

Planning Committee (Smaller Applications)

Wednesday 21 January 2026

7.00 pm

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

Supplemental Agenda No.1

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	Members' pack and addendum report	

Welcome to Southwark Smaller Planning Committee

21 January 2026

MAIN ITEMS OF BUSINESS

Item 6.1

24/AP/3577

Land rear 19-49 Bush Road, London, SE8
5AP

Item 6.2

22/AP/4126

Neighbourhood Housing Office,
26 Leathermarket Street, London SE1 3HN



Councillor Cleo Soanes (Chair)



Councillor Jane Salmon (Vice
Chair)



Councillor Richard Livingstone



Councillor Sabina Emmanuel



Councillor Nick Johnston



Councillor Sam Foster



Councillor David Parton



ITEM 6.1 - 24/AP/3577

LAND REAR 19-49 BUSH ROAD

This planning application was adjourned at the meeting of 8 December 2025 for officers to:

1. Address the concerns regarding consultation with neighbouring properties
2. Engage with Lewisham Council on traffic related issues
3. Obtain a detailed response from Thames Water

N

1. Additional consultation

267 additional neighbour letters were sent.

No further representations were received.

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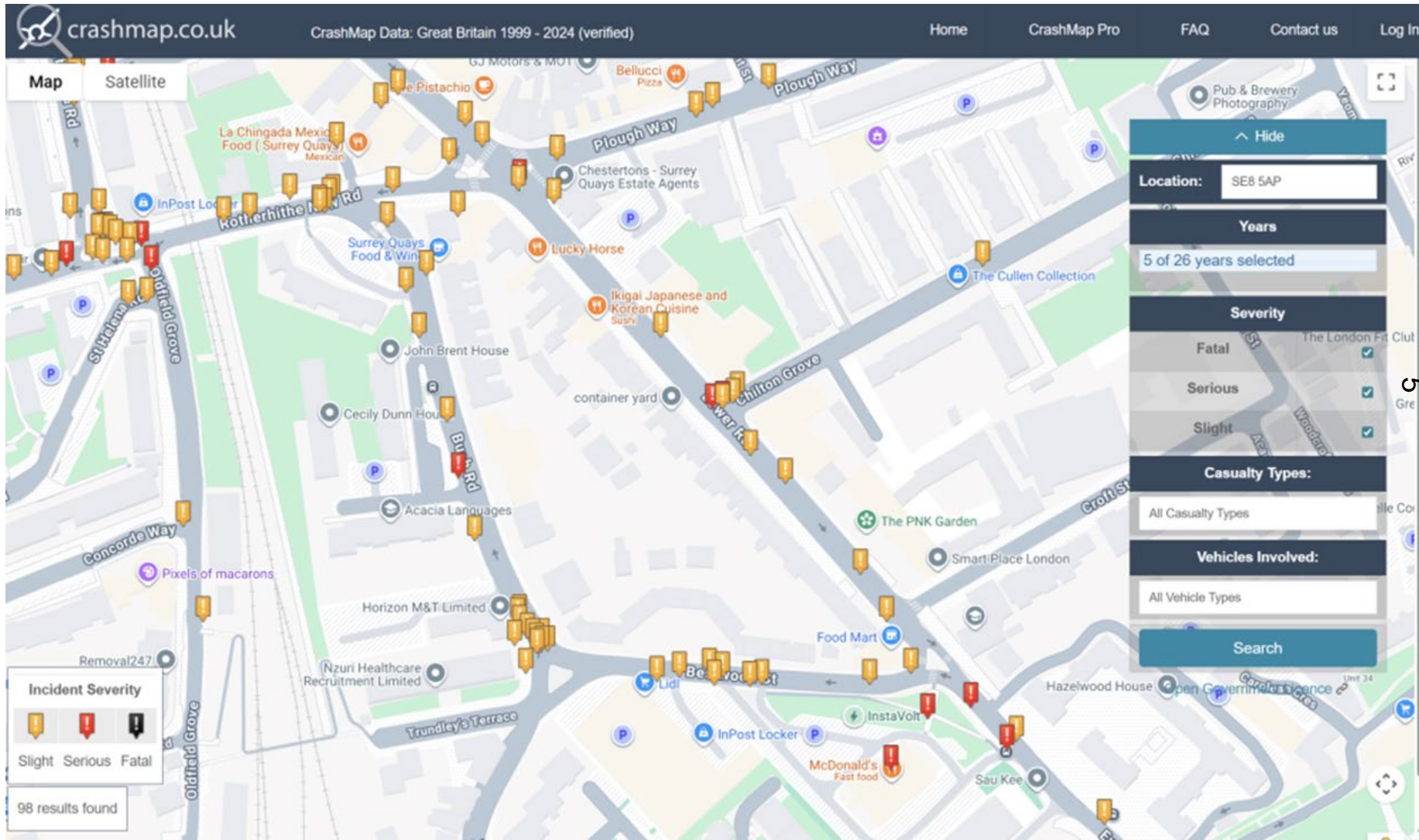
Crash data on Bush Road

The Transport Statement provided a review of crash data, including the corner that is of concern. It is noted that over the last 5 years, a number of incidents have occurred at that location, all of which resulted in minor injury (no serious or fatal collisions). Unfortunately, the information provided by TfL no longer provides details of how incidents occurred. The introduction of **20mph roundels** is proposed as a form of mitigation to lower speeds (which is in line with TfL's Vision Zero action plan).

In terms of the recent crash, details of this are not available from TfL and so it is difficult to comment on this. As above, the scheme will provide a form of mitigation to lower speeds along Bush Road and **double-yellow line parking restrictions** will be provided to the south-east of the site access to prevent obstructive parking and to maintain visibility.

It is highlighted that the scheme will reduce vehicle trips onto Bush Road and therefore the proposed measures seek a betterment of the current situation.

Bush Road from 2020 through 2024



2. Engage with Lewisham Council on traffic

20mph - borough wide speed limit

S278 works:

- Double yellow lines to the west of the site entrance
- 2no. 20mph roundels at 50m intervals outside the site on Bush Road

Widening the footway to reduce the carriageway width, thus reducing the likelihood of vehicles parking within this area

Minimum of 10m in front of gated entrance: The gate is set back 6.3m from the back of the footway and 8.5m from the carriageway. This provides sufficient area for vehicles to wait on entry to the Site, avoiding obstruction of the carriageway.

The gate will be automatically operated. Further details on the gate operation will be secured by **condition**.

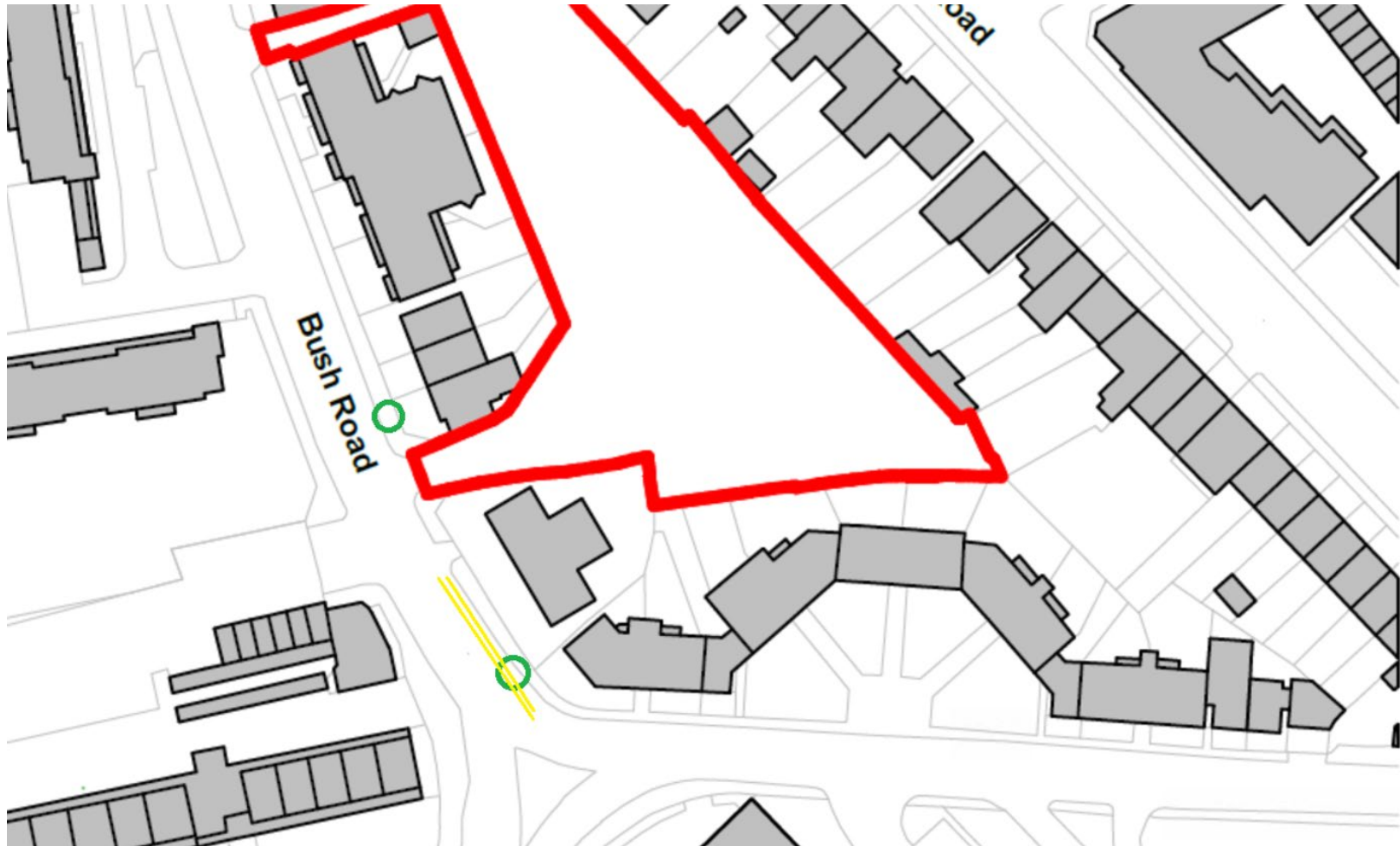
Student Move-In / Move-Out Management Plan – to be **conditioned** (condition 15)

Pedestrian/cycle crossing point across Bush Road

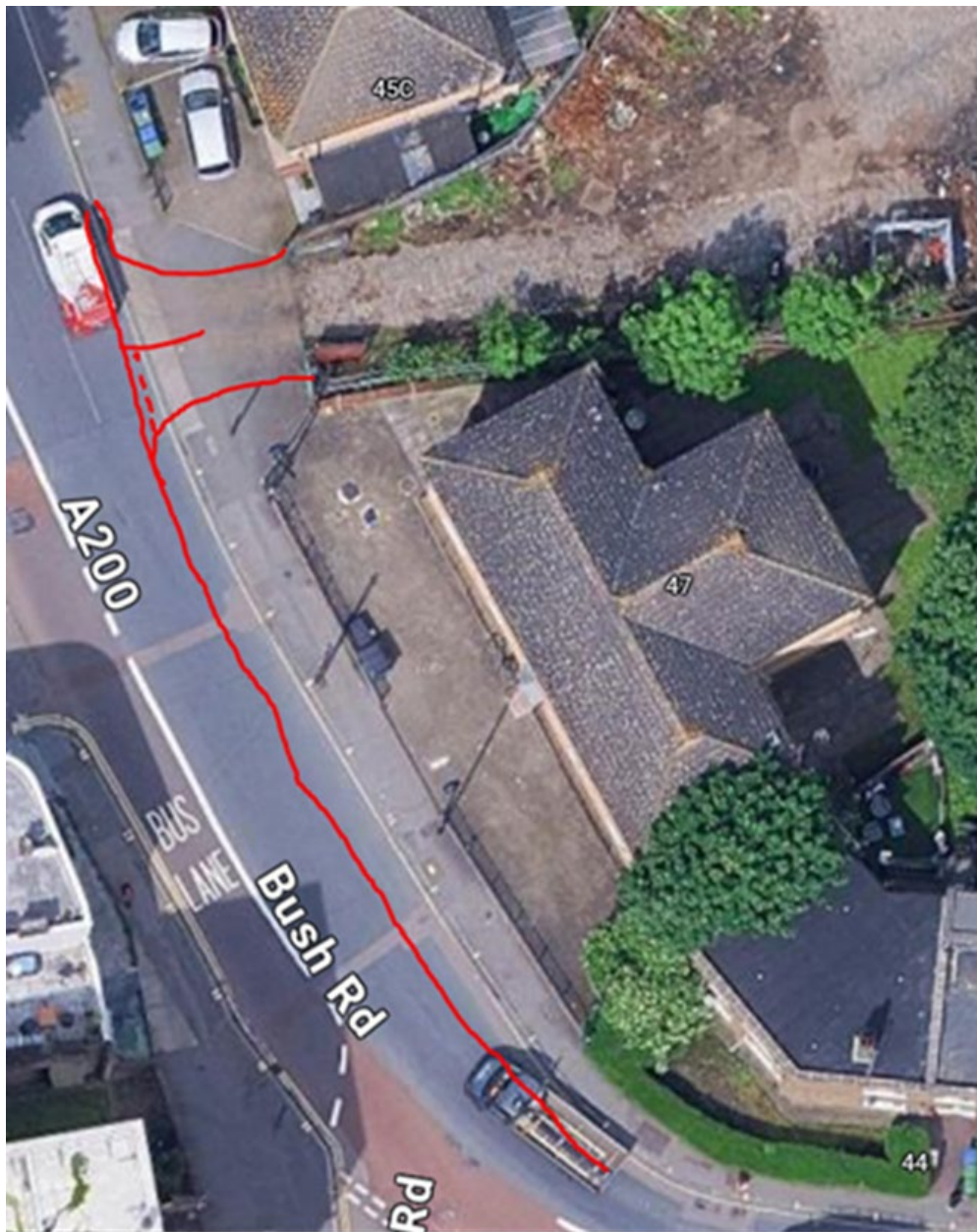
Report states PTAL score is 5, however, the PTAL is 4.

