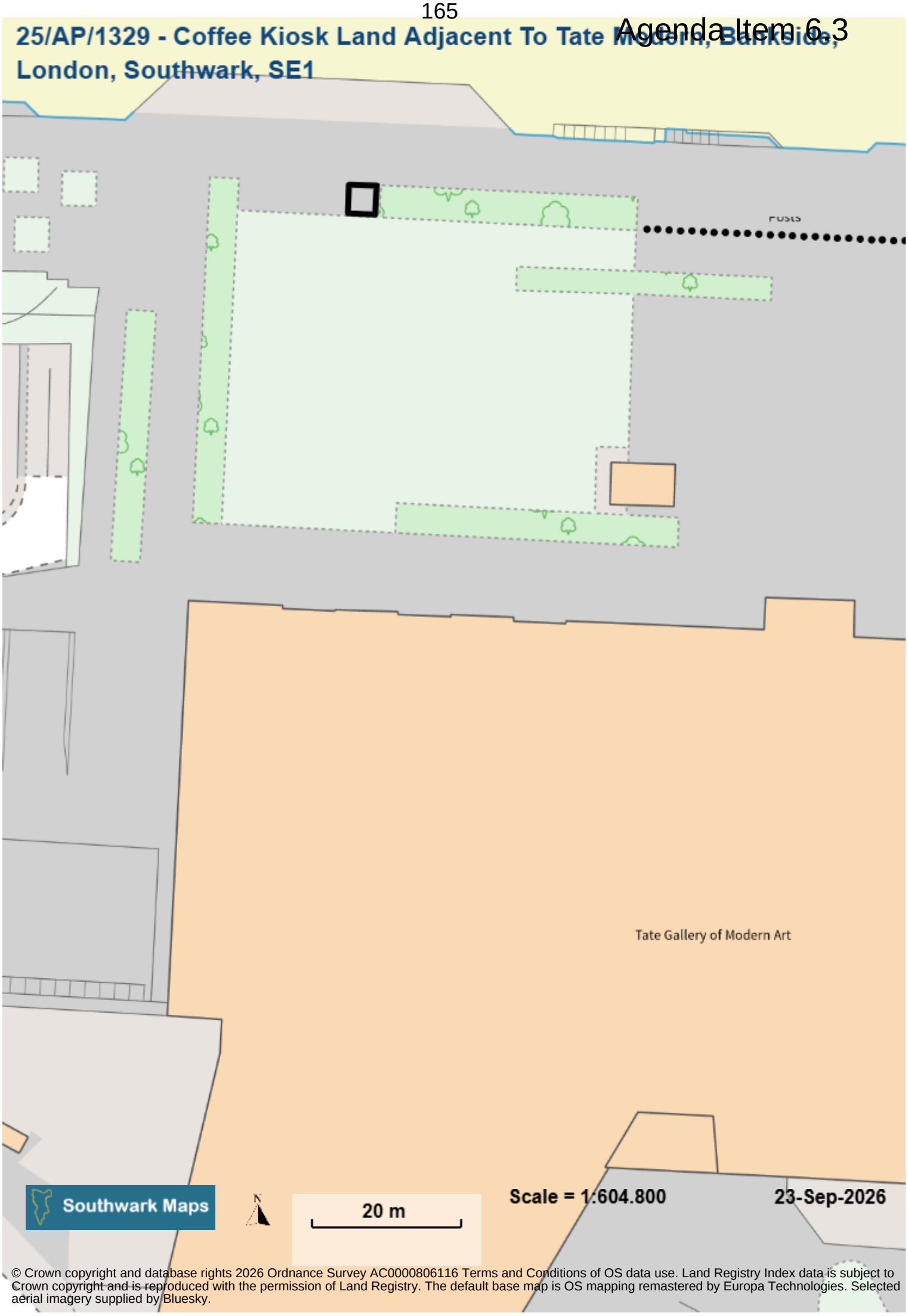
LBS Archaeology
LBS Transport Policy
LBS Design & Conservation Team
LBS Environmental Protection

Statutory and non-statutory organisations:

Historic England

Neighbour and local groups consulted:

Flat 2 Little Winchester Wharf 5 Clink Street
5 Winchester Wharf 4 Clink Street London
Flat 13 Evans Granary Apartments 38 Stoney Street
Flat 1 Pickfords Wharf Apartments Clink Street
Flat 3 Pickfords Wharf Apartments Clink Street
Flat 4 Pickfords Wharf Apartments Clink Street
Flat 5 Pickfords Wharf Apartments Clink Street
Flat 6 Pickfords Wharf Apartments Clink Street
1 Horseshoe Wharf Apartments 6 Clink Street London
2 Horseshoe Wharf Apartments 6 Clink Street London
7 Horseshoe Wharf Apartments 6 Clink Street London
13 Horseshoe Wharf Apartments 6 Clink Street London
Flat 6 3 Winchester Square London
C/o Hannah Brown - Richard Buxton Solicitors Dale's Brewery Gwydir Street
Old Theatre Court 123 Park Street London
Flat 21 Old Theatre Court 123 Park Street
Flat 5, Pickfords Wharf Apartments Clink Street London
25 West Street Long Buckby Northamptonshire
Flat 2 Little Winchester Wharf 5 Clink Street London
56 Pennethorne Road London Southwark
Flat 2 Pickfords Wharf Apartments Clink Street London



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Meeting Name:	Planning Committee (Smaller Applications)
Date:	7 October 2026
Report title:	**Development Management planning application:** Application 25/AP/1329 for: Full Planning Application **Address:** Coffee Kiosk Land Adjacent To Tate Modern Bankside, London SE1 **Proposal:** Erection of a single-storey kiosk to be used for the display and retail sale of hot drinks and cold snacks [Use Class E(a) other than hot food].
Ward(s) or groups affected:	Borough and Bankside
Classification:	Open
Reason for lateness (if applicable):	The application was deferred following the Committee site visit in August 2026 to allow the kiosk to be re-sited and for that amendment to be re-consulted.
From:	Director of Planning and Growth
Application Start Date: 12 May 2025	**Application Expiry Date**: 6 June 2026
Earliest Decision Date:	

RECOMMENDATION

1. That planning permission be granted subject to conditions.

EXECUTIVE SUMMARY

2. This application seeks permission for a small, removable single-storey metal-clad coffee kiosk on the riverwalk adjacent to Tate Modern. This application was deferred after the 20 August 2026 site visit to allow for the kiosk to be re-sited and for that amendment to be re-consulted, The site forms part of designated Borough Open Land. The proposal replaces the existing operation of a converted taxi cab with associated trestle tables and marquees currently located on the main thoroughfare of the Thames Path

3. The amended scheme relocates the structure to a set-back position with a reduced footprint and chamfered corners. This rationalises the existing arrangement, removes clutter from the primary pedestrian route, reduces vehicular movements associated with the current temporary set-up, and improves the openness and functionality of this section of Borough Open Land.

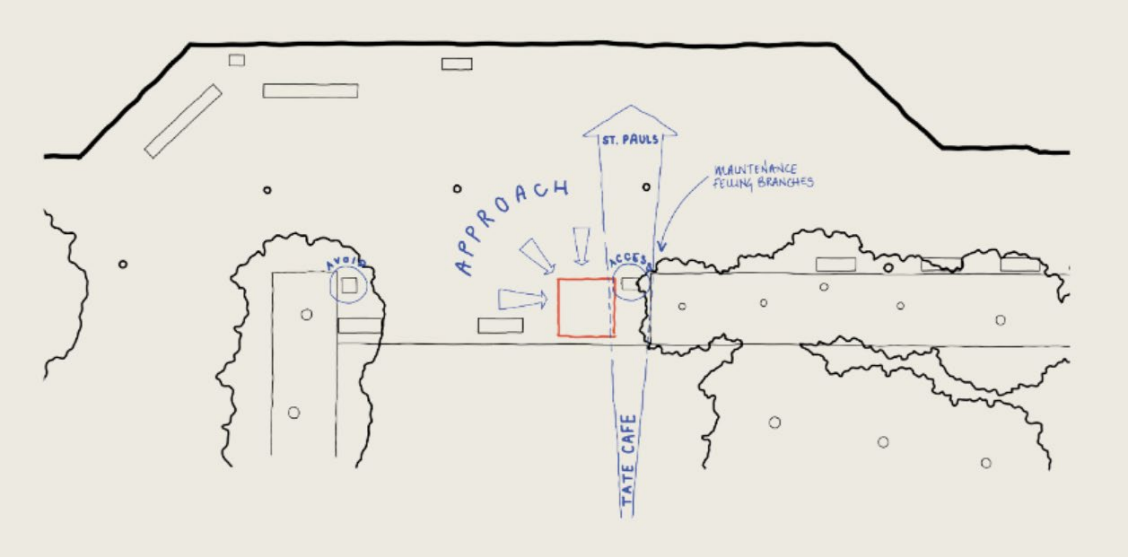
4. Neighbour consultation on the original and previously amended schemes generated 20 representations in support, representations from 5 objecting parties, and 1 neutral/conditional response from Southwark Cathedral. Re-consultation on Site 4 has, at the time of writing, produced one representation directed at that amendment: the letter of 16 September 2026 from The Planning Lab on behalf of Tate Modern, which maintains Tate's objection. No new third-party letters of support or objection to Site 4 appear on the register extract.

5. The proposal is considered to comply with the development plan. It is recommended that planning permission be granted subject to conditions.

