

Borough, Bankside and Walworth Community Council

Wednesday 10 October 2012
7.00 pm

Amigo Hall, St. George's Cathedral, St George's Road, SE1 6HR

A Safer Neighbourhoods Team Surgery will be held prior to the meeting at
6.45 pm

Membership

Councillor Martin Seaton (Chair)
Councillor David Noakes (Vice-Chair)
Councillor Catherine Bowman
Councillor Poddy Clark
Councillor Neil Coyle
Councillor Patrick Diamond
Councillor Dan Garfield
Councillor Claire Hickson

Councillor Lorraine Lauder MBE
Councillor Tim McNally
Councillor Darren Merrill
Councillor Abdul Mohamed
Councillor Adele Morris
Councillor Helen Morrissey
Councillor Geoffrey Thornton

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 2 October 2012



Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	

Item No.	Title	Time
3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES (Pages 1 - 9)	
	To confirm as a correct record the minutes of the meeting held on 2 July 2012.	
6.	DEPUTATION AND PETITIONS	
	The chair to advise on any deputations or petitions received.	
7.	COMMUNITY ANNOUNCEMENTS	7.15 pm
	<ul style="list-style-type: none"> • Community Restoration Fund – Youth elements • Attendance Monitoring Form • Highways Scheme Consultation 	
	If you have a community announcement please email details to community.councils@southwark.gov.uk before the meeting.	
8.	COMMUNITY INFRASTRUCTURE LEVY AND COMMUNITY PROJECT BANK	7.30 pm
	Zayd Al-Jawad, Section 106 Legal Agreements Manager	
	Information on the Community Infrastructure Levy Consultation and how to put ideas forward for the Community Project Bank.	
9.	CLEANER GREENER SAFER LAUNCH	7.45 pm
	Andrea Allen, Senior Project Manager	
	Information on the CGS capital and revenue funds launch and how to apply.	

Item No.	Title	Time
10.	STRATEGIC TRANSPORT SECTION 106 RELEASE (Pages 10 - 24)	7.50 pm
	To comment on the release of section 106 for improvements to Elephant and Castle underground station & northern roundabout.	
11.	SECTION 106 RELEASE - TATE MODERN 1 AND 2 AND NEO BANKSIDE (Pages 25 - 34)	8.00 pm
	To comment on the release of section 106 for transport, public realm and employment training improvements associated with the Tate Modern 1 and 2 and Neo Bankside.	
12.	SECTION 106 RELEASE - BMX TRACK BURGESS PARK (Pages 35 - 39)	8.10 pm
	To comment on the release of Section 106 for installation of a national standard BMX track at Burgess Park.	
13.	THEME - SUPPORTING OUR LOCAL HIGH STREETS	8.15 pm
	Presentations on successful applications to the Community Restoration Fund in the Borough, Bankside and Walworth area followed by workshops on the following areas:	
	<ul style="list-style-type: none"> • Walworth Road and East Street • Borough High Street • Tower Brige Road 	
	BREAK - 9.00 PM	
14.	LOCAL PARKING AMENDMENTS (Pages 40 - 46)	9.10 pm
	Note: this is an executive function	
	To consider the local parking amendments set out in the report.	
15.	PUBLIC QUESTION TIME (Pages 47 - 53)	9.15 pm
	A public question form is included at page 48.	
	This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties.	
	Responses may be supplied in writing following the meeting.	

Date: Tuesday 2 October 2012

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Alexa Coates, Principal Constitutional Officer Tel: 020 7525 7385 or email: alexa.coates@southwark.gov.uk
Website: www.southwark.gov.uk

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BABYSITTING/CARERS' ALLOWANCES

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

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

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Borough, Bankside and Walworth Community Council

MINUTES of the Borough, Bankside and Walworth Community Council held on Monday 2 July 2012 at 7.00 pm at Amigo Hall, St. George's Cathedral, St George's Road SE1 6HR

PRESENT: Councillor Martin Seaton (Chair)
Councillor David Noakes (Vice Chair)
Councillor Poddy Clark
Councillor Neil Coyle
Councillor Patrick Diamond
Councillor Dan Garfield
Councillor Claire Hickson
Councillor Lorraine Lauder MBE
Councillor Darren Merrill
Councillor Abdul Mohamed
Councillor Adele Morris
Councillor Geoffrey Thornton

OFFICER SUPPORT: Akinola Daisi, Service Development Officer
Pauline Bonner, Neighbourhood Coordinator
Alexa Coates, Principal Constitutional Officer

1. WELCOME AND INTRODUCTIONS

The chair welcomed councillors, members of the public and officers to the meeting.

2. APOLOGIES

There were apologies for absence from Councillors Catherine Bowman, Tim McNally and Helen Morrissey.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair indicated that he had accepted a late and urgent deputation request from the Walworth Society which would be considered under agenda item 6, petitions and deputations.

5. COMMUNITY ANNOUNCEMENTS

The chair made the following community announcements:

Black History Month is taking place from 1-31 October 2012. An annual grant programme is open for events and project proposals the closing date is this Friday on 6 July. And there are also opportunities for organisations to tender brief and individuals to get involved through the advisory group membership. More information is available on the council website www.southwark.gov.uk/blackhistorymonth

The Community Infrastructure Levy (CIL) is a new levy that councils can charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want. It will replace the current system toolkit element of Section 106, with site specific Section 106 remaining.

From mid-July the Council is planning to consult upon it's Preliminary Draft Charging Schedule in relation to Southwark's CIL, which will be a square metre cost applied to chargeable floor space on new developments in the borough. The rate is likely to vary geographically and by planning use. Affordable housing and charities can apply for relief from CIL on those elements of a development. At the same time the Council will be consulting upon ideas for local infrastructure as part of refreshing the project bank system. If anyone has ideas for new infrastructure needed in their local area please forward them to zayd.al-jawad@southwark.gov.uk.

Consultation is likely to start on the 10th July for 12 weeks. There will be a further round of consultation at the end of 2012.

Council Tax Changes – Akinola Daisi explained that the council were going to be consulting on changes to council tax benefit as each council was required to introduce a localised scheme by January 2013. The council was working to identify people affected by the proposed changes and would write to them directly. In response to questions Akinola explained that under the scheme pensioners would not be adversely affected and that the scheme would not effect people who receive other discounts such as single person discount – it would only affect people who received council tax benefit.

St Peter's Church – Father Andrew announced that a celebration had been held on 2 June for the Queen's Jubilee and thanked residents, schools and TRA's for getting involved. There would be a Walworth's got talent event held at the church on 13 October 2012 for residents in SE17.

6. DEPUTATIONS AND PETITIONS

Resolved

Members agreed to hear the late deputation request.

Jeremy Leach, presented a deputation on behalf of the Walworth Society, which requested that the council reconsider the sale of Manor Place terrace.

In response to questions Jeremy stated that the Walworth Society felt that the terrace was a beautiful building which had been neglected and was an important part of the area. The society had requested that English Heritage list the building but they did not feel it was of national significance however the society hoped it would be considered for local listing.

Jeremy advised that the Walworth Society would be at the Hub on the Walworth Road on 3 July and based around the terrace on 4 July if people wanted to show their support and get involved.

7. THEME - REGENERATION IN ELEPHANT AND CASTLE

7.1 ELEPHANT AND CASTLE LEISURE CENTRE UPDATE

There was no officer to present this item.

7.2 REGENERATION UPDATE

Ciron Edwards from Soundings gave an update on the consultation process for the redevelopment. Ciron explained that Soundings were consultants for Lend Lease and Southwark and were based at the Hub on Walworth Road, opposite Newington library. Soundings had held events at the Hub throughout June where the master plan was exhibited including documents on the outline planning application. Ciron had been involved in specific workshops with local residents which looked at different aspects of the development such as interim uses of the site.

A community forum had been established and the next public meeting was on 18 July 2012. At the previous meeting in June the forum had discussed ideas from the northern roundabout although Ciron highlighted that there were some conflicting ideas about things like the use of subways. These comments would be out forward to TfL who were responsible for the roundabout.

Ciron outlined that the final exhibition on phase 1 would take place on Thursday 19 July and Saturday 21 July at the consultation hub, then the final content of the planning application would be submitted for phase 1 in late July and it was expected plans for the leisure centre would follow in August.

More information could be found at www.elephantandcastle.gov.uk

In response to questions from Ciron clarified that the term intermediate uses referred to

short terms uses for site. Some of the spaces might be vacant for 10 years and so community groups could apply to use the spaces. The boundaries of phase 1 were: Victory Place, Balfour Street and Rodney Road. There were still opportunities for people to have an input in plans for the northern roundabout as this was at a preliminary plan stage and there would be further consultation, Ciron reiterated that this was a TfL project. Some spaces would be empty for 10 years as the configuration of the development did not allow for partial development.

7.3 LONDON COMMUNITY FOUNDATION

Kate Moralee from the London Community Foundation explained that Lend Lease had set up a community fund with an initial contribution of £25,000, it was hoped that more funding could be raised to generate a pot of £1 million. The funding was available for projects which were of benefit to residents in the elephant and castle opportunity area.

The fund was launched on the 1 June and the closing date for applications was 20 July, Kate advised that the deadlines were strict and no applications received after the closing date would be considered. A panel consisting of members from Lend Lease, Southwark Council and a community representative would make the decisions on the allocation of the fund. People wishing to become the community representatives were to make an expression of interest to Kate before 10 July. The panel was expected to meet in August with decisions by September. Applications were invited along the following themes: further education, arts and culture and environment. The fund was open to local groups who were embedded in the community.

In response to questions Kate clarified that only constituted groups could apply for funding. That the area which the fund applied to was clearly defined on the website, groups apply did not have to be based in the area but the beneficiaries must be. The fund was intended for small groups with allocation of £250-£5,000 so wasn't really designed for collaboration between organisations. Lend Lease had two places on the fund as they were currently the only contributors although it was hoped to attract more funding. Groups would need to meet the themes outlined in order to be successful.

8. Q&A WITH THE LEADER OF THE COUNCIL - COUNCILLOR PETER JOHN

The Leader thanked the chair for inviting him to the inaugural meeting of the Borough, Bankside and Walworth community council. He gave a brief overview of some of the projects the council was delivering such as: free healthy school meals, the introduction of food recycling and making every council home warm, dry and safe. The administration had frozen council tax at the same level for the past two years and was allocating a community restoration fund of £1 million to help areas affected by the disturbances in the summer of 2011. The regeneration of elephant and castle was continuing with the Aylesbury and the council was currently looking for a development partner to deliver the large project covering 28.5 hectares.

Cllr John invited the Walworth Society to present a deputation to cabinet on Manor Place and stated that he was interested to learn more.

In response to questions Cllr John clarified that Southwark were seeking to keep the level of rent affordable. Under new legislation social housing registered landlords would be able to charge up to 80% of the market value for rent. The council would seek to keep their rents affordable.

A resident asked why the Lend Lease Phase 1 application did not commit to the 35% level of affordable housing outlined in council policy. Cllr John responded that the application was an outline and therefore did not contain all the detail of a final application. He also stated that levels of affordable housing were subject to affordability tests irrespective of what the guidance seeks. In London developments normally consisted of 15-19% affordable housing. As part of the Heygate agreement the council had secured a minimum of 25% affordable housing, so even if the 35% was not met the minimum would be higher than the norm in London. In response to a further question on affordable housing Cllr John clarified that the Heygate estate had been emptied so residents were not losing homes and there would be a net increase in the number of affordable homes.

In response to further questions from the floor Cllr John reiterated the promise to make every council home warm, safe and dry – there was a timetable for a schedule of work for every block of homes. A resident raised a recent press story about the level of council tax owed to the council. Cllr John explained that the council tax collection service had recently been brought ‘in-house’ to deal with this issue and recovering this debt was a work in progress. In terms of contracts with other companies, the council had in place procedures to deal with any potential risk of fraud. In response to questions on transport and parking Cllr John explained that there had been proposals for a tram line in the south of the borough but this required investment in infrastructure from TfL and the government. If residents experienced particular issues with parking Cllr John suggested they raise them with one of their ward councillors.

A resident raised an issue around visitor passes for disabled residents and the cost of attaining passes which were required for example if people were visiting to carry out repairs on a home. Cllr John acknowledged that this was problematic and agreed to look into the issue further. Cllr John also agreed to look in specific issues raised in relation to the Tabard Estate and a new door entry system and Decima Street.

The chair thanked Cllr John for attending the meeting.

9. COMMUNITY COUNCIL FUND

Executive Function

Members considered the information in the report.

RESOLVED:

That the following projects be awarded community council funding:

Actionplus Foundation - £500

Applegarth House TMC - £500

Bankside Open Spaces Trust (BOST) - £783

Bankside Residents Forum - £1,000

Blackfriars Settlement - £500

Geraldine Mary Harmsworth - £950

Parent Forum of Cathedral & St Mary - £500

Perronet House Tenants and Residents Association - £400

Play scheme @ Friars - £500

Southwark Cathedral - £930

David Idowu Foundation - £1,000

Decima Street Tenants and Residents Association - £900

Mental Fight Club - £500

Rockingham Community Tenants and Residents Association - £720

St George in Southwark Festival - £993

Tabard Gardens (Central) Tenants and Residents Association - £500

Tabard Gardens (North) Tenants and Residents Association - £600

Tabard Gardens (South) Tenants and Residents Association - £600

Dorothy Gbagonah - £2,000

Rodney Road Tenants and Residents Association - £1,000

Somali Youth Action Forum - £1,000

Southwark Cyprus Turkish Association - £1,000

Surrey Square After School Club - £813

Art in the Park - £378

Divine Rescue - £1,000

Friends of Burgess Park (housing for wildlife) – £430

Friends of Burgess Park (wild Burgess) - £435

Golden Hope - £850

Sickle Cell and Young Stoke Survivors - £ 1,000

St Peter's Church Walworth - £1,220

30th Southwark (St Mary's) Scout Group - £300

Camberwell Afterschool Project - £1,200

Latin American Disabled People's Project - £1,000

Manor Place Hostel - £857

New Image Youth Centre - £856

Pullens Tenants and Residents Association - £600

Walworth Society - £1,000

(**Note:** £750 was returned from funds allocated in 2011/12 which was added to the community council fund, making £29,815 available in 2012/13.

