

Planning Committee

Tuesday 3 February 2015

7.00 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1
2QH

Supplemental Agenda

List of Contents

Item No.	Title	Page No.
6.	New Southwark Plan Options Version	1 - 145

Contact

Sarah Koniarski on 020 7525 5824 or email: sarah.koniarski@southwark.gov.uk
Webpage: <http://www.southwark.gov.uk>

Date: 26 January 2015

Item No. 6.	Classification: Open	Date: 3 February 2015	Meeting Name: Planning Committee
Report title:		New Southwark Plan Options Version	
Ward(s) or groups affected:		All	
From:		Director of Planning	

RECOMMENDATIONS

1. That planning committee:
 - a. Comment on the New Southwark Plan (NSP) Options version (Appendix A)
 - b. Comment on the Revised Parking Standards Consultation Leaflet (Appendix B)
 - c. Note the supporting documents: the consultation report (Appendix C) and the consultation plan (Appendix D).

BACKGROUND INFORMATION

Background to the New Southwark Plan

2. The council has prepared a set of issues and options for consultation. The New Southwark Plan will form part of Southwark's development plan along with the London Plan and area action plans. It is a regeneration strategy for Southwark and will be used to make decisions on planning applications. While the New Southwark Plan must be in general conformity with the London Plan (2013) and the National Planning Policy Framework (2012), it can adapt some of these policies to reflect specific issues in Southwark. It will replace the Core Strategy (2011) and saved Southwark Plan (2010) policies. The NSP was taken to cabinet on 21 October 2014. Cabinet approved the document for consultation.
3. The Southwark Plan will be prepared with several stages of consultation taking place between 2013 and 2017. The first stage of consultation was the *issues* consultation from October 2013 to February 2014. This consultation was a community conversation on 'Health of the High Streets'. These issues and options set out a detailed strategy for regeneration in Southwark and the Council's approach to planning to deliver the Fairer Future promises updating the strategy and area visions in the Core Strategy.
4. There are visions for: Aylesbury, Bankside, Bermondsey and the Blue, Blackfriars Road, Camberwell, Canada Water, Dulwich, Elephant and Castle, Herne Hill, London Bridge, Old Kent Road, Nunhead, Peckham, Walworth Road and Tower Bridge Road.
5. The policies and implementation plan cover the following topics:

6. 'Homes' sets out the Council's commitment to deliver 11,000 new council homes with a policy to make this happen. There are also requirements for density and residential design standards along with affordable, family, students, wheelchair access and private homes. There are questions about housing targets and Gypsy and Traveler provision.
7. 'Travel' sets out the Council's commitment to providing cycling, walking and public transport infrastructure. There are also parking standards and requirements for locating large and trip generating activities in accessible locations to improve access and reduce pollution and congestion. The standards can be found in the consultation leaflet at Appendix B. Travel policies also reinforce the aspirations set out in Southwark's Cycling Strategy. Later stages of the plan will set out more detail on how the Cycling Strategy will be implemented.
8. 'Business, employment and enterprise' sets out requirements for offices, railway arches, small businesses, employment and training. A question is also asked about how the preferred industrial locations should be protected and developed.
9. 'Town centres' sets out requirements for pubs, hot food takeaways, bookies and pay day loan shops, hotels, leisure, arts and culture. The plan asks questions about whether town centres and shopping frontages should be made larger or smaller. There is also a question on whether the northern end of Old Kent Road should be formally recognised as a town centre, and whether a new town centre could be established towards the southern end.
10. 'Social infrastructure sets out requirements for schools, further and higher education along with community and health facilities. There is also a question about where faith facilities could be located.
11. 'Design, heritage and environment' contains requirements for local distinctiveness, design of buildings and places, active design, public realm, conservation, heritage, built form, archaeology, views, green infrastructure, community food growing, building heights, efficient use of land, adverts, shop fronts and telecommunications, open spaces, trees and biodiversity.
12. 'Sustainability' explains requirements for waste, energy, water, flooding and pollution.
13. There are potential new proposals sites and changes to existing proposals sites. There is also a section on delivery and monitoring which explains how the policies and necessary infrastructure will be implemented.

KEY ISSUES FOR CONSIDERATION

14. The approach to regeneration has evolved. The New Southwark Plan will address housing provision through the emphasis on provision of council housing, increasing density at Canada Water and allowing tall buildings in more circumstances.
15. New policies will encourage local distinctiveness, active design, green infrastructure, health and public realm. There are also new policies to improve town centres and the health of residents by applying strict criteria when determining applications for new take away outlets and

betting shops. Stricter criteria will be applied to applications for the loss of pubs which contribute positively to community life.

16. The plan will increase opportunities for cycling and walking with improved infrastructure.
17. There are key questions about the extent and function of preferred industrial locations and opportunities for improvements at Old Kent Road as a major regeneration area.
18. There are updates to all of the visions. There are significant changes to Old Kent Road and there are new visions for Blackfriars Road Walworth Road and Tower Bridge Road.

Policy implications

19. There are new policies:
 - DM1 Provision of 11000 Council Homes setting out the Council's approach to affordable housing
 - DM8 New policy for age friendly housing to meet people's needs as they get older
 - DM27 New criteria before pubs can be lost
 - DM28 New criteria before take aways can be permitted
 - DM30 New criteria before betting shops and pay day loan shops can be permitted
 - DM 31 Additional protection for leisure, arts and culture
 - DM37 A question about where to locate religious premises
 - DM41 New criteria to encourage active design
 - DM43 New policy to encourage distinctive locations
 - DM59 Increase the number and canopy of trees
 - DM60 Requiring development to support green infrastructure
 - DM61 Supporting community food growing
 - DM62 Sustainable development policy to show alignment with the NPPF.
20. There are updates to policies:
 - DM4 Challenging the housing target being set out by the Mayor (2736 per annum) as too high and suggesting that the target should be more in line with current delivery

- DM5 Increasing the density range at Canada Water and widening the requirements for exemplary design to all density ranges
 - DM11 Allowing for provision for other identified groups in addition to wheelchair housing
 - DM15 Increase the requirements for walking and cycling infrastructure
 - DM16 Removing protection from sites to deliver the Cross River Tram
 - DM17 Reducing the availability of car parking permits
 - DM19 New requirements for cycle docking and car clubs
 - DM21 Consulting on whether there should be a loss of preferred industrial locations
 - DM26 Considering whether there should be town centres at Tower Bridge Road and Old Kent Road and whether there should be changes to boundaries of other town centres
 - DM46 New criteria to allow tall buildings in more locations.
21. The implementation and monitoring sections will be updated as will the adopted policies map to reflect the changes. These will be provided in more detail at the preferred options stage once there is more certainty about the approach.

Consultation

22. The Planning and Compulsory Purchase Act 2004 (amended 2008) and the council's statement of community involvement (2008) set out the consultation requirements for Development Plan Documents.
23. The consultation plan (Appendix D) sets out how we are consulting on the NSP at this stage, and the key groups we seek to involve. The Options version of the NSP has been out to consultation since 31 October 2014 and will run until 6 March 2015. Officers have attended number of public workshops, events and meetings to introduce the NSP and discuss its policies. There are more events and workshops arranged to take place before the end of the consultation period.
24. Officers also undertook a preliminary stage of consultation called 'Let's talk about your high street'. The consultation report (Appendix C) contains details of this consultation. This was a very informal initial stage of consultation to get people thinking about their high streets and what they want from them. The consultation undertaken has helped shape area visions and planning policies for the New Southwark Plan Options Document.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

25. It will often be necessary to include in the report comments from other chief officers. This will usually be the strategic director of finance and corporate services and the director of legal services, but may include other officers. Examples of when comments from these officers are required are listed below.

Departmental Finance Manager

26. This report recommends that Planning Committee comment on the New Southwark Plan (NSP) Options version (Appendix A), and the Revised Parking Standards Consultation Leaflet (Appendix B) and note the appendices relating to the consultation report and consultation plan.
27. There are no immediate financial implications arising from the adoption of the recommendations, and staff time to effect these recommendations will be contained within existing budgeted revenue resources.
28. Any specific financial implications arising from the final New Southwark Plan will be included in subsequent reports for consideration and approval.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
London Plan 2011 (http://www.london.gov.uk/priorities/planning/londonplan)	Development Management Southwark Council 160 Tooley Street London SE1 2QH	Susannah Pettit Senior Planning Policy Officer 020 7525 5405
Southwark Statement of Community Involvement 2008 (http://www.southwark.gov.uk/info/856/planning_policy/1238/statement_of_community_involvement_sci)	Development Management Southwark Council 160 Tooley Street London SE1 2QH	Susannah Pettit Senior Planning Policy Officer 020 7525 5405
Saved Southwark Plan 2007 (http://www.southwark.gov.uk/info/856/planning_policy/1241/the_southwark_plan)	Development Management Southwark Council 160 Tooley Street London SE1 2QH	Susannah Pettit Senior Planning Policy Officer 020 7525 5405
The Core Strategy 2011 (http://www.southwark.gov.uk/info/200210/core_strategy)	Development Management Southwark Council 160 Tooley Street London SE1 2QH	Susannah Pettit Senior Planning Policy Officer 020 7525 5405

APPENDICES

No.	Title
Appendix A	New Southwark Plan
Appendix B	Revised Parking Standards Consultation Leaflet
Appendix C	Consultation report available online at http://www.southwark.gov.uk/newsouthwarkplan
Appendix D	Consultation plan available online at http://www.southwark.gov.uk/newsouthwarkplan

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Susannah Pettit, Senior Planning Policy Officer	
Version	Final	
Dated	6 January 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Departmental Finance Manager	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	22 January 2015	

New Southwark Plan: Options Version**Draft policies and Area Visions****October 2014****Foreword****Introduction****Revitalised Neighbourhoods****Policies**

Homes

Travel

Business, employment and enterprise

Town Centres

Social Infrastructure

Design, Heritage and environment

Sustainability

Implementation (including potential proposals sites)**Appendices**

Appendix 1. New Southwark Plan sites schedule

Appendix 2. Town and local centres

Appendix 3. List of protected shopping frontages

Foreword

This New Southwark Plan sets out how we will deliver further regeneration and wider improvements for our great borough in the years to come. We have welcomed development to our borough, providing much needed homes and affordable homes for our residents, along with jobs - both in construction and in the completed schemes themselves. At the same time as welcoming new development we have maintained a strong commitment to preserving and enhancing the historic nature and identity of our borough. Our location, with large amounts of our borough being in Central London, provides an opportunity for all of Southwark's residents to benefit from new developments.

Looking to the future we must answer the pressing need for housing - of all tenure types - for our residents, we need more affordable homes and in particular new council homes. To meet this need, Southwark has an ambitious target to deliver 11,000 new council homes by 2043 with the first 1,500 by 2018. This New Southwark Plan sets out that we expect to deliver a significant proportion of these through new developments, as well as through estate infill and regeneration. By working with our communities and local residents we will identify opportunities to deliver an increase in council homes on our existing estates. We have set out in our Council Plan a Fairer Future promise to make Southwark an age-friendly borough and this New Southwark Plan will help to promote a wider range of different types of homes that help to meet the needs of an aging population.

The regeneration of the former Heygate Estate and the wider Elephant and Castle continues to gather pace and is a clear demonstration of our commitment to improving the lives of our borough's residents. To enable further estate regeneration we have adopted the Aylesbury Area Action Plan and are making great progress with the Canada Water Area Action Plan, Peckham and Nunhead Area Action Plan and will shortly begin work on the Old Kent Road Area Action Plan. All of these plans will help realise the potential of these distinct areas and deliver the homes and jobs our residents so desperately need.

This new plan also contributes to the borough's new responsibilities for public health and helping our residents lead healthy and active lives. This plan complements our new Cycling Strategy which will set out how we will unlock the cycling network for our borough and help us get many more residents cycling. We continue to take a firm stand on limiting payday lenders who blight many of our high streets and town centres. This New Southwark Plan also sets out visions for all of our borough's neighbourhoods including Camberwell, Borough, Tower Bridge, Bankside, Bermondsey and The Blue, Blackfriars Road, Dulwich and Herne Hill.

I look forward to hearing from residents, businesses and community groups from across our borough on the options and issues set out in this New Southwark Plan. By working together we can continue delivering the homes, jobs and high quality public spaces our borough needs.

Cllr Mark Williams, cabinet member for regeneration, planning and transport

Introduction

Regeneration strategy

Southwark Council has an ambitious strategy to improve the borough based on six themes:

- Quality affordable homes
- Best start in life
- Strong local economy
- Healthy active lives
- Cleaner, greener, safer
- Revitalised neighbourhoods.

The New Southwark Plan explains our strategy for regeneration from 2018 to 2033. Using our unique location in Central London to benefit local residents, it will encourage innovative development of spaces to provide new Council and other affordable homes, jobs, schools, shops and places to work. The homes are being built rapidly, with most of the change taking place in the north and centre of Southwark, predominantly in Elephant and Castle, Canada Water, East Walworth, Blackfriars Road, Bankside and along the River Thames. We need to keep up with this pace of change by ensuring that all of these places have infrastructure and services to make them function effectively.

Southwark is delivering around 1650 homes a year which is among the highest in London. The Mayor of London has proposed a target for Southwark of 2,736 new homes per year. We are questioning this target because we think it is unachievable and could only be delivered by using higher building densities, providing less open space and building on existing open spaces and allowing development to run far ahead of infrastructure requirements. Policies have been introduced to improve places as development is permitted through enhancing local distinctiveness, providing green infrastructure and opportunities for healthy activities, and improving streets, squares and public places between buildings.

New approach to affordable housing

There is a new approach to providing homes for Southwark residents with a commitment to provide 11,000 new council homes by 2043, with the first 1,500 delivered by 2018.

We need to identify land where these new homes can be built and consultation on this Issues and Options paper is the next stage of this. We will review all of the council's land to find opportunities for land between existing council housing blocks to be used (known as 'infill') and for more extensive redevelopment.

Elsewhere there will be new homes provided in opportunity areas as identified by the Mayor in the London Plan. These include Canada Water, where the density of development around the town centre may be increased, and Old Kent Road. Taller buildings may be used more widely, taking account of the setting and the impacts on the local area. We will continue to plan for provision of affordable housing, a range of housing types including family housing, student accommodation and a diverse range of homes for people with differing housing needs.

Approach to preferred industrial locations and town centres

The New Southwark plan will ensure that Southwark is not a dormitory suburb but will have a thriving economy with space for businesses of all sizes to establish and grow. We will protect and promote large-scale office employment in the central London area around Bankside and London Bridge. We will promote opportunities for small businesses to establish and grow for which railway arches are a particular asset. We will also use planning controls to get the best possible opportunities for training and employment for local people.

We are looking for the best ways to improve our town and local centres, considering which controls we need for the types of uses they contain and whether their boundaries should change to make them larger or smaller. We pay particular attention to proposed growth in betting, payday loan shops and takeaways and the potential loss of pubs, leisure and cultural uses.

There are also plans to regenerate Peckham, Camberwell, Nunhead and other town centres. Tower Bridge Road and Old Kent Road were not previously considered town centres for the purposes of planning. We now acknowledge that they should be with the possibility that Old Kent Road could be developed into a very important new town centre with a variety of employment, services and homes, not just shops.

Supporting public health

The responsibility of the council to promote public health has been strengthened through the Health and Social Care Act 2012. The New Southwark Plan will be an important tool for promoting healthy lifestyles. It can promote healthy streets and neighbourhoods with pleasant town centres to shop, socialise and get access to health services all within walking distance and very convenient for cycling. This will support our aim to be an age-friendly borough.

New policies for improving town centres, building schools, and providing the facilities for cycling and walking will address physical and mental health issues and this will improve the every day experiences of residents, workers and shoppers. We are introducing the concept of 'active design' which, among other things, makes using the stairs an attractive alternative to using lifts.

Changes to the development plan

Planning decisions must be guided by the development plan which incorporates the New Southwark Plan, the London Plan 2013, area action plans and any neighbourhood plans. It explains the strategy for the regeneration of Southwark and contains area visions setting out aspirations for places and detailed development management policies which are numbered 'DM 1' etc. It also contains site allocations with specific requirements for the development of those sites. The implementation and monitoring sections will ensure that development meets the aims of the plan. The adopted policies map will be updated with designations and allocations to set out land uses on sites and within areas.

While the New Southwark Plan must be in general conformity with the London Plan (2013) and the National Planning Policy Framework (2012), it can adapt some of these policies to reflect specific issues in Southwark. It will replace the Core Strategy (2011) and saved Southwark Plan (2010) policies. The New Southwark Plan will be prepared over the next three years, with different stages of consultation taking place up to 2017. There was an earlier stage of consultation between October 2013 and February 2014. This 'Issues' consultation was a 'community conversation' on the 'Health of the High Streets'. This 'Issues and Options' paper sets out a detailed

strategy for regeneration in Southwark and updates the strategy and area visions in the Core Strategy. This is an informal stage of consultation and all of the document can be changed at this stage and after the preferred option has been reached.

The consultation on the issues and options will run from 31 October 2014 until 6 March 2015. The responses will then be evaluated to amend the draft New Southwark Plan and a preferred option will be prepared for consultation in Autumn 2015. The same process will then take place to prepare a submission version for Autumn 2016. This will only be changed if there are legal reasons to do so, as this is a formal stage of consultation. There will then be an examination in public by a planning inspector. The inspector will prepare a report for the Council and may require changes to be made to the plan. The final New Southwark Plan will then be adopted by the council. This is a decision taken by all Councillors at the Council Assembly.

Neighbourhood planning

The Localism Act 2011 introduced a new type of plan called a Neighbourhood Plan. This is a plan prepared by local people, which contains policies and proposals in relation to the development and use of land in the whole, or part of, a particular area identified as a 'neighbourhood area'.

A neighbourhood plan will have weight in the determination of planning applications and will form part of the development plan alongside the London Plan, the New Southwark Plan and area action plans. The Act also allows for Neighbourhood Development Orders, which grant planning permission in relation to a particular neighbourhood area for development or a class of development specified in the Order. Neighbourhood plans and neighbourhood development orders must be in general conformity with the strategic policies of the local authority, which will include those in the New Southwark Plan, London Plan and National Planning Policy Framework.

Neighbourhood areas have been agreed in Southwark for Bankside and South Bank and Waterloo (a neighbourhood area mostly covering parts of the London Borough of Lambeth but extending over the boundary to take in part of Southwark). There are further applications being considered at present.

Revitalised Neighbourhoods

Southwark Council has set out how the different places in Southwark should be protected and improved. This is to guide the type of development that should be taking place to ensure that it improves places and also that investment is co-ordinated.

Aylesbury

The Aylesbury estate will be transformed into a well designed new district offering a wider choice of housing. More homes (from 2700 to 4200) will be built at different

densities and a range of building heights that respond to local character. This will be delivered in a phased redevelopment. A renewed public realm will better integrate buildings, streets and open space with each other and their surroundings, making them safer and more accessible. Our ambitious programme has already seen a new school, a community centre and new private and affordable homes completed.

Improving green spaces to provide highly accessible green links will enhance connections to Burgess Park. Walking, cycling and public transport routes will be improved for better connections to centres such as Elephant and Castle, Old Kent Road and Walworth Road. Local hubs of shops, community facilities and employment space will be provided.

Bankside

Bankside is a central London location steeped in history, culture and innovation. The area attracts large numbers of tourists each year and is also a home for residents. It has had to balance this with pressures of large-scale development that has already taken place.

New development in Bankside will help provide a range of opportunities to bring forward new housing, business space for large offices and small and start-up businesses, shops, community and cultural facilities. This will be delivered and integrated in a way that enhances the current dynamic mix of cultures, as well as the heritage of the area, the business community and the living space for the local residents. Securing better green spaces and green links through development will be a key priority, as well as improving routes for pedestrians and cyclists.

Bermondsey and The Blue

Bermondsey will continue to have a mix of attractive and pleasant residential Central London neighbourhoods that each offer a range of employment opportunities. There will be further new housing to help accommodate Southwark's growing population. We will build on the success of existing regeneration schemes such as Bermondsey Spa and explore opportunities for new council housing.

The Blue will continue to be a vibrant local shopping centre and market place that offers a variety of shops and services for local people. We will continue to improve the quality of the environment and links into and around the area to encourage people to walk in the shopping area. We will also encourage improved links within Bermondsey and to adjoining areas such as London Bridge, The Blue, Old Kent Road and the Surrey Canal Triangle.

Blackfriars Road

Blackfriars Road will be transformed into a lively, historic boulevard linking central London and the River Thames to the Elephant and Castle. It will offer a mix of new homes, offices, services and shops catering for both a local and wider need. Opportunities to provide new flexible business space will help consolidate and expand the existing business services cluster and reinforce the area as a strategic office and employment location.

Blackfriars Road will be a destination for arts, leisure, entertainment, community facilities, children's play areas, health facilities and higher education. This will benefit local residents and help link Blackfriars Road to the vibrant cultural facilities on offer along the South Bank, The Cut and at Waterloo.

There will be a range of building heights along Blackfriars Road, with the tallest buildings at the north end. Development will be of exceptional design and will enhance the local character, sustain and enhance the historic environment and improve existing open spaces. Working with Transport for London, the road itself will be designed to be safer, easier and more enjoyable for pedestrians and cyclists, whilst ensuring the needs of all users are met safely, managing the demands of buses, freight, pedestrians and cyclists. There will be improved links and new public realm.

Camberwell

Camberwell will continue to be celebrated as a vibrant and distinctive town centre with a diverse and independent retail offer, an abundance of burgeoning creative and cultural industries and outstanding architectural heritage. Camberwell Green will undergo a sensitive programme of renewal to reinstate its role as the civic heart of the community. The town centre recently benefited from a refurbished leisure centre and within the plan period will benefit from public realm improvements and a new public library. Camberwell College of the Arts, the Institute of Psychiatry, King's College Hospital and the Maudsley Hospital are prestigious local institutions that fulfil the dual function of major employers, educational institutions, treatment centres and visitor attractions.

Future development within the town centre will complement the existing commercial and civic functions. Key potential regeneration areas include the Butterfly Walk shopping centre, which could be transformed into a new public square for Camberwell, and Station Road. Both of these opportunities for significant development would include an improved retail offer and potentially other town centre uses alongside new homes. There are limited opportunities to provide new homes outside the town centre, with future development in the wider Camberwell area needing to be sensitive to the existing character and contribute towards an enhanced public realm.

Canada Water

A new Central London destination around the Canada Water basin is being created with view to providing a new heart for Rotherhithe. Regeneration is underway with new homes already built around the tube station. At least 3,300 more homes will be delivered to provide a wider housing choice. Outside the town centre, new development will reflect the current leafy and suburban character.

Canada Water's town centre role as a shopping destination will be strengthened by increasing the amount of retail space and creating a more open, attractive environment with a high street feel. In addition to new shops, higher education facilities, offices suitable for a range of occupiers, cafes, restaurants and leisure facilities will be provided to diversify the local economy and contribute to creating over 2,000 new jobs.

The peninsula will become more accessible by creating new and improved walking and cycling routes, public transport and the local road network. Links will be improved between the historic docks and the existing and new open spaces to create a network of spaces which have a variety of functions, including recreation and children's play, sports facilities and nature conservation.

Dulwich

The unique historic character of Dulwich will be protected and enhanced. Dulwich will continue to be a popular and pleasant place to live with many attractive homes alongside playing fields, parks, tree lined roads and large gardens. Much of Dulwich is covered by conservation areas and accessible, well used open spaces and these will continue to be improved.

Lordship Lane is a popular and distinctive town centre with many independent operators and a range of shops along with cafes, bars and restaurants. There are other protected shopping streets and parades in Dulwich that provide local shops and services.

Elephant and Castle

Elephant and Castle will continue to be transformed with significant investment made to strengthen and widen its appeal in Central London and to make it a more distinctive destination. The former Heygate Estate and the shopping centre site are ready to redevelopment. This will provide the opportunity to change the look and feel of the town centre. Development will reinforce the positive and distinctive character of Elephant and Castle, making it a more desirable place to work and live.

At least 5,000 new homes will be built in the Opportunity Area to provide a wider choice of housing types and sizes. Opportunities to increase the amount and type of development will be maximised, particularly opportunities for new retail space to create a major shopping destination and flexible business space for small and medium sized businesses (SMEs). Improvements to the evening economy and the variety of arts, cultural and entertainment activities will also be made by providing more cafes and restaurants as well as leisure, arts and cultural facilities. New development in the town centre will help create over 5,000 new jobs.

There will be opportunities for tall buildings to add interest to the skyline and to help stimulate regeneration. New open spaces and the connections between them will be improved. Investment in the road network, public transport and the public realm will create a more attractive and safe environment. Improvements will be made to the northern roundabout and to the Northern Line tube station so that those who live and work in the area can move around easily and safely.

Walworth Road

The Walworth Road will continue to be a vibrant and distinctive high street with a diverse and independent retail offer. We will rejuvenate the southern end of the Walworth Road, improving the public realm and use development opportunities to better connect Burgess Park and Aylesbury with Elephant and Castle.

Opportunities to provide new and improved shopping, community and leisure floor space will be promoted for residents. We will reinforce the character of the road by ensuring a balance of uses is maintained through high quality new development which is of a similar scale to the existing historic buildings. Measures to improve shop fronts along the road will help improve the look and character and trading environment. The historic East Street market will continue to be supported and we

will promote new measures to enhance the trading environment to draw in more customers.

We will promote the development of a commercial cluster at the northern end of the Walworth Road, building on the successful small business activity around the Pullens Yards and along the railway viaduct. We will support improved connectivity and identity for the area to encourage diverse employment uses that enhance the neighbouring Elephant and Castle town centre.

We will continue to support the local economy and protect and promote the ethnic and cultural diversity of Walworth Road during the period of substantial change as the regeneration programmes at Elephant and Castle and the Aylesbury Estate take place.

Herne Hill

Herne Hill is a pleasant town centre providing a range of independent shops, bars, restaurants and other services. Evening and night-time uses will be controlled to continue to protect the amenity of surrounding residents. The railway arches will be well used by businesses or for other activities that will add vibrancy to the town centre. Herne Hill Velodrome is an important cycling facility for London and this will continue to be enhanced.

Herne Hill is located on the borough boundary and we will continue to work closely with Lambeth Council to make sure we have a joined up approach to development.

London Bridge

London Bridge is part of Central London, and is a globally significant, historic and vibrant place of modern commerce, connectivity, enterprise and connectivity. It will continue to have excellent transport links, and attractions such as Borough Market, the Shard and Bermondsey Street will be enhanced with new cultural facilities and a wide range of high quality shops, restaurants and bars. Opportunities to increase business space in both large and small-scale flexible offices, will be maximised. Growth in the wider London Bridge, Borough and Bankside opportunity area will help create over 25,000 new jobs.

The transformation of the London Bridge area has delivered world-class developments that have helped raise the profile of Southwark and London as a whole, at the same time as greatly improving national and local transport links. This will deliver benefits with the realisation of development opportunities around Guy's hospital and St Thomas Street. The use of the St Thomas Street rail arches as shops, bars and cafes will continue to make Southwark a more attractive destination. We will continue to work with Network Rail, Transport for London and major land-owners to ensure north and south pedestrian and cycle routes are improved.

Old Kent Road

The Old Kent Road area vision will be established through the preparation of an Area Action Plan.

However, we have ambitions for this area to deliver more jobs, more homes, and new public space and to significantly improve the north/south and east/west connectivity of the area.

Nunhead

Nunhead will remain an attractive residential area surrounding the local shopping parades along Evelina Road, Nunhead Green and Gibbon Road. We will continue to build on the transformation of Nunhead Green, the public realm and shop front schemes to ensure that they thrive. This will build on Nunhead's reputation as a place for successful independent shops and businesses with a thriving bakers, fishmongers, florists, deli, greengrocers and pubs. It will also help attract new retailers, cafes and restaurants.

We will continue to protect the special character of Nunhead so that it continues to be a neighbourhood of low density housing with limited capacity for major development. There is capacity for very minor development of small infill sites for housing. A new community centre at Nunhead Green will be delivered by 2015. Important open spaces such as Peckham Rye and Nunhead Cemetery will be protected and improved, contributing to Nunhead's special character and providing important leisure opportunities and habitat.

Peckham

Peckham will continue to be a place with attractive and pleasant neighbourhoods surrounding a lively town centre that meets the needs of a very diverse community. Most development will be in and around the town centre, making the most of good public transport links, a large number of major development sites and its role as one of the largest town centres in Southwark. This will help independent shops, businesses and creative industries to flourish. There will be new space for local businesses, improved cultural and arts spaces, successful street markets and a good mix of shops, cafes, restaurants and licensed premises, including both larger and smaller shops.

Development and activity in Peckham town centre will be carefully managed to protect the character and pleasantness of the surrounding residential neighbourhoods. The scale of development will be similar to existing buildings except in Peckham town centre where there could be some taller buildings and more intense development. Heritage will be celebrated and used to stimulate regeneration, particularly in Rye Lane Peckham conservation area. The areas surrounding the town centre will also be improved, with better walking and cycling links, better streets and improvements to parks such as Peckham Rye and Burgess Park.

There will be new housing to help accommodate Southwark's growing population. This will include providing more private and affordable housing so that there is a mix of housing and choice for people on a range of incomes.

We will work with Network Rail, the Greater London Authority and Transport for London to help deliver improvements to Peckham Rye Station by reviving the splendour of the station building and creating a public square.

Tower Bridge Road

Tower Bridge Road is a vibrant destination as well as a busy link between central London and the Bricklayers Arms. The northern end offers views of Tower Bridge, the Tower of London and Potters Fields park. Further south, building heights fronting the main road fall to three and four storeys, and development becomes less dense, with a predominance of small scale shops and homes.

Development along Bermondsey Street will draw visitors southwards, which in turn will introduce an improved offer of shops, bars and restaurants spreading to the south along the southern part of Tower Bridge Road.

We are working with Transport for London to try and reduce traffic congestion, and to improve the experience for pedestrians and cyclists.

Policies

Homes

Strategic Policy 1: Homes for people on different incomes

Southwark will have a variety of homes for people on different incomes including homes for rent and part ownership that local people can afford.

DM1: New Council homes

Southwark Council will deliver 11,000 new Council homes as part of our Fairer Future promises.

We will:

DM 1.1 Continue to identify and allocate sites for new Council homes.

DM 1.2 Review housing estates to see whether new Council homes could be built on existing estates through infill or redevelopment.

DM 1.3 Bring forward the Council's land, including the land set out in Figure 1, for the development of new Council homes.

DM 1.4 Require a minimum of 35% affordable housing on private developments.

DM1.5 A significant proportion of new affordable homes will be delivered as Council homes.

DM 1.6 Deliver a large number of new Council homes in our opportunity areas, particularly at Canada Water and Old Kent Road.

Reasons

We carried out consultation from March to June in 2013 asking residents what they thought about the future of Council housing. We had responses from nearly 1,000 residents who either attended one of over 70 community events or completed a survey online. Our residents told us they want more council housing and that it should be of a good standard.

People commented that:

- Council housing should be for those on low incomes and that it was important that people had a local connection to Southwark.
- Lifetime tenancies are a good thing as they provide stability for households and the community as a whole.

It was widely recognised that rising rent and property prices in the private sector, the problem of losing properties through the Right to Buy initiative and a lack of affordable housing means that younger generations may be forced to move away from Southwark and in turn their families and communities.

We have listened to these comments and, as part of our Fairer Future promises, we have set out in the Council Plan (2013/14 – 2016/17) a commitment to build more homes, including 11,000 new council homes by 2043 with at least 1,500 to be built by 2018.

Good quality affordable homes are essential to maintaining strong communities and making Southwark a borough all residents are proud to call home. We will build more homes of every kind across the borough and use every tool at our disposal to increase the supply of all different kinds of homes. This new housing will provide affordable homes for local people in need of accommodation from the council's housing register.

As part of this programme, we will look at increasing the number of Council homes on all of our existing housing estates. We will also look at opportunities on land we own not on estates and other opportunities within our opportunity areas. Figure 1 shows some of the opportunities we have already identified and all our housing estates.

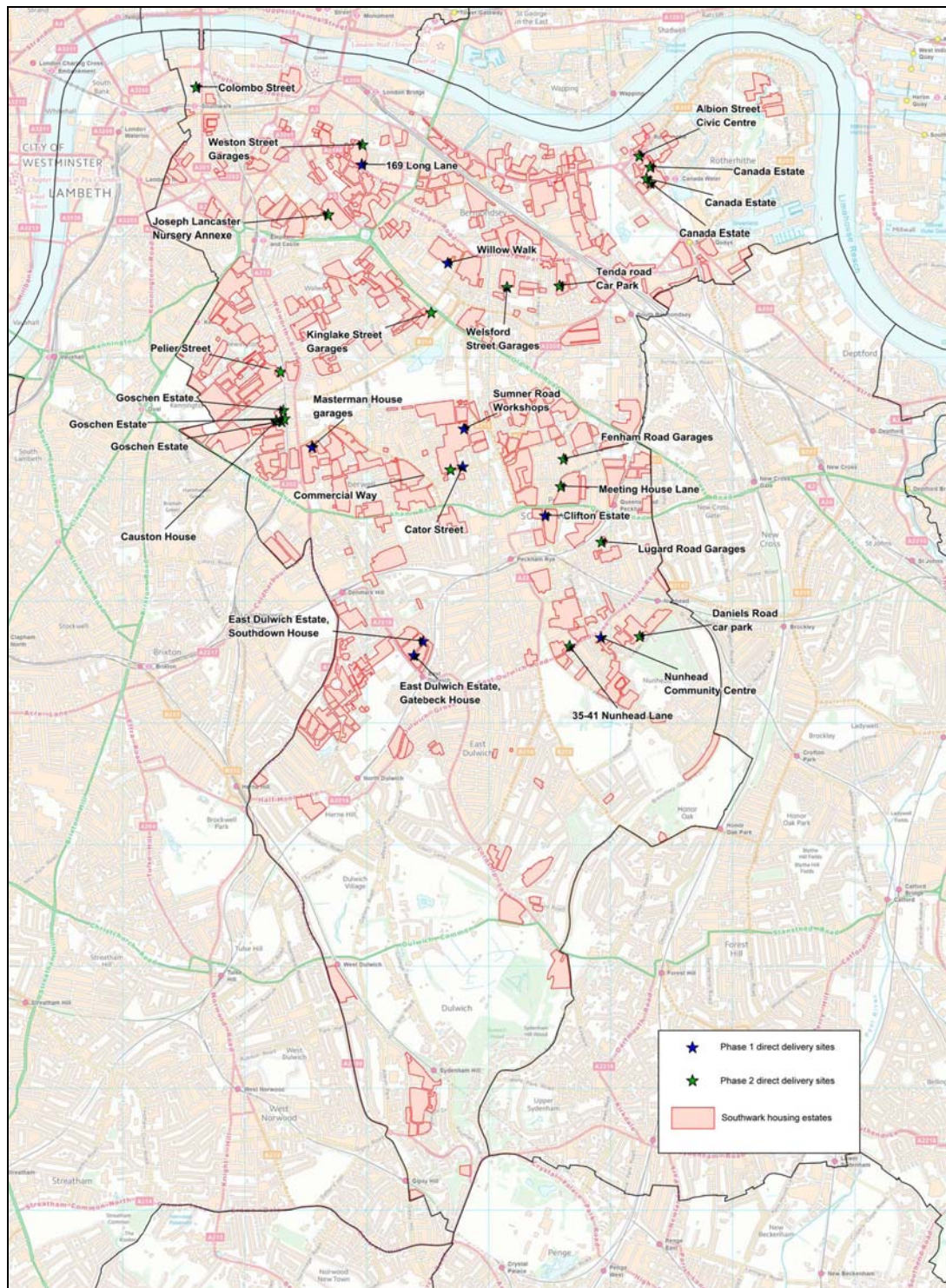


Figure 1: Housing estates and sites for new Council homes

The following sites have been identified as sites for some of 11,000 new council homes and have already been agreed by Cabinet. We will identify and consult on new sites for the remaining 11,000 council homes in the next few years. Any new sites that are consulted on and agreed within the next year will be included in the next stage of the New Southwark Plan.