S278 works:

- Double yellow lines to the west of the site entrance
- 2no. 20mph roundels at 50m intervals outside the site on Bush Road



Widening the footway



3. Response from Thames Water

Thank you for consulting Thames Water on this planning application. Having reviewed the details, we have no comments to make at this time as there are no change from previous response issued on 27th November, so there are no further concerns to this site that may be affected.

The applicant has undertaken a flow and pressure test at the south end of Bush Road. A Hydrant Test Certificate has been provided which confirms that the testing results meet the requirements set out in Thames Water's response (minimum pressure of approx. 1 bar and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes).

The flow and pressure test was carried out on 15th December 2025 by KPFP Ltd.

KPFP Ltd. issued the Hydrant Test Certificate

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Hydrant Test Certificate

Flow and pressure test carried out on 15th December 2025 by KPFP Ltd.

KPFP Ltd

3 Mulgrave Chambers, 26-28 Mulgrave Road,
London, Sutton, SM2 6LE
Tel: 0208 544 4844 Fax: 0208 544 4819
E-mail: Fire@KPFP.co.uk

Contract No: BUS4147

HYDRANT TEST CERTIFICATE

We hereby certify that we have completed on 15th December 2025; hydraulic flow and pressure test of 1No hydrant(s).

Location: BUSH ROAD, SOUTHWARK

Map / Drawing / Ref No: Map as supplied

Name of Client: Bugler Developments

Testing apparatus: DELTA FLOWMASTER 250

Hydrant No / ID	Result – Flow: Litres / Min	Result – Pressure: Bar
No 1	1380 L/ Min	Static pressure - 1.8 bar Flow pressure - 1.6 bar

Comments:

Based upon the following:-

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes.

We can confirm that the testing results meet the requirements as set out in the above statement.

Signed (on behalf of KPFP Ltd): *B. Bullock*

Date: 16.12.25

Sheet 1

Item 6.2

22/AP/4126

Neighbourhood Housing Office

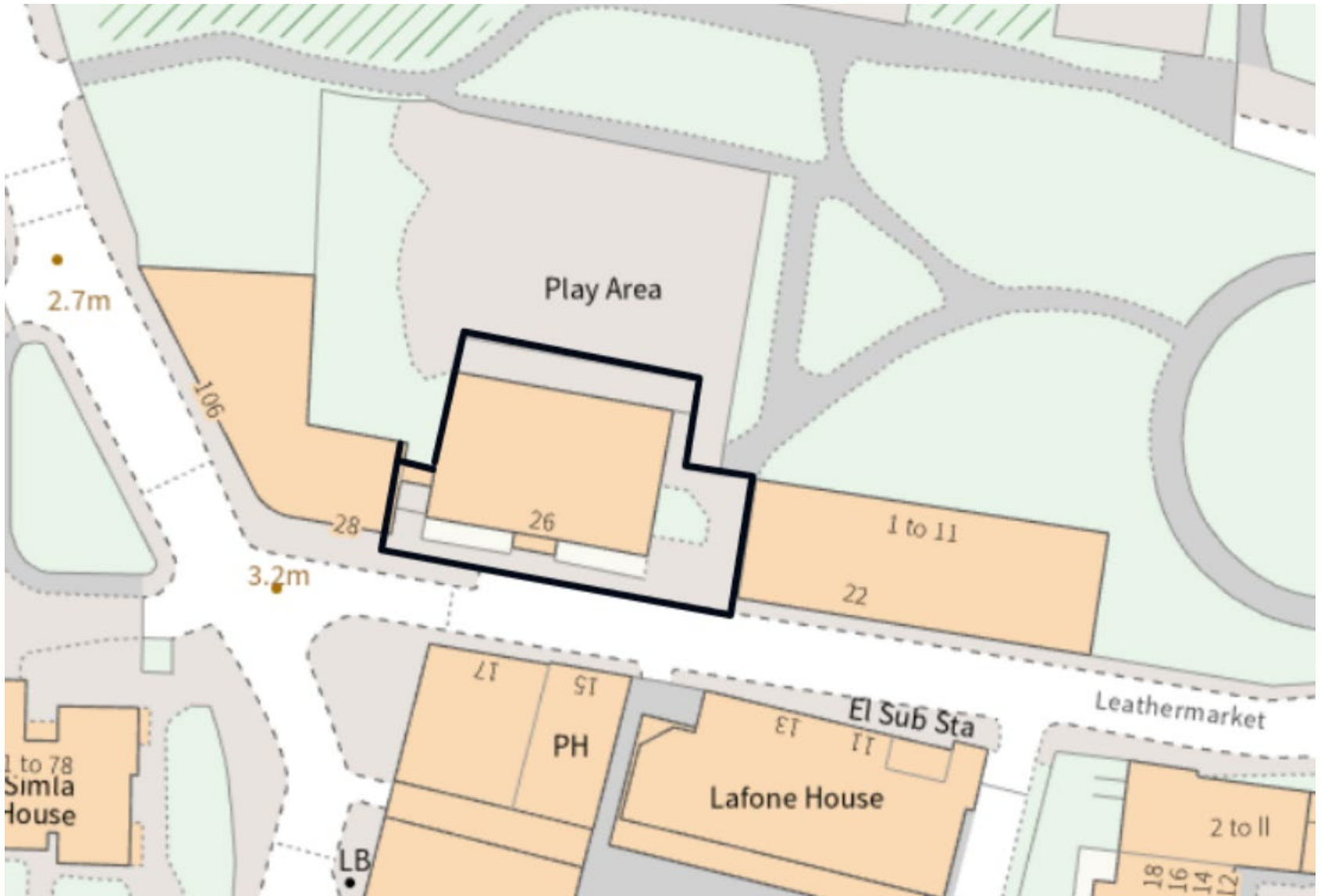
26 Leathermarket Street, London Southwark SE1 3HN

Proposal:

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

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Site Location Plan



Aerial view of the site – From the SouthEast



Existing passageway along Weston Street (view marked in red on map)



Site viewed from the East



Benefits of the proposal

5. The key benefits of the proposal is that it would deliver 100% social rent housing, addressing acute local housing need (36% of CBS/JMB tenants in need, 57% due to overcrowding). It would provide improved outdoor spaces, inclusive routes, and biodiversity enhancements, whilst maintaining essential office functions for Leathermarket JMB in a modern, efficient layout.

Benefits of the proposal

Benefits of the Proposed Scheme

Direct Response to Acute Housing Need

- 26 council-rent homes (100% affordable)
- 20,000+ households on register; 4,000+ in TA (2025) - Risen since 2023: +7,000 (+54%); +700 (+21%)
- Substantial planning balance weight
- Social rent supports secure, long-term residency and community stability

Under-Utilised Site Redevelopment

- Replaces outdated office building
- Enables 26 homes above
- Highly accessible brownfield site (PTAL 6b)
- Conservation Area response

Net Gain & Enhanced Quality of Parks Management Land

- Targeted Parks land swap
- Net gain +8.4 m² park land
- Improved landscape & management

Design Performance, Safety and Accessibility

- Solar panels & air-source heat pumps
- Efficient heating, lighting & ventilation – reducing fuel poverty
- Improved safety & step-free access
- Cycle parking & car-free travel
- Policy-compliant homes, including family and wheelchair-accessible homes.

Community Facilities and Local Employment

- Modern replacement offices for TMO/JMB
- Services for 1,500+ households
- Community meeting space
- Construction & permanent jobs

Urban Greening and Ecological Gains

- UGF 0.51 (target 0.40)
- BNG +19.13% habitats
- 100% hedgerow net gain
- Green roofs & SuDS
- Enhanced ecological value of the SINC
- Flood-risk mitigation

Key Issues Raised

- 1. Scheme Scale, Height & Heritage**
Concerns raised regarding building height, scale, and heritage context in relation to the surrounding townscape.
- 2. Overlooking & Separation Distances**
Concerns regarding overlooking, privacy, and separation distances in relation to neighbouring properties.
- 3. Daylight, Overshadowing & Views**
Concerns raised regarding daylight, overshadowing of the play area, and impacts on views from the park.
- 4. Fire Safety & Regulatory Compliance**
Questions raised about fire safety, separation distances, undercroft design, escape routes, and regulatory compliance.
- 5. SINC & Biodiversity**
Concerns raised about development within the SINC boundary.
- 6. Borough Open Land (BOL)**
Concerns raised that part of the proposal may encroach into Borough Open Land.
- 7. Parks Management Land (Not BOL)**
Concerns regarding development on land within Parks management and potential loss of park-managed space.
- 8. Security & Designing Out Crime**
Concerns raised that the proposal, including the undercroft, could affect safety and security.
- 9. Preserving public artwork**
Concerns raised regarding the impact of the proposed scheme on the visibility and preservation of the existing public artwork.

Borough Open Land

Borough Open Land Designation

Concerns about part of the scheme proposal

1. Being inside the BOL
2. Being inside the Park's Management

Response: No part of the scheme proposal is inside the BOL
(as is demonstrated by the BOL area in the below map)



Response:

- The Blue area is within Park's Management (but not in BOL)
- Land swap proposed to ensure no net loss of space within Parks Management (next slide)

Office Floor Space – Loss of 202sqm

33. The applicant has set out their unique circumstances in the Planning & Affordable Housing Statement (November 2022), referring to restrictions in not being able to re-provide the existing office floor space due to the layout restrictions of the new building and practicalities / issues with access to shared spaces within it for future occupiers such as residents and office staff of different companies.
34. The proposal would not accord with policy P30 of the Southwark Plan as a marketing exercise has not been undertaken. Policy P30 states '*In exceptional circumstances the loss of employment floorspace may be accepted in the Central Activities Zone, town centres, opportunity areas and where specified in site allocations where the retention or uplift in employment floorspace on the site is not feasible. This must be demonstrated by a marketing exercise for two years immediately prior to any planning application. This should be for both its existing condition and as an opportunity for an improved employment use through redevelopment which shows there is no demand.*'
35. Planning officers are of the view that a departure from policy would be acceptable as there will not be a reduction in employee numbers or opportunities - the 28 employees that use the existing office (FTE) will continue to work in the new office space. The consolidation of the office space would also have the benefit of enabling the capacity of the site for affordable housing to be maximised.
36. Our Local Economy Team seek a loss of employment space contribution for the reduction in office space (202sqm GIA) - this would be £7264. This would be secured in the S106 legal agreement.