There is a £500 under spend still available)

10. CLEANER, GREENER, SAFER REVENUE FUND

10. CLEANER, GREENER, SAFER REVENUE FUND - ALLOCATION

Executive Function

Members considered the information in the report.

RESOLVED

That the following groups be awarded Cleaner, Greener, Safer Revenue funding for 2012/13:

Divine Rescue - £3,880

Burgess Park Astro Turf - £3,880

10. CLEANER, GREENER, SAFER REVENUE FUND - BANK ACCOUNT SIGNATORIES

Members considered the information in the report.

RESOLVED

That Councillors Martin Seaton, David Noakes and Claire Hickson be nominated signatories for the Cleaner, Greener, Safer Revenue bank account.

11. LOCAL PARKING AMENDMENTS

Executive Function

Members considered the information in the report.

RESOLVED

That the following local parking amendments, detailed in the appendices to the report, be approved for implementation subject to the outcome of any necessary statutory procedures:

- Dawes Street – disabled persons parking (blue badge) bay
- Webber Street - disabled persons parking (blue badge) bay
- Brook Drive - disabled persons parking (blue badge) bay
- Joan Street – any time waiting restrictions (double yellow lines)

12. PUBLIC QUESTION TIME

The following questions were raised from the floor:

As a follow up to the following question submitted to the Walworth community council:
Who gave permission for a cash point to be put outside to William Hill in East Street, which restricts the width of the pavement?
What was the notification/consultation process before this decision was taken?

Why was the regeneration of Stead Street Car Park decided before any consultation?

There is an overflow of water from the roof of Marshall House onto East Street – Cllr Lauder agreed to take this issue up.

In relation to issues experienced at a new development at City Walk off Long Lane a resident asked environmental health to clarify what their procedures were once a complaint had been made to an environmental health officer?

The following questions were submitted in writing:

Two issues was raised in relation to Hanworth House which have been forwarded directly to the housing department for response.

An issue was raised in relation to rent rises which has been sent directly to the property

team

What will become of the leftover funds from the CGS fund 2010-12? Would this money be allocated to the organisations left out of the 2012 bid? Could you let us know what the total amount of money is surplus in the fund?

When will the exhibition of the Winchester Palace reopen? The adjoining cafe has the key and says the council has told them not to unlock the access door. Also can the moss on the new wall be removed?

Have the council finally come to a suitable agreement concerning the current barrier between the Globe and 48 Bankside? The recently installed barrier is obviously a big improvement on the 'borrowed' utility barriers that had been allowed to stand there for many years. After many years the said gate was transferred to cardinal cap alley, the gate has recently been left open. Has there been an agreement with the bankside houses and the council to have occasional opening. If so when are these opening scheduled?

Can the council remove the very large 'whiskey shop' advertising board from Clink Street which is to be part of the Olympic Riverside Walkway? Are the council bringing in a new system to license pavement boards?

Door entry system for Meakin/Elim Estate and Decima Street properties – residents would like to know what is delaying the provision of their door entry system which has been approved in the Project Bank since 2008? With currently three development going on within Meakin Estate and Elim Estate, residents have been facing serious ASB due to the use of the staircases.

What is the council doing about the noise disturbances currently going on from the two construction sites: Wild Rent Street development (SE1) and Decima Street (SE1). These constructions have been going on at the same time and next to other which is having an effect on residents. How could the planning and development of the site be so coincidental creating a nuisance for residents?

Can TfL improve the pedestrian crossing between Borough Market and St Thomas' Street? This is a very busy crossing point and will be considerably more so in the future.

CHAIR:

DATED:

The meeting ended at 9.40pm

Item No. 10.	Classification: Open	Date: 10 October 2012	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Strategic transport S106 release report for £1,336,108 to implement improvements to Elephant and Castle underground station & northern roundabout (£857,203), Camberwell town centre (£155,603), Peckham Rye station (£86,769) and Lower Road gyratory (£266,533) from a number of agreements	
Ward(s) or groups affected:		Cathedral, Chaucer, East Walworth, Newington, Camberwell Green, Rotherhithe, Surrey Docks, The Lane, Grange, South Bermondsey	
From:		Chief Executive	

RECOMMENDATION

1. That the community council note and comment on this framework for the release of strategic transport Section 106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects totalling £1,336,108 from the listed Legal Agreements identified for Transport Strategic Contribution, to support transport improvements at:

- **Elephant and Castle £857,203**, from: all the Borough, Bankside and Walworth Community Council (CC) schemes in appendix 1, save for Townsend Street and Royal Road

- **Camberwell Town Centre, £155,603** from: all the Camberwell CC schemes in appendix 1, plus Townsend Street and Royal Road

- **Lower Road, £266,533** from: all the Bermondsey and Rotherhithe CC schemes in Appendix 1

- **Peckham Rye station, £86,769** from: all the Peckham and Nunhead CC schemes in Appendix 1

BACKGROUND INFORMATION

2. Planning obligations are used to address the impacts caused by a development and contribute to providing infrastructure and facilities necessary to achieve sustainable communities. The council can enter into a legal agreement with a developer whereby the developer agrees to provide planning contributions. These contributions can cover a range of facilities and services including transport provision.
3. As well as site specific transport contributions, the council seeks to secure strategic contributions for transport measures to increase the capacity of transport provision across the borough to support the delivery of the Transport plan (Local Implementation Plan 2). In addition to the funding authorised to be released by this report a further £2,828,763 in strategic contributions have been agreed, but not yet received by the council.

4. The council's Transport Plan 2011 <http://www.southwark.gov.uk/transportplan> sets out short, medium and longer term projects to deliver the council's objectives. Shorter term projects are generally delivered with funding the council receives annually from TfL to support delivery of the Mayor's Transport Strategy. Other, larger scale projects may be delivered as part of development schemes and regeneration initiatives, or with Major Scheme funding from TfL.
5. Larger scale projects identified in the Transport plan include maximising accessibility to the transport network at Elephant and Castle to support major redevelopment there. Camberwell town centre and Lower Road are also included as Major Schemes requiring funding from both TfL and the council. The plan also covers other opportunity areas and development led schemes such as the Canada Water plaza and thematic schemes such as improvements to the Thames Path as part of the Olympic Legacy project.
6. Section 106 (S106) contributions received by the council are expected to be spent within the standard timescale of ten years, unless an earlier date is specified. It is therefore necessary to track monies received and to plan ahead and develop an implementation strategy matching available funds to suitable projects within the agreed timescales. This is especially important for strategic transport contributions where no specific project is identified in the legal agreement and where the type and scale of projects require a long lead in time.
7. The current approach to securing contributions for strategic transport measures is due to be largely replaced with the introduction of the Community Infrastructure Levy (CIL). CIL is intended to be used for general infrastructure contributions whilst Section 106 obligations will continue for site-specific mitigation. However, from April 2014 or the earlier adoption of a CIL Charging Schedule, local authorities will not be able to pool contributions from more than 5 obligations (including obligations dating back to April 2010) to fund the same type or item of infrastructure. Therefore, funding for major transport projects will primarily come from CIL. The council's draft CIL infrastructure plan identifies major transport projects as 'infrastructure' which the levy will fund.

KEY ISSUES FOR CONSIDERATION

8. Due to different levels of development across the borough, the receipt of strategic s106 contributions is not evenly spread across community council areas. Figure 1 below shows that payments received between February 2009 and August 2012 are mainly concentrated in the northern part of the borough. In many cases, significant site specific contributions have also been secured to mitigate the direct impact of developments in these areas and the council has been able to use these contributions to significantly improve the local environment. In other areas of the borough the relatively small scale and quantity of development coming forward has limited the availability of developer funding for local improvements.

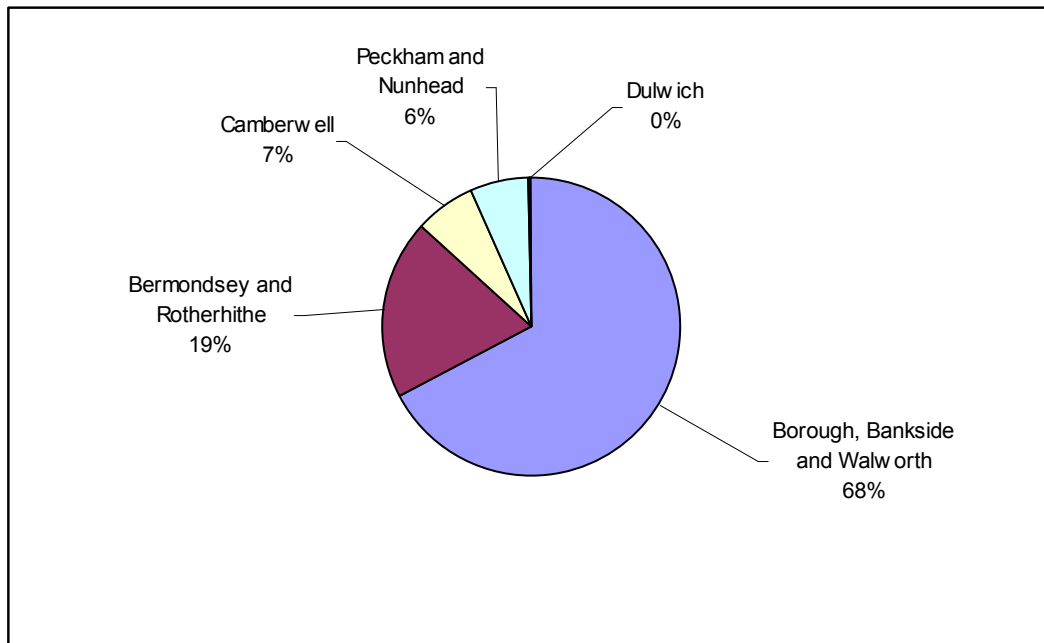


Figure 1: Strategic s106 received by CC area

9. To compound the relative lack of available funding in certain areas, these locations also tend to suffer from significant transport related issues, such as limited access to public transport services and a high incidence of personal injury collisions. These areas also often support busy traffic corridors with the associated poor environment and air quality. These factors make such areas a natural priority in any objective assessment of transport need and funding for improvements in these areas is therefore often sought from other sources, such as Transport plan funding (TfL annual funding submission), however funding opportunities remain limited.
10. Investment in public transport infrastructure in Southwark over the last 20 years, has been heavily skewed towards the north of the borough. More recent rail projects include the extension of the Jubilee Line to serve Bermondsey and Rotherhithe (£3.5bn), improvements to the Northern Line as part of London Underground's upgrade programme and the current project to transform Thameslink services (£6bn), including the opening of a new station in Bankside. Central and eastern parts of the borough are benefitting from new access to metro style orbital services on the London Overground network, but direct access into central London termini will continue to rely on overland services. Proposals to extend the underground network, including the Bakerloo Line, which could bring significant benefits to other parts of Southwark are currently unfunded and not likely to be delivered before 2020. The proposed Cross River Tram scheme is no longer being actively promoted by TfL.
11. As well as rail infrastructure improvements, large scale investments in the highway network in Southwark have also tended to be focussed on the northern part of the borough. For example, Transport for London (TfL) has invested significantly in Tooley Street, Southwark Street and Borough High Street in recent years and works to major thoroughfares have been complemented by significant investment in area wide programmes led by the council such as the Bankside Urban Forest project. TfL have also delivered the Mayor's Cycle Hire Scheme exclusively in the north of the Southwark. There has been some limited investment in adjacent areas such as Elephant and Castle (the removal of the southern roundabout) and the Walworth Road project for example. While this is welcome it falls far short of the investment that is required to mitigate development activity within the Elephant and Castle Opportunity area as a whole. Investment beyond these areas has been

more limited still. While funding has now been secured to develop an improvement scheme for Camberwell town centre, securing implementation funding is dependent on achieving an agreed scheme as well as identifying match funding from the council and this will also be the case for improvements to Lower Road and Elephant and Castle.

12. Areas of Southwark that have not received significant investment in road and rail networks over recent years are nonetheless likely to be affected by the scale of development in those areas that have. Traffic related impacts of a development or cluster of developments in a particular part of the borough are likely to extend well beyond that area to other parts of the borough. For example, intensification of employment density in one area may lead to increased demand on the transport network in another where additional trips are generated as a result. Mitigation schemes therefore require a cross borough approach, managing impacts on traffic sensitive routes across the wider network.
13. To leverage funding for major publicly funded transport improvement projects it is often necessary to demonstrate match funding. For example, funding applications to TfL's Major Schemes programme and the GLA's Regeneration Fund all require evidence of match funding.
14. Given the above considerations, this report proposes a framework for the release of strategic transport s106 contributions to support key projects across the borough and for the release of the first tranche of available funding for those projects. The four projects supported are Elephant and Castle, Camberwell town centre, Lower Road and Peckham Rye station. All four schemes are in key action / opportunity areas as identified by the council's Core Strategy and require funding to develop and deliver transformative changes to the borough's transport infrastructure. The framework will direct funds from Borough, Bankside and Walworth to support Elephant and Castle, except for sites in Walworth outside the Opportunity Area which will be directed to the Camberwell town centre scheme. Strategic transport contributions from sites in Peckham and Nunhead will be directed to support the Peckham Rye station project and contributions from Bermondsey and Rotherhithe will be directed to support the Lower Road project. A brief summary of each recipient project is included below.
15. Elephant and Castle

The key priority for strategic transport contributions generated by agreements within the Elephant and Castle Opportunity Area is to contribute to investment in the improvement of the existing northern line underground station (extra lifts or escalators) and the northern roundabout (replacement of the network of subways with signalised surface crossings). This investment is necessary to help mitigate the impacts on strategic transport infrastructure created by an increase in the local population.

