

Planning Committee (Smaller Applications)

Wednesday 21 January 2026
7.00 pm

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

Membership

Councillor Cleo Soanes (Chair)
Councillor Jane Salmon (Vice-Chair)
Councillor Sabina Emmanuel
Councillor Sam Foster
Councillor Nick Johnson
Councillor Richard Livingstone
Councillor David Parton

Reserves

Councillor Ketzia Harper
Councillor Darren Merrill
Councillor Victoria Mills
Councillor Emily Tester
Councillor Joseph Vambe

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

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

Babysitting/Carers allowances

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

Access

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

Contact

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

Members of the committee are summoned to attend this meeting

Althea Loderick

Chief Executive

Date: 13 January 2026



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Planning Committee (Smaller Applications)

Wednesday 21 January 2026
7.00 pm
Ground Floor Meeting Rooms - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the committee.	
3.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES	1 - 6
	To approve as a correct record the minutes of the meeting held on 8 December 2025.	
6.	DEVELOPMENT MANAGEMENT	7 - 11
6.1.	ADDENDUM REPORT 24/AP/3577: LAND REAR 19-49 BUSH ROAD, LONDON SE8 5AP	12 - 20

Note: This addendum report is associated to the planning item that was adjourned at the committee meeting on 8 December 2025.

You can access the report here:

[Agenda for Planning Committee \(Smaller Applications\) on Monday 8 December 2025, 7.00 pm - Southwark Council](#)

6.2. 26 LEATHERMARKET STREET LONDON, SOUTHWARK SE1 3HN 21 - 210

ANY OTHER OPEN BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

Date: 13 January 2026



Planning Committee (Smaller Applications)

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

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. The role of members of the planning committee (smaller applications) is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3-minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site).
- (d) Ward councillor (spokesperson) from where the proposal is located.
- (e) The members of the committee will then debate the application and consider the recommendation.

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

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

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

6. Speakers should lead the committee to subjects on which they would welcome further questioning.
7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.
8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants. **As meetings are usually livestreamed, speakers should not disclose any information they do not wish to be in the public domain.**
9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.
10. No smoking is allowed at committee.
11. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

Please note:

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

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

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

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



Planning Committee (Smaller Applications)

MINUTES of the Planning Committee (Smaller Applications) held on Monday 8 December 2025 at 7.00 pm at Ground Floor Meeting Rooms - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Jane Salmon, (Vice-Chair), In the Chair
 Councillor Sam Foster
 Councillor Richard Livingstone
 Councillor David Parton
 Councillor Victoria Mills (reserve member)

OTHER MEMBERS PRESENT: Councillor Bethan Roberts (ward member)
 Councillor Kath Whittam (ward member)

OFFICER SUPPORT: Dennis Sangweme (Assistant Director, Development Management)
 Kamil Dolebski (Head of Planning and Property)
 Andre Verster, (Team Leader, Major and New Homes)
 Sean Gnomes (Development Management)
 Adeleh Haghgoo (Development Management)
 Beverley Olamijulo (Constitutional Officer)

1. APOLOGIES

Apologies were received from Councillors Cleo Soanes (chair) Sabina Emmanuel and Nick Johnson.

2. CONFIRMATION OF VOTING MEMBERS

Those members listed above were confirmed as voting members of the committee.

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

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

- Addendum report relating to items 6.1, 6.2 and 6.3 – Development management items
- Members pack.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

None were disclosed.

5. MINUTES

RESOLVED:

That the minutes for the Planning Committee (Smaller Applications) meeting held on 11 November 2025 be approved as a correct record and signed by the chair.

6. DEVELOPMENT MANAGEMENT

Members noted the development management report.

RESOLVED:

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

The Chair announced that she would be varying the running order of items in the following order:

Items 6.3, Land rear to 19-49 Bush Road, 6.2, 10 Gallery Road and 6.1, Potters Field.

6.1 POTTERS FIELDS PARK, LONDON SE1 2SG

Planning application reference 25/AP/1899

Report: See pages 10 to 58 of the agenda pack and pages 1 to 2 of the addendum report.

PROPOSAL

Temporary use of the open space for events with the erection of associated temporary structures (cumulatively no more than 800 sq. metres) for no more than 80 days in any one calendar year, for a period of five years.

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

There were no objectors present who wished to address the committee.

Representatives from the Potters Fields Management Trust addressed the committee and responded to questions from members. The agent was not present.

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

There were no ward councillors present wishing to speak.

A motion to grant the application subject to conditions set out in the officer's report, was moved, seconded, put to the vote and declared carried.

RESOLVED:

That planning permission be granted subject to conditions set out of the report and the amendment Condition 7 (music on site) set out below:

Amended Condition 7:

The playing of music on site shall not take place outside of the hours 10:00 to 20:00 on Mondays to Saturdays or 11:00 to 19:00 on Sundays, apart from in rare exceptions as set out in approved document 'Event Hire Guide Potters Fields Park Management Trust Issue: April 2025'. A log of all 'rare exception' events at the site shall be kept on site and be made available at the site for inspection by the local planning authority at all reasonable times.

Reason: To safeguard the amenity of neighbouring residential properties in accordance with the National Planning Policy Framework 2024 and Policies P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan 2022.

6.2 10 GALLERY ROAD LONDON SOUTHWARK SE21 7AB**Planning application reference 25/AP/2840**

Report: See pages 59 to 91 of the agenda pack and page 3 of the addendum report.

PROPOSAL

Demolition of the existing shed/storage structure. Refurbishment of the existing clubhouse building. Erection of a lean-to on the existing clubhouse building. Erection of a single-storey side extension to the existing clubhouse building. Alterations to site access/egress for accessibility purposes. Provision of plant equipment and additional cycle storage. Associated works and landscaping inside the application site.

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

There were no objectors present who wished to address the committee.

The applicant was in attendance but made no formal representation other than to respond to questions from members.

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

There were no ward councillors present wishing to speak.

A motion to grant the application subject to conditions set out in the officer's report, was moved, seconded, put to the vote and declared carried.

RESOLVED:

That planning permission be granted subject to conditions set out in the report.

6.3 LAND REAR 19-49 BUSH ROAD, LONDON, SE8 5AP

Planning application reference 24/AP/3577

Report: See pages 92 to 220 of the agenda pack and pages 3 to 10 of the addendum report.

PROPOSAL

Demolition of all existing buildings and construction of 3no. blocks with heights of two, three, and part four storeys, containing commercial space (Use Class E(g)(i) / E(g) (iii), purpose-built student accommodation rooms (Use Class Sui Generis), associated landscaping, service bay and turning areas.

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

The objectors present addressed the committee. and responded to questions from members.

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

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

Councillors, Bethan Roberts and Kath Whittam addressed the committee in their capacity as ward members and responded to questions from members of the committee.

The planning and legal officers responded to additional questions from members of the committee.

At 9.25pm the meeting adjourned for a five-minute comfort break and reconvened at 9.30pm.

The applicant responded to further questions put by members of the committee.

Motion to exclude Press and Public

At 10.00pm, a motion to exclude the press and public was moved, seconded and resolved given the nature of the planning application and the disclosure of exempt information provided to committee members in accordance with the council's procedure rules.

The meeting resumed to open session at 10.20pm.

A motion to adjourn the planning application until the next planning committee (smaller applications) meeting scheduled for 21 January 2026, was moved, seconded, put to the vote and declared carried.

RESOLVED:

That the planning application was adjourned to the next Planning Committee (Smaller Applications) meeting scheduled for 21 January 2026, in order for officers to address the concerns raised at the meeting regarding consultation with local residents, engagement with Lewisham Council on traffic related issues and contact with Thames Water on low water pressure in the area.

The meeting ended at 10.55 pm.

CHAIR:

DATED:

Meeting Name:	Planning Committee (Smaller Applications)
Date:	21 January 2026
Report title:	Development Management
Ward(s) or groups affected:	All
Classification:	Open
Reason for lateness (if applicable):	Not applicable
From:	Proper Constitutional Officer

RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committees. The matters reserved to the planning committees exercising planning functions are described in part 3F of the Southwark Council constitution.

KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
 - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Levelling Up, Housing and Communities and any directions made by the Mayor of London.

- b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.
 - c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.
6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
 7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.
 8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
 9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.

Community impact statement

10. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Assistant Chief Executive – Governance and Assurance

11. A resolution to grant planning permission shall mean that the director of planning and growth is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the director of planning and growth shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
12. A resolution to grant planning permission subject to legal agreement shall mean that the director of planning and growth is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a

written agreement in a form of words prepared by the assistant chief executive – governance and assurance, and which is satisfactory to the director of planning and growth. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the assistant chief executive – governance and assurance. The planning permission will not be issued unless such an agreement is completed.

13. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission.
14. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently the Southwark Plan which was adopted by the council in February 2022. The Southwark Plan 2022 was adopted after the London Plan in 2021. For the purpose of decision-making, the policies of the London Plan 2021 should not be considered out of date simply because they were adopted before the Southwark Plan 2022. London Plan policies should be given weight according to the degree of consistency with the Southwark Plan 2022.
15. The National Planning Policy Framework (NPPF), as amended in December 2024, is a relevant material consideration and should be taken into account in any decision-making.
16. Section 143 of the Localism Act 2011 provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010 as amended, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
 - a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related to the scale and kind to the development.

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

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

BACKGROUND DOCUMENTS

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

APPENDICES

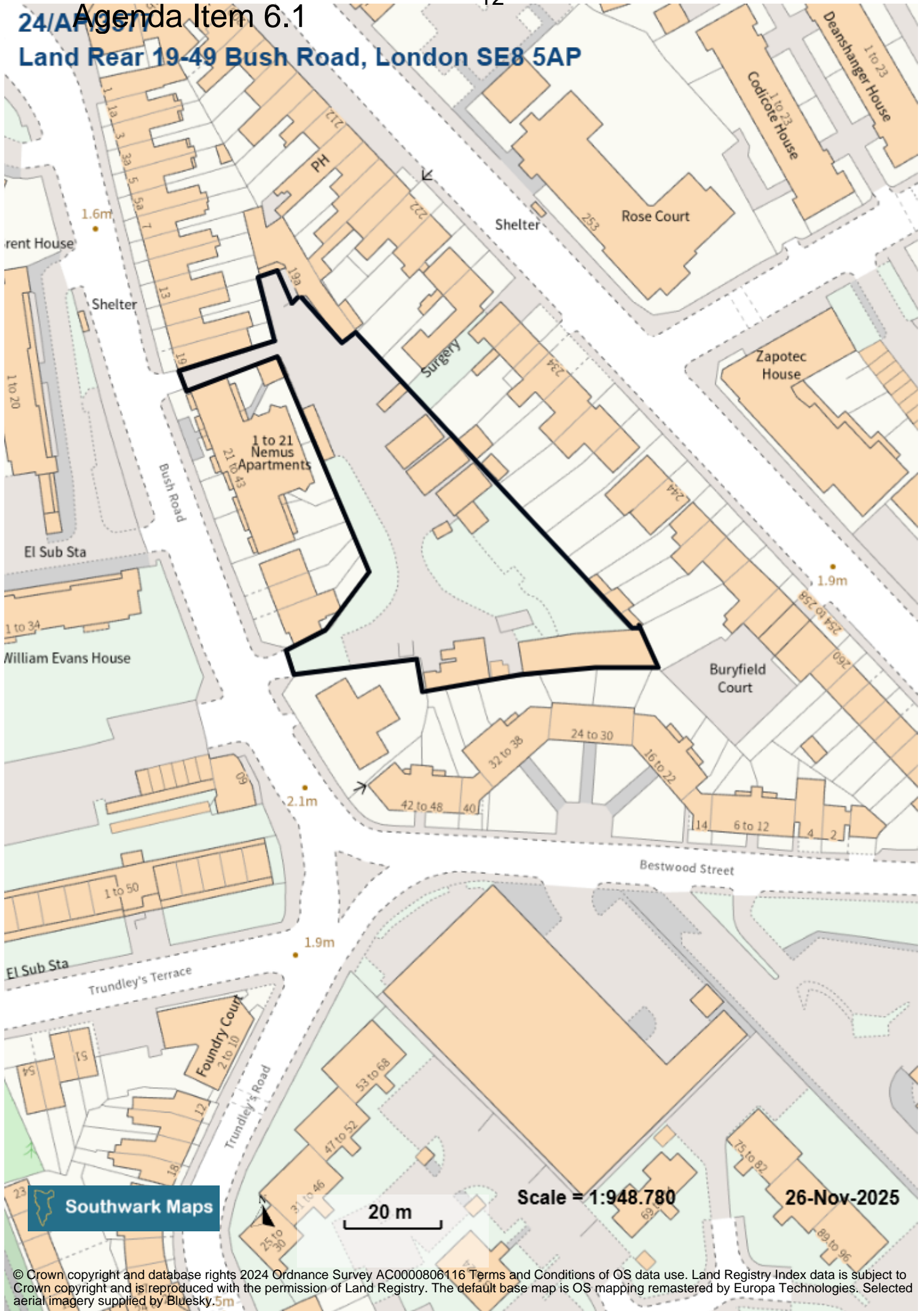
No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidilim Agada, Head of Constitutional Services	
Report Author	Kamil Dolebski, Specialist Planning Lawyer Beverley Olamijulo, Constitutional Officer	
Version	Final	
Dated	9 January 2026	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Assistant Chief Executive – Governance and Assurance	Yes	Yes
Director of Planning and Growth	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		12 January 2026

24/11/2025 Agenda Item 6.1

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



Meeting Name:	Planning Committee Smaller Applications
Date:	21 January 2026
Report title:	Addendum report (adjourned planning application 24/AP/3577: LAND REAR 19-49 BUSH ROAD, LONDON SE8 5AP)
Ward(s) or groups affected:	Rotherhithe
Classification:	Open
Reason for lateness (if applicable):	N/A
From:	Director of Planning and Growth

PURPOSE

1. To advise members of the information set out in paragraph 4 of this report in respect of the following item adjourned at the meeting of 8 December 2025: 24/AP/3577 - LAND REAR 19-49 BUSH ROAD, LONDON SE8 5AP.

RECOMMENDATION

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

24/AP/3577: LAND REAR 19-49 BUSH ROAD, LONDON SE8 5AP

PROPOSED DEVELOPMENT

Demolition of all existing buildings and construction of 3no. blocks with heights of two, three, and part four storeys, containing commercial space (Use Class E(g)(i) / E(g) (iii), purpose-built student accommodation rooms (Use Class Sui Generis), associated landscaping, service bay and turning areas.

3. This planning application was **adjourned** at the meeting of 8 December 2025 to the next Planning Committee (Smaller Applications) meeting scheduled for 21 January 2026, 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.
4. This addendum to the officer report provides clarification on the above issues where additional information was requested and other matters relating to the planning application at 19-49 Bush Road, ref. 24/AP/3577 which was presented to LB Southwark's Planning Committee (Smaller Applications) on 8 December 2025.

Additional consultation

5. 267 additional neighbour letters were sent. No further representations were received.

Highway details

6. Members raised concern to the fact that the London Borough of Lewisham's transport/highways team (LBL) had not been consulted on highway matters on the planning application. Following the December committee meeting, this consultation was undertaken. Below are the comments from the London Borough of Lewisham Highways team with responses/comments from LBS Transport and Highways Team highlighted in red and green respectively:
 - Report suggests PTAL score is 5, however, TfL website has it as a 4 (2023). **This is likely due to the PTAL update which happened after this pre-app/application was submitted. The PTAL is now 4.**
 - Bush Road is part of the A200 which is classed as a principal road in an urban area and is a primary route for large-scale traffic flow. **Noted.**
 - It is mentioned that the speed limit is 20mph but do we have up to date speed data to confirm this? Up to date speed data should be sought to confirm that the SSD and visibility splays being used are in line with the actual data. **This information is not available. 20mph speed is used since it is the borough wide speed limit. In the absence of the actual speed data, the existing configuration of the road layout/site entrance means vehicles travelling at 30mph will have a safe stopping distance (SSD) of 43m.**
 - Agree with the committee report that visibility protection could be an issue. Currently there is a SYL (Mon – Sat, 7am – 7pm), and a loading ban (Mon – Fri, 7am – 10am). Consideration should be given to providing a DYL around the bend to the west of the development entrance, to ensure that visibility is not restricted. **Would Highways consider this? Yes, Highways will consider this during the s278 implementation process. Add 'Introduction of double yellow lines to the west of the site entrance' to the list of highway works**
 - It is noted that the road is a single carriageway with an adjacent bus lane but as driver rounds the bend, the carriageway widens to two lanes, and this may encourage vehicles to speed up and overtake. **Noted.**

- Have we considered in widening the footway to reduce the carriageway width, thus reducing the likelihood of vehicles parking within this area, see very simple sketch below: **We do not consider the below design appropriate, as it will create additional conflict between vehicles and road users (particularly for pedestrians). This does not accord to our Streets for People strategy. The crossover will be SSDM compliant.**
- Should the above be found not to be achievable then consideration should be given to providing new “20mph” roundels, at a point where the carriageway widens with another set at 50m. These new markings will complement the existing markings at the junction with Rotherhithe New Road. **Would Highways consider this? Yes, Highways will consider this during the s278 implementation process. Add ' Introduction of 2no. “20mph roundels at 50m intervals outside the side on Bush Road' to the list of highway works**
- None of the plans show how the entrance/exit to the development will work. Will be a formal junction with give way lines, what will the road with be, what is radius of the junction, will it have kerbing and tactile paving for pedestrians to cross.etc.? **The scheme is car-free and will generate 12 delivery/servicing trips per day (~1 per hour). We do not feel a give way would be appropriate as the vehicular impacts of this scheme are limited. Instead, the crossover would be SSDM complaint.**
- Agree that if the development needs to be a gated entrance that there should be a minimum of 10m, this will allow two vehicles to queue and be fully clear of the main carriageway before stopping. **There should be no queuing of vehicles outside this development. The scheme is car-free and will generate 12 delivery and servicing trips per day. It is very unlikely that two vehicles will arrive at the development at the same time.**
- Transport Technical Note suggests Delivery and Servicing Management Plan (DSMP), will be undertaken and agree that this needs to be done and included as part of the planning condition. **Noted. Outline DSMP was submitted with the application**
- A Student Move-In / Move-Out Management Plan should also be requested to include for staggered arrivals, temporary stewarding on peak days, off-site marshalling (if required). **This has been requested and will be conditioned. The general delivery and servicing strategy has been outlined in the submitted DSMP.**
- There is no pedestrian/cycle crossing point across Bush Road, the closest crossing points are at the junction with Rotherhithe New Road, to the north. While the bus stop audit shows that pedestrians will have to walk approx. 170m to reach Bus Stop N, by using the crossing at Rotherhithe New Road, should we not be looking to improve the experience for pedestrians/cyclists to be able to directly access Bus Stop N. There is a high probability that both pedestrians and cyclists will look to cross the

road at the bus stop, rather than walk the 170m. We would not consider these changes to be commensurate with the impact of this development (108 bed, car-free scheme). The applicant is unlikely to agree to a S106 contribution as it won't meet the legal tests.



Bend along Bush Road towards Development site

7. As highlighted above, the LBS Transport Policy and Highways Teams have reviewed the comments and measures suggested by officers at Lewisham. Their conclusion is that, overall, the proposed development is acceptable in highways terms, subject to conditions. Up to 6 vehicle movements a day (12 trips) are expected in relation to the proposed development. This represents a reduction of approximately 57 movements compared to the previous plant and machinery hire use. The specific comments are:
 - The widths of the vehicular and pedestrian accesses are suitable for all anticipated users and vehicles.

- 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.
 - The southern access is approximately 35m from the Bush Road / Bestwood Road junction and provides sufficient visibility to maintain highways safety.
 - With respect to double yellow lines around the bend to the west of the site, Highways will consider this during the S278 implementation process. Highways will also consider the introduction of 2 no. 20mph roundels at 50m intervals outside the site on Bush Road. These interventions are considered commensurate with the scale and impact of the scheme.
 - Officers note the comments regarding footway widening, give way lines, road width, kerbing, crossing points, etc. The Transport Policy team does not consider these measures appropriate for a car-free 108-bed PBSA development. The additional measures are not proportionate and would therefore not meet the legal tests for developer contributions. The predicted uplift in delivery and servicing trips is 12 per day, making it highly unlikely that multiple vehicles will be on-site at any given time. No queuing to enter the site is expected.
 - The LBS Lewisham suggested design, with give way lines would create additional conflict between vehicles and road users, particularly for pedestrians, which does not accord to our Walking Plan or Streets for People strategy. An SSDM-compliant crossover will be adequate to manage vehicle movements in and out of the site.
 - An outline DSMP was provided at application stage. The full DSMP and a Student Move-in/Move-out plan has been requested and will be conditioned.
 - The PTAL score will be updated in line with TfL's most recent data (rating of 4).
8. The applicant is willing to agree to the above measures including providing road markings and signage to help improve highway safety on Bush Road, as well as the provision of a Stage 2 Road Safety Audit as part of the detailed design for highways works.

Thames Water, water supply, and drainage

9. Thames Water initially provided a response to the Proposed Development in January 2025, in which they raised no objection to the Proposed Development on the basis of sewer capacity or water supply. Following the December

committee meeting, Thames Water were consulted again for further comment. They provided the following response on 15 December 2025:

“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.

Should the details of the application change, we would welcome the opportunity to be re-consulted.”

10. Additionally, 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).
11. The applicant has also clarified that adequate water pressure would be provided to the proposed student rooms using a system of buffer vessels, pumps, and break tanks. While it is not a planning consideration, this is understood to be a typical solution in areas of low water pressure.
12. Officers do not consider that there are any material grounds to object to the proposed development relating to water pressure.
13. Officers note that that proposed development would reduce surface water runoff from the Site from an existing rate of 50l/s to a proposed rate of 2.5l/s. This will significantly reduce strain on the existing sewer system.

Viability policy and compliance

14. Following the meeting, officers re-consulted planning policy colleagues to confirm the viability position. The Planning Policy Manager confirmed the following in response:

“On this basis, if the case officer is satisfied that the calculation and the policy requirement for viability testing has been met and agreed by the council, then this would seem to be a ‘compliant’ scheme.”

15. To recap, the policy position is clarified below:
 - Policy P5 of the Southwark Plan states that the affordable provision within student developments should be 35%, subject to viability.
 - The development’s viability is to be considered against the 2025 Affordable Housing SPD, referenced in paragraph 48 of the Officer’s Report.

- The reference to the now-superseded 2011 SPD at paragraph 47 is provided for context as to how the final sum was arrived at, as this document was in force at the time that the application was submitted.
- Irrespective of these references, it is the 2025 SPD which is to be afforded weight in the determination of the application.
- The 2025 SPD states that applicants are required to submit a viability assessment with their planning application when providing affordable housing to ensure the maximum proportion of affordable housing is negotiated on each development.
- Officers reviewed the Applicant's viability evidence and concluded that the maximum viable contribution would be £3,200,550. Subsequently, the Applicant offered an increased sum of £3,710,000 (equivalent to 27% as per the 2025 SPD), which is agreed to be the maximum viable figure. As such, it complies with Policy P5.
- The Applicant offer of an increased sum represents a commercial decision and enhances the planning benefits associated with the proposal.
- As demonstrated by the 2019 application, on-site provision is unviable primarily due to the Site's size and associated constraints. Off-site provision is also not possible, given the Applicant lack of suitable sites in their ownership or under contract. A large proportion of land adjacent to the development site is within Lewisham, which constrains availability of prospective sites.
- Therefore, officers consider that the proposed affordable housing contribution is fully compliant with Southwark Plan Policies P1 and P5 and the 2025 SPD.

Design guidance

16. Additional clarification was sought as to the design guidance relevant to the Proposed Development. The following is noted.
 - Paragraph 80 of the Officer's Report references the Residential Design Standards SPD with regard to policy regarding backland development. This SPD is no longer in force and has no weight.
 - Notwithstanding this, it is noted that officers considered the proposed development to comply with guidance relating to backland development when this was in active use.
 - The proposed massing is considered below, with reference to the 2019 "Aros" scheme.

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 conditions as amended in this addendum report and completion of a s106 agreement.

Reason for urgency

18. N/A

Reason for lateness

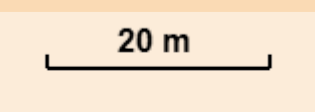
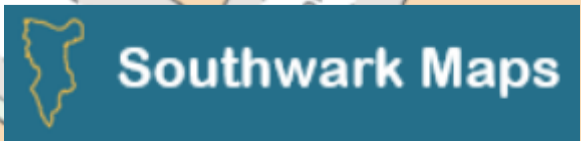
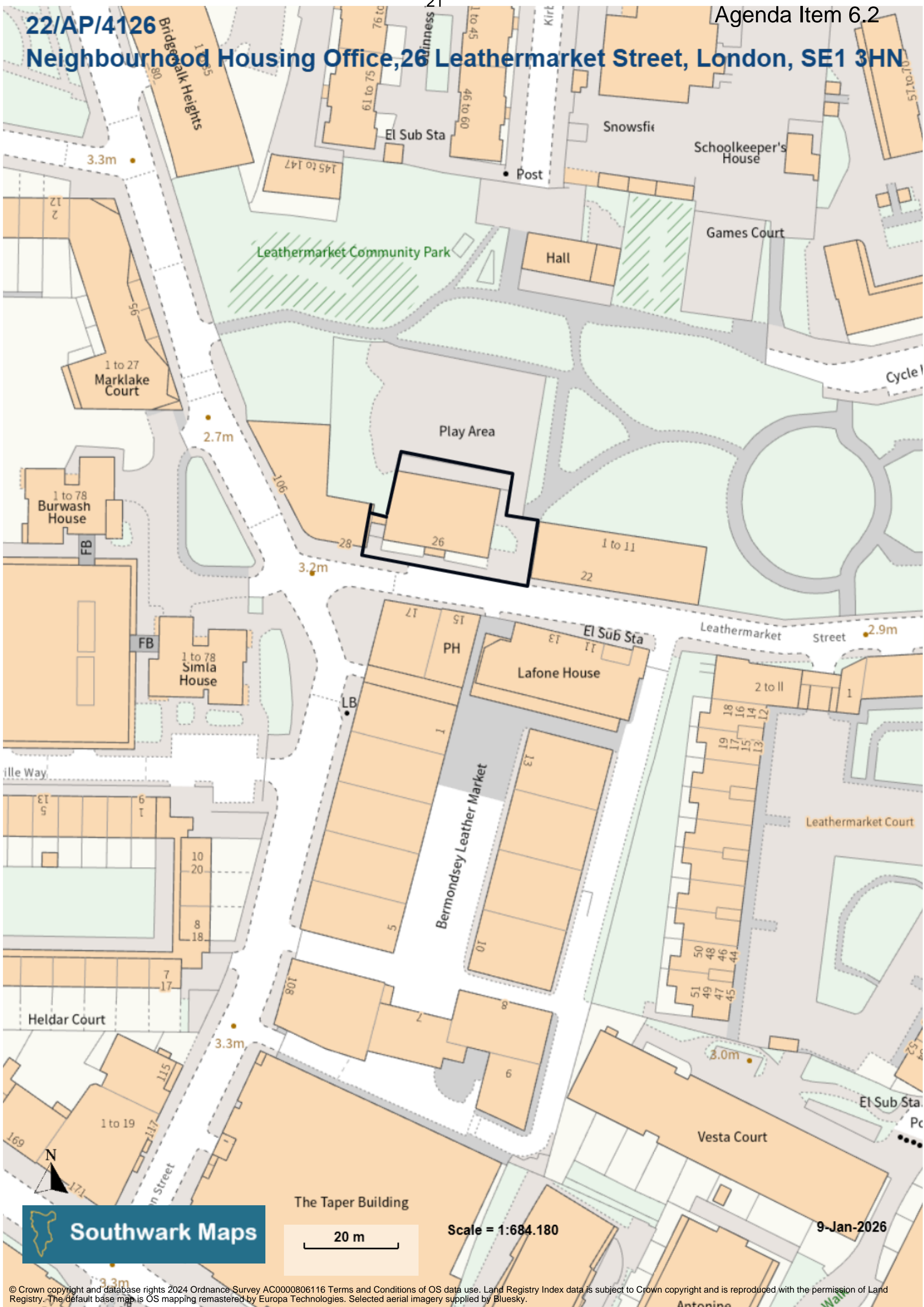
19. N/A

BACKGROUND DOCUMENTS

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

22/AP/4126

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



Scale = 1:684.180

9-Jan-2026

Contents

EXECUTIVE SUMMARY	2
BACKGROUND INFORMATION	3
Site location and description	3
Details of proposal	5
Planning history of the site	12
KEY ISSUES FOR CONSIDERATION	12
Summary of main issues.....	12
Legal context	13
Planning policy.....	13
ASSESSMENT.....	14
Principle of the proposed development in terms of land use.....	14
Environmental impact assessment	19
Design.....	26
Impact of proposed development on amenity of adjoining occupiers and surrounding area.....	62
Noise and vibration	75
Energy and sustainability	96
Planning obligations (S.106 agreement)	98
Mayoral and borough community infrastructure levy (CIL).....	102
Community involvement and engagement.....	103
Development Consultation Charter	103
Community impact and equalities assessment	141
Human rights implications.....	146
Positive and proactive statement	147
Positive and proactive engagement: summary table.....	147
CONCLUSION	147
BACKGROUND DOCUMENTS.....	149
APPENDICES	149
AUDIT TRAIL	149

Meeting Name:	Planning Committee (Smaller Applications)
Date:	21 January 2026
Report title:	<p>Development Management planning application: Application 22/AP/4126 for: Full Planning Application</p> <p>Address: Neighbourhood Housing Office 26 Leathermarket Street, London Southwark SE1 3HN</p> <p>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.</p>
Ward(s) or groups affected:	London Bridge & West Bermondsey
Classification:	Open
Reason for lateness (if applicable):	Not Applicable
From:	Director of Planning and Growth
Application Start Date: 14.12.2022	Application Expiry Date: 08.06.2026
Earliest Decision Date: 11.11.2025	

RECOMMENDATIONS

1. That planning permission be granted subject to conditions and the applicant entering into an appropriate legal agreement.
2. In the event that the requirements of paragraph 1 above are not met by 16 July 2026, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 355.

EXECUTIVE SUMMARY

3. It is proposed to demolish the existing Neighbourhood Housing Office at 26 Leathermarket Street and to construct a part 5-, part 6-storey mixed-use building comprising replacement office space and 26 affordable homes. The site lies within the Bermondsey Street Conservation Area, partly within the Leathermarket Gardens (a Site of Importance for Nature Conservation) and near listed buildings.

4. Residents and amenity groups support the principle of providing new homes, especially affordable housing, but only where development complies with planning policy and respects the Bermondsey Street Conservation Area.
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.
6. The main issues considered relates to compliance with planning policy in a conservation area, impact on heritage assets, daylight/sunlight, privacy, and amenity; affordable housing viability and dwelling mix (policy-compliant: 46% 2-bed, 23% 3-bed); environmental matters: flood risk (Zone 3), SuDS strategy, air quality, and noise; transport and highways: car-free scheme with one Blue Badge bay, cycle parking, and servicing arrangements; secure by Design measures and fire safety compliance, planning obligations: financial contributions (amenity/play space, carbon offset, highways works), plus S106 conditions for landscaping, biodiversity, and community engagement.
7. Planning officers recommend the grant planning permission subject to conditions and completion of a S106 agreement, securing affordable housing, mitigation measures, and financial contributions.

BACKGROUND INFORMATION

Site location and description

8. The site is located within the London Bridge and West Bermondsey ward and comprises a two storey office building used by Leathermarket Joint Management Board (JMB). The offices are used for housing management, public facing resident services, JMB board meetings and training, tenant resident association (TRA) meetings and ancillary office storage. There are two off-street car parking spaces and hard and soft landscaping with a total of six trees. The refuse storage facilities are located on the western part of the site and is accessed via secure boundary treatment.

Image: Existing context



Image – Existing building photo



9. The building to the east, 22 Leathermarket Street is 6 storeys, the building to the west, 106 Weston Street is 4 storeys, the building to the South East, The Leathermarket is 6 storeys and the grade II listed building on the opposite side of the street, Leather and Wool Exchange, is 6 storeys. The two residential tower blocks to the west are both 23 storeys.
10. The local neighbourhood is largely is a mix of residential and commercial use. It is in close proximity to local amenities and has good transport links into central London with a PTAL of 6 which demonstrated high access to public transport. There are currently two off-street car parking spaces.
11. Leathermarket Gardens is a Site of Importance for Nature Conservation (SINCs) and part of the gardens is designated as Borough Open Land. Leathermarket Gardens have various access points and one is located to the east of the site.
12. The London leather, hide and wool exchange is a grade II listed building on the opposite side of the street.

Details of proposal

13. The proposed development comprises a part 5, part 6 storey building with

ground floor offices, 26 residential units above, and one basement level. The maximum building height would be 16.7m and an undercroft is proposed on the east side of the ground floor.

14. An area of 6.7sqm of the site falls within the Council's Parks & Natural Environment Team's management area.

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



Fig. 3 SNC Designator Map with areas of sites highlighted where development is proposed.

Image – photo of Council's Parks & Natural Environment Team's management area (blue)



Fig. 10. Area of Planting within the Play Area included in the SINC.

15. It is proposed to transfer 6.7 m² of existing shrub planting currently within the Council's Parks & Natural Environment Team's management area into the development proposal, and in exchange, bring 15.1 m² of high-quality planting (currently within the JMB boundary) into the Council's Parks & Natural Environment Team's management area.

Image - 15.1 m² of high-quality planting – yellow highlighted area (currently within the JMB boundary)



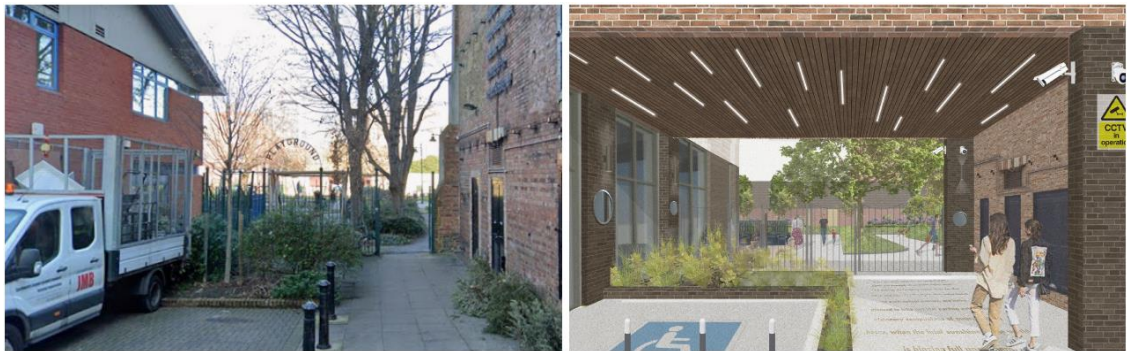
Image – Proposed front elevation



Image – Proposed rear elevation



Image – existing access to the park (left) & proposed undercroft (right)



- 16. At ground floor all access would be maintained to the loading doors to the west elevation of 22 Leathermarket Street.

Image – ground floor loading doors 22 Leathermarket Street.



Image – proposed ground floor



Amendments to the application

- New documents October 2025
 - Design Changes in Response to Community Feedback (2020–2023 inclusive)
 - Expert Response Letters to Address Daylight and Sunlight Concerns
 - Sequential Test
- Amended documents October 2025
 - Air Quality Assessment
 - Appendix A – Addendum to Early Engagement Strategy
 - Appendix A – Updated Overheating Risk Assessment
 - Appendix B - Addendum to Construction Management Plan (outline)
 - Appendix E – Addendum to Statement of Community Involvement
 - Environmental Noise and Impact Assessment
 - Equalities Impact Assessment – updates
 - Flood Risk Assessment inclusion of exception test
- 5 November 2025
 - Letter responding to the daylight/sunlight concerns for 15 Leathermarket Street
- Fire Safety Statement
- Applicant Response (to objections) Document
- Landscape and Ecology Management Plan 19 November 2025
- Carbon emission spreadsheet
- Be Lean and Be Green document
- MECHANICAL SERVICES SCHEMATIC DIAGRAM

Evolution of the proposed development

17. The applicant states that the “26 Leathermarket Street - Design Changes in Response to Community Feedback (2020–2023 inclusive)” document ‘sets out the design changes made in response to stakeholder feedback between 2020 and 2023 inclusive. It evidences how concerns on height, overlooking, fire safety, antisocial behaviour, overshadowing, public artwork, and servicing access were addressed: height was reduced; façades are fully non-combustible with sprinkler protection; overlooking is mitigated through careful window placement with no access to the flat roof; daylight impacts have been Assessed.’ This document also reference how the ‘the artwork will be re-provided in consultation with residents;’ and confirm ‘loading access is retained.’
18. The design has evolved between 2020 and 2023 in response to feedback from local residents and stakeholders. The original early version proposed 40 homes over 5-10 storeys, which was progressively reduced to the current submission of 26 homes in a part 5-, part 6-storey building. Following consultation feedback from residents the height of the building has been reduced to 5 storeys at the front and 6 storeys to the rear.

Consultation responses from members of the public and local groups

Support

19. 114 comments of support have been received. The matters supported include:
 - Adequate distance from other properties
 - Appropriate scale, height, massing
 - Contributes positively to surroundings
 - General support for the proposals
 - High quality design Contributes to regeneration
 - Improves the quality of the area
 - Provides new homes
 - Provision of affordable homes -
 - Affect local ecology
 - Creates economic vitality
 - Creates inward investment
 - General support for the proposals
 - High quality materials / detailed design
 - Improves surrounding public realm
 - Improves the quality of the area
 - Makes sustainable use of land
 - Promotes safety and security
 - Provides new landscape, planting & trees
 - Provision of amenity space
 - Provision of commercial uses
 - Provision of community facilities
 - Provision of new public spaces

- Support walking/cycling/public transport
- Sustainable construction

20. 84 comments of objection have been received. The following concerns were raised:

- Principle of the proposed development in terms of land use;
- Housing mix and residential quality
- Affordable housing and development viability
- Amenity space and children's play space
- Design, including layout, building heights, landscaping and ecology;
- Heritage considerations
- Archaeology
- Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
- Transport and highways, including servicing, car parking and cycle parking
- Environmental matters, including construction management, flooding and air quality
- Energy and sustainability, including carbon emission reduction
- Ecology and biodiversity
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and borough community infrastructure levy (CIL)
- Consultation responses and community engagement
- Community impact, equalities assessment and human rights

Planning history of the site

21. None.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- Principle of the proposed development in terms of land use;
- Environmental impact assessment
- Housing mix and residential quality
- Affordable housing and development viability
- Amenity space and children's play space
- Design, including layout, building heights, landscaping
- Heritage considerations
- Archaeology
- Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
- Transport and highways, including servicing, car parking and cycle parking
- Environmental matters, including construction management, flooding and air quality

- Energy and sustainability, including carbon emission reduction
- Ecology and biodiversity
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and borough community infrastructure levy (CIL)
- Consultation responses and community engagement
- Community impact, equalities assessment and human rights

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

Legal context

24. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2021 and the Southwark Plan 2022. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.
25. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

26. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2024) and emerging policies constitute material considerations but are not part of the statutory development plan. A list of policies which are relevant to this application is provided at Appendix 2. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

27. The site is located within the:

- LVMF/ Flood Zone/ Conservation Areas/Listed buildings/protected views
- Central Activities Zone (CAZ)
- Critical Drainage Area
- Flood Zone 2/3
- Air Quality Management Area
- Bermondsey Street conservation area
- Controlled parking zone
- Archaeological Priority Zone
- Bankside and Borough and London Bridge Opportunity Area
- The site has a Public Transport Accessibility Level (PTAL) of 6, which is excellent.

ASSESSMENT

Principle of the proposed development in terms of land use

Borough Open Land (BOL)

28. Objectors raised concerns that the new building would be built on land which is protected as Borough Open Land (BOL). Objectors refer to Policy P57 of the Southwark Plan which prohibits development on BOL, except in exceptional circumstances (housing is not considered exceptional). Objectors raised concern that the application's misrepresentation of site boundaries raises questions about the validity of the application.
29. The image below shows the application site is not designated as Borough Open Land.

Image - Borough Open Land

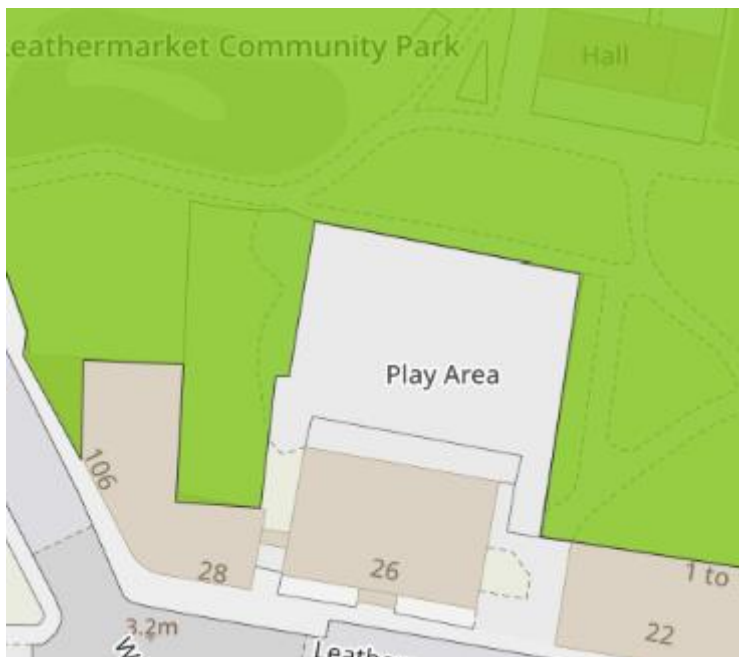
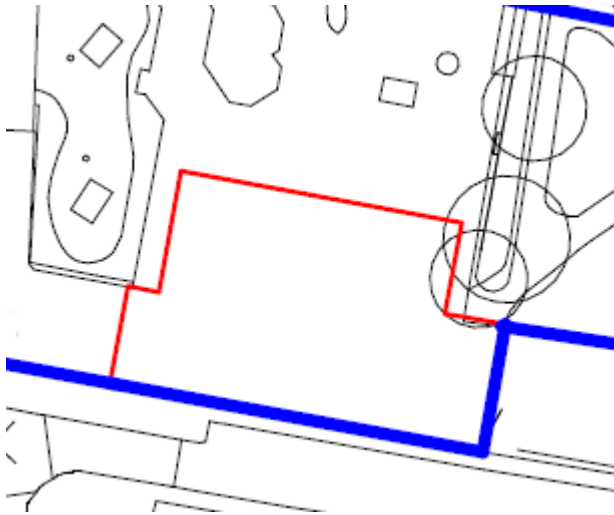


Image – site location plan



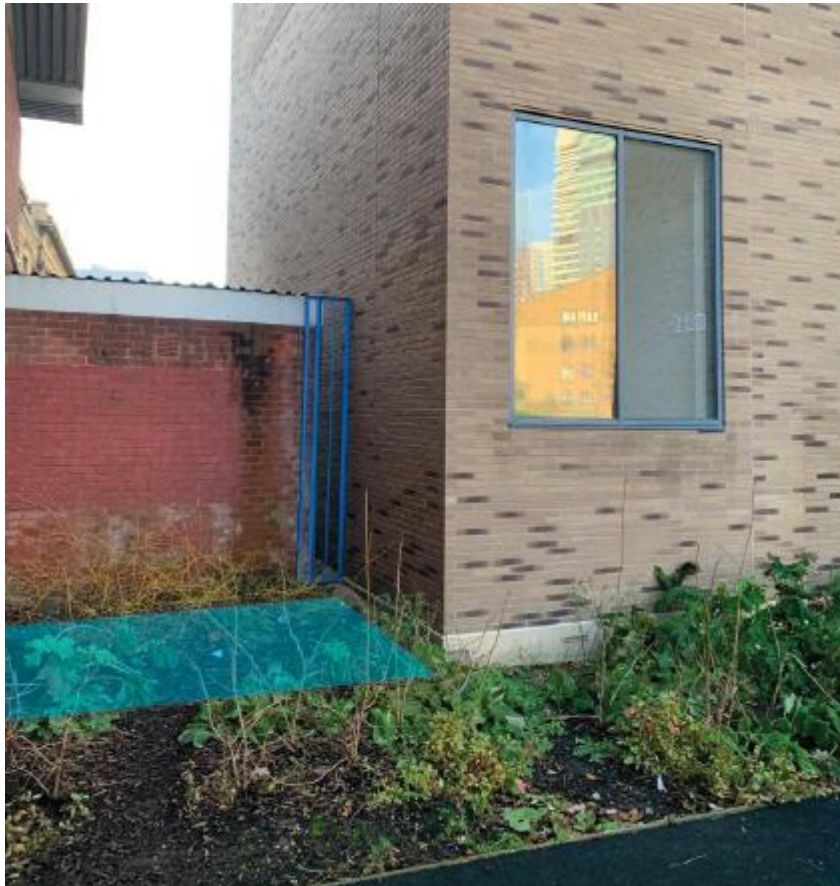
Leathermarket Gardens children's play area

30. Objectors raised concerns that the new building would be built on land within Leathermarket Gardens children's play area. Objectors also expect to see a Play Strategy compliant with London Plan S4 and the Mayor's guidance, demonstrating inclusive, overlooked, safe play that is not compromised by the proposed development.

