

COMMUNITY COUNCILS
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Dulwich Community Council Agenda Planning Meeting

Date: Tuesday 15 January 2008

Time: 7.00 PM

Place: Dulwich Library, 368 Lordship Lane, London SE22 8NB

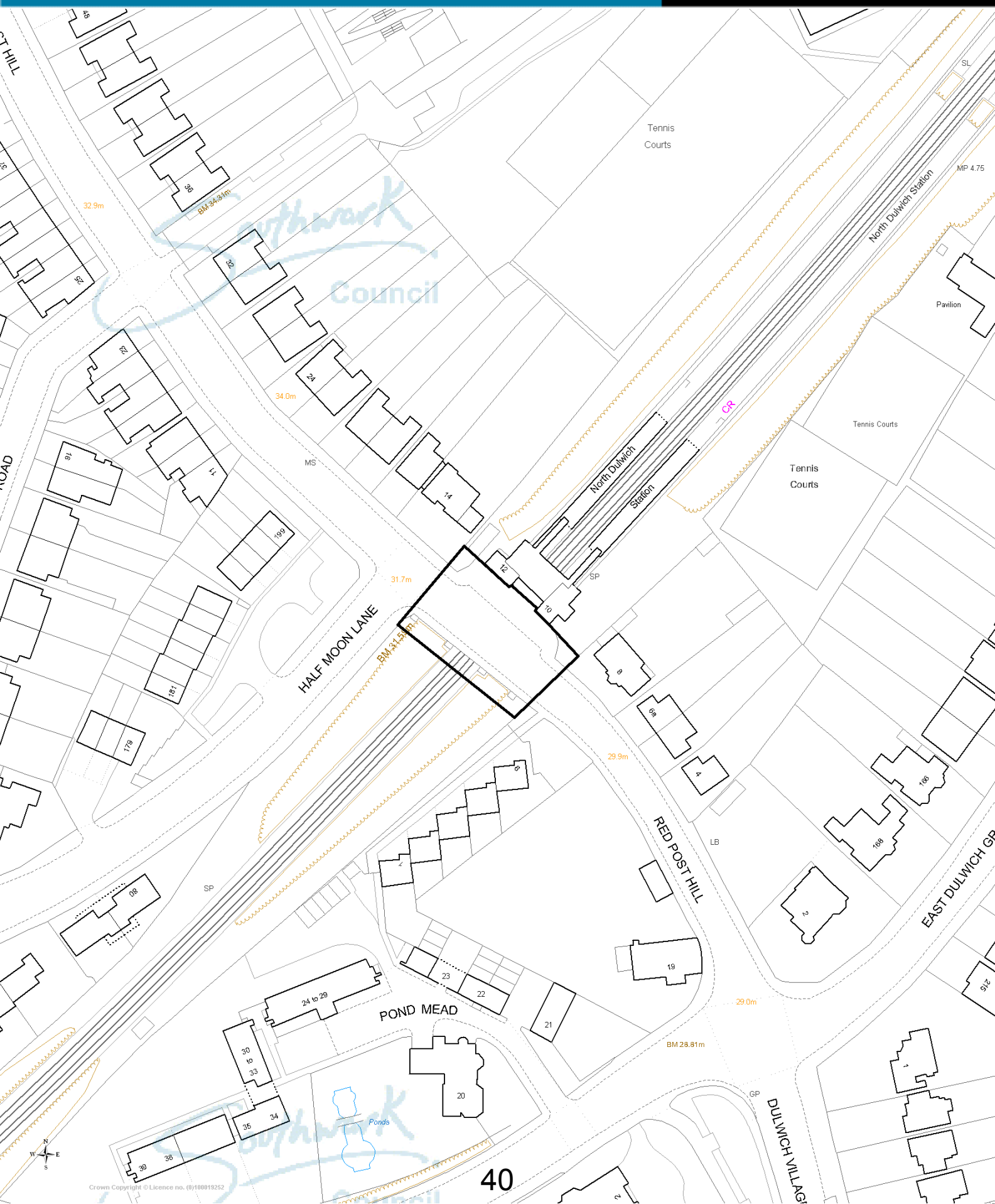
SUPPLEMENTAL AGENDA NO.1

The following item has not been circulated 5 clear days in advance of the meeting. It will be for the chair to accept the item for the reasons of urgency contained in the report.

