

## Planning Committee (Major Applications) B

Wednesday 5 November 2025  
6.30 pm

Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

## Supplemental Agenda No.1

### List of Contents

Item No.	Title	Page No.
7.	<b>Development Management</b> Tabled items: addendum report, members' pack	1 - 52

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Webpage: [www.southwark.gov.uk](http://www.southwark.gov.uk)

Date: 5 November 2025

<b>Meeting Name:</b>	Planning Committee (Major Applications) B
<b>Date:</b>	5 November 2025
<b>Report title:</b>	<b>Addendum report</b> Late representations, clarifications corrections and further information
<b>Ward(s) or groups affected:</b>	Borough and Bankside
<b>Classification:</b>	Open
<b>Reason for lateness (if applicable)</b>	Clarifications to published reports and response to further public comments
<b>From:</b>	Director of Planning and Growth

## PURPOSE

1. To advise members of clarifications, corrections, representations and further information received in respect of the following items on the main agenda. These were received after the preparation of the report(s) and the matters raised may not therefore have been taken into account in reaching the stated recommendation.

## RECOMMENDATION

2. That members note and consider the additional information in respect of each item in reaching their decision.

## FACTORS FOR CONSIDERATION

3. Information and/or revisions have been received in respect of the following items on the main agenda:

Revised Roof plan to improve the Urban Greening Factor score.

## FACTORS FOR CONSIDERATION

4. Correction and additions to the conditions on the draft decision notice in respect of the following item on the main agenda:

**ITEM 7.1: 24/AP/3621 Coburg House, 63-67 Newington Causeway  
London, Southwark SE1 6LS**

## Urban Greening Factor

5. A revised roof plan showing additional bio-solar roof on the lower top roof (which previously had nothing on there) has been submitted. This improves the UGF to 0.42 from the 0.34 originally reported. This improvement is welcomed. The main committee report noted that because the UGF was 0.34 and not achieving the minimum of 0.4 then a financial contribution of £56,000 towards borough tree planting would be secured. Given that the revised plan now showing the bio-solar roof on the lower top roof would improve that score to 0.42, this financial contribution would not be required. The planning condition for the approved plans shall be amended to include this roof plan.

## Late representations

6. Since the preparation of the committee report, further comments have been received objecting to the proposal. This one comment is from a neighbor who has previously objected to the application. Their comments are set out below.
7. Confusion over the determination date as it appears that the decision has been brought forward and is rushed. Documents online appear to show the determination date is extended. This leaves those who objected to the application very little time to review and analyze the new data that have been submitted recently – in particular the daylight and sunlight assessments.
8. The proposed development would overshadow their property which is at very close proximity and would reduce their quality of life and material losses to their homes. There are errors in the cumulative daylight and sunlight analysis report. The comment was that it is incomplete, incorrect and does not match between the reports and reflective Diagrams. Urge that the planning committee date be pushed back so that the developers can make the necessary corrections, inclusions and clarifications and as such the application can be considered properly.
9. **Officers' response:** The impacts on daylight and sunlight are discussed within the main report. The additional data that has been submitted are further clarifications on the cumulative scenario requested by the Officer. The scheme has not changed in height or massing, and it is simply to see those impacts on the adjoining properties in the cumulative scenario by including two windows that were missing in the originally submitted report.
10. The objection does not specify exactly what the errors are in the report and therefore Officers cannot address them.
11. As for the time extension date, this is a date that the applicant has agreed with the council to extending the time (beyond the statutory limit) to submit additional information and consideration, and in deciding a planning application. It does not mean that the application cannot go before the Planning committee to make a decision on the recommendation put forward by the planning officers.

## Corrections to report and conditions

12. Paragraph 112 of the main report should be amended to read:  
*"The PIL would be required to be paid 25% on implementation of the scheme, 50% on completion of the scheme and 25% 6 months post on or prior to first occupation of the scheme."*
13. This accurately reflects the paragraph before that (Para 111).
14. Condition No. 24 Cycle Parking shall include wording to ensure that all doors leading to the cycle parking stores are power-assisted.
15. Addition of a condition to require provision of e-scooter bays within the courtyard and 'No Parking' hatching. This shall read as follows:

*Prior to the first occupation of any part of the development, details of hatching to the courtyard shall be submitted to and approved in writing by the relevant Local Planning Authority, and must include at least the following details:*

- (a) An area for e-scooter bays
- (b) 'No Parking' hatching

*The hatching and bays shall be provided in accordance with the approved strategy for the life of the development, or as otherwise agreed in writing by the Local Planning Authority.*

16. Addition of a condition to control the hours of the roof terrace. This shall read as follows:

*The rooftop terrace at Level 03 shall be open for use only between 0700 and 2200 on Mondays to Fridays and 0800 to 2200 on Saturdays and Sundays.*

## Conclusion of the Director of Planning and Growth

17. Having taken into account the additional information, following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to the completion of a Section 106 Agreement and referral to the Mayor of London.

Background Papers	Held At	Contact
Individual files	Environment Neighbourhoods and Growth Department 160 Tooley Street London SE1 2QH	Planning enquiries Telephone: 020 7525 5403

# Welcome to Southwark Planning Committee B Majors Applications

5 November 2025

## MAIN ITEMS OF BUSINESS

**Item 6** - To release £250,000.00 from Section 106 agreements for the delivery of Mandela Way cycle infrastructure

### **Item 7.1 - 24/AP/3621**

Coburg House, 63-67 Newington Causeway, London,  
SE1 6LS



Councillor Richard Livingstone  
(Chair)



Councillor Kath Whittam  
(Vice Chair)



Councillor Emily Tester



Councillor Ketzia Harper



Councillor Joseph Vambe



Councillor Sam Dalton



Councillor Cleo Soanes

## Item 6 - Mandela Way Cycling Infrastructure - S106 Release - £250,000

To release £250,000.00 from Section 106 agreements for the delivery of  
Mandela Way cycle infrastructure

51

# Recommendation

**Planning Committee (Major Applications) A approves the release of funds amounting to £250,000 to be applied towards Mandela Way cycling infrastructure (the ‘Scheme’)**

**S106 agreement dated 8 February 2024 (23/AP/0950)**

***‘Cycle Infrastructure Improvements Contribution means the sum of £250,000 (two hundred and fifty thousand pounds) Index Linked to be paid to the Council and applied towards a feasibility study for***

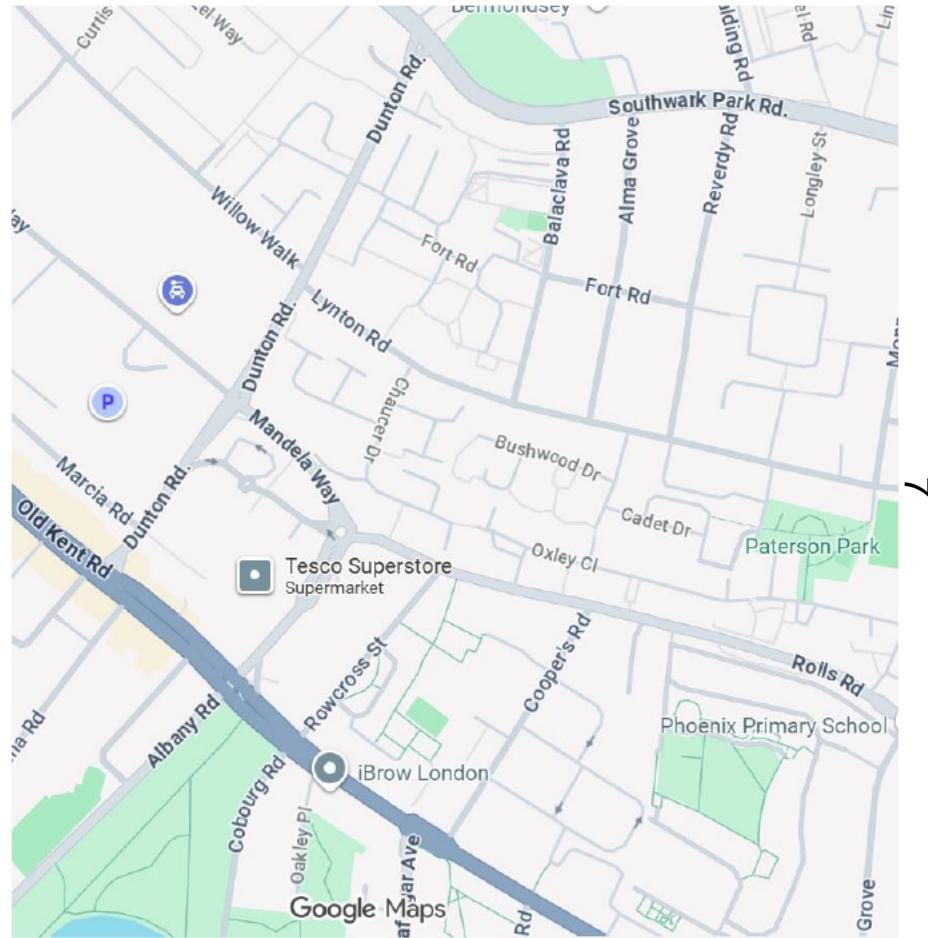
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# Background