Image - Leathermarket Gardens children's play area



Image – land (green shaded) within Leathermarket Gardens (park)



31. Planning officers consider that the applicant's suggestion for a small, net-beneficial adjustment to the park boundary – swapping 6.7sqm area (blue - Image – land within Leathermarket Gardens) with 15.1sqm (brown - Image – land within Leathermarket Gardens) that would increase the area under Parks' management would be acceptable as it would improve landscape quality and usability. It is noted that the Council's Parks & Natural Environment Team initially advised that their stance would be to protect parks land from development. Although the Council's Parks & Natural Environment Team appreciate the loss would be small they advised it would still be a loss. Final comments from the Council's Parks & Natural Environment Team will be reported in an addendum.

Central Activities Zone (CAZ)

32. There will be a reduction in office floorspace of 202sqm over the current provision. Whilst planning policy is against the loss of office space in the CAZ and protects employment space it is understood that in this case the applicant, Tenant Management Organisation / Leathermarket JMB, is a unique and specific office use and need to be located close to residents linked to the organisation. The office space required by the applicant to operate has reduced. This means that the proposed development with smaller office space on the ground floor would still enable them to continue to deliver their services. The proposed office space would also have a better, functional layout and would deliver an enhanced and more efficient office space.

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.

Delivery of housing

Affordable housing

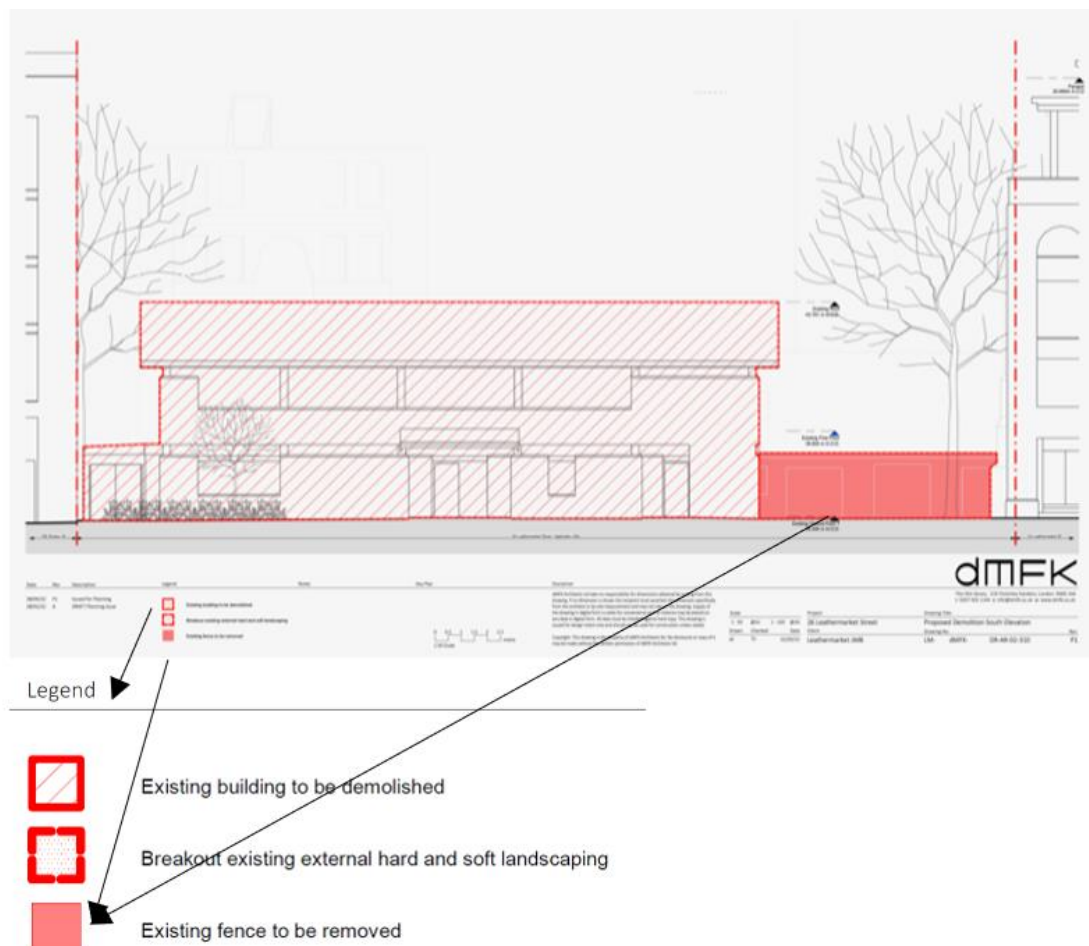
37. Policy P1 (Social rented and intermediate housing) of the Southwark Plan defines social rent housing as 'Homes where rents must not exceed the rent levels determined by the formula set out in the HCA Rent Standard Guidance.' This policy is not restrictive in terms of eligibility. The emphasis of the New Homes Programme is to provide as many homes for social rent as would be viable to meet the needs of the Borough. This proposal is in line with the current objectives of the council and the direction set out within the New Southwark Plan and to meet the council's overall objective to provide more affordable housing. Importantly, the proposal would help address the housing need that there is within the estate as some households are in overcrowded homes.
38. Objectors and amenity groups support affordable housing in principle, acknowledging the need for more social and affordable homes in the area. However, objectors argue that affordable housing cannot justify breaches of planning policy or harm to heritage, open space, and public safety.
39. The applicant submitted an Affordable Housing Statement.
40. The 26 social-rent homes to be provided will contribute to meeting the very

high levels of housing needs across the wider Leathermarket JMB area and across Southwark. Over 20,000 households are on the housing needs register. This total includes 4,000 households in temporary accommodation. The offer of 100% social-rent homes exceeds Policy P1's requirement of a minimum of 35% affordable housing.

Demolition

41. Objectors are concerned that the "Proposed Demolition South Elevation" drawing is misleading. The plan appears to have inserted a non-existent, flat roofed, single storey building in to the gap between 22 and 26 Leathermarket Street. There is no building, nor has there ever been a structure linking these two detached properties.'

Image - Proposed Demolition South Elevation



42. The applicant responded stating 'this hatch indicates the existing metal fence which encloses the playground and entrance to the park, as noted on the legend at the bottom of the drawing 'Existing fence to be removed'.
43. As the site is within a conservation area express planning consent would be required for the demolition of the existing building. The building is not of any

architectural merit, and beyond its general low scale, does not make a particular contribution to the townscape. The building is not identified as a positive contributor to the conservation area and as such its demolition and replacement with a building of a better design that would preserve or enhance the conservation area and that would preserve the setting of the nearby listed buildings is encouraged.

44. Though distinctive, the building is of no particular townscape or architectural merit, its setback position, stand-alone character and low-slung appearance appearing unsympathetic to the prevailing street scene. The Bermondsey Street records that the building “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”. As such, its demolition and replacement with a more contextually sensitive building is therefore supported on design grounds (P.20.2).

Environmental impact assessment

45. The proposed development does not meet or exceed any of the thresholds set out in the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and as such an EIA is not required in this instance.

Housing mix

46. Objectors raised concerns to a lack of clarity on tenure and mix. Objectors note concerns that the scheme may prioritize private housing over genuinely affordable or social housing, despite being promoted as an affordable housing project. Objectors state that the proposal fails to demonstrate compliance with local policy: Southwark Plan and London Plan policies require a balanced mix of unit sizes (including family-sized homes) and tenures. The objections suggest the proposal does not clearly meet these requirements. Objectors also feel that alternative sites have not been assessed and argue that larger, underutilized sites within the Kipling Estate could deliver more homes without compromising heritage or open space, questioning whether the chosen site optimizes housing delivery.
47. London Plan policies H10 and GG4 highlights the requirement to provide a mix of dwelling sizes and types to cater for the range of housing needs of the area. In terms of local policy, Policy P2 of the New Southwark Plan sets out that major developments must provide a minimum of 60% of homes with two or more bedrooms, a minimum of 20% family homes with three or more bedrooms and a maximum of 5% studios.

Table - *Mix of dwellings*

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		

48. The proposal would comply with the dwelling mix as per policy P2 New family homes of the Southwark Plan.

Wheelchair accessible housing

49. The proposed development would include three wheelchair accessible flats, which meets the requirement of London Plan policy D7 and policy P8 of the Southwark Plan to provide a minimum of 10% of residential units to be wheelchair accessible. These policies state that proposals must be designed to ensure ease of access and movement for people with disabilities, both physical and sensory.

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



50. The Fire Statement confirm the proposal would include a key fire safety principle in providing a safe, convenient routes for all users, including disabled access of means of escape.
51. Planning officers recommend permission be subject to a prior to commencement of above grade works condition, requiring the applicant to submit details that relevant standards in the Approved Document M of the

Building Regulations 2015 (As Amended) would be met for the wheelchair units. This would ensure the development complies with Policy D7 (Accessible housing) of the London Plan (2021) and Policy P8 (Wheelchair accessible and adaptable housing) of the Southwark Plan (2022). The approval of these details would also be referred to in the legal agreement.

Access and permeability

52. Two Levelled pedestrian accesses to this building would be provided from the footway next to it on Leathermarket Street, one being the main entrance while the westerly one leading to its residential part and associated lifts would be via a courtyard at the western periphery of this site, incorporating also a refuse bin holding space and a lift to the basement refuse bin/cycle stores.
53. The applicant has provided information to demonstrate that the proposed development would meet the M4(2) requirement of the Building Regulations.
54. Objectors raised concerns that the proposed ball court would restrict wheelchair access. The proposed development would however not result in any wheelchair access restrictions on either of the sites.
55. The fence and gate to the park (on the east side of the site) would be removed during construction and would be replaced.

Residential quality of accommodation

56. Objectors raised concerns that the development would provide a poor quality of accommodation for future occupiers. The assessment below however shows that all the flats in the proposed development would comply with policy P14 of the Southwark Plan as it would provide a high standard of quality of accommodation for living conditions.

Unit sizes

57. All the flats would meet or exceed the minimum dwellings size standards of policy D6 of the London Plan, the Mayor's Housing SPG and the Residential Design Standards Supplementary Planning Document.

Table – unit sizes

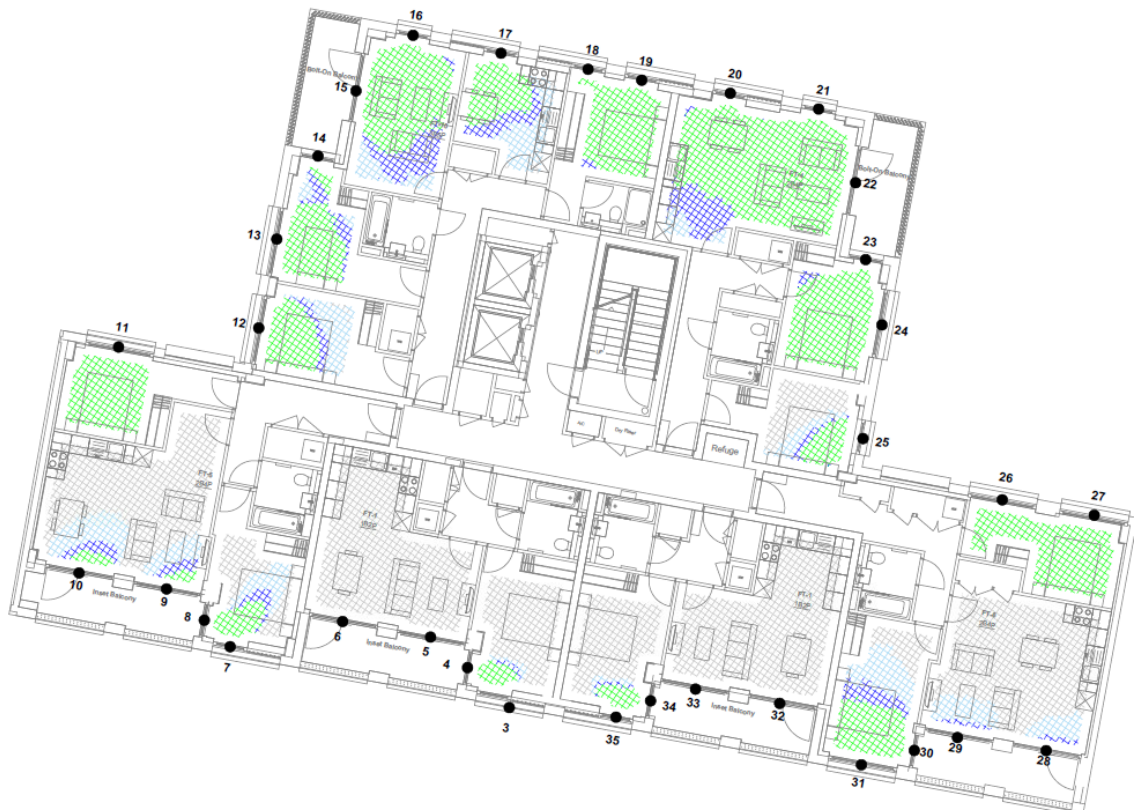
Flats	SPD minimum sqm	Proposed unit sizes sqm
1-bed	50	51-68
2-bed	61-79	70-74
3-bed	74-102	87-113

Internal daylight and sunlight


Daylight

58. The daylight and sunlight assessment has been updated to refer light within the proposed development as per the BRE 209 document which was published on 9 June 2022.
59. The Daylight Illuminance method utilises climactic data for the location of the site, based on a weather file for a typical or average year, to calculate the illuminance at points within a room on at least hourly intervals across a year. The illuminance is calculated across an assessment grid sat at the reference plane (usually desk height).
60. BRE guidance provides target illuminance levels that should be achieved across at least half of the reference plane for half of the daylight hours within a year. The targets set out within the national annex are as follows:
- Bedrooms – 100 Lux
 - Living Rooms – 150 Lux
 - Kitchens – 200 Lux
61. The applicant included 81 habitable rooms of the proposed flats in the assessment. Of these 25 (31%) would fall short of the BRE criteria: 8 habitable rooms on the first floor, 9 habitable rooms on the second floor, 7 habitable rooms on the third floor, and 1 habitable room on the fourth floor.

Image – proposed first floor daylight provision contours





Key:

 200 lux and above

 150 lux to 199 lux

 100 lux to 149 lux

 Below 100 lux

 Window reference

62. The development would achieve a reasonable level of compliance in the context of:
- The site sits opposite a medium-rise building with a 12m separation distance. The remaining rooms that fall short of the recommendations are heavily impeded by the building opposite, as demonstrated by the fact that the rooms to the rear of the building meet the recommendations.
 - The rooms benefit from private amenity space with inset balconies (in line with relevant planning policy requirements). This further reduces the amount of daylight receivable.
 - The size of the windows have been informed by the overheating guidance, which requires smaller areas of glazing.

Sunlight

63. In respect of direct sunlight, the 2022 BRE guidance reflects the BS EN17037 recommendation that a space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1st February and 21st March with cloudless conditions. It is suggested that 21st March (equinox) be used for the assessment.
64. In the case of the proposed development, 22 of the 27 units have at least one habitable room window which faces within 90 degrees of due south. 21 units have a living room window which faces within 90 degrees of due south. 18 of the 27 units have a living room which receives a total of at least 1.5 hours of sunlight on 21 March.
65. The BRE guide acknowledges that in some cases, it may not be possible for every dwelling to achieve ideal levels of sunlight. The guide explains that where groups of dwellings are planned, site layout design should aim to maximise the number of dwellings with a main living room that:
- faces within 90 degrees of due south, and
 - can receive a total of at least 1.5 hours of sunlight on 21 March.
66. The applicant included 80 habitable rooms in the assessment of which 44 (55%) not meeting the above target.
67. Planning officers consider the proposed development represents good site layout design. Since the design maximises sunlight availability, as far as

practically possible given the constraints of the site, officers consider that the BRE exposure to sunlight recommendations for groups of dwellings have been met.

Overshadowing (future occupiers)

68. The results show that 97% or more of the area of each amenity space will receive at least two hours of sunlight on 21 March. This is significantly better than the BRE recommendation which states that at least 50% of any garden or amenity area should receive at least two hours of sunlight on 21 March. The proposed development therefore passes the BRE overshadowing to gardens and open spaces test.

Privacy and overlooking

69. Due to the location of the existing public play area to the north the rear glazing at ground level is designed to address child protection concerns as well as the amenity of users of the play area. The height of the Cill of the high level window to the rear ground floor adjacent to the park would be 1.7m in order to protect the amenity of users of the play area. This would ensure mutual privacy for future occupiers of the office space and users of the play area. This element of the proposed development is very sensitive and details of any proposed boundary treatment, be it planting or railings, should be submitted to demonstrate that it would be an appropriate design solution. This aspect would be ensured via the soft landscaping condition. The Council's Parks & Natural Environment Team advised that these windows would need to be level 5 obscure glass.

Feeling of enclosure

70. The projection of the rear elevation of the proposed development would be further beyond the rear façade of number 22 Leathermarket Street than the existing building. Given that there are no windows to the side elevation and step back of the layout of number 22 it is considered that the proposal would not be detrimental to the amenity of the adjoining occupiers in terms of a sense of enclosure.

Amenity space

71. No communal amenity area would be provided. This shortfall would be acceptable in this case due to site constraints and mitigation would require a payment-in lieu. It is likely that the contributions would be used to make improvements and maintain the adjacent park.
72. The proposed balconies would be between 7 and 20 sqm. It is therefore a requirement to provide an s106 contribution of £32,500 towards the shortfall of 50sqm private amenity space and shortfall of 50sqm of communal amenity space. This would be included in the S106 legal agreement.

Children's play space

73. Objectors raised the following concerns to alleged breaches to London Plan Policy G4 (Open Space) and Policy S4 (Play and Informal Recreation). The GLA's play space calculator sets out that the development would need to provide a total of 260sqm of child play space. London Plan Policy S4 requires 10sqm play space per child.
74. Leathermarket Gardens has an existing play space for younger children. Given the location of the site adjacent this public play space and the limited ground floor space available to provide a good quality play space planning officers consider it is appropriate to accept a payment in lieu in this case to go towards the ongoing improvement plans for the park. Furthermore, future residents would have an access directly adjacent to the site which would not require crossing any roads and as such the access is considered convenient and safe for children to access the park and its play equipment.
75. The applicant would therefore be required to provide an s106 contribution of £84,500 towards the shortfall of 260 sqm children's play space. This is calculated as follows: £325 x square metre of shortfall in amenity space, play space or open space. This would be included in the S106 legal agreement.

Noise, disturbance and air quality – future occupiers

76. Future occupiers of the proposed flats may experience noise and disturbance due to the development being next to a children's play area within the park. The play area and park are never closed, but as the flats are on the upper floors and usage of the play area and park generally at social hours it is considered that future occupiers would not be exposed to undue noise and disturbance.
77. The applicant states that the 'updated Environmental Noise and Impact Assessment (June 2025) prepared by XCO2 replaces the November 2022 version and incorporates updates to reflect current policy and regulatory requirements. The key changes include alignment with the December 2024 National Planning Policy Framework and the introduction of guidance relating to Building Regulations Part O, addressing the relationship between noise and overheating through window ventilation. The methodology, site data, and acoustic criteria remain unchanged, with the same conclusions confirming that, with the specified glazing and mechanical ventilation measures, internal noise levels within the proposed dwellings will meet the required standards. The plant noise limits and recommendations for sound insulation between office and residential spaces are also consistent with the previous assessment. Overall, the revised report primarily updates policy references and provides additional advice on overheating compliance, without altering the technical outcomes or mitigation strategy established in the 2022 report. Planning officers recommend that permission be subject to a compliance condition to ensure that internal noise levels of the new flats are not exceeded due to environmental noise.
78. Planning officers recommend permission be granted subject to a compliance condition to ensure that stipulated internal noise levels in the proposed

dwellings are not exceeded due to environmental noise.

79. Planning officers recommend that permission be granted subject to a condition relating to internal ventilation to ensure that the ventilation, ducting, filtration/treatment and ancillary equipment is incorporated as an integral part of the development in the interests of residential amenity.

Design

80. Objectors raised concerns that the proposal would fail the London Plan Policy D3 requiring development to respond positively to local context and achieve a human scale. Objectors also refer to Southwark Plan Policy P13 which requires scale, height and massing to relate positively to the surrounding form and character. Objectors state that if the Council is minded to approve, objectors require: (i) the top-storey massing to be set back and materially reduced so it sits wholly behind the parapet and is invisible in close street-level views; and (ii) the parapet line to be reinforced in matching brickwork to strengthen the established datum.

Site context

81. The application site is located on the north side of Leathermarket Street, close to its junction with Weston Street, and comprises a late 20th century two-storey building that provides offices for the Leathermarket JMB, a local tenant management organisation (TMO).
82. The building is free-standing with gaps to either side, sitting between no.106 Weston Street to the west, a modern 5-storey, residential building with ground floor offices that wrap around the corner onto Leathermarket Street; and no.22 Leathermarket Street to the east, a former Victorian warehouse that has been extended and converted to a residential and offices, with a side extension and setback roof extension, taking it to 6 overall storeys. No.22 is locally listed.
83. The building backs onto Leathermarket Gardens, a local park that sits to the immediate rear of the properties along this part of Leathermarket Street and Weston Street. The gap to the east of the application building is hard landscaped, providing a small off-street parking apron and a public entranceway to the park.
84. Opposite the application site are the Grade II listed 3-storey former Victorian Leather, Hide and Wool Exchange building that incorporates the Leather Exchange public house (no.15-17); with the Grade II listed 5-storey complex of former Victorian warehouses that made up the Bermondsey Leather Market immediately beyond. The exchange and market buildings form part of the western boundary of the Bermondsey Street conservation area that runs up Weston Street (east side) and encompasses Leathermarket Gardens and the application building and its neighbours on the north side of Leathermarket Street.
85. To the west of Weston Street, diagonally across from the application site, are the 22-storey 1960s residential point blocks of Simla House and Burwash

House, which form part of the Council's Kipling Estate. The estate is outside the conservation area.

Image – Aerial photo



Site layout

86. The current building presents as a modern office building, containing offices, meeting rooms and welfare facilities and was constructed in the mid-1990s on the site of a former tannery that was destroyed by wartime bombing. The building sits recessed behind the back edge of the pavement with large planters to the front, and is two storeys with a slack pitched grey metal roof with large overhanging eaves. The facades are in monotone red brickwork with contrasting blue metal-framed windows, doors and rainwater goods, with the 1st floor windows arranged as a ribbon window opening that adds to the building's low-slung appearance. The entrance features a large canopy in matching blue and grey metalwork.
87. The ground floor is notable for being set-in at the building's sides, with the upper floors supported on piers. The outcome is two undercrofts, the one to the west providing a passageway to the residential entrance on the ground floor flank elevation; and the other providing a single off-street parking space and a replacement entrance through to the park.

Image: layout in context



88. The proposed replacement building is brought forward to the back edge of the pavement and extended to largely infill the void within the street scene between no.106 Weston Street and no.26 Leathermarket Street (albeit with a small gap retained adjacent to no.26, see later). This optimises the plot for development and brings the new building into alignment with its immediate neighbours, which is supported in establishing a more coherent built form to this section of Leathermarket Street.
89. As referenced above, the main volume onto the street includes two undercrofts. These are gated and form passageway entrances, with the undercroft to the west providing access to the building's residential entrance and bin/bike stores; while the undercroft to the east provides a replacement entrance to the park, ensuring local permeability and connectivity of the site and its context are retained. The provision of gates is supported, allowing the opportunity to control access to the residential entrance, but moreover to the park.
90. The provision of the replacement offices at ground floor level animates the street scene, with the main entrance placed central to the elevation, activating the building's frontage. The offices are multi-aspect, with window openings to the sides and rear, which is welcome in terms of ensuring good daylighting and amenity to the new offices. Importantly, the office windows to the side provide animation and good oversight of the new passageway entrance to the park. This oversight, in addition to the gates and new CCTV should help maintain safety within the passageway entrance to the park, deterring any anti-social behaviour.
91. In infilling the street frontage, the replacement building directly abuts with no.106 Weston Street, but is set slightly away from the flank wall of no.22 Leathermarket Street. A circa 0.5m gap is retained between the new building and former warehouse to address façade maintenance and fire safety concerns regarding the latter. The shortfall is minor and does not undermine the 'restoration' of a coherent building frontage to the street. Nonetheless, the positioning adjacent to the warehouse impacts upon the artwork currently displayed on its flank elevation, which will become obscured by the new

building (see later). The applicant confirmed that ‘the artwork is owned by and fixed to the freeholders’ building,’ (22 Leathgermarket Street) ‘it cannot be removed or relocated without their express permission. Doing so would breach basic property law. It is very clear from their formal objections that they do not consent. “...the freeholders, and the Directors of 22 Leathermarket Street Management Ltd (Managing Agents for the building), are not willing to accept any grounds for the relocation of this public sculpture to another site.” The proposal is to either:

Option 1: Incorporate replacement artwork within the treatment of the new passageway entrance to the park.

Option 2: Secure (by condition) the provision of new artwork as part of the proposed development.

Our design and conservation team advise that details of the landscaping, soffit finish of the undercroft and new gates should be sought by condition to ensure a high quality of public realm within the passageway and to ensure the delivery of the replacement artwork.

92. Regarding the rear building line, the new development extends to the plot edge, abutting the park, which is presently landscaped as a children’s play area. The rearward extension is modest and partial, not being the whole width of the plot, with the ‘T’ shape building line cutting back in to broadly align with the neighbouring properties on either side. It is notable that the office windows at the rear are high level openings only, allowing daylighting but no overlooking of the children’s play area.
93. Overall, the layout of the new development is supported, ensuring a good level of urban design and an attractive public realm.

Height scale and massing

94. Objectors raised concerns that the proposed development would breach Southwark Council’s guidelines on roof-line development in conservations areas.

Image: Proposed front / south elevation



95. As referenced above, the replacement building comprises two interlocking volumes, a rectilinear block that faces onto Leathermarket Street, and a taller, narrower block that intersects at the rear and partly oversails. In terms of overall height the building reaches 22.1m to the top of the plant and is therefore well below the threshold height of a tall building and considerably shorter than nearby Simla House and Burwash House that exceed 55m. Importantly, at this height the development is too low to be particularly evident within the backdrop to the protected LVMF view of St Paul's Cathedral from Kenwood House (LVMF, 3A.1) as is the case with the borough's protected views of the cathedral from the south, albeit the site is close to, but outside the protected viewing corridor from Nunhead Cemetery (P.22).
96. Regarding its scale within its local context, the building's street volume is mainly five storeys above grade, measuring just over 17m to parapet level. This height is not dissimilar to the parapet height of no.106 Weston Road and would sit slightly below the latter building's brick staircore overrun that forms the flank end to the building along Leathermarket Street. Likewise, it would sit at much the same height as the parapet of the Grade II listed Exchange building opposite and slightly below the height of the heritage asset's notable corner turret. It would also appear similar in height to Lafone House (nos.11-13) diagonally across Leathermarket Street to the southwest.
97. Regarding its relationship with its immediate neighbour to the east (no.22), when measured onto Leathermarket Street the new building is some 0.5m taller than the overall height to the former warehouse, which has been extended and rises to just under 17m. However, warehouse's rooftop extension is set back from its facades to preserve the building's original parapet height, which measures 13½m above grade onto Leathermarket Street. In response, the

proposals step down in height from five to four storeys for the final bay adjacent to no.22, matching its parapet height. This articulation works well in mediating the changes in detailed heights and massing within this stretch of Leathermarket Street: In effect, it steps up in height westwards towards the street corner in a coherent manner, whilst maintaining a contextual scale with its immediate neighbours either side and opposite.

98. Importantly, while the replacement building is larger and positioned further forward than the current building, it does so in a manner that completes rather than overwhelms the street scene, appearing similar in scale to its neighbours and framing the street in a similar way. The visual coherency this brings to the street scene is regarded as a positive townscape feature and accords with policy (P.13.1).
99. Regarding the interlocking volume, at six storeys, this reaches 21m to parapet level, with the additional rooftop plant recessed from its perimeter. While taller than the neighbouring buildings onto Leathermarket Street and Weston Street, the single storey difference is modest and, moreover, is recessed by c.3½m from the front façade to achieve an effective shoulder height. As such, the additional storey is generally obscured from view from within Leathermarket Street, maintaining the coherent appearance of the street. It is potentially seen above the 4-storey element, although at this point the additional storey is recessed 6½m from the flank elevation and any view would be likely be oblique and glimpsed, greatly limiting its impact.
100. The additional storey would be partly visible above the main volume when viewed in the middle distance from further south along Weston Street and from within the central yard of the Leathermarket Buildings. However, in these views only the upper most section of the elevation and rooftop plant enclosure would be visible and would read as incidental rather than prominent and would not detract from the townscape.
101. Regarding the view from within the park, this is a view looking out of the conservation area (see later), suffice to say that the rear interlocking volume would appear moderately tall than its immediate neighbours, but not so as to appear overbearing within the foreground context of the park or overly tall compared to its neighbours, and particularly given the presence of Simla House and Burwash House to the southwest. Overall, its scale at six storeys reads sufficiently comfortable and is welcome, sufficiently satisfying policy (P.13.1).

Architectural design and materials

Image: CGI south / front elevation



Image: CGI north / rear elevation



102. The proposed elevational architecture comprises brickwork facades with punched-hole openings and elements of decorative precast and metalwork detailing. The main volume onto Leathermarket Street is arranged into a series of bay openings, taking its design cues from a traditional warehouse. The main facade at 1st to 4th floor levels is set out as twelve similar sized bays, with the outer two and three bay openings at ground floor combined to form the undercrofts on either side. The arrangement brings a rhythm and calm, ordered appearance of the street façade, which is welcome. The bays are mainly onto livingrooms, providing good daylighting, but are also used to provide stacks of recessed balconies, with the inset design maintaining the visual primacy of the street elevation. The openings and spandrels are detailed to give a horizontal emphasis to the building, reflecting the warehouse typology. That said, the ground floor is taller in comparison to the floor above and has more of a vertical emphasis, reflecting the traditional elevational hierarchy.
103. Regarding material finishes, the main volume comprises multi-stock red brick

with a traditional light/sandy mortar, with the ground floor piers finished in glazed bronze/brown brickwork, adding an elegance to the designs. The upper floors feature GRC precast decorative cills and header details in a terracotta colour that enrich the facades, along with decorative balcony railings and occasional bronze coloured metalwork infill panels. The windows are in composite timber and metalwork, with a bronze/brown ppc finish on the outside. The ground floor features large windows and modern glazed double doors, the latter placed slightly off-centre to align with the arrangement of bays. No fascia signage is included, although this would likely comprise signage displayed within the windows (e.g., vinyls or hanging signs) or attached to the piers either side of the entrance: Either way, the signage should be conditioned to confirm it remains sufficiently modest.

104. Overall, the street elevation is well-composed and attractive, providing a convincing punched hole aesthetic that draws on the qualities of a traditional warehouse, and should sit well within the street scene. Façade details (incl. reveals, decorative detailing and the parapet finish) should be confirmed by condition, as should the materials.
105. The same arrangement of bays and red brickwork is carried through to the rear elevation of the lower-rise volume, although in this instance several stacks of bays are blanked out with decorative infill panels to avoid overlooking between the building's apartments. Again, details of the bay openings (including the depth of reveals for the infill panels) and decorative elements should be confirmed by condition.
106. Regarding the taller volume, it takes a similar design approach of comprising a solid brickwork façade with a regular order of punched hole openings, although in this instance the stacked openings are of different widths and partly infilled with metalwork panels to provide window sizes more typical of an apartment building. In addition, the provide amenity space comprises bolt-on balconies that are added to the volume's flanks. While the glazed bronze/brown brick is continued for the ground floor, the upper floors switch to a lighter, buff colour of brickwork, with the decorative cill and header panels finished in GRC precast in an ivory white colour and the infill panels and balcony railings in brown ppc metalwork. The windows are again a timber/metal composite, with the external frames in brown ppc aluminium.
107. Overall, the elevation design for the taller volume is effective, with its calm, orderly appearance, enriched by decorative elements. Its treatment contrasts, but complements the lower volume, the switch in its design approach helping to articulate the two distinct volumes and to break down the building's scale and massing. It is appreciated that the taller volume is read primarily within the context of the parkland rather than the historic street and therefore need not adopt the more contextual warehouse typology. Nonetheless, its apartment block design is engaging and sits well within the parkland and provides a more appealing update to the neighbouring property at no.106 Weston Street, with its early 20th century style of New London Architecture. As such, the elevation

architecture is regarded as being of an appropriate high quality, subject to conditions to confirm the detailed façade designs.

108. Regarding the functional quality, the replacement office accommodation is of high quality, featuring a flexible open plan arrangement with a good-sized reception area and meeting rooms. The floor to ceiling height is generous at over 3.5m and the floorplan is well-lit with window openings on three sides of the building, allowing good daylight penetration. The office benefits from end-of-journey facilities (incl. showers and cycle parking) and additional office storage at basement level.
109. The residential accommodation is also of a high standard, with internal ceiling heights of 2.5m and the floorplan limited to a maximum of 6 flats per floor, with loess for the final storey. All apartments feature external private amenity space of the appropriate sizes, mainly comprising balconies, with those at 5th benefiting from terraces to the front. Over 60% of apartments are dual aspect, with those that are single aspect facing southwards, receiving good daylight and outlook onto the street and the historic Leathermarket buildings opposite.
110. Lastly, the building features rooftop plant containing ASHPs, ensuring a fully electric building, and green roofs that contribute towards achieving its UGF of 0.51. Overall, the building designs are of an appropriately high standard of architectural and functional quality, satisfying the requirements of the design policy P14.

Boundary treatment

111. The removal of the existing metal fence which encloses the playground and entrance to the park would be temporary to facilitate development. Planning officers recommend that planning permission be subject to a planning obligation to be included in the S106 legal agreement. It is also recommended that permission be subject to a condition to ensure that any new boundary treatment would match the existing metal fence which encloses the playground and entrance to the park (Leathermarket Gardens).

Heritage considerations

112. Historic England had no comment.
113. Section 66 of the Act requires the Authority to consider the impacts of a development on a listed building or its setting and to have “special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 also requires local planning authorities to consider the impacts of proposals upon a Conservation Area and to pay “special regard to the desirability of preserving or enhancing the character or appearance of that area”.
114. The NPPF (2024) provides guidance on how these tests are applied, denoting

in paras 212-215 to the need to give great weight to the conservation of the heritage asset (and the more important the asset, the greater the weight); evaluate the extent of harm or loss of its significance; generally refuse consent where the harm is substantial; and, where necessary, weigh the harm against the public benefits of the scheme. The NPPF guidance refers to heritage assets and their setting, which can include the settings of conservation areas. Para 216 goes on to advise taking into account the direct and indirect effects of a scheme on the significance of a non-designated heritage asset. This would include locally listed buildings and their settings.

115. The planning submission includes a Heritage Statement (September 2023) and A Design and Access Statement (November 2023) that contains CGIS of the development within its context, including four verified views within Weston Street, close to its junction with Leathermarket Street and from within the Leather Market yard.
116. As referenced earlier, the application building is not statutory or locally listed, although the site is within the Bermondsey Street Conservation Area. However, the existing building is not regarded as a positive contributor to the conservation area. Therefore, its demolition would have no direct heritage impacts. The primary concern is the design of the replacement building and its potential effects on the character and appearance of the local conservation area, but also on the settings of the nearby Grade II listed former Victorian Leather, Hide and Wool Exchange (incl. public house), the Grade II listed complex of former Victorian warehouses that made up the Bermondsey Leather Market, and the locally listed converted warehouse at no.22 Leathermarket Street. These statutory and locally listed buildings also fall within the local conservation area.
117. The Bermondsey Street Conservation Area Appraisal (January 2003) describes the area as having a rich and varied character that retains much of its medieval street pattern, which is built up by 18thC housing and shops, and by 19th and 20thC industrial, warehouse and office buildings. It records “the combination of medieval scale and industrial detail crates a very distinctive townscape of narrow streets and building plots, arched alleyways to rear yards, warehouse architecture with tall loading bays, hoists, etc....” (p.14). It highlights the variety of architecture but notes the common themes of yellow stock brick or red facings; facades designed on classical principles with parapet roofs and cornices that provide a horizontal roofline; and generally simple architectural detail of plain brick openings, modest string courses and corncing, with the use of masonry or stucco where there is elaboration.
118. The site falls within sub-area 3 (Weston/Snowsfield), which is the western part of the conservation area, which has a largely 19thC industrial character, linked to the leather industry that helped to shape the development of the area. The dominant form of buildings is influenced by the former industrial scale and massing, which is reflected in the design of modern buildings, all arranged on the surviving historic street pattern. It highlights the townscape contributions of the Leather Exchange and pub, as well as no.22 to the character of Leathermarket Street (p.32) and of the visual prominence of the Leather Market building’s main façade in views long Weston Street and looking eastwards from the Kipling Estate towards the conservation area.

119. Regarding the proposed development, view #4 shows the new development when seen from the junction of Weston Street/ Leathermarket Street. In this view the development is shown to adopt a common building line with its neighbours and similar roofline of no.106, bringing a visual coherence to the streetscape. The recessed additional (6th) storey is marginally visible and of no detrimental impact. The architecture is understated and picks up on the themes of red facings, the horizontal design emphasis, simple brick openings and masonry decoration that characterise the conservation area. The detailing would benefit from a stronger sense of the parapet cornice, although this can be addressed by condition. The warehouse-style is evident, as are the undercrofts that reflect the traditional arched alleyways that are typical of the wider conservation area. In this view, the new building reads harmonious with its context and generally more sympathetic design response than the current building.
120. That said, the replacement building would obscure from view the flank elevation of no.22 Leathermarket Street with its rank of steel doors and the artwork by Joseph Kosuth (“A Parting Look”); the latter added to the façade as part of the building’s relatively recent conversion. It is likely that the flank wall is a former internal crosswall of a longer warehouse building truncated by wartime bombing, with the crosswall and its internal security doors subsequently exposed. The wall and its doors are a surviving feature of note that together with the artwork contribute to the historic character and visual interest, albeit the contribution is modest. In planning terms, the artwork is not protected by planning conditions or a legal agreement.
121. Objectors raised concerns that the proposed development would effectively obstruct / remove the artwork to the west elevation of 20-22 Leathermarket Street. The artwork was secured by condition 8 of planning application 0201312, granted on 13 May 2003. Objectors state the installation of the artwork was paid for in part using public money and the remainder from the freeholder of 22 Leathermarket Street. Objectors highlight that, ‘whether secured by planning condition and/or by Section 106 obligation, that requirement is a material consideration for the present application insofar as it may constrain alterations that undermine the setting, visibility or integrity of any secured public art; and/or necessitate complementary provision or mitigation on the application site to remain policy-compliant.’
122. In response to concerns raised by residents the applicant have sought to re-provide the perceived public value of the artwork within the new development. This process has involved contacting a representative of the original artist to gain their permission to re-provide the existing artwork in a different location or provide a newly commissioned piece. The applicant confirmed “...*the freeholders, and the Directors of 22 Leathermarket Street Management Ltd (Managing Agents for the building), are not willing to accept any grounds for the relocation of this public sculpture to another site.*” The applicant feels that given the public nature of the artwork, the final design and location on the application site should be appropriately consulted on. As such, the applicant would accept a condition to allow opportunity for the detailed design and final location of the artwork on the application site to be agreed via public consultation.

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.

124. The development has sought to mitigate the impact to an extent by positioning the new building slightly away from rather than abutting no.22, but moreover by setting the undercroft on brick piers and maintaining the appearance of the flank wall and steel door at ground floor level within the public entranceway to the park. Furthermore, the applicant is willing to provide new, replacement artwork within the undercroft space. As such, while there is a degree of harm to the local conservation area, this is less than substantial harm and at the low end of the range and offset by the contribution the wider development makes to the streetscene.
125. Objectors state that if the Council wishes to proceed with development on the adjacent land, as a minimum requirement, must ensure the subsisting Conservation Area duty is met by granting planning permission subject to a condition requiring a method statement covering protection of the artwork during construction and long-term maintenance arrangements.
126. As the artwork is outside of the red line site plan and control of the applicant it would not be possible to deal with this matter as a condition. The appropriate mechanism would be to include this in a S106 legal agreement.
127. Looking at the statutory listed buildings, opposite the application site is the Grade II listed former Victorian Leather, Hide and Wool Exchange building. Built in 1878 and designed by George Elkington, the corner building comprises three storeys and is three bays wide onto Weston Street, featuring its main entrance, and four bays wide on its return onto Leathermarket Street, incorporating a central hoist bay and a public house (No.15-17). The building is faced in red brick with stone and terracotta trims, and features extensive period details, including a carved building title above a grand entrance and decorative friezes set within round-arched recesses of the ground floor windows depicting tanning activities. A rectangular bay with Diocletian windows' projects above the main entrance and breaks through the bracketed cornice to finish with a pedimented roof. The elevation includes a corner turret from 1st floor that finishes with a drum and roundel that rises above the parapet line. The

classical detailing is carried round onto Leathermarket Street elevation, and onto the flank (east) elevation that is visible from Leather Market Yard.

