

Item No.	Classification:	Date:	Meeting Name:
5.1	OPEN	14 June 2011	Planning Committee
Report title:	Development Management planning application: Application 09-AP-1217 for: Full Planning Permission Address: DOWNINGS ROAD MOORINGS, 31 MILL STREET, LONDON SE1 2AX Proposal: Replacement of existing pedestrian and cycle access to Downings Road moorings with new purpose built moving brow and floating platform. The new platform would comprise 40 sqm accommodation below deck - amenity room for moorings manager and staff, storage, two WC's and shower. Composting and recycling bins would be located on the upper deck and the floating platform would have a companion way structure with a maximum height of 3.5m above the waterline.		
Ward(s) or groups affected:	Riverside		
From:	Head of Development Management		
Application Start Date 22/07/2009		Application Expiry Date 16/10/2009	

RECOMMENDATION

- 1 Grant planning permission.

BACKGROUND INFORMATION

- 2 This application has been referred to the planning committee owing to the site history and that this committee previously considered an application at the site.

Site location and description

- 3 The site lies a short distance downstream of Tower Bridge adjacent to the south bank of the Thames at Bermondsey Wall West.
- 4 Downings Roads Moorings comprise a series of 'roots' or ground anchors and chains in the riverbed covered by water at high tide. At its outermost limits part of the site is below mean low water.
- 5 The site is located within the St Saviours Dock Conservation Area. Immediately adjoining the appeal site, at its western end of Reeds Wharf, is a converted warehouse which is Listed Grade 2, although the Mill Stairs opening under it is no longer listed. Reeds Wharf is in office and residential use. To the east is Creeds Wharf, a modern dwelling projecting in part over the river. Continuing eastwards, there is a small area of open space behind the river wall, Deverell's and Downings Wharf, which adjoins Bermondsey Wall West and is accessible to the public. To the east of it are three modern blocks of flats - Providence Tower, Springall's Wharf and River View

Heights. The first two projects over the river to different degrees and Springll's Wharf has an office as well as flats on the ground floor.

Details of proposal

- 6 It is proposed to replace part of the existing pedestrian and cycle access with a new purpose built floating platform linked by a new moving brow (bridge) to the collar barge 'Charringtons'. The existing moving brow from Mill Stairs Passage will remain. The floating platform would be 4.5m in width, 13m in length and have a maximum height of 2.7m (of which approximately half would be submerged).
- 7 The proposed platform would utilise the existing 12m long brow and connection to the shore. The existing brow would be mirrored in design terms by a new second brow, 7.25m in length, providing the link to the collar barge 'Charringtons'.
- 8 The new platform would provide above deck space for refuse bins, push chairs, composting of organic material, a bench and a planting box. The companion way, which is the stairway from the deck to the cabin below, would have a maximum height of 3.5m above the waterline and would be the tallest structure on the floating platform.
- 9 Below deck, a floor area of 40 sqm in total, is also proposed. This space comprises a room for the moorings manager and his team together with storage, shower and WC. The proposed layout drawing (3161 revision D) shows in diagrammatic form the exclusion zone (see below) on the downstream side of Creeds Wharf being mirrored by a corresponding exclusion zone on the upstream side. Accordingly this also corresponds with the exclusion zone on the upstream side of Providence Tower.
- 10 Downings Road Moorings has a long planning enforcement history culminating in the determination of various planning appeals concerning the use of the moorings for the berthing of vessels, heard by way of public inquiries in 2004 and 2006. The appeals were upheld by the Secretary of State and planning permission was subsequently granted, subject to conditions on 9 September 2004 (2004 appeal) & 26 July 2006 (2006 appeal) as detailed below .
- 11 The 2006 appeal decision imposed an exclusion zone by way of planning condition to protect the amenity of land based residential occupants, which is currently in force. The Inspector held that the arrangement and layout of vessels, including exclusion zones, collar barges and areas where vessels may be moored, shall only be carried out in accordance with the details indicated on Layout S (plan reference Tb01:3161) except for the area to the west of Creeds Wharf where a further exclusion zone comprising a 21 metre radius from the western corner of the window of Creeds Wharf that over sails the river shall also be enforced' (Appendix 4 plan 1).
- 12 Layout S indicates an exclusion zone, extended to the west of Providence Tower and east of Creeds Wharf, based on a 21 metre radius from the corner of the respective windows of these properties. Paragraph 11 of the 2006 appeal decision states that 'for the avoidance of doubt, I consider such a radius (21m) would also need to be projected from the western corner of the window of Creeds Wharf that over sails the river to ensure that no vessels could be moored off the first collar barge of Reeds Wharf'.
- 13 As part of the current application a proposed layout drawing 'Drawing 3161 revision D' (Appendix 4 plan 2) was submitted by the applicant. This drawing is an interpretation of the exclusion zone formulated in the 2006 appeal decision and shows a radius of 21m projecting from the western corner of the window of Creeds Wharf that over sails the river. The exclusion zone radius depicted on the upstream /west side of Creeds Wharf mirrors the exclusion zone radius on the downstream / east side of Creeds

Wharf (as shown on Layout S). Accordingly, it also repeats the exclusion zone on the upstream / west side of Providence Tower (as shown on Layout S), by plotting a 45 degree angle radius of 21 meters from the western corner of Creeds Wharf, reducing to 17 metres on the riverbank.

- 14 The effect of drawing 3161 revision D is to create an exclusion zone the extent of which decreases progressively the more oblique the views are of the moorings from Providence Tower and Creeds Wharf become. The exclusion area shown on drawing 3161 revision D (Appendix 4 plan 2) is therefore not a true 21m circumference, and the exclusion area measures a minimum of 17m from the western corner of the window of Creeds Wharf where it meets the riverbank. The Council is in agreement with this interpretation of paragraph 11 of the 2006 appeal decision.
- 15 In light of the Secretary of State's decision (2006 decision), a key issue in dealing with the current proposal is whether all the works should fall outside the exclusion zone as shown on drawing 3161 revision D. The Inspector determined that the purpose of the exclusion zone is to protect the amenity of neighbouring occupiers, particularly in respect of the occupiers of Creeds Wharf and some of the residential units in Providence Tower.

Planning history

2004 Appeals (Appendix 5)

- 16 Planning permission was refused in April 2004 for the continued use of the existing moorings at Downing's Road for mixed use purpose including residential, business, barge repair, live/work and for berthing of vessels in the course of navigation and retention of associated type beds (03-AP-2435 and 03-AP-2440) The difference between applications 03-AP-2435 and 03-AP-2440 is the layout of the moorings, each showing 26 berths.
- 17 Appeals against the refusal of permission were subsequently lodged and upheld by the Secretary of State at appeal. Planning permission was granted by the Secretary of State, subject to 10 conditions, of which only condition 1 is relevant to the current application:
- 1) The use hereby permitted shall cease and all vessels, structures, equipment and materials brought onto the site for the purposes of such use shall be removed within 28 days of any one of the following requirements not being met:
 - i) within 3 months of the date of the decision there shall have been submitted for the approval of the local planning authority a scheme showing:
 - detailed proposals for the disposal of foul water to shore
 - details and specifications of the refuse storage provision for domestic and non-domestic refuse and the method of collection there from
 - detailed proposals for the arrangement and layout of vessels within the site, including exclusion zones, collar barges and areas where vessels may be moored; such details to specify minimum distances from the river wall and facades of adjoining buildings for the mooring of inhabited and uninhabited vessels and maximum height above the waterline of vessels at specified distances beyond those minimum distances; and
 - the means of minimising noise arising from contact between vessels,

brows, companionways and linkspans together with details and specifications of all brows, companionways, linkspans and fenders;

(hereafter referred to as the site development scheme) and the said scheme shall include a timetable and programme for its implementation.