The Elephant and Castle SPD <http://www.southwark.gov.uk/elephant> [which was adopted by the council in March 2012 and by the GLA as an Opportunity Area Framework in May 2012] includes a requirement for developers to pay an increased contribution towards the costs of these transport mitigation measures. This mechanism will ensure that all future development within the Opportunity Area makes the maximum reasonable contribution towards these key infrastructure projects. Transport for London have also agreed in principle to provide funding towards project costs. Despite this there remains both a funding gap and a need to maintain a flow of investment in the short to medium term to ensure that progress towards the implementation of this key council regeneration priority is maintained.

Contributions from the Borough, Bankside and Walworth community council area are therefore required for on-going design work and towards the implementation of improvements at Elephant and Castle.

16. Camberwell town centre

Southwark and Lambeth Councils in partnership with TfL are to invest in Camberwell town centre to uplift the area and create a new space for London. The scheme, while focussing on transport issues, will provide the opportunity for coordination across a range of regeneration activities and initiatives in the area.

This major scheme is a priority for the council. TfL have provided development funding of £200,000 in 2011/12 and a further £650,000 in 2012/13 with the council contributing a further £15,000 site specific S106. An additional £6.2m is required to deliver the scheme with implementation planned for 2014 which includes a £2m contribution from the council.

Key areas for improvement include:

- Camberwell Green Junction – reduce pedestrian crossing distance, review and remove pedestrian guard railings and review signal timings.
- Denmark Hill – widen pavements; make crossing safer right up to Champion Park.
- Wren Rd – green/walking link to Butterfly Walk

17. Lower Road

The removal of the Lower Road gyratory and reversion of all key roads to two-way operation was identified within the Rotherhithe Multi-Modal Transport Study. It was subsequently included in the Canada Water Area Action Plan, <http://www.southwark.gov.uk/canadawater> with the objective of reducing traffic on Rotherhithe Old Road, simplifying the road network, improving the environment for pedestrians and cyclists, and improving efficiency, capacity and safety for all users.

The scheme is currently being developed further and the initial cost estimate of £9m being reviewed. The Canada Water AAP sets out a tariff for development in the area which seeks to raise a major part of the funding necessary for the scheme, while a contribution may also be sought from TfL through the Major Scheme programme.

18. Peckham Rye station area

Subsequent to the completion of the Transport plan, a further opportunity arose to deliver a major scheme in the Peckham action area, at Peckham Rye station. Funding is available from the GLA Regeneration Fund created following the civil disturbances in London in 2011. GLA funding is also contingent on a council contribution.

In order to support the Peckham and Nunhead area action plan http://www.southwark.gov.uk/info/200315/peckham_and_nunhead and help deliver improvements to Peckham town centre, it is proposed to make substantial improvements to the setting of Peckham Rye station. Peckham Rye is identified in the Mayor's Transport Strategy as a strategic interchange and the project will complement planned improvements to the station itself which will become increasingly important with the arrival of London Overground services in 2012. Proposals include improvements to the station fabric and the re-creation of a public

square outside the station, improving the setting of the station while reducing journey times.

£12.5 million is required for this scheme (£5 million contribution from the council) with planned delivery split into a number of phases from 2011/12 to 2015/16. Most of this allocation will part match fund improvements to the Station and Station forecourt.

19. The projects described above are shown below with a proposed strategic s106 budget alongside complementary funding streams available to the project. The total available strategic s106 funding has been allocated across the four identified projects based on proximity and / or connectivity with the development location.

Project name	Proposed strategic s106 allocation	Origin CC area	Other funding streams
Elephant & Castle	857,203	Borough & Bankside & *Walworth	Council, TfL, development tariff, site specific s106
Camberwell town centre	155,603	Camberwell, **Walworth	Council, TfL, English Heritage, site specific s106
Lower Road gyratory	266,533	Bermondsey & Rotherhithe	Council, TfL, development tariff, site specific s106
Peckham Rye station	86,769	Nunhead and Peckham Rye & Peckham	GLA, TfL, Heritage Lottery Fund, Railway Heritage Trust, DfT, Network Rail, site specific s106

* Walworth sites within Elephant and Castle Opportunity Area

** Walworth sites outside Elephant and Castle Opportunity Area

20. The chart below shows future strategic s106 availability based on payments currently received and available and the expected 'claw back' date before which each contribution should be spent. The projects identified in this report have timescales consistent with the need to spend identified.

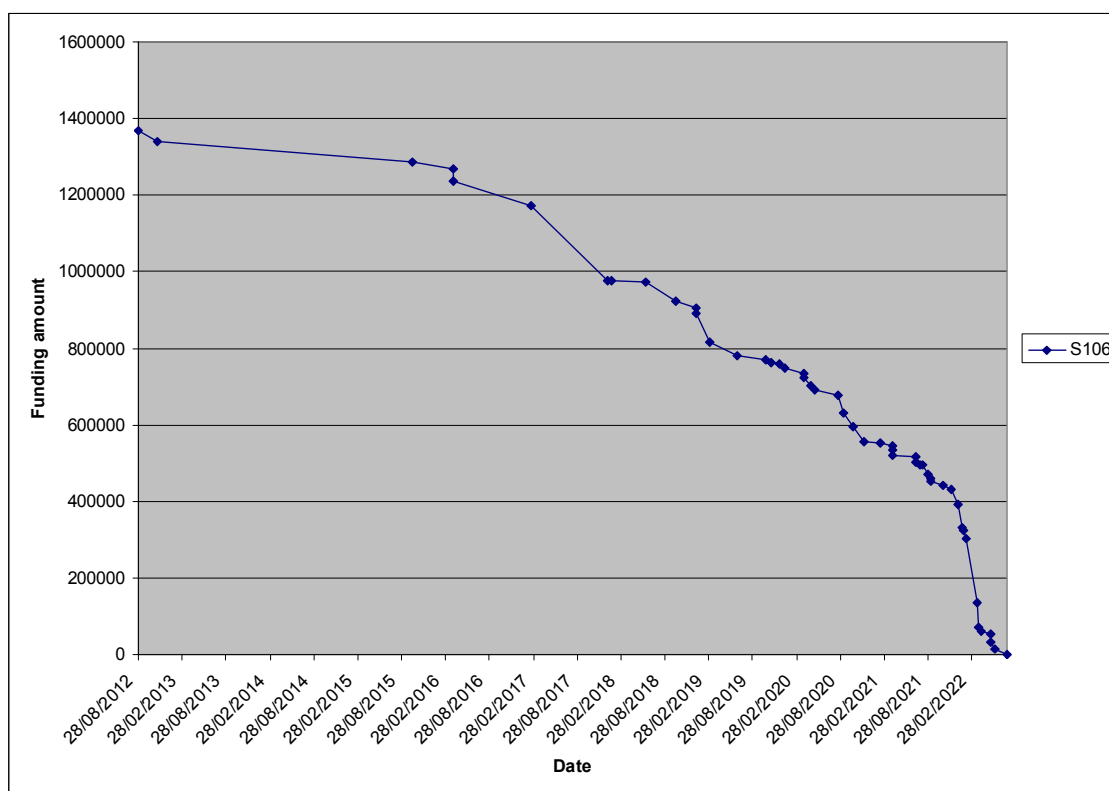


Figure 2: Strategic s106 timeline

Policy implications

21. Southwark 2016, the borough's Sustainable Community Strategy http://www.southwark.gov.uk/info/10010/southwark_alliance/580/southwark_2016 sets out a range of objectives and priorities defining the vision for Southwark. The projects identified in this report, located in key regeneration areas, are particularly relevant to the following objectives: Improving individual life chances; Making the borough a better place for people.
22. The Transport plan 2011 forms the vision for transport in the borough. The projects identified in this report, are particularly relevant to the following Transport plan objectives: Manage demand for travel and increase sustainable transport capacity; Ensure the transport system helps people to achieve their economic and social potential; Ensure the transport network is safe and secure for all and improve perceptions of safety; Ensure that the quality, efficiency and reliability of the highway network is maintained.
23. Southwark Plan saved policy 2.5 on planning obligations states that, in all cases, contributions must fairly and reasonably relate to the proposed development http://www.southwark.gov.uk/info/856/planning_policy/1241/the_southwark_plan . The proposals in this report support this policy as the projects identified, while not always directly adjacent to the development sites, can be shown to be linked in terms of traffic and transport impacts. Further details relating to policy 2.5 are now provided under separate guidance – see paragraph 24.
24. The council's S106 Supplementary Planning Document (SPD) http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd recognises the need for consideration of a wider approach to identifying potential projects for planning contributions and linked activity such as the council's capital spending programmes, Neighbourhood Renewal Fund and other sources of

funding. The projects identified in this report reflect such an approach and integration with other funding streams.

25. The SPD identifies that strategic transport contributions are to increase the capacity of public transport provision across the borough as set out in the borough's Local implementation plan (Lip) which has now been superseded by the borough's Transport plan 2011. The proposals in this report reflect a borough wide approach to the planning and delivery of public transport provision.
26. The SPD states that strategic transport contributions to increase the capacity of transport provision across the borough, include: facilitation of major public transport infrastructure projects, bus network improvements, road safety education, training and publicity (ETP), extension and improvement of the strategic cycle network, travel awareness publicity and events, continuing development of the freight quality partnership, road safety and speed reduction environmental measures – including local safety schemes and other environmental initiatives such as home zones, walking and cycling infrastructure improvements, Interchange accessibility improvements and controlled parking zones. Contributions to strategic transport are pooled in line with paragraph 21 of DCLG Circular 05/2005, for expenditure on the programme of projects set out in the LIP. The projects identified in this report relate to many of the categories above, but particularly bus network improvements and road safety and speed reduction environmental measures.
27. The advantages of the approach proposed in this report are:
- A more equitable distribution of resources across the borough
 - The mitigation of significant transport issues in areas where alternative funding streams are limited
 - Leveraging of significant investment for those areas due to the availability of match funding
 - A strategic, borough wide approach to the planning and delivery of transport projects
28. The risks of the approach proposed in this report are:
- Reduced available funding for strategic transport improvements in close proximity to development sites
 - Developers challenging the use of strategic transport contributions in the manner proposed
29. The risks of not following the proposed approach are:
- Strategic transport issues are not addressed
 - Funds remain unspent before 'claw back' date

Community project bank prioritisation

30. By the strategic nature of the proposals they would not have been named or noted on the community project banks. The policy justification for the contribution is such that it is solely for strategic transport infrastructure and these four projects have been identified in the Transport plan as the priority for the borough.

Community impact statement

31. The programme is designed to enhance the accessibility and connectivity of communities across the borough. By implementing these four major transport

projects, the council is improving the environment and social sustainability of the wider area, providing high quality improvements which local residents and workers can use, and which promote the potential for social interaction. Improving interaction between different social groups enhances trust and creates the conditions to forge stronger networked communities.

32. The projects will have a positive impact on the environment and improve connectivity of people in Southwark and will not have a detrimental impact upon any one group within the community and will be inclusive and accessible without prejudice for all sectors of the community.

Resource implications

33. These proposals have no significant resource implications and can be delivered through current structures with programme costs to be recharged on a project by project basis.

Consultation

34. Consultation was a key process in the development of Southwark Council's Transport plan and was held for an eleven week period, December 22 2010 until March 8 2011. The community were invited to comment on the Transport Plan via community groups, community councils, the council's website, electronic newsletters and social media networks and via an online survey. In addition, the community had the opportunity to speak to officers directly through various community and stakeholder groups, local community councils and via two 'drop in' sessions.
35. The council also consulted the Police, representatives of the disabled, neighbouring boroughs and all other persons they are statutorily required to consult under section 145(2) Greater London Authority Act 1999.
36. The council received a total of 447 responses to the consultation, comprising 402 completed surveys and 23 individual responses. This was in addition to responses from statutory stakeholders and key interest groups. The majority of comments and responses have been positive and welcome a robust document.

The key issues from consultation and how this has been considered in the Transport Plan is included below;

- The community supported the prioritisation of improvements to town centres and as a result our delivery programme will include projects in town centres.
 - A majority wished to see the council introduce parking permits based on CO₂ in order to encourage less polluting vehicles. We are working to introduce CO₂ based parking permits and are currently undertaking wider consultation.
 - Many respondents stated that they believed that street condition was important (pot holes etc) and wished to play an active role in the design and management of their street. Our community streets programme will enable people to engage in how their streets are improved, furthermore the council is set to continue to allow the community to agree an element of their local non principal road renewal programme.
 - Three quarters also supported the council's key ambition to become a 20mph borough and therefore this ambition is retained.
 - A majority of responses supported the council continuing to provide free cyclist training and we will continue to provide this programme.
37. Extensive public consultation was also carried out to support the development and

adoption of the Elephant and Castle SPD, Canada Water Area Action Plan and Peckham and Nunhead Area Action Plan.

38. This report was submitted to Borough, Bankside and Walworth, Bermondsey and Rotherhithe, Camberwell and Peckham and Nunhead community councils in September and October 2012. Comments on the proposals are summarised below. Specific consultation on the allocation and release of funds is not required as the Transport plan consultation fed into the spending decisions.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

39. Members of the Planning Committee are requested to agree a framework for the release of strategic transport s106 contributions to support key projects across the borough and to authorise the release of the first tranche of available funding for those projects totalling £1,336,108 as specifically outlined in the recommendation at the start of this report.

The S106s monies must be expended in accordance with: -

- (a) the terms of the specific S106s; and
 - (b) the relevant policy tests set out in Paragraph 204 of the National Planning Policy Framework (“NPPF”) <http://www.communities.gov.uk/publications/planningandbuilding/nppf> namely that obligations must be: -
 - (i) necessary to make the development acceptable in planning terms;
 - (ii) directly related to the development;
 - (iii) fairly and reasonably related in scale and kind to the development;
40. Paragraph 204 NPPF has the identical tests to those set out in Regulation 122(a) of the Community Infrastructure Levy Regulations. However, Regulation 122 relates to which obligations may constitute a reason for the grant of planning permission. All of the funds discussed herein come from developments that have already been granted planning permission, so regulation 122 does not strictly apply.
41. As explained in the body of the report, the contributions referred to in this report are directly related to the respective developments in that the strategic transport benefits that will accrue from the expenditure of the funds will benefit these developments. The previous government policy (Circular 05/2005) interpreted the concept of a direct relationship as meaning that “there should be a functional or geographical link between the development and the item being provided as part of the developer's contribution”. Since there is no indication that this interpretation has changed since the introduction of NPPF, the same meaning can be applied to the funds under consideration. There is a functional link between the respective developments and improvements to the wider transport network in the borough.
42. Part 3F of the Council’s Constitution titled Planning Committee and Planning Sub-Committees states at paragraph 6 under Roles and Functions and at Paragraph 2 under Matters reserved for decision by the planning committee, that planning committee has the power to consider the expenditure of s106 monies over

£100,000.