128. The listed building's special interest is its high-quality period architecture and historic function as the focus for the leather industry in Bermondsey and as a rare survivor of a Victorian exchange building. The building also derives group value with the neighbouring Leather Market building and Yard. The building is principally experienced from the junction of Leathermarket Street and Weston Road, with the neighbouring Leather Market building to the south, and modern residential building at no.11-14 Leathermarket Street to the east forming its immediate setting, albeit the complementary scale of no.106 Weston Street and character of no.22 Leathermarket Street contribute to its street's setting. Its notable position on the street corner, appearance alongside the Leather Market building and the complementary streetscape setting contribute to its significance.
129. View #4 is from opposite the Exchange building on Weston Street, at the junction with Leathermarket Street. The proposed development results in an evident change in the streetscape. However, it remains sufficiently sensitive to the setting, with its form and architecture presenting an attractive background building, with its shoulder height remaining below that of the corner listed building and its simple, red-brick design with its warehouse character reading calmly, with the highly decorative historic building remaining distinctly in the foreground. The additional rooftop storey is only marginally seen, remaining visually recessive, with its light, buff finish fitting in with the stone detailing of the historic building. View #3 is from further south along Weston Street. In this view the listed building's main elevation is obliquely seen, ending the street block, with the Leather Market building more prominent in the foreground. The proposed development remains sufficiently complementary, with the simple, red-framed design of its street volume continuing the scale of the listed buildings with its appearance remaining relatively neutral. In this view the rooftop storey becomes more evident at this distance, but not so much as to overwhelm or dominate the setting, its light buff brickwork blending with the listed building's stone detailing. The corner turret is slightly lost against the lighter rooftop backdrop, but only at its uppermost part, and briefly so, as the structure would become more evident as the viewer moves towards the listed building, and therefore the impact would be marginal. Overall, the setting of the Grade II listed Exchange building is sufficiently preserved.
130. The Grade II listed Leather Market building fronts onto the east side of Weston Street and is early Victorian classical in its architectural style. The long, 3-storey stock brick building features a series of giant, stone-capped brick pilasters on heavy stone plinths that support a projecting stone modillion cornice and brickwork parapet with pilasters. The elevation features square-headed ground floor windows with stone surrounds, and 1st floor windows with a stone lintel band and 2nd floor windows with gauged flat brick arches. The rear has a good warehouse elevation with a brick modillion cornice; large hatch ranks with hoists and gauged brick arched windows.
131. The listed building's special interest is its robust, high quality period architecture and role within the leather industry, synonymous with the Bermondsey area. The building is also of group value as part of the complex of

former leather warehouses and the Exchange building. Its primary setting is formed by the Exchange building onto Weston Street and the streetscape in general, although Weston Street at this point has a more open, postwar character formed by the Kipling Estate. As such, only its adjacency of the Exchange contributes to its significance onto Weston Street. The yard at the rear, enclosed by the neighbouring historic warehouses and sympathetic modern infill at no.11-14 Leathermarket Street form its setting, which contributes to its significance.

132. Views #2 and #3 show the potential impacts of the development on the Leather Market's heritage setting. To the rear, the new building is glimpsed within the gap between the rear of the Exchange building and no.11-14, appearing to mostly fill the space, but remaining below the roofline of the foreground buildings. It's simple, red brick appearance sits calmly in the backdrop, without imposing on or distracting from the appearance of the Leather Market building or the yard, preserving its historic setting. At the front, the development remains relatively low-level in view #3 and is positioned slightly away from the Leather Market building, with the Exchange building intervening. The development's uppermost storey is incidental in character, its buff-coloured brickwork and simple detailing appearing modest and neutral in the background, preserving the appearance of the listed building and visual prominence of its modillion cornice. In this view, the building's setting and its contribution to its significance is preserved.
133. In terms of no.22 Leathermaket Street as a locally listed building, the appearance of the warehouse's street elevation with its decorative stone detailing and delivery bays remains primary and unaffected by the proposals. The development would continue the building line and built form established by the locally listed warehouse, with its architecture sufficiently sympathetic. While its flank wall would no-longer be especially evident in oblique views from Weston Street and the park, the development would not appear overbearing or disruptive to its neighbour. Similarly, the development would not disrupt the reading of the rear elevation of the warehouse from within the park, with the bulk of its massing positioned sufficiently away from its historic neighbour (view #1). As such would sufficiently preserve the setting of the locally listed building.
134. Overall, while the development would bring about a change within the conservation area and within the settings of several Grade II listed buildings and a locally listed building, the designs would not cause any undue harm to the character and appearance of the heritage assets or their settings. While obscuring of the flank wall of the locally listed building and its associated artwork would result in some loss of visual interest and minor harm to this part of the conservation area, the impact would be more than outweighed by the positive contribution that the new building would make to the streetscape, which on balance would enhance its character and appearance. As such, the development complies with heritage policy (P.19 and P.20).
135. Lastly, of note, Historic England were consulted on the proposals, but raised no specific concerns, being content for the Council and its specialist design officers to consider the heritage matters.

Landscaping and trees

136. Part of the site is within a Site of Importance for Nature Conservation (SINCs), the Leathermarket Gardens and Community Park, to the north. The existing building has a shallow paved area and fencing along the rear boundary.
137. The applicant submitted a Tree Survey and Arboricultural Impact Assessment.
138. The development proposes the removal of 1 tree to the east of the existing building and 5 palm trees to the front elevation. The retention of 3 mature trees to the north of the site is welcomed as they are of great significance to amenity and the feasibility of their retention has been corroborated via an arboricultural impact assessment (AIA). The Council's Urban Forester did not raise any objection to the removal of the other trees.
139. Officers recommend that permission be subject to an Arboricultural Site Supervision condition and a tree protection condition.
140. The applicant would be required to re-instate any planting outside of the red line site plan that had to be removed during the construction of the development. This would be included in a legal agreement.
141. Objectors raised concerns that *'the proposal to add planting here under the building is ridiculous and unprofessional given the covered condition of the space and its north facing aspect. The planting won't be washed clean by rain and won't receive sufficient sunlight to survive.'* Officers recommend that permission be subject to a landscaping condition requiring the use of more native species.

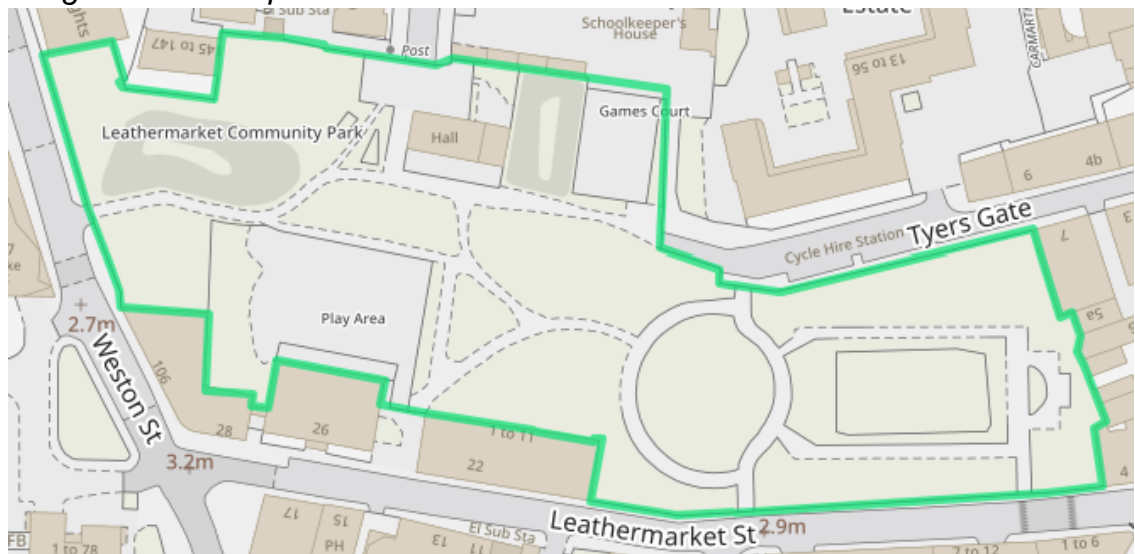
Image: Landscape layouts



Ecology and biodiversity

142. Objectors raised concerns that the proposed development encroaches on a planted bed within the children's play area of Leathermarket Gardens and state this area provides natural greening and visual relief, contributing to local biodiversity and ecological value.

Image - Site Of Importance For Nature Conservation



Site Of Importance for Nature Conservation

143. The applicant submitted a Landscape and Ecology Management Plan, which

recommend enhancements (native shrub planting, tree planting, bat and bird boxes) to improve biodiversity and connectivity with nearby green infrastructure.

144. Part of the site is designated as a Site Of Importance For Nature Conservation (SINC). Under Southwark Plan Policy P60: Biodiversity, developments must: 'enhance the nature conservation value of Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves (LNRs), designated ancient woodland, populations of protected species, and priority habitats/species. Protect and avoid damage to SINCs and other designated areas. Include biodiversity features such as green roofs, green walls, soft landscaping, nest boxes, habitat restoration, and improved green links.'
145. Planning officers note SINCs are non-statutory designations recognized in local planning policy. They are material considerations in planning decisions and aim to protect locally important habitats and species.
146. Our Ecologist note that the redline boundary includes an area of the neighbouring Site of Importance for Nature Conservation. This area of the SINC appears to include approximately 9m² of introduced shrub. The citation for the SINC states that:
A small park located in the far north of the borough, close to London Bridge station. The gardens are mostly formal, with some mature trees, but the recently created Community Park is informally landscaped, with many young trees and shrubs forming a small patch of secondary woodland in one corner. Some of the grassy areas have been sown with wildflower mixes, but these are now kept short. A small wildflower area with planted fruit trees has been created by the Bankside Open Spaces Trust (BOST). It is one of few green spaces that provide access to nature in an otherwise densely built up area. It is very popular with local residents and office workers at lunchtime.
147. Our Ecologist state Policy P60 states that development must contribute to net gains in biodiversity through enhancing the nature conservation value of SINCs as well as protecting and avoiding damage to SINCs. A new hedgerow, tree planting and an area of shrub and herbaceous planting is proposed within the SINC. The BNG information submitted by the applicant staff shows that the proposed development would be in line with policy P60.

Image – development on SINC



Image – part of site (yellow)

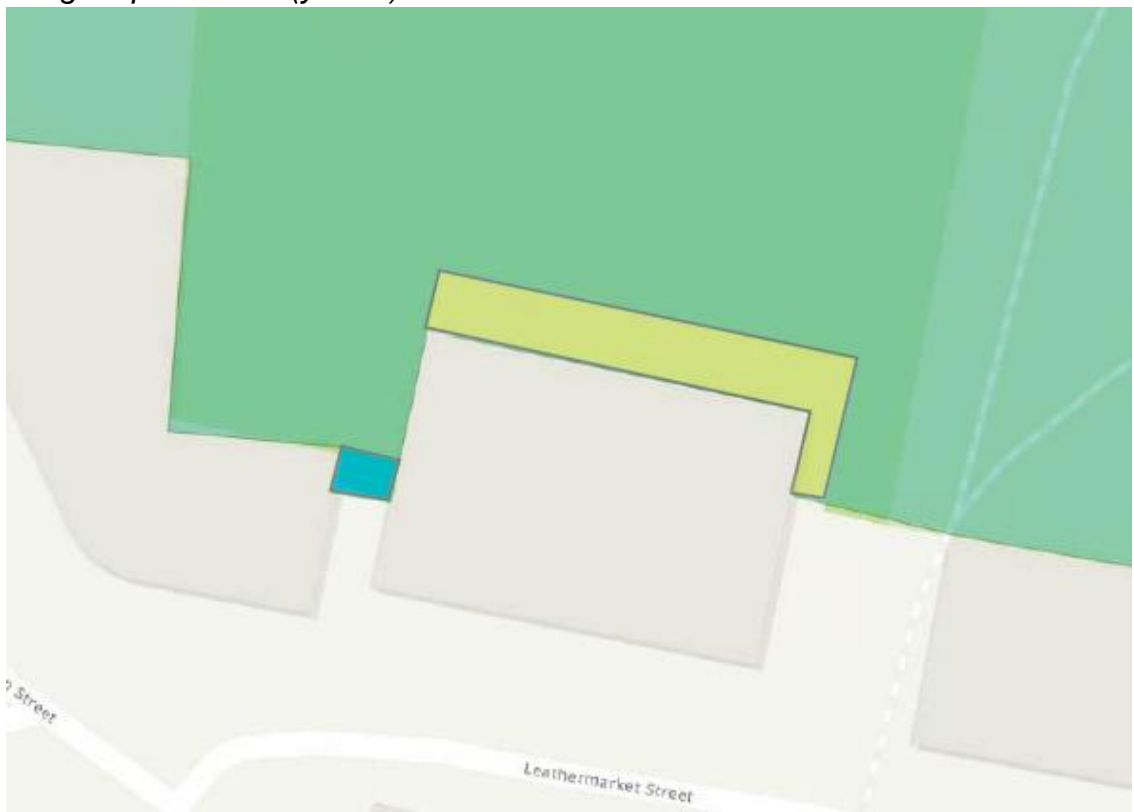


Image – hardstanding to the north of the existing building

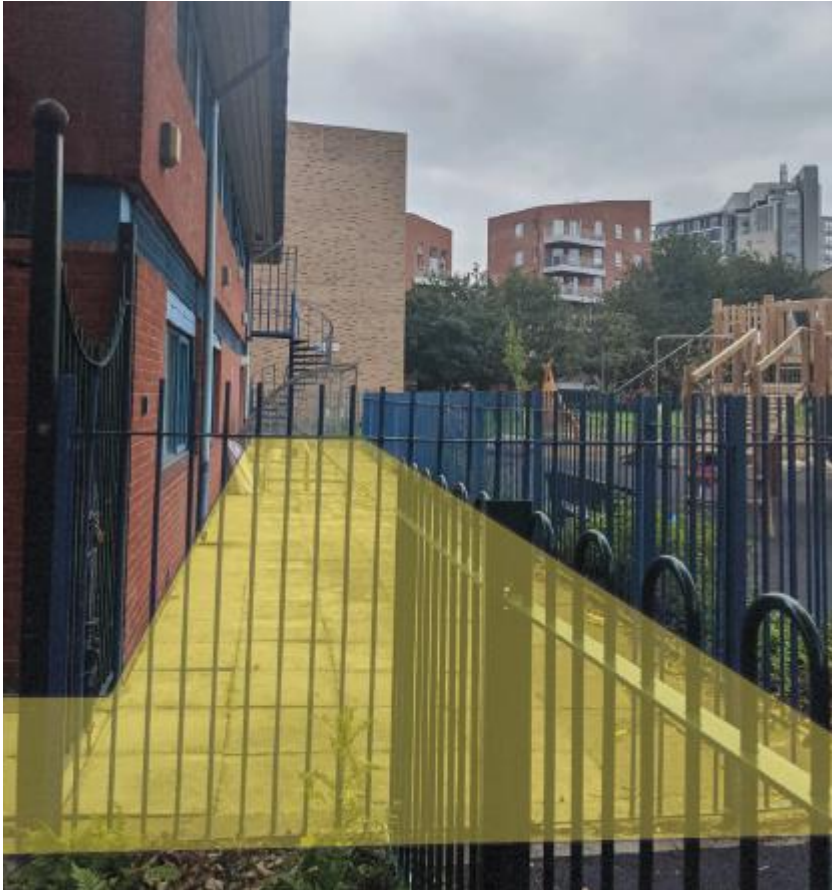


Image – hardstanding to the east of the existing building



148. The Council's Parks & Natural Environment Team are satisfied that the proposals will result in a net gain for biodiversity within the SINC boundary along the north and eastern side, where only an area of hardstanding with negligible biodiversity value will be developed with additional planting added.
149. Final comments from our Ecologist on an updated ecology survey will be reported in an addendum report.

Urban Greening Factor (UGF)

150. Policy G5 Urban greening of the London Plan states that a major development proposal should contribute to the greening of London by including urban greening as a fundamental element of site and building design and recommends a target score of 0.4 for developments that are predominately residential. For the purposes of calculating the UGF green roofs can be used to form part of the calculation.
151. Our Ecologist initially cautioned against using sedum in the roof landscaping and advised in favour of a biodiverse roof as sedum has a low ecological value. As the site is adjacent to a local SINC it would be good to include more native species in the landscaping plan. Our Ecologist advise the following conditions to secure 6 Swift bricks and 3 bat tubes. Planning officers recommend permission subject to biodiverse roof(s) condition and conditions for swift bricks

and bat tubes.

152. The proposed development would achieve an urban greening factor of 0.51.

Biodiversity Net Gain (BNG)

153. Our Ecologist notes that the application predates mandatory BNG.

Designing out crime

154. Objectors point out that, 'currently, there is an open pathway, 4m wide, between 22 and 26 Leathermarket Street, which provides a considerable degree of natural surveillance from the clear field of view available to passersby.' Objectors raised concerns to the proposed covered alleyway (undercroft) as it would introduce crime and antisocial behaviour risks, conflicting with Secured by Design principles.

Image – existing pathway



155. In order to reduce the likelihood of any anti-social behaviour within the entrance the proposed building has been designed to increase natural surveillance, through:
- The provision of windows to the ground floor office space
 - Cycle and disabled car parking
 - Lighting with daylight sensors to activate at night-time
 - CCTV coverage of the area.
156. Objectors state that 'the applicant claims that' safety concerns would be 'resolved by a combination of natural surveillance from ground floor office windows, cctv, night lighting on sensors and "activity zones". The claimed 'natural surveillance' – to the extent that it will exists at all – is self-evidently not

going to be provided at night-time outside of office hours – i.e. the time of day that the tunnel is most likely to attract anti-social behaviour. No reliance can therefore be placed on it.’

157. Planning officers note that objectors state, if permitted, the ‘development should be conditioned to Secure Secured by Design (SBD) Gold accreditation, with the Metropolitan Police Designing-out-Crime Officer being consulted on detailed design.’
158. The Metropolitan Police require a Secured by Design condition to be enforced on this development, and the development will need to adhere to the most current Secured by Design Homes standards and requirements.
159. Following a meeting with the Designing Out Crime Officer in November 2025 the applicant included several additional Secure by Design measures into the proposal to ensure full alignment with the Secure by Design Residential Design Guide (2025). These updates further reinforce safety, surveillance, visibility, and movement along the public right of way between Leathermarket Street and Leathermarket Gardens.
160. The applicant confirmed that lighting will be specified in line with SbD 2025, supported by a Level 4 lighting engineer statement to ensure compliance with BS 5489-1:2020. Additional CCTV signage and potential visibility mirrors will be included, and the design avoids features that could create shadows or hiding places.
161. The amended design would include access and movement improvements such as remote- controlled bollards, clearer parking signage, and measures such as rumble strips or bollards to slow cyclists and deter mopeds. Planting will be permeable with clear stems, and a 200mm bollard with low-level planting will reduce opportunities for loitering.
162. These amendments would further ensure the route remains straight, wide, well lit, visible and free from hiding places, consistent with Secure by Design 2025.
163. The image below visually shows the rationale behind the covered area, as opposed to an alleyway between two 5-storey tall buildings is as follows:
 1. The covered area is completely straight with clear view of Leathermarket Gardens from Leathermarket Street, with no obstructions.
 2. The width of the covered area is c.9m which is comparable to the current distance between the façade line of No. 22 and No. 26 currently.
 3. Lighting – The soffit of the covered area provides a surface for installing external lighting at a high lux level with good uniformity. This is in accordance with point 3 of 8.11 and 8.20 (SbD 2025). The external lighting design will be fully in accordance with BS 5489-1:2020 and supported by a Level 4 lighting engineer statement. Lighting will operate dusk-to-dawn via daylight sensor and time clock.
 4. The covered area contains no features which could be used as hiding

places. All planting is proposed to be low-level planting. There are no enclosures around the parking bay. Cycle stands are proposed to be single-tier

5. CCTV signage will be added to reinforce deterrence, and CCTV coverage will be reviewed to ensure secure lines of sight.
6. Visibility-enhancing mirrors will be considered to improve sightlines around corners.
7. Remote-controlled bollards will be introduced at parking and vehicle access points.
8. Rumble strips or bollards will be added to slow cyclists and deter mopeds.
9. Clear signage will be provided for parking bays.
10. Planting will be permeable, with clear stems and species selected to avoid opportunities for concealment or storage of items.
11. A 200 mm bollard with associated low-level planting will be placed behind the parking area to discourage sitting and loitering.
12. Active frontage improvements include the confirmed placement of Sheffield stands as shown in the plan.

Image - Security proposals for the park access pathway



164. The following image shows the above in elevation:

Image - CGI of the access to the park with Secure by Design measures highlighted



165. The image of the existing space and the proposal illustrate the design improvements.

Image - Current photo of the access to the park (left) & CGI of the access to the park



166. The Metropolitan Police's latest comments (November 2025) state that there were traditionally concerns around an alleyway for this development, and crime prevention methods will need to be implemented in order to minimise crime and the fear of crime. For Secured by Design (SBD) Gold Accreditation, development needs to meet the highest level of compliance with SBD principles. Based on the applicant's meeting minutes with the Metropolitan Police on the 19 November 2025 the Metropolitan Police identified the following next steps to achieve Gold Accreditation:

- Update design with officer's recommendations
- Obtain Level 4 lighting compliance statement
- Include images comparing existing vs proposed conditions
- Submit updated drawings and SBD response for review.

167. Planning officers recommend that permission be granted subject to a 'Secure By Design Measures' condition and a 'Secured by Design Certification' condition.

Fire safety

Policy D12 (B) of the London Plan (2021)

168. Policy D12 (B) of the London Plan (2021) requires that all major developments must submit a fire statement. The fire statement should demonstrate how the proposals respond to and contain information on the requirements of both parts A and B of the London Plan Policy D12 on Fire Safety. This must be completed by a third-party, independent, suitably qualified person.

Summary of Information Contained in Fire Statement

169. The Fire Statement covers the following key fire safety principles:
- External Space: Unobstructed areas for fire appliances and evacuation assembly
 - Risk Reduction: Incorporates alarms, sprinklers, passive and active fire safety measures
 - Fire Spread Control: Construction minimizes fire spread
 - Means of Escape: Safe, convenient routes for all users, including disabled access
 - Evacuation Strategy: Robust, updatable plan for all occupants. Firefighting Access: Adequate access and equipment for emergency services.

Assessment of Fire Safety Statement

170. The proposed development would meet Policy D12 requirements and would include access for fire appliances and assembly points, means of escape and evacuation lifts, fire detection, alarms, smoke control, passive and active measures (fire doors, sprinklers, smoke vents, emergency lighting), compliance in construction materials, compartmentation, external fire spread and firefighting facilities (dry risers, hydrants within 90m, wayfinding signage).
171. Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is "third-party independent and suitably qualified". The council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.
172. The Fire Statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the

development. The London Fire Brigade (LFB) has been consulted with regards to the above-mentioned premises and have no observations.

173. Objectors raised concerns regard to fire safety and state that the documents submitted by the applicant does not address the concerns raised regarding fire safety. Objectors also have specific concerns with regard fire safety and structural integrity of the wooden cladding on the western end of flat 14, 22 Leathermarket Street.

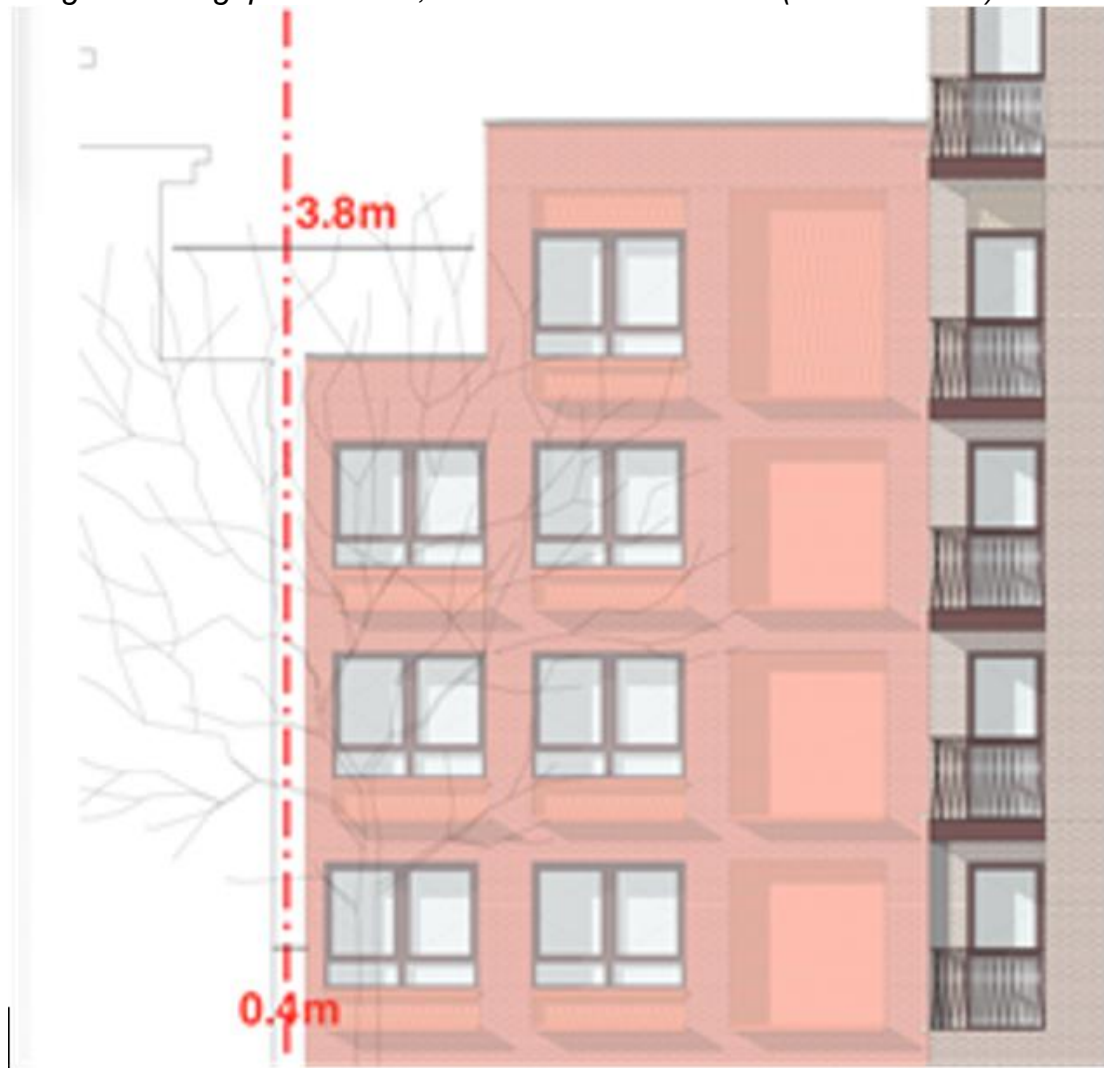
External Wall System (EWS1) form

174. An EWS1 form (External Wall System form) is a standardized document used in the UK to confirm the fire safety of a building's external wall system, particularly cladding.
175. On the specific point about EWS1 and Flat 14 at No. 22 Leathermarket Street, the applicant submitted information making it clear that the EWS1 form applies only to the building being assessed and does not extend to neighbouring properties unless they share a physical structure. The application site, No. 26, and No. 22 are entirely separate buildings, and the materials at No. 22 (including its timber cladding) are unrelated to the proposed scheme at No. 26. The applicant advised that their fire engineer is not able to comment on the construction or fire performance of No. 22 because that relates specifically to the design, materials and condition of their own building. An EWS1 is the process used to assess a building's own external wall system - including cladding, insulation, cavity barriers and fire-stopping - to determine whether it presents any elevated fire risk. This assessment applies only to the building in question, and the applicant is not able to appoint an engineer to undertake this on behalf of another property. As the building has been designed to prevent fire spread to neighbouring properties, the applicant does not believe this has any impact on another building's ability to obtain or complete an EWS1 assessment.
176. To further address the concern about proximity, the design was amended to increase the separation between the application site, No. 26, and No. 22 at the upper level. At the top floor of No. 22, the distance to the proposed building at No. 26 has been increased to around 3.8 metres by creating a stepped cut-out in the design. Previously, this distance was 1.4 metres. At the lower levels, the buildings remain party wall to party wall with a gap of approximately 0.4 metres (400mm). The increased upper-level separation creates an open, naturally ventilated gap and removes any suggestion of heat transfer or restricted airflow between the two buildings.

Image – 1.4m gap to Flat 14 ,22 Leathermarket Street (rear elevation)



Image – 3.8m gap to Flat 14 ,22 Leathermarket Street (rear elevation)



177. The Director, Leathermarket Street Management Company Ltd (for 22 Leathermarket Street), advised that *'22 Leathermarket Street was re-developed in 2003 in accordance with the planning permission and building regulations effective at the time. There was no 'fire strategy' required as the design of the building complied with building regulations in all respects including fire.'*
178. The applicant submitted information illustrating that the proposed building would be fully compliant, using non-combustible materials throughout (brick, concrete, metal frame and non-combustible insulation), with fire-rated windows, a full sprinkler system and appropriate fire separation. The applicant confirmed these measures have been verified through a formal Fire Safety Statement prepared by Hoare Lea Fire Engineering, a qualified and independent fire safety consultant. As stated in the Fire Safety Statement, Hoare Lea's engineers are professionally accredited (Miller Hannah CEng MIFireE and Johan Askman MSc AIFireE) and the design has been assessed against London Plan Policy D12 and Building Regulations Part B.
179. The London Fire Brigade (LFB) initially advised that they 'note that the proposals show a single stair and lift core travelling from upper floors to the basement in this mixed use building. Approved Document B, Vol 2, B1 3.2

states that “If a building contains storeys, or parts of storeys, in different purpose groups, it is necessary to consider providing either of the following: (a) separate escape routes from the areas of different use. (b) other effective means to protect the common escape routes. They also advised ‘*the building should meet the requirements of section B4 of Approved Document B Vol 2, 2019 “Resisting fire spread from one building to another.”*”

180. The Director, Leathermarket Street Management Company Ltd (for 22 Leathermarket Street), ‘*confirm that the building is under 18m in height and has an EWS1 Form which has an A1 rating.*’

181. The Health and Safety Executive (HSE) initially advised that they are ‘the statutory consultee for planning applications that involve or may involve a relevant building. Relevant building is defined as:

- contains two or more dwellings or educational accommodation and
- meets the height condition of 18m or more in height, or 7 or more storeys.

182. “Dwellings” includes flats, and “educational accommodation” means residential accommodation for the use of students boarding at a boarding school or in later stages of education (for definitions see article 9A (9) of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended by article 4 of the 2021 Order.

183. However, from the information you have provided for this planning application, it does not appear to fall under the remit of planning gateway one because the height condition of a relevant building is not met.’

184. The applicant submitted a Fire Statement and a Gateway 1 Form. The planning statement states that an outline fire strategy report sets out that the scheme complies with the functional requirement of the Building Regulations 2010 and further design development will be required in the next design stage. The Fire Statement states that the building façade will be constructed using non-combustible materials (as is required of new build residential construction), such as brick, concrete frame, non-combustible insulation, metal framing. A sprinkler system will be provided limiting the spread of fire. On or near to the boundary walls, to prevent spread of fire to adjacent properties, fire rated window systems are also introduced in accordance with the regulations.

185. Objectors suggest the imposition of the following condition should the Council be minded granting planning permission:

Prior to commencement, a site-specific Fire Statement shall be submitted to and approved in writing by the local planning authority, prepared and independently peer-reviewed by a suitably qualified fire engineer, addressing external fire spread (including radiant heat assessment), boundary condition treatment, external wall system combustibility, compartmentation, suppression, evacuation strategy and fire-fighting access in this constrained street geometry, demonstrating compliance with London Plan Policy D12 and the Fire Safety London Plan Guidance (2022). All measures shall be implemented as approved and retained for the lifetime of the development.

186. In this case planning officers consider that the condition suggested by objectors would not be appropriate as the Fire Statement addresses all of the matters raised in the suggested condition, including:

- **External fire spread:** Supported by an external fire spread assessment and confirmation of allowable unprotected areas on each façade. This means the fire engineer has checked how much of each external wall can include non-fire-resistant openings, such as windows or doors, without increasing the risk of fire spreading to neighbouring buildings. For example, the assessment confirms that most façades can have up to 100% unprotected area (i.e., full flexibility for windows), while the north office façade is limited to 64% due to its closer proximity to the boundary.
- **Treatment of boundary conditions:** Confirming that the façades meet the required fire performance when close to neighbouring properties, and that the proposed external wall build-up achieves A1/A2-s1,d0 classification.
- **External wall combustibility:** With all wall components proposed to achieve Class A1, even though the building height is under 18m (where this level of performance is not strictly required). For example, insulation, sheathing boards, cavity barriers, and all fixings are specified as non-combustible materials.
- **Compartmentation:** Including minimum 60-minute structural fire resistance and a clear strategy for compartment floors. For example, each floor is designed to contain a fire for at least 60 minutes, preventing it from spreading between residential and office uses.
- **Suppression systems:** With the inclusion of both residential sprinklers and commercial sprinklers.

This means apartments will have domestic sprinkler heads, and the ground-floor office will have a commercial sprinkler installation.

- **Evacuation strategy:** Setting out a stay-put approach for residential floors and simultaneous evacuation for the office and basement. It also includes an evacuation lift, refuge points, and smoke ventilation systems. For example, refuges are provided on each floor without level access, and the residential corridor smoke ventilation is mechanical, ensuring smoke is kept away from escape routes.
- **Fire-fighting access and facilities:** Including a dry riser, basement smoke ventilation, an automatic opening vent (AOV) to the stair, compliant fire appliance access distances, and hydrant provision.

187. The applicant also submitted a Fire Safety Statement in November 2025 setting out the means of escape provisions and confirms that *'in order to avoid sharing means of escape facilities between different building uses, the office accommodation will be provided with a separate protected stair between Ground Floor and basement level.'*

188. Objectors raised concerns on the life-safety risks created by the proposed covered alleyway, including the obstruction of the established fire-escape route and safety-critical access to gas meters at 22 Leathermarket Street. Objectors state *'a covered alleyway could pose serious fire-safety risks. It may block smoke dispersal, obstruct evacuation routes, and introduce potential fire hazards that compromise the established escape route. Fire-safety guidelines (Approved Document B and BS9999) are clear: escape routes must remain open and unobstructed to ensure safe evacuation.'*
189. The Director, Leathermarket Street Management Company Ltd (for 22 Leathermarket Street), advised that *'the fire escape door on the western flank of 22 Leathermarket Street is the exit escape route for offices at first floor level and offices at basement level. Both these separate offices are owner occupied and have no restrictions on times of use. The western flank also includes a utility meter room including Gas meters and the artwork light installation.'*
190. At ground floor access to loading bay doors on east elevation of 22 Leathermarket Street would be maintained.
191. The Parks & Natural Environment Team confirmed Leathermarket Gardens (LMG) is not locked at night.
192. The applicant also addressed concerns by objectors *'that no evidence has been publicly provided to show that the Applicant has assessed the fire-safety risks created by the proposed covered alleyway. The Applicant appears not to have modelled smoke behaviour, assessed evacuation times, or evaluated the covered alleyway's viability as a 'place of safety'.*

Image – Loading bay doors



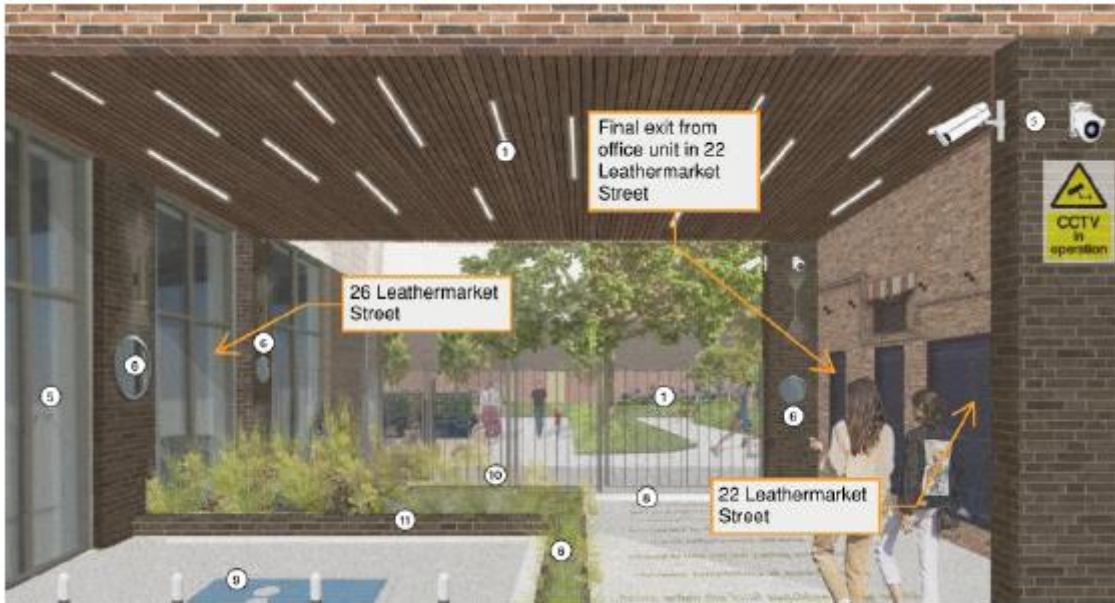
The doors above ground floor level are for public art and cannot be used as they would lead to a big drop

Right of access to these loading bay doors is maintained



193. Objectors also raised concerns that *'during construction, the escape route' of 22 Leathermarket Street 'would be unusable; in the completed scheme, it may be enclosed, obstructed, and fundamentally altered. At every stage — excavation, piling, and construction — safe egress would be impossible.'*

Image – fire exit 22 Leathermarket Street and visualisation of the proposed undercroft area



194. Objectors also raised concerns that:

- 'There is a clear and inherent risk of conflict of interest in this case: Southwark Council is the landowner; the Council is also the Local Planning Authority; Leathermarket JMB acts as the Council's housing management body; and Leathermarket CBS — the Applicant — is the JMB's development partner. Given these overlapping roles, it is essential that resident safety concerns are handled with the highest degree of independence, impartiality, and scrutiny.
- Despite residents raising the fire-escape and safety-critical access risks on multiple occasions over the past four years — directly with both the Applicant and Southwark Council — no meaningful action has been taken to assess, model, or mitigate these dangers. Instead, the scheme has continued to progress largely unchanged, and these documented life-safety concerns have been repeatedly overlooked or dismissed without analysis.
- In these circumstances, we respectfully ask the Monitoring Officer to explain why issues so clearly relevant to life safety do not appear to have been investigated, escalated, or addressed fully and transparently by either the Applicant or the Planning Department. Where residents have demonstrated foreseeable risks, it is not acceptable for such matters to be disregarded or deferred to later technical stages. Procedural fairness requires that these concerns are examined now, before any planning determination is made.

195. The proposed covered alleyway, or undercroft, would be constructed within the legal boundary of the site but within 1m of the façade of 22 Leathermarket Street. The proposed undercroft will be fully open on two sides, facing Leathermarket Street and facing Leathermarket Gardens.

196. The escape route from the office accommodation in 22 Leathermarket Street will be maintained clear of any obstructions and will remain available for use at all times, both during construction and following completion. The applicant, Leathermarket CBS, has confirmed that this will be the case and means of

escape will continue to be available in two directions once occupants exit the building, one clear route leading to Leathermarket Street, and the other leading to Leathermarket Gardens.

197. The applicant submitted a document dated 22/12/2025 from Mars Fire Engineering stating the following:
198. • The façade of 26 Leathermarket Street facing 22 Leathermarket Street (i.e. above the undercroft), which is within 1m of the adjacent building, will be constructed as a fully protected compartment wall achieving 60 minutes fire resistance (REI60) in both directions. A fire within 26 Leathermarket Street will therefore not spread to 22 Leathermarket Street.
- The external wall build-up for 26 Leathermarket Street will be constructed in accordance with Regulation 7(2), even though the building is less than 18m in height, and will therefore only consist of materials achieving Class A2-s1, d0, or Class A1. This will greatly reduce the risk of fire spread via the external wall build-up of 26 Leathermarket Street and is therefore not considered to pose a risk to the external wall system of 22 Leathermarket Street.
- 26 Leathermarket Street and 22 Leathermarket Street are two separate and individual buildings operating under separate evacuation procedures. In case of a fire in 26 Leathermarket Street, 22 Leathermarket Street is not expected to evacuate, and vice versa.
- The proposal for the undercroft at 26 Leathermarket Street is in line with the relevant fire safety guidance (i.e. BS 9991:2015) and constructed wholly within the legal boundary of the site (however, still maintaining the access and means of escape right of way from 22 Leathermarket Street).
- A fire event within the Ground Floor of 26 Leathermarket Street affecting the undercroft, or indeed a fire under the undercroft itself, is not expected to adversely affect means of escape from either building as 26 Leathermarket Street have escape routes in other directions and 22 Leathermarket Street is not expected to evacuate in this scenario as it is an separate and independent building.
- Notwithstanding the above, a fire affecting the undercroft or a fire under the undercroft itself, is still not considered to result in untenable conditions in this area even if occupants from either building need to escape via the undercroft, as the area is fully open to external at both the front and rear elevation. Smoke will therefore naturally disperse to atmosphere without the risk of accumulating under the undercroft. As it is open on two opposing sides, the space is provided with natural cross-ventilation which will greatly assist in clearing any potential smoke within the area, even in windy conditions. Furthermore, the clear height from ground to the underside of the undercroft is approximately 3.1m, meaning it is highly unlikely that a hot smoke layer that adversely affects means of escape is formed. The construction of the undercroft does not include any downstands that might lead to smoke accumulation.

- A clear route is provided next to the façade of 22 Leathermarket Street. This route will be kept clear of any obstructions and fire load at all times as it also functions as a walkway access from Leathermarket Street to Leathermarket Gardens.

199. A model showing smoke spread and smoke layer heights from a fast-growing fire was modelled in the centre of the undercroft illustrates that the smoke layer never descends lower than 2.85m above ground. The acceptance criteria set for this modelling exercise is that the smoke layer should be kept above 2.5m at all times to enable safe means of escape.

Image – results of the modelling when assessing smoke layer height



The Health and Safety Executive (HSE) were consulted following the submission of the additional information submitted by the applicant and advised on 6 January 2026 that *'As the building is not a relevant building, and unlikely to be a Higher Risk Building, HSE is not a statutory consultee for this application and is unlikely to be the building control authority. Therefore, you should seek advice from the Council's building control team who should be able to provide commentary to support your consideration of this application at the planning committee.'*

200. Planning officers raise no issues in this regard and note that the details of the measures within the Fire Statement will be secured through the Building Control process. Our Building Control Team were consulted and their comments will be reported in an addendum.

Archaeology

201. The site is within an Archaeological Priority Zone.
202. The desk-based assessment submitted with the pre-application adequately summarises the archaeological potential of the site and makes recommendations in line with those likely to be recommended by our

archaeologist. The recommendations are suitable to be secured by the conditions: Archaeological Evaluation; Archaeological Mitigation; and Archaeological Pre-commencement Foundation and Basement Design.

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

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

Outlook and privacy

204. Objectors raised concerns regarding loss of privacy due to the new building's proximity to neighbouring properties.
205. The Residential Design Standards SPD contains guidance stating that: To prevent unnecessary problems of overlooking, loss of privacy and disturbance, development should achieve the following distances:
- A minimum distance of 12 metres at the front of the building and any elevation that fronts onto a highway
 - A minimum distance of 21 metres at the rear of the building. Where these minimum distances cannot be met, applicants must provide justification through the design and access statement.
206. The applicant agrees with objectors that the statement that 'to reduce overlooking to and impact upon neighbouring properties the fourth-floor steps back on the north-eastern part of the building creating an inaccessible sedum roof', was an error. This statement is erroneous and was unintentionally included within the Design and Access Statement from a previous iteration where there was an inaccessible green roof at Fourth Floor proposed.

28 Leathermarket Street

207. In terms of overlooking, the main areas where potential overlooking lies is between the proposed block and the residential balconies on the east elevation of number 28 Leathermarket Street. The west facing balconies of the proposed development would be approximately 12m away from the aforementioned balconies. There are no windows proposed into the party wall with 22 Leathermarket Street at any level and therefore there would be no direct overlooking

22 Leathermarket Street

208. Objectors state that 'there is a bedroom window directly face-to-face with number 22 proposed at a distance of 3.8m. This safeguards neither the

amenity of the existing resident of number 22 or the resident of the new building who will both be overlooked by each other. The applicant's proposal that this be resolved by a condition for obscured glazing is not satisfactory. This is commonly done for bathrooms but cannot possibly be a realistic suggestion for a bedroom. It would considerably harm the amenity of the resident of the new building.'