- 18 Three approval of details applications (04-AP-2242) (04-AP-2243) and (04-AP-2244) relating to details for the arrangement and layout of vessels including exclusion zones collar barges and areas where vessels may be moored as required by condition 1 (i) were subsequently part approved and part refused in March 2005.
- 19 04-AP-2242: Details of means of foul water disposal, refuse storage facilities, the arrangement and layout of vessels including new access brow and means of minimising noise from contact between vessels and access ways as required by condition 1 (i) of the planning permission dated 09/09/2004 (Appeal Ref: APP/A5840/A/04/1149506) for mixed use purposes including residential, business, barge repair, live/work and for berthing of vessels in the course of navigation and the retention of associated tyre beds.
- 20 04-AP-2243: Details of means of foul water disposal, refuse storage facilities, the arrangement and layout of vessels including new access brow and means of minimising noise from contact between vessels and access ways as required by condition 1 (i) of the planning permission dated 09/09/2004 (Appeal Ref: APP/A5840/A/04/1149505) for mixed use purposes including residential, business, barge repair, live/work and for berthing of vessels in the course of navigation and the retention of associated tyre beds.
- 21 04-AP-2244: Details of means of foul water disposal, refuse storage facilities, the arrangement and layout of vessels including new access brow and means of minimising noise from contact between vessels and access ways as required by condition 1 (i) of the planning permission dated 09/09/2004 (Appeal Ref: APP/A5840/C/03/1124149-50) for the use of the land for the mooring of barges and other marine vessels for a mixed use of residential, live/work units and industrial use involving the conversion and repair of barges, with ancillary storage and workshops.
- 22 Approval was granted for the following details in March 2005 (04AP2242/3/4): Details of means of foul water disposal, refuse storage facilities, new access brow and means of minimising noise from contact between vessels and access ways, linkspans and fenders and their detailed specifications as required by condition 1 (i) of the planning permission dated 09/09/2004 (Appeal Ref: APP/A5840/A/04/1149506) for mixed use purposes including residential, business, barge repair, live/work and for berthing of vessels in the course of navigation and the retention of associated tyre beds.
- 23 Approval was refused for the following details on March 2005.: Details of the arrangement and layout of vessels including exclusion zones, collar barges and areas where vessels may be moored as required by condition 1 (i) of the planning permission dated 09/09/2004 (Appeal Ref: APP/A5840/A/04/1149506) for mixed use purposes including residential, business, barge repair, live/work and for berthing of vessels in the course of navigation and the retention of associated tyre beds.

Reason for refusal:

- 24 The proposed exclusion zone fails to adequately safeguard the privacy and amenity of the occupiers of Creeds Wharf and some of the occupiers of flats in Providence Tower and is therefore contrary to Policy E.3.1 'Protection of Amenity' of the Southwark Unitary Development Plan and Policy 3.2 'Protection of Amenity' of the Southwark

Plan [Revised Draft February 2005].

2006 Appeals (Appendix 6)

- 25 Appeals A, B and C were upheld in July 2006 in respect of application(s) 04-AP-2242/3/4, subject to two conditions:
- 1) Notwithstanding the submitted details, the arrangement and layout of vessels, including exclusion zones, collar barges and areas where vessels may be moored, shall only be carried out in accordance with the details indicated on Layout S (plan reference Tb01:3161), except for the area to the west of Creeds Wharf where a further exclusion zone comprising a 21 metre radius from the western corner of the window of Creeds Wharf that over sails the river shall also be enforced.
 - 2) The arrangement and layout of vessels, in accordance with the details hereby approved, shall be implemented in accordance with, or no later than 3 months from, the programme specified in the submitted timetable and completed no later than 30 April 2007 unless otherwise agreed in writing by the local planning authority.
- 26 The Planning Inspector considered that the main issues in the three 2006 appeals (A, B and C) were the effect of the proposed arrangement and layout of vessels including exclusion zones, collar barges and areas where vessels may be moored on the living conditions of the occupiers of nearby properties by reason of potential loss of privacy and overlooking and overbearing impact on outlook.

2005 Application

- 27 In November 2005, and prior to the determination of the 2006 Appeals, a further application for approval of details (05-AP-2316) for the arrangement and layout of vessels including exclusion zones, collar barges and areas where vessels may be moored pursuant to condition 1 (i) was submitted to the Council. These details were subsequently approved by the Council in April 2006. Approved plan 'Proposed Layout T drawing number 3162 revision H is annotated 'All vessels inshore of this line (40m measured from river wall) to be a max 3.5m above waterline, excluding wheelhouses used solely for navigational purposes, masts, rigging or aerials'.

Planning history of adjoining sites

- 28 None relevant.

KEY ISSUES FOR CONSIDERATION

Main Issues

- 29 The main issues in this case are:
- a] the principle of the development in terms of land use and conformity with strategic policies.
 - b] the impact on the character or appearance on the St. Saviours Dock conservation area
 - c) the impact on the preservation or enhancement of the Grade II listed Reeds Wharf warehouse
 - d) the impact on amenity of neighbouring premises / properties.

Planning Policy

- 30 Southwark Plan 2007 [July]
3.2 Protection of amenity
3.7 Waste reduction
3.12 Quality in design
3.13 Urban design
3.14 Designing out crime
3.15 Conservation of the historic environment
3.16 Conservation areas
3.18 Setting of listed buildings, conservation areas and world heritage sites
3.19 Archaeology
3.22 Important local views
3.28 Biodiversity
3.29 Development within the Thames Policy Area
3.30 Protection of riverside facilities
5.3 Walking and cycling
- 31 The Core Strategy was adopted April 2011, the local development plan for Southwark now comprises of the Core Strategy, and all saved policies within the Southwark Plan. Where there is any conflict between the Core Strategy and the Southwark Plan, the Core Strategy will take precedence as the more up-to-date document. The relevant policies of the Core Strategy are set out below.
- 32 Strategic Policy 2 - Sustainable transport
Strategic Policy 11 - Open spaces and wildlife
Strategic Policy 12 Design and Conservation
Strategic Policy 13 High Environmental Standards
- 33 Planning Policy Guidance [PPG] and Planning Policy Statements [PPS]
PPS5: Planning for the Historic Environment.

PLANNING CONSIDERATIONS

Principle of development

- 34 The local planning authority is of the view that the proposed platform is just outside the exclusion zone. Therefore, in terms of its location, the platform is considered to be acceptable in planning terms in that it would not adversely affect the amenity of the occupants of neighbouring land based residential properties. The question raised by objectors as to whether the proposal is a vessel (and as such expressly excluded from the exclusion zone) is therefore redundant and the application must be assessed on its own planning merits with regard had to the Inspectors decision, which is a material consideration.