6. Development Control Item:

Item 6/4 – Recommendation: grant listed building Consent –
North Dulwich Railway Station, Red Post Hill, London SE21 7BX
(see pages 40 – 50)

Date of despatch: 9 January 2008



Item	Classification	Decision Level	Date
4	OPEN	Dulwich Community Council	15/01/08
From Head of Development Control		Title of Report DEVELOPMENT CONTROL	
Proposal (04-AP-1923) Demolition of existing road bridge superstructure and replace with new [precast concrete] superstructure. Removal of parapet between two central pilasters on Red Post Hill overbridge.		Address NORTH DULWICH RAILWAY STATION, RED POST HILL, LONDON, SE21 7BX Ward South Camberwell / Dulwich Village	

PURPOSE

- 1 For Dulwich Community Council to consider the above application due to the number of objections received and at the request of Members.

RECOMMENDATION

- 2 Grant Listed Building Consent

BACKGROUND

Site location and description

- 3 North Dulwich Railway Station is located at Red Post Hill and primarily serves London Bridge and West Croydon. The station and attached road bridge is Grade II Listed and situated in the Dulwich Village Conservation Area.
- 4 The Red Post Hill Bridge comprises a single span road over bridge carrying a two-way single lane carriage way, footpaths, parking lay-by and structure supporting the station building. The road bridge consists of cast iron girders with brick jack-arch bays and one girder have been replaced with two concrete cased filler girders. The road bridge currently has a 7.5 tonne weight restriction on it and heavy vehicles are required to obtain a license to use it. The bridge is owned by Network Rail and the carriage ways on it are maintained by Southwark Council. There is a parking bay for drop off and goods vehicles on the northern side of the bridge and concrete central median. The road bridge parapet opposite the station consists of four pilasters and is decorated with four armorial devices on each side, including the initials 'AC' (Alley's College) and the date 1866. The brick work on the bridge parapet was re-done in 1989 with headers and stretchers. This work was unsympathetic and resulted in a regrettable loss of some of the parapet's historic interest.

Details of proposal

- 5 The proposal is to replace the superstructure of the Red Post Hill over-bridge carrying carriage ways footpaths and the parking lay-by. The existing over-bridge, consisting of the iron beams, is to be completely demolished and replaced with pre-cast concrete beams, elastomeric and guided bearings - which will increase the load capacity of the structure. To do this, the existing road and footpath surface will need to be taken up,

bollards removed and stored prior to reinstatement, and the bays within the parapet opposite the station demolished.

Planning History

- 6 The station has been subject to several very minor LBC applications in recent years. In addition to these more minor changes LBC was granted on 25/04/2002 for alternations to the station fore court. These works included significant refurbishment works that served to enhance the historic interest and setting of the station and the surrounding public realm.
- 7 Details of the current application have been amended since the application was submitted. These details primarily relate to the proposed parapet design. Originally the central bay of the parapet was the only section to be replaced and was proposed at a height of 1500mm. This has now been revised to match the existing parapet height. The replacement of brick work and coping stones on all three bays are now part of the proposal. The rebuilding of two outer bays has been proposed as means improving the unsympathetic parapet works done in 1989 while also achieving aesthetic harmony across the whole of parapet wall. The application also includes the re-painting of the heraldic devices found on each of the pilasters.

Planning history of adjoining sites

- 8 No relevant planning histories of adjacent sites have been identified.

FACTORS FOR CONSIDERATION

Main Issues

- 9 The main issue in this case is:
 - a] The impact of the development on the special interest of the grade II listed station and attached railway bridge.

Planning Policy

- 10 Southwark Plan 2007 [July]
Policy 3.12 - Quality in Design
Policy 3.15 - Conservation of the Historic Environment
Policy 3.16 - Conservation Areas
Policy 3.17 - Listed Buildings
London Plan 2004
NA
Planning Policy Guidance [PPG] and Planning Policy Statements [PPS]
PPG 15 - Part 1 paragraph 5.6

Consultations

- 11 Site Notice:
September 13 2007
- 12 Press Notice:
August 23 2007
- 13 Internal Consultees
Design and Conservation
- 14 Statutory and non-statutory consultees
English Heritage

Railway Heritage Trust
Dulwich Society
Dulwich Estate

15 Neighbour consultees
Please see appendix.

16 Re-consultation
None required.

Consultation replies

17 Internal Consultees
Not required.

18 Statutory and non-statutory consultees

Railway Heritage Trust

Commenting on the application as originally submitted:

- overall wall height and coping have been designed to modern standards and relate in no way to the design of the existing walls on either side.
- a less crude design solution should be considered.
- existing brick parapet walls, of hard red brick with flush panels of stock brick are a 'travesty' of the original walls replaced in 1989. Consideration should be given to incorporating some of the pre-1989 features in the new wall.
- Unsightly traffic island should be removed in favour other more aesthetically pleasing traffic control measures.