43. The approval of the framework for the release of strategic funds and the authorisation of the first tranche of those funds therefore meets the relevant legal and policy tests.

Strategic Director of Finance and Corporate Services

44. This report recommends that the planning committee agree that S106 totalling £1,336,108 are released from the listed legal agreements identified for Transport Strategic Contribution, to support a range of transport improvements.
45. The SDFCS notes the resource implications contained within the report and that the S106 monies have been received and are available for distribution. Officer time to effect the recommendations will be contained within existing budgeted revenue resources.

S106 Manager

46. All the contributions noted in the recommendation paragraph and in the Appendix have been triggered and paid to the Council for the purpose of Strategic Transport, totalling £1,336,108.
47. The justification and purpose of these Strategic Transportation contributions are to improve the strategic transport network in Southwark so the cumulative impacts of new development can be addressed and that the public transport networks can accommodate this increased pressure. The allocation to these 4 proposed improvements are a small but important contribution to the total costs of the improvements and are an acceptable use for these contributions.
48. Where noted with a symbol (* etc) there are further requirements to release the contribution, such as securing approval from the funding developer.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport plan	Transport planning 160 Tooley Street http://www.southwark.gov.uk/downloads/download/2578/transport_plan	Simon Phillips 020 7525 5542
S106 SPD	Planning policy 160 Tooley Street http://www.southwark.gov.uk/info/200152/section_106/1516/section_106_spd	Zayd Al-Jawad 020 7525 7309
Elephant and Castle SPD	Planning policy 160 Tooley Street http://www.southwark.gov.uk/info/200151/supple	Alison Squires 020 7525 5644

	mentary planning documents and guidance/2040/elephant and castle spd oapf	
Canada Water AAP	Planning policy 160 Tooley Street http://www.southwark.gov.uk/info/200314/canada_water	Alison Squires 020 7525 5644
Peckham and Nunhead AAP	Planning policy 160 Tooley Street http://www.southwark.gov.uk/downloads/download/3188/peckham_and_nunhead_aap_publication_submission_version	Alison Squires 020 7525 5644

APPENDICES

No.	Title
Appendix 1	List of agreements

AUDIT TRAIL

Lead Officer	Sally Crew, Group Manager Policy and Programmes	
Report Author	Simon Phillips, Principal transport planner	
Version	Final	
Dated	11 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
S106 Manager	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team		01 October 2012

APPENDIX 1 – List of agreements

All strategic transport contributions to be released by this report

Reporting Date 03/08/2012

Agreement Number	Site	Community Council	Strategic transport (£)
S106/128124	LAND AT CORNER OF LAVINGTON STREET AND GREAT SUFFOLK STREET, LONDON SE1	Borough, Bankside and Walworth	72,617
S106/129341	NEWSPAPER HOUSE, 40 RUSHWORTH STREET, LONDON, SE1 0QX	Borough, Bankside and Walworth	13,069
S106/118536A	FORMER CASTLE INDUSTRIAL ESTATE, ELEPHANT ROAD, LONDON, SE17 1LA	Borough, Bankside and Walworth	195,143
S106/125491	ST GEORGE'S HOUSE, 195-203 WATERLOO ROAD & 1-5A BARONS PLACE LONDON, SE1 8WB	Borough, Bankside and Walworth	28,684
S106/129794	6 PARIS GARDENS & 20-21 HATFIELDS, LONDON, SE1 8DJ	Borough, Bankside and Walworth	62,370
S106/135060	134 NEW KENT ROAD, LONDON, SE1 6TY	Borough, Bankside and Walworth	10,260
S106/133140	LAND ADJOINING LIBRARY STREET DAVIDGE STREET KING STREET AND MILCOTE STREET SE1 0RN	Borough, Bankside and Walworth	19,087
S106/133141	LAND ADJOINING TOWNSEND STREET, BECKWAY STREET, COMUS PLACE AND CONGREVE STREET, LONDON SE17 1TQ	Borough, Bankside and Walworth	14,203
S106/133130	BRANDON STREET, LARCOM STREET AND CHARLESTON STREET, LONDON, SE17 1NL	Borough, Bankside and Walworth	8,513
S106/135121	120-138 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	53,543
S106/136663	LAND AT ROYAL ROAD, LONDON, SE17 3NR (FORMER BRAGANZA OLD PEOPLE HOME)	Borough, Bankside and Walworth	47,942
S106/137522	268-282 WATERLOO ROAD, LONDON, SE1 8RQ	Borough, Bankside and Walworth	32,708
S106/137314	JOHN SMITH HOUSE, 144-152 WALWORTH ROAD, LONDON, SE17 1JL	Borough, Bankside and Walworth	6,301
S106/140583	65 SOUTHWARK STREET, LONDON, SE1 0HR	Borough, Bankside and Walworth	25,749
S106/140557	153-163 HARPER ROAD, (LAND AT HARPER ROAD 42P), LONDON, SE1 6AE	Borough, Bankside and Walworth	35,643

Agreement Number	Site	Community Council	Strategic transport (£)
S106/140505	102-107 BLACKFRIARS ROAD, LONDON, SE1 8HW	Borough, Bankside and Walworth	36,899
S106/140751	28-30 TRINITY STREET, LONDON SE1 4JE	Borough, Bankside and Walworth	16,842
S106/Temp 0017	SURREY HOUSE, 20 LAVINGTON STREET LONDON SE1 0NZ	Borough, Bankside and Walworth	50,233
S106/63196	ST IVES HOUSE, 22 LAVINGTON STREET, LONDON, SE1 0NZ	Borough, Bankside and Walworth	21,088
S106/63184	SEA CONTAINERS HOUSE, UPPER GROUND, LONDON SE1 9PD	Borough, Bankside and Walworth	168,454
S106/130281	153-157 TOWER BRIDGE ROAD, LONDON, SE1 3LW	Bermondsey and Rotherhithe	35,319
S106/132462	41-47 BLUE ANCHOR LANE & 9-13 BOMBAY STREET LONDON, SE16 3UL	Bermondsey and Rotherhithe	11,336
S106/127728	4-28 VARCOE ROAD, LONDON, SE16 3DG	Bermondsey and Rotherhithe	8,652
S106/134816	150 SPA ROAD (BERMONDSEY SPA SITE L), LONDON, SE16 4RR	Bermondsey and Rotherhithe	15,951
S106/137053	SITE A CANADA WATER, SURREY QUAYS ROAD, LONDON SE16	Bermondsey and Rotherhithe	62,145
S106/135136	BERMONDSEY SPA SITE G, 80-118 SPA ROAD, LONDON SE16 3QT	Bermondsey and Rotherhithe	21,327
S106/095747	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	3,669
S106/137696	LYNTON ROAD NEIGHBOURHOOD OFFICE, 8 LYNTON ROAD, LONDON, SE1 5QR	Bermondsey and Rotherhithe	6,362
S106/140706	63 ALSCOT ROAD, BERMONDSEY, LONDON, SE1 3AW	Bermondsey and Rotherhithe	10,552
S106/Temp 0015	LAND AT 170-176 GRANGE ROAD, LONDON, SE1 3BN	Bermondsey and Rotherhithe	12,495
S106/140738	LAND ON THE EAST SIDE OF CROSBY ROW AND THE SOUTH SIDE OF PORLOCK STREET, SE1 (ST HUGHS CHURCH)	Bermondsey and Rotherhithe	9,751
S106/UU-137449	SILWOOD ESTATE (PHASE 4B), LAND AT SILWOOD STREET, DEBNAMS ROAD, CORBETTS LANE, LONDON SE16	Bermondsey and Rotherhithe	62,712
S106/63139	ARTBRAND HOUSE, 7 LEATHERMARKET STREET, LONDON, SE1 3FB	Bermondsey and Rotherhithe	6,262
S106/125992	182-186 WARHAM STREET LONDON SE5	Camberwell	4,704

Agreement Number	Site	Community Council	Strategic transport (£)
S106/135193	316-322 CAMBERWELL NEW ROAD LONDON SE5	Camberwell	14,719
S106/135077	67 CRAWFORD ROAD, LONDON, SE5 9NF	Camberwell	10,216
S106/140582	SOUTH, WEST, CENTRAL AND EAST HOUSE, 30-32 AND 33-35 PECKHAM ROAD, LONDON, SE5 8PX	Camberwell	37,044
S106/136761	ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,710
S106/134807	THE WILFRED SHELDON CENTRE, ST GILES HOSPITAL, ST GILES ROAD, LONDON, SE5 7RN	Camberwell	2,065
UU/Temp 0020	SOUTHWARK TRAINING CENTRE, MAUDSLEY HOSPITAL CAMPUS, DENMARK HILL, LONDON, SE5 8AZ	Camberwell	22,000
S106/121576B	143-149 RYE LANE, LONDON, SE15 4ST	Peckham and Nunhead	491
S106/132102	LAND AT JUNCTION OF CHESTERFIELD WAY & CULMORE ROAD, LONDON, SE15 2LL	Peckham and Nunhead	11,201
S106/132288	38 ST MARYS ROAD, LONDON, SE15 2DW	Peckham and Nunhead	11,361
S106/134922	LAND TO THE REAR OF 1-27 BRABOURN GROVE, 175-205 HOLLYDALE ROAD & 74- 78 EVELINA ROAD LONDON, SE15 2BS	Peckham and Nunhead	19,224
S106/134531	SITE ADJACENT TO 19 ROSENTHORPE ROAD AND 22 FERNHOLME ROAD, LONDON, SE15 3EG	Peckham and Nunhead	14,916
S106/140717	25-35 CHESTERFIELD WAY, LONDON, SE15 2LL	Peckham and Nunhead	6,692
S106/63211	LAND BETWEEN 120-150 IVYDALE ROAD, LONDON, SE15 3BT	Peckham and Nunhead	8,939
COMB/0001	GARAGE AND NURSERY SITE, LINDLEY ESTATE, PECKHAM PARK ROAD, LONDON, SE15	Peckham and Nunhead	13,945
		Total	1,336,108

Item No. 11.	Classification: Open	Date: 10 October 2012	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Release of section 106 monies to deliver £508,757.75 of transport, public realm and employment training improvements associated with the Tate Modern 1 and 2 (9600269 a/n 089) and (09/AP/0039 a/n421) and Neo Bankside (06/AP/1481 a/n 339).	
Ward(s) or groups affected:		Cathedral ward	
From:		Director of Regeneration	

RECOMMENDATION

1. That the community council comments to the planning committee on the release of funds totalling £508,757.75 from the Tate Modern 1 and 2 (9600269 a/n 089) and (09/AP/0039 a/n421) and Neo Bankside (06/AP/1481 a/n 339) to deliver three projects:
 - Construction workplace co-ordinator[s] - Building London Creating Futures
 - Holland Street Public Realm (Bankside Urban Park) Project
 - Transport – bus stops (Southwark Street) contribution

BACKGROUND INFORMATION

2. Bankside is undergoing considerable change, as developers build out schemes to deliver the vision of the London Plan “Opportunity Area” at Bankside and London Bridge. The London Bridge and Bankside Development Team is working closely with the local community and developers in the area to maximise the benefits of the regeneration process. The area surrounding the Tate Modern is being comprehensively redeveloped, and a number of key sites have secured permissions for re-development which will dramatically transform the character and appearance of the area .
3. This report seeks to draw down funding from the Section 106 agreements associated with the following sites:
 - Bankside Industrial Estate, corner of Holland and Hopton Streets
 - Transforming Tate Modern, a large extension to the existing art gallery along Holland Street.
 - Bankside Power Station, the original planning agreement for the Tate Modern project
4. The total fund of £508,757.75 referred to in this report includes a sum of £144,393 from the original Bankside Power station legal agreement associated with the original planning consent for Tate Modern in 1996. The reason for the delay in delivering these projects relates to a deferred payment by Tate. The original sum of £86,000 was paid to the council in 2011 with an interest sum of

£58,858.88. The purposes of the original section 106 agreement require the funds to be expended on public realm and transport accessibility linked to the Tate site and this report recommends a project to deliver high quality public realm adjacent to the Tate.

KEY ISSUES FOR CONSIDERATION

5. Section 106 payments were secured as a prerequisite to the grant of planning permissions for the above sites in order to mitigate the harmful impact of large new developments on the local area, and provide the infrastructure and services to support such developments. The key area that links both landmark developments in Bankside is Holland Street which provides access to both sites, and links the visitors, workers and residents of both schemes to the new train station under construction at Thameslink Blackfriars (the terms of the legal agreements are attached in appendix 1). The table below details contributions made from the Neo Bankside and Tate Modern agreements towards employment and infrastructure projects.

Project	Neo Bankside	Tate Modern 2009 Agreement	Modern 1996 Agreement	Total
Planning application reference	06/AP/1481	09/AP/0039	96/00269	
S106 account number	339	421	089	
Construction workplace co-ordinator[s]		In-kind provision (penalty clauses for non-delivery)	n/a	
Employment payment for employment training related to or in the vicinity of the site	£76,860			£76,860
Transport / public realm payments to deliver Bankside Urban Forest projects adjacent to the Tate Modern site (Holland Street, Sumner Street and Park Street)	£179,504	Highways and transport £24,000 Local highways and transport £30,000 Taxi drop off point £20,000	£106,878.88	£360,379.88
Transport payments to Transport for London		Bus stop relocation £34,000	£37,517.87	£71,517.87
Total				£508,757.75

Construction workplace co-ordinator[s] - Building London Creating Futures

6. Building London Creating Futures (BLCF) is in partnership with a variety of private, public and voluntary organisations committed to identifying construction recruitment needs. The project aims to find long term employment for local people in London, placing long term unemployed people in the local area into jobs in the construction industry.