**'The Scheme' consists of design work for and implementation of an infrastructure project on Mandela Way.**

**This follows a feasibility study completed by Highways in November 2023. Measures include:**

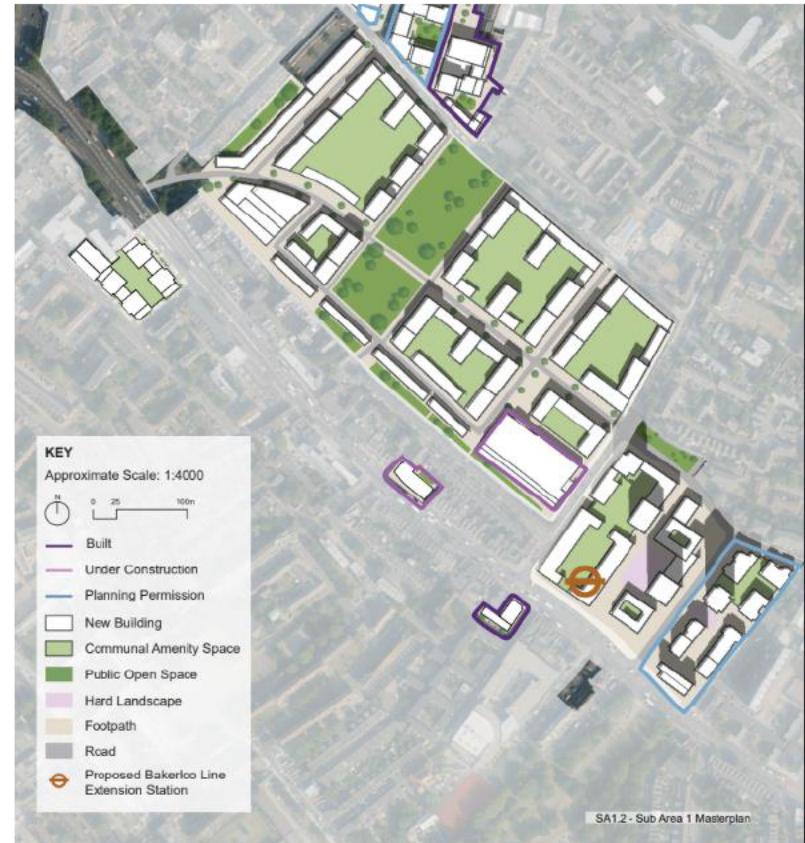
- Addition of bi-directional cycle lane along the carriageway**
- Safety improvements at junctions with Pages Walk, Dunton Road and Rolls Road**



# Key issues for consideration

**The scheme seeks to address road safety issues on Mandela Way caused by the distribution hub, while future-proofing the area for the predicted increase in cycling.**

- **The OKR AAP recognises that 'the transport character of the Old Kent Road OA is one of car dominance'**
- **The 2024 AAP draft states that, 'In order to ensure servicing access to commercial uses in the future, Mandela Way will be retained as a two- way principle service route'**



# Key issues for consideration

- The Mandela Way area will see an increase of homes and jobs resulting from development
- The population increase is predicted to increase the number of cycling trips on Mandela Way itself
- Cycling safety improvements, such as segregated cycle lanes, are necessary to ensure cyclists can move safely alongside servicing vehicles



Development	Homes			Employment (sqm GIA)	
	Total Homes	Affordable Homes	Student Homes	Total non-residential	Affordable workspace
<b>Schemes Completed</b>					
1 Rich Industrial Estate Phase 1 & 2	276	84		13,146	2,653
2 18 - 19 Crimscott Street	43	13		1,835	0*
3 Ivy Church Lane Garages	21	21		173	0
<b>Schemes Under Construction</b>					
4 20 Crimscott Street	9	0		0	0
5 25 Mandela Way	0	N/A		15,261	1,256
6 233-247 Old Kent Road	24	13		190	0
7 Salisbury Estate Car Park	26	26		0	N/A
<b>Schemes with Planning Permission</b>					
8 Rich Industrial Estate Phase 3	130	51		6,322	0
9 29 - 31 Pages Walk	0	N/A		3,769	386
10 2 Crimscott Street	5	0		150	0
11 24 Crimscott Street	0	N/A		2,525	165 and PIL
12 Southernwood Retail Park	724	219		11,788	0
13 82 - 96 Old Kent Road	0	N/A		718	0
<b>TOTAL:</b>		<b>1,258</b>	<b>427*</b>	<b>55,877</b>	<b>4,460</b>

# Key issues for consideration

- Alongside this scheme, Mandela Way will receive additional Healthy Streets upgrades, such as new planting and improved pavements
- Mandela Way Park is also proposed to help deliver the Greener Belt and support the intensification of land uses
- The Scheme would act as a key 'Town Centre Link', providing direct access to Old Kent Road



# Policy

‘The Scheme’ aligns with Southwark’s strategic objectives:

- Streets for People (2023) and Delivery Plan (2025)
- Southwark Council Delivery Plan (2025)
- Cycling Plan (2023)
- Southwark Plan (2022)
- Climate Action Plan (2025)

1

# Policy – Streets for People

Relevant objectives:

- Objective 1 – Reduce the need to own or use a car
- Objective 4 – Improve safety and security for everyone using our streets.
- Objective 5 & 6 – Make walking, cycling and wheeling easier for everyone
- Objective 9 – Reduce the impact of freight on our streets and support businesses to operate sustainably and efficiently
- Objective 11 – Reduce emissions from transport and improve air quality



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*Southwark*  
Council  
southwark.gov.uk

# Policy – Council Delivery Plan

## Relevant actions:

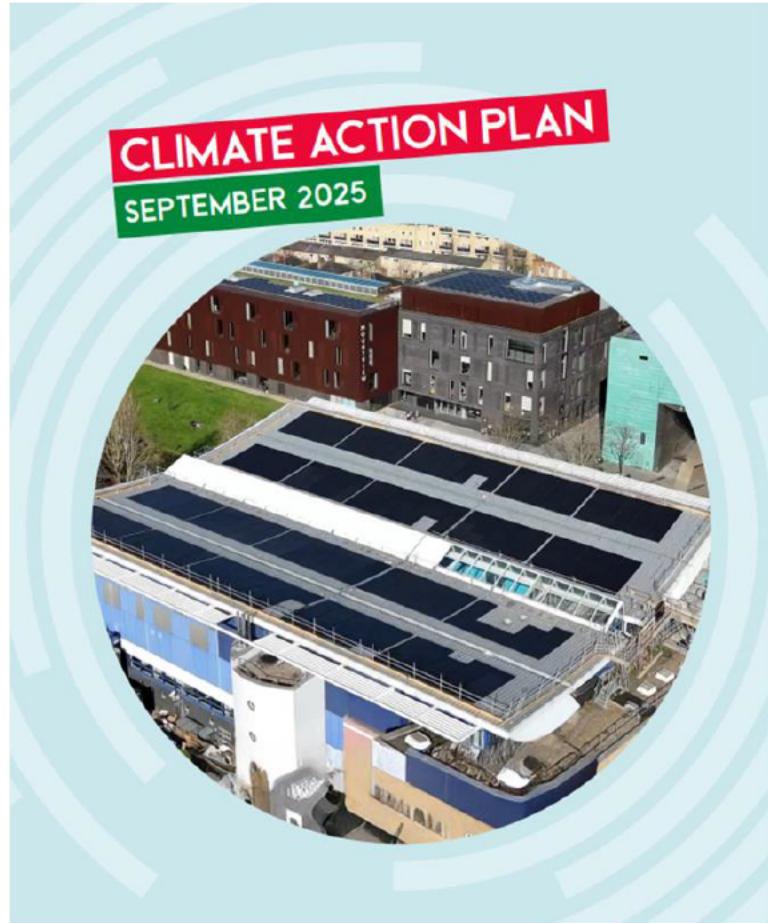
- **Rolling out more segregated cycle lanes**
- **Improving safety at junctions and crossings**
- Working with local communities to design safer, greener and healthier streets for walking and cycling, prioritising areas with high health inequalities and low car ownership first
- Ensuring older and younger people, women and our Black, Asian and minority ethnic communities all have a full say, so we design streets and public transport that work for everyone
- Reducing traffic near schools



# Policy – Climate Action Plan

## Relevant priority:

- **Priority 2, Active and Sustainable Travel:** *'Be a borough where walking and cycling becomes the default way to get around'.*



# Consultation

As the scheme is still in the early stages of design, no public consultation has taken place yet.

- Approval of funding will enable community engagement to help shape the design
- Once design is finalised, further statutory consultation will be undertaken by Highways

5

# Community/Equalities Impact Statement

At this stage, the Scheme will only involve design work. The infrastructure will not be implemented until community impacts have been considered.

- All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system
- Additional work will be undertaken during the next design stage to review whether any further accessibility improvements can be made as part of this Scheme's detailed design

16

An Equality Impact and Needs Assessment (the “EINA”) will be carried out after the Scheme is designed and before it is implemented. To fulfil the council’s PSED, the EINA will assess the impact the infrastructure has on groups with protected characteristics.