Each of the above points of have been addressed by minor amendments made since the application was submitted. The wall height has been reduced to the same height as existing. The brick portion of the parapet has been redesigned to resemble its pre-1989 appearance. The altered coping stone profile has been discussed with Richard Horne of the RHT who conveyed that it would be an acceptable compromise given many of the other items have been addressed.

English Heritage

19 Malcolm Woods commented on the proposed coping stone profile and expressed acceptance of this approach provided appropriate detailed design is achieved elsewhere on the rebuilt parapet.

20 Neighbour consultees

21 Red Post Hill:

- Object to the potential increase of heavy traffic

21 9 Red Post Hill

- Object in principle to demolition of the bridge
- Object to the potential increase of heavy traffic

22 42 Red Post Hill

- Object to the potential increase of heavy traffic
- Measures should be taken to slow traffic and make area safer for pedestrians
- Questioned whether the bridge works are necessary
- Concern about noise generated from increased traffic
- Improvements to parapet wall welcomed
- Traffic calming measure should be incorporated into the proposal
- Central island should be retained to slow traffic

23 • A safe zebra crossing should be incorporated
• Signage should be maintained that prohibits heavy vehicles

Red Post Hill Resident's Hill Committee

- Petition submitted with approximately 35 signatures stating: We oppose the commencement of the Red Post Hill Bridge from 7.5 tons to 44 tons until more effective measures are in place to prevent heavy vehicle through-traffic and to reduce the speed and volume of traffic through Sunray Avenue, Red Post Hill and Dulwich Village (all unclassified roads). As it stands, the proposed scheme is contrary the "Safer Routes to the Schools" policy and will be detrimental to community cohesion, the environment, our quality of life and the amenity of Dulwich and the surrounding area."

24

1 Red Post Hill

- Objects in principle to the demolition of the bridge and the reasons for the work. Agrees with concerns raised by 9 Red Post Hill

Re-consultation

None required.

PLANNING CONSIDERATIONS

Principle of development

- 25 Ongoing investment in the Borough's bridge infrastructure is an accepted form of development. As the North Dulwich Rail Station bridge is Grade II listed the works are in principle considered acceptable provided they sympathetic to the special interest of the structure.

26 Traffic issues

As the application is for LBC and not planning permission traffic matters have not been a primary consideration in this assessment. Local consultees have identified concerns related increased heavy traffic on Red Post Hill and elsewhere in Dulwich Village. These matters need to be addressed by the applicant Network Rail and the Council's transport department. Information on alternative traffic control measure will be submitted to the DCC in a separate document by the Council's transport department.

27 Design issues

Please see section below.

Impact on character and setting of a listed building and/or conservation area The proposal is for the demolition

- 28 The proposal is to replace the bridge's internal superstructure. The proposal does not directly affect the fabric of the station building or the associated railway platforms. The superstructure of the bridge has not been identified as having any particular special interest of its own, such as an innovative method of construction. This combined with the need for the bridge to support modern traffic requirements thus requiring regular investment makes its demolition and replacement acceptable in principle terms.

- 29 The visible parts of the bridge are considered to be of special interest in relation to matters of architectural integrity and the impact any changes may have on the setting of the grade II listed structure.

- 30 The visible part of the bridge most impacted by the proposal is the parapet wall on the opposite of the road fronting the station building. As part of the superstructure replacement programme the middle bay of the parapet requires re-building. The applicant has also proposed the rebuilding of the two outer bays to create a consistent treatment across the whole of the parapet wall. The existing brick portion of the wall, of hard red brick with flush panels of stock bricks set within red brick with flush panels

or orange/cream bricks was the result of unsympathetic re-building works done in 1989. These works constituted a regrettable loss of the parapets original historic interest. The current works are seeking to ameliorate some of this damage by replicating the brick work and detailed design that existed before 1989. Details of this will be submitted in an addendum document to accompany this report at the DCC on January 15th. These works will result in a significant improvement to the visual appearance of the parapet and the overall setting of the station and its environment.