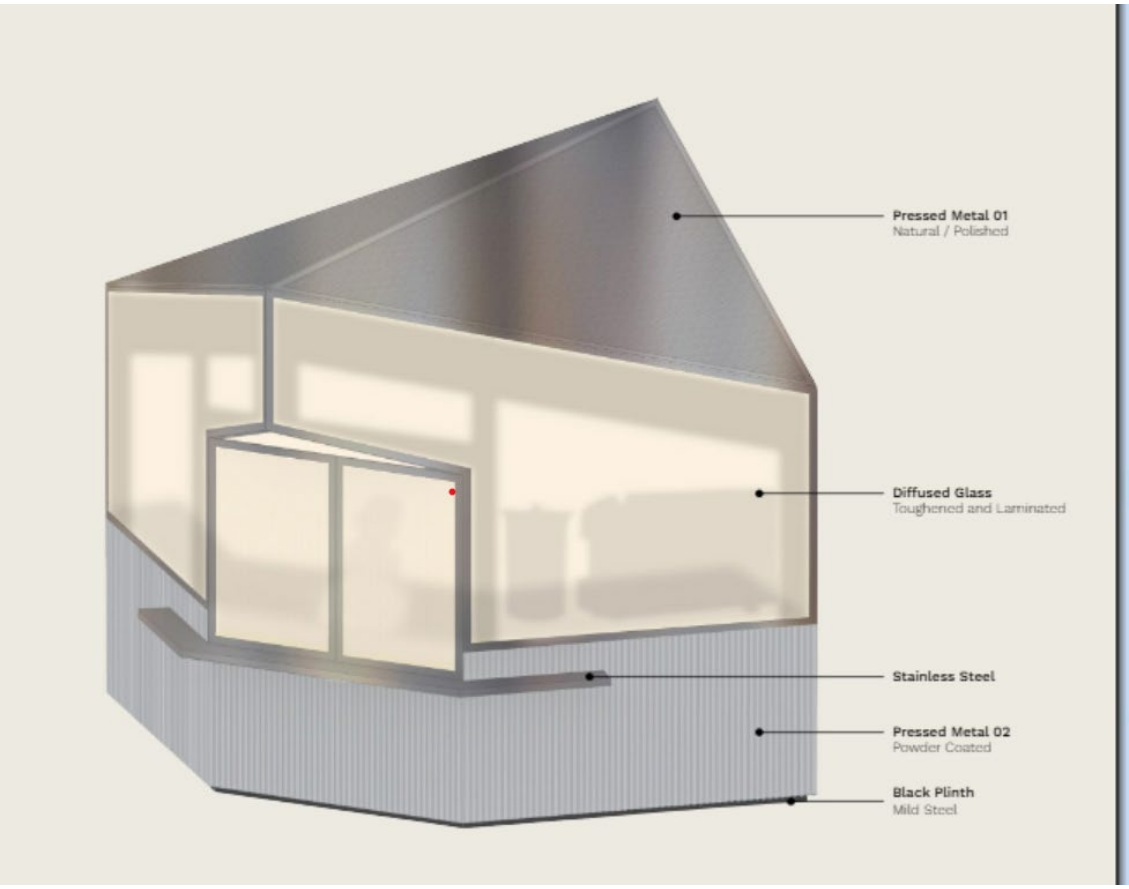
BACKGROUND INFORMATION

Site location and description

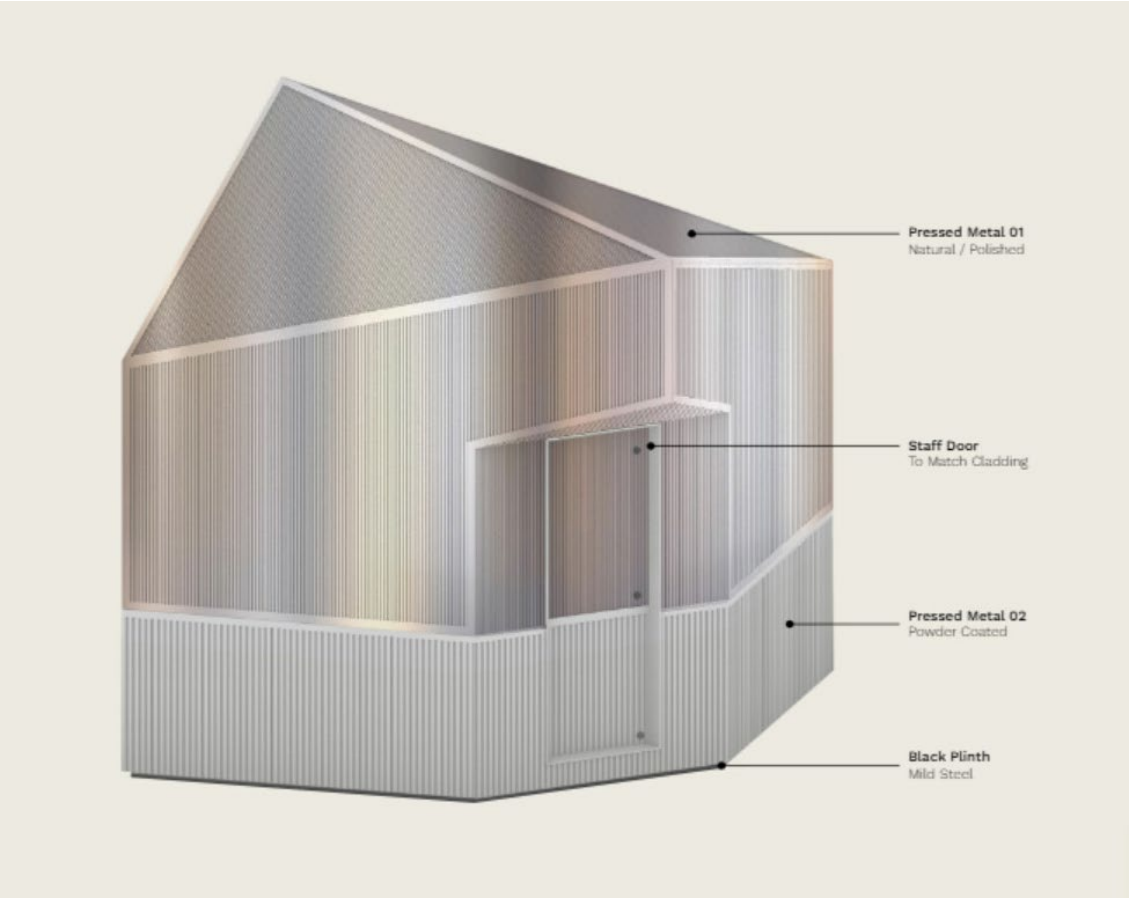
6. The application site comprises an area of public footway on the Thames Path / Jubilee Walkway immediately adjacent to the northern boundary of Tate Modern. The site forms part of designated Borough Open Land and lies within the setting of several locally listed assets, including Tate Modern (former Bankside Power Station), the landscaped area to the north of the gallery, the Millennium Footbridge and Falcon Point.



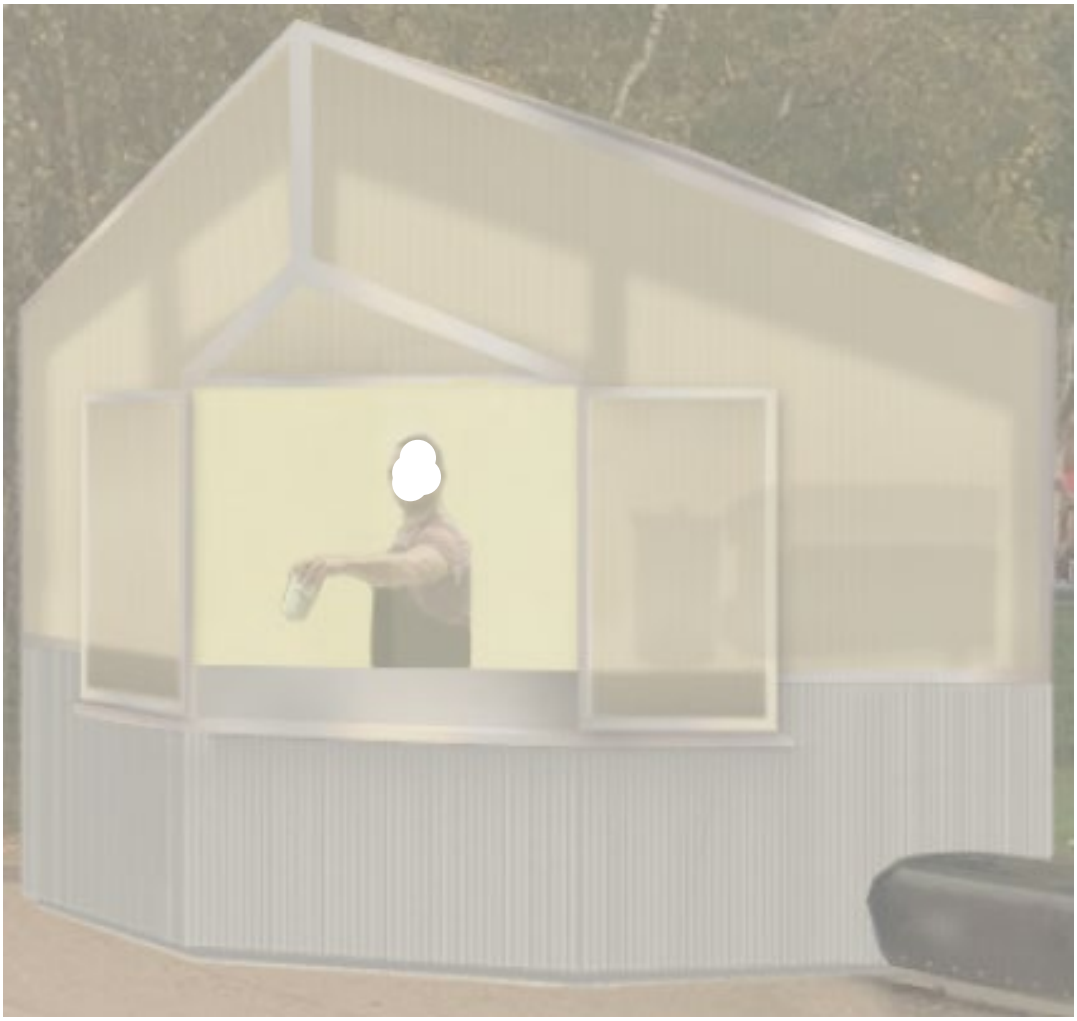
Details of proposal



Serving-hatch elevation



Rear elevation



Proposed kiosk.

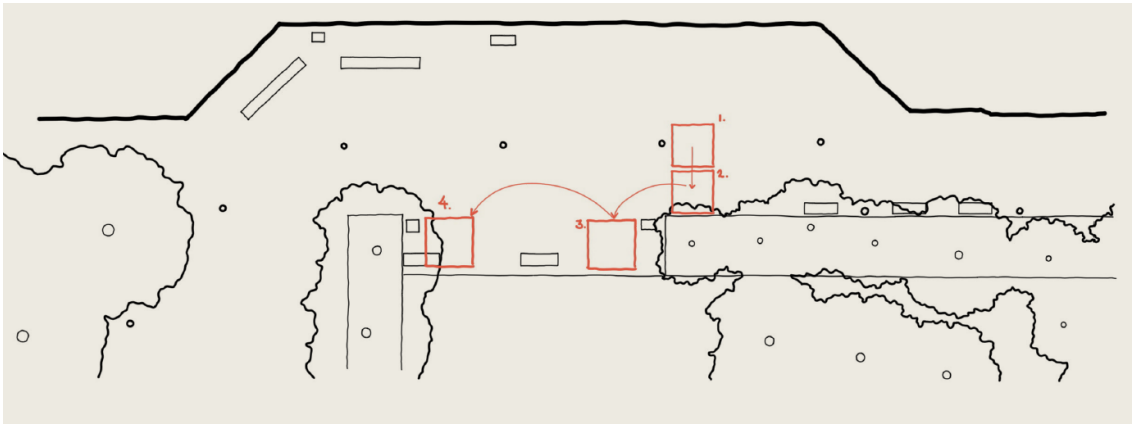
7. Permission is sought for a removable kiosk of approximately 3.5 m × 3.5 m externally (3.0 m × 3.0 m internally) and 3.53 m to the ridge of a double-pitch roof (eaves approximately 2.63 m), with chamfered corners and a serving hatch on the open corner. Materials are pressed metal (polished/natural upper cladding and a powder-coated RAL 7001 silver-grey base), a stainless-steel serving ledge, toughened laminated diffused glass to two sides, and a black mild-steel plinth. A serving canopy projects approximately 1.25 m. The use is hot drinks and cold snacks, Use Class E(a) other than hot food.



Existing converted taxi cab coffee stall

8. The proposal replaces the existing long-standing operation since 2021 of a converted taxi cab with associated trestle tables and marquees that currently occupy space on the main thoroughfare. The amended scheme relocates the structure away from the primary pedestrian desire line into a more set-back position, reducing the operational footprint and removing the need for the daily vehicular access and temporary structures associated with the current arrangement.

Amendments to the application



9. The reduction in footprint that comes from moving on a converted taxi cab that relies on a trestle table and marquee for rain protection has facilitated the move from the present central location to the more discrete recessed area that continues to sit within an area of the Southbank that is zoned by Southwark Licencing for traders. The plan above shows:

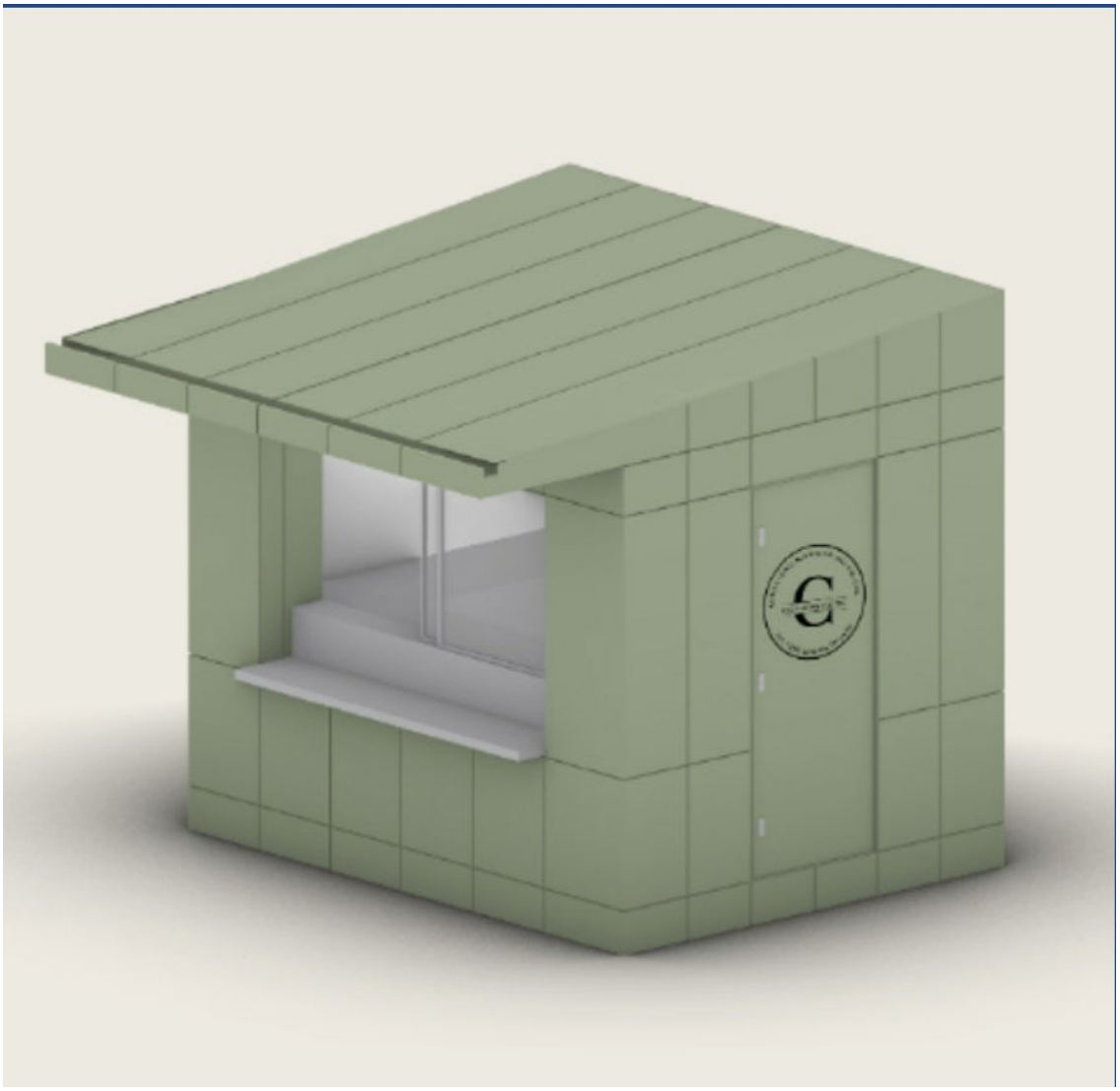
1. The existing taxicab location.
2. An originally applied for location.

3. The scheme previously put to Committee.
4. The scheme now before Committee (west of site 3, still in the set-back area)

10. The application was amended to move the siting from location 2 to 3 to ensure that the kiosk does not impact pedestrian flow and line of sight.