209. The proposed balconies to the east elevation would be approximately 12m away from the fourth-floor roof terrace at number 22 to the east. The proposed windows would be angled at 90 degrees to the windows at number 22 so there would be no face-to-face window arrangement in this zone. On the proposed 5th floor there is one direct adjacency bedroom window to the neighbouring side facing secondary window to the living space of Flat 14 22 Leathermarket Street. Following an amendment to the design there would now be a 9m separation between the fifth-floor side window and No. 22 Leathermarket Street. Planning officers consider that it would not be appropriate to obscure glaze this window (up to a height of 1.7m above the finished floor level) as it would be the only window to this bedroom and the outlook onto a secondary balcony at No. 22 would not have a significant impact on overlooking.

Image – proposed east elevation facing 22 Leathermarket Street

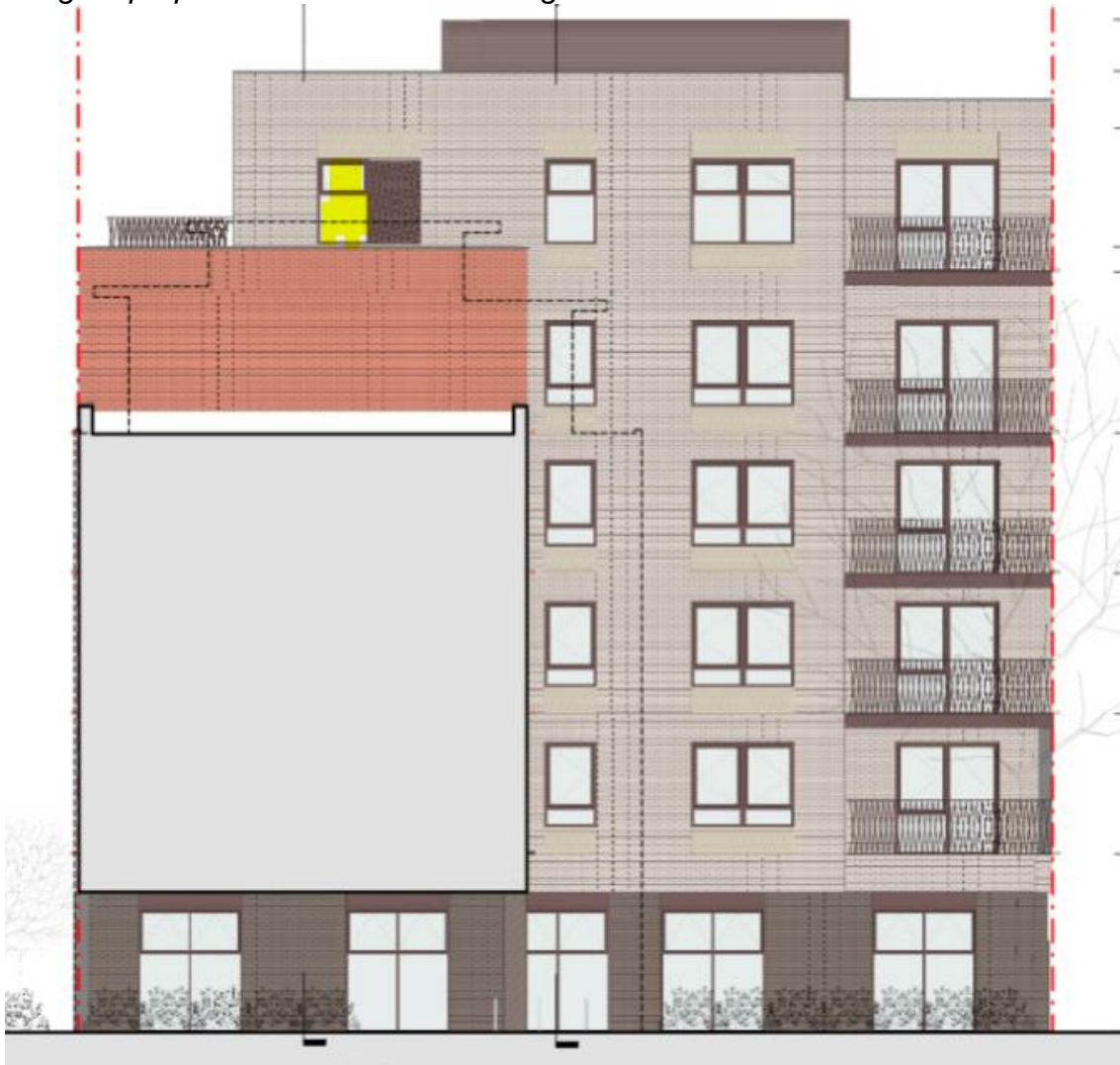
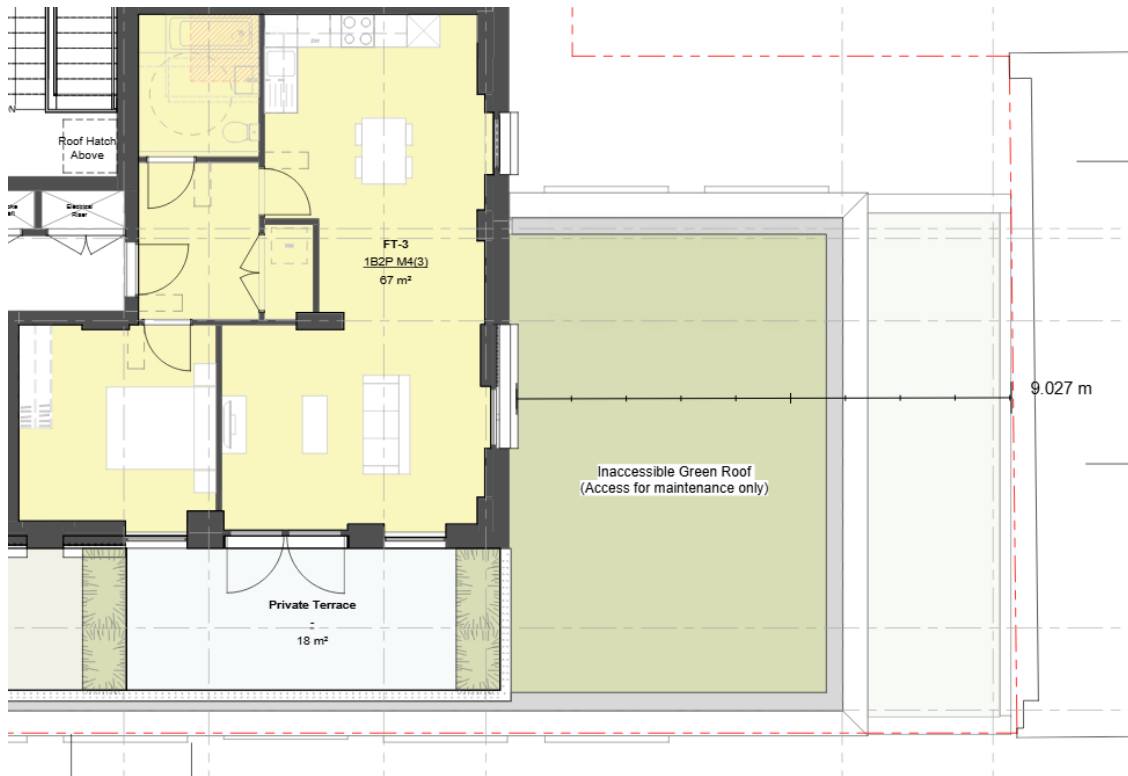


Image – 9m separation between the fifth-floor window and No. 22

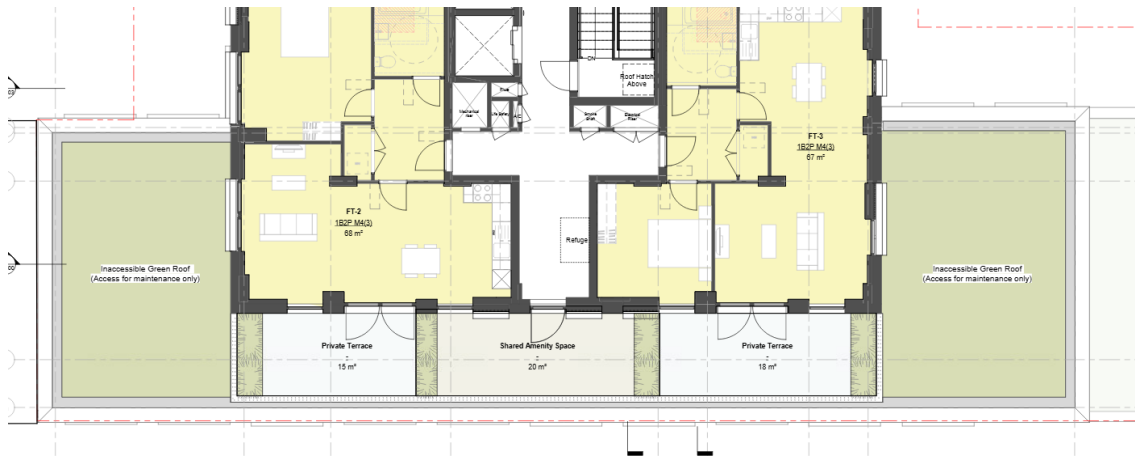
Leathermarket Street*To the north*

210. Given that the site backs onto a park the distance between the rear elevation of the proposed development and the nearest properties to the north, on the other side of the park, the proposal would not impact on the amenity of neighbouring properties to the north.

To the south including The Leather Exchange, 15 Leathermarket Street

211. To the south of the site, the existing properties across the road would be situated approximately 10m from the proposed development. Due to the narrow street and pattern of development in the vicinity of the site this would be a similar distance to the separation from number 22. The second floor of the public house, The Leather Exchange, at number 15 is in residential use.
212. Objectors are concerned that future residents would have access to the proposed green roofs and that this would infringe on the privacy of the neighbours.

Image – inaccessible green roof



213. The applicant responded stating that the ‘green roof would provide ‘access for maintenance only’’. This is achieved with a 1.1m high balustrade. This is from a private external demise which is not communally accessible. This communally accessible terrace is also separated by a metal balustrade to prevent access onto the private balconies. There are multiple points of access control with data logging from the street, through communal gates, from the primary access doors and lobby doors before this terrace can be accessed. These areas will also be covered by CCTV which will be signposted as a deterrent. These measures significantly limit the access of people from street to the communal terrace and the risk of tailgating. The private terraces themselves are accessible to the owners of these apartments only. This has been reviewed by the Secure By Design Officer prior to submission who have not raised any issues. The Met police have also reviewed the plans during the statutory consultation process and have not raised an objection.’

Daylight and Overshadowing (Impact on daylight and sunlight of existing properties and spaces)

Daylight

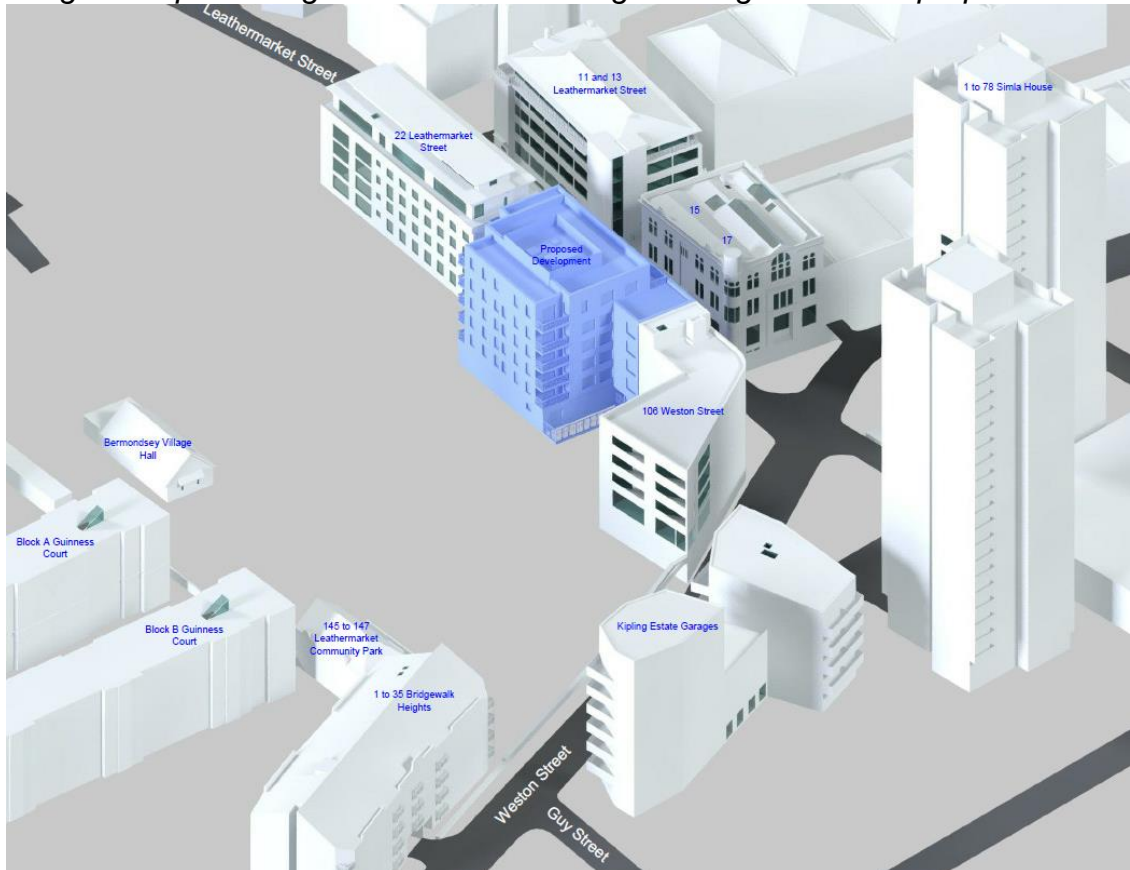
214. Vertical Sky Component (VSC) is the amount of skylight reaching a window expressed as a percentage. The guidance recommends that the windows of neighbouring properties achieve a VSC of at least 27%, and notes that if the VSC is reduced to no less than 0.8 times its former value (i.e. 20% reduction) following the construction of a development, then the reduction will not be noticeable. BRE guidelines provides guidance on the significance of the effect – the image below provides a summary of the significance criteria used when considering the VSC results.

Image – 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

215. No-Sky Line (NSL) is the area of a room at desk height that can see the sky. BRE guidance suggests that the NSL should not be reduced to less than 0.8 times its former value (i.e. no more than a 20% reduction). This is also known as daylight distribution, and where windows do not pass the VSC test the NSL test can be used.

Image – map showing site location and neighbouring residential properties

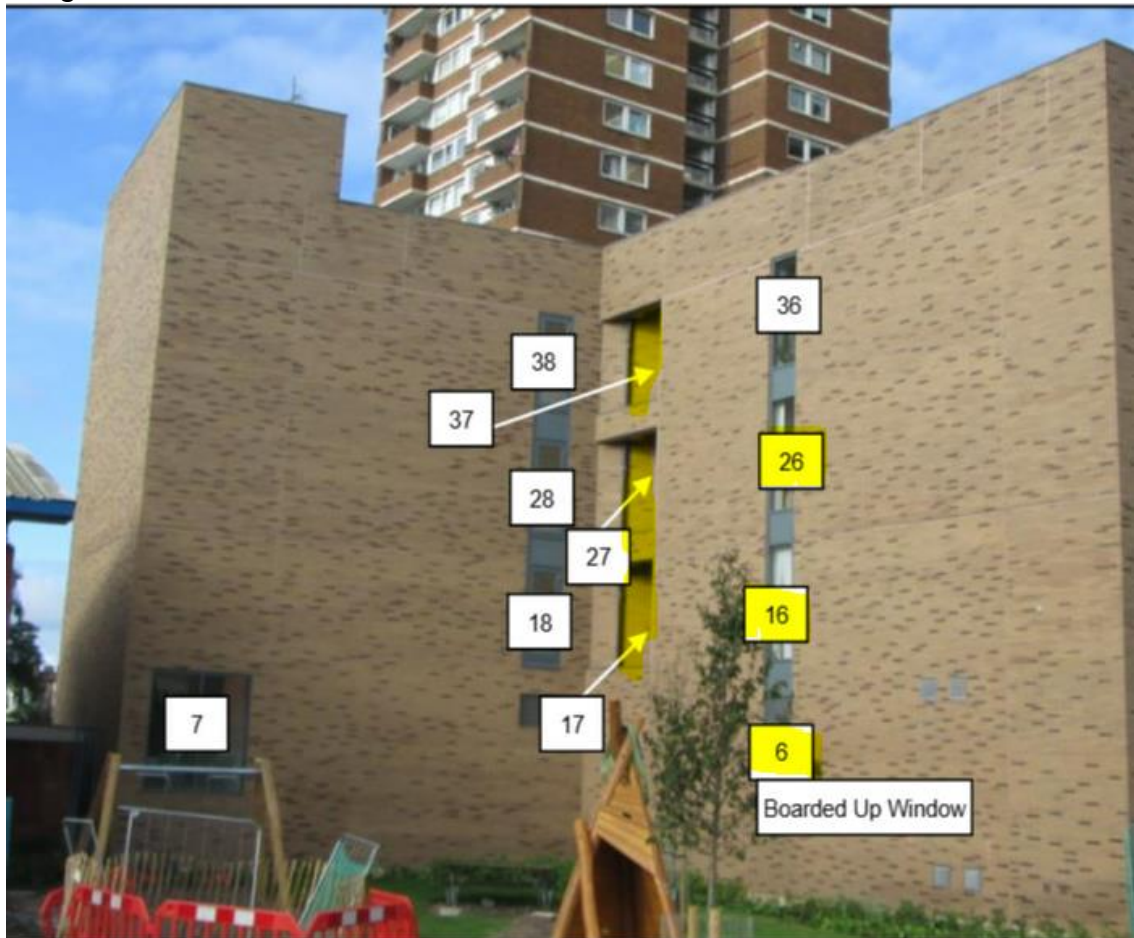


Vertical Sky Component (VSC)

216. The Daylight and Sunlight Report did not identify any neighbouring properties as housing vulnerable residents with disabilities. No objectors raised this matter either.
217. The results of the daylight and sunlight report show that windows 6, 16, 17, 26,

27 and 37 at 106 Weston Street, and windows 92 and 98 at 22 Leathermarket Street would receive marginal impacts to and remain generally consistent with BRE guidance.

Image - VSC 106 Weston Street



218. Window 6 on the ground floor is a dining room window – VSC would reduce from 29.2% to 21.2% (ratio 0.73 its former value – minor adverse effect). Windows 16 and 17 on the first floor are windows respectively to (secondary) living/dining/kitchen room and a bathroom – VSC would respectively reduce from 31.9% to 23.6% (ratio 0.74 its former value -minor adverse effect) and from 5.5% to 1.8% (ratio of 0.33 its former value – major adverse effect). Windows 26 and 27 on the second floor are windows respectively to (secondary) living/dining/kitchen room and a bathroom – VSC would respectively reduce from 33.9% to 26.8% (ratio 0.79 its former value - minor adverse effect) and from 6.2% to 2.8% (ratio of 0.45 its former value – major adverse effect). Window 37 on the third floor is a bathroom window – VSC would reduce from 8.5% to 5.9% (ratio 0.69 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 106 Weston Street as the units also have large openings to the north elevation which would not be affected by the proposed development.

Image – north elevation of 106 Weston Street



Image - VSC 22 Leathermarket Street



219. Windows 92 and 97 on the fourth floor are windows respectively to a (secondary) living room and a staircase – VSC would respectively reduce from 31.8% to 20.4% (ratio 0.64 its former value – moderate adverse effect) and from 31.4% to 21.3% (ratio of 0.68 its former value - moderate adverse effect). Whilst there would be some moderate adverse effects, overall, planning officers consider the proposed development would not result in a significant impact on the residential properties at 22 Leathermarket Street.

15 Leathermarket Street

220. The applicant submitted a letter dated 4 November 2025 responding to concerns raised by the planning officer regarding the assessment of the second floor of 15 Leathermarket Street as non-domestic as referenced in the Daylight

and Sunlight Report dated 2 November 2023. The applicant argues that if the windows to the 2nd floor were to be treated as domestic use then the retained Vertical Sky Component (VSC) levels are still high with VSC levels between 20.4% and 23.2%. The guidance recommends that the windows of neighbouring properties achieve a VSC of at least 27%.

221. Objectors refer to the above and state that *'it is contrary to the BRE guidance recommendation that the VSC of a window should be 27% or greater and that this is not a marginal difference. Where a 27% level is not achieved, then the BRE guidance recommends that a Comparison Method should be carried out which considers the difference between the proposal and what pertains currently. If this comparative analysis reveals that the VSC is going to be less than 80% of its former value, then occupants will notice a reduction in sunlight. The applicant has not carried out this analysis. The LPA can therefore not satisfy itself that the resident of 15 Leathermarket Street will not notice a reduction in light.'*

Image – VSC north / front elevation second floor 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

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 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.'*

Image – 15 Leathermarket Street – second floor room served by windows 202 to 205



226. Whilst there would be a minor adverse effect, overall, planning officers consider the proposed development would not result in a significant impact on daylight distribution of the second floor at 15 Leathermarket Street.

Sunlight

227. Annual probable sunlight hours (APSH) is a measure of sunlight that a given window may expect over a year period. The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. However, the BRE guide explains that if the main window faces within 90 degrees of due north, but a secondary window faces within 90 degrees of due south, sunlight to the secondary window should be checked. The tests should also be applied to non-domestic buildings where there is a particular requirement for sunlight.
228. The BRE's recommendation for sunlight is:
 'If this window reference point can receive more than a quarter (25%) of annual probable sunlight hours (APHS), including at least 5% of annual probable sunlight hours during the winter months of 21 September and 21 March, then the room should receive enough sunlight...any reduction in sunlight access

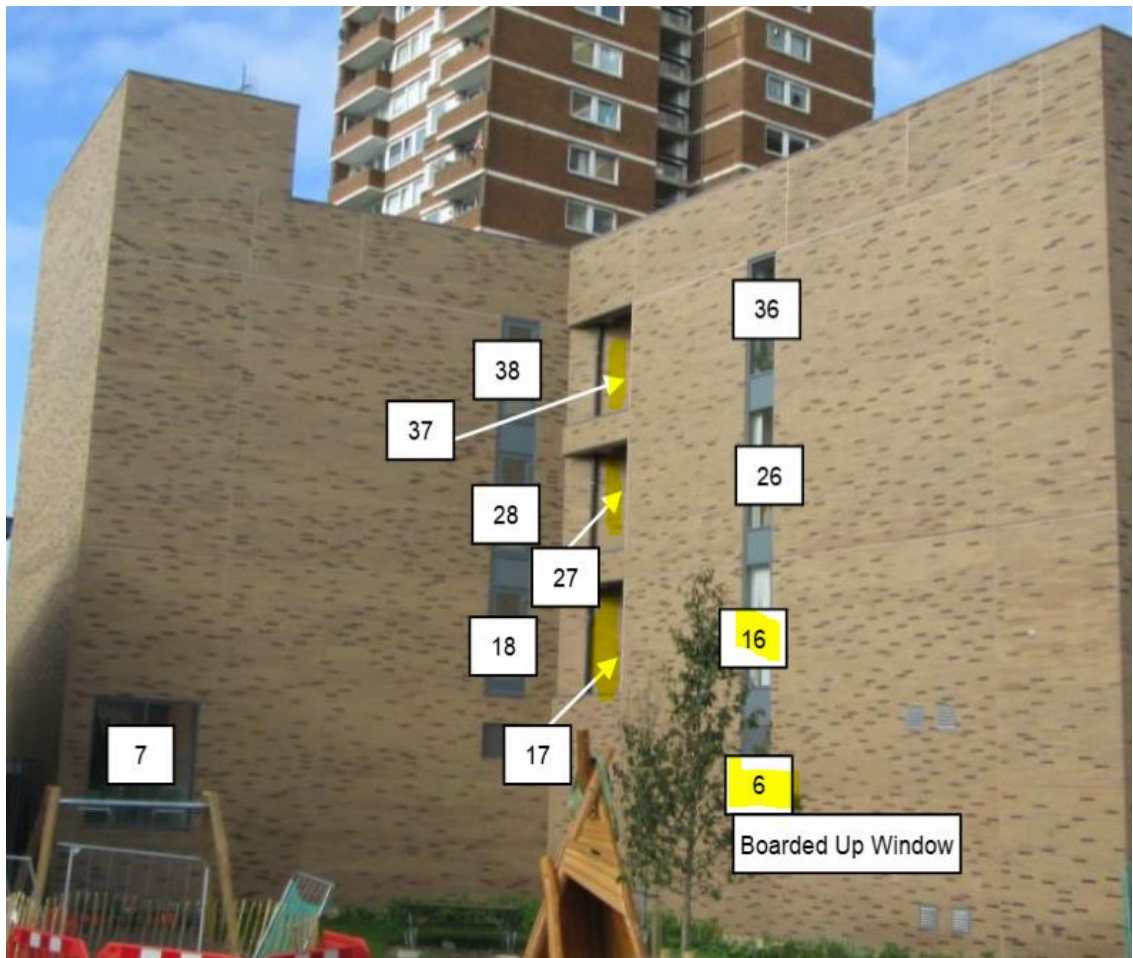
below this level should be kept to a minimum. If the availability of sunlight hours are both less than the amounts given and less than 0.8 times their former value, either over the whole year or just during the winter months, then the occupants of the existing building will notice the loss of sunlight'.

229. The sunlight assessment has shown that at 106 Weston Street:

- Window 6 on the ground floor is a dining room window – Total Sunlight Hours would reduce from 27% to 10% (ratio 0.37 its former value), and Winter Sunlight Hours would reduce from 1% to 0% (ratio of 0 its former value).
- Windows 16 and 17 on the first floor are windows respectively to (secondary) living/dining/kitchen room and a bathroom – Total Sunlight Hours would respectively reduce from 32% to 18% (ratio 0.56 its former value) and from 15% to 1% (ration of 0.07 its former value). The Winter Sunlight Hours of window 16 would reduce from 2% to 0% (ratio of 0 its former value).
- Window 27 on the second floor is a bathroom window – Total Sunlight Hours would reduce from 16% to 5% (ratio 0.31 its former value).
- Window 37 on the third floor is a bathroom window – Total Sunlight Hours would reduce from 22% to 15% (ratio 0.68 its former value).

Whilst there would be some occupants of 106 Weston Street that will notice the loss of sunlight, overall, planning officers consider the proposed development would not result in a significant impact on the residential properties at 106 Weston Street.

Image – west elevation of 106 Weston Street



230. The sunlight assessment has also shown that:

Window 91, a fourth-floor domestic window at 22 Leatehrmarket Street – Total Sunlight Hours would reduce from 22% to 21% (ratio 0.95 its former value). Whilst there would be some occupants of the existing neighbouring building that will notice the loss of sunlight, overall, planning officers consider the proposed development would not result in a significant impact on the residential properties at 22 Leathermarket Street.

Image - Window 91, on the fourth floor of 22 Leathermarket Street

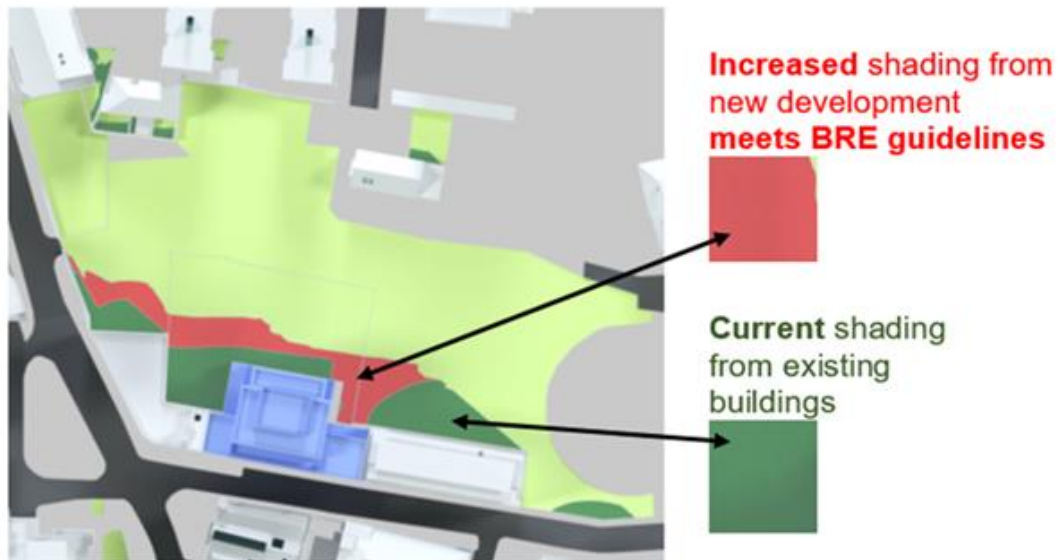


Overshadowing of amenity spaces

231. The BRE guidance recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March.
232. Objectors raised concerns with regards overshadowing to adjacent properties would reduce amenity value.
233. Planning officers confirm that overshadowing of amenity spaces at neighbouring properties were taken into account as it is considered that no neighbouring amenity spaces are in close proximity to the proposed development and would be affected.
234. Objectors value Leathermarket Gardens and its children's play area as a vital community amenity. They argue the proposed development would reduce, overshadow, and compromise these spaces, contrary to planning policy and community wellbeing.
235. It is noted that the play area is currently overshadowed by both the existing building and neighbouring properties along the southern boundary. Currently 78% of the play area and 91% of Leathermarket Gardens receive at least 2 hours of sunlight in March. The daylight and sunlight assessment shows that the proposed development would not lead to undue overshadowing to the park

or the children's plays space as 54% of the play area and 85% of Leathermarket Gardens will receive at least 2 hours of sunlight in March. This would be acceptable as the BRE guidance recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March.

Image –overshadowing



Conclusion on daylight and sunlight

236. Whilst there would be some adverse effects, overall, planning officers consider the proposed development would not result in a significant impact on the surrounding residential properties.

Right to light

237. Objectors raised concerns that the development would not take into account that neighbouring residents have a right to light. Right to light is a civil rather than a planning matter, the report has considered the amenity of the existing residential units in terms of daylight and sunlight.

Noise and vibration

238. The applicant states that the 2025 'appendix to the Construction Management Plan (outline) provides additional assurance on how construction will be managed, to be translated into the contractor's detailed plan for Council approval post-appointment. The purpose of the outline CMP is to set out the overarching approach for managing construction safely and responsibly ahead of the contractor's detailed method statements and logistics.

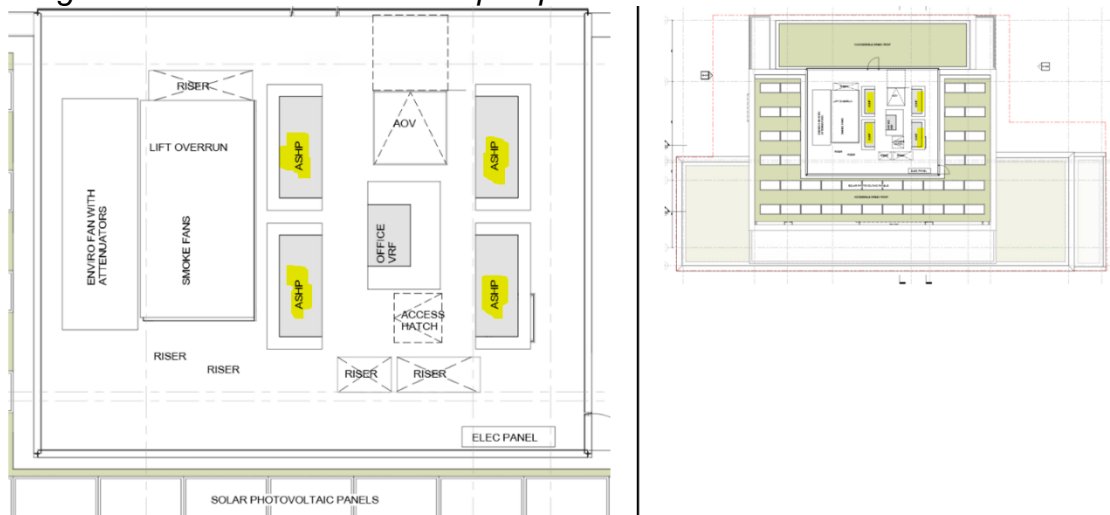
- **Site interface and public realm:**

Confirms that works near the park and surrounding streets will be planned to keep areas open and functioning. Any localised, short-term adjustments in the immediate area will be avoided where practicable and tightly limited where required, with clear signage and timely reinstatement.

- **Access, safety and safeguarding:**
Prioritises continuous, safe pedestrian routes and appropriate protection to the site boundary. Hoardings, controlled access points and on-site supervision will manage movements and protect neighbours and visitors.
- **Environmental management:**
Commits to proportionate measures to minimise construction impacts, including controls for noise, dust and vibration, alongside responsible delivery scheduling and on-site good practice.
- **Communication and community liaison:**
Provides for clear, regular communication with residents, park users and stakeholders through a named contact, advance notifications of any temporary changes, and ongoing coordination with relevant Council teams.'

239. In terms of planning compliance and next steps the applicant confirm that the contractor will prepare a detailed CMP for formal approval, securing principles in the outline CMP and appendixes through specific method statements and logistics plans before works begin. Planning officers recommend that permission be granted subject to a construction management plan (CMP) condition to deal with noise and vibration during construction.
240. The council's environmental protection team recommended that permission be granted subject to a condition relating to sound level from any plant and associated ducting to ensure that the amenity of neighbouring properties would not be affected. Planning officers recommend permission be granted subject to a condition requiring details of the number, size and location of air source heat pumps and photovoltaic panels. This would ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery.

Image - areas for air source heat pumps on the roof



241. Our Parks and Natural Environment Team initially expressed concern about the closure or part-closure of the playground to facilitate the building works. 'The revised construction management plan (CMP) states that some play equipment

would be relocated on a temporary basis but the applicant cannot define the temporary period which would depend upon the contractor's programme. Our Parks and Natural Environment Team state 'that is better than closure of the playground but our Parks and Natural Environment Team would insist on any temporary relocation of play equipment being subject to input from an RPII inspector (to ensure falling distances, etc were in accordance with BS 1176) plus inspections by the same for the temporary relocation plus the re-installation to ensure that safety is maintained at all times.' Our Parks and Natural Environment Team assume that the applicant would fund all associated costs associated with the above and advised a bond would be required. Details will be reported in an addendum as the bond amount is yet to be agreed.

242. Planning officers recommend that planning permission be subject to a condition detailing which existing play equipment in the play area to the north of the site would be relocated, defining the timeframe to which it would be relocated and the temporary relocation of play equipment being subject to input from an RPII inspector (to ensure falling distances, etc were in accordance with BS 1176) plus inspections by the same for the temporary relocation plus the re-installation to ensure that safety is maintained at all times.
243. Planning officers also recommend that financial contribution to fund all associated costs associated with the above be secured and agreed in a S106 legal agreement. This amount has not yet been agreed.
244. Planning officers consider that the proposal would not create undue noise to surrounding properties.

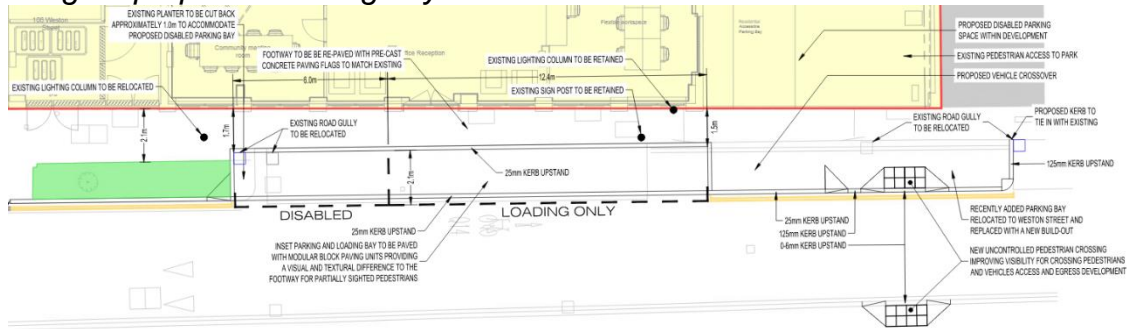
Transport and highways

245. The applicant submitted a Transport Assessment (includes refuse collection, delivery and servicing plan).

Trip generation

246. Objectors raised concerns that the development would result in an increase in traffic.
247. The submitted Transport Assessment report includes an assessment of the likely number of delivery/servicing vehicle trips generated by the proposals, which appear to be appropriate and robust. The results of this assessment indicate that a total of 10 two-way delivery/servicing vehicle trips would be generated, which would be expected to have a negligible impact on the operation of the local highway network and could be accommodated within the proposed single loading bay.

Image – proposed loading bay



Servicing and deliveries

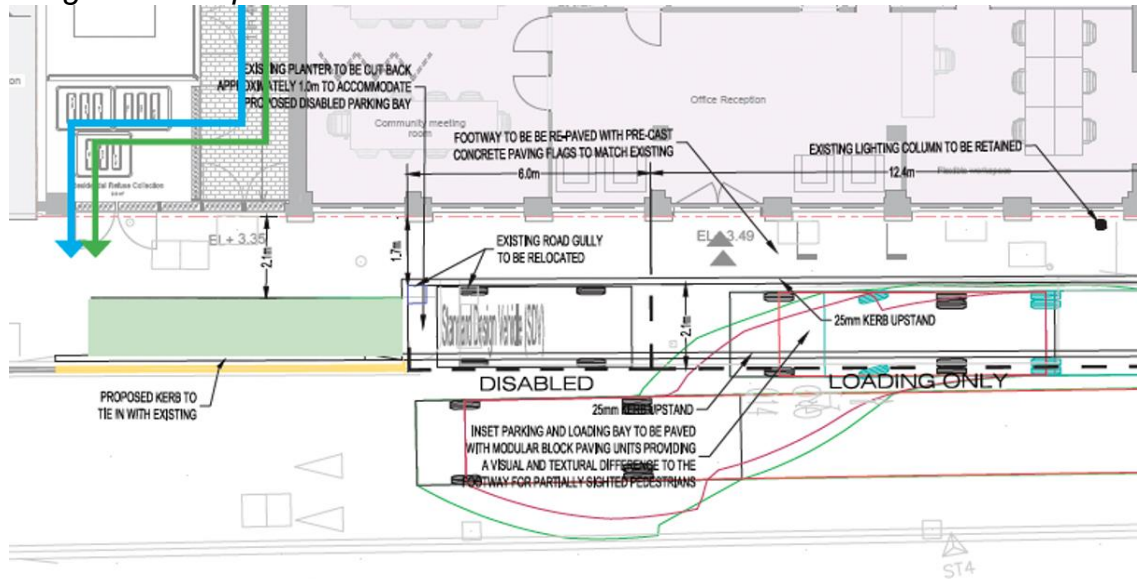
248. Policy P50 of the Southwark Plan sets out that development must ensure safe and efficient delivery and servicing that minimises the number of motor vehicle journeys. This is also reiterated in London Plan policy T7.
249. Objections highlight that the site has a constrained footprint and single-lane access, raising logistical challenges for long-term servicing.
250. Servicing would take place on the adjacent road.
251. Our transport policy team advised the proposal to convert existing permit holder bays on Leathermarket Street to an on-street inset loading bay is acceptable. A 25mm kerb upstand is proposed to prevent vehicles from overrunning the designated inset loading bay and mounting the footway.

Refuse storage arrangements

252. Objections raise concerns about restricted access for refuse collection vehicles, given the narrow approach and potential obstruction during construction.
253. Our waste management team required clarification of the distances from the furthest point of the bin store to the collection vehicle and whether the bin store doors would open onto the public highway. A dropped kerb directly outside the bin store would be preferred.
254. The proposal to store separate refuse bins for offices and residential in the basement and use the lift to access the ground floor for collection would be acceptable subject to the applicant providing a management plan to assign as to who would be responsible to move the bins from the basement to the ground floor. This would be needed as Southwark Waste would not be able to access the basement for refuse collection. Refuse bin collection would take place on the western side of the site, as per the existing situation. The applicant confirmed *'the distance between the bin store and back of vehicle will be within 10m. Bins are typically dragged via the pedestrian crossing. A dropped kerb can be provided; however, this will impact the existing landscaping. This can be a subject of discussion for the s278 detailed design discussions with LBS Highways. GA Plans updated to include inward facing door in this area.'*
255. The location of the refuse bins would be acceptable subject to a condition

securing its provision in this designated area as annotated / shown on an approved plan. Such a condition would ensure that the space could be accessed at all times for refuse collection and to prevent unauthorised parking on that part of the site.

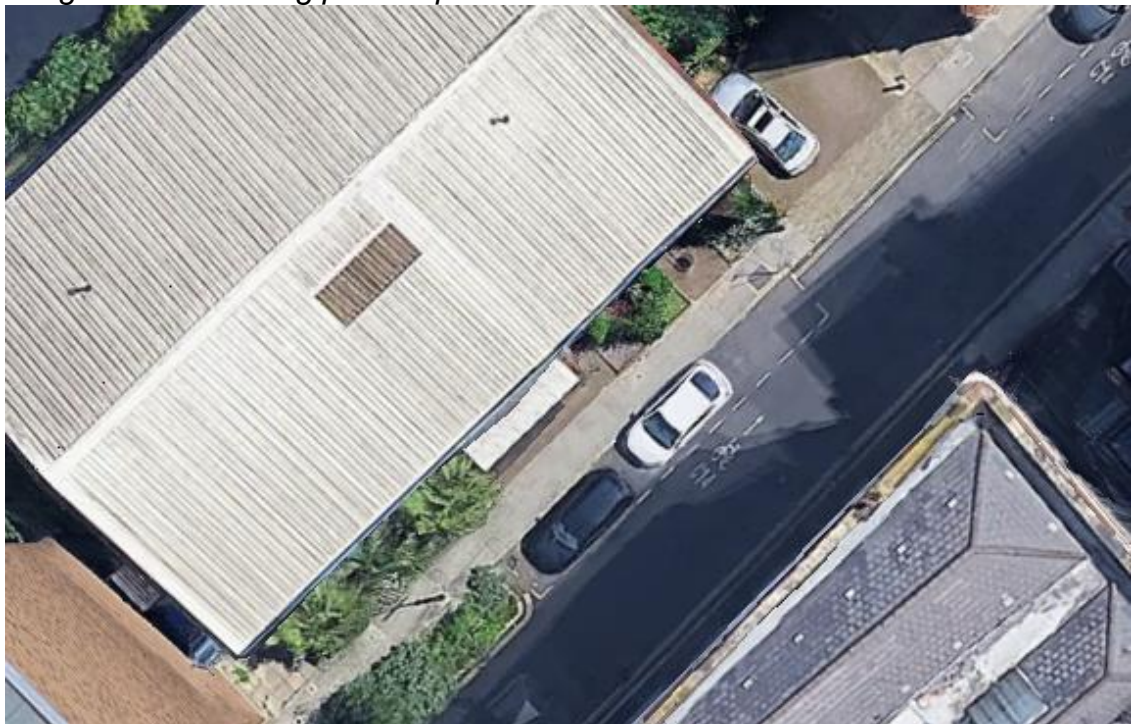
Image – refuse plan



Car parking

256. The closest existing disabled bay is on Morocco Street, approximately 200m east of the site. The proposed development will add:
- One off-street disabled bay (with EV charging) for residents.
 - One on-street disabled bay replacing three permit spaces on Leathermarket Street.

Image: Three existing permit spaces on Leathermarket Street.