- 31 In conservation terms, the most contentious element of the proposal is the change to the coping stone profile. The current profile is a bull nose which combined with a series of stones that overhang the wall with curved and moulded detail creates an elegant appearance. The proposed coping stone profile would have a severe chamfered edge to the track side of the bridge to meet current safety standards that seek to discourage individuals from walking on the parapet. A strict elevational view of this new arrangement would not reveal any material change to the coping stones, however from the view of a pedestrian walking on the adjacent foot path the change would be evident. While this approach is not ideal in conservation terms it is considered acceptable based on the following considerations:
- 32 1. Efforts have been made to maintain the appearance of the parapet's road side coping stone. The elevation most affected by the change would be viewed from track side which is generally not seen. The coping stones would copy the same joint pattern across the parapet wall and would be constructed of an appropriate re-constituted stone.
- 33 2. Significant improvements to the unsympathetic parapet works done in 1989 are strongly welcomed. These works in part ameliorate the less sympathetic work in relation to the proposed change to the coping stone profile. The rebuilding of the two outer bays are not necessary in order for the super structure works to occur, however this added investment will create a harmonious treatment across the whole of the parapet and enhance its general appearance.
- 34 3. Repainting of the of heraldic devices will enhance the appearance of the bridge more generally and revitalize these strong detailed elements that inform the bridge's character. This part of proposal is not necessary in order for the works occur, however the applicant has seized the opportunity to improve the bridge's appearance as part of the overall works package.
- 35 With the above considerations in mind the proposed adjustment to the coping stone profile is on balance considered acceptable. Subject to appropriate detailed design the development would provide some enhancement to the special interest of the listed structure and its setting.
- 36 While this aspect of the development is considered acceptable, it would be improved further if a like for like bull nose coping stone was pursued instead. This would require derogation in relation to the modern safety standards required of the contemporary bridge works. It is recommended that the applicant pursue derogation post-planning.

Other matters

- 37 As evidenced by the objections raised in the local consultee responses many residents are concerned about the potential increase in heavy vehicular traffic resulting from the greater load capacity of the bridge. The applicant is not required to apply for Planning Permission for the proposed works where such issues would normally be addressed. The application for Listed Building Consent relates primarily to

the impact of the proposal on the special interest of the listed building and its setting. Whether the strengthened bridge serves more or less traffic is a matter of traffic management. Creating a safe pedestrian experience on and around the bridge including the station forecourt would contribute positively to the public realm of the area. Concerns about this aspect of the development should be addressed by the applicant Network Rail and the Council's Transport Department.

Conclusion

- 38 The proposal is on balance considered acceptable as it would provide some enhancement to the special interest of the listed structure and its setting. This recommendation is contingent upon the correct detail design information being submitted prior to the January 15th DCC meeting. This information will form part of the addendum report that will be provided at the January 15th DCC meeting.

COMMUNITY IMPACT STATEMENT

- 39 In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

40 Reason for lateness

This item has come before the Dulwich community council as a late item because it was not available for public inspection 5 clear days before the date of the community council meeting.

The item was added as a late item on the agenda because confirmation had to be sought that the decision could be made by Members of the Dulwich community council, given the location of the site within two community council areas and for the receipt of additional plans.

Part 3F of the Constitution states that planning committee must consider and determine all planning applications where the development will have material impact on the area of one or more neighbouring community councils. The strategic director of Regeneration, in consultation with the chairs of the relevant community councils are required to determine when boundary proximity is a material factor. In this instance the strategic director of Regeneration and the chairs of the respective community councils have agreed that the boundary proximity is not a material factor and this item can therefore be determined by the Dulwich community council.

41 Reason for urgency

The proposal is required as part of a programme of works which would be severely delayed causing major disruption of local transport users if the application is not determined at this date.

LEAD OFFICER	Gary Rice	Head of Development Control
REPORT AUTHOR	Steve Riches	Design & Conservation Officer [tel. 020 7525 2289]
CASE FILE	TP/2100-H	
Papers held at:	Regeneration Department, Council Offices, Chiltern, Portland Street SE17 2ES [tel. 020 7525 5403]	

Appendix 1. Neighbour Consultee List for Application Reg. No. 07-AP-1923

TP No	TP/2100-H	Site	NORTH DULWICH RAILWAY STATION, RED POST HILL, LONDON, SE21 7BX
App. Type	Listed Building Consent		