Sites for new Council homes

- Willow Walk
- Cator Street
- Clifton Estate
- East Dulwich Estate, Gatebeck House
- East Dulwich Estate, Southdown House
- Masterman House Garages
- 169 Long Lane
- Nunhead Community Centre
- Sumner Road Workshops
- Hidden homes (not shown on the map)

Phase 2 sites:

- Joseph Lancaster Nursery Annexe, Deverell Street
- Canada Estate
- Daniels Road car park
- Albion Street Civic Centre
- Commercial Way
- Weston Street Garages, Kipling Estate
- Meeting House Lane, 95a
- Welsford Street Garages
- Colombo Street
- Causton House, Goschen Estate, Bethwin Road
- Pelier Street
- Goschen Estate, Ex T&RA Hall, rear of Causton House
- Goschen Estate
- Lugard Road Garages
- Fenham Road Garages
- Tenda Road Car Park
- 35-41 Nunhead Lane
- Kinglake Street Garages

DM2: Affordable homes

Southwark will have more new affordable homes.

We will:

DM 2.1 Require affordable housing as part of development to meet our housing need. We will ensure that it is affordable to Southwark residents.

DM 2.2 Require as much affordable housing as financially viable on developments of 10 or more units.

DM 2.3 Require a minimum of 35% affordable housing on developments with 15 or more units. For developments of 10, 11, 12, 13 or 14 units the affordable housing requirement is set out in table 1.

DM 2.4 Require the affordable housing to be a mix of 70% social rent and 30% intermediate across the majority of the borough. Within Elephant and Castle opportunity area and Peckham and Nunhead action area we will require an affordable housing mix of 50% social rented and 50% intermediate. Within Aylesbury action area we require 50% private housing and 50% affordable housing, of which 75% should be social rent and 25% should be intermediate.

DM 2.5 Only allow affordable rent in exceptional circumstances (see fact box below). Applicants will need to justify to the satisfaction of the Council why the scheme cannot deliver the required mix of social rent and intermediate. Where the inclusion of affordable rent is accepted, the applicant must demonstrate that the rent levels will be affordable to residents in Southwark and below the Local Housing Allowance level.

DM 2.6 Require affordable housing to be delivered on site. Where this is not possible affordable housing should be provided off site, or in very exceptional circumstances as a payment-in-lieu.

DM 2.7 Require that development is tenure neutral. We demand the highest standards of quality for all development, making Southwark a place where you will not know whether you are visiting homes in private, housing association/Registered Provider or Council ownership.

Reasons

There is a shortage of affordable homes in Southwark, across London and the whole of the UK. It is one of the main objectives of Southwark, the Greater London Authority and the Government to provide more affordable housing in line with the Mayor's definition of affordable housing. A significant amount of the affordable housing provided in Southwark will be new Council homes.

Our Strategic Housing Market Assessment shows that Southwark has a net additional requirement (2013-2031) of 1,670 units per year and an affordable housing net annual need for 799 homes per year. This is 48% of the total housing need. We need to prioritise the delivery of more affordable housing to meet local need whilst also ensuring development is viable. The SHMA sets out the large need for more affordable housing, including both social rented and intermediate housing. We have set a target for all new major development of 10 units or more to deliver 35% affordable housing which we believe is a viable and deliverable amount for developments in Southwark to provide. The one exception to this requirement is the Aylesbury action area where the target is 50% as already agreed in the adopted Aylesbury Area Action Plan. The minimum affordable housing requirements will apply to both new and replacement housing.

Our policy seeks to meet as much of our need for affordable housing as possible. Based on our evidence we think our greatest need is for more social rented housing, particularly for family housing, alongside some intermediate housing. Development in most of the borough will be required to provide a minimum of 35% affordable housing of which 70% will be social rented and 30% intermediate (this will mean that most development will be 65% private, 24.5% social rented, 10.5% intermediate). We will vary the tenure split in parts of the borough which already have a higher proportion of social rented housing as we want to encourage more intermediate housing to promote a wider mix of affordable homes. We may choose to set a different mix of social and intermediate housing for Old Kent Road through the Old Kent Road Area Action plan. Aylesbury Action Area also has its own agreed tenure split.

We will not normally allow affordable rent as part of a development as based on our evidence, we do not think it meets our housing need and is not affordable to Southwark residents. The National Planning Policy Framework includes the product affordable rent (see the Affordable housing fact box) as a form of affordable housing but does not require boroughs to necessarily include it within their planning policies

as it also requires boroughs to meet their objectively assessed housing need. The Mayor considers affordable rent to meet the same need as social rent and within the London Plan (2013) requires boroughs to set targets for social rent/affordable rent and intermediate housing. Our position remains that affordable rent does not meet Southwark's housing need and so we will only allow it in exceptional circumstances where it can be demonstrated that it is affordable to residents in Southwark and provided that the rent level remains below the Local Housing Allowance level. We would secure acceptable rent levels through a section 106 planning obligations agreement. Further information on Affordable Rent levels in Southwark can be found in our Affordable Rent Study.

(http://www.southwark.gov.uk/info/200272/evidence_base/1614/housing)

The affordable housing requirement would usually be calculated in habitable rooms. For implementation reasons on smaller schemes of 10-14 units, the affordable housing requirement will be calculated in units as shown in table 1.

Table 1: Affordable housing requirements

Number of units	10	11	12	13	14
Number of affordable units	1	2	3	4	5

Key questions:

The Mayor suggests a strategic target for new affordable homes to be 60% social/affordable rented and 40% intermediate in Policy 3.11 of the London Plan. We are proposing to set our own local target for 70% social rented and 30% intermediate as we have a considerable need for social rented housing and we do not think that affordable rent meets our housing need.

1. Do you agree with this approach on the split between social rent and intermediate?
2. Do you agree with the Council only allowing affordable rent in exceptional circumstances?

Fact box: Affordable and private housing

Private (or market) housing is available to either buy or rent privately on the open market.

The National Planning Policy Framework sets out that there are three types of affordable housing:

1. Social Rented Housing is housing that is available to rent either from the council, a housing association (known as Registered Providers) or other affordable housing providers for which guideline target rents are determined at a national level.
2. Affordable rented housing is similar to social rented housing but affordable rent is subject to rent controls that require a rent of up to 80% of the local market rent.

3. Intermediate affordable housing is housing at prices and rents above those of social/affordable rented but below private housing prices or rents. It can include part buy/part rent, key worker housing and intermediate rent housing.

DM3: Private homes

Housing choice will be improved by provision of some private housing in areas where there is a high concentration of affordable housing.

DM 3.1 Development must provide a minimum of 35% private housing units in the Elephant and Castle opportunity area, South Bermondsey, Faraday, Livesey, Nunhead, Peckham, The Lane, Brunswick Park and Camberwell Green wards.

Reasons

Based on the existing levels of affordable housing and new affordable housing built over the last 10 years, the wards set out in DM3 contain a high proportion of affordable housing. We want to make sure that these areas provide a range of housing types. Our policy requiring an element of private housing will contribute towards a wider choice of housing types.

Fact box: Private Rented Sector (PRS)

Within the private sector there has been a significant growth in the amount of private rented housing. South East London has seen a growth in PRS of approximately 5000 homes per year between 2001 and 2011. We recognise that PRS can potentially help to meet the needs of Southwark residents who cannot afford to buy in Southwark and could provide high-quality, longer-term rental accommodation. As yet we can see no evidence as to why PRS should be prioritised above other conventional or affordable housing. We therefore consider the provision of new affordable housing to be a priority for the borough and thus will continue to treat PRS as a form of market housing, eligible for affordable housing contributions.

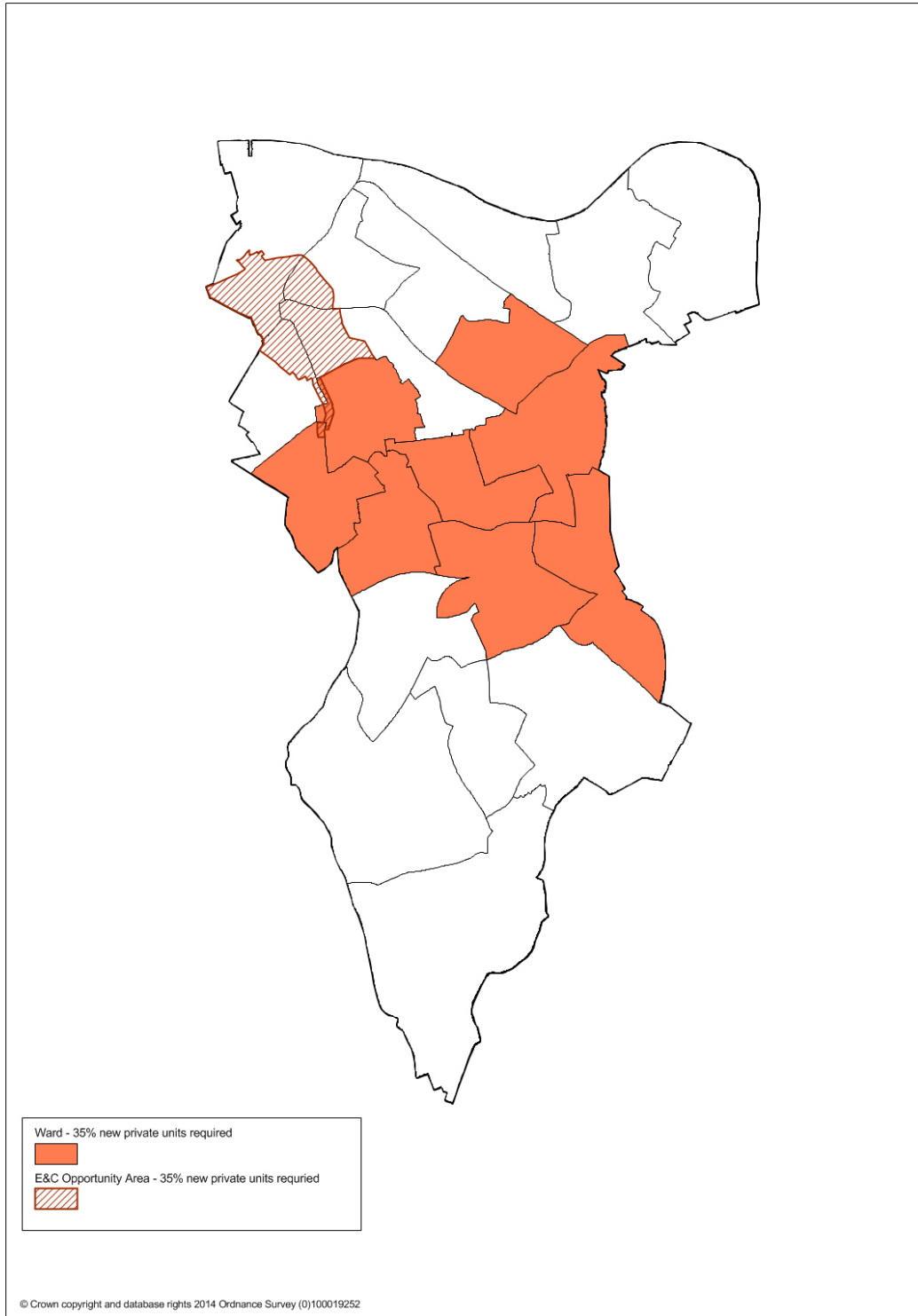


Figure 2: Private Housing

Strategic Policy 2: New homes

New homes will be built in Southwark particularly in our growth areas to improve places through regeneration. Our growth areas are set out below:

Opportunity Areas

Bankside, Borough and London Bridge

Elephant and Castle

Canada Water (proposed through the draft Further Alterations to the London Plan)

Old Kent Road (proposed through the draft Further Alterations to the London Plan)

Action Areas

Aylesbury

Peckham and Nunhead

Camberwell

DM4: Locations for new homes

Southwark will have more development that will provide new homes particularly in our growth areas.

DM 4.1 Our target is for 30,000 net new homes to be built in Southwark from 2018-2033 (which equates to 2000 homes a year).

Please note that we will set an area target for net new homes for the Old Kent Road through the Old Kent Road Area Action Plan.

Reasons

Our Strategic Housing Market Assessment shows that we need to provide more housing to meet our housing need. The draft Further Alterations to the London Plan 2013 sets us a target to deliver 27,362 net new homes between 2015 and 2025. This would replace the previous London Plan 2011 target of 2005 units per year up until 2026. The new target would equate to delivering 2,736 net new homes a year.

The draft Further Alterations to the London Plan housing target for Southwark is the second highest in London. We have no record of ever achieving this target.

If we were to use the Mayor's target of 27,362 new homes we would need to look into ways that we could increase delivery, this might be through;

- Building at higher densities
- Lowering our residential design standards
- Releasing land protected as open space including Metropolitan Open Land and Borough Open Land.

We have identified our estimate of housing supply based on looking at how much housing has been completed over previous years and sites that we expect to come forward in the future. This is set out in our housing trajectory. From this work we think that a target of delivering 2000 new homes per year is more realistic. Therefore, we are proposing a target of delivering 30,000 new homes between 2018 and 2033.

The Mayor has also set us housing targets for Bankside, Borough and London Bridge, Elephant and Castle, and Canada Water through the draft Further Alterations to the London Plan. Whilst we do not agree with the overall housing target, we do agree with the Mayor that there is capacity within Bankside, Borough and London Bridge, Elephant and Castle, and Canada Water to deliver the area based targets proposed in the FALP.

We have identified a number of potential development sites across the borough (figure 3 and appendix 1). These include allocated sites in our Southwark Plan (2007), Aylesbury, Canada Water and Peckham and Nunhead Area Actions Plans, identified sites in our Blackfriars Road, Elephant and Castle and Dulwich Supplementary Planning Documents and further potential sites that have been used to inform the Mayor's Strategy Housing Land Availability Assessment (SHLAA).

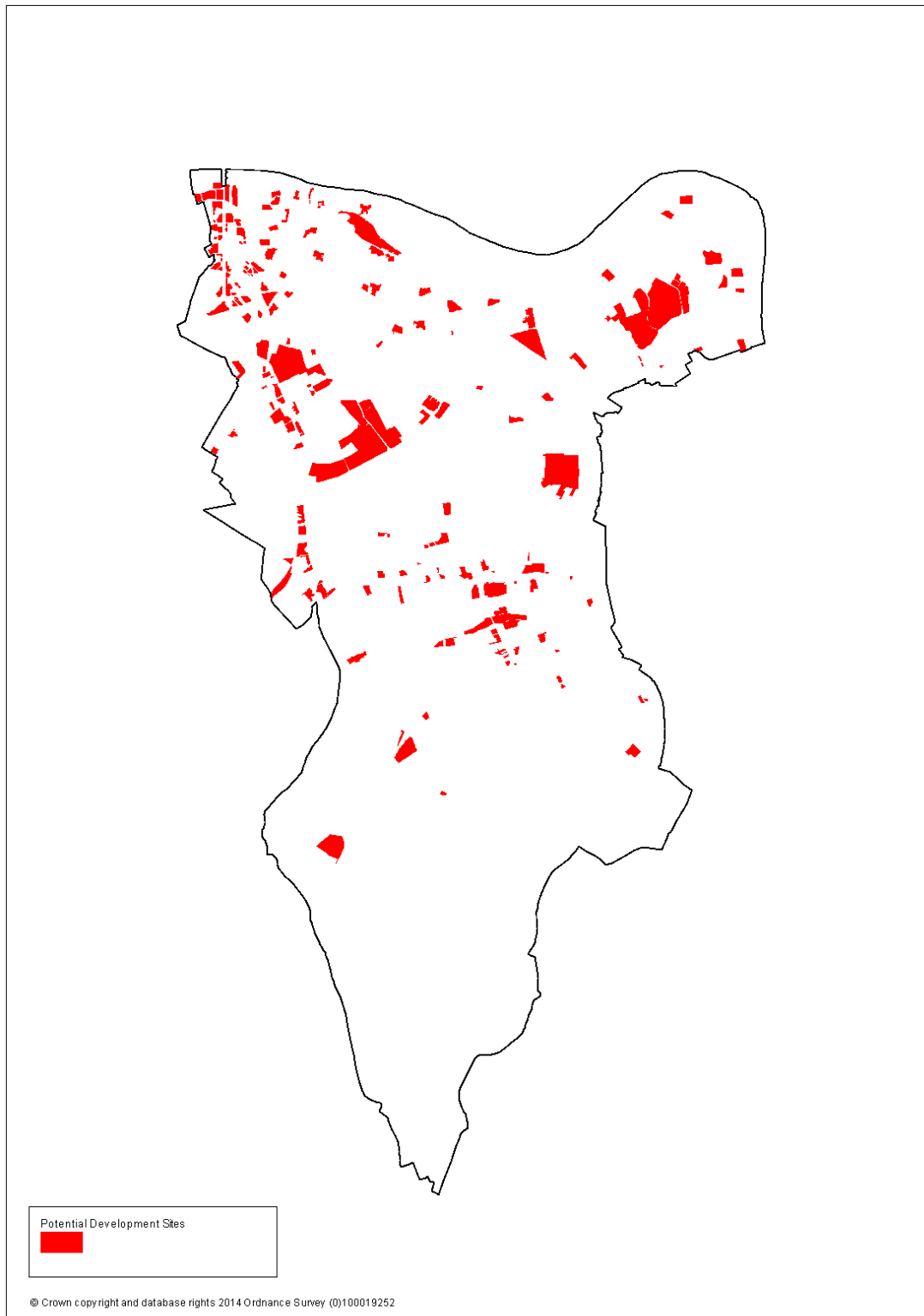


Figure 3: Potential development sites

Key questions:

The Mayor has set us a target of delivering 2,736 homes per year. We currently deliver around 1650 new homes per year (as an average over the last 5 years).

Achieving the higher level of development set out in the London Plan may require us to consider building at higher densities, lowering our residential design standards or releasing some of our land that is currently protected as open space. A considerable amount of new infrastructure would also be needed to support the increase in number of homes and residents.

3. Do you think we should use the Mayor's target of 2736 homes per year in our plan instead of the lower target?

Key questions:

Allocating sites on our adopted policies map means that we can identify what uses are appropriate and how much development is acceptable on the site. This gives developers more confidence to develop sites and ensures that new development is of an appropriate size and in an appropriate location. We have identified a number of potential development sites and these are set out in the sites schedule in Appendix 1.

4. Are there any sites you think could be brought forward for development?

DM5: Density

Development will be at an appropriate scale for the local character, context and public transport accessibility.

DM 5.1 Development should be within the following density ranges:

5.1.1 Central Activities Zone and Canada Water Action Area Core: 650 - 1,100 Habitable rooms per hectare.

5.1.2 Urban Zone: 200 - 700 habitable rooms per hectare.

5.1.3 Suburban Zones: 200 - 350 habitable rooms per hectare.

DM 5.2 In areas of high public transport accessibility, development may exceed the density ranges where they achieve exemplary standards of design in accordance with DM 6 (residential design standards).

Please note that we will set a density range for the Old Kent Road through the Old Kent Road Area Action Plan.

Reasons

It is important that we bring forward as much housing as possible whilst also protecting the character of our borough. We want to provide housing that responds to the local and historic context, and to retain and create places where people want to live. We have set broad density ranges based on those set out in the London Plan for different areas in Southwark. These broad density ranges will help to ensure that the

right amount of development happens in the right places. These ranges will apply to both residential and non-residential development.

Setting higher densities in locations with good accessibility and services will ensure that the opportunity areas and action area cores continue to be regenerated. These will be successful places for people to live whilst the more suburban areas will continue to have developments of a similar scale. It will also ensure that we make efficient use of our land by providing as much housing as possible whilst reducing our impact on the natural environment.

Where development exceeds the density ranges within the opportunity areas and action area cores we will require the development to be of an exemplary design. This is because too much development can have a negative impact on the environment, unless it is built to a very high standard of design and living accommodation. The criteria for exemplary standards of design are currently set out in policy DM6 Residential Design and our Residential Design Standards supplementary planning document 2008.

Fact box: Habitable rooms

A habitable room is a room within a dwelling, the main purpose of which is for sleeping, living or dining. It is any room with a window that could be used to sleep in, regardless of what it is actually used for. This excludes toilets, bathrooms, landings, halls and lobbies, and also excludes kitchens with an overall floor area of less than 11sqm.

Any room that is 27.5sqm will be considered as two habitable rooms. For rooms above 27.5sqm, the appropriate number of habitable rooms will be calculated relative to the room size.

In circumstances where the calculation of affordable housing results in a fraction of a habitable room (e.g. 0.7sqm) we will round the number up or down to the nearest whole habitable room (with 0.5sqm being rounded up).

Fact box: Density

Density is the measure of the amount (intensity) of development. Both residential and mixed use residential development should be within our density ranges. Density is calculated as follows;

For **residential-only development**, density is the number of *habitable rooms* divided by the site area.

Summary Calculation: $D = HR/Ha$
(Density = Habitable rooms per Hectare);

For **mixed-use development** where the majority of floorspace (more than 50%) is residential the calculation should be:

The non-residential floorspace, divided by 27.5sqm, plus;

The number of residential habitable rooms;

All divided by the site area.

Summary calculations: $(D = (NRsqm/27.5sqm) + HR/Ha)$;

Density = Non-Res floorspace divided by 27.5sqm, plus the number of residential Habitable rooms, all divided by size in hectares).

27.5sqm is the average area required to create one *habitable room*, including shared circulation space, and non-*habitable rooms*.

For **mixed-use development** where the majority of floorspace is non-residential a method of calculation should be agreed with Southwark Council to illustrate how the development would provide an efficient use of land and contribute to housing delivery.

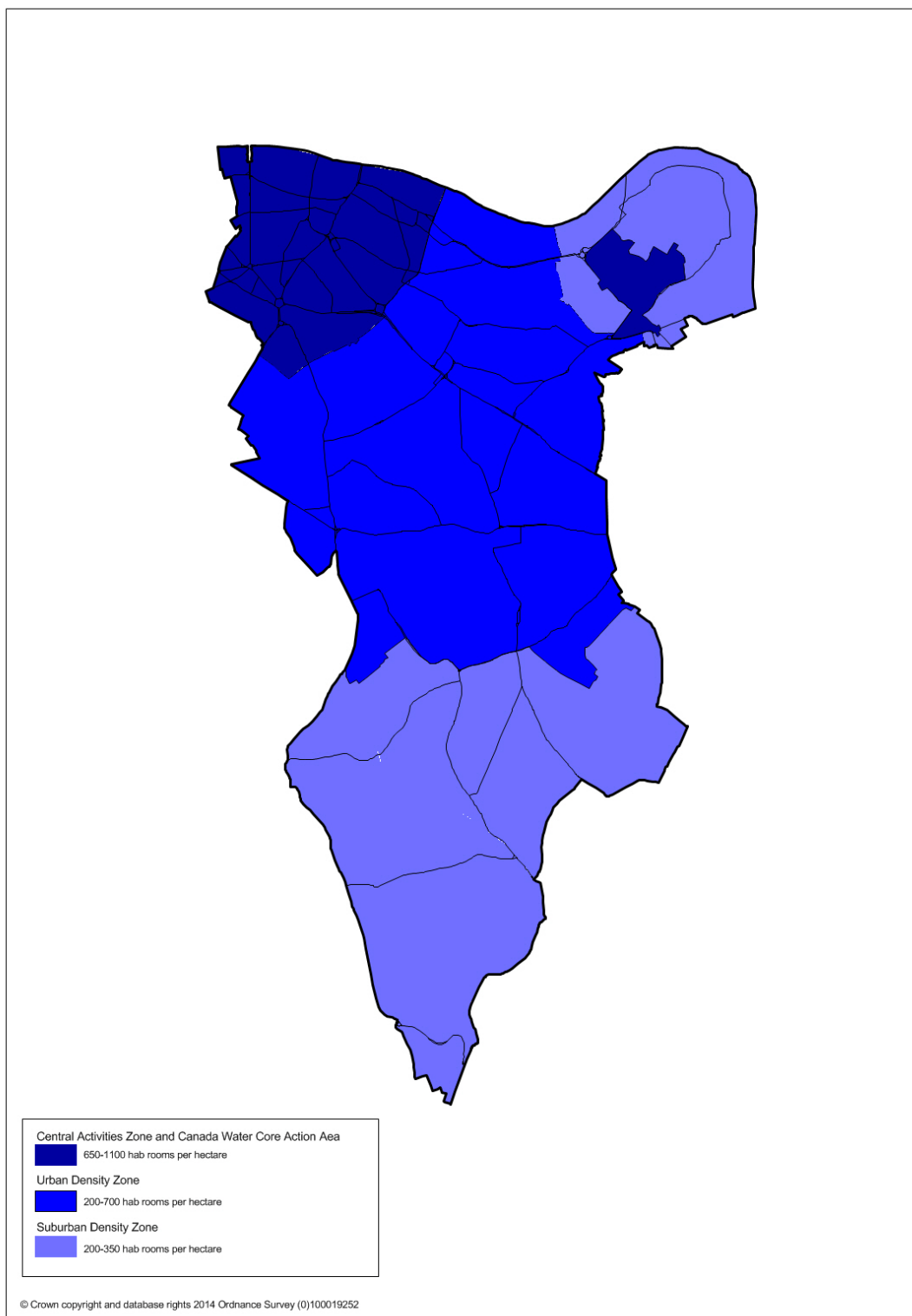


Figure 4: Density

DM6: Residential design

Development will achieve the highest possible standards of residential design to create attractive, healthy and distinctive buildings and places that are a pleasure to be in, safe and easy to get around.

DM 6.1 Planning permission will be granted for residential development, including dwellings within mixed-use schemes, provided that they:

6.1.1 Achieve good quality living conditions.

6.1.2 Include high standards of:

- Accessibility, with all new housing being built to Lifetime Homes standards.
- Privacy and outlook.
- Natural daylight and sunlight.
- Ventilation.
- Space including suitable outdoor/green space.
- Safety and security.
- Protection from pollution, including noise and light pollution.
- Design that incorporates active design principles

DM 6.2 Development of an exemplary standard of design must exceed the residential design standards in accordance with the detail set out in the fact box below.

DM 6.3 Development must:

- Meet the space standards set out in Table 2.
- Provide a minimum of 10sqm of private amenity space for family homes.
- Provide additional communal play areas for children to achieve the play space standards set out in Table 3.

Reasons

Good quality housing is necessary to provide for a wide range of accommodation needs. Good quality housing also helps to improve the health, safety, quality of life and amenity of current and future residents.

The minimum space standards for new residential development are:

Table 2: Residential space standards

Development type	Dwelling type (bedroom/persons)	Essential GIA (sqm)
Flats	Studios	36
	1b2p	50
	2b3p	61
	2b4p	70
	2b average	66
	3b4p	74
	3b5p	86
	3b6p	95
	3b average	85
	4b5p	90
	4b6p	99
	4+b average	95

2 storey houses	2b4p	83
	3b4p	87
	3b5p	96
	3b average	92
	4b5p	100
	4b6p	107
	4+b average	104
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113
	4+b average	110

It is important that family housing provides private amenity space to ensure that children have somewhere safe to play. Communal play areas for children are another important type of play area and the standards. The Table 3 are set out in the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation (2008).

Table 3: Play space standards

For private and intermediate housing;

- 2 bedroom houses or flats create 0.11 child bed spaces per unit
- 3 bedroom houses or flats create 0.42 child bed spaces per unit
- 4 bedroom houses or flats create 0.98 child bed spaces per unit

For social rent housing;

- 2 bedroom houses or flats create 0.40 child bed spaces per unit
- 3 bedroom houses or flats create 1.88 child bed spaces per unit
- 4 bedroom houses or flats create 1.90 child bed spaces per unit

A minimum of 10sqm of play space per child bed space is required within the development.

Fact Box: Exemplary design standards

- Significantly exceed minimum floorspace standards
- Provide for bulk storage
- Include a predominance of dual aspect units (60% or more) in the development
- Exceed the minimum ceiling height of 2.3m required by the Building Regulations
- Have natural light and ventilation in kitchens and bathrooms
- Exceed amenity space standards
- Meet good sunlight and daylight standards
- Have excellent accessibility within dwellings including meeting Lifetime Homes standards
- Minimise corridor lengths by having an increased number of cores
- Minimise noise nuisance in flat developments by stacking floors so that bedrooms are above bedrooms, lounges are above lounges etc
- Obtain Secured by Design certification
- Have exceptional environmental performance that exceeds the standards set out in the Sustainable Design and Construction Supplementary Planning Document. This will include designing an energy efficient development, using long lasting building materials and reducing water consumption

- Maximise the potential of the site as demonstrated in the applicant's Design and Access Statement
- Make a positive contribution to local context, character and communities; including contributing to the streetscape.

Key questions:

5. Which do you think are the most important aspects of the exemplary design standards?

6. Are there other design standards that we should include?

Strategic Policy 3: Housing choice

There will be a range of housing types that people can afford which meet the requirements of a diverse community for different sizes and types of homes.

DM7: Family housing

Southwark will have larger homes to meet the needs of families.

DM 7.1 Planning permission will be granted for residential developments and conversions of 10 units or more where they:

7.1.1 Include at least 60% of units with 2 or more bedrooms.

7.1.2 Provide 3, 4 or 5 bedroom units as set out in Figure 5.

This requires:

- At least 10% 3, 4 or 5 bedrooms in London Bridge, Elephant and Castle opportunity area and the north of Blackfriars road.
- At least 20% 3, 4 or 5 bedrooms in the urban zone and the Central Activities Zone except where set out above.
- At least 20% of units with 3, 4, or 5 bedrooms in the Canada Water Action Area core.
- At least 30% 3, 4 or 5 bedrooms in the suburban zone.

7.1.3 Ensure that units with three or more bedrooms have direct access to private outdoor space.

7.1.4 Provide a maximum of 5% studios. Studio homes can only be for private housing.

DM 7.2 Development must provide some of the affordable housing units as affordable family housing.

DM 7.3 Planning permission will not be granted for the conversion of a single dwelling of up to 130sqm (original net internal floorspace) into two or more dwelling units.

Note we will set out a policy for Old Kent Road in the Area Action Plan.

Reasons

We want to make sure new development offers a range of housing choices so that everyone, particularly vulnerable individuals and families, can meet their needs and live as independently as possible. This includes needing to provide a mix of housing sizes and types to meet the housing needs of different groups. Our SHMA shows there is a need for more family housing in the borough across all tenures but particularly for affordable family housing. Our SHMA shows that we need 96% of new social rented homes to be family homes (3 or 4+ bedrooms) and 36% of new intermediate homes to be family homes. Building more family housing will help to address issues of overcrowding and increase opportunities for foster care.

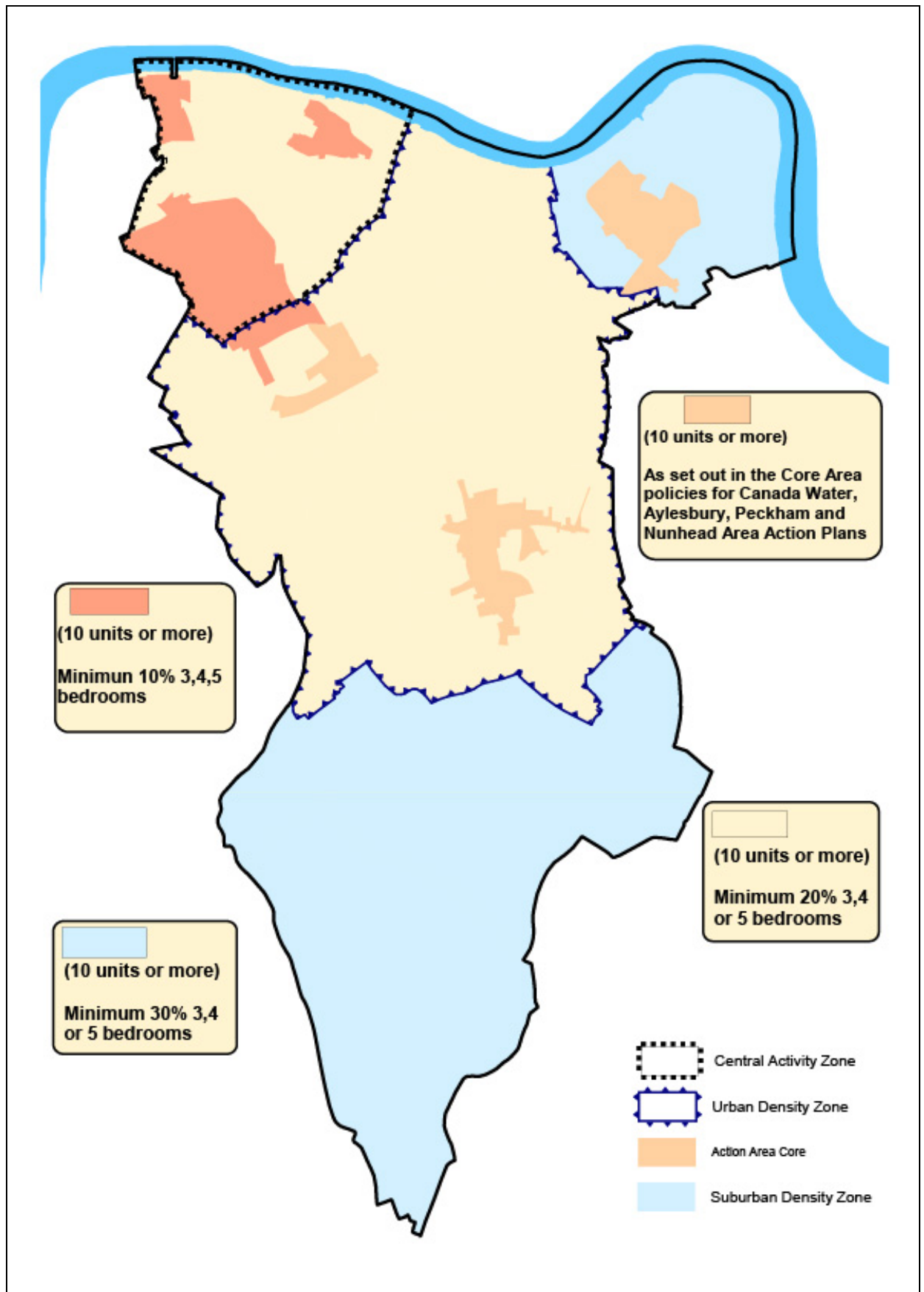


Figure 5: Family housing

DM8: Age-friendly housing**Southwark will have a range of homes to meet the needs of people of all ages.**

DM 8.1 Planning permission will be granted for a range of housing types that meet the needs of all ages.

Reasons

The UK has an aging population and, as a result, specialist housing for older people in Southwark is likely to be required. We may need to identify and bring forward appropriate sites for specialist housing which could include extra care, sheltered or supported accommodation. We will work with registered providers and other relevant partners to support the provision of different types of specialist housing. This will help to ensure that there is a wider choice of residential environments for older people.

This type of housing could be either self-contained or non self-contained housing. Non-self contained housing is residential accommodation where people from different households share living, kitchen or bathroom facilities.