Exclusion zone

- 35 The previously proposed layout drawing was amended and re-submitted to the local planning authority by the applicant, upon its request, on 18 January 2011. The purpose of the plan was to show in diagrammatic form the exclusion zone on the downstream side of Creeds Wharf, being mirrored by a corresponding exclusion zone on the upstream side. The applicant was invited by officers to submit a revised layout plan as it was considered that the exclusion zone shown on drawing number 3177 revision B (see Appendix 4: plan 3) was an incorrect interpretation of the 2006 appeal decision and was also not too scale. Following scrutiny by officers it was concluded that drawing 3161 revision D is an acceptable interpretation of the 2006

appeal decision.

- 36 Accordingly, this drawing mirrors the exclusion zone on the upstream / west side of Providence Tower.

Environmental impact assessment

- 37 Not required for an application of this scale and type. No significant environmental impacts would arise.

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

- 38 As set out in paragraph 2, the Planning Inspector considered that the main issues in the three 2006 appeals to be the effect of the proposed arrangement and layout of vessels including exclusion zones, collar barges and areas where vessels may be moored on the living conditions of the occupiers of nearby properties by reason of potential loss of privacy and overlooking and overbearing impact on outlook.

- 39 The owner of Creeds Wharf has raised concerns regarding the extent of the exclusion zone and have referred to paragraph 11 of the Secretary of States decision pursuant to the 2006 appeal to support their objection:

- 40 *'I noticed the layout S indicates an exclusion Zone extended to the west of Providence Tower and east of Creeds Wharf, based on 21m radius from the corner of the respective windows. For the avoidance of doubt, I consider such a radius would also need to be projected from the western corner of the window of Creeds Wharf that over sails the river to ensure that no vessels could be moored off the first collar barge or Reeds Wharf.'*

- 41 The owner of Creeds Wharf also claims that plans for both the existing and proposed access arrangements infringe on the exclusion zone, referenced in the Secretary of States decision thereby disputing the exclusion zone as shown on drawing 3161 revision D. It is further stated that the extant planning permission granted in 2006 minimizes such infringement, as well as providing the maximum riverbank access to the shoreside of The Harpy.

- 42 However, the local planning authority agrees with the applicant's interpretation of the extent of the exclusion zone as depicted on drawing 3161 revision D and it is concluded that the proposed works would lie outside of the exclusion zone.

- 43 Objectors are concerned that the proposal would involve considerably more usage than the existing use and consequently intensify noise levels and late hours movements.

- 44 The council does not consider that the proposal would have the negative impacts suggested as the number of employees, two full-time and 2 part-time staff, would remain unchanged. The proposed staff accommodation and storage at 40 sqm would also be a modest area that would not be detrimental to the amenity of neighbouring properties. Furthermore, the hours of operation, 0800 to 1800 hours Monday to Friday and 0800 to 1300 hours Saturdays would ensure that the proposal would not impact on amenity of neighbouring premises. This would be covered by the proposed condition 3, in the interest of amenity of neighbouring residential uses (Appendix 2 – List of Conditions). Condition 3 is however flexible in allowing the accommodation below deck, in particular the WC's, to be used for no more than 12 calendar days per year for events such as open garden days when the moorings are open to the public. Historically the moorings have been open to the public for approximately 12 days per calendar year. It is considered that there

would be no harmful impact on the amenity of neighbouring properties by allowing occasional public access to the accommodation below deck.

- 45 It is however proposed that visitors would use the WC's outside of these hours on occasions, such as during garden barges open days and special events associated with the moorings. For this to be allowed the applicant would be required to apply to the local planning authority seeking permission for temporary "respite" from condition 3 in advance of any of the events described above and is therefore considered acceptable.
- 46 Objectors are concerned about works required to implement the scheme taking place outside of permitted hours. This can be dealt with by a condition requiring a construction management plan.
- 47 There are concerns that at high tide the occupants of the proposed accommodation will be able to look into the ground floor of China Wharf.
- 48 It is however considered that the proposal would not be detrimental to the amenity of residents of China Wharf as the below deck area would comprise five small round windows to the south east elevation and one window to the north west elevation. China Wharf is located to the south west and it is unlikely that their amenity would be jeopardised by reason the fact that as only oblique views would be afforded towards China Wharf from the one window of the platform on the north west elevation, which serves a small storage area. Furthermore, the maximum number of people to use this space are likely to be the four staff members employed to work upon the platform.
- 49 Two of the windows on the south east elevation would provide light to two WC's and the other three would provide light to the proposed staff area. Due to the modest size of the windows and hours of use of the platform there would be no harmful impact on the amenity of neighbouring occupiers.
- 50 It is considered that the companion way (the stairway from the deck to the cabin below) would be of an appropriate scale and height and would not be detrimental to amenities of neighbours.

Impact of adjoining and nearby uses on occupiers and users of proposed development

- 51 Immediately adjoining buildings are in office and residential use and many of the barges in the moorings are in residential use. It is considered that these issues would be compatible and not to the detriment of the proposed development.

Traffic issues

- 52 Downings Road Moorings has a significant cycling population and is also used during the daytime as a secure bike parking space for local office workers. It is considered that the proposal would improve access to and from the existing cycle parking area, located on the collar barge, 'Charringtons', immediately to the north of the application site.

Design issues

- 53 Objectors raised concerns that the proposal would visually detract from the 'quaint' appearance of the moorings.
- 54 The rationale to improve the access to the barge area is accepted and it is

considered that the design of the new floating platform and brow would be acceptable in terms of detailed design, scale and form. It is considered that the use of black and red paint would enhance the appearance of the new platform as it would be in keeping with the colour scheme used in nearby barges.

- 55 The positioning and screening of the refuse/recycling/composting bins on the deck of the platform is aesthetically and physically pleasing and would be an acceptable design solution on the approach to the barges and when viewed from the dockside and from the apartments above.
- 56 It is considered that the planting proposed would provide a pleasant visual amenity. This would be covered by an appropriate condition to ensure that planting would be provided in the interest of amenity of neighbours (see Appendix 2- List of Conditions).

Impact on character and setting of a listed building and/or conservation area

- 57 This is a prominent riverfront site within the St.Saviours Dock Conservation Area, and is a sensitive location. Immediately adjoining the appeal site, at its western end of Reeds Wharf, is a converted warehouse which is Listed Grade 2, although the Mill Stairs opening under it is no longer listed. New Concordia Wharf is located to the west of China Wharf as is also Listed Grade 2.
- 58 The impact of this proposal on the heritage asset - the above conservation area and its setting - is considered against the requirements of PPS5 - Planning for the Historic Environment. Policy HE 9.4 of PPS5 – states that :
- 59 *"Where a proposal has a harmful impact on the significance of a designated heritage asset which is less than substantial harm, in all cases local planning authorities should:*
(i) weigh the public benefit of the proposal (for example, that it helps to secure the optimum viable use of the heritage asset in the interests of its long-term conservation) against the harm; and
(ii) recognise that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss."
- 60 This proposal will result in a marked improvement of the application site. There is no loss of historic fabric and no impact on the view of the rear / north elevations of the properties in the conservation area or its setting and the listed buildings. It is considered that the floating platform with a width of 4.5m, length of 13m and a height of 2.7m (of which approximately half would be submerged) and red and black paint would be appropriate in the conservation area and proximity to listed buildings. Furthermore, the design of the brow would be of a high quality and the companion way structure would at a maximum height of 3.5m be of an appropriate scale within the context of the moorings.
- 61 Although the details submitted with regards to the treatment of the framework steel structure, white enamel, and double glazed window set in a steel frame is acceptable in principle it is recommended that permission be granted subject to a condition for submission of samples to ensure that the materials and colours used would not detract from the character and appearance of the conservation area.
- 62 The sample and details submitted with regard to perforated stainless steel sheet with tubular framing is acceptable.