Date Printed	Address
14/09/2007	FIRST FLOOR FLAT 19 RED POST HILL LONDON SE24 9JJ
14/09/2007	GROUND FLOOR FLAT 19 RED POST HILL LONDON SE24 9JJ
14/09/2007	15 RED POST HILL LONDON SE24 9JJ
14/09/2007	THE VILLAGE GARDEN 12 RED POST HILL LONDON SE21 7BX
14/09/2007	GROUND FLOOR FLAT 15 RED POST HILL LONDON SE24 9JJ
14/09/2007	FLAT 1 15 RED POST HILL LONDON SE24 9JJ
14/09/2007	FLAT 2 15 RED POST HILL LONDON SE24 9JJ
14/09/2007	FLAT 3 15 RED POST HILL LONDON SE24 9JJ
14/09/2007	19 VILLAGE WAY LONDON SE21 7AN
14/09/2007	1 RED POST HILL LONDON SE21 7BX
14/09/2007	12 RED POST HILL LONDON SE21 7BX
14/09/2007	2 RED POST HILL LONDON SE21 7BX
14/09/2007	3 RED POST HILL LONDON SE21 7BX
14/09/2007	4 RED POST HILL LONDON SE21 7BX
14/09/2007	5 RED POST HILL LONDON SE21 7BX
14/09/2007	6A RED POST HILL LONDON SE21 7BX
14/09/2007	6 RED POST HILL LONDON SE21 7BX
14/09/2007	7 RED POST HILL LONDON SE21 7BX
14/09/2007	8 RED POST HILL LONDON SE21 7BX
14/09/2007	9 RED POST HILL LONDON SE21 7BX
14/09/2007	10 RED POST HILL LONDON SE21 7BX
14/09/2007	193 HALF MOON LANE LONDON SE24 9JG
14/09/2007	195 HALF MOON LANE LONDON SE24 9JG
14/09/2007	197 HALF MOON LANE LONDON SE24 9JG
14/09/2007	199 HALF MOON LANE LONDON SE24 9JG
14/09/2007	11 RED POST HILL LONDON SE24 9JJ
14/09/2007	13 RED POST HILL LONDON SE24 9JJ
14/09/2007	19 RED POST HILL LONDON SE24 9JJ
14/09/2007	21 RED POST HILL LONDON SE24 9JJ
14/09/2007	23 RED POST HILL LONDON SE24 9JJ
14/09/2007	14 RED POST HILL LONDON SE24 9JQ
14/09/2007	16 RED POST HILL LONDON SE24 9JQ
14/09/2007	18 RED POST HILL LONDON SE24 9JQ
14/09/2007	20 RED POST HILL LONDON SE24 9JQ
14/09/2007	22 RED POST HILL LONDON SE24 9JQ
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14/09/2007	26 RED POST HILL LONDON SE24 9JQ
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14/09/2007	30 RED POST HILL LONDON SE24 9JQ
14/09/2007	32 RED POST HILL LONDON SE24 9JQ
14/09/2007	17A RED POST HILL LONDON SE24 9JJ
14/09/2007	17B RED POST HILL LONDON SE24 9JJ
14/09/2007	17C RED POST HILL LONDON SE24 9JJ
14/09/2007	FIRST FLOOR FLAT 15 RED POST HILL LONDON SE24 9JJ
14/09/2007	FIRST FLOOR FLAT 21 RED POST HILL LONDON SE24 9JJ
14/09/2007	FLAT 3 19 RED POST HILL LONDON SE24 9JJ
14/09/2007	HAMPTONS 12 RED POST HILL LONDON SE21 7BX
14/09/2007	LOWER FLAT 21 RED POST HILL LONDON SE24 9JJ
14/09/2007	TOP FLAT 21 RED POST HILL LONDON SE24 9JJ
24/09/2007	101 Dulwich Village London SE21
24/09/2007	Estate Governors' The Old College Gallery Road London SE1 7AE