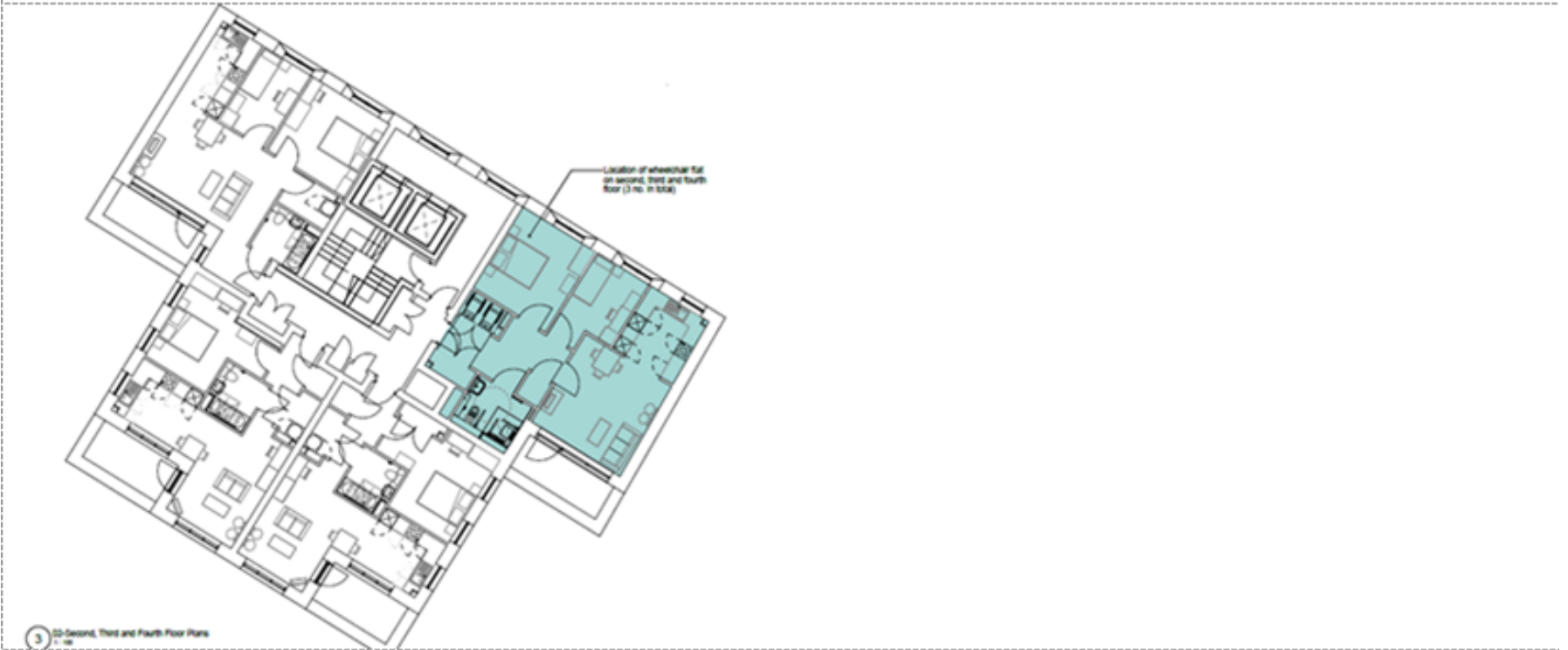
Details of Proposed Development

Dwelling mix

Unit type	Number of units	Percentage of units	Southwark Plan Policy P2 requirement: minimum of
Studio	-	-	
1-bed	8	31%	
2-bed	12	46%	
2-bed+		77%	60%
3-bed+	6	23%	20%
Total	26		

Wheelchair Accessible Housing

Image – 1 wheelchair accessible flat on Second, Third and Fourth Floors



Residential Quality of Accommodation

Image – unit sizes

Flats	SPD minimum sqm	Proposed unit sizes sqm
1-bed	50	51-68
2-bed	61-79	70-74
3-bed	74-102	87-113

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Historic Map



1896

25

Historic Map



1907

Historic Image



1947

Photo circa 1950 of the west elevation of 22 Leathermarket Street

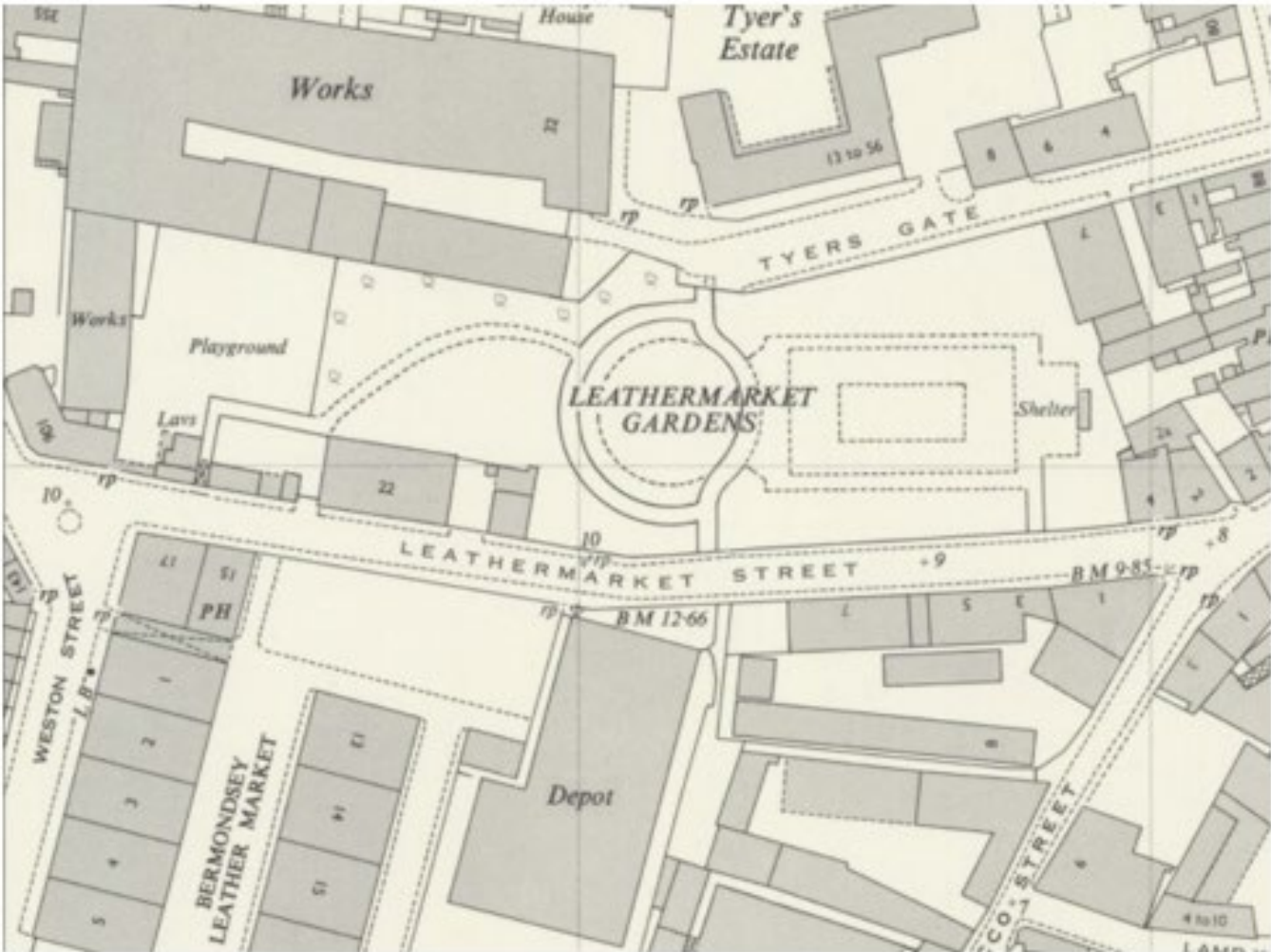


Historic Maps



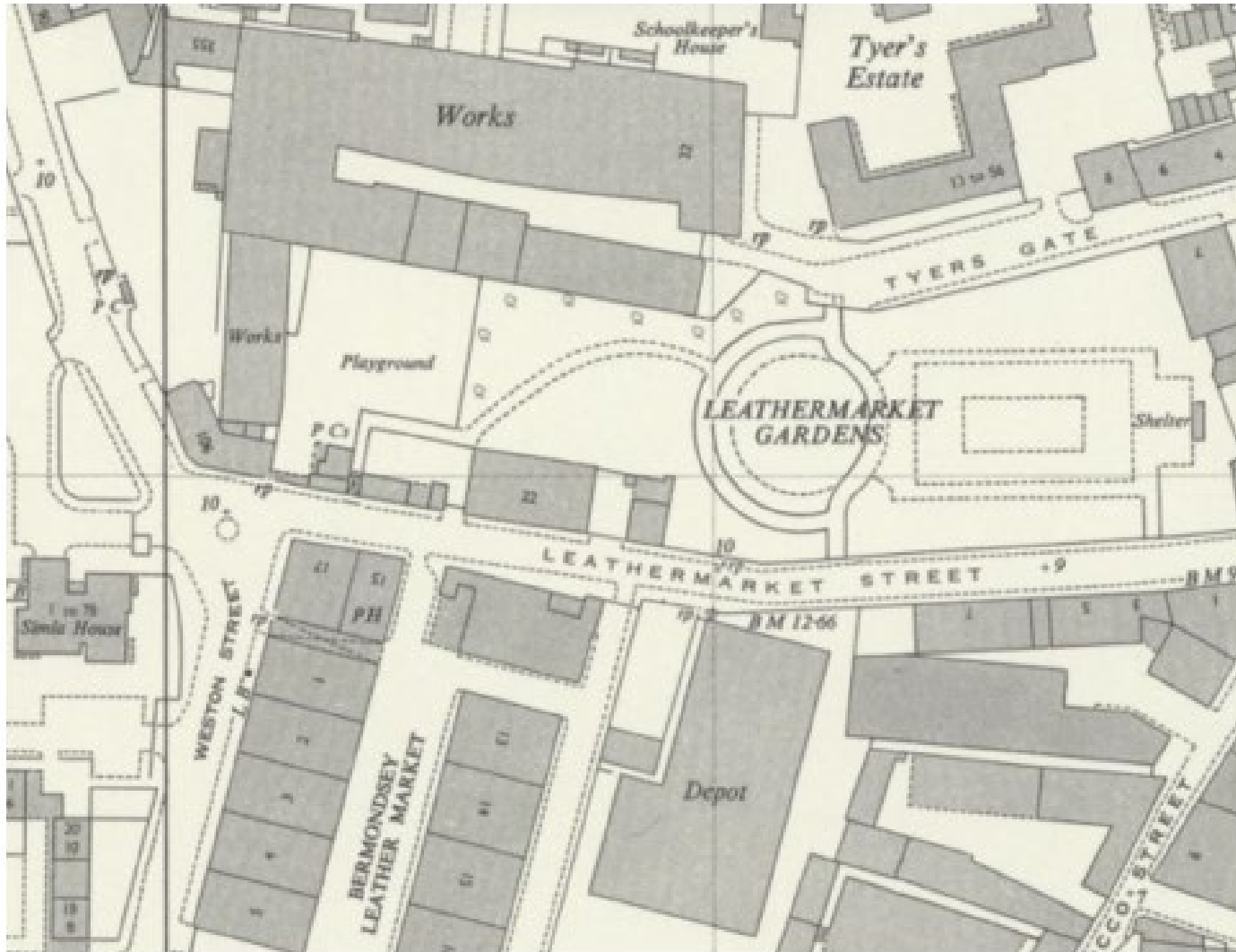
1951

Historic Maps



1958

Historic Maps



1970

Photo of west and front elevation of 22 Leathermarket Street – as referenced in conservation area statement 2003



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Current Urban Form and Existing Front Elevation



Proposed Building – Street Elevation



Proposed Building – Rear/Gardens Elevation



Proposed Typical Floorplan - Showing Extent Proposed Passageway:

Height 3.08m

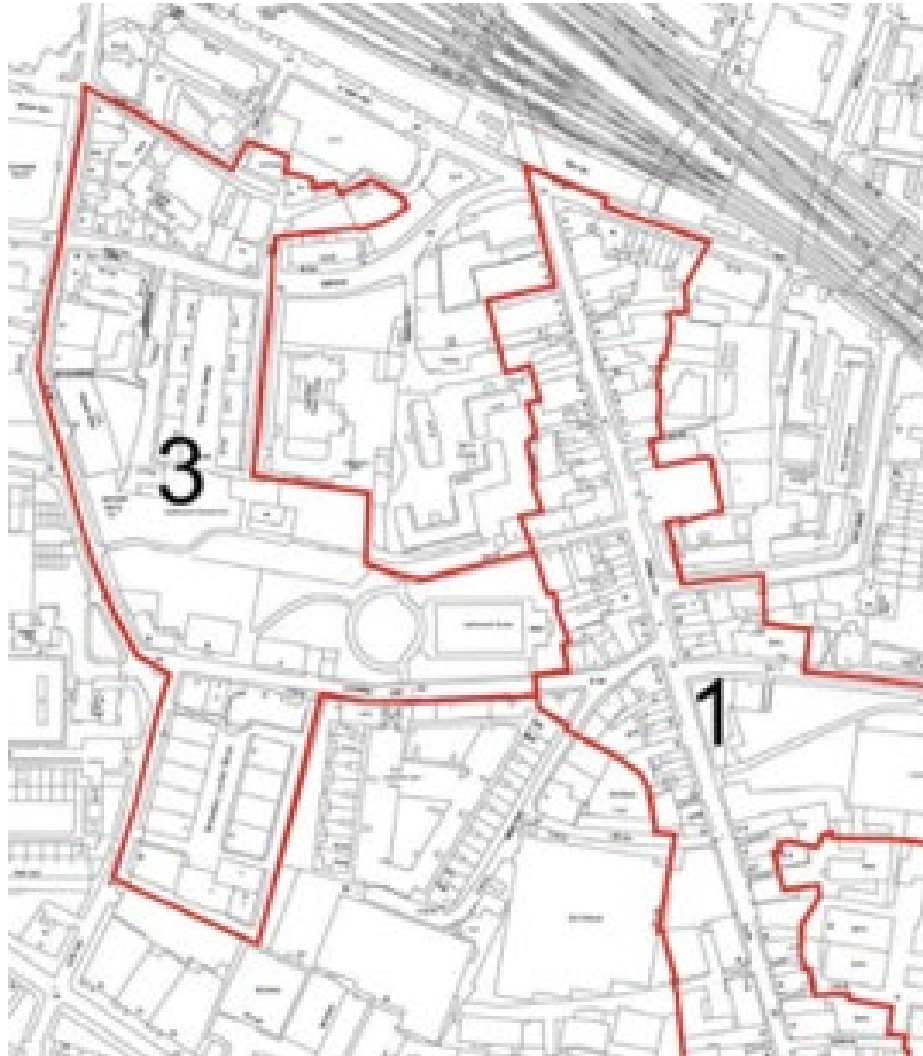
Width 8.85m

Depth / length 9.4m



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Map of Part of Conservation Area



Extract From Conservation Area Appraisal

- 3.1.2. The Bermondsey Street Conservation Area has a rich and varied character that at its heart reflects the street scale of its mediaeval origins. Originating as a simple causeway to Bermondsey Abbey (see 0 above), the historic street pattern has largely remained, but is built up by 18th century houses and shops, and by 19th and 20th century warehouse and office buildings. The combination of mediaeval scale and industrial detail creates a very distinctive townscape of narrow streets and building plots, arched alleyways to rear yards, warehouse architecture with tall loading bays, hoists, etc. and the backdrop of the railway arches on Crucifix Lane. This physical character continues to be expressed in a vibrant range of uses and activities that include housing, workshop and office-based businesses and many small-scale shops and cafés.

Leathermarket Street

- 3.4.9. The area north of Leathermarket Street suffered war damage and many gaps were created in the urban fabric. A little of the 19th century character of the street is retained by the north side of the Bermondsey Leather Exchange, the Leather Exchange pub which is part of it, and the remaining old tannery building opposite (No. 22). A primary feature of the tannery building is an elaborate brick and stone arch, which once led into its yards: the remains of a destroyed wing of the building form the eastern side.



Figure 44 22, Leathermarket Street: former tannery in need of renovation, providing a counterbalance in the street scene to the impressive buildings of the Leathermarket Exchange, opposite.

Extracts From Conservation Area Appraisal

Negative elements

- 3.4.14. The area suffers from a number of gaps in development that are detrimental to its overall quality. On Weston Street the former three-storey building on the corner of Melior Street (No. 50) has been reduced to a single storey and there is a vacant site between it and No. 56 currently secured by a galvanised palisade fence.
- 3.4.15. At Melior Place, the car park behind 8–20 Snowsfields breaks the definition of Vinegar Yard beside The Horseshoe Inn. Other parking areas immediately adjacent to the Conservation area and related to the warehouse at 9-17 Vinegar Lane are also detrimental to the setting.
- 3.4.16. At 26 Leathermarket Street a former gap in the street frontage west of No. 22 has been filled by a modern 2-storey pavilion-like community building. This building form does not follow the scale or line of buildings either side, and while it is not entirely detrimental, it makes no positive contribution to the quality of the Conservation Area.

Design

Final height & Massing -

following 2 years of changes in response to stakeholders concerns

Design competition
Starting position

- 5 and 10 storeys
- 40 homes



South Elevation

- Various iterations
Final - Reduced to
- 5- and 6-storeys
 - 26 homes



South Elevation



North Elevation

Evolution of the Proposed Development

March 2021

5 and 10 storeys

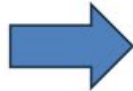
40 residential units



South Elevation



North Elevation



April 2021

5, 7, 6 and 5 storeys

Change in material to North element

30 residential units



South Elevation



North Elevation



May 2021

5, 7 and 6 storeys

Design of North element rationalised

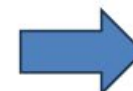
30 residential units



South Elevation



North Elevation



June 2021

5, 7 and 6 storeys

Different material tested

2 Gently contrasting brickwork tones - red / buff



South Elevation



North Elevation

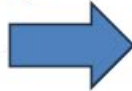
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Evolution of the Proposed Development

November 2021

5, 7 and 6 storeys

Updates details on brickwork, windows, balconies, balustrades etc. shown for comment



January 2022

Height reduced by 1 storey

5 and 6 storeys

28 residential units

Material testing and updated design

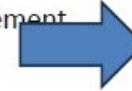


Early 2022

Retention of mature sycamore tree

Mass deduced at rear element and reposition to retain tree.

26 residential units



August 2023

Removed 4th floor bay

A 3.8 m separation created

Enhanced exposure to ventilation

Addresses perceived fire concerns



South Elevation



South Elevation



South Elevation



South Elevation



North Elevation



North Elevation



North Elevation



North Elevation

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Design

Proposed Development and Streetscape Integration

- **harmonious streetscape** - aligns height with adjacent structures
- **visual integration** Reduces contrast with surroundings, enhancing.



South elevation

Proposed Front (South) Elevation



Design

Scale & Massing – Blocking View of Leathermarket Exchange

Concern:

- The proposal building blocks view of the listed Leathermarket Exchange building from the park

Suggestions:

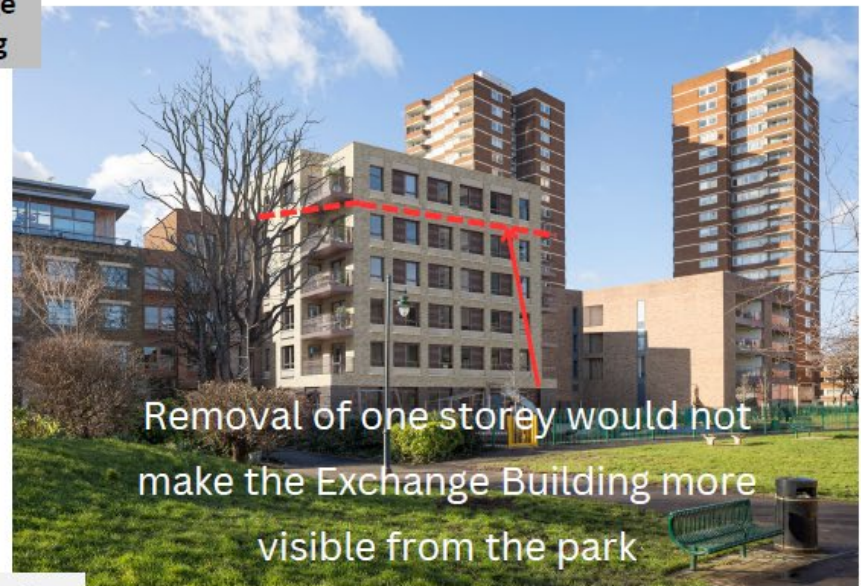
- To remove undercrofts and reduce height by one storey

However:

- Reducing height and removing undercrofts **does not improve visibility** as demonstrated by red dashes below
- But would result in a **loss of up to 10 homes**



Exchange Building



North elevation

Artwork

123. Planning officers have considered the above and as the artwork was not included on a S106 legal agreement a deed of variation is not relevant.

Image – condition 8

8. Details of a scheme of public art in the form of treatment of the blank steel-cased openings at the first to third floor level of the western elevation and a proposal for a lighting scheme to the front elevation as referred to in the letter from Simon Smith dated 15 October 2002, shall be submitted (2 copies) and approved by the Council as local planning authority. Further, the approved scheme shall be implemented prior to occupation of the building and hereafter it shall be retained and maintained on site unless its removal has been approved in writing in advance by the Council as local planning authority.

In order to enhance the appearance of the building within the Bermondsey Conservation Area in the interest of the visual amenity of future occupiers and nearby residents, in accordance with policies E.3.1 [Protection of Amenity] and E.4.3 [Proposals Affecting Conservation Areas] of the Southwark UDP.

Artwork



The doors above ground floor level are for public art and cannot be used as they would lead to a big drop

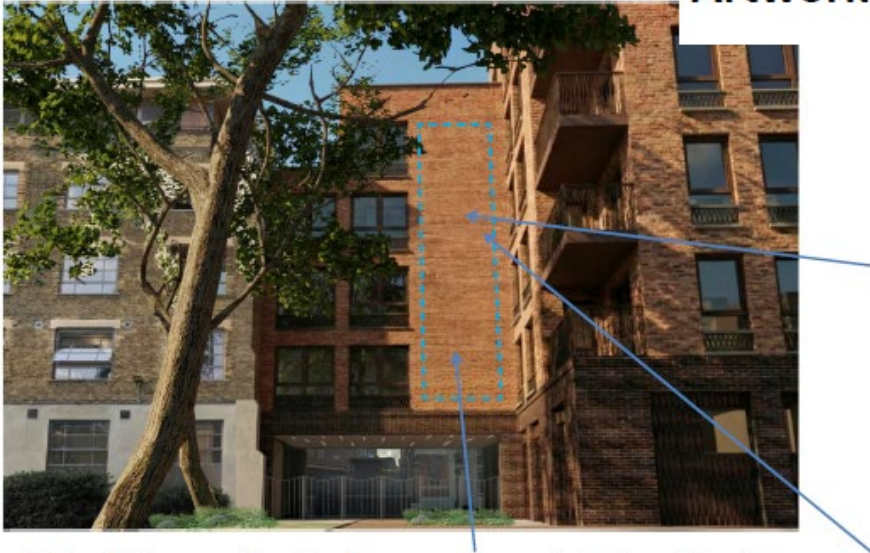
Right of access to these doors is maintained



Artwork



Artwork



Option 1: Proposed location for new wall-mounted artwork (north elevation) so clear visibility to park users.



Option 2: Proposed entrance to Leathermarket Gardens with artwork inlaid to pavement

Artwork

Planning officers acknowledge:

1. Granting permission for the proposed development could potentially in future lead to a breach of condition 8. Although the artwork would be 'retained' where it is, there would be insufficient space to access the artwork and carry out maintenance works if necessary.
2. For the reasons previously given in the main officer report, planning officers consider that in design/heritage terms the impact on the artwork and 22 Leathermarket Street would be acceptable. Planning officers recognise that the artwork has some importance, which is emphasised by the protection given by condition 8. However overall it is considered that the proposed development would improve the streetscape and not harm the conservation area, particularly as new artwork could be provided as part of the

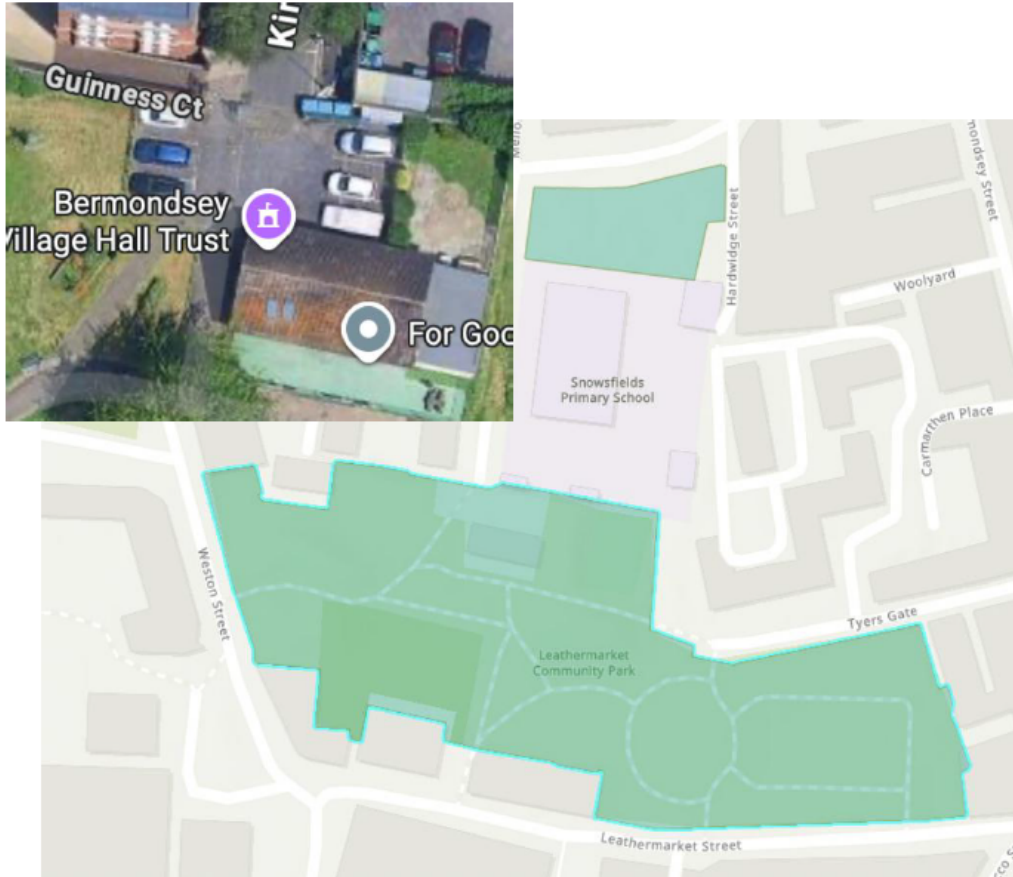
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Proposed landscaping



Ecology and Biodiversity

Site Of Importance For Nature Conservation (SINC) AREA



Concerns about part of the site being designated as a Site Of Importance For Nature Conservation (SINC).