257. Planning officers advised at pre-application that 'the provision of one off-street disabled car parking space would be acceptable subject to it being fitted with an active electric vehicle charging point (EVCP) and ensuring that anything obscuring the visibility splays on entry to the highway is at a maximum height of 600mm. The provision of a second off-street car parking space would give rise to urban design concerns and on balance the provision of only one offstreet car parking space would be acceptable in this case.'
258. Objectors raised concerns that there is no clear provision for car parking for residents or visitors in the proposed scheme. Objectors also have concerns about loss of existing parking spaces and potential overspill into surrounding streets, which are already under parking pressure.
259. There is an on-street car parking bay that can accommodate three vehicles beside this site along Leathermarket Street. Two options were proposed at pre-application to amend this part of the street. Planning officers advised that 'option 2, which involves the conversion of the three adjacent on-street car parking bays to one disabled bay plus one loading bay would be preferred. This option involves the removal of the section of the car parking bay next to the eastern boundary of this site and to extend the widened footway. This change would be acceptable as the parking stress surveys have indicated that there is spare capacity. Based on the parking beat surveys undertaken on 16 and 17 November 2021, there is sufficient on-street parking to accommodate the loss of these spaces. Parking beat surveys (Nov 2021) show spare overnight capacity within 200m of the site: Tuesday: 20 spaces (32%) available Wednesday: 16 spaces (25%) available. Morocco Street was fully utilised, but Leathermarket Street, Weston Street, and Guy Street had availability. A revised highway modification must be submitted as part of a planning application. This matter would be included as a S278 agreement in the legal agreement.'
260. The site has a PTAL of 6a/6b. The London Plan policy calls for 'car free' bar limited Blue Badge spaces in inner Southwark.
261. Our transport team requested that if this application is to be accepted that, as there is to be on site car parking, a full Parking Management Plan should be provided. This would be secured by condition. This condition would also address issues raised by TfL with regard the provision of swept path analysis and plans identifying appropriate visibility splays.
262. The application site is located within a controlled parking zone. To accord with London Plan policy, and to reflect the vast majority of other recent residential permissions in similar areas of the borough, it is recommended that any new residents should not be able to own a car and be excluded from obtaining on-street parking permits. This would be secured in the legal agreement.

Cycle parking and cycling facilities

263. Objectors raised concerns that the application lacks adequate detail on secure cycle parking provision and question whether proposed cycle storage meets London Plan standards for security, accessibility, and capacity.

264. In terms of cycle parking, London Plan policy T5 sets out the minimum cycle parking standards for new residential development. Policy P53 of the Southwark Plan also sets out that development should provide cycle parking that is secure, weatherproof, conveniently located, well-lit and accessible. The principle of separate cycle storage for the office and residential elements in the basement would be acceptable. The proposed quantum of long-stay cycle parking for the residential and office elements of the proposals meet the minimum requirements of the Southwark Plan (2022).
265. Our transport team advised regarding the type of cycle parking, only 21% of long-stay residential spaces are currently proposed in the form of standard (16%) and oversized (5%) sheffield stands. This is below the recommended minimum provision of 20% standard and 5% oversized sheffield stands, and it is therefore suggested that a minimum of one additional sheffield stand is provided with the residential cycle store. Regarding the office long-stay cycle storage, 12 parking spaces are proposed, which exceeds the 10 minimum spaces required by the Southwark Plan, in the form of four two-tier stackers and two sheffield stands. It is suggested that the two sheffield stands are replaced by a single oversized sheffield stand with appropriate clearance (assuming sufficient space is available) to provide adequate storage for non-conventional cycles. Short-stay cycle parking was initially proposed in the form of three sheffield stands in the southeastern corner of the site adjacent to the access to Leathermarket Gardens. Due to secure by design safety concerns this will now be provided within the ground floor. Our transport team requested that if this application is to be accepted that through condition an updated LCDS compliant cycle parking plan is provided. Planning officers recommend cycle parking detail be secured with a condition.

Walking / cycling conditions around the site

266. Planning officers advised at pre-application that external pedestrian/cycle route connections to this site should be examined as part of a planning application and remedial measures proposed where their conditions are deficient.
267. There is a pedestrian route at the eastern periphery of this site leading to the immediate Leathermarket Gardens at its northern side. Leathermarket Street footways range from 1.3m to 2.4m wide, well-lit, and in good condition. Dropped kerbs and tactile paving are present at crossings, making it accessible for mobility-impaired users. A contra-flow cycle route (Q14) runs through the adjacent Leathermarket Street.
268. Transport for London advised that it is preferable that the building line is set back to provide a continuous 2.4m wide footway along the entire frontage of the site.
269. In this case the proposed building line would not be set back to provide a continuous 2.4m wide footway along the entire frontage of the site. The proposed building would be positioned further forward than the current building, in order to complete the street scene. Our design and conservation team advised that this is needed so that the proposed building would appear similar in scale to its neighbours and would frame the street in a similar way. The

visual coherency this would bring to the street scene is regarded as a positive townscape feature. Planning officers acknowledge that the footway segment adjoining this site on Leathermarket Street is narrow. The proposal to re-arrange the adjacent on-street car parking bay to widen it by retaining one of the three bays and relocation of the other two to another proximate area of the highway would be acceptable. This would enable the majority of the adjoining footway to be at least 3metres wide while the width of the remaining part would range from 1.5 to 2.1metres wide. This would necessitate:

- Re-siting of the lighting column on the south-easterly footway to the edge of the kerb and attaching the CPZ sign to this lamp post plus the discarding of the CPZ sign post.
- Reconstruction of the footway section flanking the southern perimeter of this site on Leathermarket Street including the shortening of the prevailing vehicle crossover to 3metres.
- Construction of a speed table on Leathermarket Street and a raised entry treatment at its junction with Weston Street junction.

270. Objections raise concerns about restricted access for emergency services, given the narrow approach and potential obstruction during construction. Objectors are concerned that there would be a risk of blocked routes impacting safety and operational efficiency.
271. Planning officers consider that the issues raised by objectors with regards construction can be dealt with by a Construction and Environmental Management Plan condition.
272. Planning officers consider that the proposed development would not have a detrimental impact on the existing cycleway 14 (C14) that runs along Leathermarket Street (southern boundary of the site) and northbound on Weston Street and would not impact on C14's connectivity to: Cycleway 6 at Blackfriars Road, cycle Superhighway 7 at Southwark Bridge Road or cycleway 10 (Waterloo to Greenwich).

Transport Infrastructure

273. Planning officers consider that the proposed development would not have any noticeable adverse impact on the existing public transport infrastructure. Our Transport Policy Team advised that given the scale of development, the proposals would not be expected to result in a material impact on local transport and highways networks.

Construction Environment Management Plan

274. Our Transport Team advise a Construction Environment Management Plan must address how effects of construction on the environment will be avoided, minimised or mitigated. This can be conditioned. The applicant must also demonstrate how construction using public highways can be safely accomplished and how vehicular movements will be minimised and controlled to reduce danger to vulnerable road users.

Highways works

275. The council's highways team advise that as the proposed retaining walls to the basement level would be in close proximity to the public highway a detailed design and method statements (AIP) for foundations and basement structures retaining the highway (temporary and permanent) should be submitted and approved by the Highway Authority. This would be secured through a planning condition.
276. The applicant would need to enter into a section 278 agreement to undertake the highway works such as:
277. • Repave the footway including new kerbing fronting the development on Leathermarket Street using precast concrete slabs and 150mm wide granite kerbs;
- Construct a pedestrian crossing on Leathermarket Street in accordance with SSDM standards;
- Upgrade the vehicle crossover on Leathermarket Street in accordance with SSDM standards;
- Promoting a traffic regulation order for the removal of the existing parking bays, and for the use of the loading bay. Works to include road marking and signage;
- Upgrade street lighting to current LBS standards within the vicinity of the site;
- Repair any damage to the highway (including kerbs, inspection chambers, street furniture) due to construction activities for the Development including construction work and the movement of construction vehicles; and
- Refresh all road markings following kerb installation.
278. It is recommended that permission be granted subject to these matters being included in the legal agreement.
279. The council's highways team advised that prior to works commencing on site, including any demolition, a joint survey should be arranged with the highways team to catalogue condition of streets and drainage gullies. Informative about this, the need to design to SSDM standards, and the section 278 agreement would be included on any permission.

Environmental matters

Construction management

280. Objections highlight that the site has a constrained footprint and single-lane access, raising logistical challenges for construction with the likely closure of parts of Leathermarket Gardens causing prolonged disruption to residents.
281. Planning officers consider that the issues raised by objectors with regards construction can be dealt with by a Construction and Environmental Management Plan condition.

Flood risk

282. The site is within a Critical Drainage Area and Flood Zone 2/3.
283. Objectors raised concerns that the site lies within an urban area with limited permeable surfaces, increasing surface water runoff risk and that there is no clear evidence of SuDS (Sustainable Drainage Systems) or flood mitigation measures in the proposal. Objectors are also concerned of the potential impact on adjacent Borough Open Land, which currently provides natural drainage and green infrastructure.
284. The NPPF 2024 states development must be flood resistant and resilient. The NPPF emphasizes a risk-based approach to planning and development in flood-prone areas and states development proposals must avoid increased vulnerability to climate impacts and incorporate adaptation measures like green infrastructure and sustainable drainage systems (SuDS). The Sequential Test and Exception Tests are the core tools used to assess whether development should proceed in flood-prone zones.
285. The Environment Agency initially advised in 2022 that they ‘have no objection to the proposed development. The site is in Flood Zone 3 and is located within an area benefitting from flood defences. Whilst the site is protected by the River Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year, our most recent flood modelling (December 2017) shows that the site is at risk if there were to be a breach in the defences. The inclusion of inappropriate development according to Table 3 of the national Planning Practice Guidance, the absence of a Flood Risk Assessment (FRA) or the submission of an inadequate FRA could technically be reasons for refusal of the scheme. Please note that our advice is based upon the tidal and/or fluvial flood risk to the site. Other sources of flooding to the site, such as surface water, also need to be considered. We recommend that the applicant refers to the Strategic Flood Risk Assessment (SFRA) for the borough and seeks advice from the Lead Local Flood Authority (LLFA) and emergency planning teams, where appropriate. The submitted Flood Risk Assessment (FRA) (Elliot Wood, November 2022) provides an accurate assessment of the tidal and fluvial flood risks associated with the proposed development. The proposal seeks to introduce sleeping accommodation on the 1st floor of the development. This will be above the 2100 Thames tidal breach flood level; we are therefore taking a pragmatic approach and raise no objection to the proposal. Under our remit as a statutory consultee, we are commenting on fluvial and tidal risk only. We recommend the Local Planning Authority assess whether an updated FRA should be submitted with respect to other sources of flooding and emergency planning, which fall within their remit.’ The Environment Agency further advised in 2025 that their previous comments are still applicable for the submitted proposal.
286. The applicant submitted a Foul sewage and utilities assessment (required where the proposed development involves connection to foul and storm water sewers), and a Flood Risk Assessment and Drainage Statement.

Site Context

287. The development site is in Flood Zone 3, as identified by the Environment Agency flood map. Zone 1 is the lowest risk, which indicates a low probability of flooding. Zone 2 is medium risk, which indicates a medium probability of flooding/ Zone 3 is highest risk, which indicates a high probability of flooding.

Sewage flooding

288. Thames Water requests that ‘the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer.’ Thames Water recommend permission be subject to a piling method statement condition as the proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.
289. Thames Water would like the following informative attached to the planning permission: “A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer.’

Surface water

290. Thames Water advise that regard to the SURFACE WATER network capacity, they would not have any objection to the above planning application.

Waste water network and sewage treatment works

291. Thames Water advise regarding WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, they would not have any objection to the above planning application, based on the information provided.

Water

292. Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. As such Thames Water request that the following condition be added to any planning permission:
293. There shall be no occupation beyond the 20th dwelling until confirmation has been provided that either: - all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in

accordance with the agreed development and infrastructure phasing plan.

The reason for this condition is that the development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues.

294. Thames Water recommend the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approximately 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Basement

295. The Basement Impact Assessment concludes that the basement construction would be feasible with appropriate groundwater management, structural support, and monitoring. No significant increase in flood risk or sustainability concerns. The Council's flood risk team did not raise any issues with regards the Basement Impact Assessment.
296. 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.

Sequential Test

297. A sequential test forms part of a flood risk assessment (either strategic or site-specific). It directs development towards the least vulnerable areas for flood risk by assessing the risk from all sources of flooding, now and in the future, taking account of the impacts of climate change. The flood risk assessment should apply the Sequential Test. If this has shown that there are no reasonably available, lower-risk sites, suitable for the proposed development, the Exception Test should be applied.
298. The NPPF states that where a development proposal is in accordance with an allocation made in the Southwark Plan's Strategic Flood Risk Assessment (which set out the Sequential and Exception Tests), it is not necessary to repeat the Exception Test. This applies provided:
- the proposed development is consistent with the use for which it was allocated
 - there have been no significant changes to the known level of flood risk to the site, now or in the future which would have affected the outcome of the test.
299. The application site has not been allocated in the Southwark Plan's Strategic Flood Risk Assessment. A site-specific flood risk assessment is therefore required. The applicant has therefore submitted a Sequential and Exception Test.

300. The local planning authority agreed to the search area being limited to land located within the Leathermarket Joint Management Board wards of operation – Chaucer, Borough & Bankside and London Bridge, and West Bermondsey.
301. The applicant states that a ‘Sequential Test has been undertaken in full compliance with national policy and planning guidance. All potentially suitable sites identified within the agreed search area have been reviewed using the agreed assessment criteria. This process identified only one site with theoretical potential as an alternative. The applicant has formally approached the owner of this site to establish whether it could be acquired at fair market value. The owner has not confirmed any willingness to sell or otherwise make the site available for development, and there is no evidence to suggest that such availability is likely within a reasonable timeframe. Given the absence of any demonstrably available and suitable alternative, this site has been discounted from further consideration. It is therefore concluded that there are no sequentially preferable sites capable of delivering the proposed development. The proposal satisfies the Sequential Test in accordance with national policy and planning guidance.’

Image – agreed search area



302. Planning officers consider that the applicant has reviewed and attempted to acquire all potentially suitable alternative sites identified within the agreed search area. The report sets out the agreed methodology, the datasets reviewed (SHLAA 2017, Brownfield Register 2020, Southwark “Map” of decided and outstanding applications, and open market searches), the review of potential sites including engagement with Southwark Council, and its conclusions, confirming that no sequentially preferable and reasonably available sites exist at lower flood risk.
303. The council’s flood risk team did not have any comments with regards the sequential test.

304. Planning officers conclude that the Sequential Test has been undertaken in full compliance with national policy and planning guidance. As a result, the applicant has demonstrated that there are no reasonably available, lower-risk sites suitable for the proposed development. The Exception Test should therefore be applied.

Exception Test

305. NPPF paragraph 177 states that ‘the need for the Exception Test will depend on the vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification in Annex 3 of the NPPF.
306. Developments for buildings used for residential development type based on the Annex 3 are required to undertake the exception test as buildings used for dwelling houses are classified as ‘More vulnerable’
307. The NPPF states that development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:
- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
 - b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;
 - c) it incorporates sustainable drainage systems, unless there is evidence that this would be inappropriate;
 - d) any residual risk can be safely managed;
 - e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.
308. The NPPF states that, for the Exception Test to be passed and development allocated, the following two points must be met:
1. the development would provide wider sustainability benefits to the community that outweigh the flood risk;
 2. the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
309. The applicant has submitted evidence of how both elements of the Exception test have been met:

Wider sustainability benefits

310. Wider sustainability benefits to the community which the scheme would provide are:

Environmental benefits:

Energy efficiency and carbon reduction: Incorporation of modern building standards, low-carbon heating systems, and compliance with London Plan energy targets.

Climate resilience: Use of green roofs, sustainable drainage systems (SuDS), and landscaping to manage surface water and enhance biodiversity.

Reduced flood risk impact: Sequential Test compliance ensures development is located and designed to minimize vulnerability to flooding.

Transport and air quality

Active travel promotion: Secure cycle parking, improved pedestrian routes, and electric vehicle charging points reduce reliance on private cars.

Public transport accessibility: Location within a highly accessible urban area supports modal shift and lowers transport emissions.

Social and community benefits

Mixed-use integration: Combining housing with community spaces or flexible work areas reduces commuting and fosters local economic activity.

Inclusive design: Provision of accessible units and public realm improvements enhances social equity and well-being.

Economic and regeneration benefits

Efficient land use: Redevelopment of brownfield land aligns with sustainable growth principles.

Local employment: Construction and potential commercial elements create jobs and support local businesses.

Development vulnerability

311. The entire site would be within flood risk zone 3. The NPPF and Planning Practice Guidance (PPG) classify development types by vulnerability. Basement dwellings are in the “most vulnerable” category. The proposed dwellings are classified under the “More Vulnerable” category of flood risk vulnerability. The dwellings are appropriate for development in Flood Zone 3a provided the Exception Test is passed. They are not classified as “Most Vulnerable”, which would have prohibited development in this zone.

Flood resistant and flood resilient

312. The terms flood resistant and flood resilient are two complementary strategies for managing flood risk in buildings:
313. Flood Resistant Measures (Dry-proofing) are designed to prevent water from entering a building during a flood event. Key features include:
- Flood barriers at external doors
 - Air brick covers or sealed vents
 - Waterproof external walls and render
 - Raised thresholds and sealed foundations
 - Non-return valves on drainage pipes
314. Flood Resilient Measures (Wet-proofing) accept that water may enter the building but aim to minimize damage and allow for quick recovery. Key features include:
- Water-resistant materials (e.g. tiled floors, lime plaster, plastic skirting)
 - Sockets and fuse boxes placed above flood level
 - Raised appliances (e.g. boilers, kitchen units on legs)
 - Removable internal doors or doors with lift-off hinges
 - Non-absorbent insulation and furnishings
 - Flood-compatible windows and patio doors.
315. The FRA recommends both Flood Resistant Measures and Flood Resilient Measures.
316. Flood Resistant Measures:
317. Flood barriers - Removable or permanent barriers at vulnerable openings
 Waterproof render - External walls treated to resist water
 Raised floor levels
 Non-return valves - Prevent backflow in drainage pipes
 Sealed foundations - Prevent water ingress from below
 Sustainable Drainage Systems (SuDS)
 Safe Access and Egress
 Protection of Services and Plant
318. Flood Resilient Measures:
319. Raised electrics - Sockets, fuse boxes above flood level
 Water-resistant finishes
 Removable and Replaceable Components
 Flood-Resilient Doors and Windows
 Integrated Drainage and Sump Pumps
 Emergency Preparedness

320. Planning officers consider the development would be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. The proposed development is appropriately flood resistant and resilient as the FRA concludes that the proposed development passes the Exception Test as it:

- Delivers significant community and environmental benefits
- Incorporates robust safety and mitigation measures
- Does not increase flood risk elsewhere.

Sustainable urban drainage

321. The Sustainable Drainage Strategy proposes a SuDS-based approach to manage surface water runoff and reduce flood risk. The key components are blue roof systems, permeable paving, flow control and hierarchy compliance.

322. The blue roof system would comprise three areas including roof C at level 1) with attenuation capacity of 6.3 m³, roof B at level 2 with attenuation capacity of 15.2 m³ and roof A at 5th floor with attenuation capacity of 16.2 m³.

Image – roof C

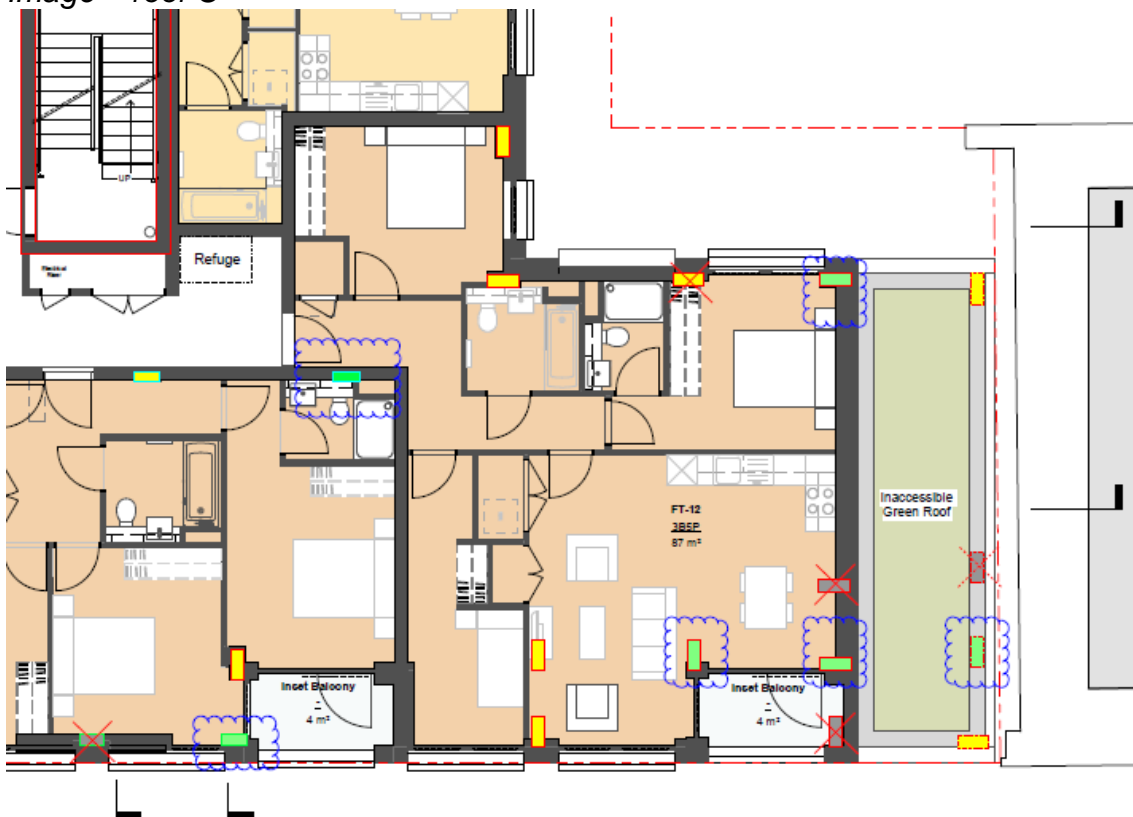


Image – roof B

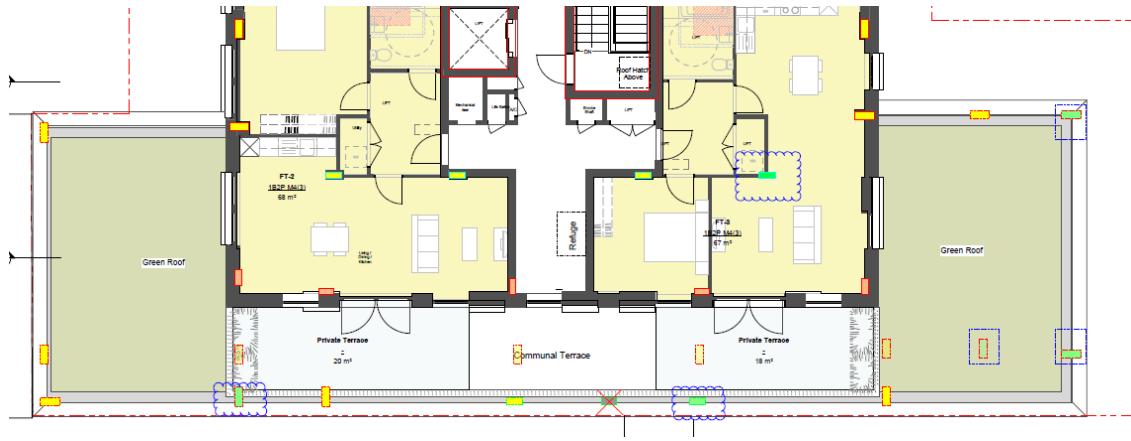
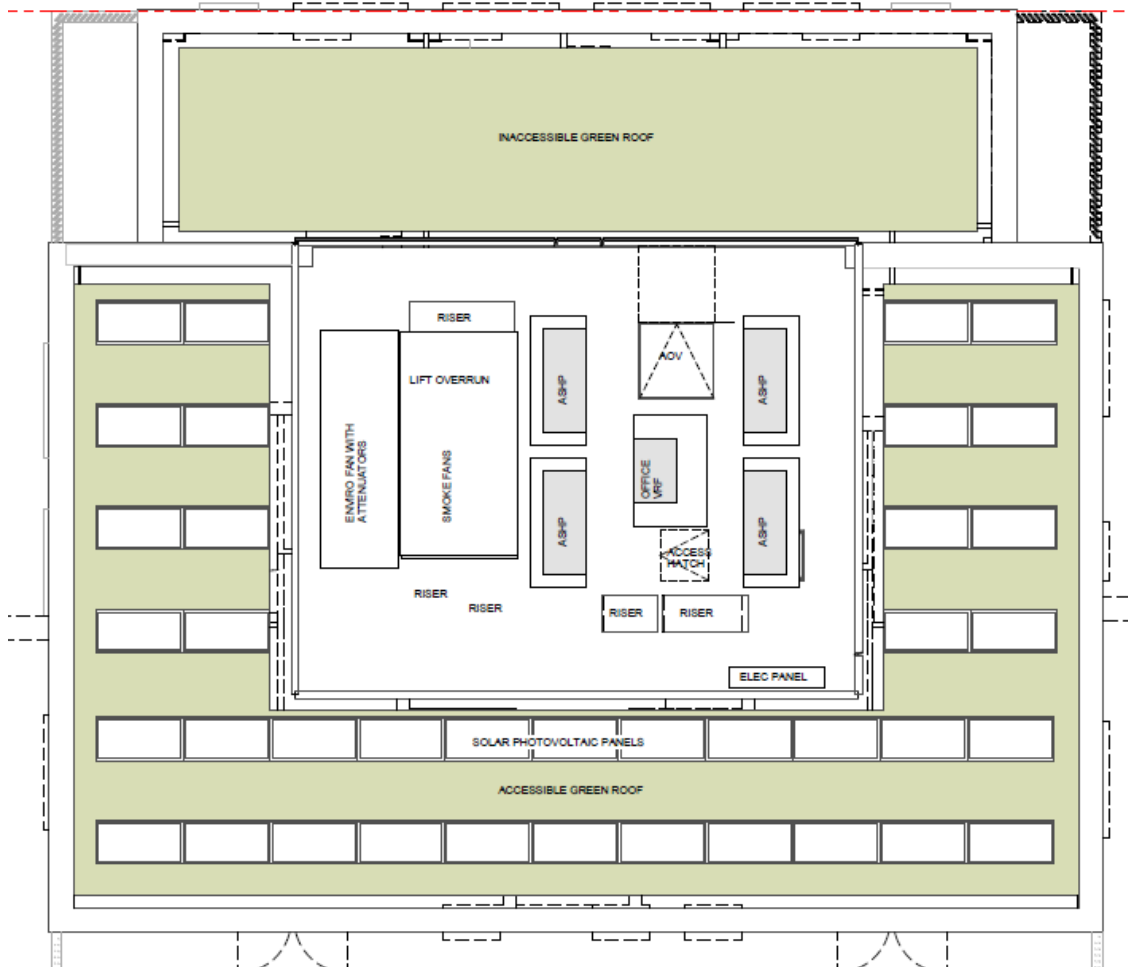
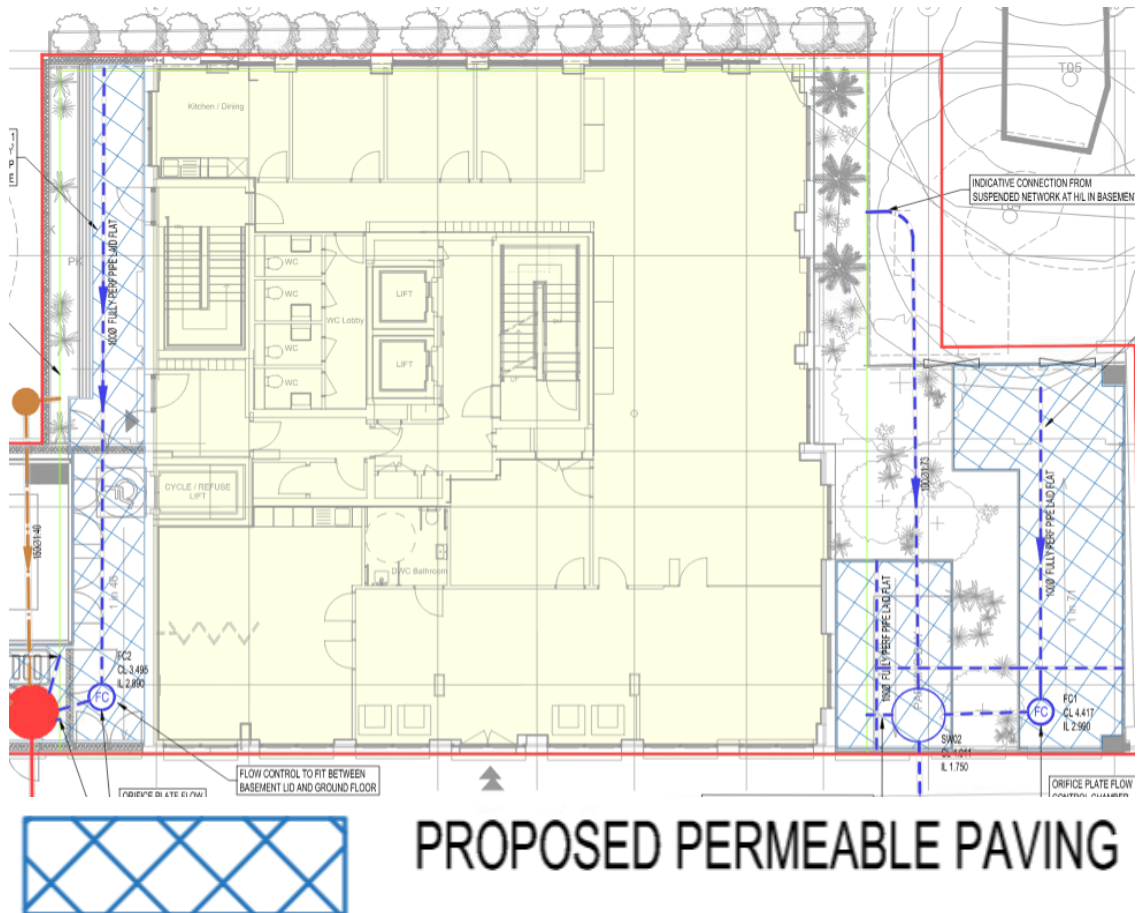


Image – 5th floor

323. Two areas of permeable paving totalling 132 m² with sub-base wrapped in geomembrane for infiltration and storage are proposed.
324. Our Flood Risk Team advised that more information is required to clarify the volume for each proposed storage feature that varies between the calculations (51.1m³) and the SuDS Pro-forma (57m³). The applicant's 'engineer has reviewed the SuDS strategy and confirm that the calculations provided in the SuDS report are correct and accurate. There was, however, a typographical error in the SuDS pro-forma, which incorrectly stated the total attenuation volume as 57 m³, when it should have read 52 m³. This has now been corrected, and the revised documents submitted. We can confirm that there are no other changes to the drainage strategy.'

Image – ground floor permeable areas



325. In terms of flow control orifice plates would be used to limit discharge rates to greenfield equivalent (approx. 0.4 l/s for site area). Thames Water requires discharge to combined sewer restricted to 2.0 l/s.
326. With regard hierarchy compliance infiltration would not be feasible due to London Clay and shallow groundwater. Rainwater harvesting is not proposed and discharge to combined sewer is the last resort, with above attenuation measures, with a combined storage of 57 m³, in place.
327. Our Flood Risk Team is satisfied that the drainage hierarchy would be acceptable. The application proposes to manage rainwater via green and blue roofs, in addition to permeable paving. Rainwater harvesting tanks have been justifiably discounted due to the required space and the additional complexity involved with the routing of mains water supply within the proposed building. Infiltration has been justifiably discounted due to compliance with building regulations and underlying geology. The SuDS features do not discharge into a watercourse which is justified because there is no watercourse located near the site. The SuDS features do not discharge into a surface water sewer which is justified because there are no surface water sewers located near the site. There will be 2 discharge points and flow is to be restricted using orifice plate flow control chamber.
328. Our Flood Risk Team advised the proposed runoff rate would be acceptable. The proposed runoff rate is not the same as, the greenfield runoff rate, but it is

a maximum of 2 l/s. A justified reason for not achieving the greenfield runoff rate has been provided.

Land contamination

- 329. A land contamination assessment has been submitted as this is a brown field site.
- 330. Our Environmental Protection Team recommended approval subject to a pre-commencement land contamination condition.

Air quality

- 331. The site is within an Air Quality Management Area.
- 332. Policy P65 of the Southwark Plan sets out that development must achieve or exceed air quality neutral standards and address the impacts of poor air quality on building occupiers and public realm users by reducing exposure to and mitigating the effects of poor air quality. This is also reiterated in London Plan policy SI1 which sets out that development proposals should minimise increased exposure to existing poor air quality.
- 333. The updated Air Quality Assessment (June 2025) for 26 Leathermarket Street incorporates key updates to reflect current policy, monitoring data, and regulatory standards. The new report aligns with the December 2024 National Planning Policy Framework, Defra's 2023 Air Quality Strategy, and the Environmental Targets (Fine Particulate Matter) (England) Regulations 2023, introducing tighter long-term PM_{2.5} limits. It also applies the latest IAQM Construction Dust Guidance (v2.2, January 2024) and includes updated data from 2019–2024 London Air Quality Network monitoring, showing continued improvement in local air quality.
- 334. The applicant states that 'the assessment confirms that pollutant concentrations at the site are well below air quality objectives, classifying it as APEC-A, and that the development -being car-free with a 100% electric energy strategy - remains Air Quality Neutral for both transport and building emissions. Minor design updates include provision for an emergency generator, assessed as having negligible impact due to its limited operation. The report's conclusions remain consistent with the 2022 findings: air quality is not a constraint to development, construction impacts can be effectively managed through best practice measures, and operational emissions will have a negligible effect on local air quality.'
- 335. Planning officers recommend that potential air pollution associated with construction works be covered by a construction management plan condition.

Light pollution

- 336. Ground-floor communal space would be well-lit to ensure safety and usability. Lighting is integrated with landscaping and access routes for visibility and

safety.

337. It is recommended that permission be subject to condition requiring the submission of details of any lighting system to be installed. This would ensure that the Council would be satisfied as to the details of the development in the interest of public safety, the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance.

Energy and sustainability

338. Our Planning Policy Team advised the applicant in November 2025 to provide the completed GLA carbon emissions reporting spreadsheet in Excel format, and to submit the full BRUKL reports for the Be Lean and Be Green stages. This has not yet been submitted, and an update will be provided in an addendum report.

Carbon emission reduction

Carbon offset payment

339. The carbon offset payment, as set out in the energy statement is $7.0 \text{ tCO}_2/\text{yr} \times 30 \text{ years} \times 95\text{£}/\text{tCO}_2 = \text{£}19,950$.

Be Lean (use less energy)

340. The applicant has considered reducing energy demand through passive and active design measures, including:

Enhanced insulation: U-values significantly improved beyond Building Regulations (e.g., walls from $0.26 \text{ W}/\text{m}^2\text{K}$ to $0.15 \text{ W}/\text{m}^2\text{K}$);

Air tightness: Target air permeability of $2 \text{ m}^3/\text{h}/\text{m}^2$ at 50Pa;

Thermal bridging: Psi-values targeted at $0.04 \text{ W}/\text{mK}$ or below;

Fabric energy efficiency: DFEE improved by 6.7% over TFEE;

Daylight optimization: Maximizing natural light to reduce artificial lighting;

High-efficacy lighting: LED and low-energy fittings throughout;

Mechanical Ventilation with Heat Recovery (MVHR): For both residential and non-residential spaces;

Smart controls: Occupancy sensors, daylight sensors, and advanced heating controls; and

Monitoring: Smart meters for real-time energy use.

Be Clean (supply energy efficiently)

341. Our Planning Policy Team advised the applicant in November 2025 to submit evidence demonstrating how the residential portion of the development can connect to a future District Heat Network if it becomes viable. This information has not yet been submitted, and an update will be provided in an addendum report.

Be Green (Use low or carbon zero energy)

Photovoltaic modules

342. Our Planning Policy Team advised the applicant in November 2025 to submit:
- > An estimate of the electricity that the photovoltaic modules will generate including the assumptions for the calculations
 - > A calculation of the CO2 savings that may be realised through the use of the PV
 - > Has the applicant confirmed that the performance and output of the system will be monitored, in line with the be seen policy and relevant guidance document?
343. This information has not yet been submitted, and an update will be provided in an addendum report.

Heat pumps

344. Our Planning Policy Team advised the applicant in November 2025 to provide the product specifications for the Air Source Heat Pumps (ASHPs) to be installed onsite. Confirm the exact model being used, as a SCOP of 4.5 would deliver significant carbon savings. This information has not yet been submitted, and an update will be provided in an addendum report.

Non-domestic

345. Our Planning Policy Team advised the applicant in November 2025 to explain why Be Green savings for Non-Domestic are only 1% compared to Residential savings. This is unexpected given the use of high SCOP ASHPs versus the notional value of 2.5. Clarify why Non-Domestic savings are much lower than those for Domestic floor space. This information has not yet been submitted, and an update will be provided in an addendum report.

Be Seen (Monitor and review)

346. Our Planning Policy Team advised the applicant in November 2025 to:
- > Upload the necessary contextual and performance data to the 'be seen' portal
 - > Confirm the target dates for all subsequent 'be seen' stages
 - > Confirm that metering plans that will enable the in-use energy performance reporting are in place
347. This information has not yet been submitted, and an update will be provided in an addendum report.
348. The following obligations are to be secured in a legal agreement:

- Carbon offset payment £19,950
- Agreed carbon target (cumulative figure) - 75% for domestic over Part L 2021, 16% for non-domestic over Part L 2021, 70% site wide over Part L 2021
- Futureproofed District Heat Network
- Be Seen Energy review mechanisms

Energy Use Intensity (EUI) & Solar Heat Demand or Solar Heat Gain (SHD)

349. Our Planning Policy Team advised the applicant in November 2025 to confirm the EUI and SHD for residential and non-residential floorspace? This information has not yet been submitted, and an update will be provided in an addendum report.

Overheating

350. The applicant states that the 2025 version of the Overheating Risk Assessment primarily updates the modelling, acoustic assumptions, and regulatory context while confirming that the previously identified design and mitigation strategy remains valid, ensuring robust compliance with current overheating and building regulation standards.
351. The applicant states that the updated Environmental Noise and Impact Assessment (June 2025) details 'the relationship between noise and overheating through window ventilation. The methodology, site data, and acoustic criteria remain unchanged... Overall, the revised report primarily updates policy references and provides additional advice on overheating compliance, without altering the technical outcomes or mitigation strategy established in the 2022 report.
352. Our Policy Team did not raise any issues with regard to overheating.

BREEAM

353. Our Planning Policy Team advise the development is targeting BREEAM "Excellent" (70.54%) under BREEAM UK New Construction (2018) Fully Fitted. This should be secured by condition.

Planning obligations (S.106 agreement)

354. IP Policy 3 of the Southwark Plan and Policy DF1 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. IP Policy 3 of the Southwark Plan is reinforced by the Section 106 Planning Obligations SPD 2015, which sets out in detail the type of development that qualifies for planning obligations. The NPPF emphasises the Community Infrastructure Levy Regulation 122 which requires obligations be:

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

Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site-specific mitigation that meets the tests in Regulation 122 can be given weight.

Planning Obligation	Mitigation	Applicant Position
Affordable Housing	100% social rent	Agreed
Employment space	Contribution for the reduction in office space (202sqm GIA) - £7264	Agreed
Temporary relocation of play equipment	Bond amount to be agreed	Not Agreed
Communal and private amenity space	£32,500	Agreed
Children's play space	£84,500	Agreed
Re-instatement of metal fence	The existing metal fence which encloses the playground and entrance to the park to be re-instated	Agreed
Landscaping	Re-instate any planting outside of the red line site plan that had to be removed during the construction of the development.	Agreed
Carbon offset fund	£19,95	Agreed
Energy performance	Agreed carbon target (cumulative figure) - 75% for domestic over Part L 2021, 16% for non-domestic over Part L 2021, 70% site wide over Part L 2021 Futureproofed DHN	Agreed

	<p>Be Seen</p> <p>Energy review mechanisms</p>	
Parking permits	Development excluded from eligibility for CPZ permits	Agreed
Highway works	<ul style="list-style-type: none"> • Repave the footway including new kerbing fronting the development on Leathermarket Street using precast concrete slabs and 150mm wide granite kerbs. • Construct a pedestrian crossing on Leathermarket Street in accordance with SSDM standards. • Upgrade the vehicle crossover on Leathermarket Street in accordance with SSDM standards. <ul style="list-style-type: none"> • Provision of inset loading bay on Leathermarket Street and associated works • Promoting a traffic regulation order for the removal of the existing parking bays, and for the use of the loading bay. Works to include road marking and signage. • Upgrade street lighting to current LBS standards within the vicinity of the site; 	Agreed

	<ul style="list-style-type: none">• Repair any damage to the highway (including kerbs, inspection chambers, street furniture) due to construction activities for the Development including construction work and the movement of construction vehicles.• Refresh all road markings following kerb installation.<ul style="list-style-type: none">• Relocation of displaced on-street parking bays (location to be agreed with LBS Highways).• Car club membership fees - three-year membership to new residents to car clubs operating in the area• Residential and Employee Travel Plans to be monitored and maintained by an identifiable Travel Plan Coordinator appointed by the management company of the site, covering all the different uses across the site; secured via the S106 agreement.	
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	<ul style="list-style-type: none"> • Delivery and Servicing Management Plan Bond and Monitoring Fee • Cycle Hire membership for three years for each residential unit and contribution towards expansion of docking station(s) (to be confirmed by TfL) 	
Total financial Contributions	£111,714	
Administration and monitoring fee (excluding affordable housing monitoring fee and servicing bond)	2% of total financial contributions	Agreed

355. In the event that an agreement has not been completed by 16 July 2026, the committee is asked to authorise the director of planning and growth to refuse permission, if appropriate, for the following reason:

In the absence of a signed S106 legal agreement there is no mechanism in place to mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to IP Policy 3 Community infrastructure levy (CIL) and Section 106 planning obligations of the Southwark Plan 2022; and Policy DF1 Delivery of the Plan and Planning Obligations of the London Plan 2021; and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD 2015.

Mayoral and borough community infrastructure levy (CIL)

356. The site is located within Southwark CIL Zone 2, and MCIL2 Central London Band 2 Zone. Based on the GIA measurements obtained from the submitted floorplans dated 20-Oct-2023 Rev P3, the gross amount of CIL is £909,234.71

(pre-relief). Subject to the correct CIL Forms being submitted on time, CIL Social Housing Relief of approximately £820,448.85 can be claimed for a number of types of affordable housing. Thus, the resulting CIL amount is estimated to be £88,785.86 (net of relief). It should be noted that this is an estimate, floor areas will be checked when related CIL Assumption of Liability and Relief Claim Forms are submitted, after planning approval has been secured. Please note that Southwark CIL Social Housing relief can only be granted if the affordable housing provided meets the relief criteria set out in regulation 49 (as amended by the 2014 Regulations), the 2015 Regulations and the 2020 (No. 2) Regulations).