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14/09/2007	19 VILLAGE WAY LONDON SE21 7AN
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14/09/2007	3 RED POST HILL LONDON SE21 7BX
14/09/2007	4 RED POST HILL LONDON SE21 7BX
14/09/2007	5 RED POST HILL LONDON SE21 7BX
14/09/2007	6A RED POST HILL LONDON SE21 7BX
14/09/2007	6 RED POST HILL LONDON SE21 7BX
14/09/2007	7 RED POST HILL LONDON SE21 7BX
14/09/2007	8 RED POST HILL LONDON SE21 7BX
14/09/2007	9 RED POST HILL LONDON SE21 7BX
14/09/2007	10 RED POST HILL LONDON SE21 7BX
14/09/2007	193 HALF MOON LANE LONDON SE24 9JG
14/09/2007	195 HALF MOON LANE LONDON SE24 9JG
14/09/2007	197 HALF MOON LANE LONDON SE24 9JG
14/09/2007	199 HALF MOON LANE LONDON SE24 9JG
14/09/2007	11 RED POST HILL LONDON SE24 9JJ
14/09/2007	13 RED POST HILL LONDON SE24 9JJ
14/09/2007	19 RED POST HILL LONDON SE24 9JJ
14/09/2007	21 RED POST HILL LONDON SE24 9JJ
14/09/2007	23 RED POST HILL LONDON SE24 9JJ
14/09/2007	14 RED POST HILL LONDON SE24 9JQ
14/09/2007	16 RED POST HILL LONDON SE24 9JQ
14/09/2007	18 RED POST HILL LONDON SE24 9JQ
14/09/2007	20 RED POST HILL LONDON SE24 9JQ
14/09/2007	22 RED POST HILL LONDON SE24 9JQ
14/09/2007	24 RED POST HILL LONDON SE24 9JQ
14/09/2007	26 RED POST HILL LONDON SE24 9JQ
14/09/2007	28 RED POST HILL LONDON SE24 9JQ
14/09/2007	30 RED POST HILL LONDON SE24 9JQ
14/09/2007	32 RED POST HILL LONDON SE24 9JQ
14/09/2007	17A RED POST HILL LONDON SE24 9JJ
14/09/2007	17B RED POST HILL LONDON SE24 9JJ
14/09/2007	17C RED POST HILL LONDON SE24 9JJ
14/09/2007	FIRST FLOOR FLAT 15 RED POST HILL LONDON SE24 9JJ
14/09/2007	FIRST FLOOR FLAT 21 RED POST HILL LONDON SE24 9JJ
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14/09/2007	HAMPTONS 12 RED POST HILL LONDON SE21 7BX
14/09/2007	LOWER FLAT 21 RED POST HILL LONDON SE24 9JJ
14/09/2007	TOP FLAT 21 RED POST HILL LONDON SE24 9JJ
24/09/2007	101 Dulwich Village London SE21
24/09/2007	Estate Governors' The Old College Gallery Road London SE1 7AE

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	The Manager Network Rail [Infrastructure] Ltd	Reg. Number	07-AP-1923
Application Type	Listed Building Consent	Case Number	TP/2100-H
Recommendation	Grant		

Draft of Decision Notice

Listed Building CONSENT was given to carry out the following works:

Demolition of existing road bridge superstructure and replace with new [precast concrete] superstructure.
Removal of parapet between two central pilasters on Red Post Hill overbridge.

At: NORTH DULWICH RAILWAY STATION, RED POST HILL, LONDON, SE21 7BX

In accordance with application received on 09/08/2007

and Applicant's Drawing Nos. 233993/0003

existing 233993/0004 Rev P3

233993/0005

233993/0006

233993/0007

233993/0008

233993/0009

233993/0010

233993/0011

233993/0012

233993/0013

233993/0014

233993/0015

new Plan 233993/0005A showing the trackside elevation of the parapet

new Plan 233993/0005B showing the roadside elevation of the parapet. This will incorporate the brickwork detail as we discussed and the parapet profile details.

Subject to the following conditions:

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

Reason:

As required under Section 18 of the Planning (Listed Buildings & Conservation Areas) Act 1990 as amended.

- 2 That the applicant submit and have approved by this Local Planning Authority, before commencement of the works on site, the following drawn details:
i) typical sections (scale 1:5) through the bridge parapet wall.

Reason

In order that the Local Planning Authority may be satisfied as to the details of masonry work in the interest of the listed structure in accordance with Policy 3.15 'Conservation of the Historic Environment', Policy 3.17 'Listed Buildings' of the Southwark Unitary Plan.

- 3 Samples of the brick and coping stone to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any work in connection with this permission is carried out and 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 details of parapet wall in the interest of the appearance of the building in accordance with Policy 3.17 'Listed Buildings' of the Southwark Unitary

Development Plan.

Reasons for granting listed building consent

This application was considered with regard to various policies including, but not exclusively:

- a] Policies 3.12, 3.15,3.16, and 3.17 of the Southwark Plan [July 2007].
- b] Planning Policy Statements [PPS] and Guidance Notes [PPG] PPG15.

Listed building consent was granted as there are no, or insufficient, grounds to withhold consent on the basis of the policies considered and other material planning considerations.

DISTRIBUTION LIST

MUNICIPAL YEAR 2007/08

COUNCIL: DULWICH COMMUNITY COUNCIL

NOTE: Original held by Constitutional Support Unit; amendments to Beverley Olamijulo (Tel: 020 7525 7234)

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