SINC's aim to protect locally important habitats and species - hence are material considerations in planning decisions

The SINC boundary

- Covers the entirety of Leathermarket Gardens
- Includes areas of hard-standing and buildings (such as the Bermondsey Village Hall and Car Park).

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Ecology and Biodiversity

SINC areas within the scheme proposal - side & back of JMB offices

6.7 m2 is currently shrub garden

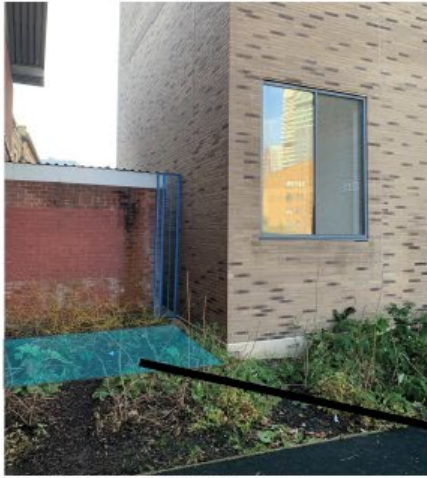


Fig. 10. Area of planting within the Play Area removed in the 1987.

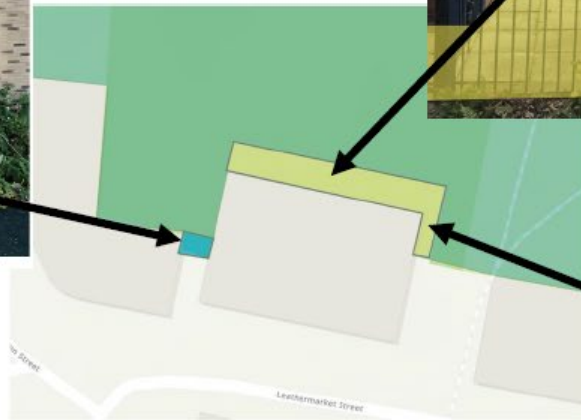


Fig. 1. SINC Designation Map with overlay of areas highlighted where development is proposed.

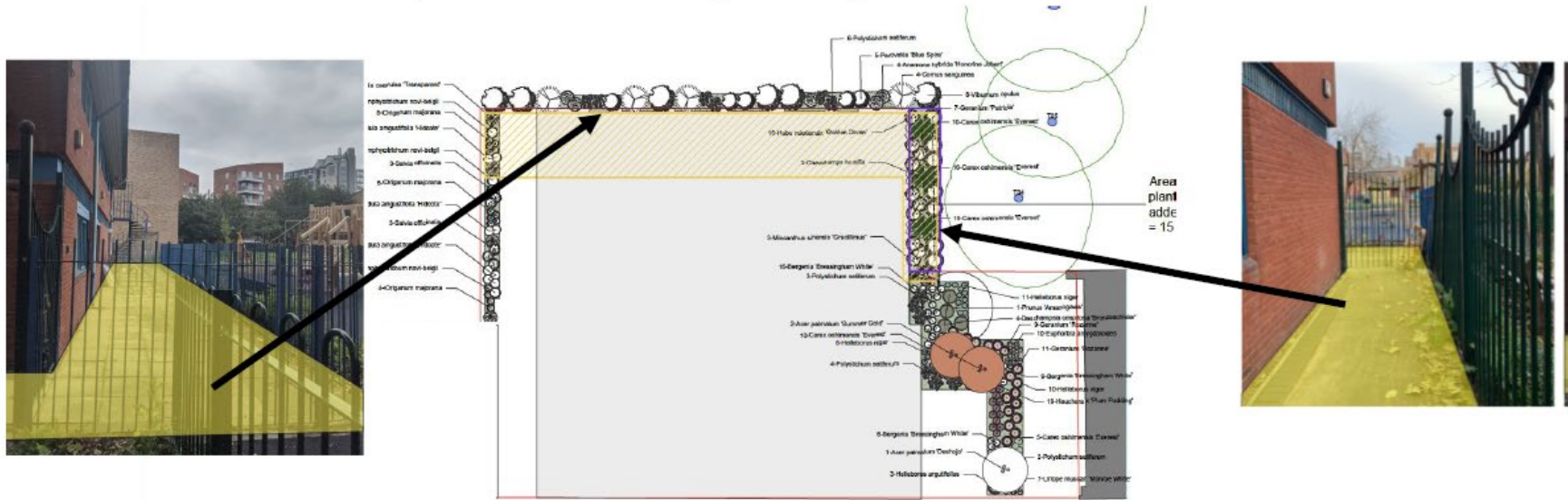


Hard Landscaping



Ecology and Biodiversity

SINC - Proposal Enhancing Ecological value



- The proposed development within the SINC boundary is as an opportunity to enhance the habitats within the SINC boundary
- New hedgerow, plant additional trees, shrub and herbaceous planting over an area previously dominated by hardstanding

Fig. 11. Proposed Planting Plans with overlay of areas within the SINC.



Council's Parks & Natural Environment's management area (blue)



Fig. 3.1000 Designated Map with outline of area highlighted where Development is proposed.



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Designing out crime

Proposal **improves** security from current situation

Metropolitan Police Designing Out Crime Officer considered that the proposal is an improvement on the current situation - which is poorly overlooked and not maintained in accordance with SDB principles



Fig. 20. Current photo of the access to the park



Fig. 19. CGI of the access to the park with Secure by Design measures highlighted

Designing Out Crime

Roof Access Security - Architect's Response

Green roofs are not accessible to residents.
All green roofs where the building abuts neighbouring properties are expressly designated "maintenance only" and are not communal amenity spaces.

Physical barriers prevent access.
Access to these roofs is prevented by permanent physical measures, including 1.1m high balustrades and separation barriers, which prevent movement from communal areas onto the roofs.

Clear separation from communal amenity space.
The fifth-floor communal amenity area is separate and contained, and does not provide access onto the maintenance-only green roofs. There is no continuous or shared surface between the two.

Access is controlled and managed.
Access is controlled through secured routes and is not part of resident circulation.

Security has been independently reviewed.
The arrangements for roof access, separation, and control have been reviewed by the Council's Secure by Design Officer and the Metropolitan Police, and no objections were raised.

Design prevents roof-to-roof movement.
The proposals do not allow for residents or the public to access roofs adjacent to neighbouring properties, nor to move between roofs or onto neighbouring balconies.



Fire safety

Perceived Fire Safety concerns addressed

Concerns that the **140 cm separation gap** may **restrict airflow and ventilation**-potentially leading to **overheating, moisture build-up, or material degradation**.

Why This Is Not a Genuine Risk

- The **small gap** is an **open, external space** between two independent buildings, not an enclosed cavity
 - It allows **continuous natural ventilation**, preventing **heat or moisture build-up**.
- The facade uses **non-combustible materials** (brick, concrete, metal) with **no heat transfer risk** to neighbouring surfaces.
- The **design fully complies** with **Building Regulations (ADB B4: External Fire Spread)** and **poses no risk** to No. 22's fire safety or cladding integrity.

Despite No Fire Risk -
Design Refinement implemented
- to deal with perceived concerns



South elevation



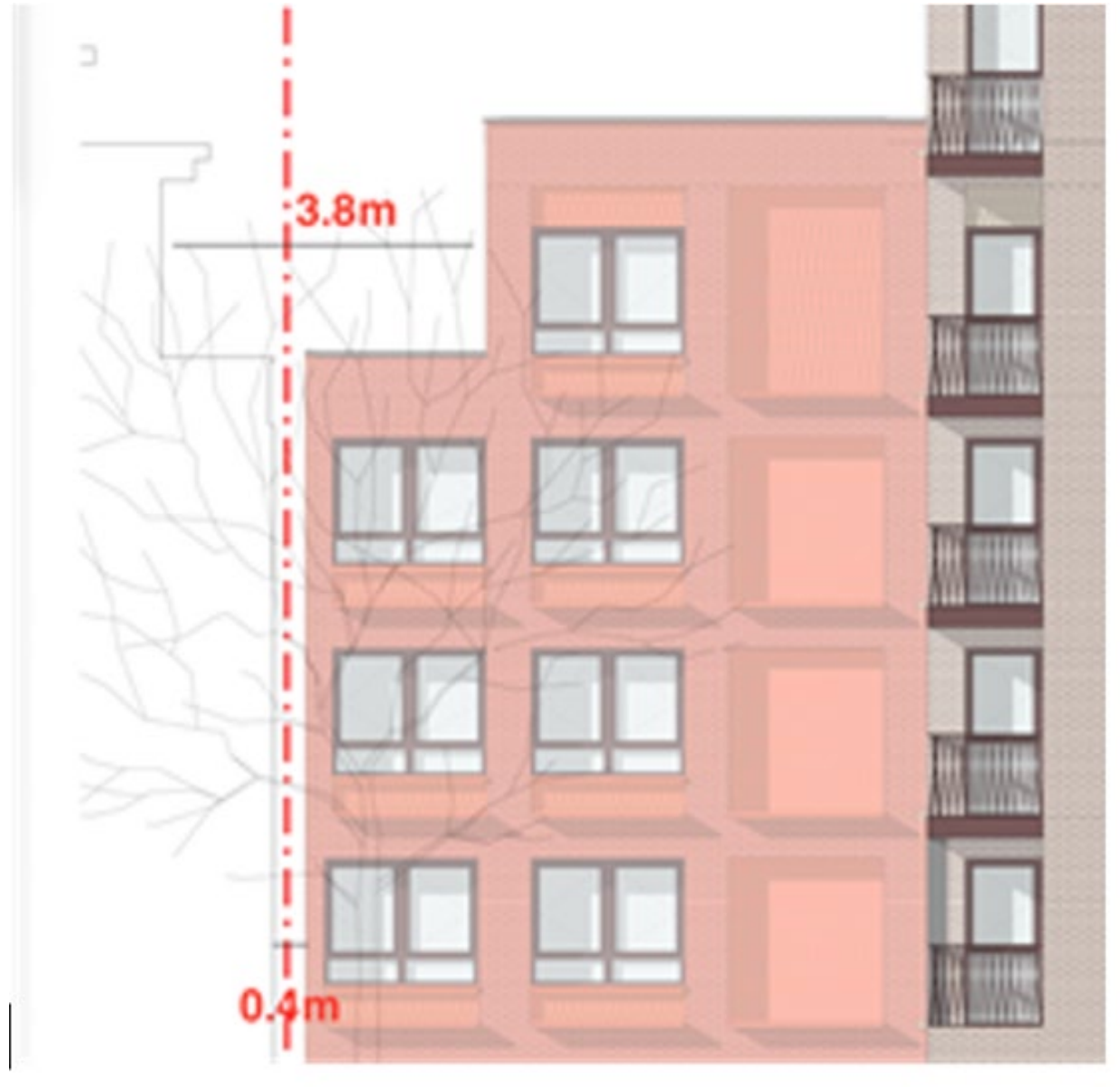
Removed 4th floor bay adjacent to flat 14 of No. 22 LS

- A 3.8 m separation created
- New flat roof with no resident access
- Enhanced exposure to ventilation
- Addresses perceived fire concerns

Fire Safety



Fire Safety



Fire Safety concerns – without technical basis

- concern the **proposed scheme will** impact Flat 14, No. 22 LS fire safety and ability to retain an EWS1 certificate.