Impact on trees

63 None identified.

Planning obligations [S.106 undertaking or agreement]

64 None identified.

Sustainable development implications

65 The proposal for improved recycling and composting facilities falls in line with the continuing mission of Downings Road to be a sustainable and environmentally responsible community. This would be covered by an appropriate condition to ensure that the proposal would be in keeping with Saved Policy 3.7 Waste Reduction of the Southwark Plan.

Other matters

66 Access:
The proposal would ensure that access for pedestrians and cyclists is as safe and accommodating as possible and is an improvement to the current situation.

67 Definition of vessel:
The owner of Creeds Wharf objects to the proposed development on the basis that the proposed floating platform, with its 40 sqm of amenity space is a vessel and therefore can not be permitted in accordance with the decision of the Secretary of State (2006 appeal), which provided that no vessels could be moored off the first collar barge or Reeds Wharf or within the exclusion zone.

68 The local planning authority does not consider the platform to fall within the exclusion zone and is of the view that the platform is outside it. Therefore, the proposal does not have any negative impacts upon the amenity of neighbouring occupiers and the question as to whether the proposal is a 'vessel is redundant. The application must be assessed on its own planning merits, with regard to the Inspectors decision, which is material.

69 Definition of houseboat: Objectors state that the first Inspector in his report of 9 September 2004 stipulated in his decision:

70 *'84/6. No houseboat - being a structure without means of propulsion, which rests on a floating raft or pontoons - should be moored at the moorings.'*

71 The Objectors allege that this 'purpose built platform, with its accommodation below decks in all 40 sq metres' is classifiable as a houseboat, and should not be allowed.

72 In this case the local planning authority considers that the new floating platform would not constitute a houseboat as it would comprise a below deck amenity room for moorings manager and staff, storage, two WC's and shower. The proposed development would not be used for residential purposes.

Environmental matters:

73 Objectors raised concerns that the proposed platform would be larger than the existing one and would exacerbate the trapping of large masses of floating river debris in the immediate vicinity and impede the movement of the wildlife on the river in this area. This matter will be addressed in the addendum report.

- 74 The planting proposed would act as a vital green link between the moorings gardens and the bankside. It is likely that the presence of the planting would help to attract greater numbers of wildlife and insect life to the moorings enhancing the biodiversity of this part of London.

Other Statutory Regimes:

- 75 The Port of London Authority (PLA) advised that insufficient space has been provided between the proposed floating platform and the *Harpy* to enable the safe passage for vessels between them to the downstream, inside face of the *Harpy*. Furthermore, the PLA confirmed that however the proposed floating platform is arranged / located, the works would require the grant of a works licence from the PLA under the provisions of Section 66 of the Port of London Act 1968 (as amended). The significance of this is that the planning permission cannot be implemented until such a licence has been issued by the PLA.

Conclusion

- 76 The proposed development would lie outside of the exclusion zone and would be of an acceptable scale and design and would not be detrimental to the amenity of neighbours or the character and appearance of the St. Saviours Dock conservation area and the Grade 2 listed buildings located in close proximity to the site.
- 77 The objections have been considered but it is concluded that the proposal would be policy compliant.

COMMUNITY IMPACT STATEMENT

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

a] The impact on local people is set out above.

b] The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified as: none.

c] The likely adverse or less good implications for any particular communities/groups have been also been discussed above. Specific actions to ameliorate these implications are: none.

Consultations

- 79 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

Consultation replies

- 80 Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

- 81 Seven letters of objection have been received raising concerns regarding the following issues:

- 82 It is important to determine this application in the light of the findings of the two Inspector's reports, particularly regarding the exclusion zone, the removal of the existing structure and interpretation of the definition of vessels and houseboat in this context.
- 83 The proposed pontoon would be larger than the existing one and would exacerbate the trapping of large masses of floating river debris in the immediate vicinity and would also impede the movement of the wildlife on the river in this area.
- 84 The size and visual impact of the proposal in this area of historic significance.
- 85 Noise and environmental impact, in particular that the proposed hours of usage.
- 86 Increase in noise and late hours movements.
- 87 The specified height restrictions (3.5m) for vessels within the 40m zone are observed.
- 88 Letters of support raising the following issues:
- 89 Many advantages such as safer and better access to the moorings for residents and their bikes, emergency services and emergency exit for residents.
- 90 Better and concealed recycling facilities i.e. an improvement to the local amenity.
- 91 It will improve the view from the shore for local residents and tourists, as it will be more attractive than the present arrangement.
- 92 The new structure will provide extra security for residents with increased staff presence near the moorings entrance.
- 93 Visitor experience whilst on the moorings would be enhanced by the proposed toilet facilities.

Human rights implications

- 94 This planning application engages certain human rights under the Human Rights Act 2008 (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. Objections from neighbouring properties have been considered by the Council in the context of relevant policy and the 2006 appeal. The planning inspector of the 2006 appeal considered the exclusion zone and the impact on the living conditions of the occupiers of nearby properties. The Council does not consider the proposal to be detrimental to the peaceful enjoyment of neighbouring properties or to constitute an unlawful interference in the rights of occupiers and owners of these properties to exercise this right.
- 95 This application has the legitimate aim of providing replacement moving brow and platform and associated amenity room for moorings manager and staff. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance: N/A

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2596-154 Application file: 10-AP-3036 Southwark Local Development Framework and Development Plan Documents	Regeneration and Neighbourhoods Department 160 Tooley Street London SE1 2TZ	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5458 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	List of neighbours consulted
Appendix 4A	Floor Plan 1
Appendix 4B	Floor Plan 2
Appendix 4C	Floor Plan 3
Appendix 5	Appeal Decision
Appendix 6	Cost Decision

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Andre Verster	
Version	Final	
Dated	25 May 2011	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Strategic Director of Regeneration and Neighbourhoods	No	No
Strategic Director of Environment	No	No
Date final report sent to Constitutional Team	3 June 2011	

APPENDIX 1

Consultation undertaken

Site notice date:

30 July 2009

Press notice date:

6 August 2009

Case officer site visit date:

30 July 2009

12 December 2010

Neighbour consultation letters sent:

31 July 2009

Internal services consulted:

Access Officer

Transport Planning Team

Statutory and non-statutory organisations consulted:

Port of London Authority

Southwark Cyclists

Neighbours and local groups consulted:

See appendix 3

Re-consultation:

21 August 2009 - additional neighbours consulted (polygon map created 21 August 2009)

28 September 2010

13 December 2010

31 March 2011

APPENDIX 2

Consultation responses received

Internal services

Access Officer:

Access to the moorings is much improved by the proposal.

Statutory and non-statutory organisations

Port of London Authority (PLA):

Initial comments:

There is insufficient information provided for the PLA to reach any conclusions as to the implications of the proposed scheme on the conservancy of the River Thames, particularly in relation to its position and the implications as to navigational access to adjacent river works. As such, the PLA must object to this application.

Following re-consultation:

Insufficient space has been provided between the proposed floating platform and brow and the *Harpy* to enable the safe passage for vessels between them to the downstream, inside face of the *Harpy*. As such, the PLA objects.