# Health Impact Statement

## Streets for People

- Achieving objectives will improve health outcomes through addressing toxic air pollution, the climate emergency and the inactivity crisis

## Vision Zero

- TfL's mission to have zero people killed or seriously injured on London's streets by 2041
- Southwark's commitment to Vision Zero was published in Streets for People in 2023
- Reducing conflict between cyclists, pedestrians, and vehicles will reduce road traffic accidents

## Public Health

- Safer cycling routes encourage active travel and less reliance on motor vehicles and, therefore, have health benefits for those who choose to walk or cycle more

# Climate Change Implications

## Net Zero

- Achieving net zero emissions by 2030 requires a reduction in vehicle kms travelled and a shift to active and public transport (transport currently accounts for 20% of the borough's emissions, of which around 99% come from on-road transport)
- The proposed scheme supports modal shift away from private car ownership and towards active travel

## Climate Action

- Also supports the aims of the council's Climate Action Plan under Priority 2
- A carbon cost budget has been set for the Scheme, and subsequent designs and construction plans will be planned to reduce carbon emissions during the project life cycle, including construction techniques and maintenance

18

# Resources/Finance Implications

## Resources:

- All staff resourcing implications will be contained within the existing Highways structure

## Finance:

- Estimated cost for the delivery of the design stage is less than £50k
- Remaining funds released for the Scheme will be put towards implementation (cost >£200k)
- Shortfall in funding for implementation can be covered by alternative Highways funding
- The Financial Contributions can only be used towards '*a feasibility study for and works to implement improvements to cycle infrastructure on Mandela Way and junctions from Pages Walk and Dunton Road and the Rolls Road junction*'

6

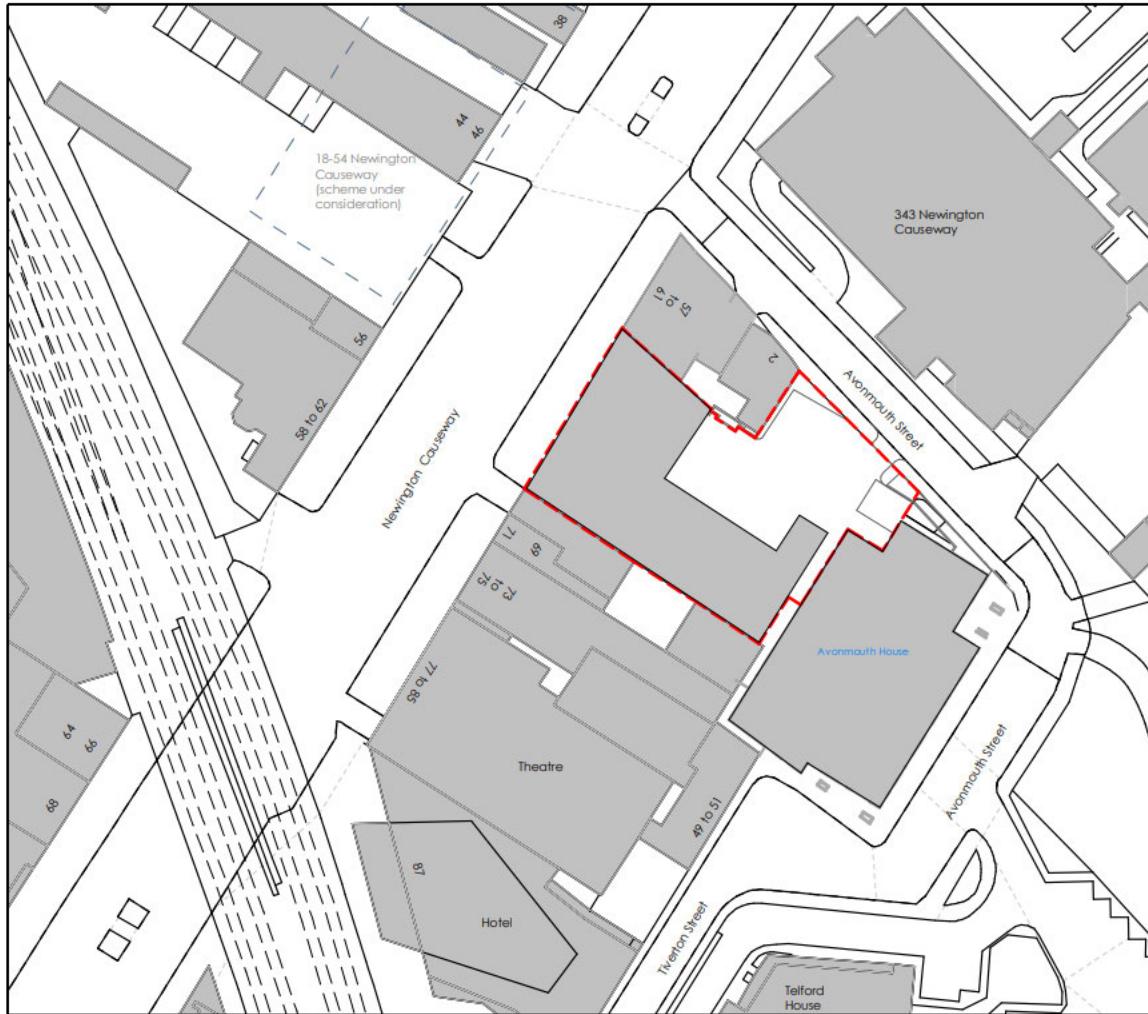
## 24/AP/3621 Full planning permission for:

Demolition of existing building and erection of a building comprising commercial floorspace (Class E), Purpose built student accommodation bedrooms and amenity space (sui generis), refuse and bike stores, internal and external plant, and external landscaping.



20

## Site location



## SITE AREA

0.109 hectares

## BOUNDED BY

Newington Causeway to  
east and south

Avonmouth Street to the north

## Site photos



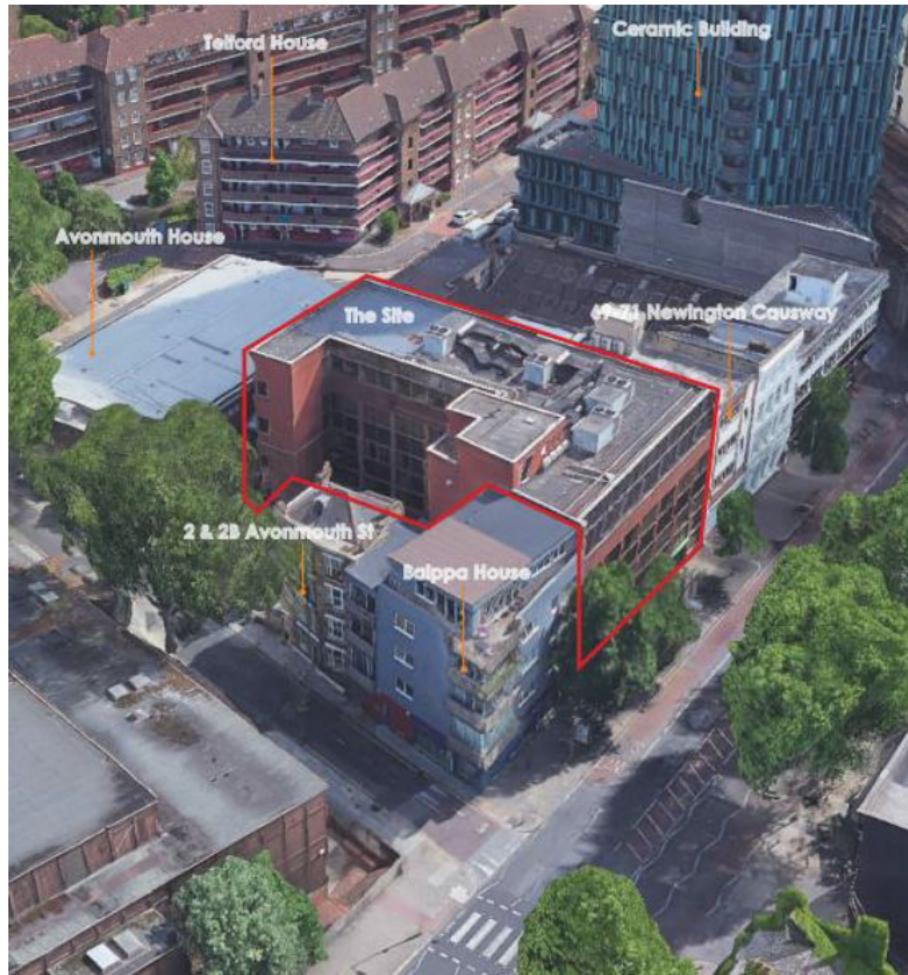
Balppa House at the junction of Newington Causeway and Avonmouth Street.