7. Employment benefits during construction will be provided in-kind by the Tate's contractor during construction. A sum of £71,675 has been identified as a "penalty payment" in the Tate section 106, should the contractor fail to deliver on the targets set out in the agreement. This activity will be monitored by the council's local economy team.

Employment Payment – NEO Bankside

8. £76,860 from the legal agreement with NEO Bankside will be used to fund employment projects to provide outreach support to place locally unemployed residents into sustained jobs. This project will be commissioned by the local economy team within Corporate Strategy.
9. It should be noted that the council has engaged with NEO Bankside's contractor Carillion since 2009 to deliver employment benefits in the NEO Bankside project but no commitment has been made to employ a workplace coordinator to date. This report seeks to commit funding to link the NEO Bankside project into wider employment and training programmes and deliver a series of employment and training benefits in the vicinity of the site.

Holland Street Public Realm (Bankside Urban Park) Project

10. This report proposes to commit £360,379 of funding from the three legal agreements to deliver an integrated, holistic public realm improvement projects (including a number of specific items including taxi ranks and drops offs) linking the Tate Modern and Neo Bankside projects to the surrounding area. The funds will deliver projects along Holland Street, Sumner Street and Park Street, creating a new high quality link between the new developments and transport connections to both the north and south at Southwark tube and the future Thameslink Blackfriars riverwalk station.
13. The original 1996 Tate planning agreement provided for a number of interventions or "site related measures", notably a new crossing at the junction of Southwark and Sumner Street. The Southwark Street junction project has been implemented using existing funds. Improvements to Holland Street are identified in the agreement, and this project will deliver traffic calming in line with the original aspirations of the 1996 agreement along with the requirements for Coach surveys and parking.
14. This project has been discussed with the Council's transport policy team, who agree that this would constitute a major walking / cycling improvement project, and requested that the brief be extended to include links to the new riverwalk train station. The environmental improvements would be undertaken within the overall framework of the Bankside Urban Forest programme and will include:
 - A raised table treatment / level surface treatment across Holland Street to include traffic calming measures.
 - The integration of the design of the street with the new plaza to the west of Tate which is provided through the Neo Bankside section 106 agreement.
 - Creation of a high quality lighting scheme
 - Introduction of street trees and planters where possible.
 - Provision of taxi bays and drop off as specified in the Tate section 106 agreement

- Provision of raised tables and shared surface treatments to completely connect the Tate landscaping to the adjacent developments and promote movement north south.

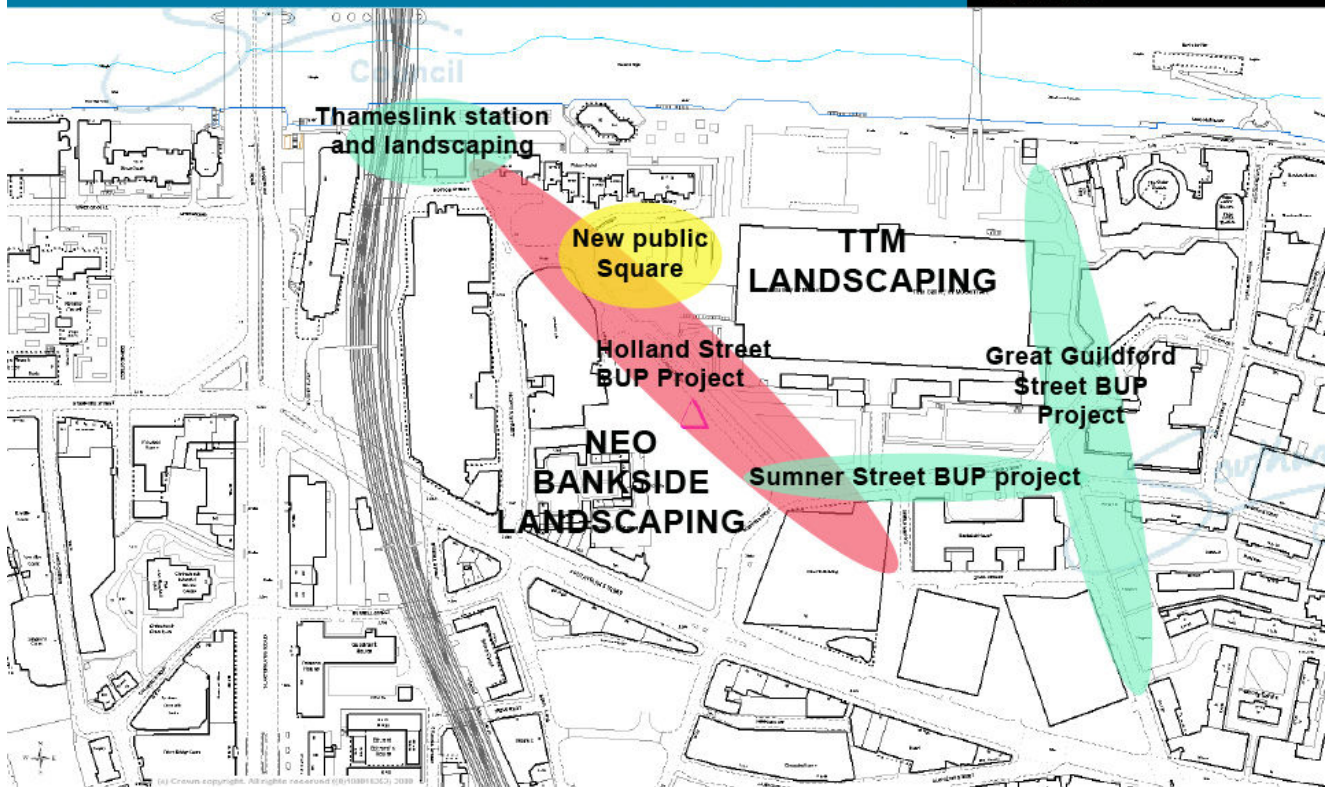


Holland Street – Neo Bankside site on the left (west), Tate on the right (east), and the new Thameslink Blackfriars station to the north

15. This project will tie in and compliment a number of linked public realm projects in the area a number of which are shown in the figure below, including:
 - Thameslink Blackfriars station (under construction)
 - Thameslink Blackfriars environmental improvements (at design stage)
 - Hopton Street riverwalk diversion enhancement project (completed)
 - Great Guildford Street Bankside Urban Park project (at detailed design stage)
 - Tate to Tube lighting project (completed)
 - Sumner Street Bankside Urban Forest project (concept design)
 - Transforming Tate Modern landscaping (at design stage)
 - Neo Bankside landscaping (at design stage)
 - New public square for Bankside (at design stage)

Holland Street Bankside Urban Park Project

Date 21/12/2009



Site plan showing location of Tate Environs Public Realm project.

16. The project is proposed to form part of the wider Bankside Urban Forest framework which will adopt a number of principles as detailed below. The Bankside Urban Forest has been recently selected as one of the Mayor's Great Spaces in London. The Urban forest plan, and programme of projects has been prepared by a coalition of local stakeholders, including Southwark Council, Better Bankside, Tate Modern, Transport for London, Cross River Partnership, Land Securities, GC Bankside LLP, and the Architecture Foundation.
17. The concept of the Bankside Urban Forest is one of a co-ordinated and strongly characterised urban design framework for the public realm. The area it covers extends from the River Thames southwards to the Elephant and Castle and bordered by Blackfriars Road and Borough High Street. It is intended that the Bankside Urban Forest framework can shape a common imagination between the many different interest groups in the area. This will help to negotiate, informally influence and, in some instances, directly inform projects and secure funding for enhancing the public realm and built environment.
18. Holland Street streetscene is seen as one of the key north-south routes in Bankside and within the forest framework. Such a scheme will link a series of environmental interventions of recent years, and improve links through Bankside and between the Riverside and Elephant and Castle and between key transport connections including the future Thameslink Blackfriars station. The vision is to create an integrated, high quality and cohesive streetscape environment linking around a series of new developments either underway or planned for construction

19. The creation of a high quality public realm is intended to compliment the employment projects, specifically in the end development jobs, by providing an attractive, high quality infrastructure which links transport nodes with the development sites, which will benefit residents, local employees and visitors to the area.
20. A meeting was held with Neo Bankside and Tate to discuss the project on 2nd February 2010. All parties supported the scheme, but it was explicitly asked by Tate that contribution to this Bankside Urban Forest project be on the basis that all other adjoining projects, notably the Falcon Point and Thameslink landscaping works are designed to integrate with the wider vision for the area. Tate were re-assured that opportunity would be given for Tate to input into the design of the riverside works, and a later meeting on 18th February 2010 confirmed that Tate would be a key consultee as part of this process.
21. This project will be commissioned by the Frameworks and Implementation team acting as client for the scheme. The brief for the scheme will be developed with the Architectural Foundation (AF) and Design for London (DfL), both of whom are involved in the Bankside Urban Forest and have expressed an interest in the scheme. Both DfL and AF are on the BUF steering group and were also on the Mayor's Great Spaces selection panel - hence their interest in the project.
22. In terms of programme, the project will be delivered to tie in with the completion of the Tate Modern project, and ensure that delivered works are not damaged by construction traffic. The currently completion date for the Tate Modern extension is 2015 and this project will be designed and programmed to tie in with the phased completion of landscaping associated with this date.

Transport – bus stops contribution

23. The frameworks and implementation team will work closely with Transport for London (TfL) to deliver a bus stop relocation project as set out in the legal agreement and annexed in the appendix below. £34,000 will be transferred to TfL as provided for under the agreement, and a letter of undertaking will be sought from TfL to apply the funds as stated.
24. A sum of £37,517 from the original Bankside Power station agreement is required to be transferred to Transport for London retrospectively for works carried out to deliver pedestrian improvements linking to the Tate site. The reason for the delay in paying TFL relates to the delayed payment by Tate cited above.
25. This project will be commissioned by the Frameworks and Implementation team acting as client for the scheme.

Community project bank

26. At its meeting on the 22nd July 2009, the Executive approved a list of community project bank projects for prioritisation. These priorities should be carefully considered in the case of releasing S106 monies.
27. The Building London Creating Futures programme is a revenue programme, and therefore falls outside the scope of the Community Project Bank prioritisation process. However, BLCF can support capital projects attached to specific sites which may fall within the CPB prioritisation matrices.

28. This report seeks to secure funding for the top priority project for public realm. The Tate Modern 2 legal agreement clearly states that the transport payment is for works "in the vicinity of the site." However it should be noted that this is not one of the top five projects prioritised by the Borough and Bankside Community Council. Under the themes of the S106 the highest prioritised projects in each theme are as follows:
- Mint Street Park Adventure Playground (community facilities),
 - Dickens Square (open space/play and sport)
 - Long Lane traffic reduction (transport).
29. The top priority projects of Dickens Square and Long Lane offer considerably less mitigation of the developments in question as they are not facilities that will be impacted upon by the developments or their occupants, nor would they offer new or enhanced facilities for use by the immediate surrounding community. However, consideration could be given to Mint Street Park open space improvements and the Thames Path surrounds projects, both of which are second level priorities for open space and transport themes.
30. It is considered that the benefits of the proposals put forward in this report of creating a major pedestrian thoroughfare to the new riverwalk station, coupled with the fact that it is the top public realm community project bank project proposal, justifies the use of the combined funds for this project.
31. Furthermore, it should be noted that the public realm project set out in this report has been developed in consultation with internal and external partners over the last 5 months, and has evolved as a key mitigation project between the Tate and Neo Bankside projects.
32. The defined transport projects in each agreement are not directly covered by the scope of the project prioritisation.

Community impact statement

33. All three projects will be designed to be fully accessible to all, without prejudice or discrimination.
34. As part of the Bankside Urban Forest project, as many existing materials as possible will be re-cycled and re-used within the design. Careful selection of method statements for the cleaning will be chosen to ensure existing brickwork and structures are not damaged.

Resource implications

35. The resource implications are outlined above. To deliver this programme, council costs will be recharged on a project by project basis - the Economic development and strategic partnerships unit requires a programme management contribution of 5% to deliver the above projects.

Consultation

36. The report is going for comment to the Bankside, Borough and Walworth Community Council.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

37. The release of funds towards the Construction workplace co-ordinator scheme, transport/public realm and transport contributions for TfL paid under Section 106 agreements 9600269 (dated 30 September 1996), 09/AP/0039 (dated 19 June 2007) and 06/AP/1481 (dated 14 May 2009) would comply with the obligations as set out in those legal agreements. Therefore Members are advised that the recommendation to release the funds can be approved.

Tate Agreement dated 30 September 1996

38. Clause 6 of Agreement 9600269 states that payment of £86,000 were due within 28 days of the Council's notifying the developer of its demand for payment. Clause 14 of the Agreement provided for interest payments of 3% above the interest rate of National Westminster Bank in the event of late payment.
39. The Council covenanted under clause 8 and Schedule 2, part 1 of the Agreement to expend or apply the monies (or any part thereof) for the following purposes:
- a. The promotion advertisement and implementation of a road traffic regulation order to increase the extent of the controlled parking zone within which the Site is situated including the holding of any public inquiry into the proposed order.
 - b. The promotion, advertisement and implementation of a road traffic regulation order banning coaches from the area within which the Site is situated including the holding of any public inquiry into the proposed order.
 - c. The carrying out by the Council or by its agents or consultants appointed by the Council of a study into the requirement for coach parking bays and other facilities within a one mile radius of the Site.
 - d. The provision of traffic lights and any associated road markings, signs or other works at the junction of Sumner Street and Southwark Street to include the provision of a dedicated pedestrian facility.
 - e. Traffic calming measures in Holland Street including the promotion advertising and implementation of any associated road traffic regulation orders.
40. As a result of late payment of the sums in 2011, the developer incurred interest fees of £58,878. Provided that the sums are expended in accordance with the above purposes, these will be lawful.