Community involvement and engagement

Development Consultation Charter

Early Engagement Strategy

357. The applicant has submitted an updated Early Engagement Strategy in October 2025. The applicant states that ‘this document sets out how the consultation for 26 Leathermarket Street was planned to comply with the Gunning Principles. It explains that consultation was planned to begin at a formative stage; to provide sufficient information through clear materials and events; to allow adequate time via a phased, accessible programme (including “You Said, We Did” updates); and to ensure feedback would be recorded, assessed against feasibility, and transparently reported as it informed design development.
358. The four Gunning Principles are:
1. Consultation at a formative stage
 2. Sufficient information provided
 3. Adequate time for consideration and response, and
 4. Feedback conscientiously considered.
359. The applicant has shown that all four Gunning Principles were actively met throughout the engagement process:
- Gunning principle 1: Consultation at a formative stage
360. Consultation began before designs were fixed and progressed through a multi-stage process (Design Competition, then Stages 1–3 from 2020–2022), with community input influencing the architect selection and successive design iterations. This led to clear design changes including height reductions (10 to 7 to 6 storeys), massing/layout refinements to address overshadowing, improved lighting/security, and adoption of resident-preferred materials and details.
- Gunning principle 2: Sufficient information
361. Stakeholders must be given sufficient information to understand the proposals and provide informed feedback.
- Consultation materials will include clear and accessible information about the

design rationale, proposed uses, site constraints, and identified housing needs.

- Events such as drop-in sessions, exhibitions, and webinars will enable stakeholders to ask questions and receive responses in real time.
- Visual materials, maps, and written summaries will be provided to ensure all participants can meaningfully consider and respond to the proposal.

Gunning principle 3: Adequate time

362. Defined consultation windows provided reasonable time to respond (e.g., 16 Dec 2020–15 Jan 2021; 7–21 Jun 2021; exhibitions on 10 & 16 Nov 2021 with ~3 weeks for feedback). Over 550 households were notified at each stage, with posters in the area and hybrid (online, postal, in-person) options to ensure accessibility.

Gunning principle 4: Conscientious consideration of feedback

363. A transparent “You Said, We Did” process shows how issues were analysed and addressed- height and massing reduced; lighting/CCTV and natural surveillance enhanced; balcony/spacing adjustments for privacy; public artwork re-provision; and technical studies on daylight/ overshadowing - demonstrating genuine influence on the final scheme.

Engagement Summary

364. In accordance with the Statement of Community Involvement and Development consultation charter adopted in December 2022, a Statement of Community Involvement was submitted on the 6th of December 2022 with the application. This provides a summary of the engagement that has been undertaken by the applicant within local residents and resident associations:

365. Engagement Approach

Methods:

Leaflets and newsletters
 Dedicated website for feedback
 Online and in-person exhibitions
 Surveys, phone, and email options
 Hybrid approach due to COVID-19 restrictions

366. Engagement Timeline

Design Competition (Aug–Oct 2020): Community input helped select dMFK architects.

Stage 1 (Dec 2020–Jan 2021):

Focus: Massing and height

96 participants engaged; 54 written responses

Majority felt initial 10–11 storey options were too tall.

Stage 2 (Spring 2021):

Revised design: 5 storeys street frontage, 7 storeys rear
 55 consulted; 54 responses
 41% supported scheme, concerns about overshadowing, security, heritage.

Stage 3 (Nov 2021):

Focus: Materials and details

8 responses; preference for red brick and vertical balustrades

Ongoing concerns: height, security, artwork loss.

Local planning authority consultation:

367. The local planning authority consulted neighbouring properties within a 100m radius of the site by letters (dates below) in accordance with Southwark's Statement of Community Involvement.

Neighbour Letters	Site Notice	Press Notice	Planning Register
18.01.2023 10.11.2023 28.10.2025	Displayed – 28.10.2025	13.03.2025	Indefinitely

368. Site visits have been undertaken by the Council on the following date(s):

Date of visit
31.05.2024

Assessment - Gunning Principle 2: Sufficient information provided

369. Planning officers consider that stakeholders were given access to clear and accessible information throughout the process. This included A1 display boards, leaflets, site plans, presentation materials, and regular "You Said, We Did" updates to support informed responses.

Assessment - Gunning Principle 3: Adequate time for consideration and response

370. Planning officers consider that the consultation was delivered over a sustained period (2018–2021), with multiple opportunities to engage at key milestones. A mix of in-person, online, and written formats was used to maximise accessibility and allow time for meaningful participation.

Assessment - Gunning Principle 4: Feedback conscientiously taken into account

371. Planning officers consider that community feedback led to significant changes in the final proposals, including:
- Reduced building height and density
 - Re-provision and relocation of the outdoor ball court

- Creation of a new community garden on the Triangle site, in place of a proposed affordable housing scheme
- Expanded tree planting and biodiversity measures
- Enhanced lighting, bin store design, parking, and access arrangements.

Consultation responses from external and statutory consultees

Transport for London

372. The site is on Leathermarket Street, which is borough highway. Cycleway 14 runs along Leathermarket Street. Southwark Cycle Route 22 runs along Western Street and Bermondsey Street. It has a PTAL of 6b, the highest possible, consequent upon proximity to four bus services and London Bridge Rail and London Underground stations. The site is in Bankside, Borough and London Bridge Opportunity Area.
373. None of our previous concerns have been addressed within this application. Therefore, this application continues not to comply with Policies T5, T7 and the mayors Vision Zero approach.

Healthy Streets

374. In principle, we support the proposal for the provision of a crossing to Leathermarket Gardens as it would be in line with Policy T2 Healthy Streets. The Council should consider whether any other improvements are necessary to support active travel and/or use of public transport, in particular for those with less mobility and at night-time.

Car Parking

375. We welcome that the development will be car-free except for disabled persons' parking. Two disabled persons' parking spaces have been proposed, which exceeds the total minimum requirement in Policy T6. One disabled persons' parking space is to be provided on-street, while the other would be on-site.
376. The on-site parking space involves reversing into the site or more likely onto Leathermarket Street this is contrary to Vision Zero where all vehicular access and exits from the site should be possible in forward gear. Based on this, the Council should determine whether another on-street disabled persons' parking bay would be preferable instead. If so a s278 agreement should be secured to ensure the existing crossover is removed and a commuted sum to cover the costs of providing this space. If there is any parking on site a Parking Design and Management Plan should be secured by condition to ensure allocation on the basis of need without a tie to a particular home.
377. The central location of the site and excellent public transport which is step free alongside the prevailing rates of car ownership amongst disabled people could suggest that the Policy T6 requirement for additional disabled persons' parking should demand arise could be met on street. It is requested that the Council considers this in determining the application and if so, secures the necessary funding.

378. We welcome that residents and people working at this development will not be eligible for CPZ parking permits. This should be secured through the appropriate mechanism.
379. We note that an active electric vehicle charging point will be provided for the disabled persons' parking space on site. However, we would recommend that a commuted sum is secured for such provision for the on-street parking too, or only, should the on-site parking space be refused.

Cycle Parking

380. 76 long-stay and four short-stay spaces are proposed for the residential element, with 12 long-stay and two short-stay spaces for the office element. This meets the minimum quantity standards in Policy T5.
381. Policy T5 also requires cycle parking to align with the London Cycle Design Standards (LCDS). Areas of non-compliance are detailed below:
382. - One cycle lift has been provided to the cycle store. We generally request that two cycle lifts, or other accessible measures, are provided to any basement cycle parking in the event that one breaks down. The lifts for the residential lobby could be used as an additional cycle lift for the residential stores subject to being of adequate size, however, no additional provision for the office use has been proposed. Further thought on this is requested.
383. - Policy T5B requires that cycle parking facilities to cater for adapted cycles. In line with this, we request that five per cent of the residential provision and the office provision is for wider/adapted cycles. Spacing of stands for wider cycles should be 1.8m if between two stands or 0.9m if accommodated at the end of a bay. This ensures that suitable and accessible provision is provided.
384. - LCDS Chapter 8 is clear that other users may have difficulty in using two-tier racks and that more accessible provision should be made. Difficulty may arise from lack of physical strength or dexterity in lifting a cycle for the top tier or bending down to lock a cycle at the bottom tier. Difficulty may also arise from having a cycle for which two tier racks are not designed, for example smaller cycles such as those used by children if the rack relies on the front wheel to hold the cycle in place. Our recommendation is that to demonstrate inclusive design, for a typical residential development at least 20 per cent of all long-stay cycle parking is provided on Sheffield stands at the recommended spacing (1.2m for two cycles) or at least meeting the minimum spacing (1.0m spacing for two cycles). Therefore, 17 spaces must be a standard spaced Sheffield stands. A full updated LCDS compliant cycle plan should be conditioned.
385. - A 2m aisle width has been proposed. We recommend that a 2.5m aisle width beyond the lowered frame is provided to comply with Chapter 8 section 8.2.6 of the LCDS.
386. - We welcome that complementary facilities for staff are provided, i.e. lockers, showers and changing rooms.

Delivery and Servicing

387. We note that deliveries are to take place from a loading bay on Leathermarket Street. Policy T7 requires for all deliveries to be off-street, with on-street loading bays only used where this is not possible. Cycleway 14 runs along Leathermarket Street. The safe movement of cyclists along Leathermarket Street must be maintained. The Council should determine, given the constraints of the site, whether a loading bay is suitable at this location and should ensure the safe movement of cyclists or whether other arrangements can be made.
388. If the loading bay is to be shared with pedestrians, the Council should consider the safety and comfort of footway users when assessing this feature.
389. We encourage the applicant to work with Team London Bridge and Better Bankside in planning and managing and consolidating delivery and servicing.
390. Given the location of the site and constraints, deliveries and servicing by cargo bikes and last mile schemes is strongly supported and specific provision should be made for this. A concierge arrangement should also be considered.
391. A full delivery and servicing plan should be secured through condition to align with Policy T7.

Construction

392. An outline construction logistics plan (CLP) has been provided. To align with Policy T7, a full CLP should be secured through condition.
393. We have the following comments on the outline CLP:
394. We welcome that vehicle activity will occur outside of peak hours and avoid school opening/closing times. We recommend a booking system for deliveries is utilised to align with Policy T7.
395. We note that a construction lane is proposed on Leathermarket Street. Given the narrow width of the carriageway, the full CLP should demonstrate how safe cyclist and pedestrian movement is maintained to align with Policy T7K. A swept path should be provided by the applicant to show how vehicles can pass without causing issues for cyclists when passing.
396. We recommend that a pedestrian gantry is provided to ensure safe pedestrian movement.
397. Impacts on Cycleway 14 and users should be minimised through specific management and physical measures. This should include stop works signs facing both ways.
398. We welcome that CLOCS accredited contractors will be used. We recommend that FORS contractors are also utilised.

399. We note that holding areas may be used. These should be agreed with the Council and ensure that impacts on traffic, pedestrians and cyclists are minimised. These should not be on the TLRN; or impact on bus stops, stands or operations; or impact on Cycle Hire Docking Stations and other cycling infrastructure.
400. Policy T7 requires deliveries to occur on-site. The Council should consider how on-site servicing can be maximised within the context of site constraints.
401. We encourage a commitment to use of sustainable freight to align with Policy T7 is provided. We welcome that electric vehicles will be encouraged. We 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. We encourage the applicant to work with Team London Bridge and Better Bankside during the planning and construction of this scheme.
402. We encourage consolidation with other developments in the area.
403. There is no mention of cycle parking. To align with Policy T1 and encourage a Strategic Mode Shift, cycle parking for contractors should be provided from the outset. Not providing cycle parking at this point discourages cycling to the site, thus contrary to Policy T1. Cycle parking should be provided in line with the London Cycle Design Standards to align with Policy T5 and should be secure, covered, accessible and well-located, close to the site entrance on-site.
404. These points should be addressed in the full CLP secured through condition.
405. We request that if this application is to be accepted that through condition an updated LCDS compliant cycle parking plan is provided as well as a detailed CLP and a full Delivery and Servicing plan. Additionally, if there is to be on site car parking a full Parking Management Plan should be provided.

London Underground/DLR Infrastructure Protection

406. No comment to make on this planning application.

Environment Agency

Initial comment 2022

407. We have no objection to the proposed development.
408. The site is in Flood Zone 3 and is located within an area benefitting from flood defences. Whilst the site is protected by the River Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year, our most recent flood modelling (December 2017) shows that the site is at risk if there were to be a breach in the defences.
409. The inclusion of inappropriate development according to Table 3 of the national Planning Practice Guidance, the absence of a Flood Risk Assessment (FRA) or

the submission of an inadequate FRA could technically be reasons for refusal of the scheme.

410. Please note that our advice is based upon the tidal and/or fluvial flood risk to the site. Other sources of flooding to the site, such as surface water, also need to be considered. We recommend that the applicant refers to the Strategic Flood Risk Assessment (SFRA) for the borough and seeks advice from the Lead Local Flood Authority (LLFA) and emergency planning teams, where appropriate.
411. The submitted Flood Risk Assessment (FRA) (Elliot Wood, November 2022) provides an accurate assessment of the tidal and fluvial flood risks associated with the proposed development.
412. The proposal seeks to introduce sleeping accommodation on the 1st floor of the development. This will be above the 2100 Thames tidal breach flood level, we are therefore taking a pragmatic approach and raise no objection to the proposal.
413. Please re-consult us if plans are revised in the future to include sleeping accommodation at ground or basement level.
414. Under our remit as a statutory consultee, we are commenting on fluvial and tidal risk only. We recommend the Local Planning Authority assess whether an updated FRA should be submitted with respect to other sources of flooding and emergency planning, which fall within their remit. Please note that an FRA is required under Paragraph 167, Footnote 55 of the National Planning Policy Framework (NPPF), when development is proposed in such locations.
415. Our local Customers & Engagement team are able to provide any relevant flooding information that we have available, such as flood maps and modelled flood levels to be used within the FRA. For most sites, applicants should request modelled data for this purpose. All flood data requests are free. To request any flood risk data, please email KSLE@environment-agency.gov.uk, or telephone 03708 506 506 and ask for the Kent & South London Customers & Engagement team.

Further comments 2025

416. The Environment Agency further advised in 2025 that their previous comments are still applicable for the submitted proposal.

London Underground/DLR Infrastructure Protection

417. Has no comment to make on this planning application. This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.

Health and Safety Executive

Initial comment

418. Health and Safety Executive (HSE) is the statutory consultee for planning applications that involve or may involve a relevant building. Relevant building is defined as:

- contains two or more dwellings or educational accommodation and
- meets the height condition of 18m or more in height, or 7 or more storeys.

“Dwellings” includes flats, and “educational accommodation” means residential accommodation for the use of students boarding at a boarding school or in later stages of education (for definitions see article 9A (9) of the Town and Country Planning Development Management (England) Procedure Order 2015 as amended by article 4 of the 2021 Order.

However, from the information you have provided for this planning application, it does not appear to fall under the remit of planning gateway one because the height condition of a relevant building is not met.

Final comment 6 January 2026

419. As the building is not a relevant building, and unlikely to be a Higher Risk Building, HSE is not a statutory consultee for this application and is unlikely to be the building control authority. Therefore, you should seek advice from the council’s building control team who should be able to provide commentary to support your consideration of this application at the planning committee.

Thames Water

Waste Comments:

420. The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. “No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement and piling layout plan. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide ‘working near our assets’ to ensure your workings will be in line with the necessary processes you need to follow if you’re considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to

Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

421. As required by Building regulation's part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.
422. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Surface Water:

423. Thames Water would advise that with regard to the SURFACE WATER network capacity, we would not have any objection to the above planning application, based on the information provided.

WASTE WATER NETWORK and SEWAGE TREATMENT WORKS

424. Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments:

425. Following initial investigations, Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. As such Thames Water request that the following condition be added to any planning permission. No development shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional demand to serve the development have been completed; or - a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (e-mail: devcon.team@thameswater.co.uk) prior to the planning application approval.
426. Thames Water recommend the following informative be attached to this planning permission: 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. The developer should take account of this minimum pressure in the design of the proposed development.
427. There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>
428. If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at [thameswater.co.uk/buildingwater](https://www.thameswater.co.uk/buildingwater).
429. The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

scale-developments/planning-your-development/working-near-our-pipes
Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

Supplementary Comments

430. Please submit a foundation/piling layout plan clearly indicating the locations of all foundation/piles to be installed on the development site. This plan should show the positions of the foundation/piles in relation to Thames Water clean water mains and sewers and local topography such as roads (please include road names), existing buildings and/or any other notable features. Thames Water require drawings indicating the location of all piling and the clearance between the face of the pile to the face of a pipe. If any basements intended to be constructed as part of the development, please clearly indicate the location and footprint. Without these drawings and cross-sectional details Thames Water will not be able to review your proposals and discharge your planning condition.
431. The Developer is also requested to confirm whether they have been in touch with Thames Water to discuss or arrange for the abandonment of any existing assets beneath the development site. Please give a short summary of any correspondence to date and any references they have been provided.

Historic England

Re-consultation

432. No comment.

Metropolitan Police

Initial comment

433. From looking at the Design and Access Statement I am encouraged to see reference to security and to Secured by Design on page 72. I did meet with Tom Smith from DMFK Architects in December 2021 to discuss Secured by Design standards and requirements, and the meeting was well received. I am unfortunately not in receipt of any meeting minutes and maintaining contact with the Southeast Designing Out Crime Unit is encouraged throughout the process.
434. I am encouraged to see the separation between the residential and commercial uses, with their own entrances, cycle and bin stores. It is imperative that these are kept separate to improve the security of the building. I do note that there is a shared cycle and refuse lift which is a concern and ways to mitigate crossing into residential areas from commercial areas and vice versa must be discussed. This will likely be achieved via access control.
435. Due to the number of residential properties in this block the residential part of the development will need to be compartmentalised for security purposes. In summary this means that a resident should only be able to access the floor

they reside on and any amenity floors. It is achieved via one of two proposed methods with the assistance of access control. This has already been discussed during the pre-application meeting a year ago.

436. Secured by Design and overall security will be essential for this development, as discussed during the pre-application meeting already held. The use of tested and accredited products with certification in the name of the fabricator namely doorsets, windows, glazing, will all be necessary for this development. This coincides with the requirements for access control, CCTV, secure perimeter treatments, secure bin stores and cycle stores.
437. Overall, I feel that the development could achieve the security requirements of Secured By Design. Achieving Secured By Design should be welcomed, especially as it is in a high crime area. Southwark is a high crime borough, suffering from incidents of Burglary, Robbery, Assaults including violent crime and knife crime, Criminal Damage, Motor Vehicle Crime, Theft, gang crime, and Anti-Social Behaviour including drugs. London Bridge and West Bermondsey Ward has had 4538 recorded crimes in the year November 2021 to October 2022, detailed crime figures are shown here <https://www.police.uk/pu/your-area/metropolitan-police-service/london-bridge-and-west-bermondsey/?tab=statistics>
438. Incorporation of measures to prevent crime in the future are important, especially considering the guidance within NPPF Section 8 and 12 which state:-
439. Section 8:
"Planning policies and decisions should aim to achieve healthy, inclusive and safe places which are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion...".
440. Section 12:
"Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."
441. I would request that the benefits of certified products be pointed out to applicants and that the Local Authority encourages assessment for this application. For a complete explanation of certified products please refer to the Secured by Design guidance documents which can be found on the website: www.securedbydesign.com .
442. As stated previously, I feel that should this application proceed, it should be able to achieve the security requirements of Secured by Design. This will require the guidance of the Secured By Design Homes 2019 and Commercial 2015 guides. This is alongside continued consultation throughout the design and build of this development with the SouthEast Designing Out Crime Office to ensure that Secured by Design standards are implemented correctly. I feel that the adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment.

443. In order to assist the development with achieving Secured by Design standards, I would ask that the following two-part condition be applied if planning permission is granted:
444. 1. SBD Measures.
The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the development
445. 2. Secured by Design Certification.
Any such security measures shall be implemented prior to occupation in accordance with the approved details which shall 'seek to achieve' the secured by design accreditation award from the Metropolitan Police Service.

Re-consultation November 2023

446. In relation to this consultation, the formal comments which I made in relation to this application on 20 December 2022 are still valid.
447. I do need to outline additional concerns which I have. I am concerned that an alleyway could be constructed due to the possible walkway through the undercroft leading to Leathermarket Gardens, and I am concerned about the close proximity this building has to neighbouring properties at 22 and 28 Leathermarket Street. It is therefore even more imperative that the development team liaise with the SE Designing Out Crime Unit and adhere to Secured by Design requirements in order to minimise these security risks.
448. I fully believe that this development is suitable to achieve Secured By Design accreditation as long as it adheres to guidance from SBD Homes 2023, and in order to assist the development with achieving Secured By Design standards, I would ask that the following two-part condition be applied if planning permission is granted:
449. 1. SBD Measures.
The development hereby permitted shall incorporate security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design. Details of these measures shall be submitted to and approved in writing by the local planning authority prior to commencement of the development
450. 2. Secured by Design Certification.
Any such security measures shall be implemented prior to occupation in accordance with the approved details which shall 'seek to achieve' the secured by design accreditation award from the Metropolitan Police Service.

Re-consultation November 2025

451. The Metropolitan Police provided comments back in 2022 for the original application, of which this appears to be the same. My comments are still valid. The SE Designing Out Crime Unit would require a Secured by Design condition to be enforced on this development, and the development will need to adhere to the most current Secured by Design Homes standards and requirements. There were traditionally concerns around an alleyway for this development, and crime prevention methods will need to be implemented in order to minimise crime and the fear of crime.

London Fire Brigade

Initial comment December 2023

452. We note that the proposals show a single stair and lift core travelling from upper floors to the basement in this mixed-use building. Approved Document B, Vol 2, B1 3.2 states that “If a building contains storeys, or parts of storeys, in different purpose groups, it is necessary to consider providing either of the following: (a) separate escape routes from the areas of different use. (b) other effective means to protect the common escape routes.
453. The building should meet the requirements of section B4 of Approved Document B Vol 2, 2019 “Resisting fire spread from one building to another.”

Re-consultation 28.10.2025 and 28.12.2025

454. No comment received.

Consultation responses from internal consultees

Planning Policy

November 2025

455. A completed GLA carbon emissions reporting spreadsheet in Excel format is required as well as the full BRUKL reports for the Be Lean and Be Green stages. Be Green – PV: Can the applicant please submit
- > An estimate of the electricity that the photovoltaic modules will generate including the assumptions for the calculations
 - > A calculation of the CO2 savings that may be realised through the use of the PV
 - > Has the applicant confirmed that the performance and output of the system will be monitored, in line with the be seen policy and relevant guidance document?
- Be Green – ASHP: Please provide the product specifications for the ASHPs to be installed onsite. Confirm the exact model being used, as an SCOP of 4.5 would deliver significant carbon savings.
- Be Green - Non-domestic: Please explain why Be Green savings for Non-Domestic are only 1% compared to Residential savings. This is unexpected given the use of high SCOP ASHPs versus the notional value of 2.5. Clarify why Non-Domestic savings are much lower than those for Domestic floor space.

S106: > Carbon offset: $7.0 \text{ tCO}_2/\text{yr} \times 30 \text{ years} \times 95\text{£}/\text{tCO}_2 = \text{£}19,950$
 > Agreed carbon target (cumulative figure) - 75% for domestic over Part L 2021, 16% for non-domestic over Part L 2021, 70% site wide over Part L 2021
 > Futureproofed DHN
 > Be Seen
 > Energy review mechanisms

Be Clean: The applicant has stated that the residential portion of the development can connect to a future DHN if it becomes viable. Please submit evidence demonstrating this provision.

EUI & SHD: Can the applicant please provide the EUI and SHD for residential and non-residential floorspace?

Be Seen: Can the applicant please:

> Upload the necessary contextual and performance data to the 'be seen' portal
 > Confirm the target dates for all subsequent 'be seen' stages
 > Confirm that metering plans that will enable the in-use energy performance reporting are in place

Development is targeting BREEAM "Excellent" (70.54%) under BREEAM UK New Construction (2018) Fully Fitted. This should be secured by condition.

Local Economy Team

456. This won't meet thresholds for employment obligations owing to the size. It will also be under 500sqm of new employment space so no affordable workspace obligations. I do want to seek a loss of employment space contribution for the reduction in office space (202sqm GIA) - this would be £7264.

Community Infrastructure Levy Team

457. The site is located within Southwark CIL Zone 2, and MCIL2 Central London Band 2 Zone. Based on the GIA measurements obtained from the submitted floorplans dated 20-Oct-2023 Rev P3, the gross amount of CIL is £909,234.71 (pre-relief). Subject to the correct CIL Forms being submitted on time, CIL Social Housing Relief of approximately £820,448.85 can be claimed for a number of types of affordable housing. Thus, the resulting CIL amount is estimated to be £88,785.86 (net of relief). It should be noted that this is an estimate, floor areas will be checked when related CIL Assumption of Liability and Relief Claim Forms are submitted, after planning approval has been secured. Please note that Southwark CIL Social Housing relief can only be granted if the affordable housing provided meets the relief criteria set out in regulation 49 (as amended by the 2014 Regulations), the 2015 Regulations and the 2020 (No. 2) Regulations).

Transport Team

458. General Comments:
- The site is in a PTAL 6b, indicating an excellent level of public transport accessibility
 - The site is bound by Leathermarket Gardens to the north, 22 Leathermarket Street to the east, Leathermarket Street to the south, and 106 Weston

Street and the junction of Leathermarket Street / Weston Street to the west.

- The site is located within the 'F' CPZ, which operates Monday-Saturday between 08:00-18:30.
- Cycleway 14 runs along the southern boundary of the site on Leathermarket Street and continues north on Weston Street.
- The site is currently occupied by a two-storey building comprising 645 sqm (GIA) office floorspace.
- There is an existing crossover within the site to the east of the existing building which provides access to up to two car parking spaces. Deliveries and servicing is understood to currently take place on-street from Leathermarket Street.
- The development proposals allow for 460 sqm (GIA) office floorspace with 26 residential units on the floors above.

459. Cycle Parking:

Two long-stay cycle stores, for the residential and office uses respectively, are proposed in the basement of the development. These stores are accessed by a single lift, which in turn is accessed on the ground floor from the residential entrance. The applicant must submit detailed plans to include annotations and dimensions to ensure cycle storage meets the requirements of LCDS in terms of aisle/corridor/door widths, particularly as the route requires navigating a number of doors and corridors. Doors providing access to any cycle stores must also be power assisted.

The proposed quantum of long-stay cycle parking for the residential and office elements of the proposals meet the minimum requirements of the Southwark Plan (2022). However, regarding the type of cycle parking, only 21% of long-stay residential spaces are currently proposed in the form of standard (16%) and oversized (5%) sheffield stands. This is below the recommended minimum provision of 20% standard and 5% oversized sheffield stands, and it is therefore suggested that a minimum of one additional sheffield stand is provided with the residential cycle store.

Regarding the office long-stay cycle storage, 12 parking spaces are proposed, which exceeds the 10 minimum spaces required by the Southwark Plan, in the form of four two-tier stackers and two sheffield stands. It is suggested that the two sheffield stands are replaced by a single oversized sheffield stand with appropriate clearance (assuming sufficient space is available) to provide adequate storage for non-conventional cycles.

Short-stay cycle parking is proposed in the form of three sheffield stands in the southeastern corner of the site adjacent to the access to Leathermarket Gardens. The location, type and quantum of cycle parking proposed is accepted.

Compliance Condition: To be secured with a compliance condition. This means that Transport Policy will need to agree detailed cycle store plans prior to

determination.

Reason: London Plan Policy T5, Southwark Plan Policy P53, London Cycle Design Standards Chapter 8, DfT LTN/120, Southwark Air Quality Action Plan Action 7.8, Southwark Movement Plan Actions 4 and 9.

460. Cycle Hire Expansion Contribution and Membership

The developers must contribute provide a financial contribution to the expansion of Cycle Hire. Free membership to the Cycle Hire scheme for a minimum of 3 years must also be provided upon first occupation of any residential unit. Both elements are to be secured by S106, and the amount will be confirmed by TfL.

Reason: To support the objectives of promoting Sustainable Transport choices as per Southwark Plan Policy P53, Southwark Air Quality Action Plan Action 7.8 and Southwark Movement Plan Action 4.

461. Car Parking:

Given the excellent accessibility of the site, any development in this location must be car-free with the exception of blue badge spaces.

The applicant proposes to provide a single off-street blue badge bay for the proposed residential units, which is in accordance with with London Plan Policy T6.1 and is considered appropriate for the development. This bay must be provided with active EVCP provision.

The bay is in the same location of the existing parking space(s). This bay must be secured for the use of the residential units only, and should not be used by staff or visitors of the proposed office. A minimum of 1.2m of hatching should be provided on both sides and the rear of this space. The applicant must provide swept path analysis and plans identifying appropriate visibility splays (these appear to have been omitted).

Existing on-street parking on Leathermarket Street in the vicinity of the site is currently provided in the form of permit holder bays. The existing bay immediately adjacent to the development site can accommodate up to three vehicles. The applicant proposes to convert the existing on-street parking to a single disabled blue badge disabled bay and a 12.5m loading bay.

The provision of an additional on-street disabled bay is not required to serve the development, given the provision of a dedicated on-site blue badge parking space for the residential (which meets the 3% London Plan requirement) and the excellent accessibility of the site.

The accompanying TA includes the results of an on-street overnight parking stress survey undertaken within the vicinity of the site. The results of the survey suggest that permit holder bays on Leathermarket Street are well utilised, recording an average occupancy of 86%. The results of the survey indicate that there is no additional capacity on Leathermarket Street to relocate or displace existing parking bays. The conversion of the existing on-street permit holder

parking to a loading bay is discussed later in this response and would be subject to agreement with LBS Highways.

Compliance Condition: To be secured with a compliance condition. This means that Transport Policy will need to agree detailed Blue Badge parking plans to ensure they can accord to policy prior to determination.

Reason: To meet the requirements of London Plan Policy T6.1. Southwark Plan Policy P55 ensures the mobility needs of disabled/mobility impaired people are provided consistently, conveniently, and to a high standard. BS8300 sets the required standards for the design of Blue Badge parking spaces off-street as per section 7.4.1 and Figure 3; and within car parks and garages as per section 7.6 and Figures 4, 5 & 6.

462. Parking Permits:

No on-street parking permits will be available for residents or businesses in current or future CPZs.

Reason: London Plan Policy T6, Southwark Plan Policy P54, Southwark Air Quality Action Plan Action 7.5 and Southwark Movement Plan Action 7 will help Southwark to grow sustainably without adverse environmental impacts and emissions through car-free development.

463. Vehicle Access / Crossovers:

Vehicle crossovers must accord to LBS's standards, which can be discussed with colleagues in Highways. Generally, crossovers of greater than 3.0m width are not acceptable unless required for site-specific purposes, which would not appear to apply in this instance.

There is an existing vehicle crossover in the corner of the site, which is currently proposed to be retained to provide access to the single disabled bay. This is generally acceptable but will need to be upgraded in accordance with SSDM and would be subject to agreement with LBS Highways.

Reason: The Highway Authority has the power to take decisions on where vehicle crossovers and new accesses can and cannot be introduced to the public highway on classified as well as residential, non-classified roads taking into account highway safety, through The Highways Act 1980 and s184 of the act.

464. Car Club Membership:

The applicant must provide free 3-year membership to the local and easily accessible car club bays within the vicinity of the applicant site. The membership must be provided to each property from first occupation.

Reason: London Plan Policy T6, Southwark Plan Policy P54 and Southwark Movement Plan Action 7 will help Southwark to grow sustainably without adverse environmental impacts and emissions through car-free development.

465. Pedestrian Access:

Pedestrian access to the site is proposed via Leathermarket Street, with two separate points of access to the residential and office lobby/reception respectively.

466. In accordance with SSDM, all footways abutting development sites should be widened to 2.4m where possible. Based on the plans submitted, it is understood that the applicant proposes to widen the footway and to provide an inset loading and disabled bay. If this is the case, the footway would be a minimum of 3.6m wide when the bays are not in use, but this would be reduced to a minimum of 1.5m when the loading bay is in use.

467. There is also an existing sign post and lighting column adjacent to this pinch point, which are understood to be retained, which will reduce the effective width of the footway further. A kerb buildout incorporating an informal pedestrian crossing adjacent to the entrance to Leathermarket Gardens provides access.

468. The principle of the proposals is generally acceptable in transport planning terms, however these works would form part of the S278 works and would subject to further discussion and agreement with LBS Highways. It is preferable that the building line is set back to provide a continuous 2.4m wide footway along the entire frontage of the site, and the applicant has failed to demonstrate whether this proposal has been considered.

469. Trip Generation

The TA includes a trip generation assessment of both the existing and proposed land uses using the TRICS database and local census data. The survey sites and resulting trip rates identified are considered appropriate, and the net impact of the proposals using these trip rates would not be expected to have an adverse impact on the operation of local transport and highways networks during peak hours.

470. Construction Logistics Plan (CLP):

Due to the scale and location of the proposal in the CAZ, a detailed Construction Logistics Plan will be required once a contractor has been appointed, which can be conditioned.

Reason: Southwark Plan Policy P50, Southwark Air Quality Action Plan Action 2.4, Southwark Movement Plan Actions 19 and 20 ensure that development has no negative impacts on day-to-day activity and road network and helps to reduce carbon emissions through reducing private car journeys. P50 also ensures that the road network in Southwark is safe and efficient.

471. D/CEMPs:

A Demolition Plan and a Construction Environment Management Plan must address how effects of construction on the environment will be avoided, minimised or mitigated. This can be conditioned. The applicant must also demonstrate how construction using public highways can be safely

accomplished and how vehicular movements will be minimised and controlled to reduce danger to vulnerable road users.

Penalties will be meted out to transport operators not complying with the routing of construction vehicles and delivery slots.

Reason: Southwark Plan Policy P50, Southwark Movement Plan Action 1 and Southwark Air Quality Action Plan Action Actions 2.1, 2.2, 2.5 and 2.7 ensure that development has no negative impacts on day-to-day activity and road network and helps to reduce carbon emissions through reducing private car journeys. P50 also ensures that the road network in Southwark is safe and efficient.

472. Delivery & Servicing:

As previously noted, the applicant proposes to convert existing permit holder bays on Leathermarket Street to an on-street inset loading bay, which is generally considered acceptable (although this is subject to agreement with LBS Highways). However, the applicant must demonstrate how vehicles will be prevented from overrunning the designated inset loading bay and mounting the footway.

473. The submitted TA report includes an assessment of the likely number of delivery/servicing vehicle trips generated by the proposals, which appear to be appropriate and robust. The results of this assessment indicate that a total of 10 two-way delivery/servicing vehicle trips would be generated, which would be expected to have a negligible impact on the operation of the local highway network and could be accommodated within the proposed single loading bay.
474. The applicant should outline how deliveries can be consolidated to reduce the number of trips generated, and also identify appropriate space within the public realm of the site to accommodate cargo/delivery bikes, particularly given the sites location within the CAZ.
475. The proposed refuse/recycling arrangements appear to accord to adopted policy in terms of door openings and drag distances. However, LBS Waste Management must be consulted on the specifics of the proposed waste strategy and capacity provided. Dropped kerbs must be provided to ensure level access between waste presentation areas and refuse vehicles can be accommodated.
476. A delivery and servicing management plan (DSP) bond will be retained for Major developments and a fee taken for the purposes of monitoring whether or not this is accorded to. Both of these elements will be secured within the s106 agreement.

Reason: Southwark Plan Policy P50, Southwark Air Quality Action Plan Action 4.2 and Southwark Movement Plan Action 14 ensure safe and efficient delivery and servicing that minimises the number of motor vehicle journeys. Southwark Movement Plan Action 18 ensures that where motorised vehicles are required, freight vehicles and their drivers adhere to the highest possible standards in terms of safety, efficiency and emission reduction.

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

477. **S278:**

A Section 278 Agreement will be required for works to the public highway, as per the details which will be set out by Highways. However, we would suggest the following are included:

- Provision of inset loading bay on Leathermarket Street and associated works
- Provision of uncontrolled crossing on Leathermarket Street
- Existing crossover to be upgraded in accordance with SSDM
- Relocation of displaced on-street parking bays (location to be agreed with LBS Highways)
- Widening of footway on Leathermarket Street to minimum of 2.4m
- Resurfacing of carriageway binding the site.

S106 Agreement:

Suggested scope of S106 contributions are as follows, with scale of financial contributions to be confirmed in due course:

- Car club membership fees - three-year membership to new residents to car clubs operating in the area
- Residential and Employee Travel Plans to be monitored and maintained by an identifiable Travel Plan Coordinator appointed by the management company of the site, covering all the different uses across the site; secured via the S106 agreement.
- Delivery and Servicing Management Plan Bond and Monitoring Fee
- Cycle Hire membership for three years for each residential unit and contribution towards expansion of docking station(s) (to be confirmed by TfL)

Further comments 2025

478. Reviewed the changes to the scheme as previously proposed and none appear to relate directly to transport/highways. Any reduction in number of residential units/floorspace would result in a lower quantum of cycle parking required by policy, the applicant should confirm what the current cycle parking proposals are. It is assumed that all other transport/highways elements (e.g. on-site blue badge bay, delivery and servicing arrangements etc.) are as per the previous scheme, in which case our previously provided comments remain valid.

Ecologist

Initial comment 2022

479. The PEA is acceptable no further surveys are required. The BNG assessment

is unverified so it is impossible to review without the metric worksheet which should be submitted with the application. It is not clear why the Small sites metric was not used? There is no Urban Greening Factor assessment which should have been provided as the development merits this assessment. The landscape management plan is only for 5 years. If this is to be compliant with BNG then it should be for 30 years. This should also include monitoring for the same period. I caution against using sedum in the roof landscaping. A biodiverse roof advised. Sedum has a low ecological value. As the site is adjacent to a local SINC it would be good to include more native species in the landscaping plan. I advise the following conditions: AG03, 6 Swift bricks and 3 bat tubes.

Further comment 2023

480. The biodiversity Metric is incomplete. The hedgerow data can be assessed but not the terrestrial data as the snapshot does not include the complete form. A copy of the metric spreadsheet would resolve this.

Further comment 2023

481. I can see how the figures have been achieved. No further comments.

Further comment November 2025

482. It appears that the most recent ecology survey was undertaken in January 2021. This is considered out of date in line with the CIEEM advice note on the lifespan of ecological reports. An updated ecology report should be provided. Please refer to previously submitted ecology comments. Note that the application predates mandatory BNG. The redline boundary includes an area of the neighbouring Site of Importance for Nature Conservation. This area of the SINC appears to include approximately 9m² of introduced shrub. The citation for the SINC states that: A small park located in the far north of the borough, close to London Bridge station. The gardens are mostly formal, with some mature trees, but the recently created Community Park is informally landscaped, with many young trees and shrubs forming a small patch of secondary woodland in one corner. Some of the grassy areas have been sown with wildflower mixes, but these are now kept short. A small wildflower area with planted fruit trees has been created by the Bankside Open Spaces Trust (BOST). It is one of few green spaces that provide access to nature in an otherwise densely built-up area. It is very popular with residents locally and office workers at lunchtime. Policy P60 states that development must contribute to net gains in biodiversity through enhancing the nature conservation value of SINC as well as protecting and avoiding damage to SINC.
483. Planting areas within the SINC have been proposed. A new hedgerow, tree planting and an area of shrub and herbaceous planting is proposed.
484. The proposed hedgerow within the SINC should be native and species rich with diverse and multilayered planting. Appropriate hedgerow underplanting should be included. The shrub and herbaceous planting area should include native, nectar-rich and berry producing plants which are pollinator friendly. Where possible, larger shrubs should be under-planted to create greater structure and

cover for wildlife. The use of block planting of single species should be avoided in favour of a higher diversity of plant types per square metre. Selected species should be on the RHS plants for pollinators list.

485. Recommended informatives
Nesting birds

486. Recommended conditions
AGW06- Bat box x 1
AGW08- Green roof

487. Bird box recommended wording
Details of a 32mm bird box shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Details shall include the exact location, specification and design of the bird box. Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and the Local Planning Authority agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with National Planning Policy Framework (2023); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022)

488. Wildlife friendly lighting
Prior to occupation, a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy shall:
a) identify those areas/features that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority. Prior to the new development being first brought into use/occupied a bat friendly Lighting Plan shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act (1981), (as amended), and because bats are known to be active in vicinity of the development site.

Building Control

489. Comments pending (will be reported in an addendum).

Highways Team

24 November 2025

Main Issues to be resolved prior to consent:

490. A minimum of 2.4m footway width should be provided where possible outside new developments. It is particularly important at this location as the presence of mature street trees restricts footway width. The building should be set back on Leathermarket Street to meet this minimum requirement. The Council wishes to adopt the strips of footway resulting from the new footprint of the building.
491. Pedestrian intervisibility splays of 2m x 2m must be provided and maintained at the vehicle crossover at Leathermarket Street for the disabled parking space within the Development. These visibility splays should be shown on the ground floor plan and submitted for review.
492. There are doors on the ground floor that are proposed to open outwards onto the footway. The applicant should ensure that doors open inwards as per Section 153 of the Highways Act 1980.
493. The Healthy Streets Transport Assessment documents mentions that the existing parking bays on Leathermarket Street will be converted for use as a disabled bay and for a loading bay. One disabled bay has been provided on site. There is no justification to provide another disabled bay on street. The proposed on-street disabled bay must be removed since any vehicle driver with a blue badge can park in it.
494. The proposed retaining walls to the basement level are in close proximity to the public highway. A detailed design and method statements (AIP) for foundations and basement structures retaining the highway (temporary and permanent) in accordance with CG 300 of the Design Manual for Roads and Bridges (DMRB) should be submitted and approved by the Highway Authority. Please contact the Structures Manager (Anthony Davis – Anthony.Davis@southwark.gov.uk). This needs to be secured through a planning condition.

If consent is granted the developer must enter into an S278 agreement to complete the following works:

495. • Repave the footway including new kerbing fronting the development on Leathermarket Street using precast concrete slabs and 150mm wide granite kerbs;
- Construct a pedestrian crossing on Leathermarket Street in accordance with SSDM standards;
- Upgrade the vehicle crossover on Leathermarket Street in accordance with SSDM standards;
- Promoting a traffic regulation order for the removal of the existing parking bays, and for the use of the loading bay. Works to include road marking and

- signage;
 - Upgrade street lighting to current LBS standards within the vicinity of the site;
 - Repair any damage to the highway (including kerbs, inspection chambers, street furniture) due to construction activities for the Development including construction work and the movement of construction vehicles; and
 - Refresh all road markings following kerb installation.
496. A Construction Management Plan (CMP) should be submitted and approved by the Council prior to the implementation of the development. The CMP should cover, but not limited to:
- Number of construction vehicles accessing the site per day
 - Largest vehicle deployed to access the site with swept path analysis
 - Any necessary protection measures to road users of the public highway
 - Demonstrate that there would be no obstruction to the public highway due to construction activities for the Development.

Drainage

497. The applicant is to note that surface water from private areas is not permitted to flow onto public highway in accordance with Section 163 of the Highways Act 1980. Detailed drawings should be submitted confirming this requirement.

Pre commencement condition survey

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

The following should be noted:

499. The Highway Authority requires works to all existing and any proposed new streets and spaces (given for adoption or not) to be designed and constructed to adoptable standards.
500. Southwark Council's published adoptable standards as Highway Authority are contained in the Southwark Streetscape Design Manual <https://www.southwark.gov.uk/planning-environment-and-building-control/planning/planning-policy-and-guidance/transport-policy-0>.
501. Applicants will be required to enter into a s278 agreement under the Highways Act 1980 for any works to existing adopted Highways.

Waste Management Team

502. Please advise on the distances from the furthest point of the binstore to the collection vehicle and gather the bin store doors do not open onto the public highway? A dropped kerb directly outside the binstore would be preferred.

Archaeologist

503. Please apply previously recommended conditions should you be minded to grant consent for this application.
504. The recommendations are suitable to be secured by the conditions: Archaeological Evaluation; Archaeological Mitigation; and Archaeological Pre-commencement Foundation and Basement Design.