Newington Causeway. Nos.69-71, Nos.73-75 and Southwark Playhouse are to the right of the existing building on site

22

## Site photos



Aerial view of the site and surrounding buildings before Avonmouth House was developed



Avonmouth House being constructed to the rear of Balppa House

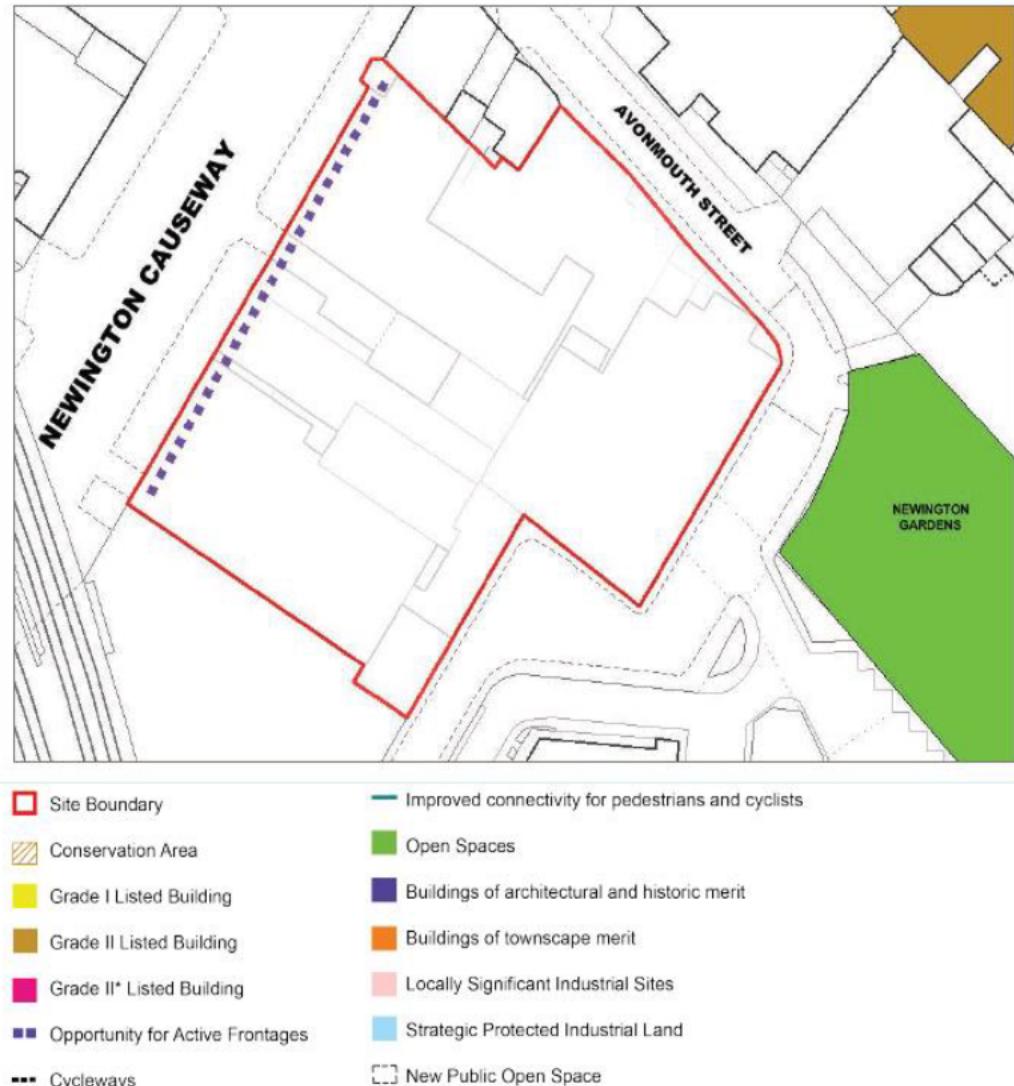
**NSP46** expects redevelopment to:

- Provide at least the amount of employment floorspace (E(g), B class) currently on the site or provide at least 50% of the development as employment floorspace, whichever is greater; and
- Retain the existing theatre use or provide an alternative cultural use (D2); and
- Provide active frontages including ground floor retail, community or leisure uses (as defined in the glossary) on Newington Causeway.

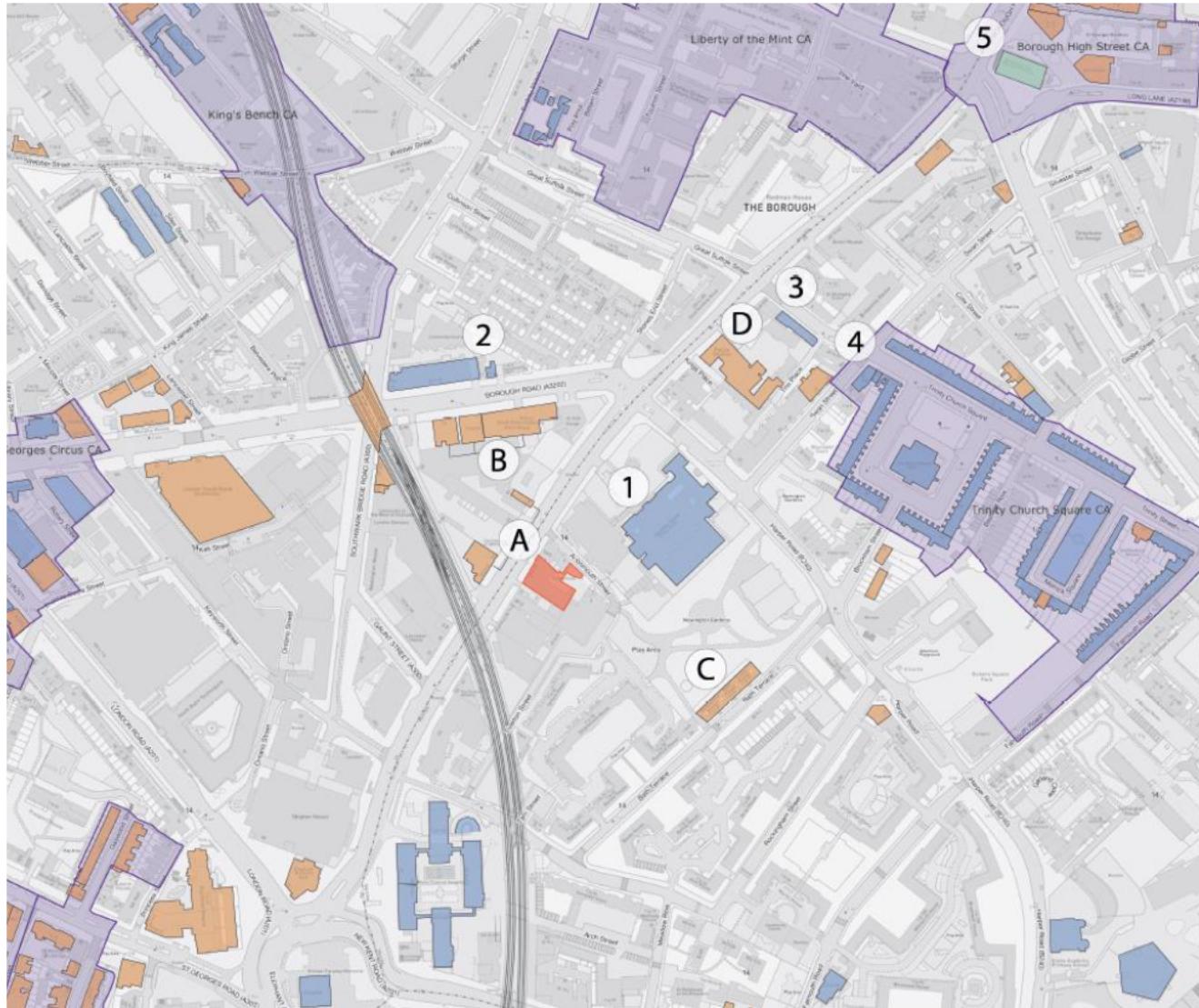
Redevelopment of the site should:

- Provide new homes (C3).
- Redevelopment of the site may:
- Provide a new community health hub (E(e)).

## Site allocation NSP46



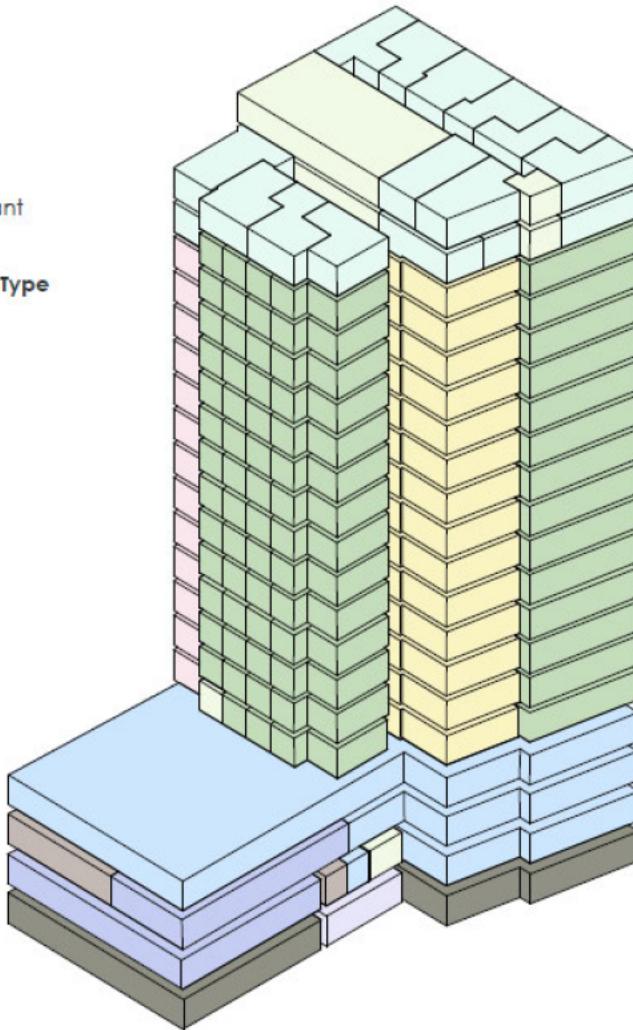
# Heritage Assets nearby



25

# Proposed Development

Commercial
PBSA core
PBSA Amenity
Cycles
Bins
External Plant
Commercial Plant
<b>Accommodation Type</b>
Ensuite
Kitchen Diner
Studio WCH
<b>Student Accommodation</b>
209 Ensuite Rooms
21 Standard Studio
13 WCH Studios
243 bedrooms in Total



- Commercial floorspace (Class E)
- 243 purpose-built student accommodation (PBSA) bedrooms (Sui Generis class)
  - 19 storeys - 61.875m Above Ordnance Datum (AOD) facing Newington Causeway
  - 18 storeys - 58.275m AOD to the rear.
  - 3 storeys to the rear where the main entrance to the PBSA is located on Avonmouth Street.