Specialist housing is a form of market housing with an affordable housing requirement.

Housing for older people may include extra-care housing, sheltered accommodation or residential care.

Key questions:

We know that Southwark has an aging population and we will seek to ensure that new development will help to meet the needs of people throughout their lifetime.

7. Are there any other types of housing that you think will help us to meet the needs of the population and ensure that Southwark is an age friendly borough?

FACT BOX: Housing for older people**Extra care housing**

Extra care accommodation (sometimes also referred to as close care, assisted living, very sheltered or continuing care housing) is self-contained residential accommodation and its associated facilities designed and managed to meet the needs and aspirations of people who by reason of age or vulnerability have an existing or foreseeable physical, sensory or mental health impairment.

Each household has self-contained accommodation and 24-hour access to emergency support. In addition, extra care accommodation includes a range of other facilities such as a residents' lounge, a guest room, a laundry room, day centre activities, a restaurant or some kind of meal provision, fitness facilities and classes and a base for health care workers. The exact mix of facilities will vary on a site-by-site basis. Some domiciliary care is provided as part of the accommodation package, according to the level of need of each resident. Extra care housing aims to create a balanced community,

Sheltered accommodation

Sheltered accommodation is self-contained residential accommodation specifically designed and managed for older people, generally of retirement age. In some exceptional cases younger residents require this type of housing – they might not need support or low level help. Each household has self-contained accommodation, often an alarm service is provided and the schemes normally include additional communal facilities such as a residents' lounge. A warden, scheme manager, community alarm/telecare or house manager interacts with residents on a regular basis and may act as the first point of contact in an emergency.

Residential Care Homes

Residential/Nursing care (including end of life/hospice care and dementia care) is a nursing or residential care home providing non-self-contained residential accommodation for people who, by reason of age or illness have physical, sensory or mental impairment, including high levels of dementia. Accommodation is not self-contained and meals and personal services are routinely provided to all residents. Communal facilities are likely to include a dining room and residents' lounge. There will be a scheme manager and in-house care team who provide a consistent presence. Personal or nursing care is a critical part of the accommodation package. Nursing homes include 24-hour medical care from a qualified nurse.

Note: These definitions are taken from the proposed text in the Further Alterations to the London Plan and are based on the Elderly Accommodation Counsel's definition of sheltered accommodation.

DM9: Student homes

Development of student homes will be permitted in accessible locations to provide for the growth of local universities and colleges.

DM 9.1 Planning permission will be granted for student homes within our major and district town centres and in other places with good access to public transport services, providing that these do not harm the local character.

DM 9.2 Student housing developments must provide 35% affordable housing in line with policy DM2.

Reasons

There is a need for more student accommodation across the whole of London. We want to encourage new student homes. However this needs to be balanced with making sure we have enough sites for other types of homes, including affordable and family homes. Whilst London as a whole has a recognised need for more student bed spaces, we already have the second largest number of student homes in London.

Our Strategic Housing Market Assessment highlights the huge need for more family and affordable housing. Allowing too much student accommodation will restrict our ability to deliver more family and affordable housing. By requiring an element of affordable housing or a contribution to affordable housing from student accommodation schemes we can make sure we work towards meeting the needs for both student accommodation and affordable accommodation. It will also help us to provide more family housing as within the affordable housing there will be an element of family housing.

DM10: Gypsy and traveller homes

Gypsy and traveller accommodation should be provided to meet the needs of gypsies and travellers.

DM 10.1 We will safeguard the existing four gypsy and traveller sites.

DM 10.2 We will assess our need for further gypsies and travellers pitches.

Reasons

The NPPF requires all local authorities to assess the accommodation needs of gypsies and travellers and to identify sites for their future needs. We will assess our need for gypsy and travellers sites and look at how best to meet any additional need, this could be at a local, sub-regional or regional level.

We currently have 42 authorised gypsy and travellers' pitches across four sites. The four sites are Bridale Close, Burnhill Close, Ilderton Road and Springtide Close and we have shown these on our Adopted Policies Map. We will protect these sites to make sure they remain as homes for gypsies and travellers.

DM11: Housing for adults and children with disabilities

Southwark will have more housing that is suitable for both adults and children with disabilities

DM 11.1 Major development must:

11.1.1 Provide at least 10% of units to be suitable for wheelchair use or people with disabilities except where this is not possible due to the physical constraints of the site.

11.1.2 Provide a mix of unit sizes within the wheelchair provision.

11.1.3 Meet the South East London Housing Partnership Wheelchair design guidelines.

DM 11.2 Planning permission will be granted for developments that provide units that are designed to meet the specific needs of other people with disabilities in place of wheelchair users where Children's and Adult's Services have identified this meets a specific need.

DM 11.3 We will require one less affordable habitable room than would usually be required in accordance with Policy DM2 for every affordable housing unit which complies with the wheelchair design standards.

Reasons

We have identified an unmet need for wheelchair-accessible housing as well as a need for other forms of adapted housing to meet the needs of people with other disabilities. To address these and future needs, we will require all new housing to be built to 'The Lifetime Homes' standards and 10% to be designed to be wheelchair accessible. In some circumstances, we will accept the provision of an alternative form of adapted housing to be provided in place of some or all of the wheelchair provision where Children's and Adult's Services have identified a specific need.

The South East London Housing Partnership has developed its own wheelchair design standards to ensure that new development provides wheelchair housing that can adequately meet the needs of wheelchair users. We will require wheelchair accessible housing to be built to the South East London Housing Partnership Wheelchair design guidelines so that we can provide good quality homes for wheelchair users in Southwark.

There is a shortage of affordable dwellings suitable for people in wheelchairs. Therefore the loss of one habitable room overall is desirable to encourage the provision of affordable wheelchair units and offset their additional floorspace requirements.

DM12: Houses in Multiple Occupation (HMOs), hostels and temporary accommodation

Southwark will support the development of new HMOs, hostels and temporary accommodation.

DM 12.1 Planning permission will be granted for HMOs where they meet the Council's HMO standards and in areas that do not already have a large number of HMOs.

DM 12.2 Planning permission for hostels and temporary accommodation will be granted where they are in appropriate locations and where it can be demonstrated that these meet a local need.

Reasons

We need to meet the needs of all sectors of the community and provide a range of housing types. We also have a statutory duty to protect against homelessness. For some people, general needs housing may not be suitable to meet their needs.

Shared accommodation or houses in multiple occupation can help to meet distinct needs and reduce pressure on other elements of the housing stock. However, we know that existing accommodation of this type can often be of poor quality. This type of accommodation is generally not considered to be appropriate for families but we have seen a large increase in the amount of families living in HMOs.

Proposals for new HMOs will need to meet the council's HMO standards, Building Regulation standards and our residential design standards as set out in Policy DM6. Where there is already a high level of this type of accommodation in one particular area, we may consider the use of Article 4 Directions to restrict the amount of accommodation of this type coming forward.

The Council's HMO standards are available to view on our website.

http://www.southwark.gov.uk/info/200077/private_rented_housing/973/homes_of_multiple_occupancy/3

Travel

Strategic Policy 4: Sustainable transport

Southwark will provide sustainable transport choices for all members of the community by prioritising the improvement of walking, cycling and public transport networks. Southwark will reduce congestion and pollution by reducing the need for trips by motorised vehicles, including those for servicing and delivery.

DM13: Locating developments

Places within Southwark will become more accessible. as development is located to ensure that trip generation is appropriate to local transport provision. This will improve opportunities for the most sustainable forms of transport.

DM 13.1 Major development must be located near to transport nodes to encourage walking, cycling and use of public transport, and reduce the need for a car.

DM 13.2 Development must be located to provide sustainable transport options rather than motorised trips to:

13.2.1 Create walking and cycling connections to and from local transport hubs and amenities.

13.2.2 Reduce delivery and servicing requirements by motorised transport.

Reasons

The location of development is a critical factor in determining the potential for travel by sustainable modes. Locating developments in close proximity to public transport networks reduces demand for private car trips and thereby reduces associated transport impacts such as congestion, pollution and road casualties. Our Transport Plan 2011 - Policy 1.1 Pursue overall traffic reduction, relates to the location of development in accessible locations. Policy 1.2 also includes that 'major developments generating a significant number of trips should be located near transport nodes and therefore also be in areas with a high PTAL'.

Safe and pleasant walking and cycling links between developments and public transport hubs increase access and promote the use of public transport services. Good links to wider cycling and walking routes promote active travel and relieve pressure on those services. Southwark's Transport Plan 2011 includes Policy 1.7 – Reduce the need to travel by public transport by encouraging more people to walk and cycle.

The concentration of development at highly-accessible locations creates the potential for the consolidation of delivery and servicing activities thereby reducing the overall impact on the transport network. Currently, in the central activity zone, freight makes up 25% of the kms travelled and road freight makes up 89% of all London's freight by tonnage. Transport Plan Policy 7.3 - Manage access to our town centres ensuring that servicing activity can be carried out safely and efficiently – by continuing to

require that development is appropriately located further growth in the borough can be accommodated whilst minimising negative impacts on the transport network and promoting more sustainable trip patterns.

DM14: Transport Impacts

Southwark will have a pleasant, safe and accessible environment through ensuring that development has positive transport impacts.

DM14.1 Major development must incorporate delivery and servicing within the development site. Where this is not practical any solution must not compromise the flow and safety of the road network.

DM 14.2 Development must:

- 14.2.1 Not create an adverse impact on transport networks through an increase in traffic and pollution.
- 14.2.2 Make adequate provision for servicing and deliveries to ensure all networks are kept free from obstruction and do not compromise safety, particularly for vulnerable users.
- 14.2.3 Improve access for cycling and walking trips on routes around and through the development.
- 14.2.4 Be designed to prevent detriment to the bus network and the Transport for London road network.

Reasons

Southwark's population is expected to grow significantly in the coming years. This growth will increase the pressures on the boroughs road network from cars and commercial vehicles. Traffic can bring increased congestion and poorer air quality. By locating new development with significant trip generation in accessible areas and town centres there will be public transport and amenities, which reduce the number of trips.

Developments with good connections to direct cycling and walking routes will make it easier, safer and more enjoyable to walk and cycle. This should encourage more people to cycle and walk.

Smaller local roads are not suitable for high volumes and larger more polluting vehicles. Therefore developments with a high level of servicing and deliveries need to be located in areas with better transport provision and on roads that can sustain larger numbers of vehicles and bigger vehicle sizes.

DM15: Walking and cycling

Southwark will become more accessible for pedestrians and cyclists through effective design of exemplary routes and facilities to encourage people to walk and cycle.

DM 15.1 Development must:

- 15.1.1 Provide facilities for pedestrians and cyclists within the development and the surrounding area.

- 15.1.2 Design facilities, routes and access that meet the needs of pedestrians and cyclists, with particular emphasis on disabled people and the mobility impaired.
- 15.1.3 Integrate with surrounding networks, and remove barriers to improve permeability, access and safety of pedestrians and cyclists.
- 15.1.4 Ensure the urban realm is designed with wide, level footways for pedestrians and that crossings and crossovers are safe and accessible for all.
- 15.1.5 Enable the delivery of Southwark's Cycling Strategy¹ and the Mayor of London's Vision for Cycling, which aim to deliver significant increases in cycling through safe, direct routes and generous provision for cycle parking and associated facilities.
- 15.1.6 Delivering the cycling network as set out in the Cycling Strategy.
- 15.1.7 Provide convenient, secure, weatherproof and fully accessible cycle parking close to access points according to the minimum parking standards set out in a leaflet for consultation.

Key questions:

8. What do you think the associated facilities set out in 15.1.5 should be?

Reasons

Walking and cycling are the most easily accessible, least polluting, healthiest and socially-beneficial modes of transport, offering the greatest potential to replace short vehicle trips.

New development has a key role to play in the improvement of facilities for walking and cycling and to encouraging more people to take up these sustainable modes of travel. The design of development should prioritise the needs of pedestrians and cyclists by providing facilities that meet the needs of its users and the wider neighbourhood. It should integrate with existing networks and remove barriers through providing permeability across the development. Protecting these vulnerable road users by using high quality design can help increase the numbers of people choosing this mode of transport, particularly those who are less confident, have disabilities or mobility impairment.

Walking is the most accessible of all trips and providing high quality urban realm, which provides safe, level routes with good quality surfaces will encourage more people to walk. Ensuring there are safe, direct and level crossing points along with attractive areas to rest provides essential facilities for all users irrespective of ability.

The number and proportion of journeys made by bicycle has increased significantly in London over recent years. Southwark welcomes this increase and has set challenging targets to increase the numbers of people cycling and walking across the borough. Development must seek to deliver Southwark's Cycling Strategy and enable cycling to increase through effective design. It should also provide exemplary facilities within the development that actively encouraging more cycling now and in the future.

¹ Draft Cycle Strategy due for consultation November 2014

DM16: Infrastructure improvements

Southwark will be accessible by public transport and cycling through transport infrastructure improvements. This will facilitate regeneration and assist economic growth of town centres as well as making local jobs more accessible for residents.

DM 16.1 Planning permission will be granted for the following public transport improvements and development will not be permitted that would prejudice their implementation:

- 16.1.1 The Bakerloo Line extension to Camberwell, Peckham and Old Kent Road.
- 16.1.2 A rail station at Camberwell.
- 16.1.3 Bus priority.
- 16.1.4 Cycle hire docking stations.
- 16.1.5 Cycle superhighways, Quietways and the Central London Bike Grid.
- 16.1.6 A river crossing from Rotherhithe to Canary Wharf.
- 16.1.7 The 'Low Line' cycle and walking route.
- 16.1.8 The new Garden Bridge; and
- 16.1.9 The Elephant and Castle square.

Key questions:

The Cross River Tram no longer appears as a Mayoral priority in the Further Alterations to the London Plan and does not appear in TfL's Business Plan. The removal of safeguarding the Cross River Tram in the Southwark Plan may unlock key development sites, which could enable further investment in locations across the borough.

8. Should the Cross River Tram remain in the New Southwark Plan?

9. Are there schemes that you think could be safeguarded?

Reasons

These transport improvements represent the main opportunities to improve choice and quality for transport within Southwark, which will deliver a better quality of life for all.

They will:

- Increase the quality and quantity of sustainable transport options;
- Make significant improvements to employment access and social inclusion;
- Improve air quality and reduce congestion;
- Improve accessibility and connectivity throughout Southwark for all;
- Provide new opportunities for regeneration;
- Strengthen and enhance walking and cycling infrastructure; and
- Have positive effects on the economic viability and functionality of Southwark.

DM17: Car parking

Southwark will be safer with a more pleasant environment through restricting the reliance on travel by car.

DM 17.1 Development must:

17.1.1 Minimise the number of spaces provided for car parking and adhere to the maximum standards .

17.1.2 Justify the amount of car parking sought; taking into account:

- Public Transport Accessibility Levels.
- Impact on overspill parking.
- The demand for parking within Controlled Parking Zones (CPZ).

17.1.3 Provide all car parking spaces within the development and not on the public highway.

17.1.4 Ensure car parking within town centres for retail and leisure uses is shared with public parking, not reserved for customers of a particular development.

17.1.5 Ensure off-street town centre car parking, associated with new development will:

- Contribute to the economic vitality of its location.
- Provide parking that is free for the first hour.
- Include maximum stay restrictions.

DM 17.2 Development within existing CPZs will not be eligible for on-street resident and business car-parking permits.

DM 17.3 Subdivision of existing properties into smaller dwellings within a CPZ will only be eligible for one parking permit per original dwelling.

Reasons

Over-provision of parking permits leads to a reduction of amenity to existing residents and increases vehicles circulating local roads in search of a space, which adds to congestion and reduces air quality. Access to local amenities, employment and leisure facilities should not be dependent on transport by car. In areas with strong links to public transport and with close local amenities providing car parking this should be restricted in favour of providing better facilities and accessibility to walking, cycling and public transport, better urban realm and off-street servicing and delivery, which will help to reduce congestion and improve air quality.

In areas with weaker links to public transport, parking needs to be balanced with more sustainable opportunities: including car clubs, better access to public transport stations and stops through walking and cycling.

DM18: Parking standards for disabled people and the mobility impaired

Southwark will have adequate parking provision made for people with disabilities and mobility impairments.

DM 18.1 Development must:

18.1.1 Provide a minimum of one accessible car parking space per development, where associated car parking is not provided; or, a minimum of two accessible car parking spaces where car parking is provided.

18.1.2 Ensure that car parking spaces provided for disabled people and the mobility impaired are:

- Located within the development in close proximity to the nearby entrance.

- Located adjacent to lift cores and that entrance ramps are of sufficient height to accommodate higher vehicles (when parking is underground).
- Designed to allow sufficient space to access the vehicle from both sides and at the rear.
- Designed to enable easy manoeuvrability into and out of the space provided.

18.1.3 Ensure all spaces identified for people with disabilities or mobility impairments remain designated as such for the life of the development. Any spaces that remain unused must not be returned to the general car parking pool.

Reasons

Access for disabled people and the mobility impaired is often difficult. Improvements to how spaces are designed and located ensure they are appropriate for the needs of the users.

Larger developments that provide a larger proportion of accessible dwellings also provide the equivalent number of spaces for people with disabilities or mobility impairments. In cases where accessible homes are not allocated to the disabled and mobility impaired the associated parking spaces are unused. Should unused spaces return to the general parking pool this will take the parking provision above the parking standards (set out in the parking consultation leaflet and on our website) and will reduce the sustainability of the development. Therefore, in cases where there is an excess of disabled and mobility impaired spaces, more sustainable uses are being prioritised; for example cycle facilities, off-street deliveries and car clubs.

DM19: Car clubs and cycle hire docking stations

Southwark will provide a wider range of shared transport provision, reducing the dependence on cars and supporting an increase in cycling.

DM 19.1 Development must:

- 19.1.1 Provide a minimum of three years free membership per dwelling to a car club should a car club bay be located within 850m of the development; and/or
- 19.1.2 Provide the appropriate space within the development; and/or
- 19.1.3 Contribute towards the provision of car club bays relevant to the size and scale of the development.

DM 19.2 Development must:

- 19.2.1 Provide a free two year cycle hire fob per dwelling should a cycle hire docking station be located within 400m of the development; and/or
- 19.2.2 Provide the appropriate space within the development; and/or
- 19.2.3 Contribute towards the provision of cycle hire docking stations relevant to the size and scale of the development.

Reasons

Car clubs provide access to a car without the need of ownership and in many cases membership is cheaper than the full running costs of a vehicle. Car clubs reduce the dependency on a vehicle and encourage more sustainable choices to be made. Research by CarPlus (the national car club charity) shows that in London car clubs have had a positive impact and reduced the number of miles driven by 50% when compared to private ownership. In addition, car club members are far more likely to

walk, cycle and use public transport, with a third of all members cycling at least once a week². Car clubs support the introduction of lower car parking on developments and ensure there is a range of travel choices for residents.

On-street cycle hire has provided low cost access to bicycles across London, mainly concentrated in central areas. It is often the entry point for beginner cyclists and can provide a valuable link in a journey between destinations or to/from a transport hub, without the need to worry about bicycle parking spaces.

² CarPlus Annual survey 2012/13

Business, employment and enterprise

Strategic Policy 5: Maintaining and enhancing the local economy

The local economy will be strengthened by development that provides new jobs and which creates an environment where businesses, including small and medium sized enterprises (SMEs), can thrive. Southwark will be a place where local people and businesses benefit from opportunities generated by development.

DM20: Land for industry and warehousing

Preferred industrial locations (PILs) provide land for industry, warehousing and other uses which are too noisy or that disturb residential areas. We will review the PILs in the light of up-to-date evidence of demand for industrial and warehousing land, the potential to support a mix of uses and the need for housing and other uses, such as schools.

Key questions:

10. Should we continue to protect PILs and help make them more attractive for investment?

11. Can we use PILs to create mixed use neighbourhoods with a range of uses such as housing, business, schools, open space and community facilities? Which areas have the potential for this?

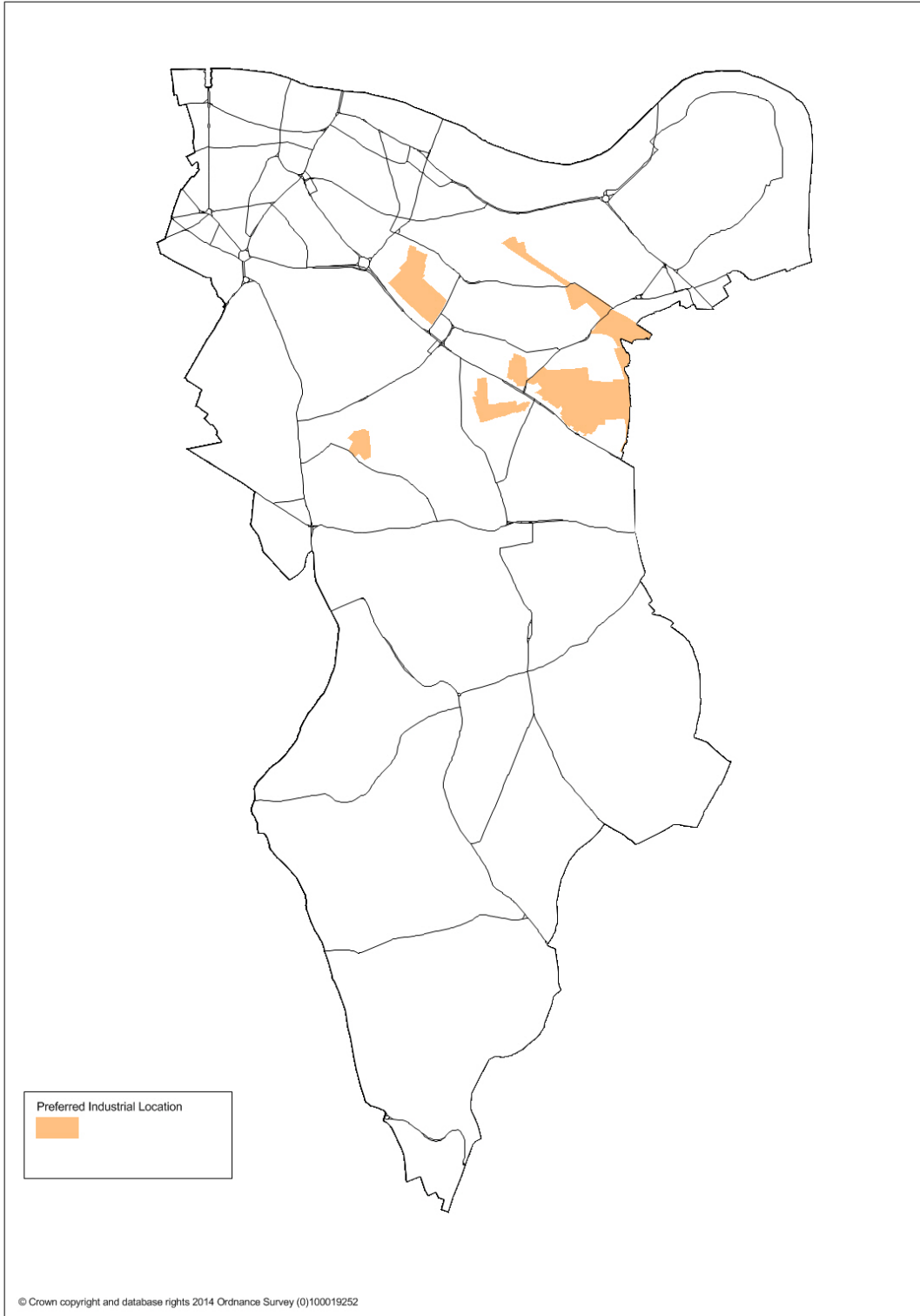


Figure 6: PILs

Reasons

The PILs in Southwark are in South East Bermondsey, Old Kent Road, Parkhouse Street and Mandela Way (see Figure 6). The PILs have been safeguarded by our current policy framework to ensure that a range of industrial and storage businesses can continue to operate in the borough to maximise the diversity of the local economy and meet residents' needs. In addition to providing a large number of jobs, the PILs are of strategic importance and provide land and premises for businesses that play an important role in supporting the functions of Central London, such as storage and distribution businesses servicing the West End and City retail, financial and business services sectors.

We also protect some land for industrial and warehousing so that businesses, which require segregation from other uses, can operate without adversely affecting the amenity of residents. There are also many yard based industries, such as car repairers, scrap yards, skip hire yards, waste transfer stations, etc., which provide important economic functions and are more appropriately located in the PILs.

As the core economic functions of the Central City expand and the number of businesses in the Central Activities Zone grows, tension rises over the pull between the demand for and supply of land to service its functions. Increased activity requires a greater level of servicing however it also 'squeezes out' these very activities as competition for land intensifies. Users traditionally clustered around the fringes of the Central City are now being displaced as property values increase and sites are redeveloped.

The London Plan policy 4.4 states that boroughs should promote, manage and where appropriate protect strategic industrial locations as London's main reservoir of industrial capacity, including land for waste management, transport functions and environmental industries. Surrey Quays Corridor/Old Kent Rd and South East Bermondsey are identified as strategic industrial locations (SILs) in the London Plan.

London's economy is undergoing a structural change, with a decline in traditional manufacturing and an increase of other industrial sectors, such as warehousing, logistics and utilities with intensified use on existing sites. This may reduce the land required for industrial and warehousing uses. The Mayor's Supplementary Planning Guidance (SPG) 'Land for Industry and Transport' (2012) sets out guidance for boroughs to manage the changing demand for industrial land and land for transport as a result of these changes. The SPG indicates that around 24 hectares of industrial land was released in Southwark between 2006 and 2011 for a variety of uses, including office and light industrial uses, residential, community uses and social infrastructure. The land released has been on some of the scattered sites throughout the borough, where there is poor access. On sites (outside of PILs) with good access or which are located in central areas with good public transport accessibility we have required the retention of employment floor space within mixed-use schemes.

Based on a London wide industrial supply and demand assessment, the Mayor's SPG includes an estimate figure of another 25 hectares for industrial land release in Southwark between 2011 and 2031 (1.3 hectares per year). This is because Southwark has been categorised as being in the 'limited transfer' grouping for transfer of industrial land to other uses over 2011-2031. 'Limited transfer' boroughs are encouraged to manage and, where possible, reconfigure their portfolios of industrial land, safeguarding the best quality sites and phasing release of surplus land and premises.

Our Economic Wellbeing strategy (2012-2020) promotes the creation of new jobs and business growth opportunities through regeneration, development and better

use, management and improvement of employment land.

We are preparing a borough-wide Employment Land Review (ELR), which will provide us with a more detailed understanding of the current economic context in the borough with regard to the number of businesses and jobs in the PILs and contributions of different areas, sectors or individual employers to the local economy.

The ELR will look in detail at the PILs, and assess the quality and characteristics of these areas and how they currently meet business needs. The review will analyse types of industrial stock and assess the role each plays in both supporting the diversity of the local economy and providing a range of employment opportunities. This will be vital in maintaining the local economy by providing accommodation to meet changing needs as some sectors contract, some grow and diversify and new ones locate here too. A property market analysis of supply and demand for employment land and floorspace and the balance between these will be undertaken.

The ELR will provide the evidence base from which we will be able to identify which sites we should continue to protect for industrial uses and which sites could potentially be released for a mix of uses to achieve the most efficient use of land. This will take into account the impact upon the local economy of releasing industrial and warehousing land on the loss of jobs and services.

The government recently published a consultation paper that proposes changes to the general permitted development regulations, which will permit the change of use of industrial buildings to residential subject to meeting certain criteria. The outcome of this consultation will have a large bearing on how we can safeguard and manage industrial land and premises.

DM21: Office and business development

Planning permission will be granted for office (Class B1) floorspace to help meet the needs of businesses and to provide jobs.

DM 21.1 New office (Class B1) floorspace will be permitted in the following locations:

- CAZ.
- Opportunity Areas.
- Core Action Areas.
- Town and local centres.
- Strategic cultural areas.
- Camberwell Action Area.

DM 21.2 A range of sizes and types of business space will be permitted to provide for the needs of a wide range of businesses, including SMEs.

DM 21.3 Development must not result in the loss of business (Class B1,B2,B8) floorspace in the locations listed in DM21.1. An exception to this may be made where:

- 21.3.1 There is no demand for either the continued use of the site for business use or for redevelopment involving re-provision of business use, which is demonstrated through a rigorous marketing exercise over a period of at least 18 months; or
- 21.3.2 The site or buildings would be unsuitable for re-use or redevelopment for business use or a mix of uses (including the existing amount of business floorspace) owing to physical or environmental constraints; or

- 21.3.3 It would be unviable to refurbish or redevelop for business use or adapt the premises to be used as smaller business units. This should be demonstrated through marketing and viability information; or
- 21.3.4 The site is in a town or local centre, in which case suitable town centre uses will be allowed on the ground floor in place of business use.

DM 21.4 Additional floorspace proposed on sites that currently accommodate business floorspace will be permitted to be used for alternative uses, including residential use.

Key questions:

We want to promote the creation of new jobs while also ensuring that there is a flexible supply of sites and premises available for some business sectors to contract, grow and diversify and for new ones to locate in Southwark. We have set out in option DM21.3 exception criterion to assess proposals that include the loss of business use. The measurement will be how much net floorspace is lost overall. We would like to know if we should instead measure the loss of business use using the number of net jobs lost overall. The amount of floorspace required per individual employee job varies depending upon the type of business use. For example, office floorspace has a higher number of jobs compared to industrial floorspace.

12. The exception criteria listed in DM22.3 used to assess the proposed loss of business use on a site would allow the replacement of business use on the ground floor only with other town centre uses (on sites located in town and local centres). Should we allow suitable town centre uses to replace business use on the first floor as well?

13. We would like to know your views on affordable business space. What does it mean to you and should we make provision for this type of space in new office developments?

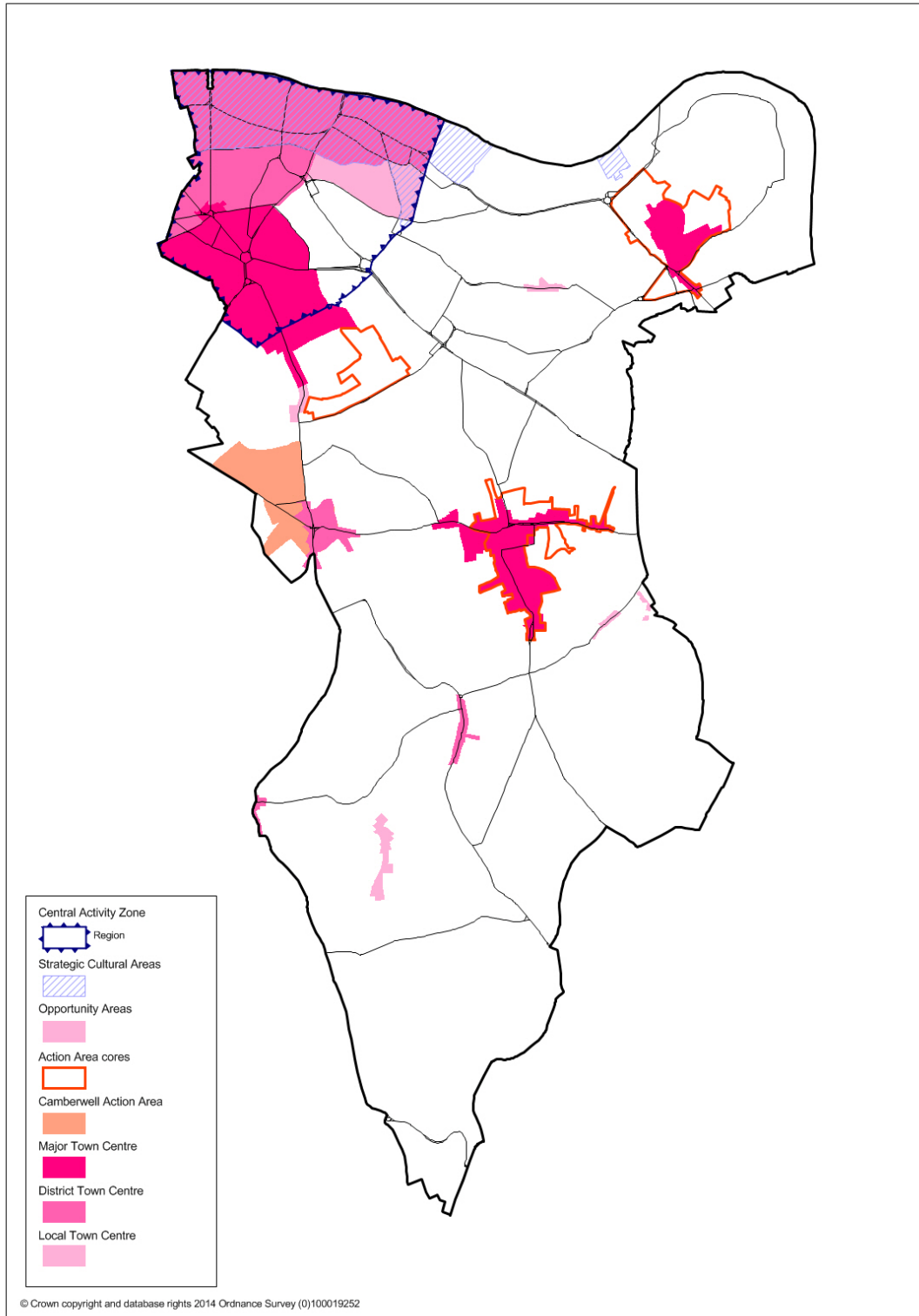


Figure 7: Office and business locations

Reasons

Southwark has a diverse range of businesses that provide employment for local people as well as those who commute from London, the South East and in some cases from throughout the United Kingdom. There are two distinct office markets in Southwark. The north of the borough is within the 'SE1' property market area and is part of the wider London Central Activities Zone (CAZ). This area has prospered in recent years as a result of an increase in demand for high-quality large floorplate office space from companies providing support services for the City. Businesses benefit from excellent public transport services, a Central London location and existing clusters of commercial activities. The 'local' office market in Southwark is mainly comprised of small and medium sized enterprises (SMEs). The market is dispersed and focused primarily within the town centres and within business clusters located in areas at the fringe or within the SE1 property market. SMEs play a vital role in providing goods and services to the major business hubs. Technology, media and telecoms businesses, public sector organisations, and professional services are common occupiers. SMEs also stimulate growth in the local labour market.

The London Office Policy Review (2012), published by the GLA, sets out that over the period 2011-31, London employment as a whole is predicted to grow by 590,000 jobs, or 12.3%. In Southwark the trend projection figures are for 2011 at 231,518 and 2031 at 333,459, an increase of 101,941 (44%). Southwark's projections are the second highest for a London borough. We want to continue to encourage the growth of office based businesses in the borough. It will also be important to retain business floorspace in the strategically important areas listed in DM22.1 to ensure this part of the economy continues to grow with a concentration of business services. Business uses located in town centres alongside a range of other types of uses such as retail, leisure, arts, and culture help to strengthen the appeal of the centre and maintain the vitality and viability of the area during the day. Outside of these locations releasing employment sites for other uses can contribute towards wider regeneration objectives such as the need to provide new council housing.

The Council's Economic Wellbeing Strategy (2012-2020) promotes taking a balanced view on the many different land use needs, including establishing expectations and principles for the amount, design, size, location and affordability of commercial space in new developments and regeneration schemes.