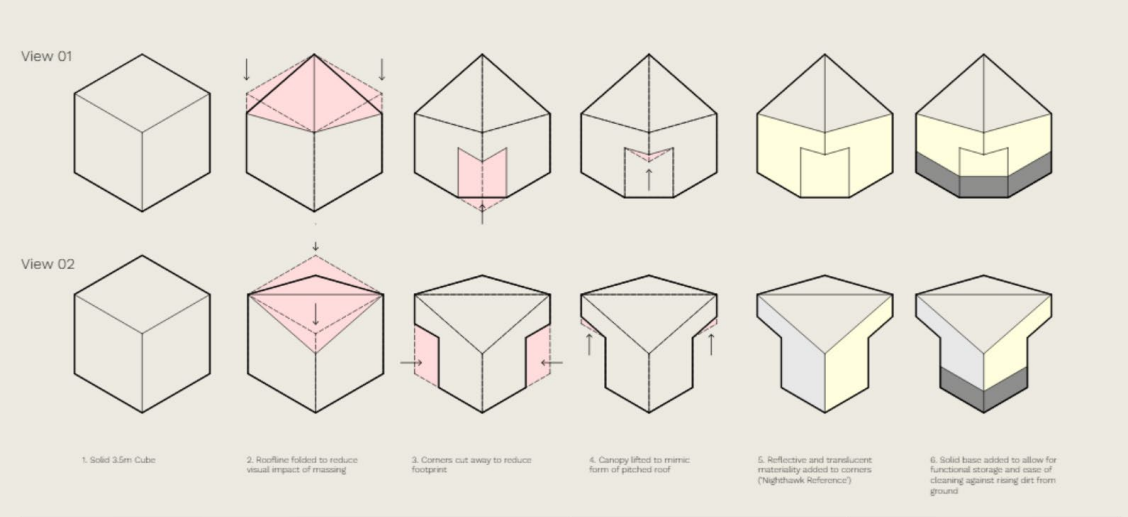
11. Following the Committee 20 August 2026 site visit the application was further amended from Site 3 to Site 4. The applicant's stated purpose is to lessen impact on views from the green and from Tate towards St Paul's Cathedral.

12. The objections raise more detailed points on design and character, pedestrian congestion, lack of toilets, for which amendments have been obtained. They also discuss lease/legal issues that do not relate to planning, and (from Tate Modern) heritage setting, pedestrian flow and operational impacts.



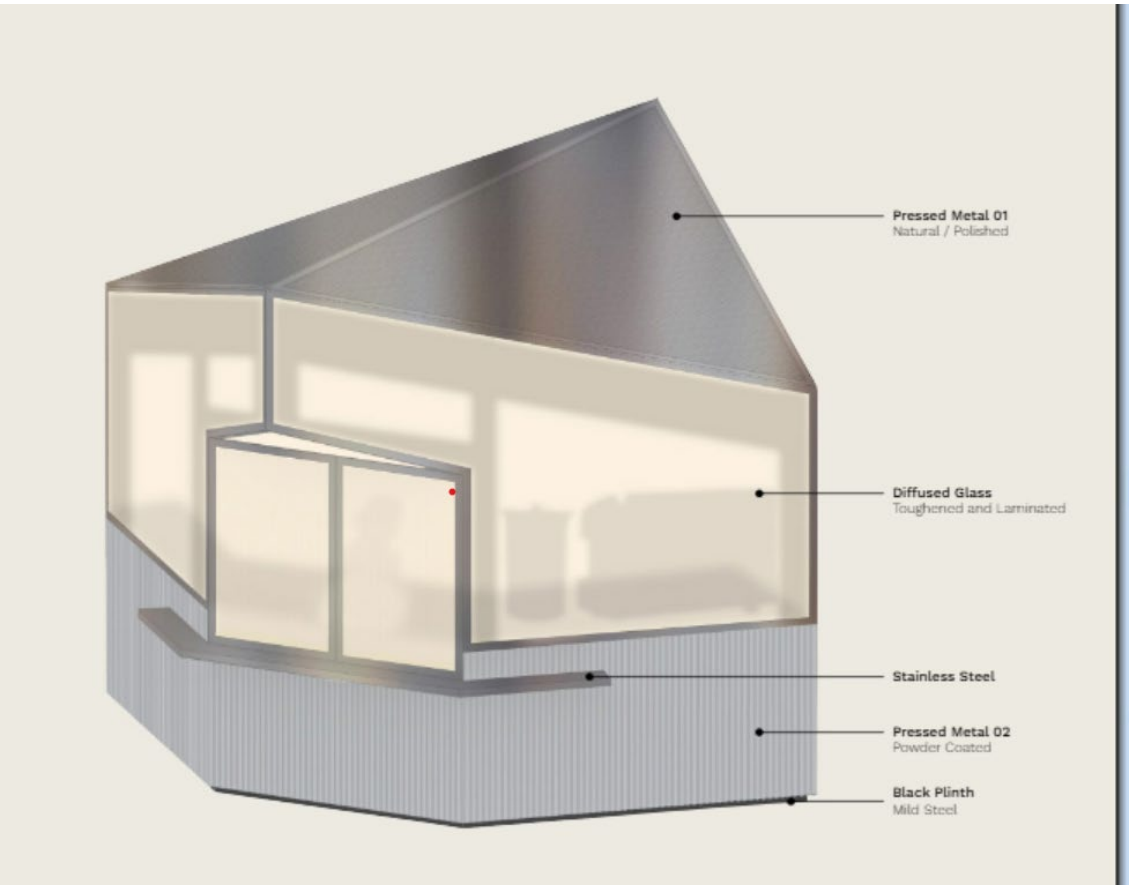
Original superseded design

13. The originally submitted scheme was rejected. Our Design Officers felt that a clad shipping container was of poor design and not appropriate for the setting of the Tate Modern.



Evolution of the design

14. This rejection led to a comprehensive design review that re-imagined the kiosk both in three dimensions and in materiality. The design began with a 3.5m cube. The roofline has been folded to reduce visual impact and massing, corners cut away to reduce footprint, the canopy lifted, reflective and translucent materiality was added and a solid base provided.



Amended design

15. A final amendment involved replacing polycarbonate with toughened and laminated diffused glass.The end result is a design that will sit comfortably in this location and complement the Tate Modern and Southbank area. Signage and branding are not approved as part of this application and would require

separate details.

Consultation responses from members of the public and local groups

Overall balance of responses

16. Neighbour consultation on the original and previously amended schemes generated 20 representations in support, representations from 5 objecting parties, and 1 neutral/conditional response from Southwark Cathedral. Re-consultation on Site 4 has, at the time of writing, produced one representation directed at that amendment: the letter of 16 September 2026 from The Planning Lab on behalf of Tate Modern, which maintains Tate's objection. No new third-party letters of support or objection to Site 4 appear on the register extract.

17. Support has come primarily from local residents and regular customers of the existing trader, together with formal letters of support from Living Bankside and the CEO of Shakespeare's Globe.

18. Objections have been submitted by a smaller number of local residents (particularly from Falcon Point and Bankside addresses), the freehold interest at 49 Bankside, and Tate Modern. Southwark Cathedral submitted a neutral/conditional response. Several parties submitted more than one representation.

19. Re-consultation has been carried out on Site 4. At the time of writing the only representation received specifically on that amendment is the letter of 16 September 2026 from The Planning Lab on behalf of the Board of Trustees of the Tate Gallery, which maintains Tate's strong objection. It does not withdraw the earlier Tate letters. No new third-party letters of support or objection to Site 4 appear on the contributor list. The February/March 2026 support cluster pre-dates the deferral. Tate remains one objecting party.

Key themes of support

20. The principal themes raised by supporters are:

Existing long-term operation without harm

21. Many supporters note that the trader (trading as Chealsons) has operated in the immediate vicinity for several years (presently from a van/cab) without causing disruption, noise, anti-social behaviour or pedestrian safety problems. The proposal is viewed as a modest formalisation and improvement of an already established activity rather than the introduction of a new use.

Design, appearance and location

22. The proposed removable metal-clad container is repeatedly described as modest in scale, lightweight, temporary/reversible, tidy and an improvement on the current open stall arrangement. The set-back position and reduced footprint

are welcomed as freeing up space on the main walkway and improving pedestrian flow. Materials (pressed metal and diffused glass) are considered appropriate and in keeping with the Bankside character. Supporters argue that refusal on design grounds would be disproportionate given the small scale and reversible nature of the structure.

Positive contribution to the area and local economy

23. Supporters highlight convenient, reasonably priced and high-quality service, the addition of character and vibrancy, natural surveillance/passive security benefits, and support for an independent local business.

Employment opportunities, particularly for young people

24. Multiple comments (including from Living Bankside and individual residents) emphasise the trader's provision of job opportunities for young local people, including young people. The more permanent kiosk is seen as enabling expansion of the team and supporting those without driving licences.

Response to objections

25. Several supporters directly address points raised by objectors, stating that noise and anti-social behaviour claims are unsubstantiated or speculative; that the urination problem around Falcon Point pre-dates the kiosk and is primarily linked to the adjacent pubs, coffee drinkers are not known for this sort of behaviour; and that some objections conflate wider riverwalk management issues (busking, litter, etc.) with this specific proposal.

Notable organisational support

- Living Bankside (Joseph Bonner, Chairman, 7 July 2025): Existing trader, job opportunities for young people, attractive addition with reduced footprint and set-back position, design fitting to the area, contributes to vibrancy and diversity.

- Stella Kanu, CEO, Shakespeare's Globe (16 June 2025): Full support. Friendly service to passers-by and cultural/leisure workers (including Globe staff, freelancers and volunteers). Fit-for-purpose container in a better position accounting for footfall and weather; excellent complement to the energy and flow of this section of Bankside.

- Dr Mark Oakley, Dean of Southwark Cathedral: The Cathedral's representation is recorded as neutral/conditional. It proposes that one kiosk is reasonable but that proliferation could cause harm. Buskers and street performers create greater obstruction and noise; a sympathetically designed kiosk that manages waste is positive.

Themes of objection

26. The principal concerns raised by objectors are:

Design, appearance and character of the area

27. Objectors considered that the previous sage green metal-clad commercial kiosk was out of keeping with adjacent brick-built structures and the character of the riverwalk. Concerns were raised about a “street market” or temporary commercial appearance harming the setting of Tate Modern and the wider Bankside environment.

Pedestrian congestion and obstruction

28. Objectors (including Tate Modern and local residents) argued that the riverwalk is already extremely busy and that original siting of the kiosk would attract people to stop, queue and congregate, worsening congestion for pedestrians, cyclists, pushchairs, wheelchairs and those with mobility difficulties. Tate Modern specifically noted the location near lampposts that already split the path and the potential creation of a pinch-point. Reference is made to the high visitor numbers to Tate Modern (4.6 million in 2024) and the role of the thoroughfare as a key link between cultural destinations. For this reason the siting was moved away from the general thoroughfare. Site 4 is a further shift within that set-back. Tate does not accept that this answers its setting concerns and prefers a kiosk in Locations 1 or 2, which remain within the pedestrian flow area.

Lack of toilets and related amenity issues

29. Several objectors highlight the absence of customer toilets. They claim that existing public urination problems around Falcon Point and on private forecourts will be exacerbated, placing strain on community facilities and creating pollution. Objectors note the lack of public toilets between Waterloo and Tower Bridge.

Over-provision of food and drink facilities

30. Objectors point to existing offers nearby (Tate Modern, Blackfriars station, Founder’s Arms, Globe, former Starbucks in Falcon Point) and argue that an additional outlet constitutes overdevelopment.

Lease, ownership and legal issues

31. Detailed submissions have been made raising concerns that Southwark holds only a head lease over the riverwalk; that freeholder consent and consultation with Falcon Point sub-leaseholders (whose leases derive from Southwark’s interest) and the freeholder of 49 Bankside have not been adequately addressed; and that the erection of a permanent structure may contravene the terms of the head lease. None of these comments relate to material planning issues and planning permission does not over-ride any other legal requirements.

32. Criticism has also been made of the 2010 Cabinet designation of trading pitches in this location, which led to the original licensing of the trading spot (consultation process, response rates, exclusion of local parties with legal

interests) and proposes re-designation of the riverwalk as a “quiet zone” to encourage artists. These are matters for the Licensing Committee that do not present material issues. However, it is a material consideration that the Council did designate this location for street trading.

Operational and servicing issues

33. Concerns are raised about waste generation and collection, water supply and disposal, electricity (or generator noise), restocking/servicing access (including use of the ramp on Tate land), and management of queues. Tate Modern notes limited information in the application on delivery, servicing, waste and customer management. A servicing plan was as a result requested.

Heritage setting and visual impact (Tate Modern)

34. Tate Modern’s formal objections (June, September and December 2025, including via The Planning Lab) emphasise the locally listed status of Tate Modern and the landscaped area to the north, the importance of uncluttered public views and key sightlines, and the civic presence of the gallery. They argue that a permanent commercial kiosk would erode these qualities and set a dangerous precedent for the South Bank. They also raise process concerns (lack of engagement with Tate despite reliance on its facilities for toilets and security) and the absence of pedestrian flow analysis or a full management plan. The letter of 16 September 2026 applies those points to Site 4. Tate says Sites 3 and 4 are near-identical in their relationship with the Gallery and the northern landscape, cites NPPF Policy HE7, and does not treat the move as meaningful mitigation. Perceived association with Tate is noted; that is not a material planning consideration (see Assessment).

Southwark Cathedral

35. Does not object to this single coffee kiosk as a replacement for the existing coffee cab (which has presented as responsible and friendly). However, the Cathedral is concerned that permission could set a precedent for multiple similar structures, which would raise different issues. It seeks explicit reassurance that this is neither the case nor the intention, and that adequate resources will be in place to manage the public space (noting current problems with amplified busking, litter and anti-social behaviour).

Procedure

36. Procedural concerns have been raised regarding statutory consultation, site notices, site address/description, head-lessee and freeholder positions.

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

37. 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 the Appendix.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- Principle of the proposed development in terms of land use, including the designation of the site as Borough Open Land, and the rationalisation of the existing operation.
- Whether Site 4 acceptably addresses any concerns.
- Design quality and impact on the character of the area and the setting of locally listed assets.
- Impact on the amenity of adjoining occupiers and the surrounding area.
- Transport and pedestrian movement (including reduction in vehicular movements).
- Servicing, waste management and other operational matters.