The PLA would further confirm its position that the works, however they are arranged, requires the grant of a works licence from the PLA under the provisions of Section 66 of the Port of London Act 1968 (as amended).

Officer comment:

The above objection is not a planning matter and it is clear that the applicant would need to meet the requirements of the PLA in order to obtain a works licence from the PLA.

Southwark Cyclists:

Permission subject to a condition to ensure that secure and covered bike parking spaces are provided within the site for 130% of residents with 20 visitor spaces within 30m of the site.

Neighbours and local groups

Seven letters of objection have been received raising the following concerns:

Objection from Bermondsey Wall (address not specified):

It would be a waste of money as it is all a mess.

Objection from Creeds Wharf, 1 Bermondsey Wall West:

It is important to determine this application in the light of the findings of the two Inspector's reports.

Exclusion zone

The extent of the exclusion zone, particularly as it affects Creeds Wharf, was specifically defined by the second Inspector in her report dated 28 July 2006. She ordered:

'11. I noticed the layout S indicates an exclusion Zone extended to the west of Providence Tower and east of Creeds Wharf, based on 21m radius from the corner of the respective windows. For the avoidance of doubt, I consider such a radius would also need to be projected from the western corner of the window of Creeds Wharf that over sails the river to ensure that no vessels could be moored off the first collar barge or Reeds Wharf.'

I had reservations that there might be some ambiguity that could be read into her directions, and wrote to Graham Fisher of Southwark Council Planning Department on 1 August 2006. His reply, dated 16 August, assured that there was no such ambiguity, having taken Counsel's advice on the matter. (This correspondence was enclosed).

The plans that have been submitted have wilfully and mendaciously re-interpreted the Inspectors instructions. (Plans for both the existing and proposed access arrangements enclosed). Both arrangements infringe on the exclusion zone as properly drawn.

The scheme for which planning permission has been granted minimizes such infringement, as well as providing the maximum riparian access to the shoreside of The Harpy.

Vessels within collar barge No. 1

In the paragraph quoted above, the Inspector at the second appeal was absolutely clear. She specifically sought to:

'ensure that no vessels could be moored off the first collar barge or Reeds Wharf.'

The proposed floating platform, with its 40 sqm of amenity space are clearly a vessel and therefore can not be allowed under the Inspector's directions.

Houseboat

The first Inspector in his report of 9 September 2004 stipulated in his decision:

'84/6. No houseboat - being a structure without means of propulsion, which rests on a floating raft or pontoons - should be moored at the moorings.'

This 'purpose built platform, with its accommodation below decks in all 40 sq metres' is classifiable as a houseboat, and should not be allowed.

Comparison to the existing pontoon:

We find it quite bizarre that this application should seek to make favourable comparisons with the smaller existing pontoon. This shoddy structure has absolutely no planning permission; on the contrary, the Planners were assured by the applicant in a letter dated 4 July 2006 that it was 'part of the temporary works that we are installing in order to facilitate implementation of the consent.' This consent allowed for a piled mounting for a fixed companionway and a raking brow and should have been finished by 30 April 2007, otherwise the first Inspector declared:

' 84/1 The use hereby permitted shall cease and all vessels, structures, equipment and materials brought onto the site for the purposes of such use shall be removed within 28 days of any one of the following requirements not being met:

../1 iv all works comprised in the side development scheme shall have been implemented as approved, and completed within the timetable set out in the approved scheme.'

Two and a half years later, the 'temporary structure' remains and there is no sign of the structure for which planning permission has been granted and Port of London Authority (PLA) Licence applied for.

Detritus, debris and effluence

The 'design' of the existing floating pontoon and its attendant ropes required to keep it in position, succeed in trapping large masses of floating river debris at certain periods of tide, which also litter the foreshore at low tide, as they are hindered from passing on upstream. This is unsightly and unhealthy.

The problem is greatly exacerbated when, due to torrential rain, it is necessary to allow the outfall at Shad Thames to discharge huge amounts of raw sewage into the river. This has happened twice in the last two weeks (letter dated 15 August 2009). The resultant accumulation of excretion forms a mass outside Reeds Wharf, and the Public Open Space, which is clearly undesirable. The pontoon here proposed is larger than the existing one.

The piled access way, for which planning permission has been granted, whilst not entirely solving the problem, would at least allow for a wider and more rapid dispersal.

Far from considering this application for approval, the planning department should seek to enforce the implementation of the existing consent as directed by the first Inspector.

Objection from 1 Providence Tower, Bermondsey Wall West:

The proposal includes 40 sqm of accommodation on the floating platform and this appears to convert it into a vessel, presumably a houseboat, and presumably represents the economic purpose of this planning application. As the planning appeals specifically excluded vessels being moored off the first collar barge or Reed's Wharf I cannot understand how this application could be justified.

Wish the Council will enforce the requirement for a piled mounting for a fixed companion way and a raking brow which should have been completed by 30 April 2007.

Objection from 6 Providence Tower, Bermondsey Wall West:

The Inspectors decision does not allow 'houseboats' at the moorings and this proposal would appear to be a houseboat. In addition, I would like the planning office to be aware that a number of the collier barges that are used at the moorings also appear to be houseboats as they have residential accommodation underneath them and this would appear to be another breach of the Inspector's decision. I would suggest that the planning office investigates and rectifies the situation.

The proposal would lead to considerable debris being trapped. As this is already a problem the proposal would seem to increase the issue.

The applicant has failed to fulfil the original conditions surrounding the access pontoon and the planning office should insist that the original plan as agreed by the Inspector is adhered to.

The planning office should insist that the applicant removes the floating dry dock from the moorings. This was originally brought onto the site in 2006 by the applicant as a temporary vessel to allow the completion of works to fulfil the Inspector's requirements but has not been removed and is a great eyesore in the area. I consider the applicant needs specific permission to have the dry dock on site as it was never stipulated in the original plans and is currently unused (it has had the same small vessel in it for almost a year arguably just to demonstrate that it is used).

The applicant has allowed the moorings of several small leisure craft well within the 21m exclusion zone with another vessel recently being added to the number. I would ask that the planning office insist that these are removed.

I have reservations about the size and visual impact of the proposal in this area of historic significance.

I have concerns that the proposed moving brow and floating platform will breach the current

distance restrictions to the shore.

Concerns about the noise and environmental impact. In particular that the proposed hours of usage will not be adhered to.

Concerns that the proposed usage of the floating platform will not be adhered to by the applicant.

The building works required for the proposal will have a negative impact for all residents throughout the duration. In particular I am concerned about works taking place outside of permitted hours e.g. on Sundays. Ask that the Council ensure that the applicant adheres to the permitted hours that as much work as possible is carried out on the platform and brows prior to their arrival on site. It has been my experience in the past that the applicant carries out a great deal of major works for long durations on site and that this has a significant negative impact on the local residents.

Objection from 211 Tea Trade Wharf:

I think that moving brows requires to be clearly explained and defined as it an unknown concept.

My understanding of the current planning permission for these moorings is that no boats are allowed within 25 metres of the shoreline and so I trust that the proposal for a manned platform conforms with this requirement and does not set any precedents for any future applications to change the current restrictions. If it does not conform to the current planning permission for these moorings, I object to it.