Increasing the availability of a diverse stock of property types attracts new businesses and allows growing businesses to remain in the borough. This is a priority for us. It is also important that business space is designed to meet its market needs. A variety of form, adaptability, specification and cost is required to ensure many different types of occupiers can find appropriate business space to meet their varying requirements. The design of floor space for micro and small enterprises will also need careful consideration to ensure that it is functional, incorporating flexible internal arrangements. An internal fit out to an appropriate level rather than provision of a 'core' and 'shell' will be encouraged to avoid the financial burden being placed upon the potential occupier and limiting the potential market. The location of business floor space in the building should also be attractive to future occupiers. Locating new business space in basements and sub basements, or on the ground floor of large residential is less desirable.

The NPPF (paragraph 22) states that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Business density in Southwark is highest in the CAZ because of the benefits companies derive from being located

close together. Significant loss of existing business space in SE1 could serve to fragment the existing businesses that are important to the local and regional economy. The option requires that business use should be protected in the strategically important locations unless applicants can fulfill the exception criteria in DM22.3 and demonstrate that it is no longer a suitable and viable use in the longer term through the submission of robust evidence to fulfill the criteria (see Fact Box – Marketing and viability assessment for the loss of business and retail premises).

To activate the ground floor of developments in town and local centres, we have set out in DM22.3.4 that another town centre use can replace the business floorspace. The interior of the buildings should be organised so that there are active town centre uses at the front to ensure better integration and continuity in the street environment. Good design will encourage a higher level of activity in the public realm, which will help to add vibrancy to places. This option is more restrictive than the current adopted policy, which allows another town centre use, or a mix of uses to be developed to replace the existing amount of business use (B) across the entire site, in town and local centres.

In May 2013, the government introduced new permitted development rights (for a period of three years), allowing the change of use of offices (B1a) to residential (C3) (retaining the existing building), without the need for planning permission. In recognition that there were parts of the country where such permitted development rights might have an adverse impact on office provision the government allowed us to bid for exemption from these new rights. The City of London, along with the adjacent 'Tech City' area and the rest of the London Central Activities Zone, has been granted a local exemption on the grounds that it is a nationally significant area of economic activity. This exemption supports the approach of seeking to resist the loss of suitable and viable office accommodation. Therefore the CAZ in Southwark is exempt and planning permission is required for change of use. As a consequence of the introduction of this permitted development right within the rest of the borough we have seen some loss of generally more affordable existing office floorspace without a thorough assessment of the local impact. We are particularly concerned about the loss of smaller scale offices that are a key part of vibrant, mixed-use places. It will be important to continue to promote the development of new employment floorspace to ensure we have sufficient supply to meet changing needs as some sectors contract, some grow, others diversify and new ones locate here.

DM22: Railway arches (outside the PILs)

Planning permission will be granted for a range of uses in railway arches outside the PILs to contribute to the local economy and provide low cost, flexible space for small businesses.

DM 22.1 Permission will be granted for a range of business uses (B class), retail (A class) and community facilities (D class) in railway arches located outside PILs.

DM 22.2 Development must include walking and cycling routes alongside railway viaducts.

DM 22.3 Railway arches located inside the PILs will be part of the review set out in DM20.

Reasons

Railways are a dominant feature within the borough, which include the Southern, South Eastern lines, and the London Overground line. The London to Greenwich viaduct is one of the oldest and longest in the UK. Because of their size and physical constraints, railway arches and viaducts make an important contribution towards providing employment space for small businesses. Southwark is home to hundreds of units in its the railway arches. Aside from offering relatively cheap spaces to rent, the way in which railway arches have been built make them well suited to 'incubating' smaller businesses and helping them to grow.

We want to continue the existing policy approach and promote the use of the railway arches for a variety of uses, including shops, cafes, restaurants, business and community uses. We will encourage this provided that the proposed use does not have an unacceptable impact on the amenities of neighbouring occupiers, or on car parking, traffic congestion and road safety.

Through an Employment Land Review (ELR) we will review the PILs and identify which parts we should continue to protect for industrial uses and which parts could be released for a mix of uses to achieve the most efficient use of land. This review will include looking at railway arches located in the PILs and whether we should allow a range of business uses (B class), retail (A class) and community facilities (D class).

DM23: Small business units

Southwark will protect and encourage business and commercial floorspace to meet the needs of small and medium sized enterprises.

DM 23.1 Planning permission will be granted for new floorspace to help meet the needs of businesses and independent retailers.

DM 23.2 Small business units (business and retail) will be protected, in the locations listed in DM20 and DM21, and floorspace must be replaced to meet the requirements of small businesses in applications for redevelopment or change of use, unless the exception criteria in DM21 can be met.

Reasons

Small and medium sized enterprises (SMEs) make up the majority of businesses in Southwark. In addition to providing a valuable source of employment for local people they also help make the local economy more resistant to changes in the global economy. Providing opportunities for low-risk business start-ups and self-employment of local people can encourage goodwill in the community and increase the sustainability of the development.

Small business premises are often vulnerable to displacement by other uses and therefore need special protection and support. We are protecting small units to ensure a supply of premises suitable for SMEs. This policy will apply to both business (B class) units as well as retail (A class) units.

DM24: Access to employment and training

Development must promote job creation and make sure that local residents are given access to training to increase their skills. Development must support local businesses by providing the opportunity to provide goods and services during construction and in the final development.

DM 24.1 Proposals that include 5,000m² or more of new or improved floorspace must provide training and jobs for local people in the construction stage.

DM 24.2 Proposals that include 2,500m² or more of new or improved non-residential floorspace must provide training and jobs for local people in the final development.

DM 24.3 Proposals that include 1,000m² or more of floorspace must allow local businesses to tender for the procurement of goods and services generated by the development both during and after construction.

DM 24.4 Proposals that do not meet the exception criteria in DM 21.3 for the loss of employment floor space must provide a financial contribution to help provide training and jobs for local people.

DM 24.5 All of the above will be secured through a section 106 planning obligation.

Reasons

The existing economy in Southwark and any future developments, which will enhance the range and number of jobs, may not directly benefit local people unless action is taken to reduce the barriers to employment experienced by much of the population. This option is in line with our Economic Wellbeing Strategy (2012-20), which promotes a targeted approach to improve employment participation within Southwark and promote an entrepreneurial approach to business, especially amongst young people.

Town Centres

Strategic Policy 6: Vibrant town centres and shopping areas

Southwark will have a network of town and local centres with new retail, leisure, office and other town centre uses, which reflect the character of the catchment area. Local centres and local shops will meet the day-to-day needs of communities.

DM25: Town centres and important shopping parades

Southwark's network of town and local centres and shopping frontages will be maintained as places that have a wide mix of shops, leisure facilities and other services for residents, businesses and visitors.

We currently have a hierarchy of town and local centres (see Fact Box 1) which reflect their catchment areas and the role they play in meeting shopping and leisure needs. We want our centres to have a wide range of town centre uses (see Fact Box 2), day and night, to make sure that they are attractive and provide high quality and accessible retail, leisure and other services for residents, workers and visitors.

To strengthen our centres and make sure they are not undermined we will continue to apply a 'town centre first' policy, requiring developments for town centre uses which will attract a lot of people to locate there and - only if town centre sites are not

available - on the edge of the centre or out of centre sites. Many out of centre large retail sites are underused assets that are low-density, car-driven development. We will continue to promote the intensification of these retail sites to combine with residential development to move away from car-based retailing.

We will continue to promote and protect small, independent and affordable shops to strengthen the retail offer and competitiveness of centres. We have already introduced guidance (Elephant and Castle Opportunity Area SPD) and policies (Canada Water AAP & Peckham and Nunhead AAP) to address the provision of suitable space for a range of businesses, including small and independent operators.

We have already undertaken some early public consultation - namely '*Lets talk about your local high street*' in late 2013 - along with town centre surveys to understand what people think about Southwark's shopping areas. These exercises involved asking people what they think the strengths and weaknesses are of our high streets and town centres are. Building upon the feedback received we have put together a set of specific questions listed below which will help us develop a longer-term strategy.

Key questions:

14. We are currently reviewing the strategy for town centre development and we want your views on whether any changes should be made to the town centre hierarchy. For example, there are significant opportunities for new development in the new Old Kent Road opportunity area (identified in the draft Further Alterations to the London Plan) and there is potential to identify a new town centre. Also, we could identify a new centre around the existing shops on Tower Bridge Road.

15. We also want to know whether the boundaries of existing centres should be adjusted to account for any changes in the spread of business and retail development. One potential change may be to include Shad Thames and Bermondsey Street within the London Bridge town centre. (Maps of town centres are in Appendix 2)

16. We want your views on areas that may need further investment and improvement. Investment and improvement at Elephant and Castle and Canada Water is planned. However focus could also be placed on other areas, for example Camberwell (Butterfly walk shopping centre and shopping environment).

17. We are carrying out health checks of the existing shopping frontages. However, we would also like your views on whether the boundaries of the existing frontages should be changed, and whether new frontages should be designated. In preparing the core strategy and Southwark Plan, we identified a shopping frontage as having 10 shop units in a row. We would like your views on whether this is still a good definition. (The list of current protected shopping frontages are in Appendix 3.)

18. There may be parts of the centres that are very important for shopping and in which we would expect a higher proportion of shop units to be in retail use. We would like your views on whether we should recognise this by identifying primary shopping frontages and what balance we should strike between retail and other uses, such as cafes and restaurants, pubs and bars and community uses.

19. We want to create town centres that support local people to make healthier choices. We also want your views on the types of things we can do more of to help improve the health of the population and reduce inequalities.

Our current town and local centres and protected shopping frontages are shown on Figure 7.

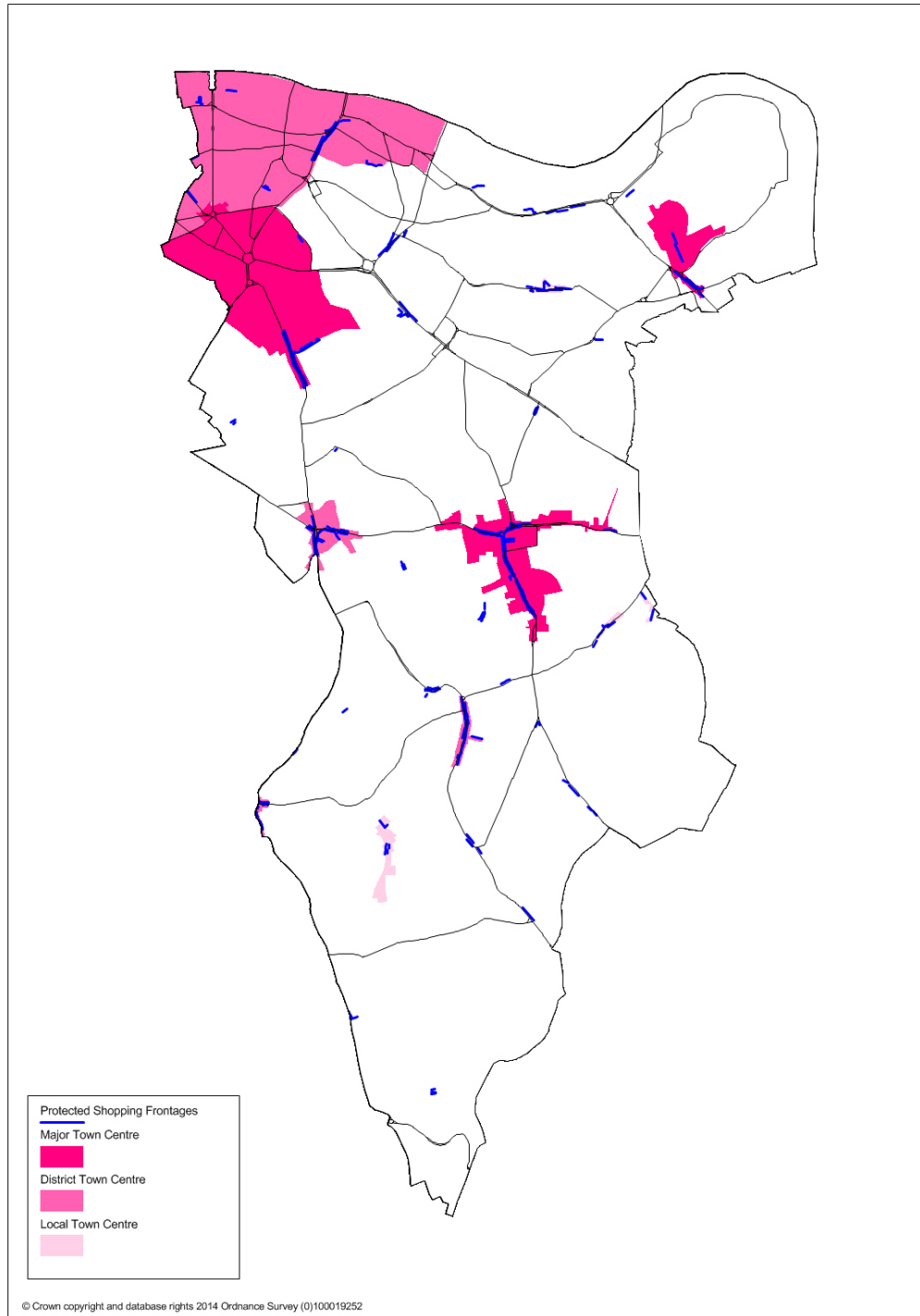


Figure 8: Town Centres

Reasons

The National Planning Policy Framework (NPPF) and the London Plan both promote strong, successful, vibrant and viable town centres by identifying boundaries, and supporting a range of uses and activities to meet the challenges they face. This is done taking into account the current and potential future roles of each centre in the London network.

Southwark currently has a network of town and local centres containing most of Southwark's shops (see Figure 8). The largest of these centres is Peckham (approximately 75,000sqm of shopping floorspace) followed by Elephant and Castle/Walworth Road (69,000sqm), London Bridge (45,000sqm), Canada Water (45,000sqm), Camberwell (29,000sqm), and Lordship Lane (21,000sqm).

The current town centre hierarchy and strategy for growth in the Core Strategy (2011) were informed by our 2009 Retail Study (and prior to that a 2003 study). A new Retail Study is being prepared to ensure that we have identified and reviewed the roles and capacity of each town and local centre, taking into account the our aspirations for growth and regeneration to provide recommendations on how the future growth/regeneration of these centres should be managed. This new Retail Study will also identify broad locations where growth could be accommodated, such as whether existing centres could be extended or new ones designated.

The draft Further Alterations to the London Plan (FALP) identifies a new 'opportunity area' around Old Kent Road. Both the council and the GLA will progress a planning framework, and are keen to explore the potential for a new town or local centre (s) on Old Kent Road. This is being assessed through the new Retail Study, and will look at the amount of potential new retail and leisure floorspace that could be supported and its likely character (e.g. predominantly convenience based centre serving a local catchment or potential to serve a wider catchment providing a range of facilities including some comparison goods space), taking into account expected growth in homes in the opportunity area. Furthermore, the retail activity in other areas, including Tower Bridge Road, Bermondsey Street and Camberwell, will also be assessed through the Retail Study.

There is no 'one-sized fits all approach' to sustaining and enhancing town centres, because each centre in Southwark has its own challenges and opportunities. The major town centres have the potential to attract continued investment in retail and the smaller district and local centres play on their strengths and continue to provide essential shopping services to local communities.

The NPPF also requires a 'town centres first' approach to new development for retail and leisure uses. Town centres are among the most accessible locations by public transport, but they face challenges from car-based out of town centre retail and leisure development. We know that most people travel to shops on foot, by bike and by public transport. However, some people such as the elderly, people with disabilities and families also rely on cars. It is important that town centres are accessible to a wide range of groups. The vitality of Southwark's town centres depends upon a range of shops and other town centre uses concentrated within the centre. Town centre uses outside these locations could adversely impact the growth of existing centres.

Our Retail Capacity Study (2009) carried out health checks for each of the borough's town and local centres, analysed shopping patterns and estimated the need for additional convenience shopping (day-to-day food and essentials) and comparison

goods shopping (clothes, shoes, books, bulky goods etc) to meet demand. The study found that while the stores in Southwark broadly met the need for convenience goods floor space, the catchment area retains only a small percentage of comparison goods expenditure, with the major share leaking to other centres, including the West End, Croydon, Bromley, etc.

The Core Strategy (2011) tries to change this by promoting new comparison goods floorspace, primarily at Canada Water and Elephant and Castle. Although Southwark cannot compete with the international shopping facilities available in the West End, increasing the proportion of comparison goods would provide more choice for local people and also boost Southwark's economy.

Our strategy is to continue to boost the amount of comparison goods shopping in the borough, providing more choice for residents, supporting the local economy and reducing the need to make trips to destinations which are further away. This in turn can help reduce carbon emissions and congestion. The aim of the new Retail Study will be to reassess the need for additional retail and leisure floorspace and to test whether more growth can be accommodated at Elephant and Castle and Canada Water, based on an increase in market share, and whether some growth could be focused in other centres, such as in Camberwell and Peckham.

We want to continue to support a broader functional base in the borough's town centres by encouraging diversification. The role of town centres and the nature of high streets is changing. With an increase in internet and supermarket shopping, there is evidence that, in addition to shopping, people are looking for a range of services in town centres, such as cafes and restaurants, markets, drinking establishments, leisure, education, arts and cultural facilities, local services, meeting places and employment space. The promotion of a wider mix of uses in town centres will help to ensure in the long term they are more resilient and also become destinations for socialising, culture, health, wellbeing, creativity and learning.

Southwark has 48 designated protected shopping frontages (Appendix 3). Shopping frontage designations are the most important mechanism for ensuring retail uses (particularly A1 uses) are both maintained and allowed maximum opportunity to develop within specified areas of town and local centres. The NPPF advises us to define the extent of primary and secondary frontages within town centres and to set policies that make it clear which uses will be permitted in the primary and secondary frontages.

Historically, primary frontages have included a high proportion of retail uses, which may include food, clothing and household goods and provide an 'active street frontage', contributing towards a lively street scene. Secondary frontages provide for more diversity of uses such as restaurants, betting shops and leisure activities, whilst maintaining their primarily retail role. Both frontages are likely to contain few retailers which do not have window displays such as banks, or takeaways that may only open during evenings creating a 'dead frontage' during daytime and thus reducing interest for pedestrians using the street. The primary frontage should include a higher proportion of retail uses than the secondary frontage which should provide greater opportunities for a diversity of uses to encourage a greater mix of activities within the town centre.

The Retail Study will review the criteria used to identify shopping frontages in the Southwark Plan (set out in the glossary of the Southwark Plan 2007), make recommendations for their continued designation and identify whether we should

identify new frontages and also areas which fulfil the function of a primary shopping frontage.

FACT BOX: Town centre uses

Town centre uses are:

- Retail development (including warehouse clubs and factory outlet centres).
- Leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls).
- Offices.
- Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Whilst residential use is not defined as a town centre use it can play an important role in ensuring the vitality of town centres.

DM26: Local shopping parades and small shops

Outside the town and local centres and the protected shopping frontages, local shops and other local services will be safeguarded and supported to meet the day-to-day needs of the residents.

DM 26.1 A change of use from A class uses to other uses outside town and local centres and protected shopping frontages will not be permitted. An exception to this may be made where the applicant can successfully demonstrate the following:

- 26.1.1 The premises have been vacant and marketed for re-let for A use class for a continuous period of at least 18 months or;
- 26.1.2 The current use is not financially viable and;
- 26.1.3 There are other A use class shops within a 400 metre walking distance and the loss will not harm nearby shops or shopping parades.

Reasons.

Local shops can be important hubs in neighbourhoods, especially for elderly or disabled people or others who may be isolated and struggle to carry heavy shopping. In some areas, neighbourhood shops are the only viable shopping option so it is vital that we support them. The loss of individual shops can force people into difficult or expensive travel to meet day-to-day shopping needs. We want to ensure the provision of a range of shops that meet the daily needs of the local community.

Some local shops have been converted for residential uses in recent years. Where these changes occur in the middle of the parade, the result is a fragmented shopping strip. Also, in April 2014, the government introduced new permitted development rights for the change of use from A1 (shop) or A2 (financial or professional service) or mixed use including residential and A1 or A2 to residential use. A maximum of 150sqm of space can be converted to residential use in any one building. A prior approval application is required, which includes the submission of relevant

information on transport and highways, noise, contamination and flooding risks on site. In addition to this, an assessment of the impact of the change of use on the provision of services and an assessment of how likely it is that the building could be occupied by another retail or financial/professional services use is required.

To assess these applications and others, the option requires the submission of marketing evidence or an assessment of financial viability to justify the change of use of an existing retail unit (see Fact Box on Marketing and viability assessment for the loss of business and retail premises). The applicant will also be required to demonstrate that similar alternative shops are within walking distance, that there is a healthy mix of activities existing within the parade, and that the amenity of adjoining properties is not harmed.

DM27: Pubs

Retention and improvement of pubs will be supported because they can be important community assets by helping to create a sense of place and a hub for developing social networks between local people.

DM 27.1 Development affecting a pub must not result in a loss of cellarage or other features in the building that might render the pub use unviable.

DM 27.2 Development must not result in the loss of a pub. An exception to this may be made where the applicant can demonstrate that:

27.2.1 The pub has been vacant and marketed for sale or lease for a pub use for a continuous period of at least 18 months or;

27.2.2 The pub is not financially viable.

DM 27.3 Where a change of use is permitted, development must retain the building where the design, character and heritage value of the building is assessed as making a positive contribution to street scene, local character and/or the historic environment.

Reasons

Across London, while the number of cafés and restaurants has been growing, the number of pubs has been declining. Many have been demolished, whilst others have been converted into dwellings while retaining their existing structure. A number have changed into other commercial uses and have lost their appearance and usage as a public house. Some have simply been closed. Nevertheless there is still a market for pubs given the right management and sales offer.

In addition, pubs help to support social and cultural wellbeing of local residents by providing a place for social interaction within a community. They also have an economic role in contributing to the vibrancy and vitality of shopping areas. Many pubs also have an environmental role contributing to the cultural and historic heritage of local areas. This is in line with the NPPF - providing protection to pubs as important community facilities, while ensuring that redevelopment or change of use is possible subject to a set of exception criteria being met (see Fact Box on Marketing and viability assessment for the loss of business and retail premises). This ensures that there is the flexibility to allow development where it would be in the interests of the economy or community.

Under permitted development rights a pub (A4 Use Class) can change use to some other uses including retail (A1), professional and financial services (A2), and restaurants (A3) without the need for planning permission. However, in March 2014, we confirmed two Article 4 Directions to remove the permitted development rights within the protected shopping frontages for a change of use between retail use classes. For example, change of use from A5 (hot food takeaways), A4 (drinking establishments) and A3 (food and drink) to A2 (professional and financial services) and; units under 150 sqm in A1, A2, A3, A4, A5, B1,D1 or D2 use changing to a flexible use falling within either uses classes A1, A2, A3 or B1 for a single continuous period of up to two years, subject to a prior approval process.

FACT BOX: Pub

A pub is designated in the retail use class A4 (Drinking Establishments) under the Town & Country Planning Use Classes Order (1987) (as amended). Pubs require a premises license under the Licensing Act 2003 that is administered by the Council.

A pub is distinguished from other licensed drinking establishments by its contribution to the historic character of an area, particularly through historic and architectural features of the building itself and by historical and cultural connection to the local area.

DM28: Hot food takeaways

A healthy population and a balanced mix of town centre uses will be encouraged by controlling the amount and location of hot food takeaways (Class A5).

DM 28.1 Planning permission will be granted for hot food takeaways in shopping frontages provided that the number of A5 units does not rise above a [5]% threshold. In those frontages which have already reached the [5]% saturation, another A5 use will not be permitted.

DM 28. 2 No more than one A5 unit amongst twenty-one premises (10 on either side of the proposal).

DM 28.3 New A5 units must not be located within 400m of secondary schools.

Reasons

Hot food takeaways (A5 Use Class) can offer a popular service to local communities, can support the local economy and provide employment/business opportunities. However, both the numbers of A5 uses and their clustering together can dominate the local retail food offer and an over-concentration can affect the viability and vitality of a retail centre and impact upon the local amenity of the surrounding area.

We have already introduced guidance (Elephant and Castle Opportunity Area SPD) and policies (Canada Water AAP & Peckham and Nunhead AAP) to address the number and clustering of hot food takeaways within shopping frontages. An overarching borough-wide policy is needed.

Diet is a key determinant both of general health and obesity levels. Some evidence suggests that hot food takeaways can encourage people to eat unhealthily and this can be a particular problem with children and teenagers. Takeaway food tends to be high in calories and low in nutrients, which can contribute to obesity levels and poor health. Childhood obesity is a serious issue in Southwark, and unhealthy takeaway food may add to this problem. NHS Research indicates that children in Southwark have higher overweight and obesity levels compared to the national average. The National School Measurement Programme weighs and measures children in Reception and Year 6 annually. Southwark has very high rates of unhealthy weight in children. In 2012-2013 13% of children in Reception year were obese, and 26.7% of children in Year 6. (This is in comparison to the national figures of 9.39% and 19%).

The numbers of A5 uses need to be carefully controlled in the interests of the health of residents, particularly children, as well to ensure there is a mix of different uses in shopping frontages. We want to restrict further growth in A5 uses and the option would limit the number of hot food takeaways to not more than 5% of the total number of units in shopping frontages. The number of A5 uses in some shopping frontages has already gone beyond the saturation point of 5% and we will not allow any further A5 use. We will also restrict clustering of hot food takeaways to ensure that there is not an overconcentration within parts of a shopping frontage.

Pupils in primary education should not be allowed out of school premises during the school day, and most primary school pupils are accompanied home by an adult. Secondary school pupils have more freedom during school hours and hot food takeaways located within walking distance of secondary schools are considered a contributing factor to the rising levels of obesity in children.

This is why an exclusionary zone is set at a radius of 400m from secondary schools only (10 minute walk). The proximity of the exclusion zones around secondary schools and primary schools and the restriction of growth of A5 uses in shopping frontages, will also assist in limiting the number of hot food takeaways located near primary schools.

FACT BOX: Hot food takeaway (A5 use)

Hot food takeaways are shops that sell hot food for eating off the premises. A5 use is determined by looking at the amount of space in the shop which is used for hot food preparation when compared with the numbers of tables and chairs to be provided for customer use.

Examples of shop types falling within the A5 Use Class:

- Chicken shops
- Fish and chip shops
- Pizza shops
- Kebab shops
- Chinese, Indian or other takeaway shops
- Drive-through shops

Examples of shop types NOT within the A5 Use Class:

- Restaurants
- Cafes
- Public houses; Wine bars; Night clubs

DM29: Betting shops, pay day loan shops and pawnbrokers

A balanced mix of town centre uses will be encouraged by restricting the amount and location of betting shops, pay day loan shops and pawnbrokers in all shopping frontages.

DM 29.1 Development will be considered for betting shops, pay day loan shops and pawnbrokers in shopping frontages provided that:

29.1.1 The number of these types of shops does not rise above a 5% threshold. In those frontages that have already reached the 5% threshold, another betting shop, pay day loan shop or pawnbroker will not be permitted.

29.1.2 No more than one betting shop, pay day loan shop or pawnbroker amongst twenty-one premises (10 on either side of the proposal).

Reasons

We seek to maintain a network of successful town centres and shopping frontages which have a range of shops, services and facilities, to help meet the needs of Southwark's population. Betting Shops, pay day loan shops and pawnbrokers currently fall within use class A2 of the Use Classes Order, which also includes banks, building societies, employment agencies and estate agents. The lack of distinction in the A2 use class between uses generally considered to be the normal range of services found within a town centre (e.g. banks and building societies) and uses less beneficial to the function of a town centre (e.g. betting shops, payday loan shops and pawnbrokers), has the potential to weaken the function of town centres and reduce the council's ability to effectively balance land uses and provide for an appropriate level of diversification.

Concern has been raised within the community about the number and the resulting impact of the clustering of these shops on the diversity of shopping frontages and the choice available. Too many in one area can lead to a negative impact on the vitality and viability of a town centre, discourage other investors from locating there and affect the quality of life of those living nearby. This can result in the perception that a centre's retail offer is weak and that the centre is in decline.

Under permitted development rights a premises used for any A2 use can become a betting shop, pay day loan shop or pawnbroker without the need for a planning application. In addition, permitted development rights allow the change of use from some other retail uses into betting shops, pay day loan shops and pawnbrokers without the need for a planning application. The government has advised that if there are local concerns about the impact on local amenity and wellbeing, local planning authorities can consult with the community about whether there are circumstances that merit withdrawal of permitted development rights, using an Article 4 direction. In March 2014 the council confirmed the implementation of two Article 4 Directions which remove the permitted development rights for a change of use between retail use classes, i.e. change of use from A5 (hot food takeaways), A4 (drinking establishments) and A3 (food and drink) to A2 (professional and financial services). Units under 150m² in A1, A2, A3, A4, A5, B1, D1 or D2 use changing to a flexible use falling within either uses classes A1, A2, A3 or B1 for a single continuous period of up to two years, subject to a prior approval process. A change of use now requires planning permission.

The Government recently published a consultation paper that proposes changes to the Use Class Order and to require a planning application for a change of use to a betting shop or a pay day loan shop. Pawnbrokers were not cited in this consultation.

FACT BOX: Betting shop, pay day loan shop and pawnbrokers

Betting shops are required to hold a general betting operating licence and a betting premises licence under the Gambling Act (2005), which is administered by the council. Apart from traditional over the counter betting activities these betting shops are able to have up to four gaming machines of category B, C or D. The license is valid for an indefinite period once granted, and can only be repealed if the proprietor breaks the terms and conditions of the license, or fails to pay the annual fee.

Pay day loan shops function as short-term, low-value lenders, providing high-interest loans in cash to people who can show proof of income. A payday loan is an agreement allowing clients to borrow a small amount of money (usually between £50 and £1,000) and then repay it over a short period (typically one or two months).

A pawnbroker is a business that offers secured loans to people, with items of personal property used as collateral. Customers bring in an item of value, and the pawnbroker offers a loan based on a percentage of the item's estimated value. The pawnbroker then keeps the item until the customer repays the loan with interest and any additional fees that may apply.

DM30: Leisure, arts, culture

A mix of leisure, arts and culture uses will be supported in town and local centres creating more activities for local people and visitors.

DM 30.1 Planning permission will be granted for new leisure, arts and cultural uses (D use), especially in the CAZ, Strategic Cultural Areas, Opportunity Areas and in major and district town centres.

DM.30.2 Development must protect existing leisure, arts and cultural uses (D use). Development proposals must not result in the loss of arts, cultural and leisure, unless in exceptional circumstances a replacement use is re-provided on site or nearby to the development, or if the developer can demonstrate that there is no longer a need for the facility.

Reasons

The NPPF (paragraph 70) requires local authorities to plan positively for the provision of community facilities, including cultural buildings and states that cultural facilities should be treated as a strategic priority for local plan making (paragraph 156). The London Plan also supports this approach.

There is currently a diverse leisure, arts and cultural offer, including museums, art galleries and theatres, which defines part of the borough's heritage, as well as providing major visitor attractions. The South Bank and Bankside comprise of Europe's premier arts and cultural areas and are recognised in the London Plan as being a strategic cultural area locally and nationally. Southwark's profile is reinforced by the high quality work and reputation of internationally renowned cultural institutions such as Shakespeare's Globe, the Imperial War Museum, Siobhan Davies Dance and the Tate Modern. The soon-to-be completed extension to the Tate Modern gallery will create more performance and exhibition space and will attract more tourists and visitors.

Peckham and Camberwell already have a very positive reputation for their thriving arts and multi-cultural activities. The area around Peckham station - along Blenheim Grove and the Copeland Industrial Park - currently hosts local artists' studios, gallery space and entertainment uses and has captured a part of London's 'creative economy'. Camberwell has a well-known reputation as a creative place with artistic influences clustering around the Camberwell College of Arts. There are also thriving creative businesses in Bermondsey and the new library and culture space at Canada Water is an example of a successful multi-functional community/performance space.

The provision and improvement of leisure, arts and cultural facilities has a role to play in the regeneration and the place-shaping of local areas and the overall vitality of areas making a positive contribution to the day, evening and night-time economies. A vibrant arts, leisure and cultural scene will bring employment, engage students, local people and visitors, and create opportunities for training and learning.

It will be important to continue to expand Southwark's offer, as well as maintaining and enhancing the quality of existing attractions and facilities. The change of use or loss of existing leisure, arts and cultural uses (D use class) will not be supported unless exceptional circumstances can be demonstrated. The option supports the Southwark Cultural Strategy (2013–2016), which seeks to develop Southwark's identity as a creative place to live, work and learn through the provision of creative destinations and the support and encouragement of the cultural and creative sector.

DM31: Hotels and other visitor accommodation

New hotels and other forms of visitor accommodation will be supported to contribute to local job opportunities and promote Southwark as a tourist destination.

DM 31.1 Planning permission will be granted for hotels and other forms of visitor accommodation within the town centres, the strategic cultural areas and places with good access to public transport as long as it does not harm the character or amenity of areas.

DM 31.2 Planning permission will be granted for supporting ancillary facilities in hotel developments that can provide additional employment and encourage wider use of the building to benefit the local community and passing public.

Reasons

Southwark offers a variety of hotels, from budget to luxury with the majority of these located in the north of the borough, particularly in SE1. This area has seen strong growth in the number of hotel developments over the past 10 years. This has partly

been from an increase in visitors to the world-class arts and cultural facilities along the Southbank and Bankside areas.

Given the importance of tourism to London's economy it is important to ensure there is sufficient visitor accommodation in London. New hotel developments can help cater for both business and leisure needs and stimulate the local economy..

The London Plan includes a target of 40,000 net additional hotel rooms by 2036 and advises boroughs to provide new visitor accommodation within the CAZ and outside of the CAZ, within town centres, opportunity areas and intensification areas. A 2013 report by GLA Economics sets out the potential for an additional 1,800 rooms in Southwark to 2036, to help meet the target of 40,000 rooms in London.

We will support proposals for new hotels, particularly those that contribute to employment growth and offer employment opportunities for local people. Proposals that also incorporate a range of daytime uses which can provide additional employment will be considered favourably. Such uses may include hotel receptions, café and restaurants, conference facilities and meeting rooms, salons and other ancillary supporting space, that can be made available for use by the local community as well as visitors staying at the hotel, whilst also activating the street frontage. The case study below about Citizen M hotel provides an example of how a hotel can successfully offer a range of uses and active frontages.

The preferred location for hotels is in highly accessible parts of town centres and other locations to encourage public transport and reduce the need to travel by car. We will assess new hotels on a site-by-site basis, taking into account local characteristics, including the amount of existing visitor accommodation, and the nature and scale of the proposed hotel. Development must also provide a visitor management plan. The number of pick-up and set-down points for taxis and coaches to allow loading/unloading of guests and luggage should be appropriate to the site and development and preferably be provided on site.

Case Study: Ancillary Space

The CitizenM hotel on Lavington Street in SE1, provides visitor accommodation and a range of ancillary facilities, which can be used by non-guests. This hotel is a good example of how new development can perform its core function but also have a range of other uses. The hotel offers seven creative meeting rooms for hire, accommodating between two and 24 people. There is a café, open during the day and 24-hour hotel bar on the ground floor, with the space designed as an open 'living room' with contemporary furniture and artwork on display. There is an active ground floor frontage where passers by can view the art and a spacious lounge area, creating an inviting and visually-appealing space.