What the External Wall System (EWS1) Form Is:

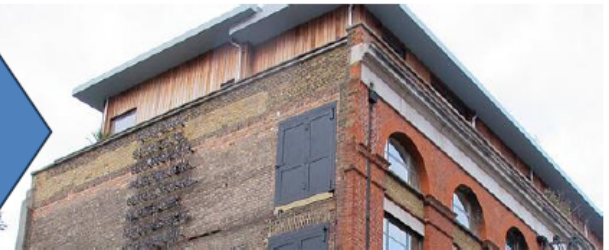
- The EWS1 form is a **building-specific** fire safety assessment
 - It reviews the building's **external wall materials, insulation, and fire-stopping details.**
- The EWS1 does **not assess neighbouring buildings** unless they share a physical structure
 - There is no shared structure between the proposal & no. 22
- Therefore the proposal at No. 26 LS has **no impact** on No. 22's ability to obtain an EWS1 certificate.

Mars fire expert's conclusion

“the proposed development has no material impact on the EWS status of 22 Leathermarket Street as this is an assessment that is specific to each building independently”

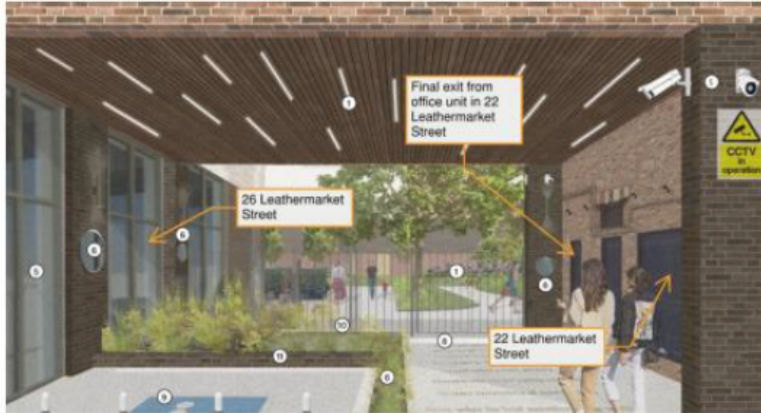
Any issue with EWS1 at flat 14, No. 22 LS

- from its **own materials**
- notably its **timber cladding**
- **Which is completely independent on any neighbouring building**



Fire Safety

Fire issues raised in 2025 and the fire experts response

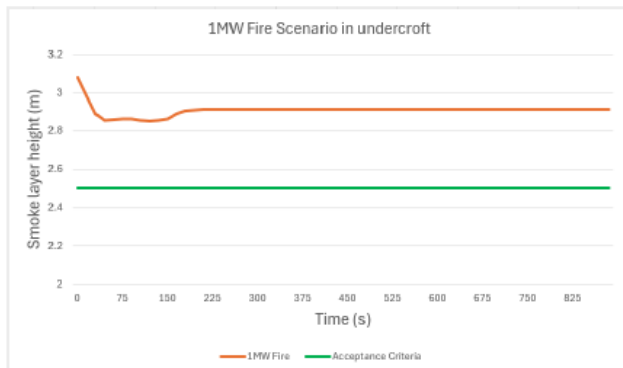


Visualisation of the proposed undercroft area

Undercroft will block smoke dispersal, obstruct evacuation routes, and introduce potential fire hazards that compromise the established escape route

- The undercroft exceeds 3 metres in height and is fully open to both the street and the park.
- Any smoke spread from a potential fire within 22 Leathermarket Street would be naturally ventilated through the fully open sides of the undercroft.

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Results of the CFAST modelling when assessing smoke layer height.

Fire experts smoke modelling concludes:

“the smoke layer never descends lower than 2.85m above ground”

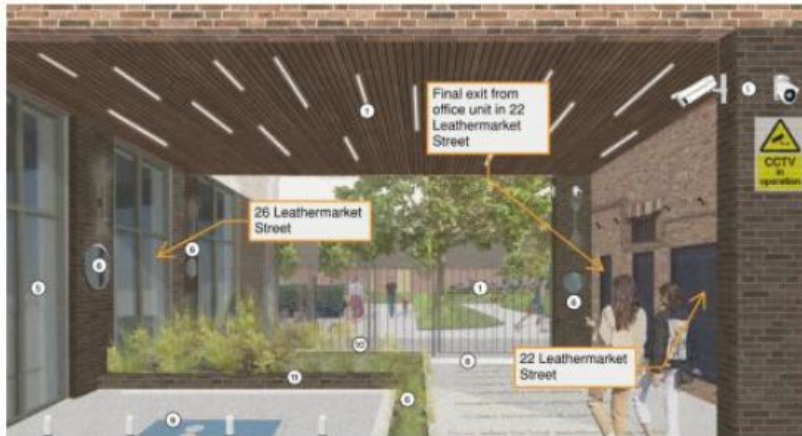
“proposed works... including the undercroft, do not adversely affect the means of escape from 22 Leathermarket Street.”

Fire Safety

Fire issues raised in 2025 – escape route during construction

Escape routes being blocked and utility meter room remaining accessible for emergency response

- Escape route will not be blocked or enclosed at any stage;
- There will be a protective route during construction - requirement into tender docs



Example image

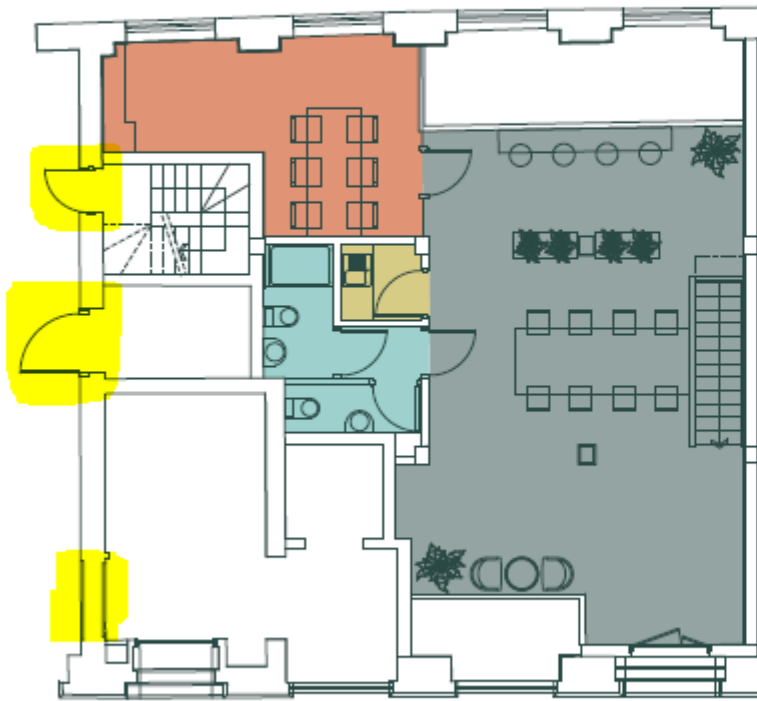


Examples of how temporary access tunnels can be formed to maintain safe and continuous access, together with other approaches commonly adopted by contractors on comparable London construction projects.



Lower Ground Floor and Ground Floor of 22 Leathermarket Street

Ground Floor



Leathermarket Street

Lower Ground Floor



Leathermarket Street

65

Amenity Impact

Overlooking Concerns with No.22 addressed

Flat 14, 22 Leathermarket Street

No party wall windows

No resident access to green roof

Windows within 10m of boundary at 90° angle, preventing overlooking



Only one direct 'face-to-face' window (bedroom):

- acceptable to Planners
- Only 1 window in bedroom
- Overlooking onto the smallest aspect of a wrap around balcony at flat 14 (22 LS)

66

Proposed east elevation facing the west elevation of 22 Leathermarket Street



9m Separation Between the Proposed Fifth-Floor Window and 22 Leathermarket Street



Daylight

Image – VSC north / front elevation second floor 15 Leathermarket Street



Vertical Sky Component (VSC) Significance Criteria

Reduction	Scale of Effect
Less than 20% reduction or achieves the numerical target	Negligible
Between 20% and 29.9% reduction	Minor Adverse
Between 30% and 39.9% reduction	Moderate Adverse
Greater than 40% reduction	Major Adverse

70

Daylight: 15 Leathermarket Street

222. The VSC of window 198 would reduce from 36.1% to 21.2% (ratio of 0.59 its former value – major adverse effect). The VSC of window 199 would reduce from 36.7% to 23.8% (ratio of 0.65 its former value – moderate adverse effect). The VSC of window 200 would reduce from 36.1% to 21.2% (ratio of 0.58 its former value – major adverse effect). The VSC of window 201 would reduce from 36.8% to 23.6% (ratio of 0.64 its former value – moderate adverse effect). The VSC of window 202 would reduce from 36.4% to 20.8% (ratio of 0.57 its former value – major adverse effect). The VSC of window 203 would reduce

69

91

from 36.9% to 23.3% (ratio of 0.63 its former value – moderate adverse effect). The VSC of window 204 would reduce from 36.4% to 20.7% (ratio of 0.57 its former value – major adverse effect). The VSC of window 205 would reduce from 36.9% to 23.2% (ratio of 0.63 its former value – moderate adverse effect). Whilst there would be some major adverse effects and moderate adverse effects, overall, planning officers consider the proposed development would not result in a significant impact on the residential properties at 15 Leathermarket Street. This reduction in daylight is not unusual for a central London location and especially in this context of a narrow inner London Street with limited separation between the site and 15 Leathermarket Street on the opposite side of the street.

Daylight: 15 Leathermarket Street

Daylight distribution / No Sky Line (NSL)

223. The NSL test can be used where windows do not pass the VSC test.

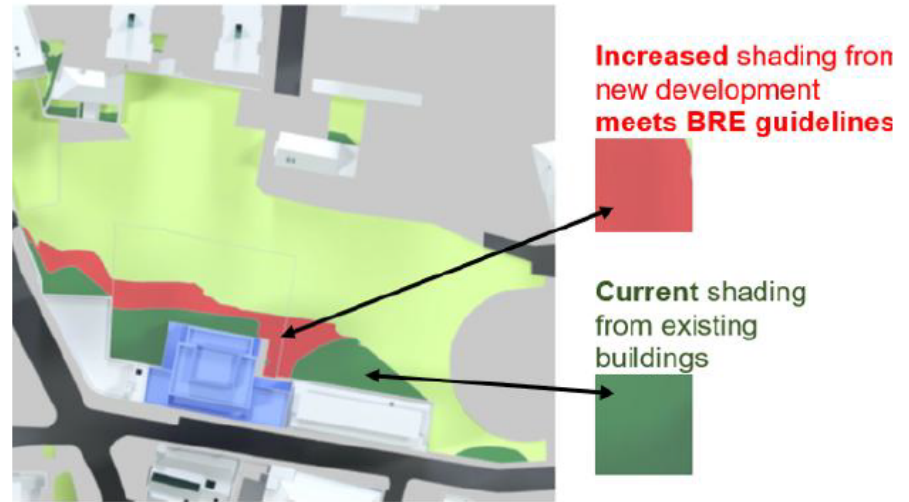
No Skyline (NSL) address:

224. The applicant submitted a letter dated 4 November 2025 responding to concerns raised by the planning officer for the second floor of 15 Leathermarket Street as referenced in the Daylight and Sunlight Report dated 2 November 2023. The applicant's consultant have reviewed their comments and provide the following response: *'...all of the rooms on the second floor served by windows 186 to 212 meet the daylight distribution test with the exception of the room served by windows 202 to 205. However, this room only marginally falls short of the BRE recommendations with a before/after ratio of 0.76 against a BRE recommendation of 0.80. To reiterate the findings of the report, in our opinion, taking into account the overall high level of compliance with the BRE recommendations, the proposed development is acceptable in terms of daylight and sunlight.'*
225. Objectors are concerned that *'the proposal has failed the daylight distribution test. The Applicant's expert tries to frame the failure of the proposal to meet the daylight distribution test standards as only "marginally falling short". The guidance recommends that the ratio maintained by the proposal is 0.80. The proposal fails to achieve that, in reaching only 0.76.'*