## Type of units

- 209 ensuite rooms - 13.5sqm to 17.6sqm
- 21 studios each with private kitchenette facilities - 18.5sqm to 23.9sqm
- 13 wheelchair studios – 29sqm -20sqm
- Shared dining/common (LKD)



## Ground floor uses



Commercial  
Class E



PBSA internal  
amenity/ancillary  
space

## Proposed Scheme Elevation

29



North west elevation to Newington Causeway

## Proposed Scheme Elevation



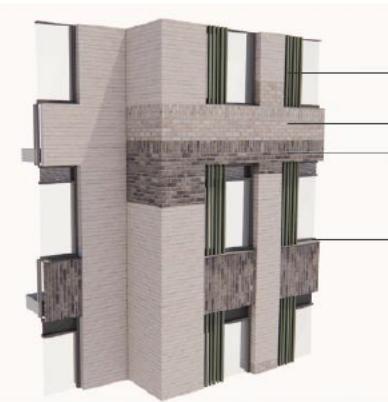
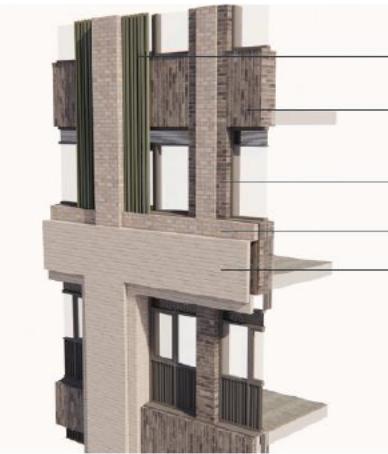
**North east elevation to Avonmouth Street. Avonmouth House to the rear**

## Proposed Scheme Elevation



**South west elevation. Avonmouth House to the rear**

# Proposed Scheme Materials and Details



32

## Materials and bay studies

# Proposed Scheme



CGI view of proposed development from the north on Newington Causeway

# Proposed Scheme

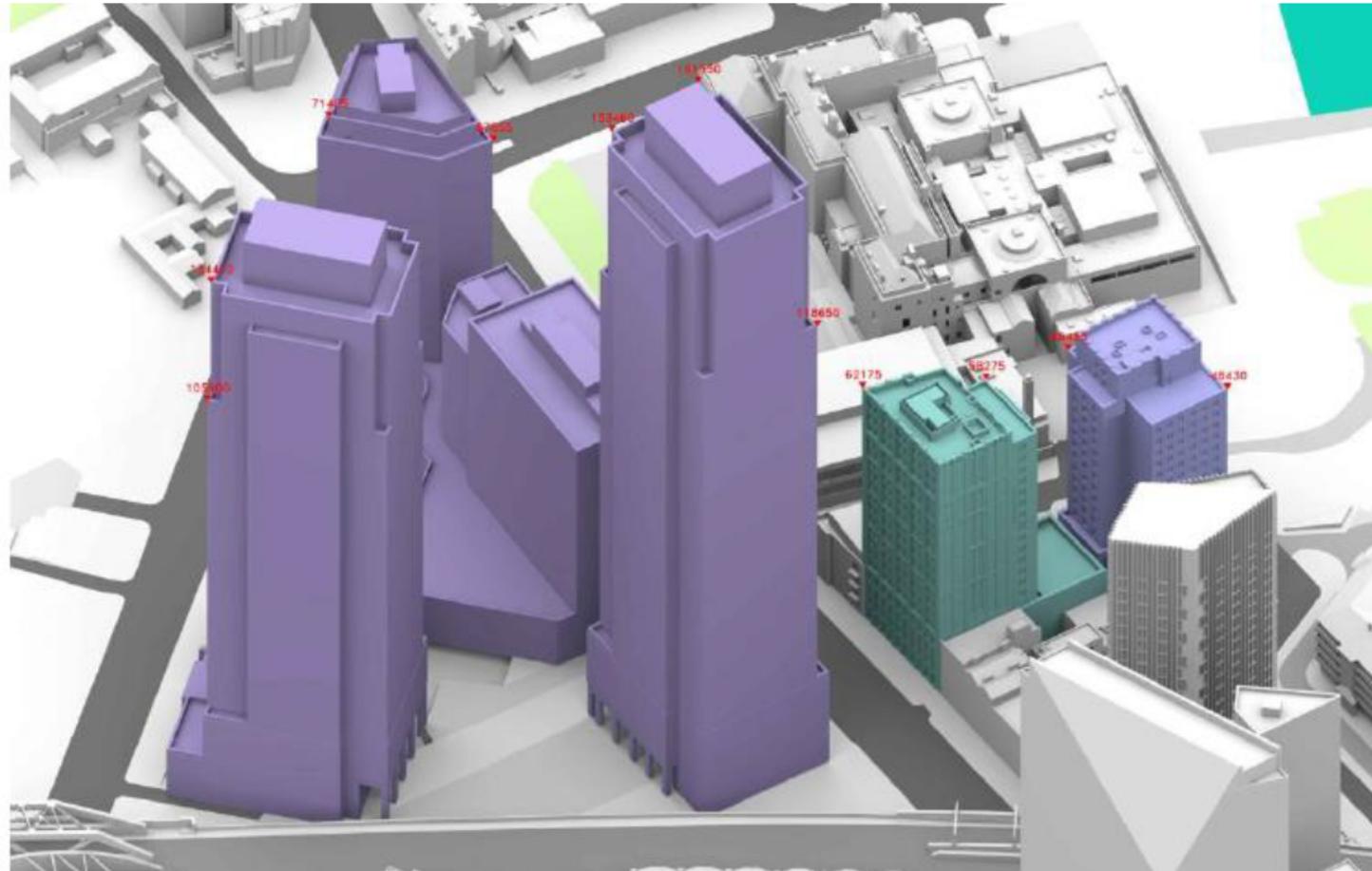


View of proposed development from the south on Newington Causeway



View of proposed development from Bath Terrace Green

## Cumulative Schemes



35

Cumulative scenario with Borough Triangle and Avonmouth House in place  
(proposed development in green and consented schemes in purple)

# Consultation Responses

A total of approximately a total of 9 objections, 2 support and 1 neutral comment had been received.

## **Main issues from objections raised:**

### Design Impacts:

Development is excessively tall . The scale, design, and use of the development are seen as incompatible with the character of the surrounding area. The design of the ground floor lacks architectural interest. The proposed green space is minimal and poorly designed, consisting of a few trees and limited seating

The south west flank windows proposed would compromise the future development of the adjoining site and should be removed

### Principle of Development:

The area is becoming saturated with student accommodation. No on-site affordable housing.

There is no need for offices in this location.

### Residential Amenity:

The height and massing of the proposed buildings are considered excessive, leading to overshadowing of nearby homes and green spaces. Inaccuracy of daylight and sunlight assessment.

Loss of privacy to the adjoining flats and may amplify noise.

The scale of the development may create wind tunnels.

Given the scale of the development, residents anticipate prolonged noise, dust, and disruption.

33

### Transport and Parking:

Inadequate public transport provisions and increase in traffic

Inadequate parking provision

### Infrastructure and Services:

Local amenities and infrastructure may not cope with the additional demand.

There is no health hub proposed.

### Consultation:

Residents feel they were not properly informed or involved in the planning process

## Principle of Development: Employment space

Level	Existing GIA (sqm)	Proposed GIA (sqm)
Basement	102	414
Ground	501.5	221
First	501.5	263
Second	501.5	586
Third	501.5	
<b>Total commercial including ancillary facilities</b>	2,108	1,484
<b>Total Class E(g)</b>	<b>1,606.5</b>	<b>1,484</b>
<b>Total Class E(c)</b>	501.5	

33

Net loss of employment floorspace, but qualitative improvement. Financial contribution for the loss.

Based on the proposed Class E floor space it could generate 93 jobs.

There will be 148sqm (10%) of affordable workspace.

## Principle of Development: Job Centre

DWP has been offered alternative accommodation within the same catchment area of equivalent floorspace, and the applicant has specifically offered the commercial space being built at the redeveloped Avonmouth House and this development.

There has not been any response or engagement from the tenants.

The applicant's proposals which includes keeping both tenants informed of their development timeline to help them plan a relocation

38

Applicant commits to a Business relocation strategy to support tenants to find alternative suitable location in the local area.