FACT BOX: Marketing and viability assessment for the loss of business and retail premises

Marketing

Marketing evidence submitted with a planning application should include a report setting out the details of the marketing campaign. This should take account of the following:

- The site/premises should be marketed by a commercial property agent who can demonstrate a track record of letting business or retail space in the borough.
- A marketing board should be posted on the property/site in the form of an advertising board, in a prominent place where it is clearly visible from the street
- Property details outlining the type of property/site, address, size, location, description, services, planning/current use, terms, leasehold rent or freehold sale price, viewing arrangements should be included.
- Evidence of marketing material that has been published through relevant search engines such as Estates Gazette and Focus, and targeted publications produced by local business networks and support agencies should be included.
- Evidence of marketing over a continuous period of at least 18 months from when the letting board is erected and the property is advertised online (i.e. not from when agents were appointed) should be included.
- The premises/site should be marketed at a price and associated terms that are commensurate with market values, based on use, quality, condition and location. The lease terms offered should be attractive to the market. At least three years, with longer terms, up to five years or longer, if the occupier needs to undertake some works. And/or short term flexible leases for smaller units that are appropriate for SMEs.
- The length of lease offered should not be unduly restrictive and should include the potential for a short-term lease in appropriate cases.
- Where premises are in poor condition and need redevelopment or major refurbishment to be fit for purpose, the marketing campaign must include the opportunity to repair or improve the space offered with a reasonable length of lease and rent,
- The number and details of enquiries received, such as the number of viewings, the proposed uses and comments from prospective purchasers or tenants (including the suitability of continued business or retail use).

Demand

Market demand analyses submitted alongside, or where justified, in place of marketing evidence must set out clear and up to date information on matters including:

- Business floor space available in other similar properties within the market area.
- Rental levels achieved for these properties.
- Independent commentary on the current and likely future demand for floorspace within the market area, based on the above factors and other relevant considerations.

Viability

Viability evidence submitted with an application should include a report comprising general and specific market information related to the existing use of the building and the proposed alternative use. Evidence should include:

- Site-specific information about the building, including an operational and structural survey identifying areas that require refurbishment or are incapable of refurbishment.
- The total costs of maintaining the building both now and in the future.
- The costs and practicalities of refurbishing or redeveloping the building for office use.
- Information on rents and capital values.
- Information on current and recent levels of occupation.
- Target rates of return (internal rate of return or other appropriate measure).
- A valuation of the building in its existing use, ignoring the hope value of an alternative use.

Social Infrastructure**Strategic Policy 7: Encouraging education**

Southwark will have more early years, primary, secondary, higher and further education places to meet the needs of Southwark residents, either through expansion of existing schools and colleges or by building new ones.

DM32: School places

DM 32.1 Planning permission will be granted for proposals that provide more school places.

DM 32.2 Development must not include the loss of existing facilities unless they are surplus to requirements.

Reasons

Education facilities in Southwark will be expanded and enhanced to meet the needs of a growing population. We aim to transform teaching and learning by investing in education, so that the growing population has access to excellent learning facilities everywhere in Southwark. Our current projection shows we will need around 400 secondary school places (14 Forms of Entry) by 2020. This means that Southwark needs two more secondary schools by September 2017.

Our primary schools expansion programme shows that the north of the borough will need more primary school places. Many existing primary schools have the potential

to be expanded/refurbished. However some additional sites need to be identified for new primary schools to ensure facilities on existing schools (such as playgrounds) can be retained. This will be kept under review. We will also encourage new nurseries and early years facilities to support the new schools.

DM33: Higher and further education

DM 33.1 Planning permission will be granted for the growth of higher and further education facilities.

Reasons

There are higher and further education campuses in the borough, including University of the Arts London, Kings College, London South Bank University, and Southwark College. They significantly enhance the economy and contribute to regeneration by complementing existing uses. Expansion of these facilities, as well as the provision of new academic and research facilities, will be supported.

Strategic Policy 8: Encouraging flexible community uses

Opportunities for community activities will be increased by encouraging accessible development that is capable of being used by community groups. Facilities will be located and designed in such a way as to complement and support different groups.

DM34: Flexible community uses

DM 34.1 Planning permission will be granted for proposals for new, well-designed community facilities, provided the facility is available for use by all members of the community.

DM 34.2 Development must resist the loss of existing community facilities unless they are surplus to requirements.

Reasons

Southwark's population is diverse. We have a role to play in facilitating social interaction, creating healthy, inclusive communities and ensuring that everyone has access to a variety of good-quality community facilities that promote healthier lifestyles and enable them to meet their day-to-day-needs.

Community facilities will be incorporated into larger developments, or planned as stand-alone facilities and will be designed to spark opportunities for interaction between members of the community who might not otherwise come into contact with each other.

The provision of community and health facilities often provides wider benefits to the local community, including the creation of jobs and encouraging new businesses to locate near to the facility. An example of this could be locating chemists or pharmacies near to walk-in health centres, or a gym or fitness centre with a day-care facility near to a hospital.

DM35: Healthy developments

DM 35.1 Planning permission will be granted for developments that improve access to health care, promote social interaction and promote physical activity.

DM 35.2 Major developments will be encouraged to include provision of a flexible health/community use.

Reasons

Major developments are required to assess their impact on health facilities/services and take appropriate mitigating action.

The Health and Wellbeing Strategy and the Joint Strategic Needs Assessment identify three priorities for Southwark. These are:

- giving every child and young person the best start in life,
- building healthier and more resilient communities and tackling the root causes of ill health, and
- improving the experience and outcomes for our most vulnerable residents and enabling them to live more independent lives.

There are many factors that can influence people's physical, social and psychological wellbeing. As well as health facilities, having an active lifestyle, opportunities to work and learn, social interaction and a healthy diet are all determinants of good health and wellbeing.

We have a role to play creating healthy, inclusive communities and facilitating social interaction.

We will use our new duty to improve the health of our population to request that major developments assess their impact on health. The recently-published online National Planning Practice Guidance refers to health impact assessment (HIA) as a useful tool to assess and address the impacts of plans and development proposals. The London Plan also refer to the use of HIA.

“The impacts of major development proposals on the health and wellbeing of communities should be considered through the use of Health Impact Assessments (HIA).” (Policy 3.2C London Plan, July 2011)

A health impact assessment (HIA) helps ensure that health and wellbeing are being properly considered in planning policies and proposals. HIAs can be done at any stage in the development process but are best done at the earliest stage possible.

An example of a rapid HIA tool is available here

<http://www.healthyurbandevlopment.nhs.uk/wp-content/uploads/2013/12/HUDU-Rapid-HIA-Tool-Jan-2013-Final.pdf>

DM36: Places of worship

DM 36.1 Planning applications for places of worship and associated community facilities will be supported in appropriate locations to meet a local need.

We will ensure everyone has access to community facilities and will continue to work with faith groups to secure adequate provision of places of worship.

There is a limited supply of land in Southwark and it is important that buildings that can be used as a place of worship are used flexibly. Different faith groups are encouraged to work with each other to consider sharing premises to share costs and make efficient use of available premises. Other community facilities may also be suitable for use as places of worship and faith groups are encouraged to liaise with other community groups with a view to sharing their premises too.

Faith groups across South London increasingly need premises, yet a large proportion of existing premises are located in Southwark. The borough contains more than 240 Black Majority Churches. Collectively, Southwark's places of worship draw more than 20,000 congregants on a typical Sunday congregation, which include members from outside of the borough, as well as within. Provision of premises is therefore an issue to be addressed at a sub-regional level as well as through the New Southwark Plan.

Southwark Council's Guide to Faith Premises is instrumental in providing initial advice to new faith premises and helps to ensure they are set up in the right locations. We will continue to work with faith groups to facilitate the process.

Key questions:

20. Where do you think the appropriate locations would be for new places of worship?

Design, Heritage and environment

Strategic Policy 9: Design

Southwark will have the highest possible standards of design to create attractive, healthy and distinctive buildings and places that are safe, easy to get around and a pleasure to be in.

DM37: Protection of amenity

The residential and civic amenity of people who live, work and visit Southwark will be protected.

DM 37.1 Planning permission for development will be granted provided it does not cause a loss of amenity to present and future occupiers or users.

Reasons

The amenity of those living, working in or visiting Southwark needs to be protected and a high quality environment provided. Amenity can include visual, noise, smell and other factors.

DM38: Quality in design

Southwark's buildings and places will have excellent architectural and urban design. They will enhance the visual and practical experience of the built environment in order to create attractive places that people will choose to live in, work in and visit.

DM 38.1 Development must:

38.1.1 Achieve a high quality of architectural and urban design, including both external and internal design.

38.1.2 Ensure new buildings and alterations to existing buildings embody a creative and high-quality appropriate design solution, specific to their site's shape, size, location and development opportunities. Where applicable development must preserve or enhance the significance of historic assets and their settings, and the local character.

DM 38.2 Development must take into account:

38.2.1 Functionality - how the form and layout of the development successfully functions in relation to its land use.

38.2.2 Aesthetics and geometry - the visual appearance of the development.

38.2.3 Local character and context.

38.2.4 Urban structure and site layout.

38.2.5 Specification of materials that are high-quality, durable, sustainable and enhance local character.

38.2.6 Sustainable design and construction techniques, including the avoidance of internal overheating, contributions to the urban heat island effect and creation of adverse local climatic conditions.

38.2.7 Active design principles.

38.2.8 Servicing within the footprint of the building and site.

38.2.9 Materials and the building fabric.

Design and Access Statement

A Design and Access statement must be submitted with planning applications, where applicable. The statement should explain how the site, its context and its local character, have been taken into account when designing the development and how the proposal will affect the surrounding environment. The level of detail required in the statement should correspond to the scale and complexity of the development, and should show how the principles of inclusive design - including the specific needs of disabled people or the mobility impaired - have been addressed, and how inclusion will be maintained and managed.

Reasons

Good design is a key aspect of sustainable development and contributes to making places better for people. Southwark has some world-class developments that have raised its profile. It holds a wealth of development opportunities which will continue to add to its reputation for high-quality design.

Southwark has a range of different neighbourhoods and areas contributing to its local distinctiveness and this diversity will be reflected in new development. It is important that good quality materials are used in development: the right materials greatly contribute to the overall impression of a building, as well as how it relates to its area. In order to minimise the impact of the development the functions of the building, such as servicing, cycle parking and plant, should be designed into its footprint. This should enable day-to-day activity to take place without impacting greatly on the surroundings. Large-scale major developments will often be referred to the Design Review Panel and the panel's recommendations will inform their design.

DM39: Urban design

Development will achieve excellent urban design standards in Southwark, delivering places and buildings that are appropriate to their use.

DM 39.1 Development must ensure:

39.1.1 Land Use

Land uses are appropriately positioned according to their function, impact and use.

39.1.2 Height, scale, massing and orientation of buildings

Development is appropriate to its local context and character and does not inappropriately dominate its surroundings.

39.1.3 Urban structure, space and movement

The existing urban grain, structure, movement patterns, street widths and density is taken in to account.

39.1.4 Townscape, local character and context

Designs respond positively to their local context and character.

39.1.5 Site layout

Appropriate building locations, function and land use, public spaces, microclimate and outlook, site access and servicing, permeability, safety and ease of movement including pedestrians, cyclists and vehicular traffic.

39.1.6 Streetscape

High-quality design and materials, including appropriate street furniture, planting and public art. This should be coordinated to avoid unnecessary clutter and ensure a safe, understandable and attractive environment.

39.1.7 Landscaping

Appropriate landscape design that enhances the visual amenity and biodiversity. Proposals should consider introducing green infrastructure and water-sensitive urban design, for example through the use of green roofs.

39.1.8 Inclusive Design

Suitable access for people with disabilities or those who are mobility impaired, and ensure compliance with current best practice as set out in:

- Lifetime Homes requirements
- GLA wheelchair housing best guidance; and
- the Disability Discrimination Acts 1995 and 2005.

Reasons

It is important to take the principles of urban design into consideration when designing new development, in order to ensure that it fits within its environment and functions successfully. These principles extend to the internal design and the spaces between buildings, as well as appearance. Developments must be designed to ensure accessibility, inclusivity, and interaction - regardless of disability, age or gender - and allow all to participate equally, confidently and independently in mainstream activities with choice and dignity.

Landscaping contributes to the character and appearance of all developments. It should form an integral part of the development and be appropriately designed and located, having regard for long-term sustainability, microclimate impacts and local biodiversity. Landscaping can be provided within the public realm, within semi-private spaces such as front gardens and within private amenity spaces such as courtyards, rear gardens and roof terraces. Green roofs and brown roofs can also be considered as other forms of landscaping.

DM40 Active design (a healthy communities policy)

Development will encourage activity and create healthy places, spaces and buildings. It will also improve the opportunities for people to connect with each other and create a sense of belonging with the people in the places where they live.

DM 40.1 Development must:

- 40.1.1 Implement active design principles that are appropriate to the location, context, scale, amount and type of development, especially in relation to building design and site layout. These principles are set out in the Healthy Urban Planning Checklist:
 (http://www.tcpa.org.uk/data/files/Health_and_planning/Health_Phase_2/Healthy_Urban_Planning_Checklist.pdf)

Reasons

New buildings and the spaces between them can play an intrinsic role in encouraging and sustaining healthy lifestyles. The Joint Health and Wellbeing Strategy and Joint Strategic Needs Assessment highlight the need to promote and support healthy

lifestyles for everyone in the borough. The London Plan seeks to use the planning system to reduce health inequalities.

In addition to healthcare services, such as GPs and clinics, other environmental and social conditions are known to influence people's health. The internal layout of buildings can be designed to encourage activity, for example, by making stairwells more attractive, visible and convenient to use. Locating benches, public toilets and water fountains along walking routes provides encouragement to use them. Active design can help reduce energy consumption, increase sustainability, and be cost effective.

The Healthy Urban Planning checklist will inform pre-application discussions, so that developments are designed to incorporate the themes from the outset.

DM41: Designing out crime

Development will deliver safe places with improved community safety and crime prevention in the private, public and civic realm.

DM 41.1 Development must consider:

- 41.1.1 Natural surveillance where development must incorporate windows overlooking places such as parks and streets, courtyards, parking areas and civic spaces.
- 41.1.2 Street network designs, pedestrian routes, footpaths and cycle paths that are easy to navigate as well as permeable, direct routes that provide good visibility and avoid sharp or blind corners, tunnels, and hidden alcoves.
- 41.1.3 Clear and uniform signage that helps people move about, making the public realm and public transport safer and more attractive for people to use.
- 41.1.4 Effective street lighting that illuminates, enabling natural surveillance and avoiding the creation of dark, shadowed areas.
- 41.1.5 Clearly-defined boundaries between public, semi public, semi private and private spaces, which reduces the likelihood of anti-social behaviour by establishing ownership and responsibility for a particular space; and
- 41.1.6 Security considerations for buildings and places that are proportional to their use and function, taking into account that places must also not become hostile or unwelcoming.

Reasons

Designing out crime is the process whereby streetscape, open spaces, buildings and transport infrastructure are positively influenced by practical design solutions to reduce the occurrence of crime and provide a safer and more attractive urban environment. Small changes such as creating well-lit, overlooked spaces, can significantly reduce opportunities to commit crime as well as fear of crime.

Creating and maintaining a safe environment is extremely important as people who live in, work in, or visit the borough, have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes.

It is also important also to address the community's 'fear of crime', whether this is a real or perceived threat, because this also influences people's behaviour patterns about how they interact in public spaces. Improving community safety involves designing the urban environment to enable the community to assume an ownership role for the guardianship of their local space. This helps inspire a sense of pride and encourages community use of public spaces and appropriate interfaces with the private realm. Implementing this policy helps us meet our obligations under Section 17 of the Crime and Disorder Act 1998.

DM42: Local character

Southwark's places will have a unique local character. This will ensure that the neighbourhoods and areas that benefit from a positive local character and have a distinct sense of place are well managed, and places with poor or mixed character are improved.

DM 42.1 Development must:

- 42.1.1 Better reveal Southwark's local character and distinctiveness taking into account heritage assets, development patterns, street hierarchy, urban grain, rhythm, plot size, building materials, streetscape, landscape, height, scale and massing, architectural detailing and use.
- 42.1.2 Show how they would positively contribute to local character where development proposals deviate from local character or where local character is mixed.

Reasons

Southwark's built environment reflects different periods of design and development and contributes to the borough's distinctive character. Some local character is unique with a distinct identity, while other areas have local character that is poorer or less defined. Further detail on local character may be found in our characterisation studies and conservation area appraisals.

DM43: Public realm

Southwark will have a public realm that can be enjoyed by all. It will enable movement, social interaction and create a network of connected places and spaces that are healthier and more resilient.

DM 43.1 Development that includes public realm must consider:

- 43.1.1 Direct and safe ease of movement to encourage walking and cycling.
- 43.1.2 Accessibility and inclusive design for all.
- 43.1.3 Navigation with good signage.
- 43.1.4 Public safety and management.
- 43.1.5 Street furniture, whilst avoiding unnecessary clutter.

43.1.6 Opportunities for formal and informal play.

43.1.7 Materials, landscaping and green infrastructure.

43.1.8 Active frontages and building entrances that successfully engage with the public realm.

43.1.9 Historic streetscape features and development patterns.

43.1.10 The size of public space provided in proportion to height and scale.

Reasons

The public realm is the network of spaces, streets and paths between buildings. It is important to take the principles of good public realm into consideration when designing new development that incorporates the public realm. Good public realm design is essential to help people move around the borough as it improves the streetscape and creates a sense of place with vibrant, pleasant environments that people will take pride in and enjoy.

DM44: Public art

New, outstanding public art will maintain and enhance the civic quality of our places and public spaces across Southwark.

DM 44.1 Proposals must:

44.1.1 Be outstanding in quality and take a role in place-making in town centres, opportunity areas, major schemes, landmark sites, public parks and spaces.

44.1.2 Have no adverse impact on amenity and local character, and avoid harm to the significance of heritage assets or their settings.

44.1.3 Consider appropriate scale, materials, lighting and ongoing maintenance.

Reasons

New public art and the maintenance of existing art can help define and enliven public places. We will encourage new public art that is outstanding in quality and which is built from appropriate materials that will last.

DM45: Tall and large buildings

Tall and large buildings will encourage regeneration, new jobs and homes at appropriate locations within Southwark.

DM 45.1 LOCATION CRITERIA - The appropriate areas for tall and large buildings are:

- 45.1.1 Central Activities Zone.
- 46.1.2 Elephant and Castle, BBLB, Old Kent Road (proposed) Canada Water (proposed) Opportunity Areas.
- 45.1.3 Peckham and Aylesbury Action Area cores.
- 45.1.4 Elephant and Castle, Canada Water and Peckham Major Town Centres.
- 45.1.5 Locations outside of these areas may be sensitive or inappropriate for tall and large buildings. However, some locations may be appropriate and will be considered on their planning merits on a case-by-case basis.

DM 45.2 DESIGN CRITERIA - Tall or large building development proposals must comply with the following design criteria and:

- 45.2.1 Be located at a point of landmark significance. For example, where a number of important routes converge, where there is a concentration of activity and which is, or will be, the focus of views from several directions.
- 45.2.2 Be located in an area with high public transport accessibility.
- 45.2.3 Have no adverse impact on strategic, borough and local views.
- 45.2.4 Make a positive and considered contribution to the London skyline and landscape, taking into account the cumulative effect of existing or approved proposals, clustering and the avoidance of canyoning.
- 45.2.5 Have a height that is proportional to the significance of its location.
- 45.2.6 Consider local character and avoid harm to the significance of heritage assets or their settings.
- 45.2.7 Be of exemplary design. Tall buildings should be slender, well articulated, and recessive.
- 45.2.8 Be constructed of high quality materials.
- 45.2.9 Deliver a mix of land uses with active lower floors that have designed entrances taking into account patterns of existing pedestrian and cycling movement and urban design principles.
- 45.2.10 Larger sites should be broken up to improve permeability for walking and cycling, and consider local urban grain.
- 45.2.11 Be connected to a new public space that is proportional to its size and height.
- 45.2.12 Avoid harmful environmental impacts including wind shear, overshadowing and glare.
- 45.2.13 Incorporate communal facilities for users and residents.

DM 45.3 Proposals for buildings that are considerably taller in height than their context can have the greatest impact. As such, careful consideration should be given

to any existing or emerging hierarchy of tall buildings. The delivery of a publically accessible space should be also considered.

Reasons

Tall buildings, if designed thoughtfully, can be an important component in raising population density, avoiding urban sprawl and contributing to an area's regeneration. However, tall buildings can look out of place in their surroundings and cause unpleasant environmental effects, especially on the micro-climate.

We have taken a consistent approach when planning for tall buildings and we use a number of criteria to determine applications for buildings over 30 metres (10 storeys) or when they have been significantly taller than their surroundings. We have also granted permission for buildings that are taller than 100 metres provided that they also meet criteria that includes being located at the confluence of strategic routes or major centres of activity. We will continue to use this approach alongside Policy 7.7 of the London Plan and the English Heritage/CABE guidance on tall buildings that gives additional information on the suitable locations and design of tall buildings.

DM46: Efficient use of land

Development in Southwark will optimise the efficient use of land at appropriate densities.

DM 46.1 Development must:

- 46.1.1 Protect the amenity of neighbouring occupiers or users.
- 46.1.2 Ensure a satisfactory standard of accommodation and amenity and outlook for future occupiers of the site.
- 46.1.3 Ensure that the deliberate underutilisation of sites is avoided.
- 46.1.4 Ensure that proposals positively respond to the local character and context and comply with all policies relating to design.
- 46.1.5 Ensure that proposals do not unreasonably compromise the development potential of, or legitimate activities on, neighbouring sites.
- 46.1.6 Ensure proposals make adequate provision for servicing, circulation and access to, from and through the site.
- 46.1.7 Ensure that the scale of development is appropriate to the availability of public transport and other infrastructure.

Reasons

Urban land is an important resource, which must be efficiently used to reduce pressure on rural land and open spaces. Increasing density, especially in Central London and around transport nodes, is a key requirement for the sustainable use of land. By increasing the number of people who visit, work in and live in an area, more

services and facilities can be supported thereby reducing the need to travel and contributing to the vitality of an area. However, densities that are too high have a negative impact on the environment and on quality of life and are therefore a poor use of land.

DM47: Shop fronts

Southwark will encourage the retention of historic shop fronts and the provision of high quality new shop fronts.

DM47.1 Development for shop fronts and signage must:

- 47.1.1 Be an excellent quality of design and give careful consideration to proportion, scale, style, detailing, colour and materials in relation to the host building and its context.
- 47.1.2 Retain and refurbish existing traditional and historic shop fronts and features to enhance or sustain local character, or when located within heritage assets, conservation areas or the setting of heritage assets.
- 47.1.3 Be appropriately lit for its location and context.
- 47.1.4 Utilise internal security grilles and security solutions to encourage a welcoming environment. The use of external mounted shutter housings and solid roller shutters is not supported.
- 47.1.5 Retain or provide a shop window if part of a change of use within town centres.

Reasons

Shop fronts make an important contribution to the appearance of our town centres and parades. However, some new shop fronts can harm visual amenity and local character with poor quality design, materials, signage and security shutters.

DM48: Outdoor advertisements and signage

Outdoor advertisements and signage will avoid harm to amenity, public safety and local character.

DM 48.1 Outdoor advertisements and signage (including all hoardings and shroud hoardings) must:

- 48.1.1 Avoid harm to the significance of heritage assets or their settings.
- 48.1.2 Be designed (including size, scale, type and any illumination) to be

appropriate within the context of the site and to be an integral and unobtrusive part of the character and appearance of the site, local context or local character; and

48.1.3 Not compromise safety, including security; and

48.1.4 Not obscure highway sightlines and allow the free movement along the public highway by all its users, including people with disabilities especially the visually impaired; and

48.1.5 Not cause light pollution.

48.1.6 Be non-illuminated in conservation areas and on or in the setting of designated heritage assets.

48.1.7 Assess the impact on trees, especially especially those protected by Tree Protection Orders (TPOs) or within conservation areas.

DM 48.2 Planning permission for shroud hoardings and hoardings more than 3.1m high, and 12.1m long will be permitted where they make a positive contribution to the appearance of the site and surrounding area, and only:

48.2.1 Around construction sites on a temporary basis, or

48.2.2 Within protected shopping frontages fronting onto a classified road; or

48.2.3 In predominantly commercial areas where the scale of the existing buildings accommodate hoardings without adverse effect on visual amenity.

Reasons

Appropriate signage is essential to the economy, providing necessary and important information. Signage can have a disproportionate impact on the environment and must be carefully controlled to avoid detriment to the streetscape. The increasing use of hoardings can cause such adverse effects but, in some circumstances, can be positively used around construction sites to add interest and colour on a temporary basis. As many signs are located within or beside the highway, care must also be taken to ensure that safety and free movement within the highway is protected. We will remove old adverts that adversely impact amenity or public safety, as places can change over time and become inappropriate for advertisements. Hoardings with temporary consent should be removed after the five-year expiry period. Some advertisements do not require planning permission. A booklet called "Outdoor Advertisements and Signs – A Guide for Advertisers" provides further information about these advertisements.

DM49: Telecommunications

Telecommunications infrastructure will be provided as long as it avoids harm.

DM 49.1 In exercising its powers under Part 24 of the GPDO for telecommunications equipment, telecommunications development must:

- 49.1.1 Not have an unacceptable appearance by virtue of its inappropriate siting or poor design, including causing street clutter in the public realm.
- 49.1.2 Avoid harm to local character and the significance of heritage assets or their settings.
- 49.1.3 Demonstrate a network need for the proposal and an absence of alternative sites, including, but not only the possibility of sharing of existing masts and sites.
- 49.1.4 Provide self-certification to the effect that a mobile phone base station when operational will meet the ICNIRP guidelines; or
- 49.1.5 Provide a statement for each site indicating its location, the height of the antenna, the frequency and modulation characteristics and details of power output and where a mobile phone base station is added to an external mast or site, confirmation that the cumulative exposure will not exceed the ICNIRP guidelines.

Reasons

Digital connectivity is an important utility. Effective communications networks are vital in the efficient operation of business and home life, and have benefits for safety and security. We will ensure that areas with low or poor connection are enhanced. However, inappropriately sited telecommunications installations can be unsightly in particular when situated close to historic buildings or places. They are frequently the subject of public controversy. When installing equipment, operators must avoid locations near sensitive sites.

Strategic Policy 10: Heritage

Southwark will protect the significance of its heritage assets and their settings, as our rich built and archaeological heritage is a unique and irreplaceable resource that can deliver heritage-led regeneration.

DM50: Listed buildings and structures

The significance of Southwark's listed buildings, structures and their settings will be sustained and enhanced.

DM 50.1 Development must:

- 50.1.1 Avoid harm to the significance of listed buildings and structures and their settings taking into account the following:

- The asset's fabric, architectural features, construction methods, curtilage, layout, plan form and readability and use that informs the significance.
 - Group value.
 - Views to and from the listed asset and its curtilage.
 -
- 50.1.2 Enable the viable use of listed buildings and structures that is consistent with their conservation.
- 50.1.3 Result in substantial public benefits or meet the criteria of paragraph 133 of the NPPF if proposals that lead to the substantial harm or total loss of a heritage asset are proposed.

Reasons

We recognise the importance of Southwark's built heritage as a community asset and will seek the adequate safeguarding of this asset. Southwark has around 2500 listed buildings. These historic features can define local character and environment, providing a sense of place and enriching the townscape.

The NPPF requires local authorities to include policies to sustain and enhance the historic environment. It includes specific criteria and tests that should be applied to development proposals affecting the historic environment.

All applications for listed building consent will require a design statement, including details of the protection of any retained fabric, and a detailed statement setting out the justification, design approach and methods of any building work to the listed building.

DM51: Conservation areas

Southwark's conservation areas and their settings will be sustained and enhanced.

DM 51.1 Development must:

- 51.1.1 Better reveal the significance and appearance of conservation areas, taking into account their local character and positive characteristics.
- 51.1.2 Better reveal the significance of a conservation area's setting, including views to and from the area.
- 51.1.3 Make a positive contribution to the character of the conservation area if demolition or substantial demolition within a conservation area is proposed. Any replacement building must sustain and enhance the conservation area's character or appearance.

Reasons

We recognise the importance of Southwark's built heritage as a community asset and will seek the adequate safeguarding of this asset. These areas help define local character, providing a sense of place and enriching the townscape. The control of external appearances is important in conservation areas and other areas where the quality of the environment is particularly high.

Our adopted conservation areas appraisals include detailed evaluations of the character and special features of each conservation area and provide additional supplementary guidance for developments affecting conservation areas.

We are keen to encourage a high quality of design in conservation areas. This may include the use of modern materials or innovative techniques on new developments as they can sustain or enhance the character or appearance of the area.

All applications for development within conservation areas will be accompanied by a design statement, including details of any trees to be retained, lost or replaced.

DM52: Conservation of the historic environment and natural heritage

Southwark will sustain and enhance the significance of its heritage assets and their settings.

DM 52.1 Development must:

52.1.1 Sustain and enhance the significance of the following assets and their settings:

- Scheduled monuments.
- Protected London squares.
- Registered parks and gardens.
- Trees that are protected by Tree Preservation Orders.
- Trees and ancient hedgerows that contribute to the character or appearance of a conservation area.
- Trees within the curtilage of listed buildings.
- Article 4(1) directions inside and outside conservation areas.

52.1.2 Propose viable uses consistent with an asset's conservation and enable wider social, cultural and environmental benefits.

52.1.3 Result in substantial public benefits or meet the criteria of paragraph 133 of the NPPF if proposals that lead to the substantial harm or total loss of a heritage asset are proposed.

Reasons

Our historic assets help define the local character, provide a sense of place and enrich the townscape. We will require a heritage statement that is proportional in detail to an asset's significance and which outlines any impact on the significance of the asset. Development proposals for buildings or structures that have been neglected or are at risk will not take the state of the building or structure into account.

DM53: Archaeology

The significance of Southwark's archaeological remains will be appropriately conserved.

DM 53.1 Development must:

- 53.1.1 Conserve the archaeological resource appropriately to its significance within Class One Archaeological Priority Zones.
- 53.1.2 Be designed to ensure the preservation of archaeological significance, or have been informed by a prior archaeological assessment and trench-based evaluation of the archaeological significance.
- 53.1.3 Assess the archaeological resource appropriately to its significance within Class Two Archaeological Priority Zones.

Where a development proposal offers significant public benefits, or assessment and evaluation have demonstrated previous loss of or damage to the archaeological significance of a site, the recording, archiving, publication and display of a site may be justified. Proposals in Class One Archaeological Priority Zones should include details of how archaeological works will be made publically accessible.

Proposals must be accompanied by a desk-based assessment. Proposals will be conditioned to achieve the recording, archiving, publication and display of a site according to its significance in Class Two Archaeological Priority Zones.

Reasons

Southwark has an immensely important archaeological resource. Increasing evidence of those peoples living in Southwark before the Roman and medieval period is being found in the north of the borough and along the Old Kent Road. The suburb of the Roman provincial capital (Londinium) was located around the southern bridgehead of the only river crossing over the Thames at the time. Remains of Roman buildings, industry, roads and cemeteries have been discovered in the area over the last 30 years. The importance of the area during the medieval period is equally well attested, both archaeologically and historically. Elsewhere in Southwark the routes of Roman roads (along the Old Kent Road and Kennington Road) and the historic village cores of Peckham, Camberwell, Walworth and Dulwich, also have the potential for the survival of archaeological remains.

Outside Archaeological Priority Zones, strategic major applications should be accompanied by a desk-based assessment. We will also consider the designation and the class of archaeological priority zones as new archaeological work and discoveries are made.

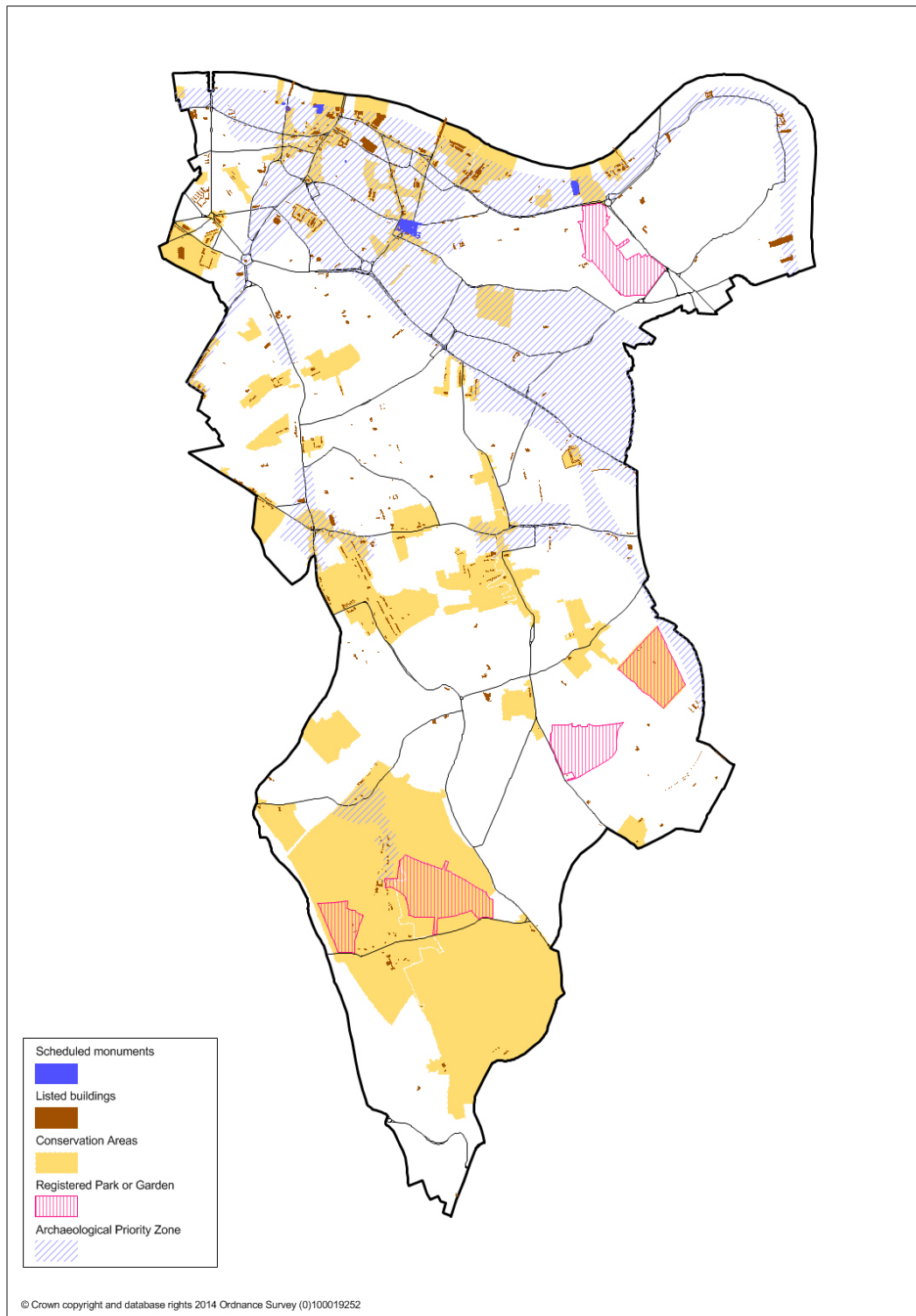


Figure 9: Heritage assets

DM54: World Heritage Sites

Southwark will sustain the local setting of World Heritage Sites.

DM 54.1 Development must:

54.1.1 Sustain the local setting of world heritage sites, including from views in, out and across the sites.

54.1.2 Ensure the better understanding and appreciation of the Outstanding Universal Value of the sites.

Reasons

UNESCO recognises World Heritage Sites as internationally important with each having an inscription that details their Outstanding Universal Value. New development must consider the local setting of the three World Heritage Sites that are located in central London, but which development in Southwark may impact. The three sites are:

- Westminster Abbey, the Palace of Westminster and St Margaret's Church.
- Tower of London.
- Maritime Greenwich.