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

Legal context

40. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2021 and the Southwark Plan 2022. The site is not in a conservation area and Tate Modern is not a listed building. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 therefore do not apply. Tate Modern is on the Council's Local List and is a non-designated heritage asset. Effect on its setting is a material consideration and is assessed under Policy HE7 of the National Planning Policy Framework (August 2026

41. 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.

42. Some legal concerns have been raised by residents that are not material planning considerations. It has been claimed that a grant could result in the trader developing rights over the land but this cannot occur, an occupier would only gain rights by the passing of time if they occupied the land without consent. Residents also questioned the Council's right to license structures on this land, which happens to be adopted Highway that the Council owns on a long lease. Nonetheless, should any such point be arguable then granting planning consent would not extinguish any parallel leasehold / freehold controls.

Planning policy

43. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2026) and emerging policies constitute material considerations but are not

part of the statutory development plan. A list of policies which are relevant to this application is provided in the Appendix. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

44. The site is located within the:

45. Central Activities Zone, EA Flood Zones 2 and 3 benefiting from flood protection, Better Bankside BID, Borough open land and Borough and Bankside District Town Centre and Bankside, Borough and London Bridge Opportunity Area.

ASSESSMENT

Principle of the proposed development in terms of land use

46. The proposal is for a small, removable food and drink kiosk (Use Class E(a)) on public footway that forms part of designated Borough Open Land. Southwark Plan Policy P57 states that development will not be permitted on Borough Open Land except in exceptional circumstances where it consists of ancillary facilities that positively contribute to the setting, accessibility and quality of the open space. The policy seeks to protect the open character and function of these spaces.

47. The application must be assessed in the context of what currently exists on the site. The trader has operated for approximately five years from a converted taxi cab with associated trestle tables and marquees located on the main thoroughfare of the Thames Path. This arrangement involves regular vehicular access to position and remove the vehicle and temporary structures, occupies more space on the primary pedestrian route, and presents a more temporary and cluttered appearance.

48. The proposed metal-clad container is small space (approximately 12.25 m² footprint (3.5m x 3.5m), temporary and fully removable. Site 4 places it in a set-back position off the main thoroughfare. This rationalises the existing operation by:

- removing the converted taxi cab, trestle tables and marquees from the primary pedestrian route;
- reducing the overall operational footprint and visual clutter;
- significantly reducing vehicular movements associated with the daily positioning of the current temporary set-up; and
- improving the openness and functionality of this section of Borough Open Land.

49. The kiosk would continue to provide a service used by pedestrians, visitors and cultural workers. In this respect it can be regarded as an ancillary facility that contributes to the accessibility and quality of the open space for its users, while representing a clear improvement on the existing arrangement.

50. The numerical weight of representations (20 in support), including formal support from Living Bankside and the CEO of Shakespeare's Globe, indicates

that the continued presence of a single modest kiosk is regarded by many as a positive contribution to the vitality and usability of this section of Borough Open Land. Against this, Tate Modern and a number of local residents argue that commercial structures are inappropriate on this open space.

51. The principle of the proposed kiosk is considered acceptable. The proposal constitutes a minor ancillary facility that does not harm the open character or function of the Borough Open Land, is temporary and reversible, and represents a rationalisation and improvement of an existing long-standing operation. The exceptional circumstances test in Policy P57 is considered to be met. While concerns are noted and carry weight, amendments were made to resolve the most significant concerns of siting, pedestrian flows and design with any residual issues not considered sufficient to warrant refusal on land-use or open space grounds, particularly given the set-back position at Site 4 and the clear benefits of replacing the current arrangement on the main thoroughfare. Tate Modern does not accept that Site 4 answers its in-principle objection to a commercial structure on this frontage. That objection is noted and is weighted in the design and hiertage assessment below.

Relevant policy designations

52. Southwark Plan 2022: P13 (Design of places), P14 (Design quality), P16 (Designing out crime), P57 (Open space), P50 (Highways impacts), P51 (Walking), P56 (Protection of amenity).

53. London Plan 2021: D3 (Optimising site capacity), D4 (Delivering good design), D8 (Public realm), E9 (Retail, markets and hot food takeaways), T2 (Healthy streets), T4 (Assessing and mitigating transport impacts), G4 (Open space)..

54. NPPF 2026: Chapters 7, 8, 12 and 16.

Design

55. he Site 4 scheme is an architect-designed chamfered metal-clad kiosk with a double-pitch roof, pressed metal and diffused glass, measuring approximately 3.5 m × 3.5 m on plan and 3.53 m to the ridge. It has been relocated further from the main pedestrian desire line.

56. The site lies in the setting of several locally listed assets and forms part of designated Borough Open Land. The Design and Conservation Team originally sought amendments and later acknowledged the revised dimensions and chamfered form. Site 4 is shown on drawings 014_0002 Rev C, 014_0100 Rev C and 014_0200 Rev D.

57. The proposed kiosk is small in scale, temporary and reversible. The amended location, reduced footprint and chamfered form respond to earlier concerns about obstruction and visual bulk. While the metal cladding is contemporary rather than traditional, the muted colour and simple form are considered acceptable in this location.

58. The structure would not dominate or significantly harm the setting of the locally listed assets or the open character of the Borough Open Land. Critically, it replaces a more intrusive and cluttered temporary arrangement currently located on the main thoroughfare. Tate Modern is a non-designated heritage asset. Any harm to its setting would be limited. Under NPPF Policy HE7 that harm is outweighed by the benefits of replacing the cab, trestles and marquees on the main thoroughfare with a smaller, set-back, removable structure. Perceived association with Tate is not a material planning consideration.

59. Objectors have raised legitimate concerns about the potential for a proliferation of similar structures along the riverwalk. The Council applies high and consistently rigorous design standards to all proposals of this nature. Every application is assessed strictly on its own individual merits against the development plan, with particular regard to scale, siting, materials, impact on openness (including Borough Open Land), pedestrian movement and the setting of heritage assets.

60. This approach provides strong protection against proliferation. The grant of permission for this modest, carefully designed and set-back kiosk does not create a precedent for further structures. Any future proposals for additional kiosks or similar commercial structures on the riverwalk would be subject to the same rigorous scrutiny and could be refused if they failed to meet the high design and policy standards applied by the Council.

61. Furthermore, the Council retains full control over any further development through the combination of:

- the planning process (including design quality, open space and heritage policies);
- highway and public realm considerations; and
- the separate street trading / markets licensing regime.

62. Taken together, these powers enable the Council to maintain effective control over the number, location, design and operation of any commercial structures on the Bankside riverwalk and to prevent the uncontrolled proliferation of structures that has occurred in some neighbouring boroughs.

63. The design is considered to comply with Southwark Plan Policies P13, P14 and P57 and London Plan Policies D3, D4 and G4 and NPPF Policy HE7, subject to a condition requiring samples/details of external materials and finish to be approved.

Highways

64. The Highway Authority has commented that the amended (set-back) location is an improvement and moves the structure away from the main pedestrian desire line.

65. Tate Modern and several residents remain concerned about residual congestion, particularly given the high visitor numbers to the gallery. The amended location addresses the most significant highway objection by

removing the structure from the primary pedestrian route.

66. Importantly, the proposal will also result in fewer vehicular movements. The current operation requires regular vehicle access to position and remove the converted taxi cab and associated temporary structures. The proposed fixed (but removable) container will eliminate the need for these daily vehicle movements, with servicing reduced to infrequent deliveries (typically 1–3 times per week) using a hand trolley where possible

Amenity

67. The principal amenity concerns raised by objectors are the lack of customer toilets (and the potential to exacerbate existing public urination around Falcon Point), increased litter, and the congregation of customers.

68. Supporters state that they have not observed noise or anti-social behaviour associated with the existing operation and that the urination problem pre-dates the kiosk and is linked more to nearby public houses.

69. The absence of dedicated customer toilets is a legitimate concern in an area that already experiences public urination. However, this is a pre-existing wider public realm management issue rather than one that has in any way been created by the kiosk.

70. The proposed compact container is likely to result in a tidier and more contained operation than the current arrangement of vehicle, trestle tables and marquees. Conditions are proposed that prevent refuse seating and storage outside the kiosk.

Servicing and waste management

71. The applicant has submitted a Servicing and Waste Management Plan. This confirms that the operator has traded from the site for five years under a street trading licence and will continue to operate in accordance with the relevant conditions of the Southwark Market Trading Licence (Appendix B, Part III, Food Act 1984). These conditions cover:

- daily clearing of litter from the stall and adjoining passages;
- storage of refuse in suitable containers and regular removal;
- collection and proper disposal of wastewater;
- compliance with food hygiene regulations;
- provision of a first aid box; and
- general responsibilities under the Environmental Protection Act 1990.

72. The submitted plan is considered acceptable. It builds on an established operational regime that has been in place for five years. The compact nature of the proposed container is likely to make waste storage and management more straightforward than the current arrangement involving a vehicle, trestle tables and marquees. A condition requiring the development to be carried out in accordance with the submitted Servicing and Waste Management Plan (or any updated version approved by the Local Planning Authority) is recommended.

Fire safety

73. Policy D12 (A) of the London Plan (2021) requires that all development must submit a planning fire safety strategy. The fire safety strategy should address criteria outlined in Policy D12 (A). The Fire Safety London Plan Guidance (2022) states that for householder applications, a Reasonable Exception Statement will usually be appropriate in place of a planning fire safety strategy. Planning Fire Safety Statement Rev C has been provided for this proposal. The statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development.

Other issues

74. Several objectors have raised detailed points about the head lease, freeholder consent and Falcon Point sub-leases. Ownership and lease restrictions are not normally material planning considerations. The planning system is concerned with the use and development of land, not the identity of the landowner or the terms of private leases. These matters may affect deliverability and the separate street trading licensing process, but they do not provide a ground for refusal of planning permission. The applicant will need to satisfy any necessary landowner consents and licensing requirements separately.

Flood risk

75. 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. The advice of flood risk management authorities also needs to be taken into account (NPPF, 166).

76. The Southwark flood risk team have not been consulted because this moveable structure contains a low risk use and the structure will not impede flood water.

Community impact and equalities assessment

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

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

79. 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.

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

Human rights implications

81. 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.

82. This application has the legitimate aim of providing planning permission. 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. PSED is engaged by pedestrian movement for disabled people (Site 4 and the no-external-furniture condition protect this characteristic) and by employment being provided to diverse communities.

Positive and proactive statement

83. 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.

84. 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?	No
If the pre-application service was used for this application, was the advice given followed?	N/A
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

CONCLUSION

85. This is the same proposal in substance as previously reported, now at Site 4 following deferral, the 20 August 2026 site visit and subsequent amendments and re-consultation. Site 4 is a modest westward shift from Site 3.

- Officers do not claim that it answers Tate's in-principle objection. The case for approval is that Site 4 is a small, removable ancillary facility on Borough Open Land which replaces a converted taxi cab with trestle tables and marquees on the main thoroughfare, reduces clutter and vehicular movements, and can be controlled by condition. Any limited harm to the setting of the locally listed Tate Modern is outweighed under Policy HE7 by those benefits. Re-consultation has not generated new third-party representations directed at Site 4. The public balance remains 20 support / 5 objecting parties / 1 neutral comment from the Cathedral, with Tate's objection maintained. It is therefore recommended that planning permission be granted subject to conditions.

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

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	Philip Ridley, Team Leader
Version	Final
Dated	19 September 2026
Key Decision	No

CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	**Comments Sought**	**Comments included**
Strategic Director, Resources	No	No
Strategic Director, Environment, Sustainability & Leisure	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		22 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	Mr Cai Cheal Chealsons Coffee	**Reg. Number**	25/AP/1329
Application Type	Minor application		
Recommendation	GRANT permission	**Case Number**	PP-13990136

Draft of decision notice

Planning permission is GRANTED for the following development:

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

Coffee Kiosk Land Adjacent To Tate Modern Bankside London Southwark

In accordance with application received on 6 May 2025 **and Applicant's Drawing Nos.**:

Existing Plans

Proposed Plans

PROPOSED LOCATION PLAN 014_0001 REV C received 26/08/2026

PROPOSED BLOCK PLAN 014_0002 REV C received 26/08/2026
PROPOSED PUBLIC REALM PLAN 014_0100 REV C received 26/08/2026
PROPOSED PUBLIC REALM ELEVATIONS 014_0200 REV D received 26/08/2026
PROPOSED KIOSK PLAN 014_1000 REV D received 26/08/2026
PROPOSED KIOSK SERVING-HATCH ELEVATIONS 014_1001 REV D received 26/08/2026
PROPOSED KIOSK SIDE ELEVATIONS 014_1002 REV C received 26/08/2026
PROPOSED KIOSK SECTION AA 014_1003 REV C received 26/08/2026

Other Documents

DESIGN AND ACCESS STATEMENT REV D received 26/08/2026
PLANNING FIRE SAFETY STATEMENT REV C received 26/08/2026
SERVICE MANAGEMENT REPORT received 11/06/2026

Time limit for implementing this permission and the approved plans

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

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

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

2. Prior to the first commencement of the development hereby granted, samples/sample panels/sample-boards of all external facing materials to be used in the carrying out of this permission shall remain on site for inspection for the duration of the building's construction and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

   Reason: In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with the National Planning Policy Framework (2024), Policy D4 (Delivering good design) of the London Plan (2021) and Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

Permission is subject to the following Compliance Condition(s)

3. The servicing of the development shall be carried out in accordance with the approval given and the Service Management Plan that was recieved 11 June 2026 that shall remain extant for as long as the development is occupied.