I am concerned to ensure that none of the proposal will impede the movement of the wildlife on the river in this area. At present there is free access into and out of St Saviour's Dock for wildlife swimming along the river east of St Saviour's Dock on the south side of the river and between the moored boats and the shoreline. I would object strongly to the proposal if this freedom for wildlife movement was affected.

Objection from Flat 208, Tea Trade Wharf, 26 Shad Thames:

My flat directly overlooks the area - some 100 yards away.

We moved in this area because it is quiet, quaint and traditional.

The proposal would involve considerably more use of the building and consequent increase in noise and late hours movements.

Visually the proposal detracts from the 'quaint' appearance of the moorings.

The proposal would attract more people to the buildings and this would have a detrimental effect upon the neighbourhood.

I see no direct benefit to those of us who live in the area.

Objection from 1c River View Heights, Bermondsey Wall West:

I am writing as Chairman of the Riverfront Residents an umbrella group representing land-side residents in the vicinity of Downing's Roads - from China Wharf to River View Heights.

Given the long and difficult history of Downing's Roads we are particularly keen to see that all the conditions imposed by both Planning Inspectors are met. In particular:

There should be no intrusion of vessels or other structures into the Exclusion Zone.

The specified height restrictions (3.5m) for vessels within the 40m zone are observed.

Objection from 403 Cinnamon Wharf:
No reason provided.

Seventeen letters of support have been received.

10 Providence Tower, Bermondsey Wall West:

The moorings are an asset to the area and the moorings community are clearly concerned about the environment and I feel their application should be supported as they are able to improve the moorings as needed.

Downing's Road Moorings (exact location not specified):
Many advantages such as -

Safer and better access to the moorings for residents and their bikes.

Safer and better access for emergency services and emergency exit for residents.

Better and concealed recycling facilities i.e. an improvement to the local amenity.

Downing's Road Moorings (exact location not specified):

It will improve the lives of all the moorings residents, especially those with children, by making access easier.

It will improve the view from the shore for local residents and tourists, as it will be more attractive than the present arrangement.

Providing good amenities for the moorings manager will also help him in his work of keeping the moorings looking good, which will further enhance the view of shore based residents and tourists.

SKUA Downstream, Downing's Road Moorings, 31 Mill Street:

The new structure will improve day to day access for residents and guests, particularly those with limited mobility such as young children and people with other access requirements.

The new structure will encourage more residents to cycle by providing improved cycle facilities, thus contributing to Southwark's cycling plan.

The new structure will provide extra security for residents with increased staff presence near the moorings entrance.

The new structure will provide an improved aesthetic for residents of the surrounding wharfs as well as the many leisure visitors in the area.

The new structure will provide more recycling and composting facilities, enabling moorings residents to contribute more fully to the borough's aim of achieving 30% recycling levels by 2010. It is worth noting that the existing recycling facilities are already very well utilised.

The garden barges are highly regarded and valued and this is proven by high visitor numbers on recent open days. Improved access would enable more people to enjoy these unique gardens.

Visitor experience whilst on the moorings would be enhanced by the proposed toilet facilities.

44a Pentonville Road:

Provided all planning conditions imposed by Inspectors are met I can see no reason why the proposed plans would not offer a general improvement on the existing access ways. It is

worth pointing out that Downings Road plays a vital role in public life both from a horticultural and tourist perspective. However, it should further be noted that the current entrance brow and access platform are both unsightly and not immediately accommodating both to visitors and residents. Since the proposed plans would clearly remedy this problem then by proxy, support if this is a logical by-product.

The proposal for improved recycling and composting facilities falls in line with the continuing mission of Downings Road to be a sustainable and environmentally responsible community.

The proposed plans would bring Downings Road in line with amenities that are present on other moorings and marinas both private and public (British Waterways), in this I am referring to the presence of an onsite office and shower / toilet facilities.

Apartment 308, 26 Shad Thames:

Will the suggested replacement of existing pedestrian and cycle access still allow pedestrian and cycle access? This is not stated in the application description. If it would not, I would oppose the application, as the area provides the only means of accessing Mill Street when crossing from St. Saviour's Wharf.

10 Temple Wharf, 32 Bermondsey Wall West:

The moorings are an attribute to the river and a pleasure to see.

No address:

The proposed design will not significantly change the layout or volume of the existing structures.

The proposed replacement offer increased pedestrian safety by proposing high walls and stable moving connections. This will improve the safety of both visitors, especially that of small children and the elderly.

The new walkways are designed in keeping with the walkways already serving The Harpy, adjacent to Downings Road, and The Hermitage on the north side of the river.

No address (resident on the moorings):

Improved access in the form a permanent brow. Over the last four years residents and visitors have had to walk over a brow which was only designed for temporary use and can be a very unnerving introduction to the moorings for visitors. With the ever growing success of events open to the public such as 'Open garden days' we need to ensure that public access is as safe and accommodating as possible. Likewise, I welcome the introduction of facilities for staff and members of the public which will continue to enhance the accessibility of Downings Road Moorings to the wider community.

Variatie, Downings Road Moorings, 31 Mill Street:

The alterations will retain the appearance of the area with a design that is in keeping with neighbouring premises and not detract from the aesthetics when viewed by passing river traffic.

The alterations will not increase the space occupied by the current facility.

Verwachting, Downings Road Moorings, 31 Mill Street:

Downings Road Moorings has a significant cycling population and also acts during the daytime as a secure bike parking space for local office workers. The proposed amendments will make access to and from the secure cycle parking area considerably easier.

The proposed structure will increase the scale of recycling possible on the moorings.

The planting proposed will provide a pleasant visual amenity and also act as a vital green link between the unique moorings gardens and the bankside. This will help to attract greater numbers of wildlife and insect life to the moorings enhancing the biodiversity of this part of

London.

At no point during my residence on the moorings has this part of the river been used for navigation therefore I am confident that the proposed upgrade will not create any problems in this respect.

La Baroness, Downings Road Moorings, 31 Mill Street:

The proposed bridge would look far better than the current bridges and will be a great deal easier to walk to our boats.

Downings Road Moorings, 31 Mill Street (location unspecified):

It will support the gardens - for the composting of organic materials.

The following consultees raised no new issues in addition the above:

MV Ijsselmeer, Downings Road Moorings, 31 Mill Street.

MV Hendrik, Downings Road Moorings, 31 Mill Street.

Surbed, Downings Road Moorings, 31 Mill Street.

Skua, Downings Road Moorings, 31 Mill Street.

Unit 2, Reeds Wharf, 33 Mill Street.

Re-consultation

27 September 2010:

The scheme was revised by the addition of a portal framework with steel profile roofing with a sedum mat cover to the proposed floating platform. The following letters of objection have been received raising the following issues:

1 Providence Tower, Bermondsey Wall West:

Raised no new issues.

2 Providence Tower, Bermondsey Wall West:

Raised no new issues.

China Wharf, 29 Mill Street:

The distance between the moorings and the buildings were subject to an agreement. This appears to vary by wanting to provide accommodation close to the buildings.

At high tide the proposed accommodation will be able to look into the ground floor of China Wharf.

The moorings still have not yet complied with previous agreements:

Parking close to the buildings, numerous barges come and go and are allowed to park in the no go area.

Clearing up the tyres on the riverbed.