Tate Agreement dated 14 May 2009

41. The Tate Modern 2 Agreement (09-AP-0039) required that the developer pay a highways and transport sum of £24,000 within 12 months of commencement of development (Schedule 2, paragraph 1.1). The sum was required under schedule 3, paragraph 1.2, for the relocation and alteration of the taxi pick-up/drop-off on the east side of Holland Street to provide for 7 vehicles and the replacement of on-street parking spaces on Holland Street. A sum of £30,000 was required within 28 days of the Council's notification for local highways and transport, toward the realignment north of 6 existing on street parking spaces on Park Street and other related and necessary highway improvements in the vicinity of the site.

42. £20,000 was required as a Taxi Drop off point contribution within 14 days of the Council's notifying the developer, to be expended towards the preparation for and the carrying out of works for improvement of the taxi pick-up/drop-off space provision at Tate Modern. A Bus Stop Contribution of £34,000 was to be paid to the Council for payment to TfL for improving bus stops in the vicinity, such payment being made within 21 days of relevant TfL invoices being produced to the developer. No payments have been made in respect of the Tate Modern 2 Agreement to date as these have not been triggered. Provided that the sums are expended in accordance with the above purposes, these will be lawful.

Neo Bankside Agreement dated 19 June 2007

43. The 'Neo Bankside' Agreement (06-AP-1481) provides for payment of an employment payment of £76,860 to the Council by the developer, on commencement (Schedule 5, paragraph 4.1.1). The sum was to be used, by virtue of paragraph 4.2 of Schedule 5, for employment training related to or in the vicinity of the site. Paragraph 4.1.4 of Schedule 5 also provided for a transport payment of £177,004 to be expended towards highways and transportation related to or in the vicinity of the Development, to include bus stop provision. These sums have been paid to the Council. Provided that the sums are expended in accordance with the above purposes, these will be lawful.
44. The decision to approve the expenditure is reserved to Planning Committee in accordance with Part 3F, paragraph 2 under the heading 'Matters Reserved for Decision by the Planning Committee'.

Strategic Director of Finance and Corporate Services (SDFCS)

45. This report recommends that the Planning Committee authorises the release of S106 funds to deliver three projects. The SDFCS notes the contents of the report and resource implications contained herein. Officer time to effect the recommendations will be contained within existing budgeted revenue resources.
NR/FCS/7/9/12

Section 106 Manager

46. Neo Bankside (Bankside Industrial Est, 118-122 Southwark St, 44 Holland St & 47 Hopton St SE1), 06/AP/1481 a/n secured £3,750,023 worth of S106 contributions. All the required contributions thus far have been made and total £1,003,946. This includes a provision of £177,004 for site specific transport and £2,500 for traffic management and £76,860 for a construction workplace coordinator.
47. The proposed use of these funds for the Holland Street Public Realm (Bankside Urban Park) Project which provides site transport specific mitigation as does the work place coordinator for that mitigation. The required TMO amendments are being progressed.
48. The Tate Modern 1 agreement, Bankside Power Station, Sumner Street, SE1, 96/AP/0269 a/n 421, secured £86,000 plus £58,878.88 late payment fees. The principal amount is for certain defined uses, which have been provided for and this will repay TfL for works provided, while the Holland St project will consider the provision of coach bays and traffic calming as per the requirements of the agreement.

49. The Tate Modern 2 agreement, (Tate Modern, Bankside SE1 9TG), 09/AP/0039 a/n 421 secures £178,200 worth of contributions. None have yet been triggered and those relating to this allocation are due in June 2013. In order to progress the project authority is sought in advance to deliver the project in coordination with the Tate 2 opening. This report gives no commitment to fund this element of the project until funds are received. The use of the funds of the Holland St project including the provision of the taxi drop off points and the transfer of £34,000 to TfL for the bus stops is in accordance with the agreement.
50. It is therefore considered that these projects provide appropriate mitigation for those related impacts of the three developments and are acceptable.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
S106 Legal Agreement Project Brief	Regeneration Department,	Dan Taylor 020 7525 5450

AUDIT TRAIL

Lead Officer	Dan Taylor – Principal Project Officer, Framework and Implementation Team	
Report Author	Dan Taylor – Principal Project Officer, Framework and Implementation Team	
Version	Final	
Date	27 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services (SDFCS)	Yes	Yes
S106 Manager	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	1 October 2012	

Item No. 12.	Classification: Open	Date: 10 October 2012	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		The release of £163,407 of S106 monies for the installation of a national standard BMX track at Burgess Park from the development at SAMUEL JONES INDUSTRIAL ESTATE PECKHAM GROVE, SE15, 05/AP/1949, A/n 312/, S106/16992.	
Ward(s) or groups affected:		Faraday and Peckham wards	
From:		Parks & Open Spaces Manager	

RECOMMENDATION

1. That the Community Council comments on the release of £163,407 for the installation of a national standard BMX track at Burgess Park from the development at Samuel Jones Industrial Estate Peckham Grove, London, SE15, 05/AP/1949, A/n 312/, S106/16992

BACKGROUND INFORMATION

2. The council is committed to delivering a new national standard BMX track at Burgess Park. The track will be one of the Council funded Olympic Capital legacy Projects.
3. The project was granted planning permission in March 2012 and it is anticipated, subject to confirmation of funding, that the work will commence in September 2012, to be completed in June 2013.
4. The total project value is estimated at £678,000. At present a total of £415,457 as been secured for the delivery of the project from the following sources:
 - Southwark Olympic legacy fund - £150,000
 - Play Sport facilities Fund - £121,000
 - London Marathon Charitable Trust - £100,000
 - Cleaner Greener Safer - £44,457.00
4. The contribution of £163,407 from S106 money will allow for the full scope of the development to be realised.
5. The track will be a national standard track designed to enable use by a wide variety of users, from novice to expert. The facility will be floodlit to enable a good level of usage all year round, and be open access to ensure that barriers to participation are removed.
6. The investment will lead to increased participation by young people in the area as well as other targeted groups including BME's. A sports development plan will be delivered by the resident BMX club (Peckham BMX).

7. The investment will contribute to the council's strategic priorities, including:
- Health improvement including;
 - a. tackling childhood obesity (Southwark has the highest rates of obesity in England among Year 6 children),
 - b. tackling Diabetes
 - Crime diversion
 - Improvements to public realm
 - Creating social cohesion,
 - increasing participation in physical activity and sport.

KEY ISSUES FOR CONSIDERATION

Policy implications

8. The investment will be used to help achieve Southwark Council's objective of delivering good quality sport and leisure facilities and providing better opportunities across Southwark's parks.
9. The project is an exciting addition to the overall vision for improvements in Burgess Park.
10. The project provides a lasting Olympic Legacy for Southwark.

Community impact statement

11. This project will have a positive impact on the community. The provision of modern and innovative leisure facilities will greatly enhance the quality of life for the residents in surrounding areas
12. The provision of the new track will provide for a community hub where people from all sections of the community irrespective of class, gender, ethnic origin, disability, religious belief, age or sexuality can come together and enjoy a wide range of leisure activities
13. The driving factor for the BMX facility is to increase participation in sport and physical activity through providing a unique facility for the borough.
14. The facility will enable the delivery of an ambitious sports development plan which includes the following development outcomes:
- Women's only evening – creation of an environment that supports women trying this for the first time. Use of pump track and freestyle area to build up core skills. Inactive young people – Burgess Park area has low levels of physical activity. BMX is attractive to young people who are not into team sports. Southwark Youth Services will help market the track for casual users not engaged in regular sport who can be integrated into coaching activities as their skills and confidence develop.
 - Disability sessions – working in partnership with local special schools to run dedicated sessions to allow them to achieve at the sport

- Coaching – Peckham BMX coaches have riders at national level (including Olympic hopefuls). Training is open to all standards and focuses on technical bike skills and cardiovascular fitness.
- Events – regional and national competitions would generate interest to help retain riders and generate revenue.
- Free usage – allowing the local community to enjoy the tracks on an informal basis, with one of the largest council estates in Europe (the Aylesbury Estate) just across the road the location of the track would generate significant informal usage.
- Performance – the national sized track will allow riders to develop their full potential through a quality facility and the expansion of a structured training programme. Monitoring will include (rider achievements in local, regional, national and international competitions, national ratings of juniors).
- Participation – the track will be a flagship for raising the profile of the sport in the area. (Registers and club memberships will track attendance and user profile including the number of girls participating. Informal usage will be tracked by bikes borrowed and informal surveys by Centre staff.
- Volunteering – the track will offer local juniors the opportunity to contribute to a constructive project boosting their skills and strengthening their CVs. This can be measured by the numbers obtaining coaching qualifications and hours of volunteering donated.

Resource implications

15. The proposed expenditure will be met from existing approved project budgets.

Consultation

16. During 2011/12 Southwark council undertook a comprehensive consultation exercise to establish community support for the proposed facility. The location of the track for example was guided by community input.
17. The project has been developed through consultation with various stakeholder groups. These include:
 - Friends of Burgess Park
 - Local Schools
 - Burgess Park Steering group
 - British Cycling
 - Peckham BMX
 - Childrens Services
18. Consultation sessions were also held at the Childrens Services building on Albany Road where local people had the chance to view proposals.

19. Local school children were surveyed to assess their interest in using a new BMX facility. The results were overwhelmingly positive
20. This report has been sent for comments to the Borough, Bankside and Walworth Community Council and the Peckham and Nunhead Community Council.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

21. Members of the Planning Committee are requested to authorise the release of funds from the s106 agreement dated 17 January 2007, totalling £163,407, for expenditure on sports development as specified in paragraph 1 of the recommendation.
22. The S106s monies must be expended in accordance with: -
 - (i) the terms of the specific S106s; and
 - (ii) Regulation 122(a) of the Community Infrastructure Levy Regulations in that they must be: -
 - (iii) relevant to planning purposes;
 - (iv) necessary to make the developments on the respective sites acceptable in planning terms by mitigating adverse impacts;
 - (v) directly related to the respective developments;
23. The s106 Agreement dated 16 January 2007 in respect of Samuel Jones Industrial Estate, secured an Sports Contribution in the amount of £179,174.00 to be used towards sports development. This report seeks to use that contribution towards the provision of a new BMX track at Burgess Park. The allocation of the Sports Contribution towards this provision is therefore in accordance with the terms of the s106 legal agreement.
24. The decision to consider and approve S106 expenditure exceeding £100,000 is reserved to members of Planning Committee in accordance with Part 3F, paragraph 2 under the heading 'Matters Reserved for a Decision'. Subject to taking account of the above considerations, members are advised to approve the expenditure which would be consistent with the terms of the S106 and the legal and policy tests relating to validity and expenditure of S106 contributions.

Section 106 Manager

25. The development at Samuel Jones Industrial Estate on Peckham Grove (05/AP/1949) secured £502,720 in contributions (A/n 312) towards a variety of local infrastructure mitigation. All of the received contributions have been paid, including £179,174 which is for sport facility development.
26. The proposed allocation of £163,407 toward a new national standard BMX track in Burgess Park would provide direct and appropriate mitigation for some of the impacts of this development in one of the closest areas of open space. It is therefore considered this is an appropriate use of the funds.

Strategic Director of Finance and Corporate Services (SDFCS)

27. This report recommends that the Planning Committee authorises the release of specified S106 monies for the installation of a national standard BMX track at Burgess Park.
28. The Strategic Director notes the resource implications contained within the report, and that the relevant S106 monies have been received and are available. Officer time to effect the recommendation will be contained within existing budgeted revenue resources. NR/FCS/18/9/12.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Design brief	London Borough of Southwark, Parks Department, 160 Tooley Street	Ruth Miller 020 7525 0877

AUDIT TRAIL

Lead Officer	John Wade, Parks & Open Spaces Manager	
Report Author	Ruth Miller, Burgess Park Project Manager	
Version	Final	
Date	13 September 2012	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
S106 Manager	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	1 October 2012	

Item No. 14	Classification: Open	Date: 10 October 2012	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Local parking amendments	
Ward(s) or groups affected:		All wards within Borough, Bankside and Walworth Community Council	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
 - Garden Row - Install disabled persons parking place
 - Longville Road - Convert existing permit holder bays to shared use bays (permit and pay and display/pay by phone)
 - Hayles Street - install double yellow lines and permit holder's only bay

BACKGROUND INFORMATION

2. This report presents proposals for a number of local parking amendments, which are reserved to the Community Council for decision under Part 3H of the constitution.
3. The origins and reasons for the proposals are discussed in the main body of the report.

KEY ISSUES FOR CONSIDERATION

Origin disabled bay – Garden Row

4. An application has been received for the installation of a disabled persons (blue badge) parking bay. The applicant met the necessary criteria for an origin, disabled persons parking bay.
5. The parking design team has subsequently carried out a site visit to evaluate the road network and carried out consultation with the applicant to ascertain the appropriate location for the disabled bay.
6. It is therefore recommended that a disabled bay is installed at the following location, see appendix 1 for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q1017	Opposite 14 Garden Row	Appendix 1

Longville Road - 1213Q2025

7. The Elephant and Castle (E&C) Development Team are due to arrange suspension of pay and display bays in Brook Drive to accommodate access into the leisure centre site. The suspension may be in place for 18 months from January 2013 to June 2014.
8. In order to offset this loss and continue to provide visitor parking in this area the E&C development team have requested provision of alternative visitor parking.
9. An assessment has been made and Longville Road has been identified as having existing C2 permit holder only parking bays that could be changed to shared-use (C2 permit holders and pay and display or pay by phone) parking.
10. As standard in the zone for shared-use, visitor parking will be limited to a maximum stay period of 4 hours. There will be no limit on length of stay for permit holders.
11. This location is considered suitable for the following reasons
 - a. it is geographically close to the bays that are due to be suspended
 - b. a visual assessment suggests that the bays have a low level of use
 - c. the location does not front residential properties (therefore low risk of objection) unlike providing in Oswin Street, for example
 - d. any permit holders who do currently use the bay will be able to continue to do so, as the bays will be shared use (ie permit holders can use the bay as well as pay and display visitors)
12. It is therefore recommended that the existing permit holder's bay are converted to shared use (permits/pay by phone/pay and display) bays, see appendix 2 for the detailed design.