Overshadowing

Expert Daylight & Sunlight advice

- Overshadowing by existing buildings exists
- BRE requires **50%** of amenity to receive 2+ hours of sunlight on March 21st.
- Currently play area 78% of sunlight coverage
- scheme - play area **55%** sunlight coverage
- Reducing height by one storey - increases to 58%, providing no noticeable difference
- A one storey reduction would result in the loss of up to 5 homes

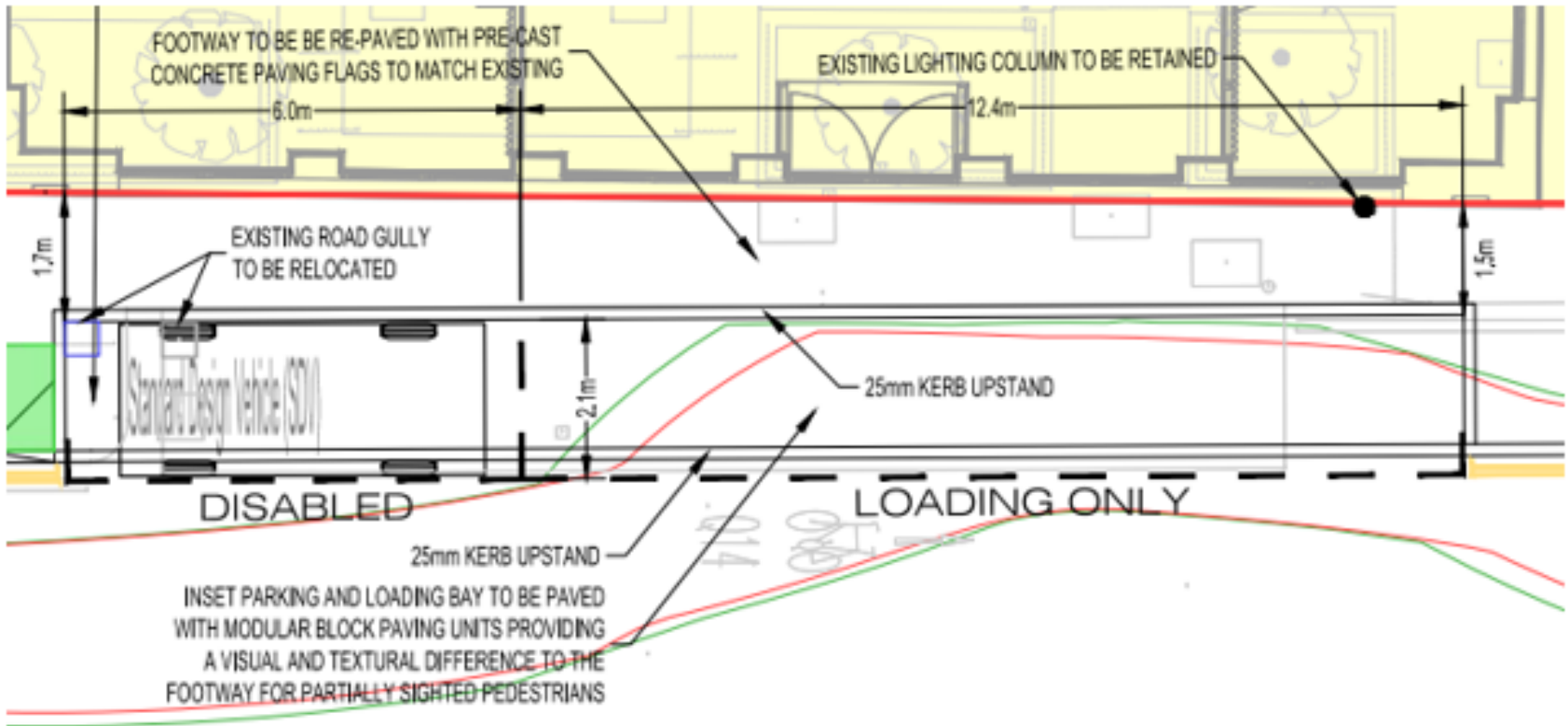


Existing off-Street Car Parking

Image: Three existing permit spaces on Leathermarket Street.



Servicing and Deliveries



Servicing and Deliveries (Addendum)

Image – servicing trip rates and two-way servicing trips ([LGV] light goods vehicles and other goods vehicles)

Mode	Daily Two-Way Servicing Trip Rates			Daily Two-Way Servicing Trips		
	LGV	OGV	Total	LGV	OGV	Total
Office	0.120	-	0.120	2	0	2
Residential	0.171	0.004	0.175	6	2	6
Total	-	-	-	8	2	10

Table 7-1 shows that there would typically be 5 deliveries per day (10 two-way trips) at the site. Most deliveries (c. 85%) will take place by LGVs with c. 15% taking place by medium or large vehicles.

Parking Survey 2026

Road	Available Spaces	Unoccupied Spaces Tues, 13 January 2026	Unoccupied Spaces Wed, 14 January 2026
Leathermarket Street	22	3 (14%)	1 (5%)
- Car club	1	0 (100%)	0 (100%)
- Permit Holders & Pay by Phone	2	0 (0%)	0 (0%)
- Permit holders only	19	3 (16%)	1 (5%)
Weston Street	24	5 (21%)	3 (13%)
- Car club	2	1 (50%)	1 (50%)
- Permit Holders	22	4 (31%)	2 (31%)
Guy Street	12	8 (62%)	5 (38%)
- Pay by Phone	4	3 (75%)	2 (50%)
- Permit holders	8	2 (25%)	2 (25%)
Morocco Street	3	1 (33%)	1 (33%)
- Permit holders	2	1 (50%)	0 (0%)
- Disabled bay	1	0 (100%)	1 (0%)
Total	61	17 (28%)	10 (16%)

Flood risk

The site is within a Critical Drainage Area and Flood Zone 2/3.

The Flood Risk Assessment has been updated in 2025 to reflect current national guidance and supporting evidence. A Sequential is now included, as well as an Exception Test, setting out how the proposals meet NPPF requirements.

The local planning authority agreed to the search area (of the sequential test) being limited to land located within the Leathermarket Joint Management Board wards of operation

– Chaucer,
Borough & Bankside and London Bridge, and
West Bermondsey.

78

Flood Risk – Sequential Test

Image – agreed search area



79

S106 legal agreement

ADDENDUM REPORT - Paragraph 354 (S106 agreement):

Highway works (S278 matter to be included in the S106 legal agreement):

Add - Provision of 1 off-street disabled car parking bay and 25mm kerb upstand (part of the new kerb fronting)'

Remove – 'Relocation of displaced on-street parking bays (location to be agreed with LBS Highways).'

Artwork at 22 Leathermarket Street:

Method statement covering protection and repair of any damage of the artwork during construction.

Carbon offset payment £19,950

Play equipment – bond

Amount to be agreed before a S106 legal agreement is signed / engrossed.

80

Benefits of the Proposal

Benefits of the Proposed Scheme

Direct Response to Acute Housing Need

- 26 council-rent homes (100% affordable)
- 20,000+ households on register; 4,000+ in TA (2025) - Risen since 2023: +7,000 (+54%); +700 (+21%)
- Substantial planning balance weight
- Social rent supports secure, long-term residency and community stability

Under-Utilised Site Redevelopment

- Replaces outdated office building
- Enables 26 homes above
- Highly accessible brownfield site (PTAL 6b)
- Conservation Area response

Net Gain & Enhanced Quality of Parks Management Land

- Targeted Parks land swap
- Net gain +8.4 m² park land
- Improved landscape & management

Design Performance, Safety and Accessibility

- Solar panels & air-source heat pumps
- Efficient heating, lighting & ventilation – reducing fuel poverty
- Improved safety & step-free access
- Cycle parking & car-free travel
- Policy-compliant homes, including family and wheelchair-accessible homes.

Community Facilities and Local Employment

- Modern replacement offices for TMO/JMB
- Services for 1,500+ households
- Community meeting space
- Construction & permanent jobs

Urban Greening and Ecological Gains

- UGF 0.51 (target 0.40)
- BNG +19.13% habitats
- 100% hedgerow net gain
- Green roofs & SuDS
- Enhanced ecological value of the SINC
- Flood-risk mitigation

Meeting Name:	Planning Committee (Smaller Applications)
Date:	21 January 2025
Report title:	Addendum report Late representations, clarifications, corrections, and further information
Ward(s) or groups affected:	Rotherhithe & London Bridge and West Bermondsey
Classification:	Open
Reason for lateness (if applicable):	Clarifications to published reports and response to further public comments
From:	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. Additional consultation responses have been received in respect of the following item on the main agenda:

ITEM 6.1: 24/AP/3577 - Addendum report (adjourned planning application 24/AP/3577) Land Rear 19-49 Bush Road, London, SE8 5AP

Condition 9: recommend amending to include underlined text:

4. No development shall commence until details of the means of enclosure for all site boundaries, including a structural engineer report and method statement for walls taller than 2m and walls for existing buildings, specification for repairing/maintaining any boundary treatments to be retained, have been submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be carried out

prior to above ground works and all site boundaries shall be retained and maintained in perpetuity.

Reason: In the interests of visual and residential amenity in accordance with the National Planning Policy Framework (2024); Policy D4 (Delivery good design) of the London Plan (2021); Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P15 (Residential Design) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

ITEM 6.2: 22/AP/4126 - Neighbourhood Housing Office, 26 Leathermarket Street, London, SE1 3HN

Paragraph 16 (Amendments to the application)

5. Document: Presentation response to feedback – submitted January 2026
6. Transport Assessment Addendum – submitted 19 January 2026
7. Ecological Appraisal (Preliminary) – submitted 20 January 2026
8. Tree Survey and Arboricultural Impact Assessment (updated), as two trees (T5 and T7) within the garden have been removed by the Council – submitted 20 January 2026

Paragraph 32 (adjustment to the park boundary)

9. The Parks & Natural Environment Team agree to a land swap as they will get 15.1m² of planting in exchange for the loss of 6.7m² on the opposite side of the new building.

Paragraph 101

10. Image of 'Proposed front (south) elevation' is an earlier iteration and was included in the officer report in error. The below image is of the current proposal to be decided at planning committee.



Paragraph 135 (Artwork to west elevation of 22 Leathermarket Street)

11. The Director, Leathermarket Street Management Company Ltd (for 22 Leathermarket St) advised that the '*public art is the permanent back-lit Charles Dickens quote designed by Joseph Kosuth that exists on the western elevation of the building. The public artwork was funded by The Arts Council and by the partners of Marldon (the design and build developer and freeholder).*'
12. The applicant submitted the following engagement history specifically regarding the artwork and how they got to a definitive position of re-providing artwork within the scheme proposal, as opposed to relocating the existing artwork.

Purpose of the artwork requirement and current planning position

13. *The public artwork on the western elevation of 22 Leathermarket Street was required by a planning condition in 2003 to mitigate a blank flank wall. The proposed scheme reinstates the historic building line, removing visibility of that wall and the justification for the condition.*
14. *The artwork is not secured by any Section 106 agreement, which contains no obligation to retain, maintain, or preserve its visibility.*

Attempts to relocate the artwork

15. *The applicant made sustained good-faith efforts to resolve the matter collaboratively, including offering to relocate the artwork on different wall of 22 Leathermarket Street. These discussions took place over an extended period and sought a consensual solution that would preserve the artwork's presence while enabling delivery of the scheme.*

Engagement with the artist and outcome of relocation discussions

16. *In March and April 2022, contact was established via the artist's representatives, referred to in correspondence as Joseph Kosuth Studio, and an on-site meeting took place with a representative. No direct engagement with the artist himself was secured.*
17. *As recorded in the April 2022 follow-up email (see attached February 2023 Letter of Objection), discussions covered potential relocation on the building of No. 22, alternative nearby locations including the proposed scheme, and the option of commissioning new artwork as part of the proposed scheme.*
18. *These details were shared with the owners of 22 Leathermarket Street and discussed in meetings involving the owners and ward councillors; however, none of the options were acceptable to the owners.*

Definitive position of the owners of 22 Leathermarket Street

19. *In February 2023, the owners of 22 Leathermarket Street confirmed, in the attached “26 Leathermarket Street JMB Office Redevelopment – Letter of Objection”, that relocation of the artwork would not be accepted, stating: “The freeholders, and the Directors of 22 Leathermarket Street Management Ltd ... are not willing to accept any grounds for the relocation of this public sculpture to another site.”*
20. *In November 2025, that position was reiterated verbatim in a further objection, in which the owners again refused relocation and additionally stated that the artist is “not willing to consider a relocation proposal”.*
21. *On that basis, consent to relocate the artwork is not given. As a matter of property law, the artwork forms part of the owners’ building and cannot be relocated without consent. Relocation is therefore not a deliverable option.*
22. *Only deliverable option, given the owners’ definitive position: re-provision of the artwork.*
23. *The proposed building sits wholly within the applicant’s ownership, leaving a gap of approximately 40 centimetres to 22 Leathermarket Street. The artwork would remain physically untouched, with the effect limited to loss of visibility.*
24. *As relocation requires consent that has been refused, there is no legal requirement to retain visibility, and the development lawfully obscures the artwork, the only realistic and lawful option is to leave the artwork in situ and re-provide it within the proposed scheme.*

Re-providing the artwork: copyright and community choice

25. *Any re-provision of the artwork cannot be an exact copy, as the original is protected by copyright. Instead, a new artwork inspired by the original would be provided. This would be secured through an appropriate legal agreement, with up to four options presented for community choice, ensuring transparency, community involvement, and long-term certainty.*

Planning balance and public benefit

26. *There is an acknowledged loss of view of the existing artwork. However, the artwork remains intact, its public value is re-provided within the scheme, and the impact is visual only and mitigated.*
27. *This limited impact must be weighed against the substantial public benefit of delivering 26 affordable homes for local residents in acute housing need. In planning balance terms, the public benefits significantly outweigh the impact on the artwork.*

Future flexibility

28. *Should the owners of 22 Leathermarket Street change their position in the future, relocation of the existing artwork could still be pursued by*

agreement. Until such time, the proposed approach represents the only deliverable, lawful, and proportionate solution.