Parks & Natural Environment Team

Initial comment

505. Expressed concern about the closure or part-closure of the playground to facilitate the building works in our previous discussions. The revised CMP states that some play equipment would be relocated on a temporary basis but the applicant cannot define the temporary period which would depend upon the contractor's programme. That is better than closure of the playground, but I would insist on any temporary relocation of play equipment being subject to input from an RPII inspector (to ensure falling distances, etc were in accordance with BS 1176) plus inspections by the same for the temporary relocation plus the re-installation to ensure that safety is maintained at all times. I would recommend use of the company who do our independent annual playground inspections to ensure continuity at Leathermarket Gardens. Early engagement will determine what is achievable. I can provide contact details, if required. I assume that the applicant would fund all associated costs associated with the above.

1st Re-consultation

506. We have reviewed the application for the proposed development and raise the following concerns:
- The proposed development encroaches on a small area of park land to the west of No.26, which also falls within the Site of Importance for Nature Conservation (SINC) boundary. Parks have made clear in the past that permanent loss of any part of the park to the development, nor the loss of SINC area, which is contrary to planning policy, will not be acceptable. The ecological integrity of the SINC must be protected and any impacts mitigated.
 - Parks have made clear that the temporary relocation of the play equipment would be acceptable and closure of the playground is not. Any relocation and re-installation must be subject to input from an RPII inspector (to ensure falling distances, etc. are in accordance with BS 1176) to ensure that safety is maintained at all times. We recommend the use of the company who currently undertake our independent annual playground inspections at Leathermarket Gardens, to ensure continuity and consistency. Contact details can be supplied provided. Early engagement with the Parks service and the inspectors is essential to determine what is achievable.

2nd Re-consultation

507. Leathermarket Gardens (LMG) is not locked at night. I trust the developer is not assuming that we will allow a fire escape into LMG; they should ensure that suitable provision is made without having to create an entrance into LMG.

3rd Re-consultation

508. Park's ecologist - I am satisfied that the proposals will result in a net gain for biodiversity within the SINC boundary along the north and eastern side, where only an area of hardstanding with negligible biodiversity value will be developed with additional planting added. However, ultimately the decision on the ecological impact will be decided by the ecologist in planning, who will assess the proposals against BNG and relevant ecology reports. This does not preclude the issue of the loss of park land to the development on the western side, which the parks team will need to seek further clarification on.

4th Re-consultation

509. Maintain stance on the need to protect parks land from development. I appreciate the loss would be small, but it is still a loss.

Flood Risk Team

Initial comment

510. The applicant proposes the use of green / blue roof systems and permeable paving with only above ground storage. The runoff rates from the site will be restricted using an orifice plate to a maximum rate of 1.7l/s and will discharge via gravity through two connections to the Thames Water combined sewer.
511. The assessment results are as follows:
512. Drainage hierarchy
PASS - the application proposes to manage rainwater via green and blue roofs, in addition to permeable paving. Rainwater harvesting tanks have been justifiably discounted due to the required space and the additional complexity involved with the routing of mains water supply within the proposed building. Infiltration has been justifiably discounted due to compliance with building regulations and underlying geology. The SuDS features do not discharge into a watercourse which is justified because there is no watercourse located near the site. The SuDS features do not discharge into a surface water sewer which is justified because there are no surface water sewers located near the site. There will be 2 discharge points and flow is to be restricted using orifice plate flow control chamber.
513. Runoff rate
PASS - the proposed runoff rate is not the same as, the greenfield runoff rate, but it is a maximum of 2 l/s. A justified reason for not achieving the greenfield runoff rate has been provided.
514. MORE INFORMATION REQUIRED - Calculations supporting the proposed

runoff rates should be provided. The applicant has provided Micro Drainage calculations for the proposed drainage strategy. However, these calculations list a combined runoff rate of 1.8l/s from the various orifice flow controls in the 1 in 100-year plus 40% climate change event, whereas the SuDS proforma lists a rate of 1.7l/s. It is to be confirmed how the flows from the blue roofs will interact with those from the permeable paving to form a combined surface water outfall. The applicant is required to clarify the proposed runoff rate and provide calculations to match the proposed rates.

515. MORE INFORMATION REQUIRED - The drainage strategy drawing does not display the locations of the blue roof orifice plates. Drawing no. 2200518-EWP-ZZ-RF-DR-C-10 detailing the roof drainage proposals is referenced but has not been included. This drawing should be provided.
516. Attenuation volume
MORE INFORMATION REQUIRED - the attenuation volume proposed (57m³) is equal to or greater than the attenuation volume required (34m³). However, the calculations list a combined attenuation volume of 51.1m³. The applicant is required to confirm the proposed attenuation volume from the SuDS features, and update the Micro Drainage calculations if necessary. It has been demonstrated that the site will not flood as a result of the 1 in 30 year rainfall event, that there will be no flooding of buildings as a result of events up to and including the 1 in 100-year rainfall event. It must be demonstrated how on-site flow as a result of the 1 in 100-year event with a climate change consideration will be suitably managed, by including the anticipated exceedance flow routes on the drainage strategy drawing.
517. Maintenance
MORE INFORMATION REQUIRED - the drainage strategy includes the maintenance tasks and frequencies for each drainage component proposed. Full details on who will own the maintenance tasks is required.
518. DECISION: Based on the above, we recommend that the application is not approved. The 'runoff rate', 'attenuation volume' and 'maintenance' sections require more information.
519. Once this information has been provided, we will review further and respond back with any additional comments we may have.

Further comments

520. MORE INFORMATION REQUIRED – The volume for each proposed storage feature varies between the calculations (51.1m³) and the SuDS Pro-forma (57m³). The applicant should ensure that the calculations match the SuDS pro-forma.

Design and Conservation Team

521. The application site is located on the north side of Leathermarket Street, close to its junction with Weston Street, and comprises a late 20th century two-storey building that provides offices for the Leathermarket JMB, a local tenant management organisation (TMO).

The building is free-standing with gaps to either side, sitting between no.106 Weston Street to the west, a modern 5-storey, residential building with ground floor offices that wrap around the corner onto Leathermarket Street; and no.22 Leathermarket Street to the east, a former Victorian warehouse that has been extended and converted to a residential and offices, with a side extension and setback roof extension, taking it to 6 overall storeys. No.22 is locally listed. The building backs onto Leathermarket Gardens, a local park that sits to the immediate rear of the properties along this part of Leathermarket Street and Weston Street. The gap to the east of the application building is hard landscaped, providing a small off-street parking apron and a public entranceway to the park.

Opposite the application site are the Grade II listed 3-storey former Victorian Leather, Hide and Wool Exchange building that incorporates the Leather Exchange public house (no.15-17); with the Grade II listed 5-storey complex of former Victorian warehouses that made up the Bermondsey Leather Market immediately beyond. The exchange and market buildings form part of the western boundary of the Bermondsey Street conservation area that runs up Weston Street (east side) and encompasses Leathermarket Gardens and the application building and its neighbours on the north side of Leathermarket Street.

To the west of Weston Street, diagonally across from the application site, are the 22-storey 1960s residential point blocks of Simla House and Burwash House, which form part of the Council's Kipling Estate. The estate is outside the conservation area.

The proposals are for the demolition of the current TMO office building, the excavation of a single storey basement and the construction of a new part 5/6-storey building, providing replacement offices at ground floor level and 26 affordable homes above. The replacement building has broadly an inverted T-shaped built form, with two interlocking volumes; the cross bar comprising a rectilinear, mainly 5-storey volume that largely fills the space between no.106 Weston Street and no.22 Leathermarket Street; and a short stem to the rear that comprises a 6-storey volume that partly extends above the lower block. The building is brick-faced with punched-hole openings, using two tones of brickwork that highlight the two volumes.

The ground floor is notable for being set-in at the building's sides, with the upper floors supported on piers. The outcome is two undercrofts, the one to the west providing a passageway to the residential entrance on the ground floor flank elevation; and the other providing a single off-street parking space and a replacement entrance through to the park.

Demolition

The current building presents as a modern office building, containing offices, meeting rooms and welfare facilities and was constructed in the mid-1990s on the site of a former tannery that was destroyed by wartime bombing. The building sits recessed behind the back edge of the pavement with large planters to the front and is two storeys with a slack pitched grey metal roof with large overhanging eaves. The facades are in monotone red brickwork with contrasting blue metal-framed windows, doors and rainwater goods, with the

1st floor windows arranged as a ribbon window opening that adds to the building's low-slung appearance. The entrance features a large canopy in matching blue and grey metalwork.

Though distinctive, the building is of no particular townscape or architectural merit, its setback position, stand-alone character and low-slung appearance appearing unsympathetic to the prevailing street scene. The Bermondsey Street records that the building "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". As such, its demolition and replacement with a more contextually sensitive building is therefore supported on design grounds (P.20.2).

Layout

The proposed replacement building is brought forward to the back edge of the pavement and extended to largely infill the void within the street scene between no.106 Weston Street and no.26 Leathermarket Street (albeit with a small gap retained adjacent to no.26, see later). This optimises the plot for development and brings the new building into alignment with its immediate neighbours, which is supported in establishing a more coherent built form to this section of Leathermarket Street.

As referenced above, the main volume onto the street includes two undercrofts. These are gated and form passageway entrances, with the undercroft to the west providing access to the building's residential entrance and bin/bike stores; while the undercroft to the east provides a replacement entrance to the park, ensuring local permeability and connectivity of the site and its context are retained. The provision of gates is supported, allowing the opportunity to control access to the residential entrance, but moreover to the park

The provision of the replacement offices at ground floor level animates the street scene, with the main entrance placed central to the elevation, activating the building's frontage. The offices are multi-aspect, with window openings to the sides and rear, which is welcome in terms of ensuring good daylighting and amenity to the new offices. Importantly, the office windows to the side provide animation and good oversight of the new passageway entrance to the park. This oversight, in addition to the gates and new CCTV should help maintain safety within the passageway entrance to the park, deterring any anti-social behaviour.

In infilling the street frontage, the replacement building directly abuts with no.106 Weston Street but is set slightly away from the flank wall of no.22 Leathermarket Street. A circa 0.5m gap is retained between the new building and former warehouse to address façade maintenance and fire safety concerns regarding the latter. The shortfall is minor and does not undermine the 'restoration' of a coherent building frontage to the street. Nonetheless, the positioning adjacent to the warehouse impacts upon the artwork currently displayed on its flank elevation, which will become obscured by the new building (see later). The proposal is to incorporate replacement artwork within the treatment of the new passageway entrance to the park. Details of the landscaping, soffit finish of the undercroft and new gates should be sought by condition to ensure a high quality of public realm within the passageway and to ensure the delivery of the replacement artwork.

Regarding the rear building line, the new development extends to the plot edge, abutting the park, which is presently landscaped as a children's play area. The rearward extension is modest and partial, not being the whole width of the plot,

with the 'T' shape building line cutting back in to broadly align with the neighbouring properties on either side. It is notable that the office windows at the rear are high level openings only, allowing daylighting but no overlooking of the children's play area.

Overall, the layout of the new development is supported, ensuring a good level of urban design and an attractive public realm (P.13.3 and P.14.7).

Height and massing

As referenced above, the replacement building comprises two interlocking volumes, a rectilinear block that faces onto Leathermarket Street, and a taller, narrower block that intersects at the rear and partly oversails. In terms of overall height the building reaches 22.1m to the top of the plant and is therefore well below the threshold height of a tall building and considerably shorter than nearby Simla House and Burwash House that exceed 55m. Importantly, at this height the development is too low to be particularly evident within the backdrop to the protected LVMF view of St Paul's Cathedral from Kenwood House (LVMF, 3A.1) as is the case with the borough's protected views of the cathedral from the south, albeit the site is close to, but outside the protected viewing corridor from Nunhead Cemetery (P.22).

Regarding its scale within its local context, the building's street volume is mainly five storeys above grade, measuring just over 17m to parapet level. This height is not dissimilar to the parapet height of no.106 Weston Road and would sit slightly below the latter building's brick staircore overrun that forms the flank end to the building along Leathermarket Street. Likewise, it would sit at much the same height as the parapet of the Grade II listed Exchange building opposite and slightly below the height of the heritage asset's notable corner turret. It would also appear similar in height to Lafone House (nos.11-13) diagonally across Leathermarket Street to the southwest.

Regarding its relationship with its immediate neighbour to the east (no.22), when measured onto Leathermarket Street the new building is some 0.5m taller than the overall height to the former warehouse, which has been extended and rises to just under 17m. However, warehouse's rooftop extension is set back from its facades to preserve the building's original parapet height, which measures 13½m above grade onto Leathermarket Street. In response, the proposals step down in height from five to four storeys for the final bay adjacent to no.22, matching its parapet height. This articulation works well in mediating the changes in detailed heights and massing within this stretch of Leathermarket Street: In effect, it steps up in height westwards towards the street corner in a coherent manner, whilst maintaining a contextual scale with its immediate neighbours either side and opposite.

Importantly, while the replacement building is larger and positioned further forward than the current building, it does so in a manner that completes rather than overwhelms the street scene, appearing similar in scale to its neighbours and framing the street in a similar way. The visual coherency this brings to the street scene is regarded as a positive townscape feature and accords with policy (P.13.1).

Regarding the interlocking volume, at six storeys, this reaches 21m to parapet level, with the additional rooftop plant recessed from its perimeter. While taller than the neighbouring buildings onto Leathermarket Street and Weston Street, the single storey difference is modest and, moreover, is recessed by c.3½m from the front façade to achieve an effective shoulder height. As such, the additional storey is generally obscured from view from within Leathermarket Street, maintaining the coherent appearance of the street. It is potentially seen

above the 4-storey element, although at this point the additional storey is recessed 6½m from the flank elevation and any view would be likely be oblique and glimpsed, greatly limiting its impact.

The additional storey would be partly visible above the main volume when viewed in the middle distance from further south along Weston Street and from within the central yard of the Leathermarket Buildings. However, in these views only the upper most section of the elevation and rooftop plant enclosure would be visible and would read as incidental rather than prominent and would not detract from the townscape.

Regarding the view from within the park, this is a view looking out of the conservation area (see later), suffice to say that the rear interlocking volume would appear moderately tall than its immediate neighbours, but not so as to appear overbearing within the foreground context of the park or overly tall compared to its neighbours, and particularly given the presence of Simla House and Burwash House to the southwest. Overall, its scale at six storeys reads sufficiently comfortable and is welcome, sufficiently satisfying policy (P.13.1).

Architecture

The proposed elevational architecture comprises brickwork facades with punched-hole openings and elements of decorative precast and metalwork detailing. The main volume onto Leathermarket Street is arranged into a series of bay openings, taking its design cues from a traditional warehouse. The main facade at 1st to 4th floor levels is set out as twelve similar sized bays, with the outer two and three bay openings at ground floor combined to form the undercrofts on either side. The arrangement brings a rhythm and calm, ordered appearance of the street façade, which is welcome. The bays are mainly onto livingrooms, providing good daylighting, but are also used to provide stacks of recessed balconies, with the inset design maintaining the visual primacy of the street elevation. The openings and spandrels are detailed to give a horizontal emphasis to the building, reflecting the warehouse typology. That said, the ground floor is taller in comparison to the floor above and has more of a vertical emphasis, reflecting the traditional elevational hierarchy.

Regarding material finishes, the main volume comprises multi-stock red brick with a traditional light/sandy mortar, with the ground floor piers finished in glazed bronze/brown brickwork, adding an elegance to the designs. The upper floors feature GRC precast decorative cills and header details in a terracotta colour that enrich the facades, along with decorative balcony railings and occasional bronze coloured metalwork infill panels. The windows are in composite timber and metalwork, with a bronze/brown ppc finish on the outside. The ground floor features large windows and modern glazed double doors, the latter placed slightly off-centre to align with the arrangement of bays. No fascia signage is included, although this would likely comprise signage displayed within the windows (e.g., vinyls or hanging signs) or attached to the piers either side of the entrance: Either way, the signage should be conditioned to confirm it remains sufficiently modest.

Overall, the street elevation is well-composed and attractive, providing a convincing punched hole aesthetic that draws on the qualities of a traditional warehouse, and should sit well within the street scene. Façade details (incl. reveals, decorative detailing and the parapet finish) should be confirmed by condition, as should the materials.

The same arrangement of bays and red brickwork is carried through to the rear elevation of the lower-rise volume, although in this instance several stacks of bays are blanked out with decorative infill panels to avoid overlooking between

the building's apartments. Again, details of the bay openings (including the depth of reveals for the infill panels) and decorative elements should be confirmed by condition.

Regarding the taller volume, it takes a similar design approach of comprising a solid brickwork façade with a regular order of punched hole openings, although in this instance the stacked openings are of different widths and partly infilled with metalwork panels to provide window sizes more typical of an apartment building. In addition, the provide amenity space comprises bolt-on balconies that are added to the volume's flanks. While the glazed bronze/brown brick is continued for the ground floor, the upper floors switch to a lighter, buff colour of brickwork, with the decorative cill and header panels finished in GRC precast in an ivory white colour and the infill panels and balcony railings in brown ppc metalwork. The windows are again a timber/metal composite, with the external frames in brown ppc aluminium.

Overall, the elevation design for the taller volume is effective, with its calm, orderly appearance, enriched by decorative elements. Its treatment contrasts, but complements the lower volume, the switch in its design approach helping to articulate the two distinct volumes and to break down the building's scale and massing. It is appreciated that the taller volume is read primarily within the context of the parkland rather than the historic street and therefore need not adopt the more contextual warehouse typology. Nonetheless, its apartment block design is engaging and sits well within the parkland and provides a more appealing update to the neighbouring property at no.106 Weston Street, with its early 20th century style of New London Architecture. As such, the elevation architecture is regarded as being of an appropriate high quality, subject to conditions to confirm the detailed façade designs.

Regarding the functional quality, the replacement office accommodation is of high quality, featuring a flexible open plan arrangement with a good-sized reception area and meeting rooms. The floor to ceiling height is generous at over 3.5m and the floorplan is well-lit with window openings on three sides of the building, allowing good daylight penetration. The office benefits from end-of-journey facilities (incl. showers and cycle parking) and additional office storage at basement level.

The residential accommodation is also of a high standard, with internal ceiling heights of 2.5m and the floorplan limited to a maximum of 6 flats per floor, with loess for the final storey. All apartments feature external private amenity space of the appropriate sizes, mainly comprising balconies, with those at 5th benefiting from terraces to the front. Over 60% of apartments are dual aspect, with those that are single aspect facing southwards, receiving good daylight and outlook onto the street and the historic Leathermarket buildings opposite. Lastly, the building features rooftop plant containing ASHPs, ensuring a fully electric building, and green roofs that contribute towards achieving its UGF of 0.4 (see elsewhere). Overall, the building designs are of an appropriately high standard of architectural and functional quality, satisfying the requirements of the design policy P14.

Heritage and associated townscape matters

Section 66 of the Act requires the Authority to consider the impacts of a development on a listed building or its setting and to have "special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". Section 72 of the Planning

(Listed Buildings and Conservation Areas) Act 1990 also requires local planning authorities to consider the impacts of proposals upon a Conservation Area and to pay “special regard to the desirability of preserving or enhancing the character or appearance of that area”.

The NPPF (2024) provides guidance on how these tests are applied, denoting in paras 212-215 to the need to give great weight to the conservation of the heritage asset (and the more important the asset, the greater the weight); evaluate the extent of harm or loss of its significance; generally refuse consent where the harm is substantial; and, where necessary, weigh the harm against the public benefits of the scheme. The NPPF guidance refers to heritage assets and their setting, which can include the settings of conservation areas. Para 216 goes on to advise taking into account the direct and indirect effects of a scheme on the significance of a non-designated heritage asset. This would include locally listed buildings and their settings.

The planning submission includes a Heritage Statement (September 2023) and A Design and Access Statement (November 2023) that contains CGIS of the development within its context, including four verified views within Weston Street, close to its junction with Leathermarket Street and from within the Leather Market yard.

As referenced earlier, the application building is not statutory or locally listed, although the site is within the Bermondsey Street Conservation Area. However, the existing building is not regarded as a positive contributor to the conservation area. Therefore, its demolition would have no direct heritage impacts. The primary concern is the design of the replacement building and its potential effects on the character and appearance of the local conservation area, but also on the settings of the nearby Grade II listed former Victorian Leather, Hide and Wool Exchange (incl. public house), the Grade II listed complex of former Victorian warehouses that made up the Bermondsey Leather Market, and the locally listed converted warehouse at no.22 Leathermarket Street. These statutory and locally listed buildings also fall within the local conservation area.

The Bermondsey Street Conservation Area Appraisal (January 2003) describes the area as having a rich and varied character that retains much of its medieval street pattern, which is built up by 18thC housing and shops, and by 19th and 20thC industrial, warehouse and office buildings. It records “the combination of medieval scale and industrial detail crates a very distinctive townscape of narrow streets and building plots, arched alleyways to rear yards, warehouse architecture with tall loading bays, hoists, etc...” (p.14). It highlights the variety of architecture but notes the common themes of yellow stock brick or red facings; facades designed on classical principles with parapet roofs and cornices that provide a horizontal roofline; and generally simple architectural detail of plain brick openings, modest string courses and corning, with the use of masonry or stucco where there is elaboration.

The site falls within sub-area 3 (Weston/Snowfield), which is the western part of the conservation area, which has a largely 19thC industrial character, linked to the leather industry that helped to shape the development of the area. The dominant form of buildings is influenced by the former industrial scale and massing, which is reflected in the design of modern buildings, all arranged on the surviving historic street pattern. It highlights the townscape contributions of the Leather Exchange and pub, as well as no.22 to the character of

Leathermarket Street (p.32) and of the visual prominence of the Leather Market building's main façade in views long Weston Street and looking eastwards from the Kipling Estate towards the conservation area.

Regarding the proposed development, view #4 shows the new development when seen from the junction of Weston Street/ Leathermarket Street. In this view the development is shown to adopt a common building line with its neighbours and similar roofline of no.106, bringing a visual coherence to the streetscape. The recessed additional (6th) storey is marginally visible and of no detrimental impact. The architecture is understated and picks up on the themes of red facings, the horizontal design emphasis, simple brick openings and masonry decoration that characterise the conservation area. The detailing would benefit from a stronger sense of the parapet cornice, although this can be addressed by condition. The warehouse-style is evident, as are the undercrofts that reflect the traditional arched alleyways that are typical of the wider conservation area. In this view, the new building reads harmonious with its context and generally more sympathetic design response than the current building.

That said, the replacement building would obscure from view the flank elevation of no.22 Leathermarket Street with its rank of steel doors and the artwork by Joseph Kosuth ("A Parting Look"); the latter added to the façade as part of the building's relatively recent conversion. It is likely that the flank wall is a former internal crosswall of a longer warehouse building truncated by wartime bombing, with the crosswall and its internal security doors subsequently exposed. The wall and its doors are a surviving feature of note that together with the artwork contribute to the historic character and visual interest, albeit the contribution is modest.

The development has sought to mitigate the impact to an extent by positioning the new building slightly away from rather than abutting no.22, but moreover by setting the undercroft on brick piers and maintaining the appearance of the flank wall and steel door at ground floor level within the public entranceway to the park. Furthermore, the applicant is willing to provide new, replacement artwork within the undercroft space. As such, while there is a degree of harm to the local conservation area, this is less than substantial harm and at the low end of the range and offset by the contribution the wider development makes to the streetscene.

Looking at the statutory listed buildings, opposite the application site is the Grade II listed former Victorian Leather, Hide and Wool Exchange building. Built in 1878 and designed by George Elkington, the corner building comprises three storeys and is three bays wide onto Weston Street, featuring its main entrance, and four bays wide on its return onto Leathermarket Street, incorporating a central hoist bay and a public house (No.15-17). The building is faced in red brick with stone and terracotta trims, and features extensive period details, including a carved building title above a grand entrance and decorative friezes set within round-arched recesses of the ground floor windows depicting tanning activities. A rectangular bay with Diocletian windows' projects above the main entrance and breaks through the bracketed cornice to finish with a pedimented roof. The elevation includes a corner turret from 1st floor that finishes with a drum and roundel that rises above the parapet line. The classical detailing is carried round onto Leathermarket Street elevation, and onto the flank (east) elevation that is visible from Leather Market Yard. The listed building's special interest is its high-quality period architecture and

historic function as the focus for the leather industry in Bermondsey and as a rare survivor of a Victorian exchange building. The building also derives group value with the neighbouring Leather Market building and Yard. The building is principally experienced from the junction of Leathermarket Street and Weston Road, with the neighbouring Leather Market building to the south, and modern residential building at no.11-14 Leathermarket Street to the east forming its immediate setting, albeit the complementary scale of no.106 Weston Street and character of no.22 Leathermarket Street contribute to its street's setting. Its notable position on the street corner, appearance alongside the Leather Market building and the complementary streetscape setting contribute to its significance.

View #4 is from opposite the Exchange building on Weston Street, at the junction with Leathermarket Street. The proposed development results in an evident change in the streetscape. However, it remains sufficiently sensitive to the setting, with its form and architecture presenting an attractive background building, with its shoulder height remaining below that of the corner listed building and its simple, red-brick design with its warehouse character reading calmly, with the highly decorative historic building remaining distinctly in the foreground. The additional rooftop storey is only marginally seen, remaining visually recessive, with its light, buff finish fitting in with the stone detailing of the historic building. View #3 is from further south along Weston Street. In this view the listed building's main elevation is obliquely seen, ending the street block, with the Leather Market building more prominent in the foreground. The proposed development remains sufficiently complementary, with the simple, red-framed design of its street volume continuing the scale of the listed buildings with its appearance remaining relatively neutral. In this view the rooftop storey becomes more evident at this distance, but not so much as to overwhelm or dominate the setting, its light buff brickwork blending with the listed building's stone detailing. The corner turret is slightly lost against the lighter rooftop backdrop, but only at its uppermost part, and briefly so, as the structure would become more evident as the viewer moves towards the listed building, and therefore the impact would be marginal. Overall, the setting of the Grade II listed Exchange building is sufficiently preserved.

The Grade II listed Leather Market building fronts onto the east side of Weston Street and is early Victorian classical in its architectural style. The long, 3-storey stock brick building features a series of giant, stone-capped brick pilasters on heavy stone plinths that support a projecting stone modillion cornice and brickwork parapet with pilasters. The elevation features square-headed ground floor windows with stone surrounds, and 1st floor windows with a stone lintel band and 2nd floor windows with gauged flat brick arches. The rear has a good warehouse elevation with a brick modillion cornice, large hatch ranks with hoists and gauged brick arched windows.

The listed building's special interest is its robust, high quality period architecture and role within the leather industry, synonymous with the Bermondsey area. The building is also of group value as part of the complex of former leather warehouses and the Exchange building. Its primary setting is formed by the Exchange building onto Weston Street and the streetscape in general, although Weston Street at this point has a more open, postwar character formed by the Kipling Estate. As such, only its adjacency of the Exchange contributes to its significance onto Weston Street. The yard at the rear, enclosed by the neighbouring historic warehouses and sympathetic modern infill at no.11-14 Leathermarket Street form its setting, which

contributes to its significance.

Views #2 and #3 show the potential impacts of the development on the Leather Market's heritage setting. To the rear, the new building is glimpsed within the gap between the rear of the Exchange building and no.11-14, appearing to mostly fill the space, but remaining below the roofline of the foreground buildings. Its simple, red brick appearance sits calmly in the backdrop, without imposing on or distracting from the appearance of the Leather Market building or the yard, preserving its historic setting. At the front, the development remains relatively low-level in view #3 and is positioned slightly away from the Leather Market building, with the Exchange building intervening. The development's uppermost storey is incidental in character, its buff-coloured brickwork and simple detailing appearing modest and neutral in the background, preserving the appearance of the listed building and visual prominence of its modillion cornice. In this view, the building's setting and its contribution to its significance is preserved.

In terms of no.22 Leathermarket Street as a locally listed building, the appearance of the warehouse's street elevation with its decorative stone detailing and delivery bays remains primary and unaffected by the proposals. The development would continue the building line and built form established by the locally listed warehouse, with its architecture sufficiently sympathetic. While its flank wall would no-longer be especially evident in oblique views from Weston Street and the park, the development would not appear overbearing or disruptive to its neighbour. Similarly, the development would not disrupt the reading of the rear elevation of the warehouse from within the park, with the bulk of its massing positioned sufficiently away from its historic neighbour (view #1). As such would sufficiently preserve the setting of the locally listed building. Overall, while the development would bring about a change within the conservation area and within the settings of several Grade II listed buildings and a locally listed building, the designs would not cause any undue harm to the character and appearance of the heritage assets or their settings. While obscuring of the flank wall of the locally listed building and its associated artwork would result in some loss of visual interest and minor harm to this part of the conservation area, the impact would be more than outweighed by the positive contribution that the new building would make to the streetscape, which on balance would enhance its character and appearance. As such, the development complies with heritage policy (P.19 and P.20).

Lastly, of note, Historic England were consulted on the proposals, but raised no specific concerns, being content for the Council and its specialist design officers to consider the heritage matters.

Conclusion

The proposals are for the demolition of the existing 1990s Leathermarket JMB office building and its replacement with a new part 5/6 storey development comprising ground floor offices and 26 affordable homes. The current building is considered to make no positive contribution to the Bermondsey Street Conservation Area, and its demolition is supported. The proposed scheme brings the new building forward to the street edge, filling the gap between neighbouring properties and restoring a more coherent street frontage. Its massing is carefully modulated; five storeys along the street, stepping down next to the locally listed no.22, with a recessed sixth storey at the rear. The architecture draws successfully on a warehouse typology, using red and buff

brickwork, punched hole openings, decorative precast elements, and undercrofts that reference traditional alleyways. The designs are well-considered, preserving the permeability of the local area and with good activation of its street frontage and oversight of the public realm. Internally, both the office and residential accommodation are judged to be of high quality, with good daylighting, generous ceiling heights, and well-planned layouts. The scheme is of an appropriately high quality of architecture and urban design. In terms of heritage impact, the development would cause a low level of harm, primarily with the loss of visibility of the flank wall and artwork of the locally listed no.22. However, this is partly mitigated by the retention of a view of the wall at ground floor level and by providing replacement artwork within the new park entrance undercroft. Moreover, the impact on the conservation area is more than outweighed by the improved design of the replacement building and its contribution to the streetscene. The proposals otherwise are considered sufficiently sensitive to the character and appearance of the Bermondsey Street Conservation Area and to the settings of nearby Grade II listed buildings, including the Leather, Hide and Wool Exchange and the Leather Market. The new building has a calm, contextual architectural expression that respects established parapet heights and harmonises rather than competes with its historic neighbours. Overall, the scheme is judged to preserve the significance of the heritage assets and to enhance the streetscape, complying with relevant design and heritage policies. Subject to conditions, no objection is raised on design or heritage grounds.

Conclusion

The proposed development at 26 Leathermarket Street represents a well-considered scheme that balances the delivery of much-needed affordable housing with the preservation and enhancement of the Bermondsey Street Conservation Area. While the proposal introduces changes to the local townscape, these have been carefully designed to respect heritage assets and improve the coherence of the street frontage. Key public benefits include 100% social rent housing, improved office accommodation for Leathermarket JMB, biodiversity enhancements, and compliance with accessibility, fire safety, and Secured by Design standards.

Potential impacts relating to daylight/sunlight, amenity, and flood risk have been addressed through design revisions and mitigation measures. Planning obligations secured via the Section 106 Agreement will ensure contributions towards amenity space, play space, carbon offset, and highway improvements, alongside commitments to sustainability and inclusive design.

On balance, the scheme accords with the London Plan (2021), Southwark Plan (2022), and the National Planning Policy Framework (2024). Subject to conditions and completion of the legal agreement, the development is considered acceptable and is recommended for approval.

Community impact and equalities assessment

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

523. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.
524. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:
1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
 2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
 3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.
525. The protected characteristics are race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

Play area

526. The children's playground in Leathermarket Gardens is not part of the development site, and the majority of the play area will remain open during construction.
527. Objectors fear prolonged closure or restricted access to the play area during construction and are of the opinion that no credible Construction Management Plan has been provided to mitigate these impacts. Our Parks and Natural Environment Team expressed concern about the closure or part-closure of the playground to facilitate the building works. The applicant anticipates the following possible short-term adjustments:
- A few pieces of play equipment and benches closest to the site boundary might need temporary relocation for days or weeks during specific works (e.g., piling or hoarding).
 - Contractor procurement will require methods that avoid relocation wherever possible; if unavoidable, impacts must be strictly limited in duration and scheduled outside school holidays.

528. The Parks & Natural Environment Team advised '*that the temporary relocation of the play equipment would be acceptable and closure of the playground is not. Any relocation and re-installation must be subject to input from an RPII inspector (to ensure falling distances, etc. are in accordance with BS 1176) to ensure that safety is maintained at all times.*'

529. The applicant proposes the following mitigation measures:

- Clear signage and advance notice for any temporary restrictions
- Works programmed to minimise disruption (e.g., deliveries outside peak park/school times)
- Noise and dust control measures during construction
- Full reinstatement of any relocated equipment after works
- A financial contribution is proposed to improve play facilities as compensation for any inconvenience.

Access to Leathermarket Gardens

530. However, one entrance to Leathermarket Gardens (near the development boundary) may be closed temporarily during construction. There are other entrances that will keep the play area and gardens fully accessible throughout the works.

531. The equality impact assessment include an assessment of all above protected characteristics and concludes that the proposal would contribute to meeting housing needs in Southwark and would improve community facilities and would enable wider community use.

Race

532. The key findings on race relates to overcrowding and housing need, positive impacts, socio-economic benefits, consultation and inclusion, and no disproportionate negative impacts on ethnic minority residents were identified

533. The JMB Housing Needs Survey (2013) and CBS/JMB Estate Improvement Plan (2018) show that 36% of tenants were in housing need, with overcrowding as the most common reason (57% of those in need).

The BME community is disproportionately affected by overcrowding in Southwark, and approximately 50% of JMB residents are from Black, Asian, or other ethnic groups. The proposed 2- and 3-bedroom homes will help families move out of overcrowded conditions, improving physical and mental wellbeing, privacy, and space for studying. These changes are expected to reduce inequalities by addressing issues that disproportionately affect BME households. Moving families into suitable homes can improve academic attainment for children, employment prospects for adults, and overall mental health.

The scheme is car-free in a PTAL 6b location, with car club membership secured, reducing costs for low-income households and supporting equitable access to jobs and services. Multilingual consultation materials were available

upon request to ensure inclusive participation. Feedback was gathered from a demographically representative sample, including BME households directly affected by overcrowding.

534. Design changes (e.g., daylight, privacy, separation) and inclusive engagement were used to address negative impact concerns.

Age

535. The proposal would have a positive impact on families with children (0–18 years) and adults (25–50 years) as the provision of 2- and 3-bedroom homes will help families move out of overcrowded conditions. Other benefits include improved physical wellbeing (adequate space, comfort), better mental wellbeing (privacy, reduced noise), increased likelihood of academic success for children and employment for adults due to improved study space and sleep quality. Older residents (65–95 years) would benefit by downsizing opportunities for elderly under-occupiers struggling with large homes. Benefits would include easier maintenance, enhanced accessibility (single-level layouts, wider doorways, grab bars) and reduced risk of accidents and improved independence.
536. The proposal would have short-term negative impacts during the construction phase. The proposal would lead to the temporary closure of one entrance to Leathermarket Gardens (others remain open). This would result in possible short-term stress or discomfort for some residents, including those with mental health conditions, due to noise and activity. The applicant proposal to mitigate these negative impacts by advance notice of works, clear signage for alternative routes, limiting noisy works to daytime and outside school holidays, and maintaining safe, legible routes with good lighting and non-slip surfaces.

Gender reassignment

537. No specific negative impacts have been identified beyond general construction disruption (noise, dust, temporary access changes), which apply to all residents. These are mitigated through clear communication, advance notice, and safe access routes.

Pregnancy and maternity

538. The proposed development may potential impact pregnant or postnatal individuals during the construction phase. Risks, such as noise, dust, and temporary changes in access may affect these individuals. These impacts have been considered by the applicant and will be mitigated through advance notice of works and careful phasing to maintain safe, legible routes and nearby amenity access wherever practicable.

Disability

539. The proposed development may affect disabled residents, especially those with sensory sensitivities or mental health conditions, due to disruption in the construction phase. The applicant will mitigate these negative impacts by providing legible routes and clear signage, advance communication,

considerate contractor hours and dust and noise control. Equality Data Basis states that 21% of JMB residents in housing need cited health or mobility concerns, and 22% reported having a disability.

Sexual orientation

540. The proposed development has no identified direct impacts relating to sexual orientation.

Religion or belief

541. The proposed development has no identified direct impacts relating to religion or belief. Temporary disruption during construction (e.g., noise or access changes) could affect routines or peaceful worship for residents of faith. The applicant will mitigate these negative impacts by inclusive communication and maintaining access to communal spaces wherever practicable.

Sex

542. The proposed development would lead to short-term construction disruption (noise, dust, temporary route changes) which may cause inconvenience or stress, especially for those with caring responsibilities who rely on nearby outdoor spaces. The applicant will mitigate these negative impacts by advance notice of works, maintaining safe, legible routes, and limiting noisy works to daytime hours.

Marriage and civil partnership

543. The proposed development would have no specific long-term negative impacts on this protected characteristic. The proposed development would lead to short-term construction disruption (noise, dust, temporary route changes), but these negative impacts would be mitigated by advance notice of works, maintaining safe, legible routes, and limiting noisy works to daytime hours.
544. The applicant states the Equality Impact Assessment (EQIA) has been updated in 2025 to 'provide a fuller account of how the proposed development may affect different members of the community, and how the design responds to those impacts.' This document covers the following:

Reinforced equality considerations and design response:

545. The applicant states the updated Equality Impact Assessment (EQIA) 'strengthens how the scheme demonstrates due regard under the Equality Act 2010 and Public Sector Equality Duty, setting out how accessible homes, step-free movement, and inclusive public realm support participation across the community.'

Construction-phase safeguards and resident support:

546. The applicant states the updated Equality Impact Assessment (EQIA) 'clarifies the approach to managing temporary effects during construction, with an emphasis on accessibility, clear communication, and proportionate mitigation

for potentially affected groups, acknowledging that short-term construction impacts (e.g. noise and local access adjustments) are expected and will be actively managed.'

Inclusive design, amenity and environmental quality:

547. The applicant states the updated Equality Impact Assessment (EQIA) 'sets out measures to deliver safe, legible and inclusive routes and spaces, including step-free movement throughout with wheelchair-accessible lifts and accessible routes to cycle/refuse areas; clear wayfinding and passive surveillance supported by improved lighting; private and communal amenity at ground and upper levels with planting/screening to manage overlooking and protect privacy; and environmental enhancements—additional planting, sustainable drainage measures and on-site renewable energy—to support comfort and wellbeing. It also notes that a small number of localised operational changes on and around the site may be experienced and that design/management measures are in place to address these sensitively.'

Consultation approach and transparency of changes:

548. The applicant states the updated Equality Impact Assessment (EQIA) 'highlights a multi-stage, accessible consultation process - consistent with the Gunning Principles - and the use of "You Said, We Did" reporting to show how feedback has informed design development.'

Overall conclusion and proportionality:

549. The applicant states the updated Equality Impact Assessment (EQIA) 'notes that, notwithstanding mitigation, some short-term effects are expected during construction and a small number of localised operational changes on and around the site may be felt by nearby residents. On balance, having weighed these alongside the scheme's wider equalities benefits - including new council homes, improved outdoor spaces, safer and more inclusive routes, and long-term gains in wellbeing - the updated EQIA concludes that the overall position is positive and that no long term negative equalities impacts are identified.'
550. The council has given due regard to the public sector equality duty where relevant or engaged throughout the course of determining this application. Any potential negative impacts on those with protected characteristics have been acknowledged, with suitable mitigation being suggested. Overall, the significant long-term benefits, including social housing, improved outdoor spaces and more inclusive routes, are considered to outweigh the negative impacts identified in the EQIA.

Human rights implications

551. This planning application engages certain human rights under the Human Rights Act 1998 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.

552. This application has the legitimate aim of *providing a mixed use development*. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

Positive and proactive statement

553. The council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
554. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

Positive and proactive engagement: summary table

Was the pre-application service used for this application?	YES
If the pre-application service was used for this application, was the advice given followed?	YES
Was the application validated promptly?	YES
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	YES

CONCLUSION

555. The proposals are for the demolition of the existing 1990s Leathermarket JMB office building and its replacement with a new part 5/6 storey development comprising ground floor offices and 26 affordable homes. The current building is considered to make no positive contribution to the Bermondsey Street Conservation Area, and its demolition is supported. The proposed scheme brings the new building forward to the street edge, filling the gap between neighbouring properties and restoring a more coherent street frontage. Its massing is carefully modulated; five storeys along the street, stepping down next to the locally listed no.22, with a recessed sixth storey at the rear. The architecture draws successfully on a warehouse typology, using red and buff brickwork, punched hole openings, decorative precast elements, and undercrofts that reference traditional alleyways. The designs are well-considered, preserving the permeability of the local area and with good

activation of its street frontage and oversight of the public realm. Internally, both the office and residential accommodation are judged to be of high quality, with good daylighting, generous ceiling heights, and well-planned layouts. The scheme is of an appropriately high quality of architecture and urban design.

556. In terms of heritage impact, the development would cause a low level of harm, primarily with the loss of visibility of the flank wall and artwork of the locally listed no.22. However, this is partly mitigated by the retention of a view of the wall at ground floor level and by providing replacement artwork within the new park entrance undercroft. Moreover, the impact on the conservation area is more than outweighed by the improved design of the replacement building and its contribution to the streetscene. The proposals otherwise are considered sufficiently sensitive to the character and appearance of the Bermondsey Street Conservation Area and to the settings of nearby Grade II listed buildings, including the Leather, Hide and Wool Exchange and the Leather Market. The new building has a calm, contextual architectural expression that respects established parapet heights and harmonises rather than competes with its historic neighbours. Overall, the scheme is judged to preserve the significance of the heritage assets and to enhance the streetscape, complying with relevant design and heritage policies. Subject to conditions, no objection is raised on design or heritage grounds

557. The proposed development is considered acceptable. While the scheme involves sensitive issues such as heritage, daylight/sunlight, amenity, biodiversity, and flood risk, these have been addressed through design revisions, mitigation measures, and planning obligations. The development would deliver significant public benefits, including:

- Meeting local housing need with policy-compliant dwelling mix.
- Improved office accommodation for Leathermarket JMB.
- Enhancements to biodiversity and public realm.
- Compliance with accessibility, fire safety, and Secured by Design standards.

Subject to conditions and completion of a Section 106 Agreement securing affordable housing, financial contributions (amenity, play space, carbon offset, highways), and mitigation measures, the proposal accords with the London Plan (2021), Southwark Plan (2022), and the National Planning Policy Framework (2024).

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

BACKGROUND DOCUMENTS

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

APPENDICES

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

AUDIT TRAIL

Lead Officer	Stephen Platts, Director of Planning and Growth	
Report Author	Andre Verster, Team Leader Major and New Homes Team	
Version	Final	
Dated	7 January 2026	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director, Resources	No	No
Strategic Director, Environment, Sustainability and Leisure	No	No
Strategic Director, Housing	No	No
Date final report sent to Constitutional Team		9 January 2026

Recommendation

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

Applicant
Leathermarket CBS
Leathermarket Community Benefit Society
Reg. Number
22/AP/4126
Application Type
Major application

Recommendation
GRANT permission
Case Number
76-A

Draft of Decision Notice

planning permission is GRANTED for the following development:

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.