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

4. No refuse shall be stored at any time outside of the kiosk including no refuse to be stored outside of the kiosk on the public highway or any other public open spaces in the viscinity either for storage or collection purposes.

Reason: To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with the National Planning Policy Framework (2024) and Policy P56 (Protection of amenity) and P62 (Reducing waste) of the Southwark Plan (2022) and to accord with Southwark's requirements for Waste Management and refuse collection arrangements (Waste Management Strategy Extension 2022 - 2025).

5. All areas of the public realm/footway onto which the development fronts shall remain free of any outdoor seating or other furniture in association with or ancillary to the retail premises hereby approved, unless otherwise approved by the Local Planning Authority.

Reason: In order that the footway is kept clear of clutter to facilitate the unobstructed movement of pedestrians, including wheelchair users and the mobility impaired, having regard to the high levels of pedestrian footfall in this location, in accordance with the National Planning Policy Framework (2024); Policy P13 (Design of places) and Policy P51 (Walking) of the Southwark Plan (2022).

6. The Council has published its development plan 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. The Council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and submissions that are in accordance with the application requirements. The Council commits to negotiating with applicants wherever possible to secure changes and/or

additional information to a scheme to make it acceptable. The case officer adopted this approach when bringing this application to a conclusion.The application was validated promptly and decided within the statutory determination period.

Informatives

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

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

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

APPENDIX 2

Relevant planning policies

Southwark Plan 2022

P13 (Design of places)
P14 (Design quality)
P16 (Designing out crime)
P57 (Open space)
P50 (Highways impacts)
P51 (Walking)
P56 (Protection of amenity)

London Plan 2021

D3 (Optimising site capacity)
D4 (Delivering good design)
D8 (Public realm)
E9 (Retail, markets and hot food takeaways)
T2 (Healthy streets)
T4 (Assessing and mitigating transport impacts)
G4 (Open space).

NPPF 2024

Chapters 7, 8, 12 and 16

APPENDIX 3

Planning history of the site and nearby sites

No relevant planning history

APPENDIX 4

Consultation undertaken

Site notice date: 15/05/2025

Press notice date: 07/08/2025

Case officer site visit date: 20/08/2026

Neighbour re-consultation letters sent: 24/11/2025

Neighbour re-consultation letters sent: 26/08/2026

Internal services consulted

LBS Highways Development & Management

LBS Highways Licensing

LBS Property Division

LBS Design And Conservation Team [Formal Consultation]

LBS Design And Conservation Team [Formal Consultation]

LBS Highways Development & Management

LBS Highways Licensing

LBS Property Division

Statutory and non-statutory organisations

Better Bankside

Living Bankside

Southbank And Waterloo Neighbours

Better Bankside

Living Bankside

Southbank And Waterloo Neighbours

Neighbour and local groups consulted:

58 Hopton Street London Southwark

Boiler House 25 Sumner Street London

49 Bankside London Southwark

89 Falcon Point Hopton Street London

74 Falcon Point Hopton Street London

6 Falcon Point Hopton Street London

60 - 62 Hopton Street London Southwark

Founders Arms 52 Hopton Street London

4 Falcon Point Hopton Street London

96 Falcon Point Hopton Street London

73 Falcon Point Hopton Street London

68 Falcon Point Hopton Street London

47 Bankside London Southwark

5 Falcon Point Hopton Street London

1 Falcon Point Hopton Street London

63 Falcon Point Hopton Street London

49 Falcon Point Hopton Street London

50 Hopton Street London Southwark

3 Falcon Point Hopton Street London

21 Falcon Point Hopton Street London

76 Falcon Point Hopton Street London

72 Falcon Point Hopton Street London

58 Falcon Point Hopton Street London

Level 10 Tate Modern Sumner Street

Level 7 Tate Modern Sumner Street

54 Hopton Street London Southwark

9 Falcon Point Hopton Street London

20 Falcon Point Hopton Street London

92 Falcon Point Hopton Street London

71 Falcon Point Hopton Street London

102 Falcon Point Hopton Street London

46 Falcon Point Hopton Street London

51 Bankside London Southwark

31 Falcon Point Hopton Street London

16 Falcon Point Hopton Street London

94 Falcon Point Hopton Street London

78 Falcon Point Hopton Street London

110 Falcon Point Hopton Street London

32 56 Hopton Street London

23 Falcon Point Hopton Street London

28 Falcon Point Hopton Street London

97 Falcon Point Hopton Street London

Level 5 Tate Modern Sumner Street

66 Falcon Point Hopton Street London

108 Falcon Point Hopton Street London

44 Falcon Point Hopton Street London

45 Falcon Point Hopton Street London

38 Falcon Point Hopton Street London

34 Falcon Point Hopton Street London

22 Falcon Point Hopton Street London

2 Falcon Point Hopton Street London

19 Falcon Point Hopton Street London

11 Falcon Point Hopton Street London

91 Falcon Point Hopton Street London

90 Falcon Point Hopton Street London

65 Falcon Point Hopton Street London

56 Hopton Street London Southwark

Level 2 Tate Modern Sumner Street

Tate Modern Sumner Street London

32 Falcon Point Hopton Street London

14 Falcon Point Hopton Street London

104 Falcon Point Hopton Street London

53 Falcon Point Hopton Street London

105 Falcon Point Hopton Street London

60 Falcon Point Hopton Street London

Level 3 Tate Modern Sumner Street

41 Falcon Point Hopton Street London

39 Falcon Point Hopton Street London

36 Falcon Point Hopton Street London

33 Falcon Point Hopton Street London

106 Falcon Point Hopton Street London

103 Falcon Point Hopton Street London

8 Falcon Point Hopton Street London

7 Falcon Point Hopton Street London

48 Falcon Point Hopton Street London

43 Falcon Point Hopton Street London

42 Falcon Point Hopton Street London

27 Falcon Point Hopton Street London

17 Falcon Point Hopton Street London

13 Falcon Point Hopton Street London

99 Falcon Point Hopton Street London

82 Falcon Point Hopton Street London

59 Falcon Point Hopton Street London

109 Falcon Point Hopton Street London

107 Falcon Point Hopton Street London

Level 4 Tate Modern Sumner Street

External North Landscape Tate Modern Sumner Street

Level 9 Tate Modern Sumner Street

24 Falcon Point Hopton Street London

18 Falcon Point Hopton Street London

Level 1 Tate Modern Sumner Street

30 Falcon Point Hopton Street London

26 Falcon Point Hopton Street London

51 Falcon Point Hopton Street London

50 Falcon Point Hopton Street London

40 Falcon Point Hopton Street London

35 Falcon Point Hopton Street London

29 Falcon Point Hopton Street London

25 Falcon Point Hopton Street London

62 Falcon Point Hopton Street London

Level 6 Tate Modern Sumner Street

48 Hopton Street London Southwark

64 Falcon Point Hopton Street London

37 Falcon Point Hopton Street London

85 Falcon Point Hopton Street London

81 Falcon Point Hopton Street London

80 Falcon Point Hopton Street London

12 Falcon Point Hopton Street London

95 Falcon Point Hopton Street London

77 Falcon Point Hopton Street London

69 Falcon Point Hopton Street London

57 Falcon Point Hopton Street London

Managers Flat Founders Arms 52 Hopton Street

100 Falcon Point Hopton Street London

56 Falcon Point Hopton Street London

55 Falcon Point Hopton Street London

10 Falcon Point Hopton Street London

93 Falcon Point Hopton Street London

88 Falcon Point Hopton Street London

84 Falcon Point Hopton Street London

75 Falcon Point Hopton Street London

70 Falcon Point Hopton Street London

61 Falcon Point Hopton Street London

Level 8 Tate Modern Sumner Street

98 Falcon Point Hopton Street London

67 Falcon Point Hopton Street London
54 Falcon Point Hopton Street London
15 Falcon Point Hopton Street London
86 Falcon Point Hopton Street London
83 Falcon Point Hopton Street London
52 Bankside London Southwark
101 Falcon Point Hopton Street London
52 Falcon Point Hopton Street London
47 Falcon Point Hopton Street London
87 Falcon Point Hopton Street London
79 Falcon Point Hopton Street London
Tate Modern Bankside London
Tate Galleries Millbank London

Re-consultation:

20/05/2025

30/07/2025

24/11/2025

APPENDIX 5

Consultation responses received

Internal services

LBS Highways Development & Management

LBS Design & Conservation Team [Formal]

LBS Design & Conservation Team [Formal]

Statutory and non-statutory organisations

Neighbour and local groups consulted:

51 Park Street London Southwark

86 Falcon Point London E13 8DU

95 Heathwood Gardens Charlton London

London Bridge London SE1 9DA

49 Bankside London Southwark

21 Falcon Point Hopton Street London

Tate Modern Sumner Street London

86 Falcon Point Hopton Street London

Tate Modern Bankside London

85 Park Street London Southwark

73 Park Street London Southwark

79 Park Street London Southwark

Park Street London SE1 9EA

Hoadly House Southwark/London SE1 0FA

25C Trinity Street London Southwark

51 Park Street London Southwark

19 River Street Islington / London EC1R 1XN

92 Tewson Road London SE18 1AY

Perkins Sq London SE1 9HU

Park Street London SE1 9EA

18 Great Guildford Street London Southwark

Maiden Lane London SE1 9HG

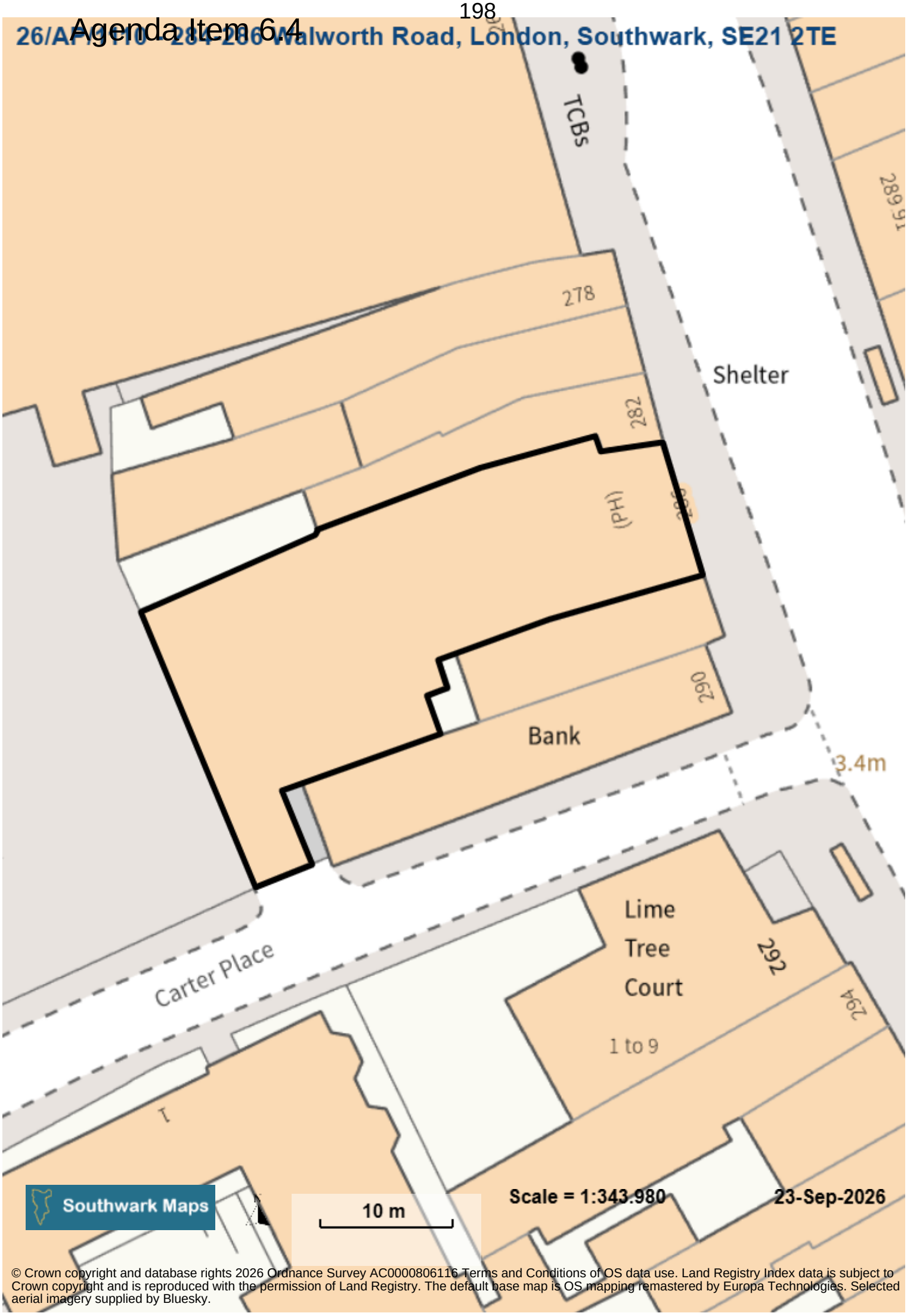
C/o Agent South Wing Somerset House

Flat 22 Tidworth House East Dulwich Estate Albrighton Road London

1 Porter Street London Southwark

Flat 16 Old Theatre Court 123 Park Street London

Agenda Item 6.4



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Meeting Name:	**Planning Committee (Smaller Applications)**
Date:	7 October 2026
Report title:	**Development Management planning application:** Application 26/AP/1110 for: Full Planning Application **Address:** 284-286 Walworth Road, London SE21 2TE **Proposal:** Variation of Condition 3 (hours of operation) for full planning application 10/AP/2264 dated 13/10/2010 (for: change of use of the ground floor from public house (A4 use) to retail (A1 use) with full site single storey rear extension, with self-containment of the residential accommodation on the upper floors to provide 3 flats (comprising 2 x 1 bed and 1 x 2 bed units). The proposed hours of operation are: 06:00 - 00:00 Monday to Sunday.
Ward(s) or groups affected:	North Walworth
Classification:	Open
Reason for lateness (if applicable):	N/A
From:	Director of Planning and Growth
Application Start Date:	20 April 2026
Earliest Decision Date:	15 May 2026

RECOMMENDATION

1. That the application submitted under section 73 of the Town and Country Planning Act 1990 (as amended) is granted subject to conditions.