DM55: Local list buildings and views

Southwark will have a list of locally-important buildings, structures and views that positively contribute to local character and amenity.

DM 55.1 Development must take locally important buildings, structures and views into account.

Reasons

Locally important buildings and views make a positive contribution to local character and distinctiveness, but they do not benefit from a statutory designation. We will prepare a list of locally-important buildings and views, and the criteria for their selection as part of a Heritage Supplementary Planning Document SPD.

DM56: River Thames

The strategic importance and unique character of the River Thames will be maintained and enhanced to enable the use and enjoyment of the Thames for all.

DM 56.1 Development within the Thames Policy Area must:

56.1.1 Conserve and enhance the strategic importance, character and amenity of the River Thames and its hinterland.

DM 56.2 Deliver high quality architectural and urban design and:

56.2.1 Integrate successfully with the waterspace with its use, appearance and physical impact.

56.2.3 Sustain or enhance the historic character and appearance of buildings and

of areas and buildings of historical or architectural significance.

- 56.2.4 Include a mix of uses appropriate to their location next to the river, including public and open spaces, to ensure an inclusive, accessible, active waterside and ground level frontages.
- 56.2.5 Integrate into the public realm, especially in relation to walking and cycling routes and borough open space strategies. Public art will often be appropriate in such locations as well as clear signage, information and lighting to promote the use of waterside spaces by all.
- 56.2.6 Incorporate built form that has a human scale of interaction with the street, public spaces and waterside and integrates with existing communities and places.
- 56.2.7 Recognise the opportunity to provide landmarks that are of cultural and social significance along the river, providing orientation points and pleasing views without causing undue harm to the cohesiveness of the water's edge.
- 56.2.8 Successfully relate scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank and those seen in the same context with the river, or other locally identified prospects and views. Such juxtaposition of buildings should take into account river meanders and the impact these can have on how buildings may be seen together.
- 56.2.9 Incorporate sustainable design and construction techniques, in particular a precautionary approach to flood risk.
- 56.2.10 Protect the biodiversity and nature conservation interests of the River Thames.

DM 56.3 Maintain and enhance the existing facilities that support and increase the use and enjoyment of the Thames, and the functions and activities associated with the Thames, in the Thames Policy Area. These include:

- 56.3.1 Access points to and alongside the river, including stairs, piers and the Thames Path.
- 56.3.2 Sport and Leisure facilities.
- 56.3.3 Docks, including protection against partial or complete infilling.
- 56.3.4 Walking and cycling routes.
- 56.3.5 Mooring facilities.
- 56.3.6 Facilities for passenger, freight and tourist traffic.

DM 56.4 Establish or continue the Thames Path along the water frontage and encourage new access points to the Thames, especially in areas of deficiency, when adjacent to the river.

DM 56.5 Avoid detrimental effects on navigation, biodiversity or the existing character of the Thames Policy Area if proposing new mooring facilities. Proposals will not be permitted if it is an attempt to be used as an extension of developed land or where it would result in a continuous line of moored craft.

DM 56.6 Maintain, remediate and improve flood defence walls for developments adjacent to the River Thames where necessary. Developments adjacent to defences and culverts should demonstrate that their development will not undermine the structural integrity or detrimentally impact upon its intended operation.

Reasons

The River Thames and its hinterland comprise the Thames Policy Area. The Thames Policy Area makes an important historical and environmental contribution to Southwark and London enabling significant recreation, tourism, nature conservation and open space provision. This is a busy tourist area, which is environmentally sensitive and subject to intense development pressure. The competing demands need to be balanced within a framework for the Thames Policy Area to ensure that they enhance rather than reduce the river's potential assets.

Strategic Policy 11: Open space and biodiversity

Southwark will protect and improve its network of open spaces and green corridors that will make places open and attractive, and provide sport, leisure and food growing opportunities, alongside the protection of wildlife habitats.

DM57: Open space

Southwark will protect and improve its valued network of open spaces for sport, leisure and environmental purposes. Open space is a limited resource and makes a vital contribution to our landscape.

Planning permission will not be granted for development within a designated open space. In exceptional circumstances, we will consider development for the following purposes:

DM 57.1 Metropolitan Open Land

57.1.1 Agriculture and forestry; or

57.1.2 Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land, which sustains the openness of the Metropolitan Open Land and which do not conflict with the purposes of including land within Metropolitan Open Land; or

57.1.3 Extension of or alteration to an existing dwelling, providing that it does not result in disproportionate additions over and above the size of the original building; or

57.1.4 Replacement of an existing dwelling.

DM 57.2 Borough Open Land

57.2.1 It is ancillary to the use of the open space; and

57.2.2 It is small in scale; and

57.2.3 It does not detract from the site's open nature and character; and

57.2.4 It is required to enhance activities associated with the particular open space;
and

57.2.5 It positively contributes to the setting and quality of the open space.

DM 57.3 Other Open Space

57.3.1 It is ancillary to the enjoyment of Other Open Space; and

57.3.2 It is small in scale; and

57.3.3 It does not detract from the prevailing openness of the site or from its
character; and

57.3.4 It positively contributes to the setting and quality of the open space; and

57.3.5 It enhances public access to open spaces; or

57.3.6 Land of equivalent or better size and quality is secured within the local
catchment area for similar or enhanced use before development commences,
provided that this would not result in the creation of or an increase in district
or local park deficiency as identified in the Open Space Strategy.

DM57.4 Development must:

57.4.1. Sustain and enhance borough and regional open space initiatives and
strategic network such as the Green Chain, and support green links and
corridors across the borough and sub-regionally.

57.4.2 Provide new publically accessible open space and green links in major
developments appropriate to their size.

Reasons

Southwark has a wealth of open space of different types, including woodland, parks, community farms, cemeteries, Thames-side paths, and sports pitches. We will need to maintain and improve the existing network, to ensure that those that live and work in the borough experience the wide range of positive benefits associated with health and wellbeing, recreation, quality of life and cohesive

communities that open space provides. Southwark's areas of open space need to be protected, especially in areas of development pressure.

Southwark's open spaces vary in size and importance within three designations. Firstly, Metropolitan Open Land (MOL) protects strategically important spaces across London that are key parts of London's physical structure and landscape, and which contribute to Londoners' quality of life. Borough Open Land (BOL) is open space of borough-wide importance that contains features or landscapes of historic, recreational or nature conservation value at the borough level. Currently, our open water spaces are covered by this designation, but should we consider a new designation for open water spaces with criteria that focus on water-related activities. Other Open Spaces (OOS) are locally important spaces.

The Southwark Open Space Strategy (2013) sets out our vision and objectives for improving open space. We consulted on the Strategy in 2012 and received 77 responses from groups and individuals. The majority of responses were supportive of our approach and many of the responses related to specific open spaces. We will take forward the recommendations for protecting additional open spaces identified in the open space strategy in this Plan.

Key questions:

21. Should we review our open space designations and boundaries as part of the preparation of the New Southwark Plan and consider alterations, new designations and de-designations?
22. Should we consider a specific designation for open water spaces?

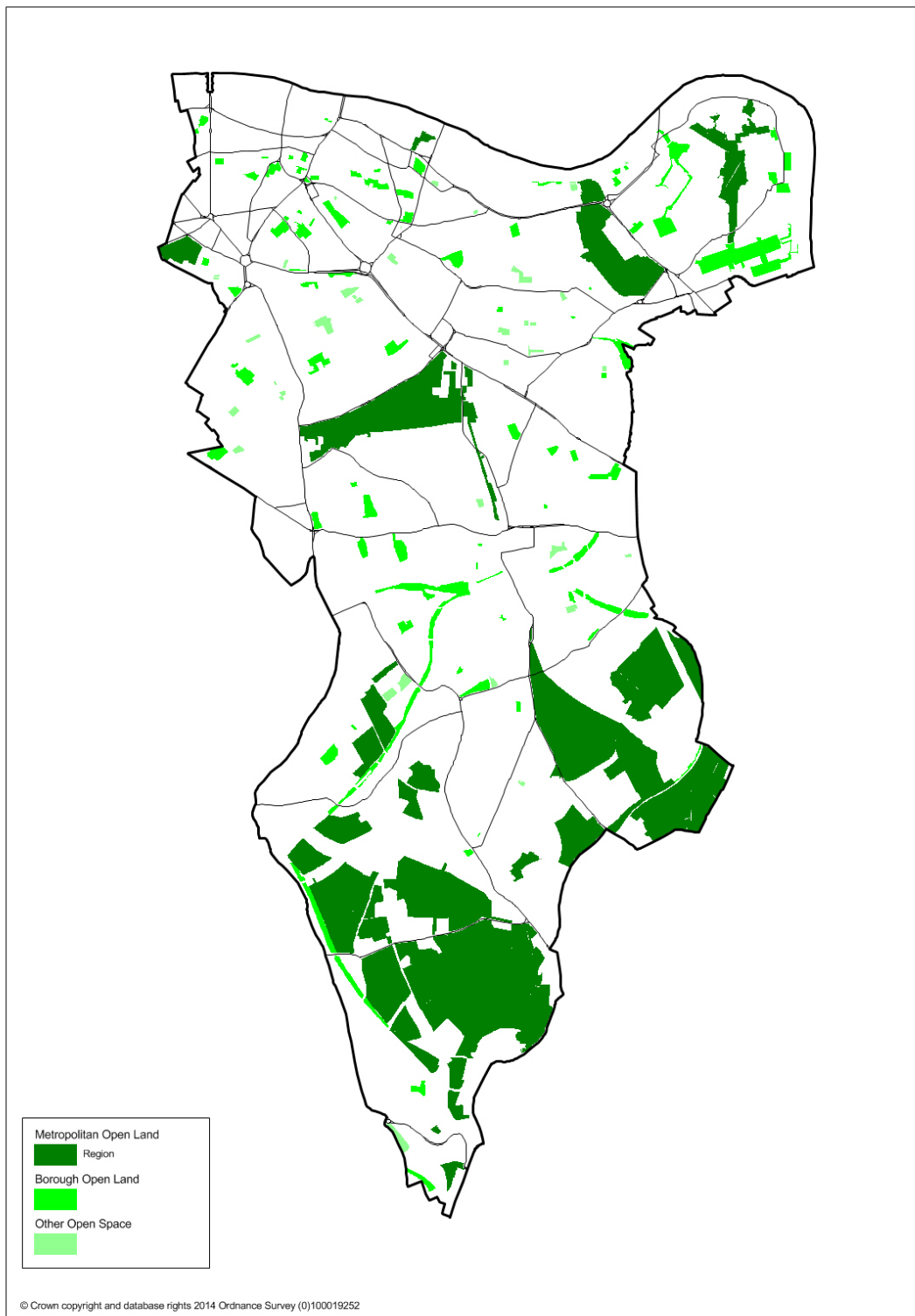


Figure 10: Open spaces

DM58: Biodiversity

Southwark will promote and enhance levels of biodiversity and improve access to the local environment.

DM 58.1 Development must avoid harm to:

58.1.1 Biodiversity and encourage the inclusion of features that enhance biodiversity in development, such as green infrastructure and landscaping.

58.1.2 The nature conservation value of sites of importance for nature conservation (SINCs) and local nature reserves (LNRs). It must not damage habitats, populations of protected species or priority habitats/species identified in the United Kingdom, London or the Southwark biodiversity action plan. Where, exceptionally, such developments are permitted, we will seek mitigation and/or compensation to promote and increase biodiversity.

Reasons

We have a responsibility to protect and enhance biodiversity throughout Southwark and particularly to protect areas of nature conservation. Due to the intense pressure on land for development, it is important that areas of nature conservation value or ecological importance are identified and the flora and fauna associated with these areas are protected and enhanced as outlined in the council's Biodiversity Action Plan (2013).

We have an obligation to protect biological diversity under national and international legislation, including the Convention on Biological Diversity (1992), The Habitats Directive (1992), National Parks and Access to the Countryside Act (1949) and the Wildlife and Countryside Act (1981).

DM59: Trees

Southwark will increase the number and net canopy coverage of trees in the borough to improve public amenity, reduce the urban heat island effect and enhance biodiversity.

DM 59.1 Development must:

59.1.1 Replace trees lost through development on site. If this is not feasible, off site replacement will be required.

59.1.2 Deliver appropriate number and species of trees as part of landscaping and public realm schemes that are proportionate to the scale and type of development.

59.1.3 Require retained trees to be protected during the construction process in accordance with best practice guidelines.

59.1.4 Support the protection of existing significant trees:

- Trees that have a high amenity value.
- Trees designated with a Tree Protection Orders (TPOs).

- Trees within Conservation Areas.
- Trees within the setting or curtilage heritage assets.
- Veteran trees.

Reasons

Southwark's trees are a valuable resource that brings multiple environmental and amenity benefits. Increasing the number and net canopy coverage of trees through landscaping and the public realm will improve make Southwark a better place to live work and visit. Existing trees should be retained onsite where feasible and protected during the construction process. Consideration should also be given to appropriate selection of species and ages, alongside short and long term maintenance programmes.

We will require an arboricultural report for development proposals that impact existing trees and will prepare a list of preferred species of trees.

DM60: Urban Greening and Green Infrastructure

Southwark will have a network of green infrastructure and support urban greening to improve public amenity, enhance biodiversity and reduce the urban heat island effect and surface water flooding.

DM 60.1 Development must:

60.1.1 Support the introduction and delivery of green infrastructure in new private and council-led development.

60.1.2 Support the introduction and delivery of green infrastructure through the retrofitting of buildings and the public realm, including sustainable drainage.

Reasons

Urban greening and green infrastructure can deliver amenity and environmental benefits within buildings and the public realm, helping to reduce the urban heating and the impact of surface water flooding. The enhancement of areas through urban greening can help deliver economic growth and help to create healthier places that can adapt to climate change.

DM61: Community Food Growing

Southwark will support permanent and temporary community food growing opportunities to create healthier places and improve social wellbeing.

DM 61.1 Development should:

61.1.1 Support temporary and permanent community food growing opportunities.

61.1.2 Support the delivery of community food growing opportunities in major new residential developments.

Reasons

We recognise that community food growing spaces can deliver social and environmental benefits, and can help make Southwark a healthier borough by increasing activity and improving access to healthier food. We will support new growing spaces in new development and the temporary use of the vacant land and buildings, provided that there is no conflict with wider policy objectives such as the delivery of new housing. The management of community gardens must also be considered.

Sustainability

Strategic Policy 12: Presumption in favour of sustainable development

Southwark will improve the economic, social and environmental conditions by applying the presumption in favour of sustainable development as set out in the National Planning Policy Framework.

DM62: Sustainable development

DM 62.1 Planning permission will be granted:

62.1.1 For applications that accord with the policies in the development plan without delay, unless material considerations indicate otherwise.

62.1.2 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision unless material considerations indicate otherwise.

Reasons

The main purpose of the planning system is to achieve sustainable development. The NPPF states that sustainable development has three dimensions:

- An economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- A social role supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing.
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change, including moving to a low carbon economy.

This approach is also reflected in Policy 1.1 of the draft Further Alterations to the London Plan and the Mayor's vision for sustainable development that includes:

- Economic success.
- Making the kind of step change needed in environmental issues.
- Improving the health, wealth and quality of life for Londoners.

We have high targets for delivering new housing and employment especially in our opportunity areas. It is important that we ensure this development helps to deliver social, environmental and economic benefits for everyone who lives, works and visits Southwark.

We will require Sustainability Assessments for major development proposals to ensure that their environmental, social and economic impacts are assessed and balanced to find the most sustainable option for the development and to demonstrate

the impacts of developments and how they are being mitigated. The level of detail required in the sustainability assessment should correspond to the scale and complexity of the development.

DM63: Sustainability

Major development will improve social, environmental and economic conditions by achieving the highest possible sustainability targets.

DM 63.1 Planning permission will be granted where:

63.1.1 Residential development achieves at least Code for Sustainable Homes level 4.

63.1.2 Non residential development achieves BREEAM 'Excellent.'

63.1.3 Conversions and refurbishments of existing buildings achieve BREEAM Domestic Refurbishment 'Excellent' for residential uses and BREEAM 'Excellent' for non-residential uses.

Reasons

Setting sustainability targets will help us to ensure that new development is as sustainable as possible helping to improve social, environmental and economic conditions. By setting our own sustainability targets we can require development to achieve better standards than would be required through the building regulations alone. The Code for Sustainable Homes is a national standard for the sustainable design and construction of new homes. The Code gives a rating to development which ranges from 1 to 6. The higher the rating, the more sustainable a home.

The Building Research Establishment Environmental Assessment Methodology (BREEAM) tools provide a nationally recognised sustainable design standard for all other types of development, including refurbished homes that are covered by BREEAM Domestic Refurbishment. These standards provide a widely recognised and well-understood framework for the promotion of sustainable design, incorporating categories such as energy, Co2, water, materials, drainage, waste, pollution, health and wellbeing, management and ecology. We will encourage proposals for large scale developments to use the BREEAM Communities accreditation scheme to achieve BREEAM 'Excellent.'

CSH or BREEAM pre-assessments should be submitted at application stage, identifying the credits to be targeted and detailing how these will be achieved. We require these in all but exceptional cases and clear justification will be required if a particular standard is not met. In the event that the CSH or BREEAM building standards are replaced by other national measures of sustainability, equivalent standards of relevant replacement schemes will be sought.

Key questions:

23. Do you think we should consider setting higher sustainability targets for new residential and/or non-residential developments? If so, what do you think these should be?

Strategic Policy 13: Environmental Amenity

Development in Southwark will contribute to a safe and attractive environment.

DM64: Reducing waste

Southwark will support development that increases recycling and composting and reduces the amount of waste sent to landfill.

DM 64.1 Development must:

- 64.1.1 Include adequate provision of recycling, composting and residual waste disposal, collection and storage facilities. The design of waste and recycling facilities must be in accordance with the principles set out in the fact box below.
- 64.1.2 Demonstrate how the waste management hierarchy will be applied during construction and after the development is completed.
- 64.1.3 Increase recycling and composting, minimise waste, reduce landfill and make more use of waste as a resource.
- 64.1.4 Demonstrate how proposals will avoid waste and minimise landfill from construction and use of a development.

Reasons

With large population increases predicted across London, growing waste production and the need for better waste management are recognised as one of the largest environmental problems facing London. National Government has set targets for Southwark Council to increase recycling rates and reduce the amount of waste going to landfill and incineration, to ensure that the waste hierarchy is taken into consideration. The Mayor of London has set further requirements for waste management within the Municipal Waste Management Strategy and the London Plan.

Our Waste Management Strategy (2003-2021) sets out the approach to the management of waste in the borough, which is based on the following principles:

- i. To reduce total waste arising through the promotion of waste minimisation.
- ii. To recover value from waste materials that would otherwise be disposed of in landfill.
- iii. To minimise the social, environmental and financial impacts of waste management.

We have set ourselves an ambitious target of achieving a 50% recycling rate of household waste by 2020/21 and 60% by 2031. By 2020, we will be recycling at least 70% of commercial and industrial waste. We are also aiming to meet the Mayor's target of recycling or reusing 95% of construction, excavation and demolition waste by 2020.

We will encourage better design of buildings to incorporate appropriate waste management facilities, which will promote the sustainable management of rubbish produced in Southwark and contribute to meeting the objectives of our Waste Management Strategy and regional and national targets for waste management.

FACT BOX: Waste and recycling facilities

Enough space should be provided on-site to securely and safely store waste and recycling bins. This storage space should be designed according to the following principles:

- Bins should be stored at ground level and there should be a flat route between the storage area and the point from which they will be collected.
- The collection point should be accessible by the size of collection vehicle used in Southwark. The route between the storage area and collection point should be wide enough to allow bins to pass through easily.
- Bins should be stored as near to the boundary of a site as possible, and in the case of large bins (over 240L) no further than 10m.
- Occupants should not have to walk more than 30m to the storage area, excluding any vertical distances.
- The storage area should be appropriately screened and it should allow easy access to all the bins being stored.
- Where waste collection vehicles will use internal streets, these will need to be wide enough and strong enough to accommodate these vehicles.
- Space for composting organic waste should be provided in residential development. This should be designed as part of private or communal green spaces on a site. This should be located in an easily accessible location that is well drained and receives as much sun as possible.
- Space should be provided inside buildings where occupants can separate out waste into separate containers for recyclables, organic waste and non-recyclables.

Further information on sustainable waste management including during the building construction phase are set out in our sustainable design and construction SPD.

DM65: Land for waste management

Southwark will have enough land for sufficient waste management facilities.

DM 65.1 Development must protect our existing waste sites unless:

- 65.1.1 It is surplus to requirements; or
- 65.1.2 The applicant provides another facility that can meet the same maximum throughput that the existing site could have achieved.

DM 65.2 Planning permission for new and extended waste management facilities will be granted where:

- 65.2.1 They are located in appropriate locations.
- 65.2.2 The best environmental practicable option and principles of sustainable waste management have been applied.

DM 65.3 Proposals for new and extended waste management facilities should consider utilising energy from waste to support development in the surrounding area.

Reasons

The Mayor has proposed a waste apportionment target for Southwark Council of 247,000 tonnes per year by 2036. This means that we need to provide waste management facilities that are capable of processing this level of waste by 2036.

We prepared a waste management strategy in 2003 which sets out policies and strategies for dealing with our waste until 2021. We entered into a 25 year PFI contract between the council and Veolia Environmental Services. Existing facilities need to be safeguarded in appropriate locations to ensure that sufficient sites are available to deal with all waste issues. We may also need to identify land for new waste management facilities.

A state of the art integrated waste management facility (IWMF) is now in operation on the Old Kent Road, and is being operated by Veolia. This facility provides the infrastructure to meet the objectives of our Waste Management Strategy and national and regional targets for municipal waste management. In order to provide for future need, we have safeguarded an additional site adjacent to the Old Kent Road IWMF for use as a waste management facility in the future.

DM66: Energy

Southwark will minimise the impact of development on the environment by reducing carbon dioxide emissions and requiring buildings to be as energy efficient as possible.

DM 66.1 All development must;

- 66.1.1 Be as energy efficient as possible through the careful consideration of the location, layout and orientation of buildings to minimise energy loss and maximise the use of natural daylight, heat and ventilation.
- 66.1.2 Set up and/or connect to local energy generation networks where possible. All developments should be future proofed so that they can connect to future networks if and when these become available.
- 66.1.3 Use on-site renewable sources of energy. Planning permission will be granted where proposals enable existing buildings to become more energy efficient and make use of renewable sources of energy.

DM 66.2 Major developments must;

- 66.2.1 Meet the energy targets set out below.
- 66.2.2 Meet the carbon dioxide reduction targets on-site. Where it is clearly demonstrated that the specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a payment in lieu contribution.

Reasons

The Government recognises that securing radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to climate change and supporting the delivery of renewable energy is central to achieving sustainable development. The NPPF states that local planning authorities should support the move to a low carbon future and increase the use and supply of renewable and low carbon energy. The Government has set targets to reduce CO2 emissions from new homes by 44% from 2014 and 100% by 2016 through changes to the Building

Regulations as shown in the fact box below.

The Mayor has also set an objective for London to be a city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy consuming fewer resources and using them more effectively. In 2006, Southwark adopted a climate change strategy that aims to reduce CO₂ emissions across the borough by 80% by 2050 and to pursue a decentralised energy strategy.

Energy targets:

All new major developments will be expected to meet the targets set out below. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019.

Residential buildings:

Year Improvement on 2010 Building Regulations

2013 – 2016 40%

2016 – 2031 Zero carbon

Non-domestic buildings:

Year Improvement on 2010 Building Regulations

2013 – 2016 40%

2016 – 2019 As per building regulations requirements

2019 – 2031 Zero carbon

To reduce the amount of CO₂ produced in Southwark we will ensure that all development is designed to minimise energy consumption and carbon dioxide emissions. It is important that the whole of a development's lifecycle is considered, including the energy and CO₂ involved in manufacturing building materials.

We will require an energy assessment to be submitted for all major development proposals. This assessment will demonstrate how the energy hierarchy has been applied. It is expected that new development will meet our energy targets on site, including a 20% reduction in Carbon Dioxide emissions from on-site renewable technologies.

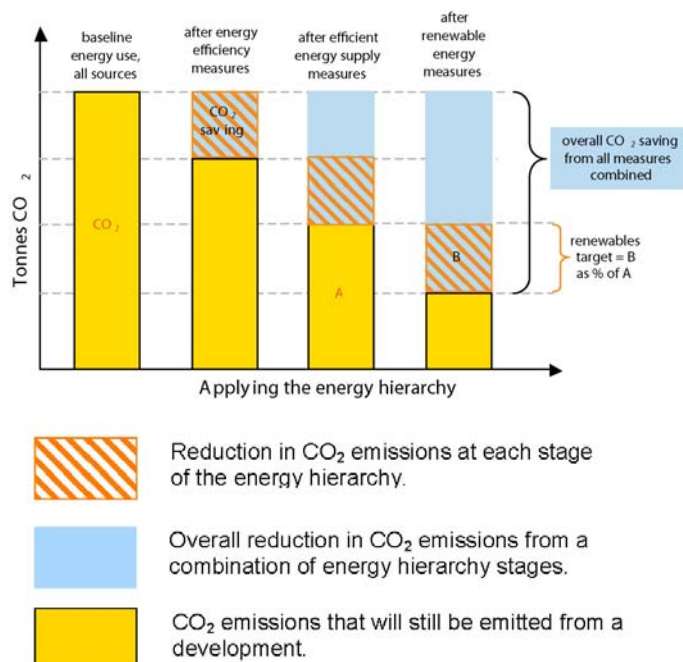


Figure 11: Energy hierarchy

In order to support the greater use of renewable and low carbon technologies the Mayor expects 25% of heat and power used in London to be generated through the use of localised decentralised energy systems by 2025. Decentralised energy systems generate power at the point of use, making more efficient use of primary energy by utilising heat that would otherwise be wasted. We support the delivery of decentralised energy networks across Southwark and we will work with energy service providers and developers to deliver possible networks, such as at Canada Water and Elephant and Castle. These networks will allow new and existing buildings to make large savings of CO2 emissions in the most cost effective way.

Fact box: Decentralised energy

Decentralised energy generation involves generating heat and power in small local energy stations. This minimises energy that is lost in transmitting energy and makes us less reliant on remote energy sources.

The most efficient form of decentralised energy systems are combined heat and power (CHP) or combined cooling, heating and power (CCHP) systems. These are efficient because they make use of the waste heat left over from creating electricity. This means that much more of the energy that goes into the systems makes it to end users compared to energy from the national grid.

To make CHP or CCHP systems viable there needs to be a relatively even and constant demand for energy. For this reason, area-wide schemes that cover mixed-use communities are most viable.

Fact box: Renewable energy technologies

Traditionally, fossil fuels like coal and gas have been used to create heat and power, releasing large amounts of greenhouse gases into the atmosphere, contributing to pollution and climate change. Alternative sources of energy can be used which are cleaner and will not run out in the long-term. These include:

- Solar thermal
- Wind turbines (in suitable locations)
- Photovoltaic panels
- Bio-fuels (subject to air quality standards)
- Heat pumps
- Energy from waste

Use of these energy sources will only be counted towards the overall carbon emission savings where they are provided on site.

DM67: Environmental protection

Southwark will have development that positively contributes to environmental quality.

DM 67.1 Planning permission will be granted provided that;

DM 67.1.1 There are no material adverse effects on the environment.

DM 67.1.2 Any negative impacts of the construction process on the environment and the health and well-being of existing and surrounding occupiers can be effectively mitigated against

DM 67.2 Developments involving hazardous substances and development in the vicinity of sites where hazardous substances are used, stored or transported, must not materially harm or put at risk the health, safety or amenity of users of the site, neighbouring occupiers and the environment.

DM 67.3 We will require adequate remedial treatment of any contaminated land before development can commence.

Reasons

The NPPF sets out that the planning system should enhance the natural and local environment. This includes preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution and land instability.

The effects of new development on the environment can be temporary, permanent or cumulative. Our aim is to minimise pollution and adverse effects on the environment. We will consider all of the effects (including temporary and cumulative effects) of pollution on health, the natural environment or general amenity. We will also consider the potential sensitivity of the area or proposed development to adverse effects from pollution when assessing a planning application to determine whether the proposal is acceptable and whether any adverse effects can be avoided or mitigated. If these impacts are not identified at the design stage it can be much more difficult to retrofit appropriate mitigation measures once a scheme is built.

DM68: Improving air quality

Southwark will have improved local air quality.

DM 68.1 Development must not lead to a reduction in air quality.

Reasons

The Environment Act 1995 established a system for air quality management in the UK. The act requires the Secretary of State for the Environment to establish a national air quality strategy. The Air Quality Strategy for England, Scotland, Wales and Northern Ireland was published in 1997. It has since been updated, most recently in 2011. The strategy sets out a range of air quality objectives and policy options to improve air quality in the UK into the long term. The improvements are intended to give direct benefits to public health; quality of life; and help to protect our environment.

Part IV of the Act requires local authorities in the UK to review air quality in their area against the air quality objectives established by the national strategy. It also requires local authorities to designate local air quality management areas (AQMA) covering localities where improvements are found to be necessary. An air quality action plan describing the local pollution reduction measures that are necessary to achieve the objectives must then be put in place.

We have identified an Air Quality Management Area (AQMA) in Southwark where levels of air quality are below national standards. We have a responsibility to reduce activities that cause air pollution in order to contribute to achieving national air quality objectives.

Southwark's Air Quality Improvement Strategy (2012-2017) and Action Plan contains policies and measures to improve the air quality in Southwark, including measures that address the emissions from industry, construction, domestic properties and traffic. The Strategy also promotes modal shifts towards public transport and low and zero emission vehicles and raises awareness of air quality issues. As part of the work to deliver the Mayor's Air Quality Strategy, Transport for London have identified 187 air quality focus areas where high concentrations of NO₂ coincide with high levels of human exposure, e.g. along high streets, near schools and at hospitals.

Six of these air quality focus areas are in Southwark. These are:

- Walworth Road/Camberwell Road/Camberwell Green.
- A2 Old Kent Road from East Street to Trafalgar Avenue.
- Peckham High St and Clayton Road.
- Tower Bridge Road A100.
- London Bridge at Borough High Street.
- Lower Road A200 Surrey Quays.

The Mayor has also recently published a Transport Emissions road map which focuses on how to reduce emissions from ground based transport in London. The Mayor is developing a proposal for an Ultra Low Emission Zone (ULEZ) in Central London. The ULEZ would cover the Congestion Charging Zone and come into effect from 2020. Subject to public consultation, ULEZ would set an emissions requirement for all types of vehicles entering central London with charges for noncompliance, discouraging all but the cleanest vehicles. The Mayor's Transport Emissions road map has identified an opportunity to apply the principles of the ULEZ in other areas of London. This could be in the form of Low Emission Neighbourhoods (LENs), which would be targeted in local hotspot areas of poor air quality.

In areas where we have particularly poor air quality, we could require new development to incorporate measures to help improve air quality such as green walls, electric charging points or increased cycle parking or measures to help us monitor air quality. Where this is not provided, we could ask for a payment in lieu to contribute towards local air quality improvements.

Key questions:

24. To support this work, we could identify areas of particularly poor air quality where new development will be required to include more measures to help improve local air quality. We could require new development to incorporate measures to help improve air quality such as green walls, electric charging points or increased cycle parking or measures to help us monitor air quality. Where this is not provided, we could ask for a payment in lieu to contribute towards local air quality improvements. Do you support this approach?

25. Are there any areas you think should be designated as air quality improvement areas?

DM69: Reducing noise pollution**Southwark will have reduced noise pollution.**

DM 69.1 Development must not:

69.1.1 Lead to a significant increase in noise levels.

69.1.2 Cause disturbance from noise during or after construction, to present and future occupiers in the surrounding area or on the application site.

DM 69.2 Planning permission will be granted where new noise sensitive development is separated from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout in preference to sole reliance on sound insulation. Potential adverse effects should be controlled and mitigated through the application of good acoustic design principles, where it is not possible to achieve separation of noise sensitive development and noise sources.

Reasons

In line with the NPPF and the Further Alterations to the London Plan, we will manage noise to improve health and quality of life and support the objectives of the Mayor's ambient noise strategy. It is important that noise management is considered as early as possible in the planning process, and as an integral part of development proposals. Managing noise includes improving and enhancing the acoustic environment and promoting appropriate soundscapes. Noise management includes promoting good acoustic design of buildings whenever opportunities arise. It will include traditional and innovative noise reduction measures in otherwise unacceptable situations.

The NPPF also requires us to identify and protect areas of tranquillity, either through our Local Plan or an alternative planning document. These would be areas that have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason. This would also be in line with Policy 7.15 of the London Plan which requires us to identify and protect Quiet Areas and spaces of relative tranquillity in line with the procedure in Department for Environment, Food, and Rural Affairs' (DEFRA) noise action plan for agglomerations.

In January 2014 the Government published three Noise Action Plans for roads, railways and agglomerations (large urban areas). These Action Plans have been

prepared by the DEFRA to meet the terms of the Environmental Noise (England) Regulations 2006, as amended, which transpose the Environmental Noise Directive (END). The END requires Member States to produce strategic noise maps every five years, designed to show the number of people exposed to various levels of transport and industrial noise. It also requires Member States to prepare Noise Action Plans, based upon the noise mapping results, which must be consulted on before adoption. These Action Plans include details of the process for identifying important areas (noise 'hotspots') and an approach for identifying and managing quiet areas in agglomerations. In the consultation, DEFRA identified small parts of Metropolitan Open Land and Local Green Spaces as potential quiet areas that boroughs may wish to designate. The Action Plan for Agglomerations sets out how a borough is required to consult DEFRA on designating Quiet Areas.

Proposals for new developments within close proximity to any candidate or designated quiet area would need to provide adequate noise management, including the acoustic design of buildings.

Key questions:

26. We could identify areas that currently have relatively low levels of noise compared to their surroundings and seek to protect these areas from future noise impacts that might arise through new development. Do you support this approach?

27. Are there any areas you think should be designated as quiet areas?

DM70: Reducing water use and improving water quality

Southwark will have improved water quality and reduced water use.

DM 70.1 Major residential developments must have a potable water use of no more than 105 litres per person per day.

DM 70.2 Development must incorporate measures to:

70.2.1 Reduce the demand for water; and

70.2.2 Recycle grey water and rainwater.

DM 70.3 Development must ensure that there is no reduction in water quality.

Reasons

London's consumption of water already outstrips available supplies in dry years and ensuring a sustainable and secure water supply has to be an urgent priority. Some steps have already been taken. To remain sustainable London needs to reduce the level of water consumption per person. Currently the average Londoner consumes 164 litres/day (l/d) around 20 l/d, above the national average of 150 l/d. Projections for population growth in London and in the wider south-east will mean that new strategic water resources will be required. The need for this is exacerbated by the climate change predictions of more sporadic and intense rainfall and a higher likelihood of droughts, as well as the need to protect the water environment following Water Framework Directive requirements.

Thames Water projects a significant and growing capacity deficit. To ensure London's future water security the prudent use of water will be essential. All new development will need to be water efficient and existing homes and workplaces will have to become more water efficient, particularly through metering and water efficiency retrofits.

Currently, all mains water is treated to drinking standard. This is an expensive and energy intensive process, particularly considering that at least 50% of water consumed in homes and workplaces does not need to be of drinkable quality (for example water used for flushing toilets, washing laundry and watering parks and gardens). It is important that new development reduces our reliance on mains-treated water.