Flat 1C River View Heights:

The Planning Inspectors' reports on this case made it quite clear that houseboats were not to be permitted to be moored on Downings Roads Moorings and further that no vessels of any type were to be moored within the designated "Exclusion Zone".

The proposed additional structure, with the addition of "accommodation below decks", goes well beyond what the Inspector authorised and is, in all but name, a houseboat. Accordingly

this application falls foul of these conditions and should be disallowed.

18 Sovereign Crescent (owner of flat at China Wharf):

The pedestrian and cycle access to the moorings includes a provision for 40 sqm of accommodation below deck, to include an amenity room for moorings manager and staff, storage, two WCs and a shower. Inevitably, therefore, the new platform will be substantially more obtrusive than the existing platform. Furthermore, composting and recycling bins would be located on the upper deck where they will be an eyesore (as they are now).

The provision for accommodation means that there will be accommodation much closer to China Wharf than hitherto, and when the water is high this will intrude on the privacy of China Wharf residents in the lower flats.

The proposed portal framework with steel profile roofing with a sedum mat cover will impair the view of the river and north bank of the river from China Wharf, and will render the structure much more visually substantial and obtrusive.

Unknown address (via e-mail):

The proposal does not adhere or is in the 'spirit' of the access brow for which consent was originally granted and which the applicant has still failed to construct.

Three letters of support have been received from:

Variatie, Downings Road Moorings; *Verwachting*, Downings Road Moorings and *La Baronesse*, Downings Road Moorings.

Further re-consultation 13 December 2010:

The scheme was revised by the omission of four corner columns to the portal framework and reduction in length of the profile roofing. Production drawings for the new floating platform showing details of all materials used in the above deck structure.

1 Providence Tower, Bermondsey Wall West:

Raised no new issues.

6 Providence Tower, Bermondsey Wall West:

Raised no new issues.

Re-consultation:

13 December 2010

The scheme was altered by the omission of four corner columns to the portal framework and reduction in length of the profile roofing. Production drawings for the new floating platform showing details of all materials used in the above deck structure.

One letter of objection has been received from Woolyard, 54 Bermondsey Street raising the following concerns:

The latest consultation appears to be about what the proposed moorings looks like and not whether it should be allowed at all.

There has been a lot of debate concerning these moorings and as a resident in the area I note that the owner does not comply with all the stipulations agreed between the owner and Southwark. Southwark do not appear to want to enforce its agreement.

The current exclusion zone by Creeds Wharf should be extended west to cover the area between the Harpy and China Wharf.

Re-consultation

31 March 2011

The scheme was revised by the omission of the portal framework with steel profile roofing with a sedum mat cover to the proposed floating platform. In its place there remains a simple companion way structure which does not extend above 3.5m measured from the waterline. In order to achieve this, the staircase giving access to the accommodation below decks has needed modification so as to be reached from the side deck level rather than from the main deck. Layout drawing amended to show in diagrammatic form the exclusion zone on the downstream side of Creeds Wharf being mirrored by a corresponding exclusion zone on the upstream side. Accordingly this now also corresponds with the exclusion zone on the upstream side of Providence Tower.

The following letter of objection has been received raising the following issues:

6 Providence Tower

No new issues raised.

APPENDIX 3

List of neighbours consulted

19B PROVIDENCE SQUARE LONDON SE1 2DZ
138 PROVIDENCE SQUARE LONDON SE1 2ED
139 PROVIDENCE SQUARE LONDON SE1 2ED
140 PROVIDENCE SQUARE LONDON SE1 2ED
141 PROVIDENCE SQUARE LONDON SE1 2ED
142 PROVIDENCE SQUARE LONDON SE1 2ED
143 PROVIDENCE SQUARE LONDON SE1 2ED
144 PROVIDENCE SQUARE LONDON SE1 2ED
145 PROVIDENCE SQUARE LONDON SE1 2ED
146 PROVIDENCE SQUARE LONDON SE1 2ED
147 PROVIDENCE SQUARE LONDON SE1 2ED
148 PROVIDENCE SQUARE LONDON SE1 2ED
149 PROVIDENCE SQUARE LONDON SE1 2ED
19A PROVIDENCE SQUARE LONDON SE1 2EA
111 PROVIDENCE SQUARE LONDON SE1 2ED
112 PROVIDENCE SQUARE LONDON SE1 2ED
113 PROVIDENCE SQUARE LONDON SE1 2ED
114 PROVIDENCE SQUARE LONDON SE1 2ED
115 PROVIDENCE SQUARE LONDON SE1 2ED
116 PROVIDENCE SQUARE LONDON SE1 2ED
117 PROVIDENCE SQUARE LONDON SE1 2ED
118 PROVIDENCE SQUARE LONDON SE1 2ED
119 PROVIDENCE SQUARE LONDON SE1 2ED
120 PROVIDENCE SQUARE LONDON SE1 2ED
121 PROVIDENCE SQUARE LONDON SE1 2ED
122 PROVIDENCE SQUARE LONDON SE1 2ED
123 PROVIDENCE SQUARE LONDON SE1 2ED
124 PROVIDENCE SQUARE LONDON SE1 2ED
125 PROVIDENCE SQUARE LONDON SE1 2ED
126 PROVIDENCE SQUARE LONDON SE1 2ED
128 PROVIDENCE SQUARE LONDON SE1 2ED
129 PROVIDENCE SQUARE LONDON SE1 2ED
130 PROVIDENCE SQUARE LONDON SE1 2ED
131 PROVIDENCE SQUARE LONDON SE1 2ED
132 PROVIDENCE SQUARE LONDON SE1 2ED
133 PROVIDENCE SQUARE LONDON SE1 2ED
134 PROVIDENCE SQUARE LONDON SE1 2ED
135 PROVIDENCE SQUARE LONDON SE1 2ED
136 PROVIDENCE SQUARE LONDON SE1 2ED
137 PROVIDENCE SQUARE LONDON SE1 2ED
46 PROVIDENCE SQUARE LONDON SE1 2EA
47 PROVIDENCE SQUARE LONDON SE1 2EA
20A PROVIDENCE SQUARE LONDON SE1 2EA
31A PROVIDENCE SQUARE LONDON SE1 2EA
32A PROVIDENCE SQUARE LONDON SE1 2EA
46A PROVIDENCE SQUARE LONDON SE1 2EA
47A PROVIDENCE SQUARE LONDON SE1 2EA
124A PROVIDENCE SQUARE LONDON SE1 2ED
136A PROVIDENCE SQUARE LONDON SE1 2ED
137A PROVIDENCE SQUARE LONDON SE1 2ED
148A PROVIDENCE SQUARE LONDON SE1 2ED
149A PROVIDENCE SQUARE LONDON SE1 2ED
33 PROVIDENCE SQUARE LONDON SE1 2EA
34 PROVIDENCE SQUARE LONDON SE1 2EA
2 PROVIDENCE SQUARE LONDON SE1 2EA
3 PROVIDENCE SQUARE LONDON SE1 2EA
4 PROVIDENCE SQUARE LONDON SE1 2EA
5 PROVIDENCE SQUARE LONDON SE1 2EA
6 PROVIDENCE SQUARE LONDON SE1 2EA
7 PROVIDENCE SQUARE LONDON SE1 2EA
8 PROVIDENCE SQUARE LONDON SE1 2EA
9 PROVIDENCE SQUARE LONDON SE1 2EA
10 PROVIDENCE SQUARE LONDON SE1 2EA
32 PROVIDENCE SQUARE LONDON SE1 2EA
12 PROVIDENCE SQUARE LONDON SE1 2EA
11 PROVIDENCE SQUARE LONDON SE1 2EA
208 PROVIDENCE SQUARE LONDON SE1 2EW
35 PROVIDENCE SQUARE LONDON SE1 2EA
36 PROVIDENCE SQUARE LONDON SE1 2EA
37 PROVIDENCE SQUARE LONDON SE1 2EA

