

# Camberwell Community Council

Wednesday 20 November 2013

7.00 pm

Walworth Methodist Church, 54 Camberwell Road, London SE5 0EN

Information stalls – NHS Southwark and Southwark Pensioners Group

## Membership

Councillor Mark Williams (Chair)  
Councillor Dora Dixon-Fyle (Vice-Chair)  
Councillor Kevin Ahern  
Councillor Norma Gibbes  
Councillor Stephen Govier  
Councillor Peter John  
Councillor The Right Revd Emmanuel Oyewole  
Councillor Veronica Ward  
Councillor Ian Wingfield

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 12 November 2013



## Order of Business

- | Item No. | Title  |
|----------|--|
| 1.       | INTRODUCTION AND WELCOME                           |
| 2.       | APOLOGIES  |
| 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.

Item No.	Title	Time
4.	<b>ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT</b>	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	<b>MINUTES</b> (Pages 1 - 6)	
	To confirm as a correct record the minutes of the meeting held on 30 September 2013.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b> (Pages 7 - 10)	7.05pm
	Brunswick Park TRA to present a deputation about re-consulting on the hours of operation (but not removal) of the East Camberwell CPZ.	
7.	<b>COMMUNITY ANNOUNCEMENTS</b>	7.20pm
	<ul style="list-style-type: none"> <li>- Youth Community Council Film</li> <li>- Working Party Theatre Company</li> <li>- Wheels for Well-Being</li> <li>- Community Council Fund 2014/15 Launch</li> <li>- Southwark Pensioners Group</li> <li>- The Southwark Scholarship Programme</li> </ul>	
8.	<b>COMMUNITY SAFETY UPDATE</b>	7.40pm
	Police Safer Neighbourhoods Teams.	
9.	<b>CAMBERWELL POCKET SPACES UPDATE</b>	7.50pm
	Presentation by Sally Crew, Group Manager Policy and Programmes This item will also include an update on the Camberwell Green consultation and the cycling superhighway.	
10.	<b>THE FUTURE OF LOCAL BUS SERVICES</b>	8.00pm
	Val Shawcross, Chair London Assembly Transport Committee	
11.	<b>CAMBERWELL AFTER SCHOOL PROGRAM</b>	8.15pm
	Presentation by Carmen Lindsay	
12.	<b>LYNDHURST PRIMARY SCHOOL CULTURE EVENT</b>	8.25pm
	Presentation by Melissa Jo Smith	

Item No.	Title	Time
13.	<b>BUDGET CONSULTATION - FEEDBACK</b> (Pages 11 - 12)	8.35pm
	Councillors to note the feedback and discuss.	
14.	<b>LOCAL PARKING AMENDMENTS</b>	8.45pm
	<b>Note:</b> this is an executive function	
	Councillors to consider the recommendations contained in the report.	
	14.1. <b>CAMBERWELL VISITOR PARKING</b> (Pages 13 - 35)	
	14.2. <b>LOVE WALK</b> (Pages 36 - 53)	
15.	<b>CLEANER, GREENER, SAFER BUDGET REALLOCATION</b> (Pages 54 - 59)	8.50pm
	<b>Note:</b> this is an executive function	
	Councillors to consider the recommendations contained in the report.	
16.	<b>PUBLIC QUESTION TIME</b> (Page 60)	8.55pm
	A public question form is included at page 60.	
	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.	
17.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	9.05pm
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	
	Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.	
	The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 22 January 2014.	

**Item No.**

**Title**

**Time**

**OTHER REPORTS**

The following items are also scheduled for consideration at this meeting:

**18. IMPROVING CYCLE AND PEDESTRIAN CROSSINGS**

**Note:** this is an executive function

Councillors to consider the recommendations contained in the report.

**NETWORKING SESSION WITH REFRESHMENTS PROVIDED**

Following the end of formal business there will be the opportunity to meet and talk to councillors and officers.