EXECUTIVE SUMMARY

2. Planning permission was granted in 2010 for conversion of the former Temple Bar pub into a commercial unit, with flats above. This included a condition restricting the opening hours of the commercial unit.

3. McDonald’s Restaurants Ltd has applied to vary the permitted opening hours of

the commercial unit, currently occupied by a Poundland. The application concerns opening hours only, and matters unrelated to opening hours cannot be taken into account in the decision-making process.

4. The proposed opening hours are considered reasonable and appropriate given the site's town centre location and the presence of numerous food outlets with similar opening hours nearby. Impacts relating to transport and customer behaviour can be adequately mitigated through conditions.

5. Grant of permission would not change the lawful use of the property (Class E – commercial (the 2010 permission states Class A1, but this has since been subsumed into Class E through changes in legislation)). Under this land use, McDonalds would only have permission to operate as a restaurant with ancillary take-away and delivery services (i.e. the food and drink sold must mostly be consumed on the premises). This would apply regardless of whether the later opening hours are permitted.

BACKGROUND INFORMATION

Site location and description

6. The application site is located midway down Walworth Road, an important commercial high street and part of the Elephant and Castle Major Town Centre. It is a three-storey property; the ground floor is currently in retail use as a Poundland, while the upper floors (not directly related to this application) are in a mock Tudor style and contain three residential flats.

Details of proposal

7. This application seeks to amend planning permission 10/AP/2264, which was for:

'Change of use of the ground floor from public house (A4 use) to retail (A1 use) with full site single storey rear extension, with self-containment of the residential accommodation on the upper floors to provide 3 flats (comprising 2 x 1 bed and 1 x 2 bed units), combined with creation of new access on Carter Place frontage, roof terrace and access to the rear at first floor level, and second floor extension to the rear.'

8. The application under assessment seeks to vary condition 3 (hours of operation) of the parent permission. This condition reads:

> *'The use hereby permitted for retail (use class A1) purposes shall not be carried on outside of the hours 0830 to 2000 on Monday to Saturday or 1000 to 1700 on Sundays or Bank holidays.'*

9. The proposal seeks to change the wording of condition 3 to:

> *'No customers shall remain on the premises of the class E unit outside the*

hours of 06:00 to 00:00 Monday to Sunday.'

10. The condition has been worded by the applicant to allow cleaning and preparatory work to take place overnight. Additional conditions are proposed to confirm that no take-away or delivery services could take place outside of the revised opening hours.

11. This application has been submitted by McDonalds in anticipation of opening a new store at the site, to replace their recently closed store at 198-200 Walworth Road (known as Chatelaine House).

Planning history of the site

12. As set out above, this application seeks to vary a condition for planning permission 10/AP/2264, granted in 2010.

13. A fuller history of decisions relating to this site, and other nearby sites, is provided in Appendix 3.

Planning history of previous Walworth Road McDonalds

14. Until recently, McDonalds operated a store at 198-200 Walworth Road (known as Chatelaine House), which had permission to operate from 6am to 12am, seven days a week (04/AP/2122). In 2014 it was granted permission to operate 24/7 for a limited period of one year (14/AP/2795).

15. It has been reported by members of the public that there were significant issues with delivery drivers blocking the pavement and causing disturbance at this previous McDonalds site.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- Principle of the proposed development in terms of land use
- Impact on the character and vitality of the town centre
- Nighttime economy
- Impacts on the amenity of neighbouring occupiers and the wider environment
- Public health
- Transport
- Notes on conditions
- Consultation responses and community engagement
- Community impact, equalities assessment and human rights.

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

Legal context

17. Section 70(2) of the Town and Country Planning Act 1990 (“the 1990 Act”) provides that “in dealing with an application for planning permission... the authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations” the decision-maker shall have regard to the provisions of the development plan, so far as material to the application.

18. Section 38(6) of the Planning and Compulsory Purchase Act 2004 ("the 2004 Act") provides that "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

19. Section 70(1) of the 1990 Act allows a local authority to grant permission either unconditionally or "subject to such conditions as they think fit." Section s.72(1)(a), allows conditions to be granted “for regulating the development or use of any land … so far as appears to the local planning authority to be expedient for the purposes of or in connection with the development authorised by the permission"

20. Section 73 of the 1990 Act allows a local authority to grant permission for the development of land without complying with conditions subject to which a previous planning permission was granted, and/or to impose different conditions, or to refuse permission to amend the conditions.

21. Unlike an application for 'non-material changes' (S.96a applications) an application under S.73 results in a new permission being issued, although the time given to implement the permission remains unchanged, and is not extended as a result of any S.73 permission.

22. The scope of the power under s73 was confirmed in Test Valley Borough Council v Fiske (2024) where the Court ruled that section 73 cannot be used to impose conditions that are materially inconsistent with the “operative part” – effectively the description of development – of the original permission either in terms of the language used or its effect.

23. In addition, section 73 requires that the local authority can only consider “the question of the conditions subject to which planning permission should be granted”.

24. 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.

25. Finally, it is reiterated that the lawful use of the site (as established by permission 10/AP/2264) is Class E. In accordance with The Town and Country Planning

(Use Classes) (Amendment) (England) Regulations 2020, Class E includes Class E(b), which is defined as 'the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises'. As such, a future occupier of the site may operate a restaurant with ancillary take-away and delivery services, provided that these activities are ancillary rather than primary, and the application is assessed on this basis.

Planning policy

26. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2026) and emerging policies constitute material considerations but are not part of the statutory development plan. A list of policies which are relevant to this application is provided at Appendix 2. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

27. The following spatial designations are of note:

- Elephant and Castle Major Town Centre

ASSESSMENT

28. The planning issues relevant to the overall development were set out in full in the Case Officer's report on application 10/AP/2264, which has been lawfully implemented.

29. As such, it is not considered reasonable or necessary to carry out a comprehensive reassessment of all planning matters. The issues arising directly from the changes sought (i.e. the varied opening hours) will be assessed in detail in this report. For ease where there are key planning matters that do not change these are also set out in this report.

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

- Principle of the proposed development in terms of land use
- Impact on the character and vitality of the town centre
- Night time economy
- Impacts on the amenity of neighbouring occupiers and the wider environment
- Public health
- Transport
- Notes on conditions.

Principle of the proposed development in terms of land use

31. For the avoidance of doubt, no change of use is proposed, nor is any operational development proposed. The application relates to opening hours only. The existing lawful use of the site is Class E (commercial); this would remain

unchanged.

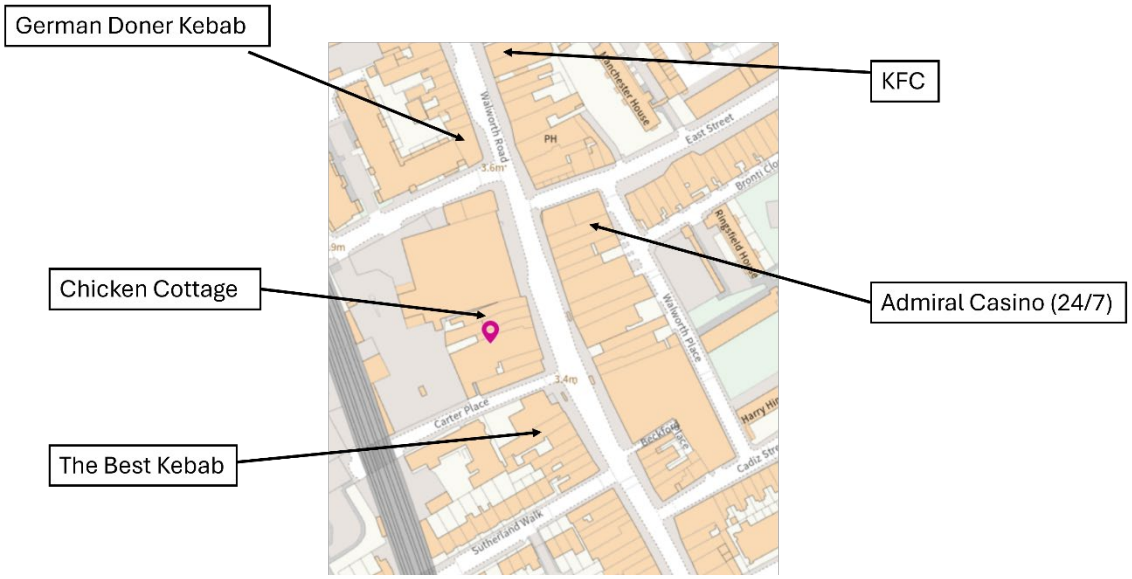
32. While the applicant in this case is McDonalds, grant of permission would not authorise the commercial unit to operate as a hot food take-away (sui generis) use class. McDonalds would still be required to operate within the provisions of Class E(b) of The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (i.e. 'the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises'). It is the operator's responsibility to ensure that they operate the unit in a way that conforms with the lawful use. Were this not to be the case (i.e. were take-away and delivery services to become primary rather than ancillary) this would be a planning enforcement matter, on which the grant of this section 73 application would have no bearing.

Impact on the character and vitality of the Elephant and Castle Major Town Centre

33. The application site is located in the Elephant and Castle Major Town Centre. As shown in the table below, there are numerous restaurants and commercial properties in the immediate vicinity that (lawfully) open until 11pm, midnight, or indeed later. As such, the proposed opening hours would not be out of character for the immediate area, and are acceptable in principle in this location.

Address	Business name	Opening hours[1]
247 Walworth Road	KFC	10am – 2am (3am on weekends)
256 Walworth Road	German Doner Kebab	11am – 12am (1am on weekends)
278 Walworth Road	Chicken Cottage	11am – 4am
280 Walworth Road	Bagel King	24/7
292 Walworth Road	Shawarma Hut	11:30am – 11pm
294 Walworth Road	The Best Kebab	11am – 3am
281 Walworth Road	Admiral Casino	24/7
305 Walworth Road	Lao Dao (Chinese restaurant)	5pm - 11pm

[1] Source: Google Maps



34. In addition, the historic (pre-2010) use of the property as a pub means there is precedent for nighttime activity to take place on the premises. The recently closed McDonalds outlet at 198-200 Walworth Road, which had permission to operate from 6am to 12am, provides a further precedent of note.

35. The proposed later opening hours would make a modest improvement to the viability and vitality of the Elephant and Castle Town Centre, which should be given weight in accordance with Policy TC2 of the NPPF.

Night time economy

36. London Plan policy HC6 (Supporting the night-time economy) states that through planning decisions, boroughs should 'promote the night-time economy, where appropriate, particularly in the Central Activities Zone, strategic areas of night-time activity, and town centres where public transport such as the Night Tube and Night Buses are available'. In this case, the application site is in a town centre and is served by multiple night buses (35, N89, N171). The London Plan defines the night-time economy as all economic activity taking place between 6pm and 6am, including eating and hospitality.

37. The proposed later opening hours would support the local night-time economy and broaden the range of commercial outlets available to residents after 8pm, which should be recognised as a planning benefit in its own right. Residents with unconventional working patterns (i.e. shift work) would stand to benefit from this in particular.

Transport and deliveries

Courier drivers

38. As the lawful use of the land is Class E and there is no sui generis hot food take-away permission for the site, any customer delivery activities would have to remain ancillary to the primary restaurant use. Nevertheless, given the scale of the restaurant proposed (120 covers), this still raises the possibility of a significant number of courier drivers serving the site. Numerous neighbours have reported that at the former Walworth Road McDonalds in Chatelaine House, courier drivers were poorly managed and often obstructed the pavement.

39. The pavement in front of the application site is subject to high footfall and is only around 4.5m wide, and there is a bus stop directly in front of the site. Any unregulated parking by courier drivers on the pavement or bus bay could therefore result in significant disruption, particularly to people with special characteristics such as wheelchair users, the elderly, and parents with children in prams.

40. The applicant's Operational Management Plan explains that courier moped drivers will park on the loading bay located to the north of the bus stop, located around 11m from the proposed entrance to the outlet. If the loading bay is full, moped drivers can lawfully park on the double yellow lines located to the north of the loading bay. There is also on-street cycle parking located adjacent to the loading bay. Courier drivers only need to park for a few minutes at a time to collect an order.

41. The OMP uses data from the recently closed McDonalds at 198-200 Walworth Road to estimate the number of courier trips likely to be generated, and the modal split (75% moped, 25% bicycle). The OMP also includes a loading bay survey carried out across three days (Thursday, Friday and Saturday) in June 2026. Together, the data shows that the delivery mopeds would be able to be accommodated within the loading bay for the majority (80-90%) of the time. However during all of these time periods there was capacity on the adjacent double yellow lines to accommodate the additional moped demand. Highways impacts from courier drivers walking between the loading bay and the outlet would be negligible.

42. In conclusion, there is sufficient space for moped courier drivers to park in the loading bay and (on occasion) the double yellow lines beyond this, and there is also on-street cycle parking, both of which are a short distance from the proposed outlet entrance. Compliance can be enforced by condition. In addition, were any moped drivers to park in the bus stop, they would be at risk of receiving a Penalty Charge Notice. The extended opening hours would therefore not result in adverse highways impacts (including adverse impacts on protected characteristics) relating to courier drivers.