FLAT 609 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 703 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 705 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 706 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 708 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT G5 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
VOGELZAND REEDS WHARF 33 MILL STREET LONDON SE1 2AX
CATALINA TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
DANKBAARHEID TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2BA
DE BREEL TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
DORA MAY TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
ETHEL ADA TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
M V IJSSELMEER TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
LA FRANCE TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
LUCTOR TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
M V PETER TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
M V TWO SISTERS TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
MEDRAIN TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
PALLIETER TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
PELICAN TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
ROCK TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
APARTMENT G3 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 408 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 601 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 611 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 212 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 303 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 308 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 310 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 710 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 715 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 716 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT G2 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
SURBED TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
THEO TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
UNITAN TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
VERTROUWEN II TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
VOGELZAND TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
APARTMENT 403 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 407 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
411 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
APARTMENT 612 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
SELBY TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
APARTMENT 707 TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
SILO GARDEN BARGE TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
STEVEN BENNET TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
STORMVOGEL TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
GROUND FLOOR UPSTREAM REEDS WHARF 33 MILL STREET LONDON SE1 2BA
BROWNS RESTAURANT AND BAR TEA TRADE WHARF 26 SHAD THAMES LONDON SE1 2AS
BUILDING B THIRD FLOOR REEDS WHARF 1 BERMONDSEY WALL WEST LONDON SE1 2BA
BUILDING B SECOND FLOOR REEDS WHARF 1 BERMONDSEY WALL WEST LONDON SE1 2BA
PART GROUND FLOOR DOWNSTREAM AND FIRST F REEDS WHARF 33 MILL STREET LONDON SE1 2BA
SECOND FLOOR NORTH 207 PROVIDENCE SQUARE LONDON SE1 2ED
SECOND FLOOR SOUTH 207 PROVIDENCE SQUARE LONDON SE1 2ED
101 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
102 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
103 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
104 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
105 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
106 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
107 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
703 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
109 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
108 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
UNIT 3 REEDS WHARF 33 MILL STREET LONDON SE1 2AX
UNIT 2 REEDS WHARF 33 MILL STREET LONDON SE1 2AX
47 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
48 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
49 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
50 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
51 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
52 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
53 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
54 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
55 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
56 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
301 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
302 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ
303 CINNAMON WHARF 24 SHAD THAMES LONDON SE1 2YJ

1B CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
25 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
26 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
27 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
29 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
30 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
31 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
32 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
33 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
34 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
35 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
36 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
37 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
38 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
1C CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
3C CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
3D CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
3E CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
3F CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
5A CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
5B CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
5C CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
5D CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
1D CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
1F CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
3A CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
3B CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
5E CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
5F CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
UNIT 1 REEDS WHARF 33 MILL STREET LONDON SE1 2AX
THE HARPY NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
28 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
39 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
40 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
41 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
42 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
43 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
44 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
45 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
46 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
77 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
78 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
79 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
80 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
81 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
82 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
83 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
84 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
19-20 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
15 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
16 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
6 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
7 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
8 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
9 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
10 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
11 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
12 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
13 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
14 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
4 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
5 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
1 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
2 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
3 PROVIDENCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
FLAT REEDS WHARF 33 MILL STREET LONDON SE1 2AX
11 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
21-22 NEW CONCORDIA WHARF MILL STREET LONDON SE1 0BB
1E CHINA WHARF 29 MILL STREET LONDON SE1 2BQ
23-24 NEW CONCORDIA WHARF MILL STREET LONDON SE1 0BB
5 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
6 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
7A NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
8 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
10 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
17 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
18 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
GROUND FLOOR AND FIRST FLOOR 207 PROVIDENCE SQUARE LONDON SE1 2ED
1 PROVIDENCE SQUARE LONDON SE1 2EA

3 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
2 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
127 PROVIDENCE SQUARE LONDON SE1 2ED
23 PROVIDENCE SQUARE LONDON SE1 2EA
D B Reina TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
VERWACHTING TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
M V HENDRICK TOWER BRIDGE MOORINGS 31 MILL STREET LONDON SE1 2AX
Flat G 3 Dunnage Crescent London SE16 1FJ
1C River View Heights Bermondsey Wall West London SE16 4TN
Apartment 308 26 Shad Thames London SE1 2AS
LA BARONESS DOWNINGS ROAD MOORINGS 31 MILL STREET LONDON SE1 2AX
Downings Road Mooring 31Mill Street London SE1 2AX
31 Mill Street London SE1 2AX
Crafts Council 44a Pentonville Road London N1 9BY
Garden Museum London SE1 7LB
SKUA Downings Road Moorings London SE1 2AX
211 TEA TRADE WHARF 26 Shad Thames SE1 2AS
SPRINGALLS WHARF 25A BERMONDSEY WALL WEST LONDON SE16 4TH
7 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
8 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
9 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
28 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
29 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
1A RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
10 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
11 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
3 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
4 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
5 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
5E RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5F RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5G RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5H RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
25 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
26 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
1 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
2 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
6 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
27 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
1J RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6I RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6J RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
7A RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
7B RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
7C RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
7D RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5D RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
1D RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
1E RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
1F RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
1G RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6C RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6D RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6E RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6F RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6G RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6H RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
12 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
13 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
14 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
15 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
1H RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2A RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2B RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
16 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
17 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
18 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
19 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
20 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
21 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
22 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
23 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
24 SPRINGALLS WHARF APARTMENTS 25 BERMONDSEY WALL WEST LONDON SE16 4TL
3H RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3I RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3J RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4A RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4B RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4C RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN

4D RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4E RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3A RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3B RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5J RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6A RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
6B RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4H RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4I RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4J RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5A RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2E RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2F RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2G RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2H RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2I RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2J RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5I RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
1B RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
1C RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5B RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
5C RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2C RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
2D RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3C RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3D RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3E RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3F RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
3G RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4F RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
4G RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
G1 RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
G2 RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
1K RIVER VIEW HEIGHTS 27 BERMONDSEY WALL WEST LONDON SE16 4TN
GROUND FLOOR TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4YU
1 TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4RW
3 TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4RW
4 TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4RW
5 TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4RW
7 TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4RW
6 TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4RW
1 BERMONDSEY WALL WEST CREEDS WHARF LONDON SE16 4TG
Downings Roads Moorings 31 Mill Street London SE1 2AX
1 PROVINCE TOWER BERMONDSEY WALL WEST LONDON SE16 4US
6 Province Tower Bermondsey Wall West London SE16 4US
via email XXX
Downings Roads Moorings 31 Mill Street London SE1 2AX
via email XXX
18 Sovereign Crescent Rotherhithe Street London SE16 5XH
China Wharf 29 Mill Street London SE1 2BQ
via email XXXXX
China Wharf 21 Mill Street London SE1 2BQ
Woolyard, 54 Bermondsey St London SE1 3UD