Date: Tuesday 12 November 2013

## **INFORMATION FOR MEMBERS OF THE PUBLIC**

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**CONTACT:** Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: [tim.murtagh@southwark.gov.uk](mailto:tim.murtagh@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **ACCESS TO INFORMATION**

On request, agendas and reports will be supplied to members of the public, except if they contain confidential or exempted information.

### **ACCESSIBLE MEETINGS**

The council is committed to making its meetings accessible. For further details on building access, translation and interpreting services, the provision of signers and other access requirements, please contact the Constitutional Officer.

Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

### **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.

**For a large print copy of this pack,  
please telephone 020 7525 7187.**



## **CAMBERWELL COMMUNITY COUNCIL**

MINUTES of the Camberwell Community Council held on Monday 30 September 2013  
at 7.00 pm at Employment Academy, 29 Peckham Road, London SE5 8UA

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**PRESENT:** Councillor Mark Williams (Chair)  
Councillor Dora Dixon-Fyle (Vice-Chair)  
Councillor Norma Gibbes  
Councillor Stephen Govier  
Councillor Peter John  
Councillor The Right Revd Emmanuel Oyewole  
Councillor Veronica Ward  
Councillor Ian Wingfield

**OFFICER  
SUPPORT:** Matt Hill, Public Realm Programme Manager  
Kevin Dykes, Senior Development Officer (Inclusion)  
Michelle Normanly, Senior Project Manager  
Grace Semakula, Community Councils Officer  
Tim Murtagh, Constitutional Officer

### **1. INTRODUCTION AND WELCOME**

The chair welcomed residents, councillors and officers to the meeting.

### **2. APOLOGIES**

Apologies for absence were received from Councillor Kevin Ahern.

### **3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT**

There were none.

#### 4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

#### 5. MINUTES

##### RESOLVED:

That the minutes of the meeting held on 19 June 2013 be agreed as a correct record of that meeting and signed by the chair.

#### 6. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

#### 7. COMMUNITY ANNOUNCEMENTS

##### Chair's announcements

The chair said that a Facebook group had been set up for Camberwell Community Council. It provided details of meetings and issues discussed along with funding opportunities such as the Cleaner, Greener, Safer programme. It was also an option for those wishing to give feedback on meetings.

##### Youth Community Council

Edward James, Youth Worker in South Camberwell, outlined some of the activities had taken place over a five week period during the summer:

- Trips to Madame Tussauds and the London Dungeon
- Healthy lifestyle sessions including cooking with less fat, salt and sugar in particular meals.
- French and Spanish sessions
- Workshops on hate crime, equality, photography and pottery.

##### Beat the Barriers, Millwall Community Scheme

Tom Rolt, Millwall Community Scheme, explained that a nine-week programme had taken place over the summer. This Beat the Barriers project was targeted at local estates, including the Lettsom and Southampton Way. The project included well attended and structured football sessions, inter-estate tournaments along with educational and social developmental workshops for young people. Several young ambassadors had been discovered on the estates. One young ambassador in attendance spoke about the positive effects of the project. He was now doing a training course with the Football Association.

##### Cleaner, Greener, Safer 2014/15 capital and revenue launches

Michelle Normanly, Senior Project Manager, explained that her team delivered the capital Cleaner, Greener, Safer (CGS) projects. Local groups and individuals were invited to submit their ideas for capital and revenue funding. The capital programme funds permanent improvements such as playgrounds, street lighting and community gardens. Revenue funding was for one-off projects such as gardening courses and grants to community organisations. Application forms were available in libraries and online via the

Southwark Council website or by request from officers. In the Camberwell area £300,000 had been allocated for the capital and revenue programmes combined. The closing date was Friday 8 November 2013.

Contact: michelle.normanly@southwark.gov.uk or Tel. 020 7525 0862

## **8. HEALTHWATCH SOUTHWARK**

Alvin Kinch, Manager of Healthwatch Southwark, explained that the group had started up in April 2013 and was based at Cambridge House, off Camberwell Road. There were more than 150 similar groups in the country. Their task was to collect peoples' views on health and social care services and to make those views known to those who commission local services. This was to ensure the right services were being provided for the people of Southwark and to improve them. Various meetings had taken place with hospitals, council officers and commission groups. Healthwatch would be looking at mental health and inter-social care services along with how people access their GP. Residents were encouraged to feedback their own views and experiences so that services could be changed where necessary.