# Principle of Development: Student Housing



## Elephant and Castle Opportunity Area

### PURPOSE BUILT STUDENT ACCOMODATION 2020 - 2025 (Q3)

#### UNDER CONSTRUCTION (TOTAL 667)

- 1 Avonmouth House (6 Avonmouth St) - **223 bedspaces**
- 2 Land at 19, 21 And 23 Harper Rd - **444 bedspaces**

#### CONSENTED (TOTAL 573)

- 3 5-9 Rockingham St - **244 bedspaces**
- 4 Chatelain House (82-202 Walworth Rd) - **283 bedspaces**
- 5 31 Amelia Street - **146 bedspaces**

#### AUTHORISED (TOTAL 1,434)

- 6 Skipton House 80 London Road - **1,434 bedspaces**

#### LIVE APPLICATION (TOTAL 695)

- 7 Coburg House 63-67 Newington Causeway - **243 bedspaces**
- 8 London College Of Printing And Graphic Art - **452 bedspaces**

**TOTAL STUDENT BEDSPACES:** 3,017 (including this application and excluding (8) )

## AFFORDABLE HOUSING IN STUDENT SCHEMES

#### AFFORDABLE HOMES

Under construction: 16  
Consented: 23  
Authorised: 243  
This application: N/A

**Total: 282**

**Estimated value of on site affordable homes: £84.6 m**

#### IN LIEU PAYMENTS

Under construction: £31.28 m  
Consented: £15.05 m  
Authorised: N/A  
This application: £11.05 m  
**Total: 57.38m**

## Affordable Housing

- Payment-in-Lieu of £11,056,500 equivalent of 35% of the rooms
- FVA demonstrates this is more than the maximum reasonable provision.
- Contribute to delivering affordable housing through its Council Homes Building Programme.

Instalments:

25% of the payment-in-lieu prior to implementation;  
50% of the payment-in-lieu prior to practical completion; and  
25% of the payment-in-lieu prior to occupation.

40

## Quality of Accommodation

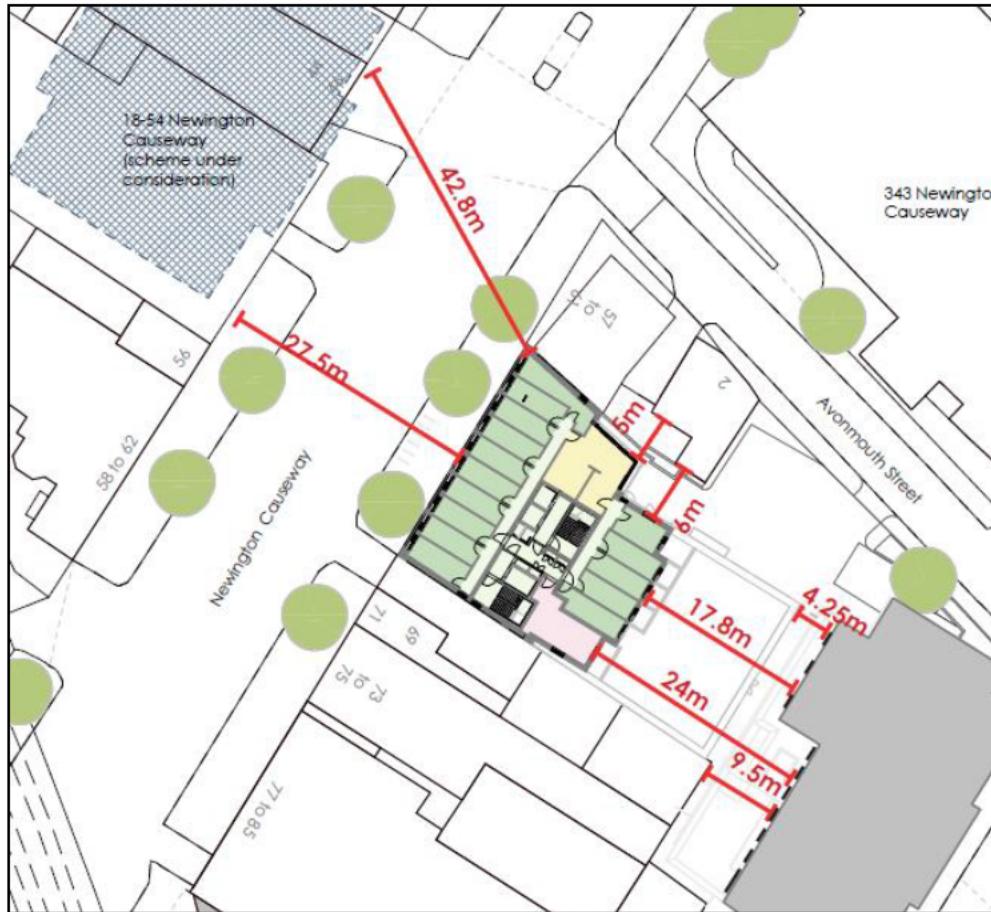
Room Type	No. of rooms assessed	Achieves Target Daylight Illuminance	
		No. of rooms	Percentage
<b>Bedroom</b>	209	201	96.2%
<b>Studio</b>	14	13	92.9%
<b>LKD</b>	14	14	100%
<b>Total</b>	237	228	96.2

4

Number of rooms assessed and those achieving daylight target

- 209 ensuite rooms - 13.5sqm to 17.6sqm
- 21 studios each with private kitchenette facilities - 18.5sqm to 23.9sqm
- 13 wheelchair studios – 29sqm -20sqm

# Quality of Accommodation



Separation distances



Communal amenity terrace  
on third floor

## Heritage: View From Harper Road (Opposite Inner Court Sessions Court car park)



43

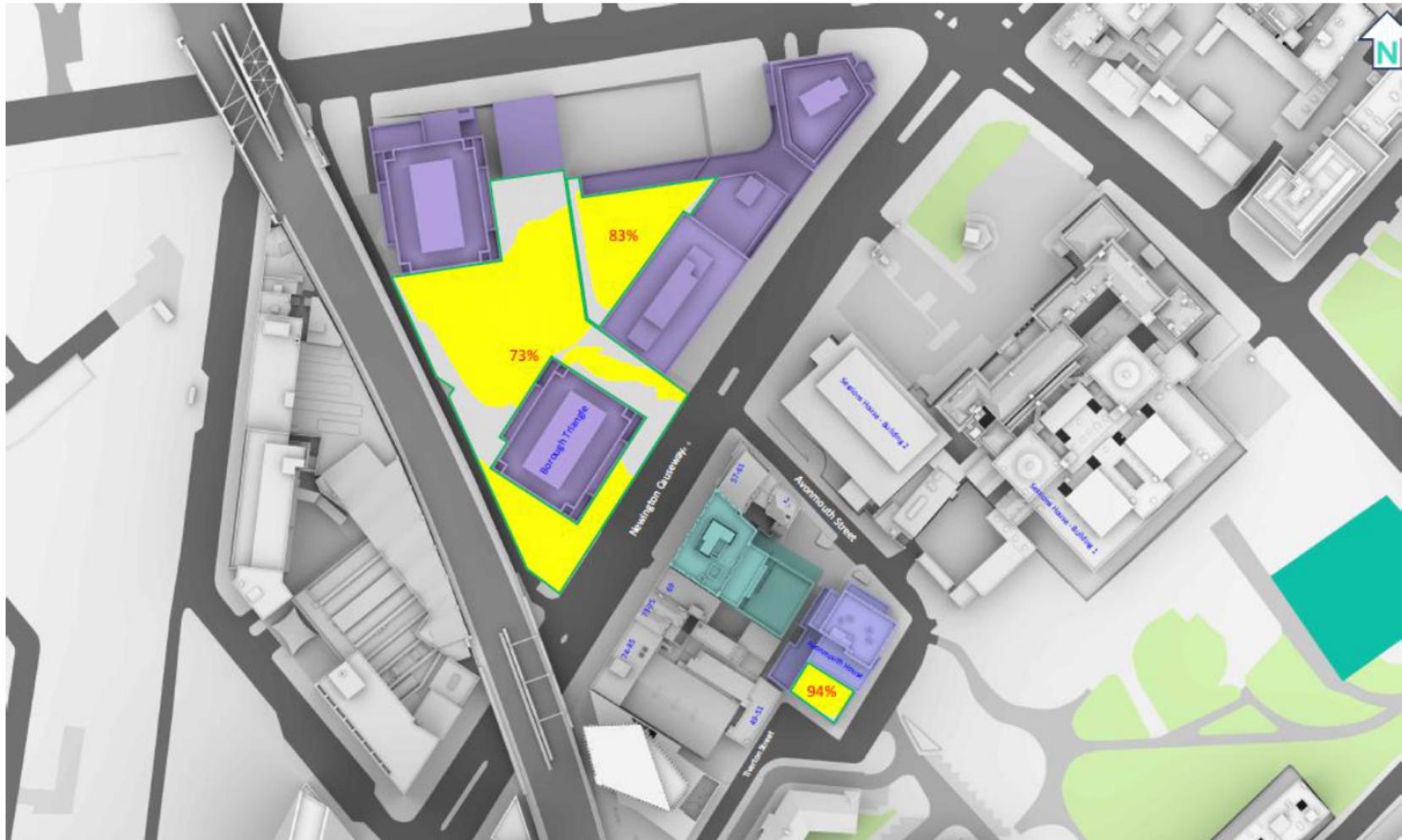
Development sits below the ridge line of the ceramic building and 251 Newington Causeway (Eileen House)