Retrofitting water efficiency measures in existing buildings provides scope for considerable water savings. Alternative sources of water, such as rainwater and grey-water, particularly for uses other than drinking, will be increasingly important to reducing our consumption of mains water.

DM71: Reducing flood risk

Southwark will have reduced risk of flooding from both the River Thames and surface water flooding.

DM 71.1 All development including proposals for basements must:

71.1.1 Apply a sequential approach to the location of development.

71.1.2 Reduce flood risk for all forms of flooding where possible and not increase flood risk elsewhere.

71.1.3 Incorporate appropriate mitigation measures to ensure the development is safe from all forms of flooding.

DM 71.2 Major development must:

71.2.1 Incorporate sustainable urban drainage systems unless it can be demonstrated that this is not practical.

71.2.2 Reduce surface water run-off by more than 50%.

Reasons

The Thames Catchment Flood Management Plan and Thames Estuary 2100 Project has been prepared by the Environment Agency to help manage flood risk from the Thames over then next 50 to 100 years. While the Thames Barrier and flood walls along the riverside provide a degree of protection, we need to consider what would happen if they were to fail or not be high enough to contain very high floods.

We have prepared a Strategic Flood Risk Assessment to understand flood risk in Southwark. The northern half of the borough is within the Thames flood plain. This area contains over two thirds of Southwark's properties in well established communities. It also contains major regeneration and growth areas of importance to Southwark and London, including the Central Activities Zone, Elephant and Castle

Opportunity Area, Bankside, Borough and London Bridge Opportunity Area and Canada Water and Old Kent Road potential opportunity areas.

The Council is the Lead Local Flood Authority (LLFA) under the Flood and Water Management Act 2010. As LLFA, Southwark is the risk management authority (RMA) for local flood risk, including flooding from surface run-off, ordinary watercourses and groundwater.

Old water mains, poorly-designed and maintained drainage and too many hard surfaces can lead to localised flooding in heavy rainfall. Flooding events within Southwark - most notably in 1984, 2004 and 2007 - have shown the risk and impact of flooding to residential communities and public infrastructure. The most significant of these events occurred in 2004, which particularly affected Herne Hill and Dulwich.

We have undertaken a Preliminary Flood Risk Assessment (PFRA) to identify areas of significant flood risk within Southwark and a Surface Water Management Plan that sets out the preferred surface water management strategy for different locations. Working with the Environment Agency, we have identified particularly vulnerable areas of flooding - known as Critical Drainage Areas - that include Herne Hill, Camberwell, Peckham, Dulwich and a small pocket in the north of the borough.

We will make sure that new developments do not result in an increase in surface run-off, as this can lead to increased flood risk and pollution. Problems arising from surface run-off can be significantly reduced in the first instance, through the careful design of developments and the inclusion of Sustainable Urban Drainage Systems (SUDS).

Fact box: Sustainable Urban Drainage Systems (SUDS)

SUDS provide a variety of more natural ways of managing surface water run-off than traditional surface drainage systems. SUDS aim to mimic natural drainage processes. SUDS help to reduce the amount of surface water leaving a site and slows down the rate at which it does this. This helps reduce flooding from overloaded sewers and waterways. It also helps improve water quality by filtering out pollutants before water gets into streams and rivers.

SUDS can also provide other benefits, including the capture and re-use of water site run-off for irrigation and/or non-potable uses, and providing habitat to improve biodiversity or greenspace for recreation and play. SUDS can also help with landscaping sites making them more attractive.

The term SUDS refers to a range of different techniques including green roofs, permeable paving, rainwater harvesting, swales, detention basins, rain gardens, ponds and wetlands. A combination of techniques is often the most effective.

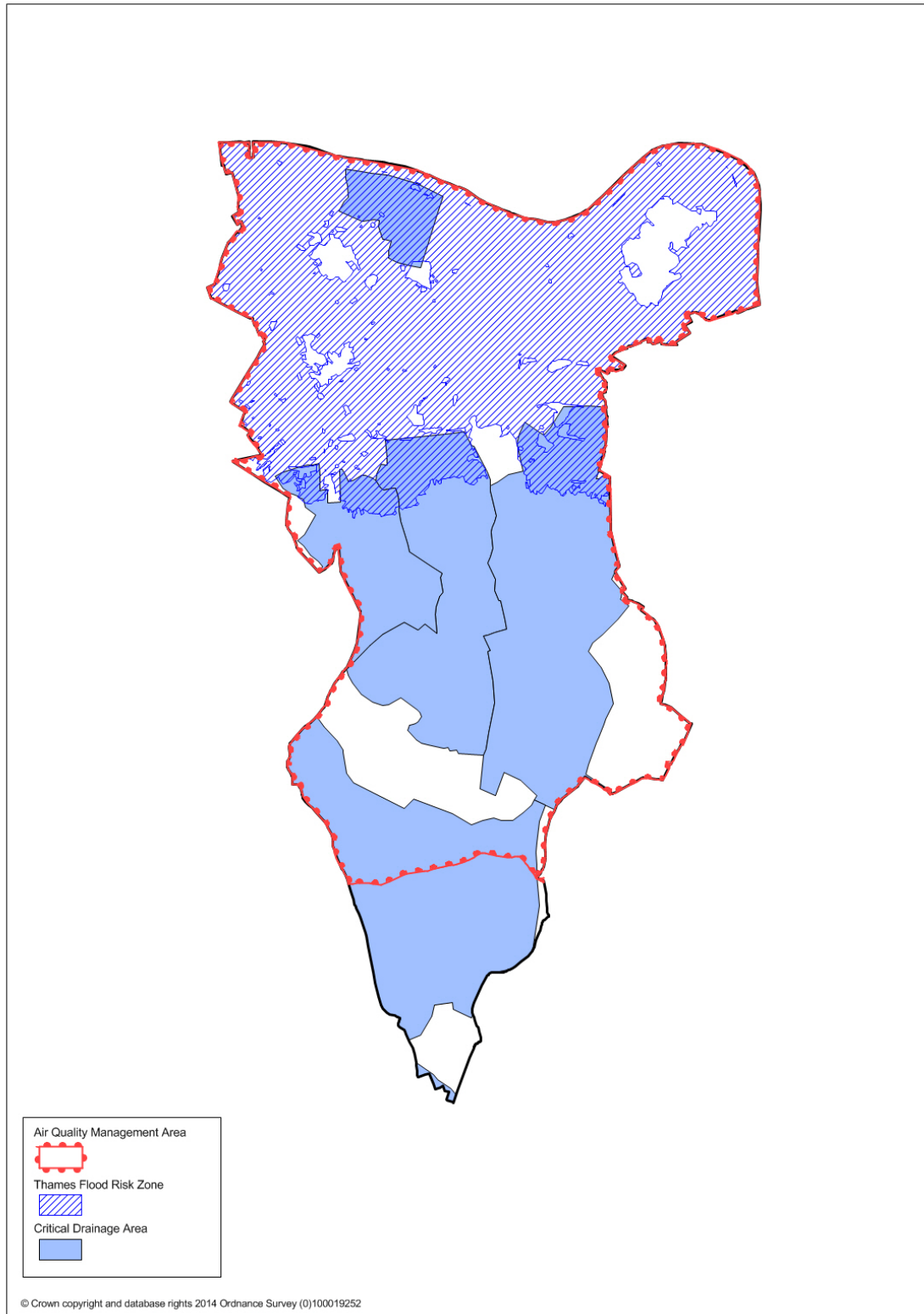


Figure 12: Flood risk and critical drainage areas

Implementation

DM72: Infrastructure

Our approach is to work with infrastructure companies including utility companies and neighbouring boroughs to ensure large development is located in sustainable locations. We will also encourage developments in concentrated areas to explore shared servicing options and to ensure adequate infrastructure (both social and physical) is in place to support the occupants of developments through their lifetimes.

DM73: Southwark CIL and Planning Obligations

Our approach is to ensure development mitigates its impact through the use of Planning Obligations, Southwark CIL and Mayoral CIL. Southwark CIL applies a standard charge to developments, but planning obligations may still be applied to developments where site-specific deficiencies are identified.

DM74: Enforcement

Enforcement action will be taken against unauthorised development, in particular where it affects listed buildings, or is causing demonstrable harm to amenity.

DM75: Directly Funded Housing Delivery

Southwark has a commitment to deliver 11,000 new Council homes by 2043, and 1,500 of these by 2018. We will encourage the delivery of affordable schemes on suitable sites, to be managed either solely by the Council, by a Housing Association/Registered Provider, or joint management between the two.

DM76: Compulsory Purchase Order

We will compulsory purchase order when necessary to meet planning and regeneration objectives.

DM77: Adopted Policies Map

Areas will be designated for protection such as open space and conservation areas and sites will be adopted for particular uses such as housing and community uses with an update of the adopted policies map.

We have set out in our sites schedule (appendix 1) sites that are currently identified in our planning documents as well as some further potential development sites. This includes allocated sites in our Southwark Plan and Area Action Plans as well as identified sites from our Supplementary Planning Documents. Some of these sites may be allocated as proposals sites through the New Southwark Plan.

DM78: Monitoring

Our approach is to continue to monitor development to assess how the planning policies are working and responding to people's needs in Southwark through the Authority Monitoring Report (AMR). The AMR covers the types of development and conservation taking place in Southwark by area, whether planning policies are making a difference and how the policies can be improved by future plan making.

Appendix 1: New Southwark Plan sites schedule

We have set out below all the sites that are currently identified in our planning documents as well as some further potential development sites. This includes allocated sites in our Southwark Plan and Area Action Plans as well as identified sites from our Supplementary Planning Documents.

We are not setting out uses or capacities at this stage with the exception of East Dulwich Hospital site which we have specified for use as a health facility with some provision for community use which should include a secondary school.

We will be contacting land owners to discuss the potential for each site during the preparation of the New Southwark Plan.

The following sites are allocated in the Southwark Plan (2007)

Site ref. no.	Address
3P	Land adjacent to Cannon Street Railway Bridge
4P	London Bridge
10P	21 and 25-29 Harper Road
14P	St James' School
15P	Neckinger Estate
26P	Land between 1 and 45 Alscot Road
44P	Land to the south west of Stewart House, bounded by Leroy and Aberdour Street
49P (E&C 35)	Manor Place Depot
51P (E&C 31)	Nursery Row car parks at Stead, Wadding and Brandon Street
54P	Welsford St garages/parking area south of Thorburn Square
56P	Old Kent Road Gas Works site
59P	272-304 Camberwell Road
61P	Oliver Goldsmith Extension
66P	Camberwell Station Road
69P	Cinema and multi-storey car park, Moncrief Street
73P	East Dulwich Hospital

The following sites are allocated in the Canada Water AAP

Site ref. no.	Address
CWAAP1	St Pauls Sports Ground
CWAAP2	Land adjacent to Surrey Docks Stadium
CWAAP3	Downtown Road
CWAAP4	Albion Primary School

CWAAP7	Decathlon site, Surrey Quays Shopping Centre and overflow car park
CWAAP10	24-28 Quebec Way
CWAAP11	Quebec Industrial Estate
CWAAP13	Former nursery
CWAAP14	Rotherhithe Police Station
CWAAP16	41-55 Rotherhithe Old Road
CWAAP17	Rotherhithe Primary School
CWAAP18	247-251 Lower Road
CWAAP19	Tavern Quay (East and West)
CWAAP20	Surrey Docks Farm
CWAAP22	Odessa Street Youth Club
CWAAP23	St George's Wharf
CWAAP24	Site E, Mulberry Business Park, Harmsworth Quays and Surrey Quays Leisure Park
CWAAP25	Land on Roberts Close

The following sites are allocated in the Aylesbury AAP

Site ref. no.	Address
AAAP1	1a:
	(1-12 Red Lion Close; 1-41 Bradenham and the Aylesbury Day Centre)
	1b:
	(1-35 Chartridge; 42-256 Bradenham; 69-76 Chartridge; 77-105 Chartridge; Ellison House; 1-28 Arklow House)
	1c:
	(36-68 Chartridge; 106-119 Chartridge; 120-149 Chartridge; and 1-172 Chiltern)
	7:
	(1-27 Wolverton and 28-59 Wolverton)
	10:
	(Youth Club Amersham and 300-313 Missenden)
AAAP2	4a:
	(391-471 Wendover; 1-30 Foxcote; 140 Albany Road; 24-36 Ravenstone and 67-81 Ravenstone)
	4b:
	(241-390 Wendover; 1-30 Winslow; 1-25 Padbury; 1-23 Ravenstone and 37-66 Ravenstone)
	5:

	(37-62 Wendover; 117-156 Wendover; 201-240 Wendover; 126-151 Wolverton; 152-175 Wolverton and 176-192 Wolverton)
AAAP3	6:
	(1-36 Wendover; 73-116 Wendover; 157-200 Wendover; 60-84 Wolverton; 1-14 Brockley House; 105-125 Wolverton and 85-104 Wolverton)
	8:
	(218 A-F East Street)
	9:
	(1-215 Taplow; 184 A-F East Street; 1-20 Northchurch; 21-40 Northchurch; 41-56 Northchurch; Aylesbury Day Nursery; 57-76 Northchurch; Tykes Corner and Aylesbury Access Centre)
AAAP4	2a:
	(1-35 Gayhurst; 62-79 Gayhurst; 145-162 Gayhurst; and 80-120 Gayhurst)
	2b:
	36-61 Gayhurst; 1-20 Hambledon; 1-18 Gaitskell House; 121-144 Gayhurst; 1-24 Calverton; and 19-31 Gaitskell
	3a:
	3a (32-61 Latimer; 114-141 Latimer; 7-35 Emberton; and 198-202A Albany Road)
	3b:
	1-31 Latimer; 86-113 Latimer; 1-6 Emberton; 1-31 Danesfield; 25-31 Calverton; 32-42 Gaitskell House; 43-66 Gaitskell House; and 62-85 Latimer
	11:
	Amersham Community Centre; 284-299 Missenden; 77-105 Michael Faraday House; and 57-76 Michael Faraday House
	12:
	59-75 Missenden; 256-283 Missenden; 166-255 Missenden; 1-36 Michael Faraday House; 37-56 Michael Faraday House
	13:
	1-30 Soane House; 31-35 Soane House; 1-12 Lees House; 77-105 Darvell House; 51-67 odd Inville Road; 1-8 Chadwell House; and 47/47a Villa Street
	14:
	44-58 Missenden; 76-165 Missenden; and 1-43 Missenden

The following sites are allocated in the Peckham and Nunhead AAP

Site ref. no.	Address
PNAAP1	Aylesham Centre
PNAAP2	Printworks at Chadwick Rd
PNAAP3	Land between the railway arches (east of Rye Lane inc. railway arches)
PNAAP4	Copeland Industrial Park and 1-27 Bournemouth Road
PNAAP5	Site of the former Wooddene Estate
PNAAP6	Peckham Rye Station
PNAAP7	Copeland Road Car park
PNAAP8	Cator St/Commercial Way
PNAAP9	Land at south of Sumner Rd (Flaxyard's site)
PNAAP10	Eagle Wharf
PNAAP11	Former Nunhead Community Centre, Nunhead Lane
PNAAP12	Former Nunhead Early Years Centre, Nunhead Green
PNAAP13	Sumner Road workshops
PNAAP14	Bellenden Road retail park (inc. Lidl)
PNAAP15	Woods Road
PNAAP16	Sumner House
PNAAP17	Land to the west of Lister Health Centre, 97 Peckham Road
PNAAP18	Peckham Lodge
PNAAP19	Former Kennedy Sausage Factory and former Peckham Fire Station, 82-86 Peckham Road and 3 Talford Road
PNAAP20	190 Rye Lane
PNAAP22	ASDA Supermarket, Rye Lane
PNAAP23	269-273 Rye Lane
PNAAP24	Peckham Rye Baptist Church
PNAAP25	Former Peckham Library
PNAAP26	Former Acorn/Peckham neighbourhood office, 95a Meeting House Lane
PNAAP27	Former Carlton Service Station, 83-89 Queens Road
PNAAP28	Land adjacent to Queens Road Station
PNAAP29	Garages adjacent to Clayton Arms pub, Clifton Estate
PNAAP30	151-161 Gordon Road
PNAAP32	Bredinghurst School

The following sites are identified in the Blackfriars Road, Elephant and Castle and Dulwich SPDs

Site ref. no.	Address
NSP1	River Court and Doggetts Coat and Badge Public House
NSP2	South Bank Tower
NSP3	Rennie Court
NSP4	1 Blackfriars Road, Beethem Tower - Sainsbury's HQ
NSP5	Ludgate House
NSP6	Sampson House, 64 Hopton Street
NSP7	Blackfriars Road, Stamford Street, Paris Gardens
NSP8	45 Colombo Street
NSP9	34-68 Colombo Street
NSP10	Wedge House, 32-40 Blackfriars Road
NSP11	Friars Bridge Court, 41-45 Blackfriars Road
NSP12	Conoco House, Quadrant House, Edward Edward's House and Suthring House
NSP13	Site bounded by Bear Lane, Dolben Street, Chancel Street and Treveris Street
NSP14	Telephone exchange and 50-60 Blackfriars Road
NSP15	209-215 Blackfriars Road
NSP16	202-208 Blackfriars Road
NSP17	Site bounded by Gambia Street, Dolben Street and Great Suffolk Street
NSP18	1 Joan Street
NSP19	Southwark Tube Station, 68-71 Blackfriars Road
NSP20	200 Union Street
NSP21	Southwark College, The Cut
NSP22	235-241 Union Street
NSP23	225 Union Street
NSP24	90-92 Blackfriars Road
NSP25	Friden House, 96-101 Blackfriars Road
NSP26	21-31 Webber Street and 3-7 & 19-21 Valentines Place
NSP27	109-115 Blackfriars Road
NSP28	38-40 Glasshill Street
NSP29	33-38 Rushworth Street
NSP30	61 Webber Street
NSP31	63 Webber Street
NSP32	108-114 Great Suffolk Street
NSP33	96 Webber Street

NSP34	94 Webber Street
NSP35	St Georges health centre, 151-153 Blackfriars Road
NSP36	Erlang and Hill House
NSP37	Erlang House car park
NSP38	McLaren House, 1 St. Georges Circus
NSP39	Passmore Edwards Library, 112 Borough Road
NSP40	TfL Bakerloo Sidings and 7 St George's Circus
NSP41	109 - 112 Chapel Road
NSP42	Hugh Astor Court, Thomas Doyle Street
NSP43	28-30 Great Suffolk Street
NSP44	44-50 Lancaster Street
NSP45	52-56 Lancaster Street
NSP46	65 Glasshill Street
NSP47	Site bounded by Rotary Street, Thomas Doyle Street and London Road
NSP48	St George's Chapel, Borough Road
NSP49	London South Bank University, 103-108 Borough Road
NSP50	Site rear of 103-108 Borough Road
NSP51	Newington Triangle
NSP52	57-87 Newington Causeway
NSP53	Eileen House, Newington Causeway
NSP54	Former London Park Hotel
NSP55	Elephant and Castle Shopping Centre including Hannibal House
NSP56	Surdaw House
NSP57	Heygate Estate
NSP58	Castle Day Centre
NSP59	Day Nursery and 20 Steedman Street
NSP60	2-8 Steedman Street
NSP61	T. Clarke building (Stanhope House)
NSP62	Newington Industrial Estate
NSP63	Kwik Fit
NPS64	John Smith House
NSP65	Police Forensics Lab and Hotel, Amelia Street
NSP66	Sorting Office and 31 Amelia Street
NSP67	Chatelaine House
NSP68	78-82 Brandon Street
NSP69	Dante Place
NSP70	90-96 Brandon Street
NSP71	York House
NSP72	237 and rear of 221-223 Walworth Road
NSP73	83 New Kent Road

NSP74	Technopak, London Road
NSP75	Caxton House, Borough Road
NSP76	Herne Hill Velodrome
NSP77	Lordship Lane Police station

Other potential development sites:

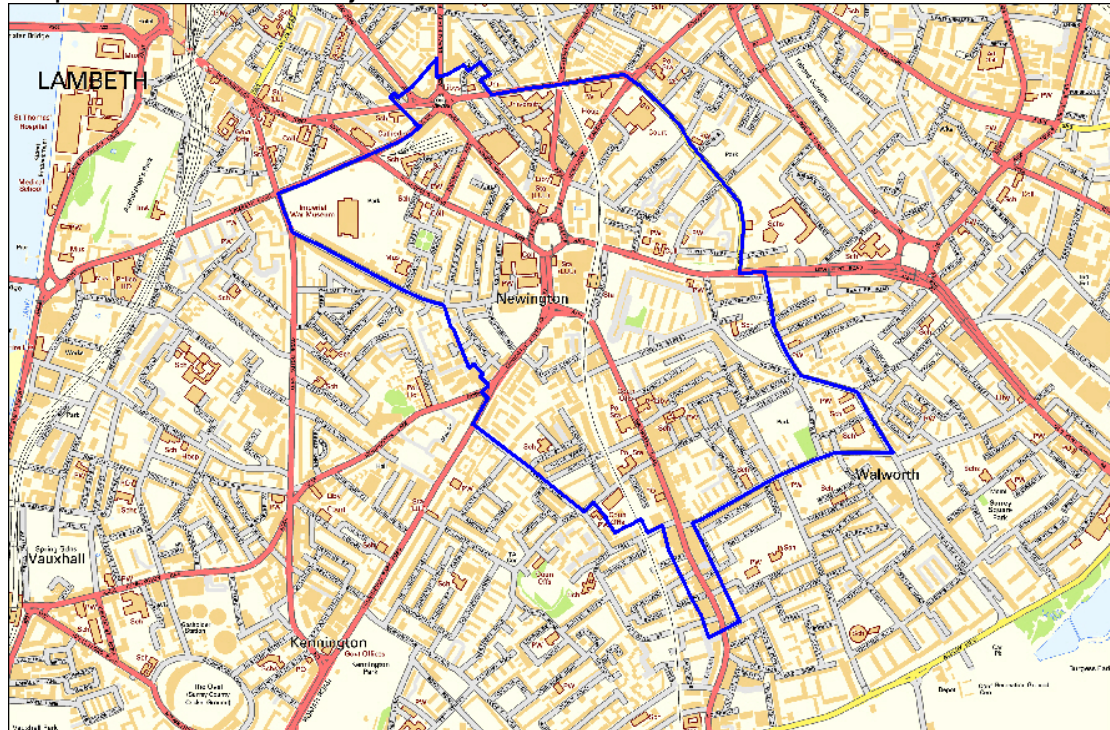
Site ref. no.	Address
NSP78	191-207 Southampton Way
NSP79	175-179 Long Lane
NSP80	Antonine Heights
NSP81	Grange Walk
NSP82	Land East of Abbotswood Road and Talbot Road East Dulwich London
NSP83	Stitches Marquee hire
NSP84	St Giles House and Surgery
NSP85	The Old Forge and stables
NSP86	Tower Bridge Business Complex
NSP87	5 Mandela Way
NSP88	Camberwell College of Arts
NSP89	Vanguard Court, Rear of 36-38
NSP90	62-76 Park Street
NSP91	Drayman's Mews
NSP92	Greenhive House
NSP93	Drummond Road
NSP94	25 Mandela Way
NSP95	Marshall House and garages
NSP96	Staples and adjacent buildings, Old Kent Road
NSP97	Southernwood Retail Park
NSP98	Depot, 37-39 Peckham road
NSP99	220-230 Blackfriars Road
NSP100	Rear of 39-71 Bermondsey Street
NSP101	Winchester Square
NSP102	Friars House 157-168
NSP103	Libra House, 110-114 Great Suffolk Street
NSP104	127-137 Great Suffolk Street
NSP105	Harris & Dixon (Shipbrokers) Ltd
NSP106	Hatfields
NSP107	Land bounded by Southwark Street, Redcross Way and Union Street
NSP108	London Fire and Emergency Planning Authority
NSP109	St Thomas Street Car Park, 1-7 Snowsfields, 1-9 Fenning Street
NSP110	135 Park Street and 4-8 Emerson Street
NSP111	Scovell Road
NSP112	1 Southwark Bridge
NSP113	32-42 Southwark Bridge Road
NSP114	Great Guildford Business Square
NSP115	The Jerwood Space Ltd
NSP116	Kennington Enterprise Centre
NSP117	William Booth Training Centre (Salvation Army)
NSP118	Bishops House day nursery

NSP119	Telephone Exchange
NSP120	Pearson Close
NSP121	Castle Mead and Wesson Mead
NSP122	118-176 Camberwell Road
NSP123	Gala Clubs
NSP124	Cottons Centre
NSP125	Camberwell Green Job Centre Site
NSP126	Butterfly Walk and car parks
NSP127	Valmar Trading Estate
NSP128	100-136 Rye Lane
NSP129	204-260 Walworth Road
NSP130	330-344 Walworth Road
NSP131	277-329 Walworth Road
NSP132	Morrisons Walworth Road
NSP133	20 Lordship Lane (former Harvester pub)
NSP134	Judith Kerr school 62-68 Half Moon Lane
NSP135	6-28 Sylvan Grove
NSP136	Elephant and Castle roundabout
NSP137	Camberwell Business Centre, Lomand Grove

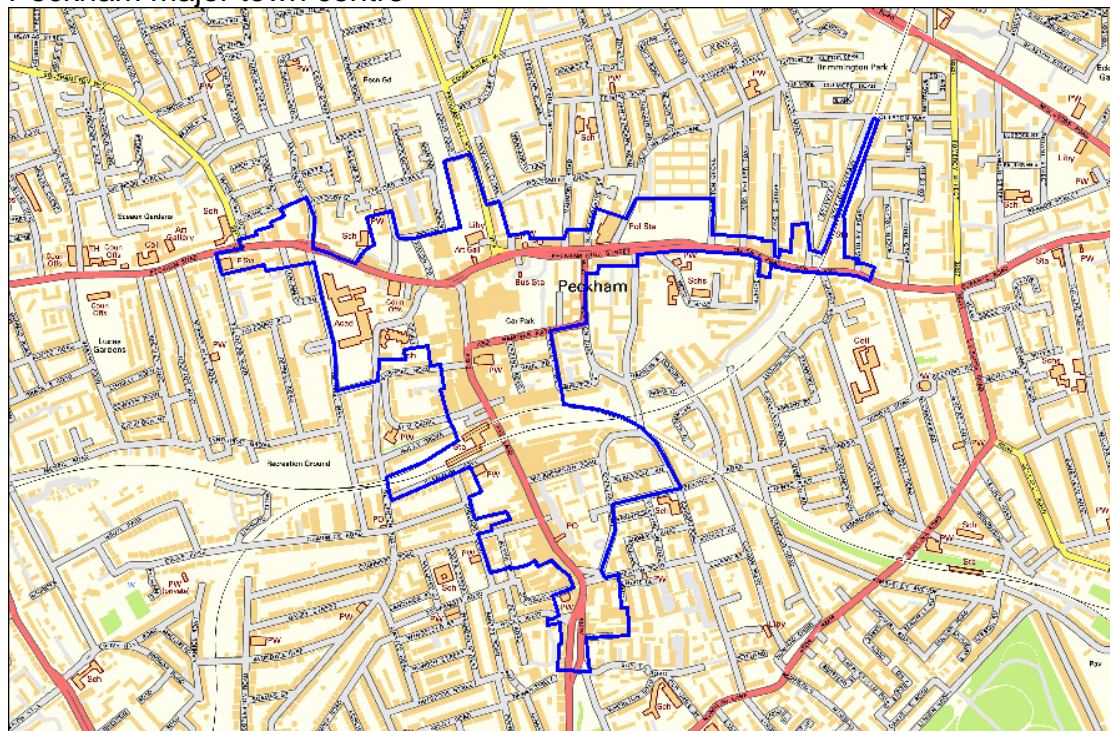
Appendix 2: Town and local centres

Major Town centres

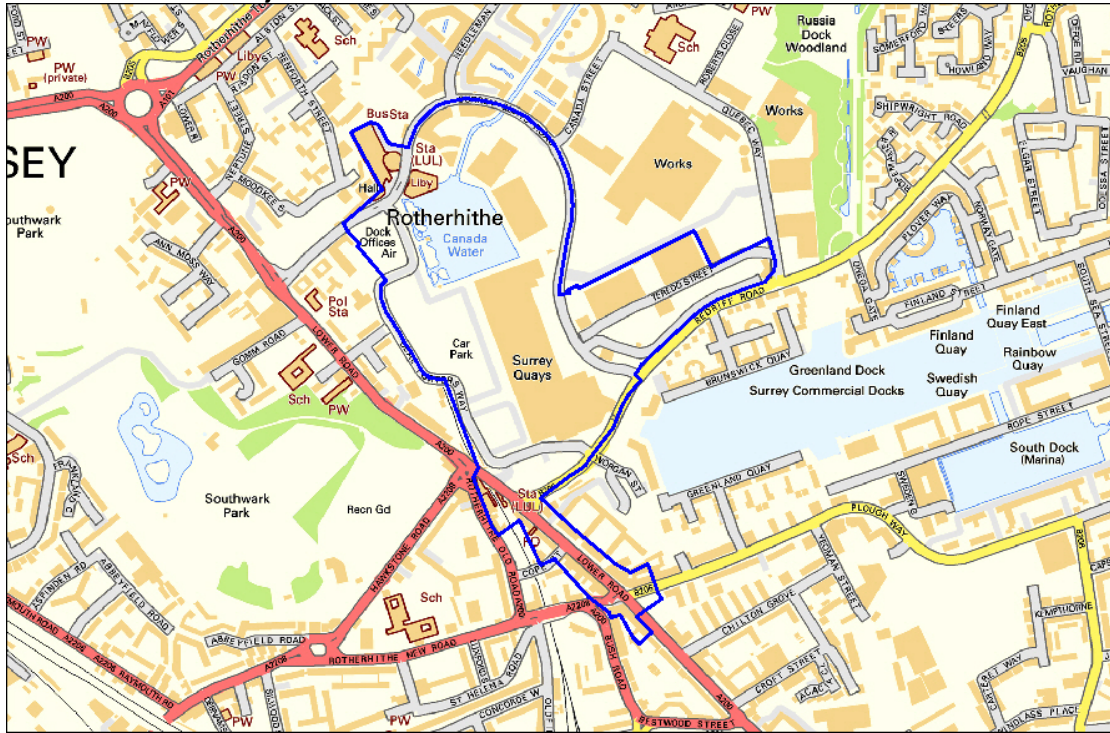
Elephant and Castle major town centre



Peckham major town centre

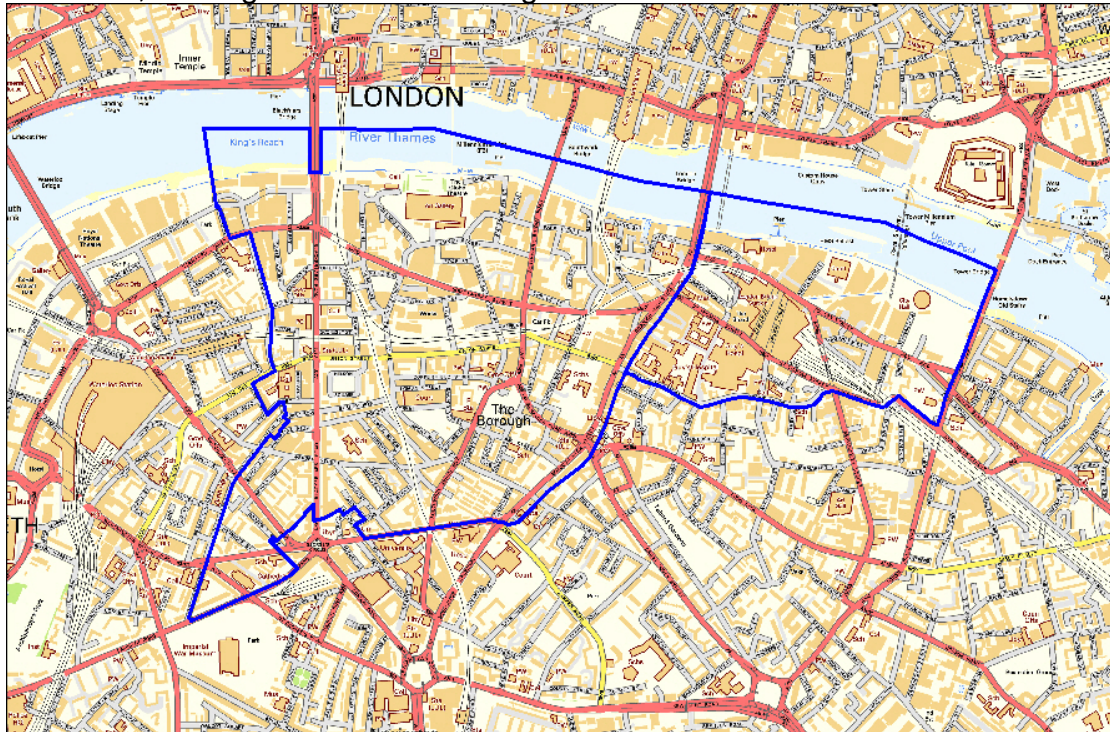


Canada Water major town centre

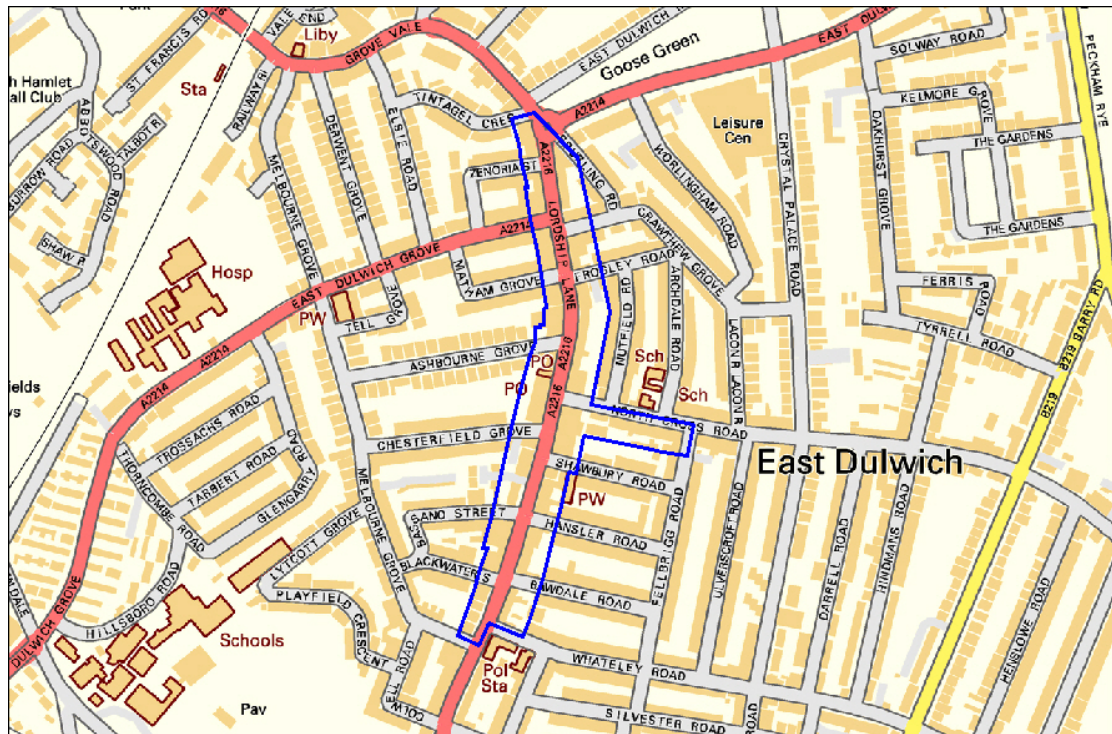


District Town Centres

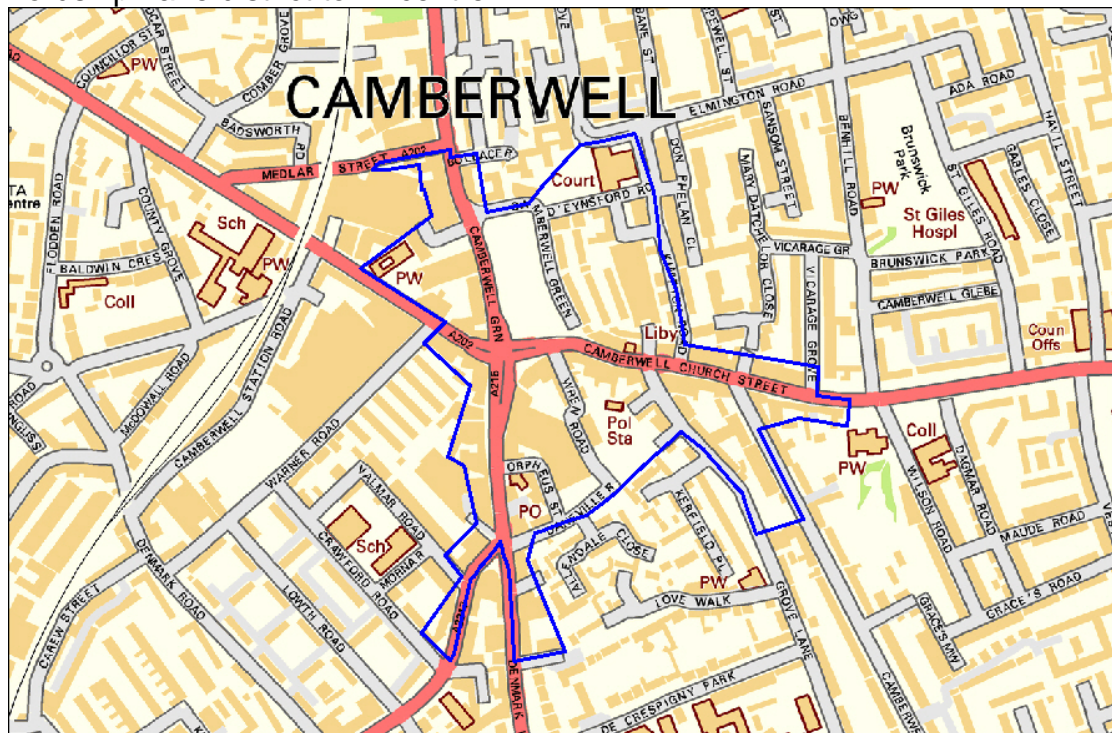
Bankside, Borough and London Bridge district town centre