Hayles Street - 1213Q1024

13. The Hayles Street Tenants' and Residents' Association have raised concern regarding the road width, and the number of parked vehicles that are being damaged in Hayles Street.
14. An officer visited the location to assess road widths and to make proposals to change the restrictions, if required.
15. The northern end of Hayles Street gradually narrows from a width where parking is designated on one side to a point where there is insufficient width for parking (on the carriageway) on either side. At this point there are existing single yellow lines which operate Mon-Fri 8.30am-6.30pm. This restriction allows parking overnight and at weekends in a location which is clearly too narrow to park.
16. It has been observed that vehicles drive onto the footway to pass those vehicles parked on the single yellow line.
17. The overrunning of the footway is not acceptable at any time as it causes damage to the footway and puts pedestrians at considerable risk. It would also appear to explain why complaints were made that parked cars were being knocked.
18. In view of the above it is considered that the existing restrictions should be

changed from single yellow lines (Mon-Fri 8.30am-6.30pm) to double yellow lines operating at any time, even if this results in a loss of casual overnight parking space.

19. To help offset the increase of restrictions it is proposed that an additional permit holder's bay (2 spaces) is installed at the junction with St George's Road.
20. Therefore it is recommended that at any time waiting restrictions (double yellow lines) are installed from the junction of St George's Road to outside No.12 Hayles Street and a new permit holder's only bay is installed at the junction with St George's Road, see appendix 3 for the detailed design.

Policy implications

21. The recommendations contained within this report are consistent with the policies of the Parking and Enforcement Plan and the Transport Plan 2011, particularly:

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy

Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

22. The proposal(s) will support the council's equalities and human rights policies and will promote social inclusion by:

- Providing improved access for emergency vehicles, refuge vehicles, residents and visitors
- Improving sight lines for all road users
- Improving junction and pedestrian safety, especially those with limited mobility or visual impairment; and

Community impact statement

23. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

Resource implications

24. All costs arising from implementing the proposals, as set out in the report, will be fully contained within the existing local parking amendment budget, except Longville Road which is being funded by the Elephant & Castle development team.

Consultation

25. No informal (public) consultation has been carried out. Where consultation with stakeholders has been completed, this is described within the main body of the report.
26. Should the community council approve the item(s), statutory consultation will take place as part of the making of the traffic management order. A proposal notice will be erected in proximity to the site location and a press notice will be published in the Southwark News and London Gazette. If there are objections a further report will be re-submitted to the community council for determination.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Tim Walker (020 7525 2021)

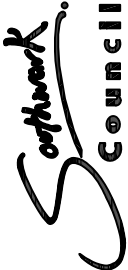
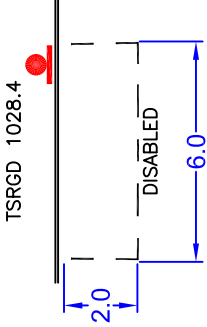


APPENDICES

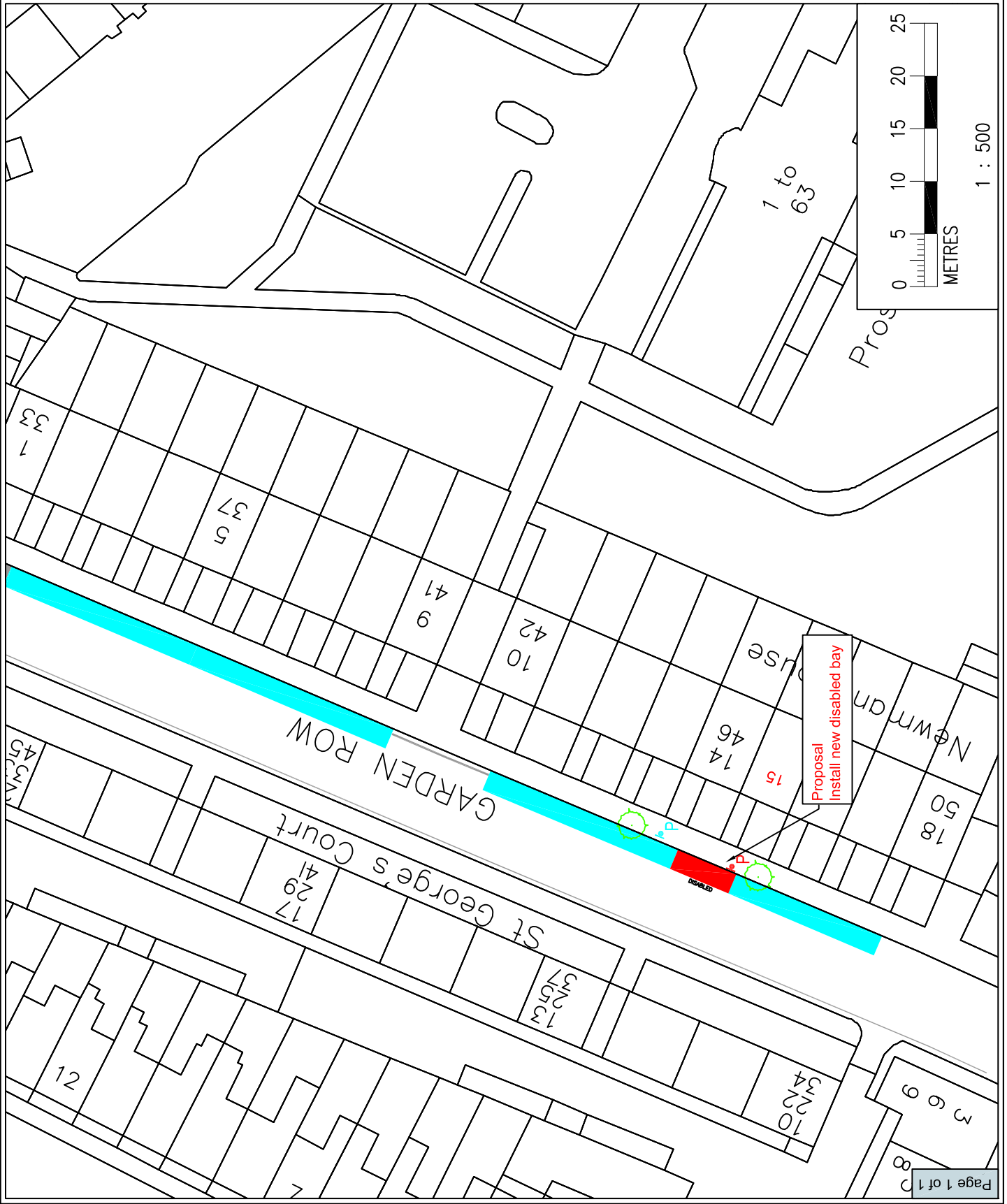
No.	Title
Appendix 1	Garden Row - Proposed disabled bay
Appendix 2	Longville Road - Convert permit holder's bay to shared use bays
Appendix 3	Hayles Street - Install double yellow lines and permit holder's bay

AUDIT TRAIL

Lead Officer	Tim Walker, Senior Engineer	
Report Author	Michael Herd, Transport and Projects Officer	
Version	Final	
Dated	26 September 2012	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Finance Director	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		1 October 2012

Appendix 1

Public Realm Projects			
 <p>Southwark Council Environment and Leisure - Public Realm PO Box 64529, London SE1 5LX</p>			
LEGEND			
 <p>TSRGD 1028.4</p>			
 <p>Disabled badge holders only</p>			
TSRGD 661A			
Project ID / name			
1213_LPA_Q2			
Drawing title			
Garden Row			
Proposed origin disabled bay			
Layout			
Appendix 1			
Scale			
1:500 ANSI A (8.50 X 11.00 INCHES)			
File name			
1213Q2_020			
Drawn	Designed	Checked	Approved
MH	MH	TW	TW
17/07/12	06/08/12	08/08/12	08/08/12
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Appendix 2

NETWORK DEVELOPMENT

Southwark Council
Environment & Leisure Dept, Public Realm Division
PO Box 64529, London SE1 5LX

LEGEND

- Existing AAT waiting restriction
- Proposed AAT waiting restriction
- Zone waiting restriction
- Permit holders only
- 4 hour pay and display
- Motorcycle bay
- Loading only
- Disabled
- Bus bay
- Car club
- Cycle hire
- Ambulance
- 4 hour shared use
- Single meter

Revision details	By	Date	Suffix
			A
			B

Project Number
1213Q2_LOCAL_PARKING_AMENDMENTS

Title
LONGVILLE ROAD
PROPOSED_SHARED_USE_PARKING

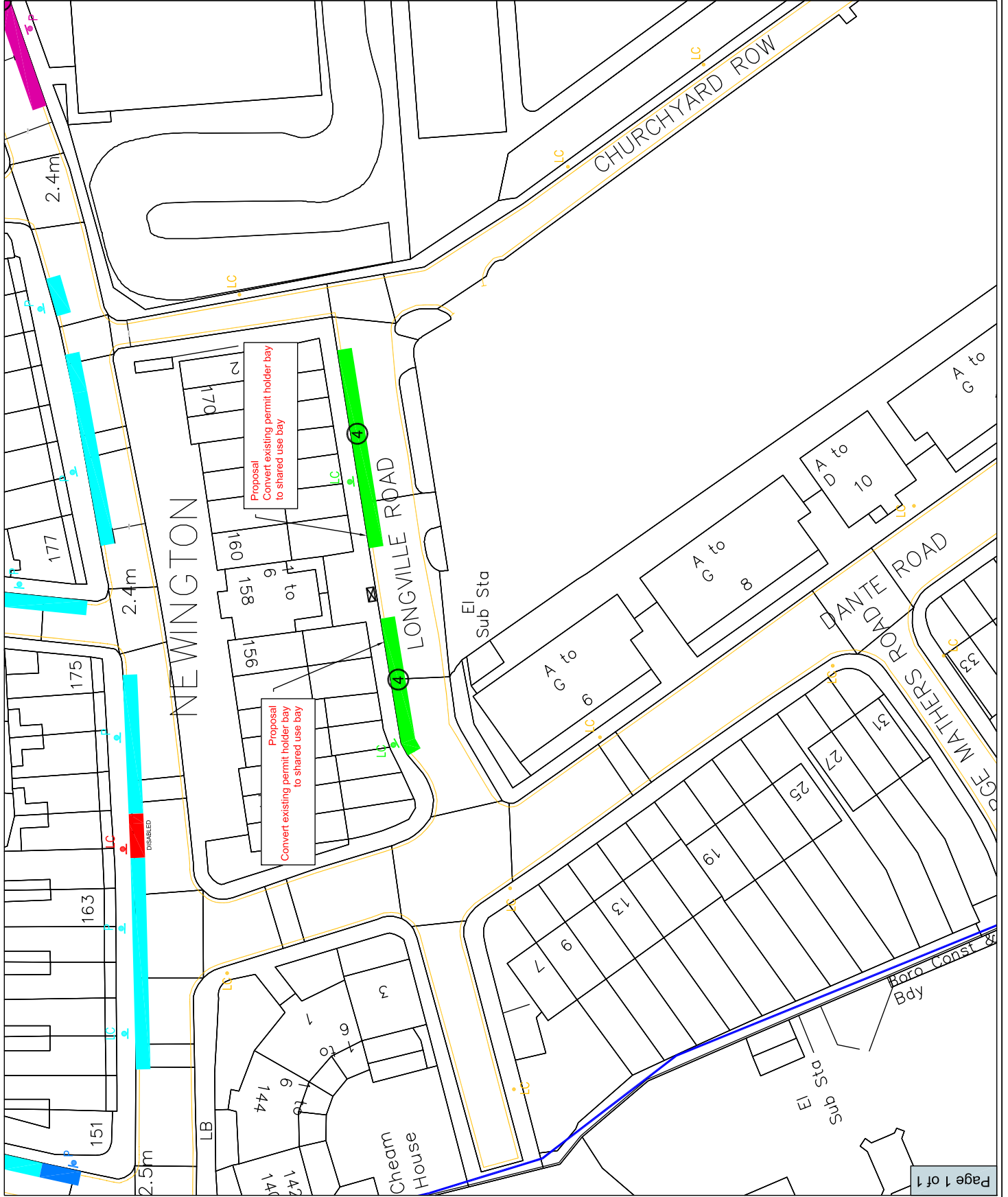
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1213Q2_025

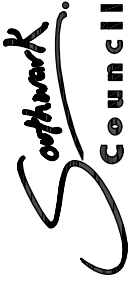
Drawn	Designed	Checked	Approved
MH	MH	TW	TW
30/08/12	30/08/12	30/08/12	30/08/12

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Appendix 3

NETWORK DEVELOPMENT



LEGEND

- Existing AAT waiting restriction
- Proposed AAT waiting restriction
- Zone waiting restriction
- Permit holders only
- 4 hour pay and display
- Motorcycle bay
- Loading only
- Disabled
- Bus bay
- Car club
- Cycle hire
- Ambulance
- 4 hour shared use
- Single meter