## Heritage: View from outside 47 Trinity Church Square



The proposed building would not be visible

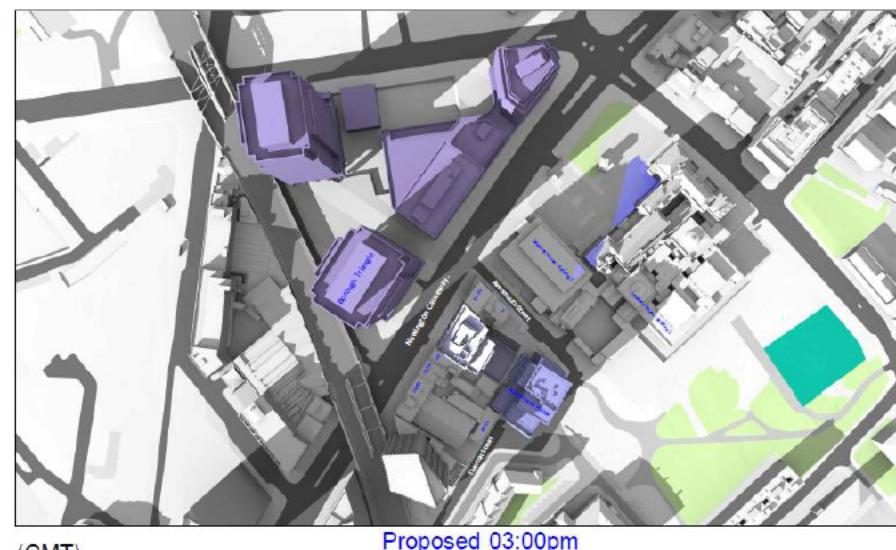
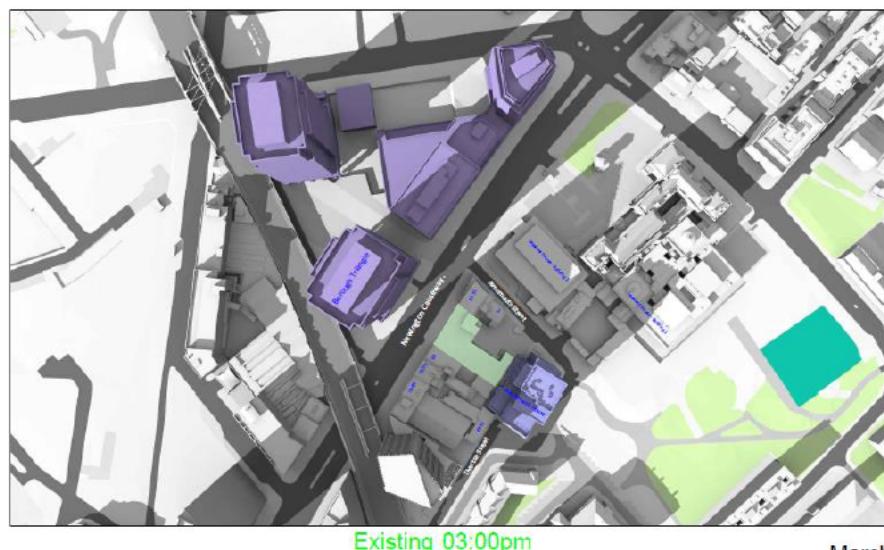
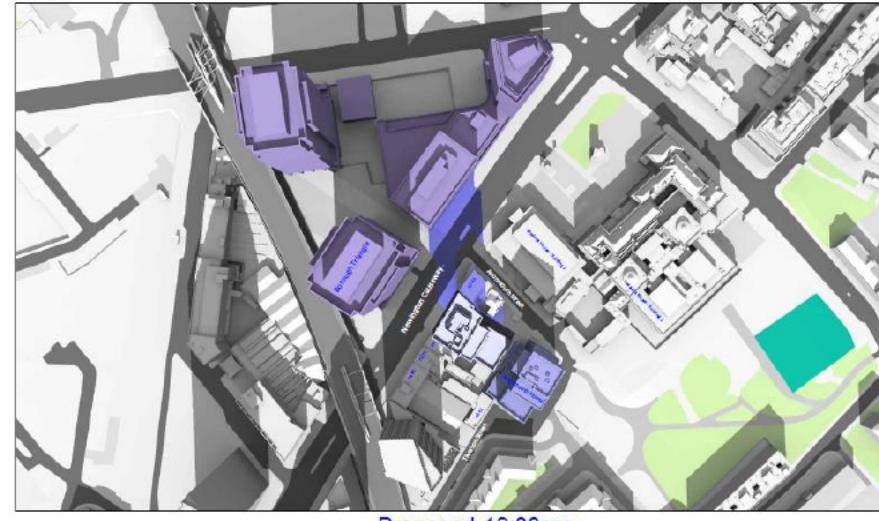
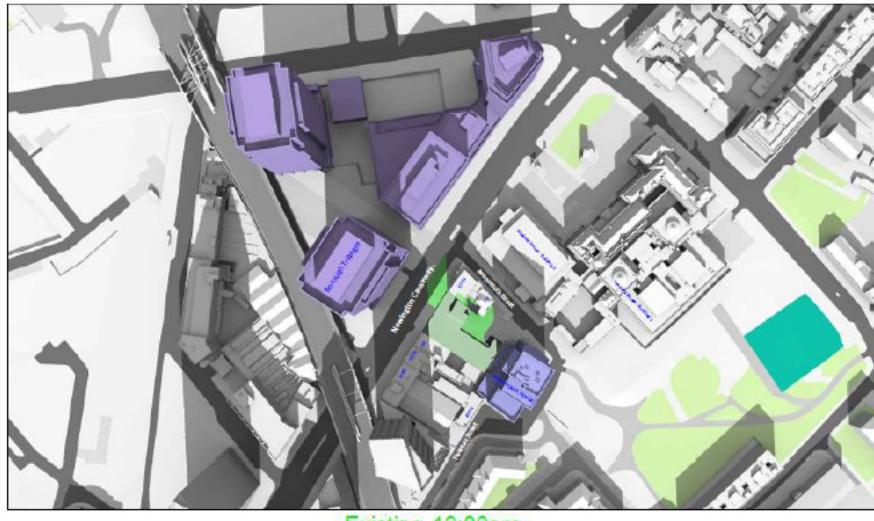
## Impact on Neighbours: Overshadowing of amenity spaces



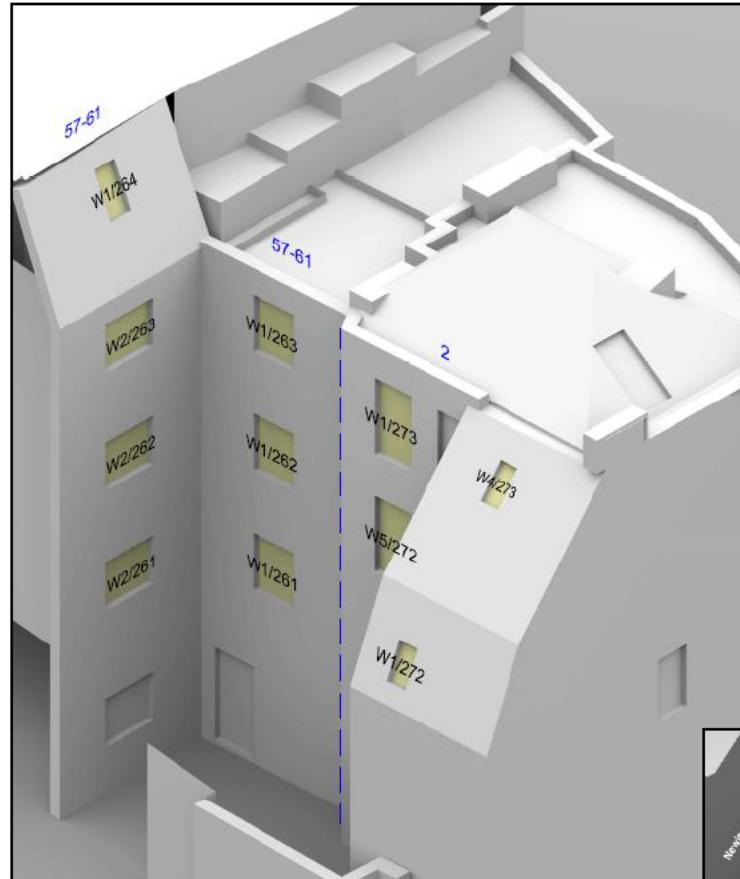
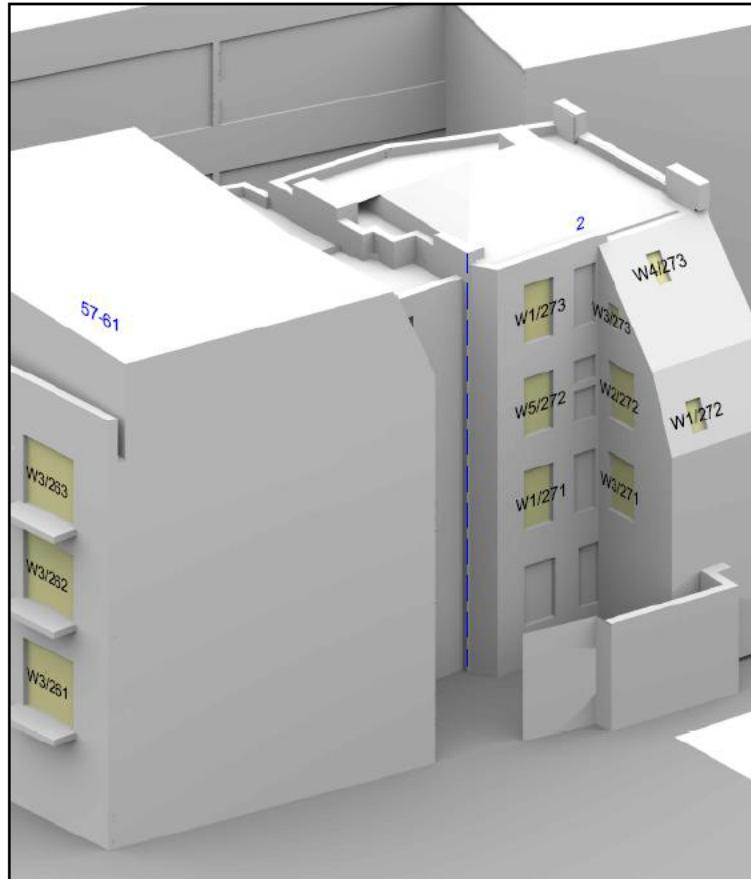
54