Neighbourhood Housing Office 26 Leathermarket Street London Southwark

In accordance with application received on 5 December 2022 and Applicant's Drawing Nos.:

Existing Plans

Proposed Plans
LM-DMFK-00-DR-A-001_P1
LM-dMFK-DR-A-03-099_P3
LM-dMFK-DR-A-03-100_P5
LM-dMFK-DR-A-03-101_P3
LM-dMFK-DR-A-03-102_P3
LM-dMFK-DR-A-03-103_P3
LM-dMFK-DR-A-03-104_P3
LM-dMFK-DR-A-03-105_P3
LM-dMFK-DR-A-03-106_P3
LM-dMFK-DR-A-03-200_P2

LM-dMFK-DR-A-03-201_P1
 LM-dMFK-DR-A-03-202_P1
 LM-dMFK-DR-A-03-300_P2
 LM-dMFK-DR-A-03-301_P2
 LM-dMFK-DR-A-03-302_P2
 LM-dMFK-DR-A-03-303_P2
 LM-dMFK-DR-A-03-304_P2

Time limit for implementing this permission and the approved plans

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

Reason:

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

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

3. Secure By Design Measures

Prior to commencement of the development details of security measures to minimise the risk of crime and to meet the specific security needs of the development in accordance with the principles and objectives of Secured by Design shall be submitted to and approved in writing by the local planning authority and shall be implemented in accordance with the approved details prior to occupation.

Reason:

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with Chapter 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (2021); Policy D11 (Safety, security and resilience to emergency) of the London Plan (2021); Policy P13 (Design of Places), Policy P14 (Design Quality) and Policy P16 (Designing out Crime) of the Southwark Plan (2022).

4. Bird box

Details of a 32mm bird box shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Details shall include the exact location, specification and design of the bird box. Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and the Local Planning Authority agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with National

Planning Policy Framework (2023); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022)

5. Bat box

a) Details of 1 bat box shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the use hereby granted permission. No less than 3 nesting boxes / bricks shall be provided and the details shall include the exact location, specification and design of the habitats.

b) The box shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained. The nesting box shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter. Discharge of this part of the condition will be granted on receiving the details of the nest/roost features and mapped locations and Southwark Council agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans.

c) A post completion assessment will be required to be submitted to and confirmed in writing by the local planning authority that the nest/roost features have been installed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Chapter 15 (Conserving and enhancing the natural environment) of the National Planning Policy Framework (2021); Policy G6 (Biodiversity and access to nature) of the London Plan (2021); P56 Protection of amenity, P57 Open space, P58 Open Water space, P59 Green infrastructure, P60 Bioiversity, P66 Reducing noise pollution and enhancing soundscapes and P69 Sustainable standards of the Southwark Plan (2022).

6. Piling method statement

No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason:

The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure.

7. Archaeological Evaluation

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

Reason: In order that the applicants supply the necessary archaeological information to ensure suitable mitigation measures and/or foundation design proposals be presented in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2021.

8. Archaeological Mitigation

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

Reason: In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2021.

9. Archaeological Pre-commencement Foundation and Basement Design

Before any work, hereby authorised, excluding demolition to basement level, archaeological evaluation and site investigation works, begins, the applicant shall submit a detailed scheme showing the complete scope and arrangement of the basement and foundation design, and all associated subterranean groundworks, including the construction methods. The submitted documents should show how archaeological remains will be protected by a suitable mitigation strategy. The detailed scheme will need to be approved in writing by the Local Planning Authority, and the development shall only be carried out in accordance with the approval given.

Reason: In order that all below ground impacts of the proposed development are known and an appropriate protection and mitigation strategy is achieved to preserve archaeological remains by record and/or in situ in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2021.

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

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

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

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

- Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, 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.

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>).

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 (2024); 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).

11. Prior to the commencement of any development, detailed design and method statements (AIP) for the proposed foundations and basements structures (temporary and/or permanent), retaining the highway in accordance with CG 300 'Technical Approval of Highway Structures', shall be submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the development does not impact on the highway in accordance with the National Planning Policy Framework (2024) and Policy P50 (Highway impacts), Policy P51 (Walking) and Policy P53 (Cycling) of the Southwark Plan (2022).

12. Site Contamination - pre-approval

a) Prior to the commencement of any development, a phase 1 desktop study of the historic and current uses of the site and adjacent premises shall be carried out together with an associated preliminary risk assessment including a site walkover survey, identification of contaminants of the land and controlled waters and develop a conceptual model of the site with conclusion and recommendations whether a Phase 2 intrusive investigation is required. This report shall be submitted to the Local Planning Authority for approval before the commencement of any intrusive investigations.

b) If the phase 1 site investigation reveals possible presence of contamination on or beneath the site or controlled waters, then, prior to the commencement of development works, an intrusive site investigation and associated risk assessment shall be completed to fully characterise the nature and extent of any contamination of soils and ground water on the site.

c) In the event that contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing.

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

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

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

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2021.

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

Reason:

To ensure that construction works do not have an adverse impact on the transport network and to minimise the impact of construction activities on local air quality, in accordance with the National Planning Policy Framework (2024); T1 (Strategic approach to transport), Policy T4 (Assessing and mitigating transport impacts), Policy T7 (Deliveries, servicing and construction), Policy SI 1 (Improving air quality) of the London Plan (2021); Policy P56 (Protection of amenity) of the Southwark Plan (2022).

Further information and guidance is available at:

https://www.clocs.org.uk/resources/clp_guidance_clocs_final.pdf

Permission is subject to the following Grade Condition(s)

14. GREEN ROOFS FOR BIODIVERSITY

Part 1: Before any above grade work hereby authorised begins, details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- biodiversity based with extensive substrate base (depth 80-150mm);
- laid out in accordance with agreed plans; and
- planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair or escape in case of emergency. The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Part 2: Full Discharge of this condition will be granted once the green/brown roof(s) are completed in full in accordance to the agreed plans. A post completion assessment will be required to confirm the roof has been constructed to the agreed specification.

Reason:

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with: Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green Infrastructure), G5 (Urban Greening) of the London Plan 2021; Policy P59 (Green Infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

15. Accessible housing

Prior to commencement of above grade works, the applicant shall submit and obtain approval from the Local Planning Authority, sufficient details including written confirmation from the appointed Building Control body that the following standards in the Approved Document M of the Building Regulations 2015 (As Amended) would be met for the units / habitable rooms as set out below.

- M4 (Category 2) 'accessible and adaptable':- up to 90%
- M4 (Category 3) 'wheelchair user dwellings'.- at least 10% to include the following
 - to be constructed to M4(3)(2)(a)
 - to be constructed as M4(3)(2)(a)

- to be constructed as M4(3)(2)(b) and in full accordance with the standards set out in Southwark Plan (2022) Policy P8 Table 5: Wheelchair homes design and access standards

The development shall be carried out in accordance with the details thereby approved.

Reason:

In order to ensure the development complies with Policy D7 (Accessible housing) of the London Plan (2021) and Policy P8 (Wheelchair accessible and adaptable housing) of the Southwark Plan (2022).

16. Prior to commencement of above grade works, the applicant shall submit and obtain approval from the Local Planning Authority, sufficient details including written confirmation from the appointed Building Control body that the following standards in the Approved Document M of the Building Regulations 2015 (As Amended) would be met for the units / habitable rooms as set out below.

- M4 (Category 2) 'accessible and adaptable':- up to 90%
- M4 (Category 3) 'wheelchair user dwellings':- at least 10% to include the following
 - to be constructed to M4(3)(2)(a)
 - to be constructed as M4(3)(2)(a)
 - to be constructed as M4(3)(2)(b) and in full accordance with the standards set out in Southwark Plan (2022) Policy P8 Table 5: Wheelchair homes design and access standards

The development shall be carried out in accordance with the details thereby approved.

Reason

In order to ensure the development complies with Policy D7 (Accessible housing) of the London Plan (2021) and Policy P8 (Wheelchair accessible and adaptable housing) of the Southwark Plan (2022).

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

17. Secured by Design Certification.

Prior to occupation a satisfactory Secured by Design inspection must take place and the resulting Secured by Design certificate shall be submitted to and approved by the local planning authority.

Reason:

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention, in accordance with Chapter 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (2021); Policy D11 (Safety, security and resilience to emergency) of the London Plan (2021); Policy P13 (Design of Places), Policy P14 (Design Quality) and Policy P16 (Designing out Crime) of the Southwark Plan (2022).

18. AIR SOURCE HEAT PUMPS and PHOTOVOLTAIC PANELS

Prior to the occupation of the development or any phase of the development, whichever is the sooner, details of the number, size and location of air source heat pumps and photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the Chapter 12 (Achieving well-designed places) of the National Planning Policy Framework (2024); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of Places) and Policy P14 (Design Quality), Policy P56 (Protection of amenity) and P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

19. Internal ventilation

The use hereby permitted shall not commence until full particulars and details of a scheme for the internal ventilation of the development which shall include; appropriately located plant, inlets and outlets; filtration and treatment of incoming air to ensure it meets the national standards for external air quality; plant noise output levels; and a management and maintenance plan have been submitted to and approved by the LPA. The development shall be carried out in accordance with the approval given.

Reason

In order that the Local Planning Authority may be satisfied that the ventilation, ducting, filtration/treatment and ancillary equipment is incorporated as an integral part of the development in the interests of residential amenity in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P65 (Improving air quality), and the National Planning Policy Framework 2021.

20. Wildlife friendly lighting

Prior to occupation, a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy shall:

a) identify those areas/features that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Under no circumstances should any other external lighting be installed without prior consent from the local planning authority. Prior to the new development being first brought into use/occupied a bat friendly Lighting Plan shall be submitted to and approved by the Local Planning Authority.

Reason

To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act (1981), (as amended), and because bats are known to be active in vicinity of the development site.

21. Before the first occupation of the development hereby approved, details of cycle storage shall be submitted and approved in writing by the local planning authority and cycle storage be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason:

To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework (2024); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

22. Before the first occupation of the development hereby approved, details of external lighting system to be installed shall be submitted and approved in writing by the local planning authority. The external lighting system installed at the development shall comply with Institute of Lighting Professionals Guidance Note 01/21 'Guidance notes for the reduction of obtrusive light'. The approved external lighting system shall be retained and maintained in perpetuity.

In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve, in accordance with Chapter 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (2021); of the

London Plan (2021); Policy P13 (Design of Places), Policy P14 (Design Quality) and Policy P16 (Designing out Crime) of the Southwark Plan (2022).

Reason:

In order that the Council may be satisfied as to the details of the development in the interest of community safety and crime prevention, the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with the National Planning Policy Framework (2024); Policies G6 (Biodiversity and access to nature) and Policy D11 (Safety, security and resilience to emergency) of the London Plan (2021) and Policies P13 (Design of Places), P14 (Design Quality) and P16 (Designing out Crime), P56 (Protection of amenity) and P60 (Biodiversity) of the Southwark Plan (2022).

23. Prior to occupation of the development hereby approved, a detailed Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

Allocation of spaces (residents, visitors, disabled users, staff/deliveries), access arrangements, signage, enforcement measures and gate/key controls Security (barriers, lighting, CCTV), EV charging points.

The approved plan shall be implemented before any use commences and retained thereafter

Reason:

To ensure that there would be adequate provision for wheelchair accessible parking spaces, in accordance with Policy T6.1 (Residential parking) of the London Plan (2021) and Policy P55 (Parking standards for disabled people and the physically impaired) of the Southwark Plan (2022).

Permission is subject to the following Compliance Condition(s)

23. There shall be no occupation beyond the 20th dwelling until confirmation has been provided that either: - all water network upgrades required to accommodate the additional demand to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason -

The development may lead to low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid low / no water pressure issues."

24. The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations (including facilitative pruning specifications and supervision schedule) contained in the Tree Protection Plan. All tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of equivalent stem girth and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards and the following policies of The Southwark Plan (2022): P56 Protection of Amenity, P21 Conservation of the Historic Environment and Natural Heritage, P60 Biodiversity, and P61, Trees.

25. 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. 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).

26. Arboricultural Site Supervision

Part 1: All Arboricultural Supervisory elements to be undertaken in accordance with the approved Arboricultural Method Statement for this site, as evidenced through signed sheets and photographs.

Part 2: The completed schedule of site supervision and monitoring of the arboricultural protection measures as approved in tree protection condition shall be submitted for approval in writing by the Local Planning Authority within 28 days of completion of the development hereby permitted. This condition may only be fully discharged on completion of the development, subject to satisfactory written evidence of compliance through contemporaneous supervision and monitoring of the tree protection throughout construction by the retained or pre-appointed tree specialist.

Reason:

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2021 Parts, 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021); Policies G5 (Urban greening) and G7 (Trees and woodland) of the London Plan (2021); Policy P13 (Design of Places), Policy P56 (Protection of Amenity), Policy P57 (Open Space) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

27. Plant Noise

The Rated sound level from any plant, including air source heat pumps, together with any associated ducting, shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014+A1:2019. Suitable acoustic treatments shall be used to ensure compliance with the above standard. A validation test shall be carried out and the results submitted to the Local Planning Authority for approval in writing to demonstrate compliance with the above standard. Once approved the plant and any acoustic treatments shall be permanently maintained thereafter.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2024.

28. Internal noise levels

The dwellings hereby permitted shall be designed to ensure that the following internal noise levels are not exceeded due to environmental noise:

Bedrooms - 35dB LAeq T†, 30 dB L Aeq T*, 45dB LAFmax T *

Living and Dining rooms- 35dB LAeq T †

* - Night-time - 8 hours between 23:00-07:00

† - Daytime - 16 hours between 07:00-23:00

A report shall be submitted in writing to and approved by the LPA detailing acoustic predictions and mitigation measures to ensure the above standards are met. Following completion of the development and prior to occupation, a validation test shall be carried out on a relevant sample of premises. The results shall be submitted to the LPA for approval in writing. The approved scheme shall be implemented and permanently maintained thereafter.

Reason

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2024.

29. The metal fence on the eastern side of the proposed building shall match the details of the existing metal fence which encloses the playground and entrance to the park (Leathermarket Gardens).

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)

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

Reason

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

Permission is subject to the following Special Condition(s)

31. Archaeological Reporting

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

Reason:

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2021.

We need to seek section 106 planning obligations to support Southwark Council's effective monitoring of archaeological matters. A contribution has to be calculated by the case officer for developments on the basis of the officer time which is needed to carry out the range of archaeological tasks which are required. It is up to the individual case officer to make sure that applicants make a calculated contribution for Southwark's archaeology service in accordance with our 'S106 Planning Obligations and CIL' SPD (page 19).

32. BREEAM rating of 'Excellent'

a) The development hereby approved shall achieve a BREEAM rating of 'Excellent' or higher and achieve at least the BREEAM excellent standard for the 'Wat 01' water category or equivalent (commercial development) in the BREEAM Pre-Assessment hereby approved.

b) Before the first occupation of the building hereby permitted, the submission to BRE Post Construction Review documents (or other verification process agreed with the Local Planning Authority), and evidence of the submission to BRE, shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed 'Excellent' standard as outlined within the submitted BREEAM pre-assessment have been met.

c) Once certification of the Post Construction Review has been completed by BRE, the certified Post Construction Review including the certificate shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed 'Excellent' standard as outlined within the submitted BREEAM pre-assessment have been met.

Reason:

To ensure the proposal complies with the National Planning Policy Framework (2024); Policy SI 2 (Minimising Greenhouse Gas Emissions) of the London Plan (2021); Policy SI 5 (Water Infrastructure) of the London Plan (2021) and Policy P69 (Sustainability standards) and Policy P70 (Energy) of the Southwark Plan (2022).

Informatives

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

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

2 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

3 PILING METHOD STATEMENT CONDITION

Please read Thames Water's guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near Thames Water pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

4 The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

5 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. The developer should take account of this minimum pressure in the design of the proposed development.

Consultation undertaken

Site notice date:

Press notice date: 13/03/2025

Case officer site visit date: n/a

Neighbour consultation letters sent: 28/10/2025

Internal services consulted

Children & Youth Play Area Consultee
 Flood Risk Management & Urban Drainage Team
 LBS Design And Conservation Team [Formal Consultation]
 LBS Environmental Protection Team
 LBS Waste Management Team
 LBS Parks And Cemeteries Team
 LBS Ecology Officer
 LBS Community Infrastructure Team
 LBS Transport Policy Team
 LBS Archaeologist
 LBS Urban Forester
 LBS Highways Development & Management
 LBS Waste Management Team
 Private Sector Housing Enforcement
 LBS Waste Management Team
 LBS Planning Policy [Surgery]
 Flood Risk Management & Urban Drainage Team
 LBS Parks And Cemeteries Team
 LBS Ecology Officer
 LBS Community Infrastructure Team
 LBS Design And Conservation Team [Surgery Consultation]
 LBS Transport Policy Team
 LBS Archaeologist
 LBS Design And Conservation Team [Formal Consultation]
 LBS Local Economy
 LBS Ecology Officer
 LBS Planning Enforcement Team
 LBS Highways Development & Management
 LBS Highways Licensing
 LBS Housing Regeneration And Delivery Division
 Flood Risk Management & Urban Drainage Team
 LBS Urban Forester
 LBS Waste Management Team
 LBS Transport Policy Team
 Flood Risk Management & Urban Drainage Team
 LBS Urban Forester
 LBS Waste Management Team
 LBS Archaeologist
 LBS Community Infrastructure Team
 LBS Design And Conservation Team [Formal Consultation]

LBS Local Economy
 LBS Ecology Officer
 LBS Planning Enforcement Team
 LBS Environmental Protection Team
 LBS Highways Development & Management
 LBS Housing Regeneration And Delivery Division
 LBS Highways Licensing
 LBS Parks And Cemeteries Team
 Children & Youth Play Area Consultee
 LBS Planning Policy [Surgery]
 LBS Ecology Officer

Statutory and non-statutory organisations

Fire And Emergency Department
 Historic England - Heritage
 Transport For London
 Environment Agency
 Health And Safety Executive
 London Fire & Emergency Planning Authority
 Metropolitan Police Service (Designing Out Crime)
 Historic England - Scheduled Ancient Monuments

Environment Agency
 Greater London Authority
 Historic England - Heritage
 London Fire & Emergency Planning Authority
 London Underground
 Natural England - London Region & South East Region
 Network Rail
 Metropolitan Police Service (Designing Out Crime)
 Transport For London

Thames Water

Thames Water
 Historic England - Scheduled Ancient Monuments
 Environment Agency
 Fire And Emergency Department
 Greater London Authority
 Historic England - Heritage
 HSE Fire Risk Assessments
 London Fire & Emergency Planning Authority
 London Underground
 Natural England - London Region & South East Region
 Network Rail
 Metropolitan Police Service (Designing Out Crime)
 Transport For London

Neighbour and local groups consulted:

Unit 13 Lg 1 The Leathermarket Weston Street
 Flat 8 Artbrand House 7 Leathermarket Street
 35 Burwash House Kipling Estate Weston Street London
 Unit L F 3 8 The Leathermarket Weston Street
 Car Parking Space The Leathermarket Weston Street
 Unit 12 1 2 The Leathermarket Weston Street
 Unit L F 208 The Leathermarket Weston Street
 Unit L F 2 8 The Leathermarket Leathermarket Street
 Unit 11 To 13 The Leathermarket Weston Street
 Unit L F 2 9 The Leathermarket Weston Street
 Unit 17 1 The Leathermarket Weston Street
 Unit 11 G 2 The Leathermarket Weston Street
 Bermondsey Village Hall Kirby Grove London
 53 Guinness Court Snowsfields London
 71 Burwash House Kipling Estate Weston Street London
 Unit 10 B 1C The Leathermarket Weston Street
 6 Burwash House Kipling Estate Weston Street London
 47 Burwash House Kipling Estate Weston Street London
 41 Burwash House Kipling Estate Weston Street London
 Unit L F 1 6 Lafone House 11 - 13 Leathermarket Street
 Flat 27 Marklake Court 95 Weston Street
 60 Burwash House Kipling Estate Weston Street London
 Flat 1 Marklake Court 95 Weston Street
 40 Guinness Court Snowsfields London
 Unit Tr 3 01 Trowbray House 108 Weston Street
 Flat 4 Simla House Kipling Estate Weston Street
 Flat 19 Heldar Court Kipling Estate Weston Street
 Flat 19 Simla House Kipling Estate Weston Street
 25 Tyers Estate Bermondsey Street London
 Unit 12 G 1 The Leathermarket Weston Street
 43 Tyers Estate Bermondsey Street London
 Fourth Floor Lafone House 11-13 Leathermarket Street
 Flat 42 Simla House Kipling Estate Weston Street
 Unit L F B 1 The Leathermarket Weston Street
 Flat 17 Simla House Kipling Estate Weston Street
 Flat 6 Simla House Kipling Estate Weston Street
 Flat 67 Simla House Kipling Estate Weston Street
 63 Guinness Court Snowsfields London
 Unit 12 G 2 The Leathermarket Weston Street
 Unit 7 1 1 The Leathermarket Weston Street
 Unit L F 1 8 The Leathermarket Weston Street
 Unit 10 3 The Leathermarket Weston Street
 Unit Tr B 1 Trowbray House 108 Weston Street
 Unit 4 2 3 The Leathermarket Weston Street
 Unit Tr B 3 Trowbray House 108 Weston Street
 Unit 13 3 2 The Leathermarket Weston Street
 Flat 18 Heldar Court Kipling Estate Weston Street
 56 Tyers Estate Bermondsey Street London
 26 Leathermarket Court London Southwark
 51 Tyers Estate Bermondsey Street London

Flat 9 Helder Court Kipling Estate Weston Street
 41 Leathermarket Court London Southwark
 35 Leathermarket Court London Southwark
 23 Leathermarket Court London Southwark
 32 Leathermarket Court London Southwark
 Flat 20 Helder Court Kipling Estate Weston Street
 38 Leathermarket Court London Southwark
 51 Leathermarket Court London Southwark
 47 Leathermarket Court London Southwark
 Unit 5 G 3 The Leathermarket Weston Street
 Unit 1 2 1 The Leathermarket Weston Street
 Unit 8 B 3 The Leathermarket Weston Street
 Unit L F 2 7 The Leathermarket Weston Street
 Unit 2 1 2 The Leathermarket Weston Street
 Unit 8 B 1 The Leathermarket Weston Street
 Unit 3 2 The Leathermarket Weston Street
 Units L F G 2 And L F G 4 And L F G 6 The Leathermarket Weston Street
 Unit 13 1 3 The Leathermarket Weston Street
 Unit L F 3 3 Lafone House 11 - 13 Leathermarket Street
 Unit 17 2 The Leathermarket Weston Street
 5 Dunsterville Way London Southwark
 Unit Tr B 4 Trowbray House 108 Weston Street
 36 Guinness Court Snowsfields London
 Unit 1 G 1 The Leathermarket Weston Street
 45 Tyers Estate Bermondsey Street London
 53 Tyers Estate Bermondsey Street London
 50 Burwash House Kipling Estate Weston Street London
 Unit 10 1 The Leathermarket Weston Street
 52 Guinness Court Snowsfields London
 145 Guinness Court Snowsfields London
 The Leather Exchange 15 Leathermarket Street London
 67 Guinness Court Snowsfields London
 20 Burwash House Kipling Estate Weston Street London
 Flat 10 Simla House Kipling Estate Weston Street
 Flat 53 Simla House Kipling Estate Weston Street
 44 Burwash House Kipling Estate Weston Street London
 Flat 24 Simla House Kipling Estate Weston Street
 42 Guinness Court Snowsfields London
 Flat 19 Marklake Court 95 Weston Street
 Flat 11 Marklake Court 95 Weston Street
 Flat 24 Marklake Court 95 Weston Street
 Flat 21 Marklake Court 95 Weston Street
 Flat 14 Marklake Court 95 Weston Street
 Flat 70 Simla House Kipling Estate Weston Street
 Flat 77 Simla House Kipling Estate Weston Street
 Flat 72 Simla House Kipling Estate Weston Street
 Flat 65 Simla House Kipling Estate Weston Street
 Flat 74 Simla House Kipling Estate Weston Street
 Unit L F 2 7 The Leathermarket Leathermarket Street
 30 Burwash House Kipling Estate Weston Street London
 77 Burwash House Kipling Estate Weston Street London
 14 Leathermarket Court London Southwark

34 Tyers Estate Bermondsey Street London
 60 Guinness Court Snowsfields London
 1 Dunsterville Way London Southwark
 4 Guy Street London Southwark
 Living Accommodation The Leather Exchange 15 Leathermarket Street
 Unit 3 1 2 The Leathermarket Weston Street
 Unit A Artbrand House 7 Leathermarket Street
 9 Burwash House Kipling Estate Weston Street London
 31 Burwash House Kipling Estate Weston Street London
 14 Burwash House Kipling Estate Weston Street London
 74 Burwash House Kipling Estate Weston Street London
 73 Burwash House Kipling Estate Weston Street London
 61 Burwash House Kipling Estate Weston Street London
 58 Burwash House Kipling Estate Weston Street London
 33 Leathermarket Court London Southwark
 31 Leathermarket Court London Southwark
 29 Leathermarket Court London Southwark
 19 Leathermarket Court London Southwark
 7 Leathermarket Court London Southwark
 38 Tyers Estate Bermondsey Street London
 27 Tyers Estate Bermondsey Street London
 Flat 9 Simla House Kipling Estate Weston Street
 Flat 20 Simla House Kipling Estate Weston Street
 Flat 14 Simla House Kipling Estate Weston Street
 10 Dunsterville Way London Southwark
 Flat 25 Marklake Court 95 Weston Street
 Flat 17 Marklake Court 95 Weston Street
 Flat 8 Marklake Court 95 Weston Street
 Flat 5 Marklake Court 95 Weston Street
 Flat 2 Marklake Court 95 Weston Street
 7 Dunsterville Way London Southwark
 Unit L F 1 6 The Leathermarket Weston Street
 Unit 11 B 1 The Leathermarket Weston Street
 Unit 8 B 4 The Leathermarket Weston Street
 Unit 11 2 2 The Leathermarket Weston Street
 Units 10 B And 10 G The Leathermarket Weston Street
 Unit 11 B 3 The Leathermarket Weston Street
 Unit 11 3 1 The Leathermarket Weston Street
 Flat 41 Simla House Kipling Estate Weston Street
 Unit 3 G 2 The Leathermarket Weston Street
 75 Burwash House Kipling Estate Weston Street London
 42 Burwash House Kipling Estate Weston Street London
 5 Burwash House Kipling Estate Weston Street London
 15 Burwash House Kipling Estate Weston Street London
 67 Burwash House Kipling Estate Weston Street London
 4 Leathermarket Court London Southwark
 Unit 3 G 1 The Leathermarket Weston Street
 Flat 50 Simla House Kipling Estate Weston Street
 Flat 48 Simla House Kipling Estate Weston Street
 31 Guinness Court Snowsfields London
 Unit 1 2 3 The Leathermarket Weston Street
 Unit L F 1 9 The Leathermarket Weston Street

Unit L F 1 7 The Leathermarket Weston Street
 Unit L F 1 2 The Leathermarket Weston Street
 Unit 9 G 1 The Leathermarket Weston Street
 Flat 12 Artbrand House 7 Leathermarket Street
 48 Burwash House Kipling Estate Weston Street London
 39 Burwash House Kipling Estate Weston Street London
 Flat 66 Simla House Kipling Estate Weston Street
 18 Burwash House Kipling Estate Weston Street London
 64 Burwash House Kipling Estate Weston Street London
 63 Burwash House Kipling Estate Weston Street London
 48 Leathermarket Court London Southwark
 28 Leathermarket Court London Southwark
 32 Tyers Estate Bermondsey Street London
 18 Tyers Estate Bermondsey Street London
 Unit 12 2 2 The Leathermarket Weston Street
 Flat 51 Simla House Kipling Estate Weston Street
 Flat 36 Simla House Kipling Estate Weston Street
 Flat 31 Simla House Kipling Estate Weston Street
 Flat 3 Simla House Kipling Estate Weston Street
 Flat 1 Simla House Kipling Estate Weston Street
 49 Guinness Court Snowsfields London
 44 Guinness Court Snowsfields London
 35 Guinness Court Snowsfields London
 2 Guy Street London Southwark
 Unit 1 2 2 The Leathermarket Weston Street
 Units Tr 2 1 To Tr 2 3 Trowbray House 108 Weston Street
 Unit L F 2 2 The Leathermarket Weston Street
 Unit L F 2 1 The Leathermarket Weston Street
 Unit 12 B 2 The Leathermarket Weston Street
 Unit 7 1 3 The Leathermarket Weston Street
 Unit 12 3 2 The Leathermarket Weston Street
 Unit 2 1 1 The Leathermarket Weston Street
 33 Tyers Estate Bermondsey Street London
 Flat 68 Simla House Kipling Estate Weston Street
 2 Burwash House Kipling Estate Weston Street London
 70 Burwash House Kipling Estate Weston Street London
 65 Burwash House Kipling Estate Weston Street London
 62 Burwash House Kipling Estate Weston Street London
 57 Burwash House Kipling Estate Weston Street London
 43 Burwash House Kipling Estate Weston Street London
 74 Guinness Court Snowsfields London
 26 Tyers Estate Bermondsey Street London
 20 Tyers Estate Bermondsey Street London
 Flat 35 Simla House Kipling Estate Weston Street
 146 Guinness Court Snowsfields London
 Flat 2 Simla House Kipling Estate Weston Street
 Unit L F B 3 The Leathermarket Weston Street
 Unit L F 3 11 The Leathermarket Weston Street
 4 Burwash House Kipling Estate Weston Street London
 38 Burwash House Kipling Estate Weston Street London
 34 Burwash House Kipling Estate Weston Street London
 29 Burwash House Kipling Estate Weston Street London

11 Burwash House Kipling Estate Weston Street London
 39 Leathermarket Court London Southwark
 30 Leathermarket Court London Southwark
 25 Leathermarket Court London Southwark
 54 Tyers Estate Bermondsey Street London
 49 Tyers Estate Bermondsey Street London
 Flat 63 Simla House Kipling Estate Weston Street
 Flat 49 Simla House Kipling Estate Weston Street
 147 Guinness Court Snowsfields London
 Flat 11 Simla House Kipling Estate Weston Street
 Flat 18 Marklake Court 95 Weston Street
 Unit 13 G The Leathermarket Weston Street
 Flat 13 Artbrand House 7 Leathermarket Street
 Unit L F 3 4 The Leathermarket Weston Street
 Unit 13 1 1 The Leathermarket Weston Street
 Unit 5 2 1 The Leathermarket Weston Street
 Unit 4 1 1 The Leathermarket Weston Street
 Unit 8 G The Leathermarket Weston Street
 59 Guinness Court Snowsfields London
 13 Tyers Estate Bermondsey Street London
 Flat 6 Marklake Court 95 Weston Street
 17 Burwash House Kipling Estate Weston Street London
 40 Tyers Estate Bermondsey Street London
 17 Leathermarket Street London Southwark
 3 Dunsterville Way London Southwark
 Flat 57 Simla House Kipling Estate Weston Street
 Flat 30 Simla House Kipling Estate Weston Street
 Flat 13 Simla House Kipling Estate Weston Street
 Flat 10 Artbrand House 7 Leathermarket Street
 Flat 7 Artbrand House 7 Leathermarket Street
 51 Burwash House Kipling Estate Weston Street London
 Flat 64 Simla House Kipling Estate Weston Street
 25 Burwash House Kipling Estate Weston Street London
 13 Burwash House Kipling Estate Weston Street London
 1 Burwash House Kipling Estate Weston Street London
 Unit 13 2 2 The Leathermarket Weston Street
 13 Leathermarket Court London Southwark
 6 Leathermarket Court London Southwark
 5 Leathermarket Court London Southwark
 2 Leathermarket Court London Southwark
 52 Tyers Estate Bermondsey Street London
 41 Tyers Estate Bermondsey Street London
 16 Tyers Estate Bermondsey Street London
 14 Tyers Estate Bermondsey Street London
 75 Guinness Court Snowsfields London
 Flat 34 Simla House Kipling Estate Weston Street
 Flat 25 Simla House Kipling Estate Weston Street
 Flat 23 Simla House Kipling Estate Weston Street
 Flat 7 Helder Court Kipling Estate Weston Street
 48 Guinness Court Snowsfields London
 43 Guinness Court Snowsfields London
 41 Guinness Court Snowsfields London

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 Flat 26 Marklake Court 95 Weston Street
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Flat 12 22E Leathermarket Street London
22D Leathermarket Street London Southwark
Flat 14 22E Leathermarket Street London
Flat 13 22E Leathermarket Street London
22B Leathermarket Street London Southwark

Re-consultation:

Consultation responses received

Internal services

LBS Environmental Protection

LBS Ecology
 LBS Community Infrastructure Levy Team
 LBS Transport Policy
 LBS Archaeology
 LBS Urban Forester
 LBS Highways Development & Management

policy surgery comments

LBS Ecology
 LBS Community Infrastructure Levy Team
 LBS Design & Conservation Team [Surgery]
 LBS Transport Policy
 LBS Archaeology
 LBS Design & Conservation Team [Formal]
 LBS Ecology
 LBS Highways Development & Management
 LBS Flood Risk Management & Urban Drain
 LBS Urban Forester
 LBS Waste Management
 LBS Transport Policy
 LBS Urban Forester
 LBS Waste Management
 LBS Archaeology
 LBS Community Infrastructure Levy Team
 LBS Ecology
 LBS Highways Development & Management

policy surgery comments

LBS Ecology

Statutory and non-statutory organisations

Transport for London
 Environment Agency
 London Fire & Emergency Planning Authori
 Metropolitan Police Service
 Environment Agency
 London Underground
 Metropolitan Police Service
 Thames Water

Historic England
 London Underground
 Metropolitan Police Service
 Transport for London

Neighbour and local groups consulted:

1 Joyce Newman House Bermondsey SE1 4EX
 20 Leathermarket Court London SE1 3HS
 26 Leathermarket Market Street Bromley SE1 4EX
 104 Whites Ground London Se1 3JX
 104 whites ground London Se1 4JX
 4 Joyce Newman London SE1 4EX
 14 Hamilton squaee Kipling street London
 Flat 12, Marklake Court 95 Weston Street London
 Flat 7 22 Leathermarket street London SE1 3HP
 Flat 22 Parker Building London SE16 4Ed
 FLAT 6 28 LEATHERMARKET STREET LONDON
 142 Cromwell Road London sw74ef
 91 Parish Lane Penge se20 7nr
 Leathermarket Street London SE1 3HN
 102 meakin estste London Se1 4qp
 A106 27 Green Walk London
 17 Meakin Estate Rothesay street London
 19, Helder Court Kipling Estate London
 5 Joseph Lancaster terrace London Se1 4GX
 6 Lancaster Terrace Burbage close London
 1 Joseph lancaster London Se1 4GX
 12 Joyce newman London Se1 4nx
 25 Joyce Newman London SE14NX
 27 Joyce Newman house London Se1 4NX
 18 Joyce newman London Se1 4nx
 28 Joyce newman London Se1 4NX
 28 Leathermarket Street London SE1 3QB
 19 Biggin Hill Road Bromley BR5 6HJ
 35 Simla House London SE1 Southwark SE1
 49 Leathermarket Court London SE1 3HS
 49 Leathermarket court London SE1 3HS
 69 Burwash House London SE1 3RP
 Apt 5 28 Leathermarket Street SE1 3FB London London
 85 Great Portland Street London W1W 7LT
 85 Portland Road London W11 4LN
 Greenwich Greenwich London
 Bermondsey Bermondsey SE1
 London London SE1
 29 Alberto Road London se24 7tj
 202 Bexley Road SE12 7JH SE12 8DD
 98 Meakin Estate London Se1 4QL
 46 meakin estate London Se14qw

21 meakin Estate Rothesay street London
 7 Archdale Cluny Estate London
 22 dunsterville London Se1 3rd
 26 peveril Haddonhal estate Lindon
 1 Burge Lawson estate London
 43 Bartholomew street Lomdon Se14Al
 4 Guy street London Se1 3RF
 2 Joseph lancaster London SE1 4GX
 15 Joyce Newman Deverell street London
 18 Joyce Newman London Se1 4NX
 55 Tyers Estate Tyers Gate Bermondsey Street Southwark London
 90 meakin Estate London Se1 4Ql
 110 Meakin Decimal Street London
 21 Meakin Rothesay Street London
 4 Guy sreet London Se1 3RF
 26 Joyce Newman London Se1 4Ab
 10 Dunsterville way London Se1 3rj
 3 Dunsterville way London SE13RJ
 48 Simla House London SE1 3RN
 26 Berry Fields Aylesbury HP20
 Flat 8 22 Leathermarket Street London
 6 Meakin estate London London
 2 peveril house London Se1 4TD
 7 Joyce newman London Se1 4NX
 15 Elim Elim estate London
 16 Chestnut Rd London SE27 9LF
 19 Burwash House London SE1 3RW
 84 Weston St London SE1
 26 St Johns St Aylesbury hp20
 252 Jamaica Street Bermondsey SE16 4BG Bromley SE16 4BG
 3 Scout Lane London SW4 0LA
 Flat 23 Marklake Court, 95 Weston Street London
 Manor Farm Binfield RG40 5PP
 1 Dunsterville London Se1 3rj
 26 Leathermarket street London Se1 3hn
 4 Tyers Estate Bermondsey Street Southwark
 Croydon Croydon CRO 4JH
 142 Cromwell Road London SW74FE
 Flat 10 22 Leathermarket Street London
 45 Tyers Estate Bermondsey St London
 96 Meakin Estate London SE14QL
 19 St Pauls Crescent London NW1 9XN
 4 Wild's Rents London SE1 4QG
 89 Meakin estate London Se1 4QL
 85 Meakin Estate London Se1 4QL
 34 Joyce Newman London Se1 4NX
 2 Marlake Court 95 Weston street London
 15 Marklake 95 Weston Street London
 17 Marlake Court 95 Weston Street London
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 Flat 8, 28 Leathermarket Street London Bridge London SE1 3FZ
 20 Burwash House Kipling Estate Weston Street London

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 12 Pope Street LONDON
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 32 Meakin London Se1 4TD
 46 meakin estate London Se1 4qw
 9 Marklake 95 Weston street London
 1 Dunsterville Killing estate London
 Tyers Estate, Bermondsey Stree Flat 66 London
 14 Crown Lane Bromley br2 9pq
 14 Crown Lane Bromley BR2 9PQ
 26 Leathermarket Market Street Southwark SE1 3HN
 Flat 69 1 Emery Way London
 24 Marlake Court 95 Weston Street London
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 14 Crown Lane Bromley BR2 9PQ
 180 North Fleet Road 202 Bexley Road Bexley
 39 Peverel house London Se1 4td
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 2 Trocette Mansions London SE1 3UQ
 Turnforlong Road Aylesbury Hp21
 Flat 31, Taper Building 170 Long Lane London
 Flat 7, 22 Leathermarket Street London SE1 3HP
 501 Antonine Heights City walk London
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 49 leathermarket court London SE1 3HS
 Flat 7 84 Abbey Street London
 14 Crown Lane Bromley BR2 9PQ
 171 Ardgowan Road Catford London
 Marklake Court London SE1 3GX
 3 Scout Lane London SW116ES
 25 Marklake 95 Weston street London
 7 Joyce Newman house DEVERELL STREET London
 14 Crown Lane Bromley br2 9pq
 Flat9 28 Leathermarket Street London
 Tyers Estate, Bermondsey Stree Flat 66 London
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 Surrey Surrey CR
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 24 Meakin Estate London SE14QN

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 14 Hamilton square London SE13sb
 Flat 11 22 Leathermarket Street London
 Flat 1, 28 Leathermarket Street London Bridge
 29 Timms Close Aylesbury HP201az
 34 Hamilton Square Kipling Street London
 4 Joyce Newman London SE1 3HN
 68 Alwen Court London SE1 4GU
 FLAT 2, 28 LEATHERMARKET STREET
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 Flat 21 Archdale House London
 FLAT 6 28 LEATHERMARKET STREET LONDON
 Flat 12, 22e Leathermarket Street SE1 3HP London
 106 Weston Street London SE1 3QB
 20 Burwash House Weston Street London
 4 Rush Common Mews London SW2 3RN
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 Avison Young 65 Gresham Street London
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 66 Meakin Estate Rothsay Street London
 4 Tyers Estate Bermondsey Street London

 145 Bermondsey Street London Southwark
 Flat 6, 22, Leathermarket Street, SE1 3HP
 Flat 9 28 Leathermarket Street London
 2 Cardinal Bourne Street London Southwark
 24 Aland Court Finland Street London

 12 Pope Street London Southwark
 Flat 14 22E Leathermarket Street London

15 Little London Court Mill Street London

Planning Policies

National Planning Policy Framework (NPPF, 2024)

- Chapter 2 Achieving sustainable development
- Chapter 8 Promoting healthy and safe communities
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 16 Conserving and enhancing the historic environment

The London Plan (2021)

- Policy D1 London's form, character and capacity for growth
- Policy D3 Optimising site capacity through the design led approach
- Policy D4 Delivering good design
- Policy D5 Inclusive design
- Policy D10 Basement development
- Policy D11 Safety, security and resilience to emergency
- Policy D12 Fire safety
- Policy D14 Noise
- Policy HC1 Heritage conservation and growth
- Policy G5 Urban greening
- Policy S11 Improving air quality
- Policy S12 Minimising greenhouse gas emissions
- Policy S17 Reducing waste and supporting the circular economy
- Policy S13 Sustainable drainage
- Policy S4 Play and informal recreation
- Policy T5 Cycling
- Policy T6 Car Parking
- Policy T7 Deliveries, servicing and construction
- Policy DF1 Delivery of the Plan and Planning Obligations

Southwark Plan (2022)

- Policy P1 Social rented and intermediate housing
- Policy P8 Wheelchair accessible and adaptable housing
- Policy P13 Design of places
- Policy P14 Design quality
- Policy P16 Designing out crime
- Policy P18 Efficient use of land
- Policy P23 Archaeology
- Policy P50 Highway impacts
- Policy P51 Walking
- Policy P53 Cycling
- Policy P54 Car parking
- Policy P55 Parking standards for disabled people and the physically impaired
- Policy P56 Protection of amenity

Policy P57 Open Space
Policy P62 Reducing waste
Policy P65 Improving air quality
Policy P66 Reducing noise pollution and enhancing soundscapes
Policy P68 Reducing flood risk
Policy P69 Sustainability standards
Policy P70 Energy
Policy IP3 Community Infrastructure Levy (CIL) and Section 106 planning obligations

Relevant planning history

No relevant planning history

OPEN

MUNICIPAL YEAR 2025-26

COMMITTEE: PLANNING COMMITTEE (SMALLER APPLICATIONS)

NOTE: Original held in Constitutional Team; all amendments/queries to Beverley Olamijulo, Constitutional Team, Tel: 020 7525 7234

OPEN

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Councillor Sabina Emmanuel	1	COMMUNICATIONS TEAM (Electronic)	
Councillor Sam Foster	1	Eddie Townsend	
Councillor Nick Johnson	1		
Councillor David Parton	1	LEGAL TEAM (Electronic)	
Councillor Richard Livingstone (electronic copy)		Kamil Dolebski (Law & Governance)	
		Michael Feeney (FTB Chambers)	
Electronic Copies (No paper)		CONSTITUTIONAL TEAM	
Councillor Ketzia Harper (reserve)		Beverley Olamijulo	4
Councillor Darren Merrill (reserve)			
Councillor Victoria Mills (reserve)		TOTAL PRINT RUN	11
Councillor Emily Tester (reserve)			
Councillor Joseph Vambe (reserve)			
MEMBER OF PARLIAMENT (Electronic)			
Helen Hayes MP			
Neil Coyle MP			
Miatta Fahnbulleh MP			
House of Commons, London, SW1A 0AA			
		List Updated: 13 January 2026	