Customer and staff trips

43. The site features no car parking for customers or employees. It can reasonably be assumed that the vast majority of customers will arrive at the outlet by foot or other sustainable transport modes. While the proposed later opening hours would generate additional customer and employee trips during the 6am-8am and 8pm-

12am periods, this would have a negligible impact on the highway network and on-street parking demand.

Deliveries and servicing

44. The applicant has provided a Delivery Management Plan, which states that deliveries would be expected to take place 3-5 times a week and use the nearby loading bay on Walworth Road. Overall, it is not expected that the extended opening hours would result in a material change in the delivery and servicing activities of the site.

Public health

45. As a fast-food restaurant, it is acknowledged that permitting later opening hours for a McDonalds restaurant would not align with Council policies and priorities relating to public health. Notably, there is already an over-concentration of fast-food outlets in the immediate local area, following the test set out in policy P50 (Hot food take-aways) of the Southwark Plan.

46. However, the application under assessment concerns only the opening hours of the outlet, not its use. Thus, there is no basis to refuse the application based on hot food take-away policies in the NPPF, London Plan or Southwark Plan. The lawful use of the premises is already unrestricted Class E and the proposal would not increase floorspace, customer capacity or the range of permitted uses. The application would simply allow the existing lawful use to operate over a longer period. The public health harm associated with the proposed additional opening hours would be minor, and must be balanced against the economic benefits of the proposal in relation to the vitality of the town centre and local night-time economy, as discussed above.

47. Furthermore, the application received is not specifically for a McDonalds restaurant but concerns a flexible Class E use and must be treated as such – the public health impacts relating to the specific food expected to be sold at the outlet can only be attributed very limited weight. On balance, public health concerns are not significant enough to justify refusal.

Anti-social behaviour, noise and environmental issues

48. Numerous objectors have stated that the previous McDonalds on Walworth Road (at Chatelaine House) gave rise to various non-transport-related issues associated with both customers and courier drivers, and expressed concern that these issues could recur at the new site. This includes littering (and associated vermin), public urination, and disorderly behaviour. This recent experience at a nearby site, as well as the scale of the proposed site (118.5m^2 dining area, with approximately 120 covers), raises the spectre of these issues arising, unless mitigation measures are put in place. Although the application site is located on a high street, there are numerous residential properties in the immediate vicinity, including directly above and adjacent to the site. The additional opening hours

proposed between 8pm and 12am could exacerbate these issues by increasing the timeframe over which they could occur. Moreover, these issues may be more likely to occur after 8pm, as they are associated with the consumption of alcohol.

49. The applicant has submitted an operational management plan to address these concerns. In relation to anti-social behaviour, the management plan states that incidents of anti-social behaviour at McDonald's restaurants are kept to an absolute minimum through strategies such as staff training, liaison with community police officers and the use of CCTV cameras where necessary. The management team are trained to monitor the restaurant and the area outside the restaurant consistently to ensure that customers who cause any undue disruption or noise are asked to leave immediately. The management plan also includes a commitment that the restaurant manager will oversee regular patrols of the street environment to remove litter within a 150m radius of the site. Compliance with the OMP can be secured through a condition.

50. These measures are considered to adequately address the issues involved. The use of a condition to mitigate harm is a reasonable approach, in line with Policy DM3 of the NPPF (2026). Any residual impacts on neighbouring amenity, including operational noise (from customers and courier drivers), are acceptable on balance considering the site's location within a Major Town Centre, and the nighttime character of the immediate area, as set out above.

51. Furthermore, the later opening hours may potentially have a positive impact on local safety through helping to activate the high street at nighttime.

52. It should be noted that rooftop plant has been approved under a separate application (26/AP/1108). The applicant has submitted a noise impact assessment which finds that subject to attenuation measures (including silencer banks) noise levels from the proposed plant would not exceed 10 dB below the background noise level, including at nighttime. Impacts on air quality from kitchen operations over the additional opening hours would also be negligible.

53. A condition is proposed to prohibit deliveries and servicing overnight, to limit nighttime noise. Noise from overnight staff activities (e.g. cleaning and refuse collection) is unlikely to be significant. It is noted that the existing condition that this application seeks to vary only restricts retail operating hours and does not prohibit staff being present on site overnight.

Other matters – notes on conditions

54. As a section 73 application technically creates a new permission rather than simply varying an existing one, all conditions from the original permission (10/AP/2264) must be reproduced on the decision notice unless already discharged or no longer required.

55. Condition 4 of 10/AP/2264 (for details of a shopfront) does not need to be reproduced on the decision notice as a shopfront proposal has recently been approved for the proposed McDonalds (26/AP/1108), which includes an entrance

door for the upstairs flats. Condition 12 (plant noise report) is not reproduced as the applicant has provided their own plant noise report as part of this application. Conditions 7 (materials), 13 (archaeology), and 14 (removal of air conditioning unit) are not reproduced as they are pre-commencement or pre-occupation conditions and include no compliance elements.

56. Other conditions for cycle parking, refuse facilities, residential privacy screening etc have been retained but reworded as compliance only.

57. Notably, condition 10 (noise validation test for residential units) appears not to have been discharged, so is retained on the decision notice (now as condition 2).

Consultation responses from members of the public

58. Fifty-five objections and eight representations in support of the application have been received.

59. Summarised below are the material planning considerations raised by members of the public in objection to the application:

- Loss of amenity from noise
- Anti-social behaviour including littering (and associated vermin), public urination (by delivery drivers), and disorderly customer behaviour.
- Enforceability of the proposed planning conditions and adequacy of the Operational Management Plan.
- Transport impacts from delivery drivers, including congestion, obstruction of the highway, road safety impacts.
- Additional pressure on on-street parking spaces from customers.
- Public health concerns.
- Over-concentration of fast food and take-away uses.
- Increased air and odour pollution from the kitchen extraction system.

60. These matters are addressed in the assessment above.

61. Summarised below are the material planning considerations raised by members of the public in support of the application:

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

Consultation responses from local politicians and organisations

62. A representation has been received from Neil Coyle MP. Mr Coyle relayed concerns from a constituent about the likely split between eat in, take away and delivery services, and impacts in terms of noise, transport, litter and safety. These matters are addressed above. Mr Coyle did not express a personal objection to the application.

63. Separately, a representation was received from Miatta Fahnbulleh MP. Ms Fahnbulleh relayed concerns from a resident about the potential for intensive hot food take-away activity, highways and pedestrian safety, public health, and operational noise. These matters are addressed in the assessment above. Ms Fahnbulleh did not express a personal objection to the application.

64. An objection has been received from the Local Governing Body of St Pauls' CofE Primary School, which is located 230m west of the application site. The issues raised include public health, anti-social behaviour, litter, and concern that the outlet will operate in such a way that constitutes unlawful change of use a hot food take-away (rather than as a restaurant with ancillary take-away services). These matters are addressed in the report above.

65. Finally, an objection has been received from the Walworth Society. Issues raised include noise, anti-social behaviour, and obstruction of the pavement by courier drivers. These matters are addressed in the report above.

Consultation responses from internal consultees

66. Summarised below are the consultation responses from internal and divisional consultees, along with the officer's response.

67. LB Southwark Environmental Protection Team:

a. The application site is located on Walworth Road, which is a busy urban thoroughfare characterised by continuous traffic flows and an elevated baseline noise environment, particularly during evening hours. In this context and noting that the proposed closing time of midnight does not extend into typical night-time sensitive hours (i.e. post-00:00), it is considered that the extension of customer hours in itself is unlikely to give rise to a significant material increase in noise impact beyond the existing character of the area.

b. However, the supporting information does not provide a detailed quantitative assessment of noise arising from operational activities, particularly with regard to:

• cumulative courier arrivals and departures,
• short-duration but frequent vehicle movements,
• customer congregation and dispersal, and
• servicing and refuse activities.

c. The OMP relies largely on operational management measures (e.g. staff monitoring, signage, and behavioural controls), which, while beneficial, do not in themselves provide certainty that potential impacts will be effectively controlled in practice.

d. Notwithstanding the above limitations, it is recognised that:

- The site is located on a busy commercial corridor, where background noise levels are already elevated;
- The proposed hours do not extend beyond midnight, thereby avoiding the most sensitive night-time period;
- The previous McDonald's operation not too far away and similar noise environment. historically operated with extended hours and associated delivery activity; and
- The applicant has submitted an Operational Management Plan which, whilst not fully robust in technical terms, does demonstrate awareness of operational controls.

e. On balance, it is considered that the proposed variation of hours could be acceptable, provided that appropriate safeguards are secured to ensure that noise and disturbance are adequately controlled.

f. Recommendation: No objection, subject to the imposition of appropriate planning conditions to ensure protection of neighbouring amenity.

g. Recommended Conditions:

- Hours of Customer Use
  Customers shall not be permitted on the premises outside the hours of 06:00–00:00 Monday to Sunday.

- Delivery and Servicing Restrictions
  Deliveries, servicing, and refuse collections shall only take place between: 07:00–23:00 Monday to Saturday and 09:00–20:00 Sundays/Public Holidays, unless otherwise agreed in writing by the Local Planning Authority.

- Delivery Management Plan (Compliance Condition)
  The development shall operate in accordance with the submitted Operational Management Plan (Ref: ADL/CC/6754/06B, May 2026), including:

  • management of courier activity, Use of electric vehicles
  • use of designated loading areas, quiet trolleys and
  • staff monitoring of external areas.

- External Management / Anti-Social Behaviour
  A scheme for the management of external areas, including measures to minimise noise from customers and delivery drivers (e.g. signage, staff supervision, dispersal management), shall be implemented and maintained for the lifetime of the use.

68. Officer response: Matters relating to anti-social behaviour have already been adequately addressed in the Operational Management Plan. This includes measures relating to staff training, customer management, police liaison, and litter removal. It is not considered necessary to restrict overnight refuse collection in light of the impact on business operations. Other conditions are included on the decision notice as requested.

69. LB Southwark Transport Policy Team:

a. The applicant has submitted a draft Delivery and Servicing Management Plan (DSMP) and Operational Management Plan (OMP) in support of the variation of Condition 3 to extend the opening hours of the commercial unit.

b. The principles of the DSMP and OMP are broadly acceptable. Whilst concerns remain regarding the management of deliveries undertaken by drivers using mopeds, e-bikes and bicycles, the applicant has confirmed that deliveries will take place from the existing loading bay on Walworth Road. The OMP sets out measures to monitor and manage delivery activity associated with the extended opening hours.

c. Given that this application relates solely to the extension of opening hours from 06:00 to 00:00 Monday to Sunday, and no changes are proposed to the servicing arrangements or loading infrastructure, no transport objection is raised.

70. LB Southwark Highways Development and Management:

Highways has no comments on the application to vary hours of operation.

71. Officer response: Further correspondence with the Highways team has confirmed that they have no objection to the loading bay being used by courier drivers during the proposed hours.

72. LB Southwark Public Health Team:

Public Health recommends refusal of the application to extend opening hours due to the high prevalence of obesity in the area and the potential negative impact on local amenity, including increased noise, litter, and street activity associated with later trading hours.

73. Officer response: See assessment above.

Community impact and equalities assessment

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

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

76. 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.

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

78. Some objectors have raised concerns that a large number of delivery vehicles could obstruct the pavement and cause a particular obstruction to wheelchair users, the elderly, children, the blind or partially sighted, and those with mobility issues, engaging the protected characteristics of disability and age. It is considered that this impact can be sufficiently mitigated through the proposed Delivery and Servicing Management Plan, which requires courier drivers to park in the existing loading bay.

79. A member of the public has raised concerns that delivery trips associated with

the proposal would worsen road safety, with a particular impact on children, engaging the protected characteristic of age. This impact is considered to be negligible in terms of the road network as a whole.

80. Overall, it is not considered that the development would result in known significant adverse impacts to those with Protected Characteristics.

Human rights implications

81. 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.

82. This application has the legitimate aim of varying the opening hours of an existing commercial property. 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

83. 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.

84. 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

85. The proposed variation would improve the vitality and viability of the Elephant and Castle Major Town Centre, and improve the range of activities available to residents at nighttime. The applicant has satisfactorily demonstrated how potential impacts relating to anti-social behaviour and delivery drivers will be managed. It is therefore recommended that the Section 73 application be granted, subject to additional conditions.

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	James Holmes, Planning Officer	
Version	Final	
Dated	23 September 2026	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	**Comments Sought**	**Comments included**
Strategic Director, Resources	No	No
Strategic Director, Environment, Sustainability and Leisure	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		23 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	McDonald's Restaurants Limited	**Reg. Number**	26/AP/1110
Application Type	S.73 Vary/Remove Conds/Minor Alterations		
Recommendation	AGREE variation	**Case Number**	PP-14825777

Draft of Decision Notice for the following development:

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

284-286 Walworth Road London Southwark SE17 2TE

In accordance with application received on 17 April 2026 **and Applicant's Drawing Nos.**:

Proposed Plans

SITE LOCATION PLAN 9288-SA-3052-AL01 A received 17/04/2026
SOUTHWEST AND SOUTHEAST ELEVATIONS 14119/7 received 22/09/2026
NORTHWEST ELEVATION 14119/8 received 22/09/2026
FLOOR PLANS PL02 REV A received 22/09/2026
SIDE ELEVATIONS PL06 REV B received 22/09/2026
SECTION 14119/5 received 22/09/2026
ROOF AND UPPER FLOOR PLANS PL03 REV C received 22/09/2026
SITE PLAN 14119/1 received 22/09/2026
ELEVATIONS AND SECTIONS PL04 REV B received 22/09/2026
SECTIONS PL05 REV B received 22/09/2026

Other Documents

OPERATIONAL MANAGEMENT PLAN (JULY 2026 REVISION) ADL/CC/6754/07B received 08/07/2026
DELIVERY AND SERVICING MANAGEMENT PLAN ADL/CC/6754/22B received 23/07/2026

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

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

2. RESIDENTIAL NOISE VALIDATION TEST

(a) All residential premises shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice' to attain the following internal noise levels:

Bedrooms- 30dB LAeq,T* and 45dB LAfmax
Living rooms- 35dB LAeq, D*
*T- Night-time 8 hours between 23:00-07:00
*D- Daytime 16 hours between 07:00-23:00.