Revision details	By	Date	Suffix
			A
			B

Project Number

1213Q2_LOCAL_PARKING_AMENDMENTS

Title

HAYLES STREET
PROPOSED AAT WAITING RESTRICTIONS
Layout

APPENDIX_3

Scale

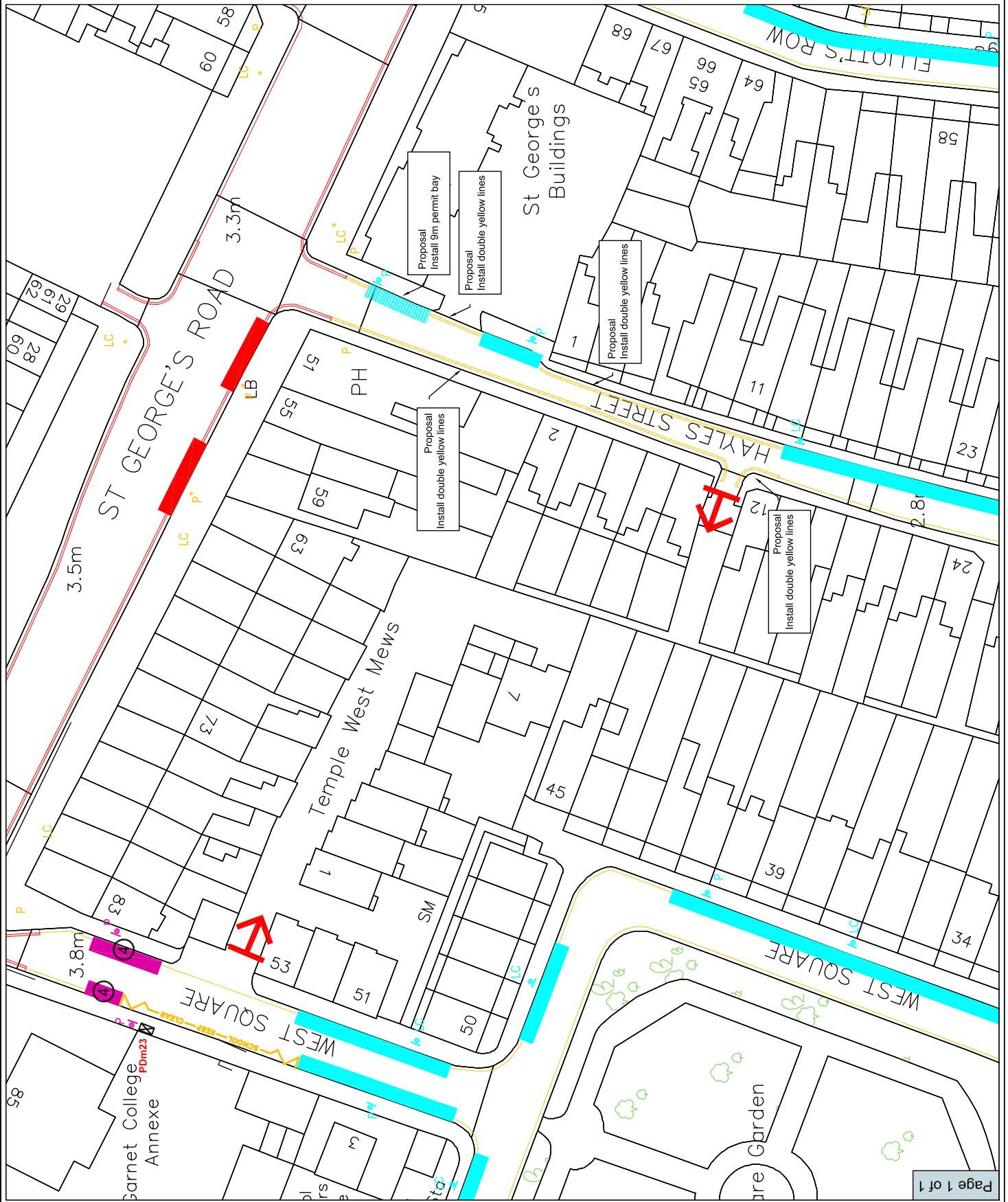
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File Name

1213Q1_024

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
11/06/12	11/06/12	11/06/12	11/06/12

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Borough, Bankside and Walworth Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this form to Alexa Coates, Principal Constitutional Officer

**Issues raised at the Borough, Bankside and Walworth Community Council
meeting held on 2 July 2012**

Issue	Action
Two questions in relation to Hanworth House – scanned	The questioners have been responded to directly.
Question on double dip recession and rent increases – scanned	Awaiting response
What will become of the leftover funds from the CGS fund 2010-12? Would this money be allocated to the organisations left out of the 2012 bid? Could you let us know what the total amount of money is surplus in the fund?	<p>Any monies left unallocated or underspent are reported back to the Community Council to reallocate. It is up to the Community Council how they wish to use such monies either by reallocating to other projects immediately or holding it for future reallocation.</p> <p>A reallocation report will be tabled at the 10 October meeting of the Community Council including financial information.</p>
When will the exhibition of the Winchester Palace reopen? The adjoining cafe has the key and says the council has told them not to unlock the access door. Also can the moss on the new wall be removed?	<p>This comes under the responsibility of English Heritage so they would have to advise.</p> <p>0870 333 1181 is given on the website as the Customer Service contact</p>
Have the council finally come to a suitable agreement concerning the current barrier between the Globe and 48 Bankside? The recently installed barrier is obviously a big improvement on the 'borrowed' utility barriers that had been allowed to stand there for many years. After many years the said gate was transferred to cardinal cap alley, the gate has recently been left open. Has there been an agreement with the bankside houses and the council to have occasional opening. If so when are these opening scheduled?	<p>The Council considers any barrier that blocks this part of the public highway as an obstruction to the public highway. It is the Council's intention to request that the landowner removes the barrier as soon as the new rising bollards on New Globe Walk are fully operational. The council reserves the right to undertake this work if the landowner does not comply.</p> <p>The Council is continuing to seek a solution to the various issues presented by Cardinal Cap alley and Skin Market Place and is working with the local stakeholders who are affected. Any proposals will be subject to public consultation.</p>
Can the council remove the very large 'whiskey shop' advertising board from Clink Street which is to be part of the Olympic Riverside Walkway? Are the council bringing in a new system to license pavement boards?	Awaiting response
Door entry system for Meakin/Elim Estate and Decima Street properties – residents would like to know what is delaying the provision of their door entry system which has been	Thank you for your enquiry regarding the installation of door entry systems on the Elim and Meakin Estate. The installation of door entry systems on the Elim and Meakin

Issue	Action
<p>approved in the Project Bank since 2008? With currently three development going on within Meakin Estate and Elim Estate, residents have been facing serious ASB due to the use of the staircases.</p>	<p>Estate, has been noted as a local priority on the project bank list but regrettably, there are no current plans for the installation of these systems as funding is not available. The council's Warm, Dry, Safe investment programme focuses on core items such as roofs, kitchen, bathrooms etc. and the installation of door entry systems currently sits outside these priorities.</p> <p>We are in the process of revising the project bank, and the officer responsible for this task is aware of your concerns. Separately, we are also collating a list of works, like security and door entry systems, that are not currently funded by the housing investment programme, and if funding does become available in the future, we will also look to carry out works as part of the major works programme. I am sorry that I am unable to confirm when, or if, funding might become available at the present time but I can assure you that Elim and Meakin have been added to this list of works.</p> <p>In the meantime, I note your concerns regarding anti social behaviour on the staircases, and I have asked the local team to work with the team responsible for tackling ASB (SASBU) to see what we can proactively do to manage this situation for residents. I hope that this information is helpful.</p>
<p>What is the council doing about the noise disturbances currently going on from the two construction sites: Wild Rent Street development (SE1) and Decima Street (SE1). These constructions have been going on at the same time and next to other which is having an effect on residents. How could the planning and development of the site be so coincidental creating a nuisance for residents?</p>	<p>The former has planning permission dated 03/08/2011 LBS Reg.No.11-AP-0217 for the erection of a building of five storeys comprising 37 residential units (7 x 3-bed, 13 x 2-bed, 17 x 1-bed), commercial units for use as office/community use (Use Class B1/D1), and associated servicing, cycle parking and car parking (4 car parking spaces and 46 cycle parking spaces). The developer is Mr Simon Homes, Vision Homes Ltd, The Thames Suite, 133 Creek Road, SE8 3BU, 0845 230 4480.</p> <p>Condition 13 of the extant planning permission 11-AP-0217 required details of an Environmental Management Plan and Environmental Code of Practice (which shall oblige the applicant/developer and its contractors to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site)</p>

Issue	Action
	<p>which shall include the following information:</p> <p>A detailed specification of demolition (including method and foundation piling) and construction works for each phase of development including consideration of environmental impacts and the required remedial measures. A detailed specification of engineering measures, acoustic screening and sound insulation measures required to mitigate or eliminating specific environmental impacts;</p> <p>Details of arrangements for publicity and promotion of the scheme during construction;</p> <p>A commitment to adopt and implement of the ICE Demolition Protocol and Southwark's Environmental Code of Construction and GLA Best Practice Guidance.</p> <p>A Delivery and Servicing Plan (all construction access routes and access details also need to be approved by TFL) shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given and the demolition and construction work shall be undertaken in strict accordance with the approved Management Plan and Code of Practice.</p> <p>The reason for imposing this condition was to ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with saved Policies 3.1 'Environmental Effects', 3.2 'Protection of Amenity', 3.6 'Air Quality' and 3.10 'Hazardous Substances' of The Southwark Plan 2007 and Strategic Policy 13 'High Environmental Standards' of the Draft Core Strategy.</p> <p>Details of an Environmental Management Plan and Environmental Code of Practice as required by condition 13 of planning permission 11-AP-2011 were discharged on 12/12/2012.</p> <p>The latter site (17-19 DECIMA STREET, LONDON SE1 4QG (AKA UNIT 5 20-30 WILDS RENTS SE1 4QR0) was granted planning permission ref. no. 10-AP-0569 for the demolition of two live work units and</p>

Issue	Action
	<p>reconstruction to provide three employment units on the ground floor, two residential apartments and two residential maisonettes in a part two/part four/part five storey building. This permission is not fettered by construction management conditions but is still obliged to comply with statutory working hours and environmental protection controls.</p> <p>Action Taken</p> <p>Vision Homes (VH) have been contacted and reminded of their obligation to comply with the terms of the construction management plan. VH are going to remind all contractors and operatives working at the site of the terms/obligations of the construction management plan.</p> <p>However, VH have asked for specific details of the disturbances on site in order to pin point the cause for a swifter resolution. Residents to get in touch with planning enforcement directly at (planning.enforcement@southwark.gov.uk).</p>
<p>Can TfL improve the pedestrian crossing between Borough Market and St Thomas' Street? This is a very busy crossing point and will be considerably more so in the future.</p>	<p>Response from TFL</p> <p>TfL is aware of the issues with the junction and is working with stakeholders to determine the best course of action.</p> <p>The area around London Bridge is currently undergoing significant change with a number of in-progress and planned works including the Thames Link extension, Shard of Glass development, London Bridge Bus Station upgrade and utilities works. Furthermore, Network Rail are undertaking a 5 year redevelopment of London Bridge Station starting in January 2013. Clearly, all of these improvements will have implications for the volume of pedestrians visiting the area.</p> <p>The pressure of these works (both in progress and being planned) makes it difficult for TfL to undertake major revisions to the road network with sufficient confidence that they will provide the best long term solution and subsequent value for money to the general public. It is also proving a major challenge to schedule the competing works in a way that minimises the inconvenience to</p>

Issue	Action
	<p>the general public.</p> <p>With respect to the Borough High Street/ St Thomas Street junction, this is something we are discussing with Network Rail as they will have a planning obligations to provide improvements to the road network which will support the changes to London Bridge Station. Improvements to the junction are likely to be essential but until Network Rail have finalised their plans we are unable to carry out the detailed modelling and investigation required. However, we share your desire to provide the safest and best possible facilities for pedestrians using the junction.</p> <p>We are considering some temporary improvements to the crossing points and will be discussing these with stakeholders in the near future. In the mean time there are currently signalised crossing points at Southwark Street and also one at London Bridge Street, which provide alternatives to St Thomas Street.</p> <p>I thank you once again for taking the time to contact TfL.</p>
<p>As a follow up to the following question submitted to the Walworth community council :Who gave permission for a cash point to be put outside to William Hill in East Street, which restricts the width of the pavement?</p> <p>What was the notification/consultation process before this decision was taken?</p>	<p>Please note, the standard 21 day statutory consultation period was carried out with letters being sent to the immediate neighbours. A site notice was displayed in the immediate vicinity of the application site. The Transport Planning Team advised that the footway width was adequate to accommodate the installation and did not object to the proposal.</p> <p>The full planning application (with the list of immediate neighbours consulted) is able to be viewed on the council's website.</p>
<p>Why was the regeneration of Stead Street Car Park decided before any consultation?</p>	<p>Consultation was carried out ahead of the submission of a detailed planning application and the award of planning consent. This is summarised in the Statement of Community Involvement which was submitted as part of the planning application.</p>

Issue	Action
In relation to issues experienced at a new development at City Walk off Long Lane a resident asked environmental health to clarify what their procedures were once a complaint had been made to an environmental health officer?	Awaiting response

**BOROUGH, BANKSIDE AND WALWORTH COMMUNITY COUNCIL AGENDA DISTRIBUTION
LIST (OPEN)
MUNICIPAL YEAR 2012-13**

NOTE: Original held by Constitutional Team (Community Councils) all amendments/queries to Alexa Coates Tel: 020 7525 7385

Name	No of copies	Name	No of copies
To all Members of the Community Council			
Councillor Martin Seaton (Chair)	1	Others	
Councillor David Noakes (Vice Chair)	1		
Councillor Catherine Bowman	1	Shahida Nasim, Audit Commission	1
Councillor Poddy Clark	1		
Councillor Neil Coyle	1		
Councillor Patrick Diamond	1	Total:	74
Councillor Dan Garfield	1	Dated: 27 May 2012	
Councillor Claire Hickson	1		
Councillor Lorraine Lauder MBE	1		
Councillor Tim McNally	1		
Councillor Darren Merrill	1		
Councillor Abdul Mohamed	1		
Councillor Adele Morris	1		
Councillor Helen Morrissey	1		
Geoffrey Thornton	1		
External			
Libraries (Walworth, East Street, Brandon)	3		
Local History Library	1		
Press			
Southwark News	1		
South London Press	1		
Members of Parliament			
Harriet Harman, MP	1		
Simon Hughes, MP	1		
Officers			
Constitutional Officer (Community Councils) 2 nd Floor Hub 4, 160 Tooley St.	50		