Amenity and public open spaces meet the BRE guidance

# Impact on Neighbours: Transient Overshadowing 21<sup>st</sup> March



## Impact on Neighbours: Daylight and Sunlight



Window locations of Balppa House and 2 Avonmouth Street

## Impact on Neighbours: Daylight and Sunlight

Window	Room	Existing VSC	Proposed VSC	VSC Loss %	Existing NSL	Proposed NSL	NSL Loss %
W1/261	Bedroom	4.63	1.58	65.87	32.0	14.5	54.7
W2/261	LKD	4.56	4.67	-2.41			
W3/261	LKD	30.81	30.81	0.00	334.5	334.5	0.0
W1/262	Bedroom	6.65	1.86	72.03	33.3	14.9	55.0
W2/262	LKD	8.25	8.13	1.45			
W3/262	LKD	30.79	30.79	0.00	345.1	345.1	0.0
W1/263	Bedroom	10.76	2.23	79.28	45.6	15.1	66.9
W2/263	LKD	17.61	16.76	4.83			
W3/263	LKD	36.54	36.54	0.00	346.1	346.1	0.0
W1/264	Bedroom	43.09	36.17	16.06	108.9	94.9	12.9

Existing Vs Proposed VSC and NSL Balppa House

48

Window	Room	Existing VSC	Proposed VSC	VSC Loss %	Existing NSL	Proposed NSL	NSL Loss %
W1/270	Bedroom	4.76	0.53	88.87	24.3	6.9	71.6
W3/270	Kitchen	2.46	1.08	56.10	15.2	13.8	8.6
W1/271	Bedroom	6.92	1.46	78.90	35.2	15.7	55.1
W3/271	Kitchen	3.92	1.73	55.87	23.6	21.0	11.0
W1/272	Bedroom	10.66	3.37	68.39	47.9	17.4	63.7
W1/273	Bedroom	14.48	3.99	72.44	58.2	17.1	70.6
W1/282	Kitchen	25.68	12.51	51.29			
W2/282	Kitchen	6.92	3.14	54.62	67.4	48.6	27.9
W1/283	Kitchen	47.93	28.96	39.58			
W3/283	Kitchen	10.55	4.37	58.58	62.9	41.8	33.5

Existing Vs Proposed VSC and NSL No. 2 Avonmouth Street

# Tree, Urban Greening and Sustainability

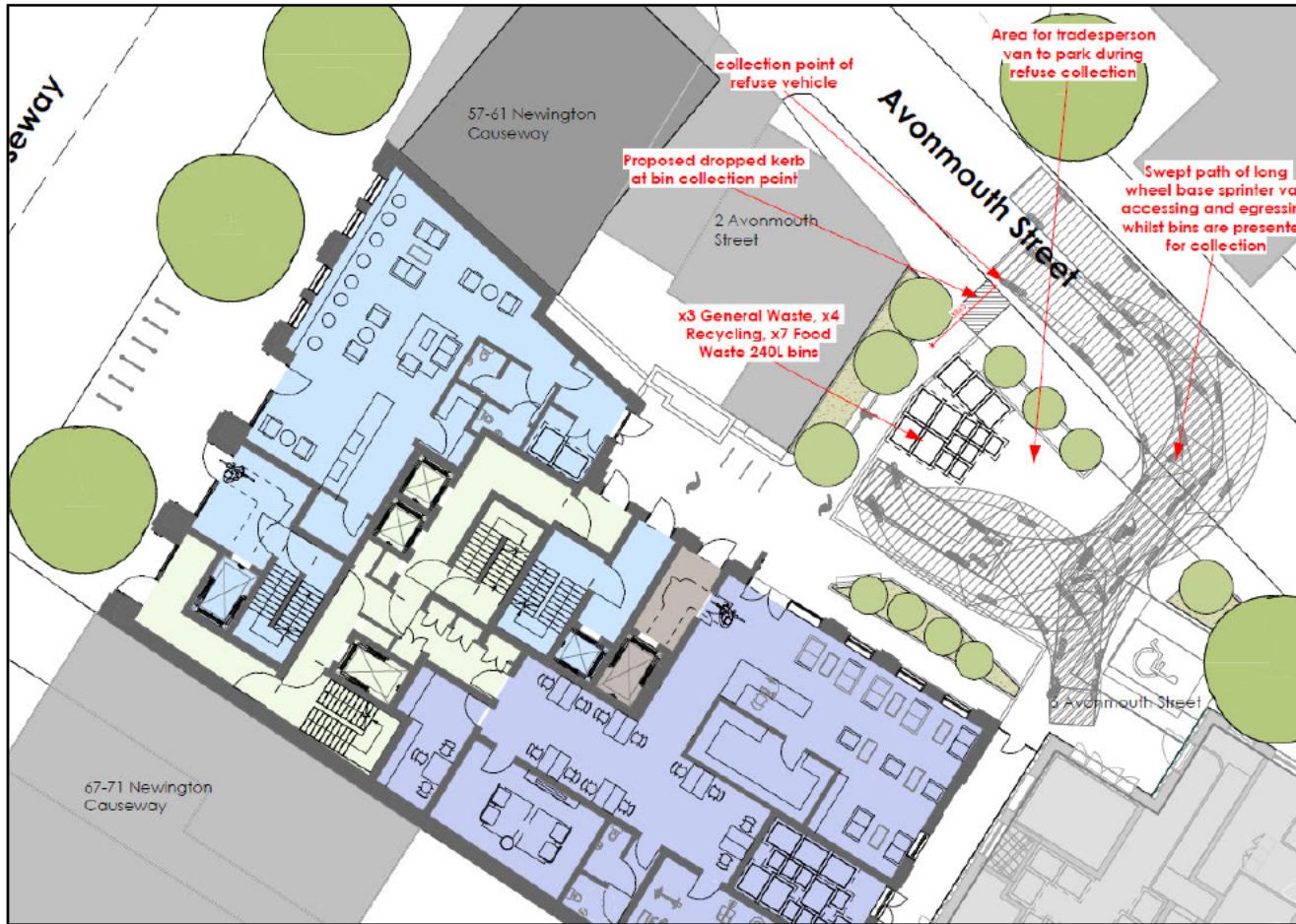


- No loss of trees
- Urban Greening Factor 0.42
- Biodiversity net gain of +652.68%.
- Carbon Savings 37.2%

46

Overall landscape masterplan

# Car Parking and Servicing



- One disabled parking bay
- Waste would be collected by a private contractor and the refuse vehicles would utilise the servicing courtyard

## S106 Obligations

Archaeology Monitoring

Affordable Housing Payment-in-Lieu £11,056,500

Viability review

Wheelchair Housing

Business relocation strategy

Construction Phase jobs and training

Student accommodation only for lifetime of development

Student management plan

Affordable workspace

Payment for loss of office

Provision of public realm

Trees contribution

Biodiversity Monitoring fee

Habitat Monitoring plan

Carbon Offset Contribution of £60,049.50

Be Seen Monitoring

Bus and cycle improvement contribution

Restrict CPZ permit

Delivery and Servicing Plan and bond

Travel Plan monitoring

Cycle hire membership

Development and Construction Management plans

Contribution for providing new CCTVs

Section 278 Highways works

## Recommendation

- That full planning permission be granted, subject to conditions, referral to the Mayor of London and the applicant entering into a satisfactory legal agreement.
- That the Planning Committee, in making their decision, has due regard to the potential equalities impacts that are outlined in this report; and
- That, in the event of requirements of paragraph 1 above not having been met by 30th April 2026 the Director of Planning and Growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 419 of this report.

52