(b) Unless already approved under planning permission 10/AP/2264, after completion of works but prior to occupation or use, a test shall be carried out to show the above criterion has been met and the results 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:
To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with Policy P3 (Living conditions and pollution) of the National Planning Policy Framework (2026); Policy D14 (Noise) of the London Plan (2021); and Policy P15 (Residential design), Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

Permission is subject to the following Compliance Condition(s)

3. CUSTOMER OPENING HOURS

No customers shall remain on the premises of the Class E unit outside the hours of 06:00 to 00:00 Monday to Sunday.

Reason:
To protect the amenity of neighbouring occupiers in accordance with Policy P3 (Living conditions and pollution) of the National Planning Policy Framework (2026); Policy D14 (Noise) of the London Plan (2021); and Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

4. NO TAKE-AWAY OR DELIVERY SERVICES 00:00-06:00

No take-away or food delivery services shall take place outside the hours of 06:00 to 00:00 on any day.

Reason:
For the avoidance of doubt and to protect the amenity of neighbouring occupiers in accordance with Policy P3 (Living conditions and pollution) of the National Planning Policy Framework (2026); Policy D14 (Noise) of the London Plan (2021); and Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

5. COMPLIANCE WITH DELIVERY AND SERVICING MANAGEMENT PLAN

Delivery and servicing activities associated with the development hereby approved shall take place in accordance with the submitted Delivery and Servicing Management Plan (reference ADL/CC/6754/22B).

Reason:
To avoid adverse impacts to the public footway and road network in accordance with Policy TR4 (Street design, access and parking) of the National Planning Policy Framework (2026); and Policy P50 (Highways impacts) and Policy P51 (Walking) of the Southwark Plan (2022).

6. COMPLIANCE WITH OPERATIONAL MANAGEMENT PLAN

Any restaurant and ancillary take-away and delivery services taking place shall comply with the submitted Operational Management Plan (reference ADL/CC/6754/07B) dated July 2026. For avoidance of doubt, this includes the following provisions:

- Signage will be provided which will encourage customers and courier drivers to leave the premises quietly and in a respectful manner.
- All shift managers will receive conflict resolution training sufficiently to ensure they can effectively deal with noise or anti-social behaviour.
- The management team will monitor the restaurant and the area outside the restaurant consistently and ensure that customers who cause any undue disruption or noise are asked to leave immediately.
- At least one litter patrol shall take place each day that the restaurant is operational.

Reason:
To protect the amenity of neighbouring occupiers in accordance with Policy P3 (Living conditions and pollution) of the National Planning Policy Framework (2026); Policy D14 (Noise) of the London Plan (2021); and Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

7. RESIDENTIAL PRIVACY SCREENING

The 1800mm high close boarded screens located to the northern and southern sides of the first floor rear amenity space shall be maintained in accordance with drawing PL03 Rev C, and the screens shall not be removed, replaced or repaired otherwise than with similar screens of the same height and design.

Reason:
In order to protect the privacy and amenity of the occupiers and users of the adjoining premises from undue overlooking in accordance with the NPPF (2026) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

8. FLAT ROOF NOT TO BE USED FOR SITTING OUT

The flat roof area at first floor level as shown on drawing: PL03 Rev C, to the immediate west of the outdoor amenity space hereby approved, shall not be used other than as a means of escape or for maintenance purposes and shall not be used for any other purpose including use as a roof terrace or balcony or for the purpose of sitting out.

Reason:
In order that the privacy of adjoining occupiers may be protected from overlooking from use of the roof area in accordance with the NPPF (2026) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

9. REFUSE FACILITIES

The refuse and recycling storage arrangements shown on the approved drawing PL02 Rev A shall be provided and available for use by the occupiers of both the commercial unit and residential units in perpetuity.

Reason:
In order that the Council may be satisfied that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with the NPPF (2026) and Policy P62 (Reducing waste) of the Southwark Plan (2022).

10. CYCLE FACILITIES

The cycle storage facilities as shown on drawing: PL02 Rev A shall be provided and maintained for occupants of the residential and commercial units in perpetuity.

Reason:
To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with Policy TR4 (Street design, access and parking) of the National Planning Policy Framework (2026); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

11. RESIDENTIAL SOUND PROOFING

The development shall be permanently maintained such that the residential rooms within the development sharing a party element with commercial premises will achieve reasonable resistance to the transmission of sound sufficient to ensure that NR25 is not exceeded due to noise from the commercial premises in accordance with details approved under application 11/AP/1251.

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 commercial premises accordance with Policy P3 (Living conditions and pollution) of the National Planning Policy Framework (2026); Policy D14 (Noise) of the London Plan (2021); and Policy P15 (Residential design), Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

Informatives

APPENDIX 2

Relevant planning policies

(Relevant policies and guidance)

National Planning Policy Framework (the Framework) 2026

The revised National Planning Policy Framework ('NPPF') was published in August 2026 and sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental. The relevant policies are:

- Policy DM3: Determining development proposals
- Policy DM4: Emerging development plan proposals
- Policy DM6: Use of planning conditions and obligations
- Policy TC2: Development in town centres
-

The London Plan 2021

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

- Policy SD6 Town centres and high streets
- Policy D14 Noise
- Policy HC6 Supporting the night-time economy
- Policy T2 Healthy Streets
- Policy T4 Assessing and mitigating transport impacts
- Policy T7 Deliveries, servicing and construction
- Policy TR6: Assessing transport impacts
- Policy P3: Living conditions and pollution

Southwark Plan 2022

The Southwark Plan 2022 was adopted on 23 February 2022. The plan provides strategic policies, development management policies, area visions and site allocations which set out the strategy for managing growth and development across the borough from 2019 to 2036. The relevant policies are:

- P35 Town and local centres
- P50 Highways impacts
- P51 Walking
- P56 Protection of amenity
- P66 Reducing noise pollution and enhancing soundscapes

Emerging planning policy - Draft London Plan 2026

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. The relevant policies are:

- Policy GLE4 Night-time economy
- Policy MBUL9 Healthy streets and public realm
- Policy PV3 Town centres and high streets

APPENDIX 3

Planning history of the site and nearby sites

Reference and Proposal	Status
26/AP/1109 Installation of signage to comprise, 1 no. white externally illuminated 'MCDONALD'S' letterset. 1 no. white internally illuminated light strip, 1 no. internally illuminated yellow light strip above entrance door, 1 no. externally illuminated double-sided projecting sign, and 1 no. internally illuminated floor mounted yellow 'GOLDEN ARCH' sited behind the shopfront glazing.	GRANTED-Advertisement Consent 10/07/2026
26/AP/1108 Refurbishment and reconfiguration of shopfront to include the relocation of the entrance with new door, replacement full height glazing and the redecoration of elevations. Installation of new HVAC on the rear roof within an acoustic enclosure including associated works to the site.	GRANTED-Minor Application 10/07/2026
15/AP/1607 Construction of a part three part four storey rear extension to provide eight self-contained flats (4x1 bed and 4x2 bed) (use class C3) with access from Carter Place including rooftop gardens and associated bin and cycle stores	GRANTED-Minor Application 04/08/2015
10/AP/2264 Change of use of the ground floor from public house (A4 use) to retail (A1 use) with full site single storey rear extension, with self-containment of the residential accommodation on the upper floors to provide 3 flats (comprising 2 x 1 bed and 1 x 2 bed units), combined with creation of new access on Carter Place frontage, roof terrace and access to the rear at first floor level, and second floor extension to the rear.	Granted with unilateral undertaking 13/10/2010

APPENDIX 4

Consultation undertaken

Site notice date: 21/04/2026
Press notice date: 23/04/2026
Case officer site visit date: n/a
Neighbour consultation letters sent: 20/04/2026

Internal services consulted

LBS Transport Policy Team
LBS Highways Development & Management
LBS Environmental Protection Team
LBS Licensing
LBS Transport Policy Team
LBS Public Health
LBS Transport Policy Team

Statutory and non-statutory organisations

Transport For London
Transport For London
Metropolitan Police Service (Designing Out Crime)
The Walworth Society

Neighbour and local groups consulted:

Flat 1 286 Walworth Road London
Flat 2 286 Walworth Road London
Flat 3 286 Walworth Road London
Flat 1 301 Walworth Road London
Flat 2 301 Walworth Road London
Flat 3 301 Walworth Road London
Flat 1 295A Walworth Road London
Flat 2 295A Walworth Road London
Flat 3 295A Walworth Road London
Flat 4 295A Walworth Road London
Flat 5 295A Walworth Road London
Flat 6 295A Walworth Road London
Flat 1 295 Walworth Road London
Flat 2 295 Walworth Road London
Flat 3 295 Walworth Road London
Flat 4 295 Walworth Road London
Flat 3 280 Walworth Road London
278 Walworth Road London Southwark
280 Walworth Road London Southwark
282 Walworth Road London Southwark
288 Walworth Road London Southwark
293 Walworth Road London Southwark
295 Walworth Road London Southwark
299 Walworth Road London Southwark
303 Walworth Road London Southwark
289 - 291 Walworth Road London Southwark
297 Walworth Road London Southwark
301 Walworth Road London Southwark
290 Walworth Road London Southwark
Flat 1 280 Walworth Road London
Flat 2 280 Walworth Road London
Flat 4 301 Walworth Road London
Flat 5 301 Walworth Road London
Flat 6 301 Walworth Road London
Flat 1 Halcyon House 17 Walworth Place
Flat 2 Halcyon House 17 Walworth Place
Flat 3 Halcyon House 17 Walworth Place

Flat 4 Halcyon House 17 Walworth Place
Flat 5 Halcyon House 17 Walworth Place
Flat 6 Halcyon House 17 Walworth Place
Flat 7 Halcyon House 17 Walworth Place
Flat 8 Halcyon House 17 Walworth Place
Flat 9 Halcyon House 17 Walworth Place
278A Walworth Road London Southwark
Flat 4 280 Walworth Road London
Flat 5 280 Walworth Road London
Flat 6 280 Walworth Road London
Flat 7 280 Walworth Road London
Flat A 2 Carter Place London
Flat B 2 Carter Place London
Flat C 2 Carter Place London

Re-consultation: None

APPENDIX 5

Consultation responses received

Internal services

LBS Transport Policy
LBS Highways Development & Management
LBS Environmental Protection
LBS Transport Policy
LBS Public Health
LBS Transport Policy

Statutory and non-statutory organisations

Transport for London
Transport for London
Metropolitan Police Service

Neighbour and local groups consulted:

Basement Flat 51 Sutherland Square London
London SE17 3TF
London SE17 1DE
29 Portland Street London Southwark
11 Angel Lane London Southwark
Basement Flat 51 Sutherland Square London
7 Angel Lane London Southwark
43 Phelp Street London Southwark
28 Chapter Road London Southwark
Flat 2 286 Walworth Road London
Flat 12 20 Liverpool Grove London
Flat 54 Penrose House Penrose Street London
Flat 14 20 Liverpool Grove London
4 Sutherland Square London Southwark
21 Sharsted Street London Southwark

31 Sutherland Walk London Southwark
Esther Blackman 74 Penrose House Penrose Street
Flat 3 St Pauls House 51A Sutherland Square
16 St Matthews House Elizabeth Estate Phelp Street London
4 Sutherland Square London Southwark

Flat 103 Penrose House Penrose Street London
52A Sutherland Square London Southwark
63 Sutherland Square London Southwark
Flat 4 Old Station House 1 Carter Place London
Flat C 69 Balfour Street London
28 Sutherland Square London Southwark
2 Butterworth Terrace Sutherland Walk London
Flat 601 Baldwin Point 6 Sayer Street London
24 St Peters House Elizabeth Estate Queens Row London
Flat 7 11 Angel Lane London
43 Phelp Street London Southwark
Flat 2 286 Walworth Road London
Flat 3 286 Walworth Road London
Flat 3 280 Walworth Road London
31 Sutherland Walk London Southwark
4 Sutherland Walk London Southwark

1 Sutherland Square London Southwark
1 Fielding Street London Southwark
Flat G 85 Balfour Street London
Flat 22 Manchester House East Street London
196 Trafalgar Street London Southwark
Flat 6 Lime Tree Court 292A Walworth Road London
144 Penrose Street London Southwark

1 Pelier Street London Southwark
3 Sutherland Walk London Southwark
32 Sutherland Walk London Southwark
224 Amelia Street London Southwark
Flat 20 Old Station House 1 Carter Place London
60 Sutherland Square London SE17 3EL
23 Oyster Court 85 Crampton Street London
Flat 20 Old Station House 1 Carter Place London

26 Sutherland Square London Southwark
Flat 5 Lime Tree Court 292A Walworth Road London
Flat 23 Old Station House 1 Carter Place London
26 Fielding Street London Southwark

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OPEN **MUNICIPAL YEAR 2026-27**

COMMITTEE: **PLANNING COMMITTEE (SMALLER APPLICATIONS)**

NOTE: Original held in Constitutional Team; all amendments/queries to Beverley Olamijulo, Constitutional Team, Tel: 020 7525 7234

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Councillor Kath Whittam	1		
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