Camberwell district town centre

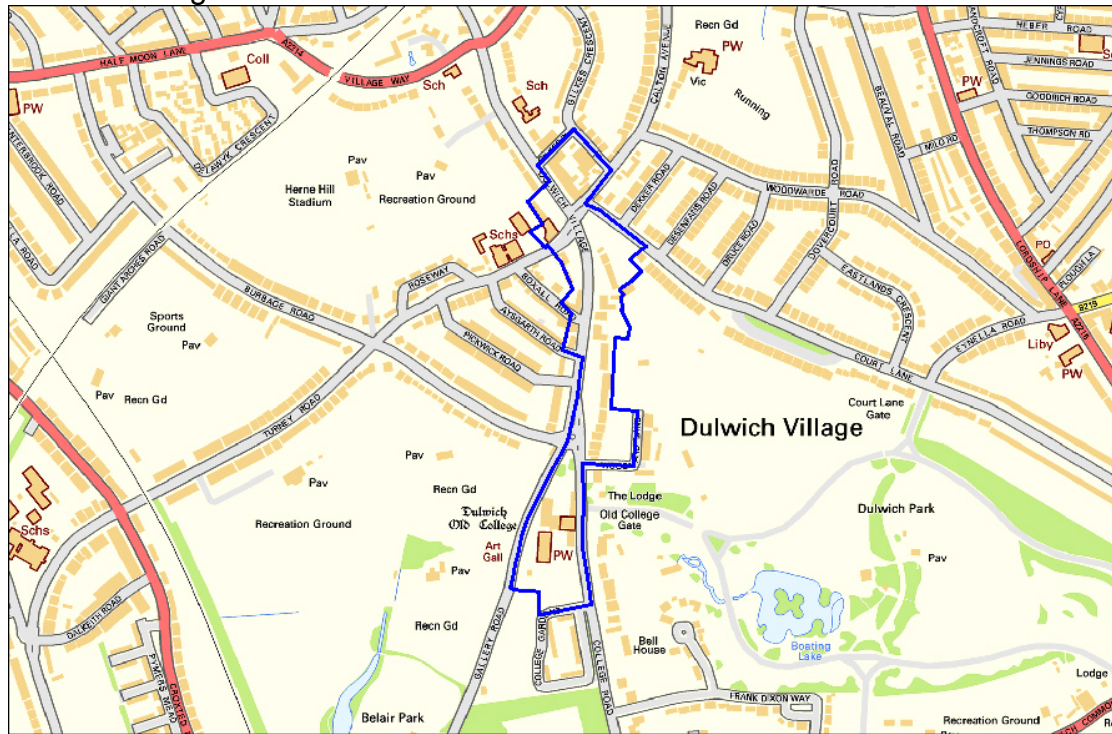


Lordship Lane district town centre

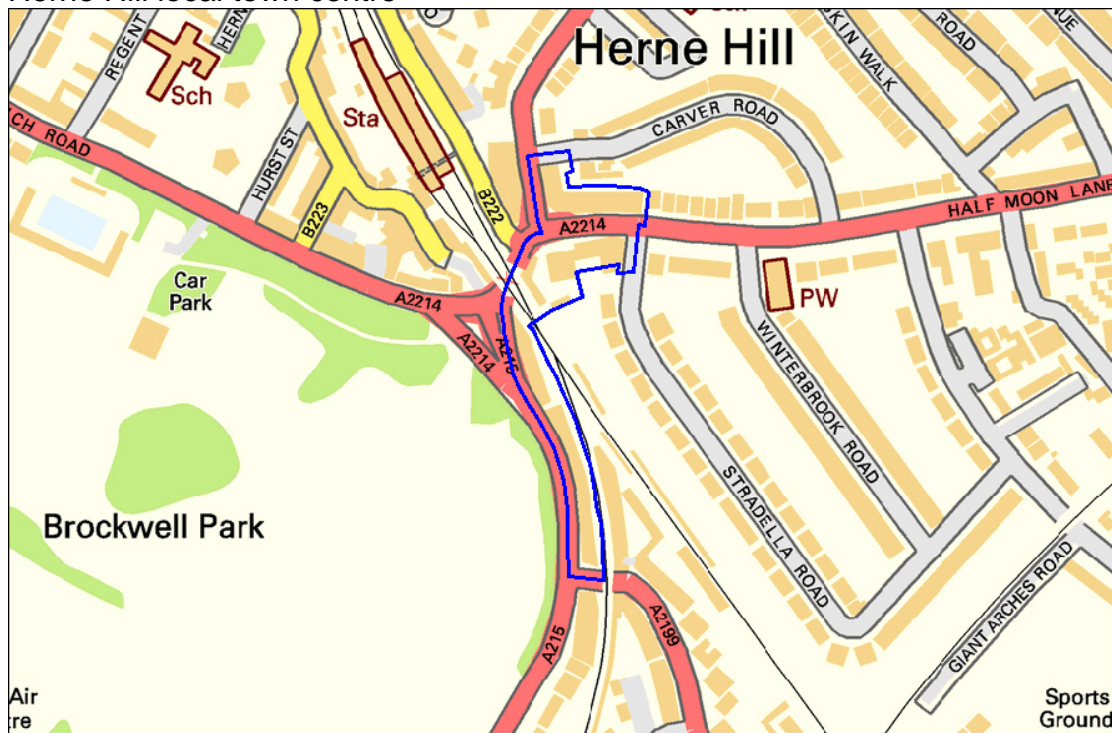


Local Town Centres

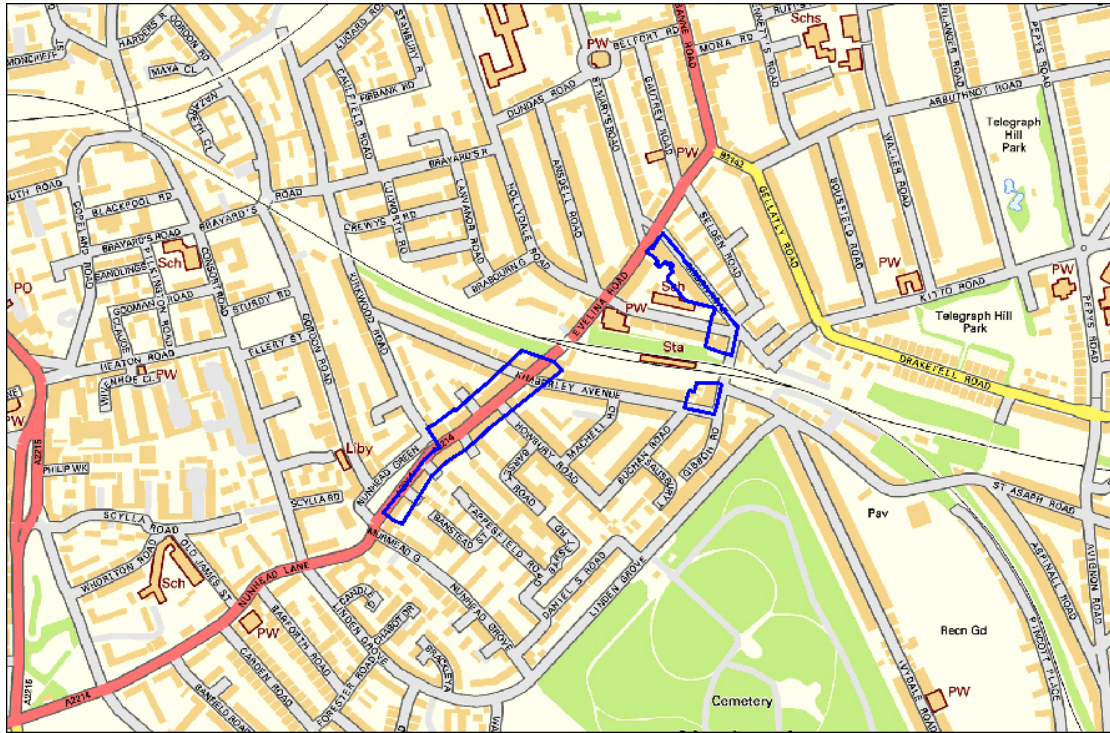
Dulwich Village local town centre



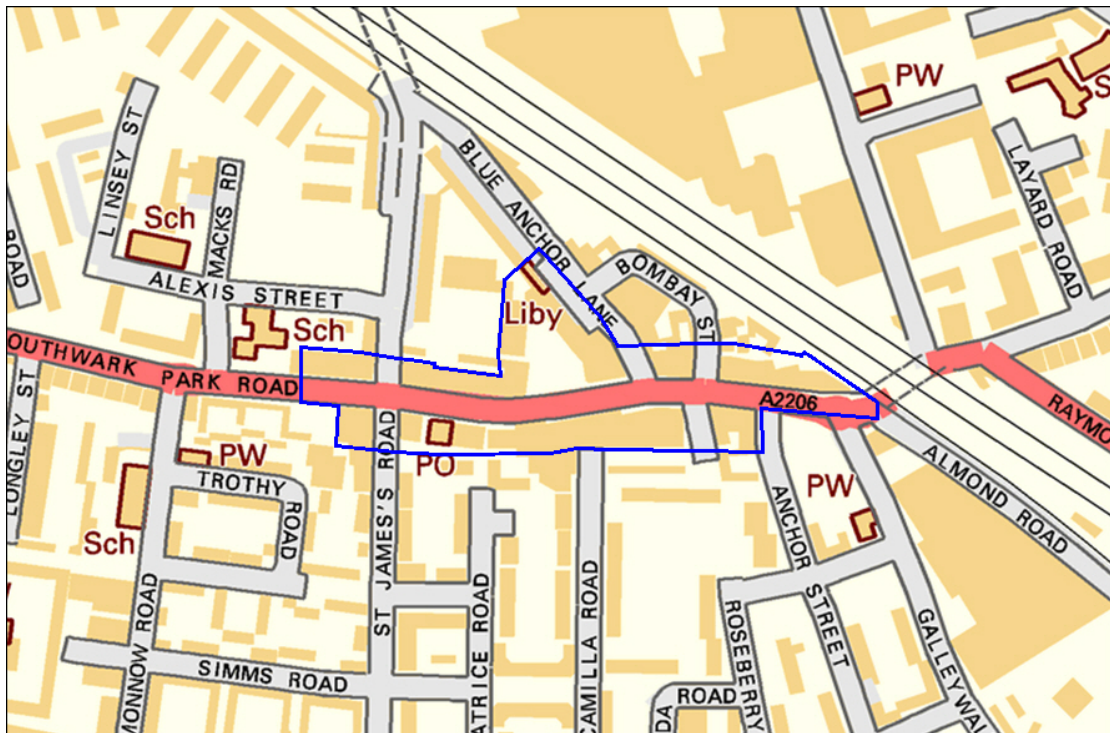
Herne Hill local town centre



Nunhead local town centre



The Blue local town centre



Appendix 3: List of protected shopping frontages

No.	Property Address
SF1.	1-14 (con) Milroy Walk, Stamford Street
SF2.	50-62 (even) Hopton Street
SF3.	33-53 (odd) The Cut
SF4.	16-26 (even) Borough High Street 2-20 (even) Southwark Street 28-34 (even) Borough High Street 38-72 (even) Borough High Street 76-94 (even) Borough High Street 100-132 (even) Borough High Street 11-21 (odd) Borough High Street 27-111 (odd) Borough High Street 125, 127, 131 & 133-135 Borough High Street 141-149 (odd) Borough High Street 151-169 (odd) Borough High Street
SF5.	37-44 (con) Railway Approach, Borough High Street
SF6.	8-20 (con) Snowsfields 30-43 (con) Snowsfields 62-66 (even) Weston Street
SF7.	187-235 (odd) Waterloo Road 19-49 (con) Waterloo Road
SF8.	156-176 (even) Great Suffolk Street 101-109 (odd) Great Suffolk Street
SF9.	23-55 (odd) Dockhead
SF10.	125-151 (odd) Jamaica Road
SF11.	156-254 (even) Jamaica Road
SF12.	22-52 (even) Albion Street
SF13.	18-40 Harper Road
SF14.	66-102 (even) Tower Bridge Road 73-113a (odd) Tower Bridge Road 46-64 (even) Tower Bridge Road 104-116 (even) Tower Bridge Road 25-71 (odd) Tower Bridge Road
SF15.	198-256 (even) Southwark Park Road 193-221 (odd) Southwark Park Road 1-13a (con) Market Place, Southwark Park Road 186-194a (even) Southwark Park Road 258-270b (even) Southwark Park Road 251a-289a (odd) Southwark Park Road 177-191 (odd) Southwark Park Road

No.	Property Address
SF16.	Ground Floor, Surrey Quays Shopping Centre
SF17.	162-196 (even) Lower Road 126-160 (even) Lower Road 200-220 (even) Lower Road 187-215 (odd) Lower Road 229-243 (odd) Lower Road 1-15 (odd) Plough Way
SF18.	199-345 (odd) Walworth Road 204-326 (even) Walworth Road 347-375 (odd) Walworth Road 330-354 (even) Walworth Road 358-374 (even) Walworth Road 1-83 (odd) East Street 2-92 (even) East Street
SF19.	157-231 (odd) Old Kent Road 150-192 (even) Old Kent Road 303-311 (odd) East Street 342-356 (even) East Street
SF20.	1-17 (odd) Ilderton Road
SF21.	1-11 (odd) Maddock Way 2-14 (even) Maddock Way
SF22.	1-21 (odd) Peckham Park Road 4-24 (even) Peckham Park Road
SF23.	54-62 (even) New Church Road
SF24.	334-354 (even) Camberwell New Road 8-76 (even) Denmark Hill 1-23 (odd) Denmark Hill (Units) 1-17 (con) Butterfly Walk 1-17 (con) Camberwell Green 18-25 (con) Camberwell Green 27 Camberwell Green and 3-23 (odd) Camberwell Church Street 25-53 (odd) Camberwell Church Street 2-28 (even) Camberwell Church Street 30-58a (even) Camberwell Church Street 2-14 (even) Grove Lane 319-325 (odd) Camberwell New Road 25-43 (odd) Denmark Hill 2-8a (even) Coldharbour Lane
SF25.	31-41 (odd) Vestry Road 72-88 (even) Vestry Road

No.	Property Address
SF26.	43-125 (odd) Rye Lane Units 1-10 (con) & Units 12-18 (con), Aylesham Centre, Rye Lane 1-5 (con) Central Buildings, Rye Lane 2-82 (even) Rye Lane 2-10 (even) Blenheim Grove 3, 4, 5, 10, 12 & 14 Station Way, Rye Lane 1-51 (odd) Peckham High Street 18-38 (even) Peckham High Street 59-77 (odd) Peckham High Street 91-107 (odd) Peckham High Street 109-147 (odd) Peckham High Street 46-66 (even) Peckham High Street 74-122 (even) Peckham High Street 127-149 (odd) Rye Lane 151-175 (odd) Rye Lane 177-221 (odd) Rye Lane 84-114 (even) Rye Lane 116a-150 (even) Rye Lane 152-204 (even) Rye Lane
SF27.	151-193 (odd) Queens Road
SF28.	113-163 (odd) Bellenden Road 168-196 (even) Bellenden Road
SF29	2-22 (even) Gibbon Road 46-64 (even) Gibbon Road
SF30	2, 2a, 2b Kirkwood Road and 116-122 (even) Evelina Road 113-133 (odd) Evelina Road 135-147 (odd) Evelina Road 40-44 (even) Nunhead Green 24-38 (even) Nunhead Green
SF31	21-53 (odd) Grove Vale 24-56 (even) Grove Vale 1-6 (con) Melbourne Grove
SF32.	34-60 (even) East Dulwich Road
SF33	6-20 (even) Crossthwaite Avenue
SF34	1-27 (odd) Lordship Lane 29-43 (odd) Lordship Lane 45-91 (odd) Lordship Lane 93-115 (odd) Lordship Lane 117-131 (odd) Lordship Lane 133-155 (odd) Lordship Lane 157-171 (odd) Lordship Lane 98-106 (even) Grove Vale 2-6 (even) Lordship Lane 8-24 (even) Lordship Lane 26-44 (even) Lordship Lane 46-66 (even) Lordship Lane 68-94 (even) Lordship Lane 98-106 (even) Lordship Lane

No.	Property Address
SF35	33-65 (odd) North Cross Road
SF36	1-12 (con) Barry Road, Barry Parade
SF37	63-77 (odd) Herne Hill
SF38	1-27a (odd) Half Moon Lane 2a-6 (even) Half Moon Lane 12-24 (even) Half Moon Lane
SF39	15-67 (odd) Norwood Road
SF40	25-49 (odd) Dulwich Village and 1a-1d (con) Calton Avenue
SF41	73-91 (odd) Dulwich Village 70-98 (even) Dulwich Village
SF42	351-379 (odd) Lordship Lane 383-401 (odd) Lordship Lane 338-366 (even) Lordship Lane
SF43	2-54 (even) Forest Hill Road
SF44	92-106 (even) Forest Hill Road 110-126 (even) Forest Hill Road
SF45	481-533 (odd) Lordship Lane
SF46	2-12 (even) Croxted Road 80-96 (even) Park Hall Road
SF47	30-41 (con) Seeley Drive
SF48	60-66 Nunhead Grove and 6-8 Nunhead Lane

APPENDIX B

Parking Standards Consultation Leaflet (October 2014)

New Southwark Plan proposals highlighted in yellow

Table 1: Parking Standards – Maximum

Use Class	FALP	LBS Current	LBS Proposed	LBS Current	LBS Proposed	LBS Current	LBS Proposed	Summary of differences when compared to policy and FALP
		Central Activities Zone	PTAL 5, 6a & 6b	Public Transport Accessibility Zone (Urban Zone)	PTAL 3 & 4	Suburban Zone	PTAL 1 & 2	
A1, B2 and B1 (General industry and warehousing, office and light industry)	B1 & B2 Central London 1 space per 1,000-1,500m2 gfa Inner London 1 space per 600-1,000m2 gfa For retail see table below	1 car parking space per 1500m2 gfa	1 car parking space per 1500m2 gfa.	1 car parking space per 1000m2 gfa	1 car parking space per 1000m2 gfa	1 car parking space per 600m2 gfa	1 car parking space per 600m2 gfa	No change to current which takes the most stringent FALP standards.

<p>A2 (Financial and professional services, including banks, building societies, estate agencies, employment agencies, betting offices and professional and financial services.</p> <p>Note: a distinction will be made between headquarters-style buildings of financial institutions and High Street banks, building societies etc, which will be treated as B1 office use.</p>	<p>PTAL 5&6 = 1 space/60-40m2 gfa PTAL 2, 3&4 = 1 space/50-30m2 gfa PTAL 1 = 30m2 gfa</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>More stringent than FALP</p>
<p>A3 Road side restaurants</p>	<p>Not specifically identified covered by standards in table below</p>	<p>No site specific parking</p>	<p>No site specific parking</p>	<p>1 space per 10m2 gfa</p>	<p>1 space per 10m2 gfa</p>	<p>1 space per 10m2 gfa</p>	<p>1 space per 10m2 gfa</p>	<p>No change to current policy, this class is not covered by FALP</p>

Fast food drive through restaurants	Not specifically identified covered by standards in table below	No site specific parking	No site specific parking	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	1 space per 10m2 gfa where no seating is provided only essential operational parking is permitted.	No change to current policy, this class is not covered by FALP
Pub Restaurants	Not specifically identified covered by standards in table below	No site specific parking	No site specific parking	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	1 space per 10m2 gfa – upto and including 1,000m2 gfa. Over 1,000m2 – 1 space per 20m2 gfa	No change to existing policy, this class is not covered by FALP
B8 Storage or distribution, including wholesale warehousing, distribution centres and repositories. Any associated office accommodation should be treated as B1 use class	1 commercial vehicle per 500 sqm. Cars – same as B1	No specific on site parking Minimum of 1 lorry space	No specific on site parking Minimum of 1 commercial vehicle space	1 lorry space per 200m2 gfa (minimum of 1 lorry space) Car parking as B1	1 lorry space per 200m2 gfa (minimum of 1 lorry space) Car parking as B1	1 lorry space per 200m2 gfa Car parking as B1	1 lorry space per 200m2 gfa Car parking as B1	No change to existing policy which is more stringent than FALP

C1 Hotels, including boarding houses and guest houses	PTAL 4-6 limited to operational needs. PTAL 1-3 provision in line with objectives to reduce congestion, traffic levels and to avoid undermining walking, cycling and public transport	No site specific parking	No site specific parking	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport assessment)	No change to current policy and in line with FALP
C2 Residential institutions, including residential schools/colleges and hospitals and nursing homes	Not specifically identified	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport assessment)	No change to existing policy and no standard applied in FALP

D1 Non residential institutions including: places of worship and religious halls, clinics, health centres, crèches, day nurseries and consulting rooms, museums, art galleries, exhibition halls and non-residential education and training facilities	Not specifically identified	No site specific parking	No site specific parking	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment.	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	
D2 Leisure and recreation facilities, cinemas and theatres, bingo, squash courts, fitness and sports clubs, tennis and badminton, swimming pool, conference facilities, clubs and dance halls	As C1 - Hotels	No site specific parking	No site specific parking	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport assessment	No change to existing policy and in line with FALP

Outdoor sports grounds	Not specifically identified	No site specific parking	No site specific parking	1 space per 4 players plus 1 space per 5 spectators	1 space per 4 players plus 1 space per 5 spectators	1 space per 3 players plus 1 space per 3.75 spectators	1 space per 3 players plus 1 space per 3.75 spectators	No change to existing policy and no standard applied in FALP
Golf courses 18 hole	Not specifically identified	No site specific parking	No site specific parking	75 spaces	75 spaces	100 spaces	100 spaces	No change to existing policy and no standard applied in FALP
Golf driving range	Not specifically identified	No site specific parking	No site specific parking	0.75 spaces per tee	0.75 spaces per tee	1 space per tee	1 space per tee	No change to existing policy and no standard applied in FALP
Riding centre	Not specifically identified	No site specific parking	No site specific parking	0.75 spaces per loos box/horse	0.75 spaces per loos box/horse	1 space per loose box/horse	1 space per loose box/horse	No change to existing policy and no standard applied in FALP
Caravan and camping sites	Not specifically identified	No site specific parking	No site specific parking	0.75 spaces per pitch	0.75 spaces per pitch	1 space per pitch	1 space per pitch	No change to existing policy and no standard applied in FALP

Reasons

To ensure parking standards accurately reflect the differing levels of access to public transport, the New Southwark Plan proposals are set against PTALs. This provides a more accurate and less arbitrary method of imposing standards based on a recognised and accepted method of evaluating accessibility.

Table 2: Maximum car parking standards for town centres

Retail Land Use

LBS proposed

	PTAL rating				
	6 Central Activity Zone	6-5 Other	4	3	2-1 Retail not appropriate
	1 space per m2 gfa				
Smaller food store up to 500m2 gfa	No site specific parking	75 m2	50 m2	40 m2	N/A
Food supermarket up to 2,500 m2 – rfa/4,000m2 gfa	No site specific parking	45 m2	30 m2	24 m2	N/A
Food superstore over 2,500 m2 rfa	No site specific parking	38 m2	25 m2	20 m2	N/A
Non-food warehouse	No site specific parking	88 m2	58 m2	47 m2	N/A
Garden Centre	No site specific parking	63 m2	42 m2	33 m2	N/A
Local centre/shopping mall	No site specific parking	75 m2	50 m2	40 m2	N/A

Differences to FALP and existing policy

No change to current standards and takes the more stringent line identified in FALP

FALP
Maxim

um standards for retail uses per sqm GFA

Use	PTAL 5-6	PTAL 2-4	PTAL 1
Food up to 500m2	75	50-35	30
Food up to 2,500m2	45-30	30-20	18
Food over 2,500m2	38-25	25-18	15
Non-food	60-40	50-30	30
Garden centre	65-45	45-30	25
Town Centre/ Shopping Mall/ Department Store	75-50	50-35	30

Table 3: Minimum Cycle Parking Standards

(Residential standards in Table 3 below)

Land Use	Summary of differences	Cycle parking standards minimum – Long Stay			Cycle parking standards minimum – Visitor/short stay		
		LBS Current	FALP	LBS Proposed	LBS Current	FALP	LBS Proposed
A1 food retail	Same as FALP and increase in spaces against existing with a minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 175 m ²	1 space per 175 m ² a minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 40 m ² for first 750 m ² and 1 space per 300 m ² thereafter.	1 space per 40 m ² for first 750 m ² and 1 space per 300 m ² thereafter. Minimum of 2 visitor spaces.
A1 non-food retail	Same as FALP and increase in spaces against existing with a minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 100 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter.	1 space per 100 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter. A minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 125 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter.	1 space per 125 m ² for first 1,000 m ² and 1 space per 1,000 m ² thereafter. Minimum of 1 visitor space
A2 – A5	Same as FALP and increase in spaces against existing with a minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 175 m ² .	1 space per 175 m ² . Minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 40 m ² .	1 space per 40 m ² . Minimum of 2 visitor spaces.

B1 offices	Double the number of spaces compared to FALP and increased provision compared to existing policy	1 space per 250m ² , minimum 2 spaces	1 space per 90 m ² .	1 space per 45 m ² . Minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 500 m ² .	1 space per 500 m ² . Minimum of 2 spaces.
B1 light industrial	In line with FALP, no change to existing policy but with minimum number of spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 250 m ² .	1 space per 250 m ² . Minimum of 2 spaces.	1 space per 250m ² , minimum 2 spaces	1 space per 1,000 m ² .	1 space per 1,000 m ² . Minimum of 2 spaces.
B2 –B8	In line with FALP, increased provision for short stay against existing policy, with minimum number of spaces.	1 space per 500m ² , minimum 2 spaces	1 space per 500 m ² .	1 space per 500 m ² . Minimum of 2 spaces.	1 space per 500m ² , minimum 2 spaces	1 space per 1,000 m ² .	1 space per 1,000 m ² . Minimum of 2 spaces.
C1	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 20 bedrooms.	1 space per 20 bedrooms. Minimum of 2 spaces.	No standard identified	1 space per 50 bedrooms.	1 space per 50 bedrooms. Minimum of 2 spaces.

C2 Hospitals, care homes / secure accommodations	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 5 staff.	1 space per 5 staff. Minimum of 2 spaces.	No standard identified	1 space per 30 staff or 1 space per 20 bedrooms for care homes and secure accommodation.	1 space per 30 staff or 1 space per 20 bedrooms for care homes and secure accommodation. Minimum of 2 spaces.
Sui Generis Student accommodation	No existing policy, proposed more stringent than FALP but with minimum number of spaces.	No standard identified	1 space per 2 beds.	1 space per bed. Minimum of 2 spaces.	No standard identified	1 space per 40 beds.	1 space per 10 beds. Minimum of 2 spaces.
D1 Nurseries / schools (all)	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff and 1 space per 8 students.	1 space per 8 staff and 1 space per 8 students. Minimum of 2 spaces.	No standard identified	1 space per 100 students.	1 space per 100 students. Minimum of 2 spaces.
D1 Universities and colleges	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 4 staff and 1 space per 20 FTE students	1 space per 4 staff and 1 space per 20 FTE students	No standard identified	1 space per 7 FTE.	1 space per 7 FTE. Minimum of 2 spaces.

D1 Health centres, including dentists	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 5 staff.	1 space per 5 staff. Minimum of 2 spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.
D1 Other	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.	No standard identified	1 space per 100 m2.	10 space per 100 m2. Minimum of 2 spaces.
D2 Sports (e.g. sports hall, swimming pool, gym, etc.)	No existing policy, proposed more stringent than FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.	No standard identified	1 space per 100 m2.	1 space per 100 m2. Minimum of 2 spaces.
D2 Other (cinema, bingo, etc.)	No existing policy, proposed same as FALP but with minimum number of spaces.	No standard identified	1 space per 8 staff.	1 space per 8 staff. Minimum of 2 spaces.	No standard identified	1 space per 30 seats.	1 space per 30 seats. Minimum of 2 spaces.

Reasons

Current cycle parking standards are uniform across Southwark and are only applied to 4 use classes. Greater clarity is required for different use classes and standards should reflect the targets for cycle growth expressed in both Southwark's Cycling Strategy and the Mayor's vision for cycling. Visitor cycle spaces are as important as long stay spaces.

Table 4: Residential Parking Standards

Preferred option

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
PTAL 6a, 6b and 5 areas	Zero maximum spaces per unit. On street permits will not be available for residents and businesses for new developments.	1 space per bedroom plus one space per dwelling. 1 visitor space per 10 units.
PTAL 4 areas	0.5 maximum spaces per unit. On street permits will not be available for residents and businesses for new developments in controlled parking zones.	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 3 areas	1 maximum space per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 2 areas	1.5 - 2 maximum spaces per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.
PTAL 1 areas	1.5 – 2 maximum spaces per unit	1 space per one-bedroom dwellings, 2 spaces per two or more bedroom dwellings. 1 visitor space per 10 units.

Differences to FALP and existing policy

The current policy is separated between different zones, the proposed is in line with FALP by using PTAL areas. In all cases the car parking standards are more stringent than FALP and existing policy. In particular, higher PTALs have a maximum of zero car parking. Cycle parking is more stringent than FALP linking cycle spaces to the number of bedrooms plus an addition space to accommodate a dwelling with a double room.

FALP Standards

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
PTAL 6a, 6b and 5 areas	Sub-urban – up to 1 per unit Urban - up to 1 per unit Central – up to 1 per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings
PTAL 2- 4 areas	Sub-urban – up to 1.5 per unit Urban - up to 1 per unit Central – up to 1 per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings
PTAL 1 areas	Sub-urban – up to 2 per unit Urban - up to 1.5 per unit Central – up to 1 per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings

Option 2: Existing car parking standards with modified FALP cycle parking standards

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (minimum)
Central Activity Zone (High Accessibility to Public Transport)	0.4 of a maximum space per unit. On street permits will not be available for residents and businesses for new developments.	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Public Transport Accessibility (High Accessibility to Public Transport)	1 maximum space per unit. On street permits will not be available for residents and businesses for new developments	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Urban Zone (Medium Accessibility to Public Transport)	1 maximum space per unit. On street permits may not be available for residents and businesses for new developments	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Urban Zone (Low Accessibility to Public Transport)	1.5 maximum space per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.
Suburban Zone (Low Accessibility to Public Transport)	1.5 – 2 maximum spaces per unit	1 space per dwelling up to 45sqm, 2 spaces per all other dwellings. 1 visitor space per 10 units.

Current policy

Zone of accessibility to public transport	Residential car parking provision (maximum)	Residential cycle parking provision (maximum)
Central Activity Zone (High Accessibility to Public Transport)	0.4 of a maximum space per unit. On street permits will not be available for residents and businesses for new developments.	1 space per unit plus 1 visitor space per 10 units.
Public Transport Accessibility (High Accessibility to Public Transport)	1 maximum space per unit. On street permits will not be available for residents and businesses for new developments	1 space per unit plus 1 visitor space per 10 units.
Urban Zone (Medium Accessibility to Public Transport)	1 maximum space per unit. On street permits may not be available for residents and businesses for new developments	1 space per unit plus 1 visitor space per 10 units.
Urban Zone (Low Accessibility to Public Transport)	1.5 maximum space per unit	1 space per unit plus 1 visitor space per 10 units.
Suburban Zone (Low Accessibility to Public Transport)	1.5 – 2 maximum spaces per unit	1 space per unit plus 1 visitor space per 10 units.

This page is intentionally blank.

OPEN

MUNICIPAL YEAR 2014/15

COMMITTEE:

PLANNING COMMITTEE

NOTE:

Original held in Constitutional Team; all amendments/queries to Sarah Koniarski, Constitutional Team,
Tel: 020 7525 5824

OPEN

COPIES		COPIES	
MEMBERS		PLANNING TEAM	
Councillor Nick Dolezal	1	Jacquelyne Green	10
Councillor Maisie Anderson	1	Simon Bevan	1
Councillor Sarah King	1		
Councillor Hamish McCallum	1		
Councillor Darren Merrill	1	COMMUNITY SAFETY AND ENFORCEMENT TEAM	
Councillor Michael Mitchell	1	Sarah Newman	1
Councillor Jamille Mohammed	1		
Councillor Adele Morris	1		
		COMMUNICATIONS TEAM	
RESERVES		Wendy Foreman	1
Councillor James Barber	1		
Councillor Stephanie Cryan	1	LEGAL TEAM	
Councillor Catherine Dale	1	Jonathan Gorst	1
Councillor Tom Flynn	1		
Councillor Jane Lyons	1	CONSTITUTIONAL TEAM	
Councillor Martin Seaton	1	Sarah Koniarski	15
		TOTAL PRINT RUN	<u>43</u>
		List Updated: 16 January 2015	