In response to questions, Alvin responded with the following points:

- Individual comments are logged and Healthwatch Southwark looks into those for particular trends to follow up on. There was a signposting service which helped people access the exact service they needed.
- An overall body called Healthwatch England provides support to the local groups around the country. Healthwatch England is a sub-committee of the Care Quality Commission.

## **9. COMMUNITY SAFETY UPDATE**

Sergeant Tom Leach (Brunswick Park), summarised activities ward by ward since the last meeting in June.

Camberwell Green:

There had been positive enforcement on street drinkers in the area. Several penalty notices had been issued and incidents of anti-social behaviour had fallen. The additional officers under the new local policing model had led to a rise in arrests. A number of drug search warrants had been issued and a crack house identified.

South Camberwell:

There had been a rise in burglaries around East Dulwich Road and two males had recently been arrested in connection with offences in the area. The local police team assisted the Albrighton centre during the summer on various programmes. These had reduced anti-social behaviour and crimes involving young people on the estates.

Brunswick Park:

There had been a focus on street crime along with robbery, burglary and drug dealing. A recent joint initiative to stop cycling on pavements and jumping red traffic lights had been a combination of education and enforcement. During the summer the local police supported



the work of the youth centre on Vestry Road which helped reduce crime. A sixteen year old was recently stabbed and robbed whilst out with his girlfriend, three suspects were in custody.

In response to questions, Sgt. Leach made the following points:

- The Police did regular patrols on the estates in the stairwells and alleyways
- Stop and search was an important tool in police work. When officers received information about someone carrying a knife, officers used stop and search to get the weapon off the street along with the offender.
- Begging is a criminal offence and officers could arrest anyone caught begging. Often there were related drug and housing issues involved with street beggars. Residents should report street begging to police officers.

## **10. BLACK HISTORY MONTH**

Stephen Bourne, a local author, explained that his mother had shared many life experiences with a black working class woman, known as Aunt Esther. This had given rise to Stephen's book about the experiences of a black woman living in Britain at that time.

Another book described the life of Doctor Harold Moody a much respected black doctor who had his practice in Queen's Road, Peckham. He was also a community leader in the 1920s, 1930s and during the second world war.

Ahead of the centenary of the outbreak of the First World War, Stephen had been working on a book titled Black Poppies, which looked at the black community during that time.

During Black History Month, there would be a series of talks taking place locally.

In response to questions, Stephen said he had interviewed black elders at the pensioners' centre. He encouraged anyone with a story to tell to write it down or record their own experiences.

Councillor The Right Revd Emmanuel Oyewole highlighted the flyer listing various events taking place during Black History Month and encouraged all residents to attend. Councillor Dora Dixon-Fyle added that the Camberwell Golden Oldies Group were organising an oral history project on Wednesday afternoons at Clubland, Walworth Road.

## **11. BUDGET CONSULTATION PRESENTATION / EXERCISE**

Councillor Peter John, Leader of the Council, explained the exercise was for residents to decide how they would save the money required to be taken out of next year's budget. A similar exercise had to taken place in 2010 when the council had to make large savings from the budget.

So far the administration had taken out about £90 million from a variety of services and a reduction of the number of senior posts. Most savings had been made behind the scenes

and no libraries or leisure centres had been closed.

Kevin Dykes, Senior Development Officer (Inclusion), summarised that the idea of the service was for residents to consider what the most important services were to them and to protect those. A booklet had been circulated at the meeting which highlighted the eight services in the council and the current level of spending within those departments of the council. There were display boards in the hall with the service breakdown on them and a box next to them. Residents were given green cheques and asked to put those in the box (service) according to what was important to them and their community. The council was looking to make a further £25 million in savings and residents were given red cheques to place in the box (service) where they would reduce expenditure.