29. Planning officers acknowledge:

1. Granting permission for the proposed development could potentially in future lead to a breach of condition 8. Although the artwork would be 'retained' where it is, there would be insufficient space to access the artwork and carry out maintenance works if necessary.

2. For the reasons previously given in the main officer report, planning officers consider that in design/heritage terms the impact on the artwork and 22 Leathermarket Street would be acceptable. Planning officers recognise that the artwork has some importance, which is emphasised by the protection given by condition 8. However, overall it is considered that the proposed development would improve the streetscape and not harm the conservation area, particularly as new artwork could be provided as part of the new development.

Paragraph 149 (Ecology)

30. An updated Preliminary Ecological Appraisal (PEA) as submitted on 20 January 2026. The applicant states that *'A full review has been undertaken of protected species, together with the newly purchased biological data. There were no discrepancies between these findings and the previous report, and any differences identified were minor. Overall, the conclusions confirm that no further surveys are required.'*

31. Our Ecologist provided additional comments below:

The updated ecological assessment states:

Although the site sits within a locally designated SINCC, it contains very limited habitat of ecological value and makes little contribution to the overall importance of the designation.

The updated ecological assessment recommends that Reasonable Avoidance Measures (RAMs) should be implemented during works to minimise potential impacts on protected species. RAMS are recommended for great crested newts, reptiles, hedgehogs and badgers.

These measures could be included within a CEMP inline with the ecological assessment.

Additional recommended condition:

PTC11- CEMP

Paragraph 200 (Building Control comments – fire safety)

32. No comments provided.

Paragraph 260 (Parking beat survey)

33. An updated parking beat survey, submitted on 19 January 2026, states that:

Parking Beat Surveys:

- *The parking beat surveys covering the roads within 200m of the site were surveyed overnight on Tuesday, 13 January and Wednesday, 14 January 2026. The parking beat survey was undertaken by an independent survey company.*
- *The parking beat survey shows that there are two less parking spaces (compared to the 2021 survey) within a 200m walk of the site due to the addition of cycle shelters and E-bike/Scooter parking. The surveys also show that there has been a slight increase in the demand for car parking within the surveyed area (the number of available spaces reduced from 20 (in 2021) to 17 on the Tuesday and from 16 (in 2021) to 10 on the Wednesday. Notwithstanding this, the survey shows that there is spare on-street capacity overnight.*

Paragraph 252

34. Transport for London advised that the applicant must demonstrate how vehicles will be prevented from overrunning the designated inset loading bay and mounting the footway.
35. The applicant referred to '*the swept path analysis within the Transport Assessment*' which '*shows that delivery vehicles would be able to access and egress the loading bay without entering the footway. A 25mm footway would not prevent a delivery vehicle from overrunning the loading bay but neither would any kerb, albeit a higher kerb would be more of a deterrent.*
36. *The reason we proposed this layout was due to the highway officer requiring a minimum 2m footway (we currently have 1.5m). Instead of pushing the building back, we proposed the 'shared' footway/loading bay, similar to that provided in other places across London including New Bond Street where there is no kerb provided but rather studs to define the transition from loading bay to footway. These shared facilities allow the loading bays to be used as footways when deliveries are not occurring, widening the effective footway. The 25mm kerb upstand was proposed instead of studs as it better defines the loading bay.'*

Image – New Bond Street



Image – 3 existing permit car parking bays



Image – proposed: 1 disabled car parking bay and 12.5m loading bay

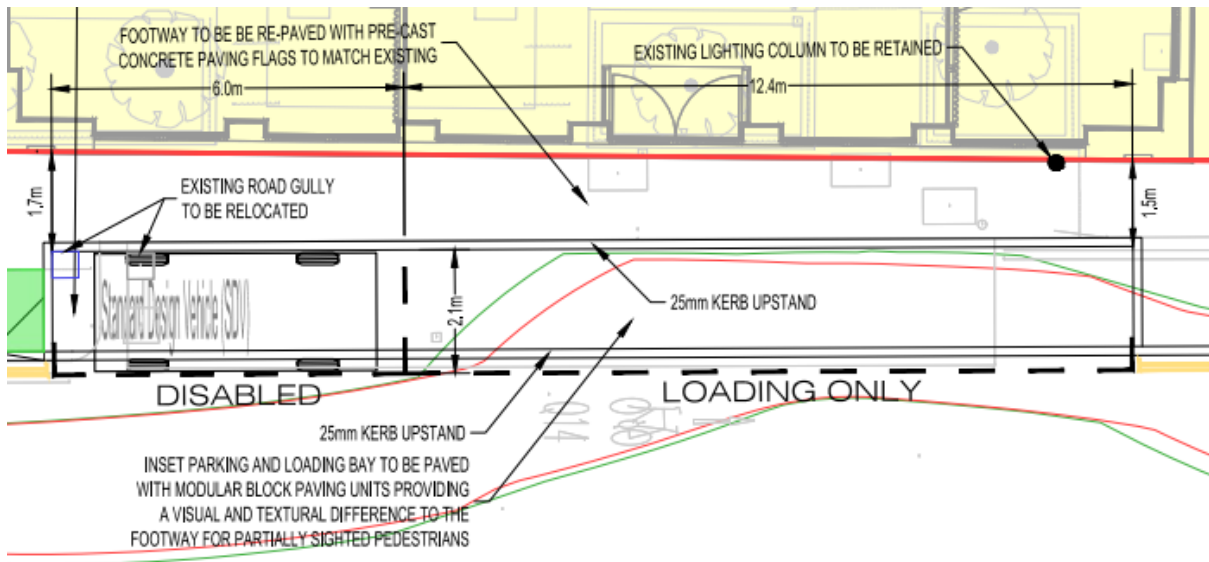


Image – servicing trip rates and two-way servicing trips ([LGV] light goods vehicles and other goods vehicles)

Mode	Daily Two-Way Servicing Trip Rates			Daily Two-Way Servicing Trips		
	LGV	OGV	Total	LGV	OGV	Total
Office	0.120	-	0.120	2	0	2
Residential	0.171	0.004	0.175	6	2	6
Total	-	-	-	8	2	10

Table 7-1 shows that there would typically be 5 deliveries per day (10 two-way trips) at the site. Most deliveries (c. 85%) will take place by LGVs with c. 15% taking place by medium or large vehicles.

Paragraph 266 (cycle parking)

37. Transport for London 'recommend that a stronger commitment to use of cargo cycles is provided, especially given the site's location and constraints. Cargo cycle loading and unloading areas should be identified and opportunities for charging electric bikes considered.'
38. The applicant advised that '*Cargo bikes were previous able to access the Sheffield stands behind the parking space in the public realm. The current layout would not enable cargo bikes to park on-site. Instead, they would need to use the visitor cycle parking on the corner of Leathermarket Street and Weston Street, which is a short walk from the site.*'
39. Given the site restrictions, planning officers consider that the use of existing off-street cycle parking for cargo cycles would be acceptable in this case.

Image – existing Sheffield stands



Image – existing visitor cycle parking on the corner of Leathermarket Street and Weston Street,



Paragraph 338 (carbon emissions)

40. *The* applicant submitted the completed GLA carbon emissions reporting spreadsheet in Excel format, and the full BRUKL reports for the Be Lean and Be Green stages.
41. Final comments from Planning Policy: The applicant has addressed all comments provided and has provided the completed GLA carbon emissions reporting spreadsheet. Planning Policy have no further comments.

Paragraph 354 (S106 agreement)

Highway works (S278 matter to be included in the S106 legal agreement):

42. Add - Provision of 1 off-street disabled car parking bay and 25mm kerb upstand (part of the new kerb fronting)
43. Remove – ‘Relocation of displaced on-street parking bays (location to be agreed with LBS Highways).’

Artwork at 22 Leathermarket Street:

44. Method statement covering protection and repair of any damage of the artwork during construction.
45. Carbon offset payment £19,950

Play equipment – bond

46. Amount to be agreed before a S106 legal agreement is signed / engrossed.

Appendix 1 (conditions)

New condition (artwork)

47. The applicant shall submit details of new artwork on the site, inspired by the original artwork on the west elevation of 22 Leathermarket Street, following community involvement, for approval in writing by the Planning Authority within six months of the planning decision. The artwork shall be installed strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason:

In the interests of visual and residential amenity in accordance with the National Planning Policy Framework (2024); Policy D4 (Delivery good design) of the London Plan (2021); Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P15 (Residential Design) and Policy P56 (Protection of amenity) of the Southwark Plan (2022)

Condition 25 (soft landscaping)

48. Add ‘include’ to first sentence currently drafted as ‘The soft landscaping hereby approved shall native species and shall not be carried out otherwise than in accordance with the details shown on plan number AFA-316-P-001 opt 2 Rev PL4 and shall be retained for the duration of the use.’

25. The soft landscaping hereby approved shall include native species and shall not be carried out otherwise than in accordance with the details shown on plan number AFA-316-P-001 opt 2 Rev PL4 and shall be retained for the duration of the use. The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs

that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the equivalent stem girth and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with the National Planning Policy Framework 2024; Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P56 (Protection of Amenity), Policy P57 (Open Space) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

Ecology

49. The updated ecological assessment states:

Although the site sits within a locally designated SIN, it contains very limited habitat of ecological value and makes little contribution to the overall importance of the designation.

50. The updated ecological assessment recommends that Reasonable Avoidance Measures (RAMs) should be implemented during works to minimise potential impacts on protected species. RAMS are recommended for great crested newts, reptiles, hedgehogs and badgers.

51. These measures could be included within a CEMP inline with the ecological assessment.

Additional recommended condition:

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

- A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
- Site perimeter continuous automated noise, dust and vibration monitoring;

- Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
 - Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.);
 - A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
 - Site waste Management - Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations; and
 - A commitment that all NRMM equipment (37 kW and 560 kW) shall be registered on the NRMM register and meets the standard as stipulated by the Mayor of London.
 - Details of the Reasonable Avoidance Measures (RAM)s for protected species
53. To follow current best construction practice, including the following:
- Southwark Council's Technical Guide for Demolition & Construction at <https://www.southwark.gov.uk/construction>;
 - Section 61 of Control of Pollution Act 1974;
 - The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition';
 - The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites';
 - BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise';
 - BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration';
 - BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration;
 - BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting; and
 - Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards (<https://nrmm.london>).

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

Reason: To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with the National Planning Policy Framework (2023); Policy P50 (Highway impacts), Policy P56 (Protection of amenity), Policy P62 (Reducing Waste), Policy P64 (Contaminated land and hazardous substances), Policy P65 (Improving air quality) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

Conclusion of the Director of Planning and Growth

55. Having taken into account the additional information, following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to conditions as amended in this Addendum report and completion of a s106 agreement.

REASON FOR URGENCY

56. Applications are required by statute to be considered as speedily as possible. The applications have been publicised as being on the agenda for consideration at this meeting of the Planning Committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications and would inconvenience all those who attend the meeting.

REASON FOR LATENESS

57. The new information, comments reported and corrections to the main report and recommendation have been noted and/or received since the committee agenda was printed. They all relate to an item on the agenda and Members should be aware of the comments made.

BACKGROUND DOCUMENTS

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