Following on from the exercise, officers would pull all the comments together and report back to councillors. The budget exercise had also taken place over the summer in the parks and markets and at the youth community councils and the pensioners centre. There was also an online survey and paper survey.

Contact [kevin.dykes@southwark.gov.uk](mailto:kevin.dykes@southwark.gov.uk) or Tel. 020 7525 5601.

## 12. COMMUNITY COUNCIL HIGHWAYS CAPITAL INVESTMENT 2013/14

**Note:** This is an executive function.

Councillors considered the information contained in the report.

### RESOLVED:

That allocation of community council highways capital investment funding for the following applications be approved:

<b>Proposal</b>	<b>Amount</b>
Nairne Grove	£28,135
Grove Hill Road	£40,725
Vestry Road	£41,323

## 13. PUBLIC QUESTION TIME

There were no public questions.

## 14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

There was no community council question to the next council assembly.

## 15. LOCAL PARKING AMENDMENTS

**Note:** This is an executive function.

Councillors considered the information contained 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:

- Windsor Walk – convert existing pay and display parking and permit parking bays to shared use (permits or pay and display) parking bays
- Grove Lane – replacement of 9.5 metres of parking bays with 9.5 metres of double yellow lines.
- Everthorpe Road – install double yellow lines at the junction of Everthorpe Road and Oglander Road.

Councillors asked parking officers to look into the possibility of blue badge permit holders being allowed to also park in pay and display parking zones.

The meeting ended at 8.40pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 6.	<b>Classification:</b> Open	<b>Date:</b> 20 November 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Deputation Request – Seeking a consultation on varying the hours of operation of the East Camberwell Controlled Parking Zone	
<b>Ward(s) or groups affected:</b>		Brunswick Park	
<b>From:</b>		Proper Constitutional Officer	

### RECOMMENDATION

1. That the Camberwell Community Council consider a deputation request from the Brunswick Park Neighbourhood Tenants and Residents Association (BNTRA) to re-consult local residents about the hours of operation of the East Camberwell Controlled Parking Zone (CPZ).

### BACKGROUND INFORMATION

2. Deputation requests have been submitted by representatives of those mentioned above. A deputation can be submitted by a person of any age who lives, works or studies in Southwark. Deputations must relate to matters which the council has powers or duties or which affects Southwark.
3. The deputation refers to the current hours of operation of the East Camberwell CPZ.

The deputation states:

“There are two reasons for the deputation request:

Firstly, we had expected a second consultation after the initial 'bedding in' period when the CPZ was first implemented. Unfortunately, this was cancelled due to budget constraints and, though the council said that they had placed notices in the local press, this information was not made available to the Tenants and Residents Association directly. Consequently, we had no idea that this was the case until after the event, which led to a great deal of local upset.

Secondly, we had misgivings about the timings of the CPZ at the out-set and in the years since those misgivings have grown. We conducted our own survey last year and found that the majority of local residents appeared to favour a variation in the hours from the current 8.30am-6.30pm.

Therefore, we would like to press for the opportunity for our local residents to express this opinion officially, in the hope that we may see a change in the CPZ hours of enforcement. I would like to stress that residents did not ask for the CPZ to be discontinued but, many would like to see more flexibility in the way CPZ times in general, and our own timings in particular, are implemented.”

4. At the meeting, the spokesperson for the deputation will be invited to speak up to five minutes on the subject matter. The community council will debate the deputation and at the conclusion of the deputation the chair will seek the consent of councillors to debate the subject. Councillors may move motions and

amendments without prior notice if the subject does not relate to a report on the agenda. The meeting can decide to note the deputation or provide support if requested to do so. The community council shall not take any formal decision(s) on the subject raised unless a report is on the agenda.

5. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

#### **KEY ISSUES FOR CONSIDERATION**

6. The deputation shall consist of no more than six persons, including the spokesperson.
7. Only one member of the deputation shall be allowed to address the meeting, her or his speech being limited to five minutes.
8. Councillors may ask questions of the deputation, which shall be answered by their spokesperson or any member of the deputation nominated by her or him for up to five minutes at the conclusion of the spokesperson's address.
9. If more than one deputation is to be heard in respect of one subject there shall be no debate until each deputation has been presented. The monitoring officer shall, in writing, formally communicate the decision of the meeting to the person who submitted the request for the deputation to be received.

#### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

##### **Comments of the Strategic Director of Environment and Leisure**

##### **Response (Part 1 – prior consultations)**

10. East Camberwell CPZ went live in April 2009 following 1<sup>st</sup> stage (in principle) and 2<sup>nd</sup> stage (detailed design) CPZ consultations. After each stage a “key decision” was taken, in July 2007 and July 2008 respectively.
11. The zone was introduced in April 2009 on an 18 month experimental basis. This experimental process is defined by law but notification of the experiment was given by way of street and press notices. The experiment provides an opportunity for all stakeholders to evaluate and comment in writing upon the zones' success (or otherwise). Before the 18 month experiment concluded, the council was required to decide whether to make the scheme permanent, make adjustments or drop the zone.
12. In November 2010 the Strategic Director for Environment and Leisure approved that the zone be made permanent. The decision was taken having considered the evidence of whether the zone had achieved its initial objectives as well as considering any comments or objections made during the experimental period.
13. This was a key decision taken in accordance with the Southwark Constitution and notification was given as an item published on the council's forward plan. Ward members were also advised in August 2010 of the forthcoming decision.
14. In short, the zone was considered successful in its aims as it was shown to have reduced parking occupancy levels from 98% to 45% (on average) by eliminating commuter parking. This reduction resulted in less dangerous parking (many streets were over 100% occupied prior to the zone going live), gave priority of parking space back to residents and contributed to the economic viability of the town centre by providing pay and display spaces for

visitors (where previously parking spaces were hard to find and parking was stagnated with little turn-over of space).

15. The report also considered the zone's hours of operation but did not recommend any change on the basis that a reduction in hours of operation would render the zone ineffective in many streets close to Camberwell town centre. This was based upon parking surveys which had revealed a mix of commuter, high density residential and town centre parking, the latter of which is constant throughout the day and would not be prevented with a reduced hours zone.
16. The report also reflected on the 2<sup>nd</sup> stage consultation result which had included specific question on the times that the zone should operate. The all-day controls were introduced in response to the majority who were in favour of this proposal and were also in line with the policy for this area.
17. It is important to note that neither of the key decisions in 2007 or 2008 gave any commitment to reconsult after a "bedding in" period nor was the project cancelled due to budget constraints.

#### **Response (Part 2 – future projects)**

18. Currently, the resources available for parking zone projects are limited to those to enable the completion of current consultations and those associated with development, where s106 funding is available. Any parking zone projects undertaken in the coming months will be limited to these only.
19. The council will consider this deputation when bringing forward its parking design programme for 2014/15.

#### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Written correspondence received from local residents	160 Tooley Street, London SE1P 5LX	Tim Murtagh 020 7525 7187

## AUDIT TRAIL

<b>Lead Officer</b>	Alexa Coates, Principal Constitutional Officer	
<b>Report Author</b>	Tim Murtagh, Constitutional Officer	
<b>Version</b>	Final	
<b>Dated</b>	12 November 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	Yes	Yes
Strategic Director of Children's and Adult's Services	No	No
<b>Date final report sent to the Constitutional Team</b>		12 November 2013

### **Spending Challenge report on what people said at Camberwell Community Council on 30<sup>th</sup> September 2013.**

Consultation events took place from 10 August - 11 October 2013, with some 516 people taking part, which is a lot of people, who each took a lot of time over their allocations and choices. 19 people took part in the Camberwell Community council event.

The Spending Challenge methodology involved providing residents with information on departmental budgets and functions and inviting them to decide how to make £27m in funding decisions. This replicates – in a user-friendly, accessible format – the decision-making process the council will actually be undertaking in the coming months.

In order to take part in the challenge, participants were provided with a number of “cheques”, worth £1m to allocate to relevant services:

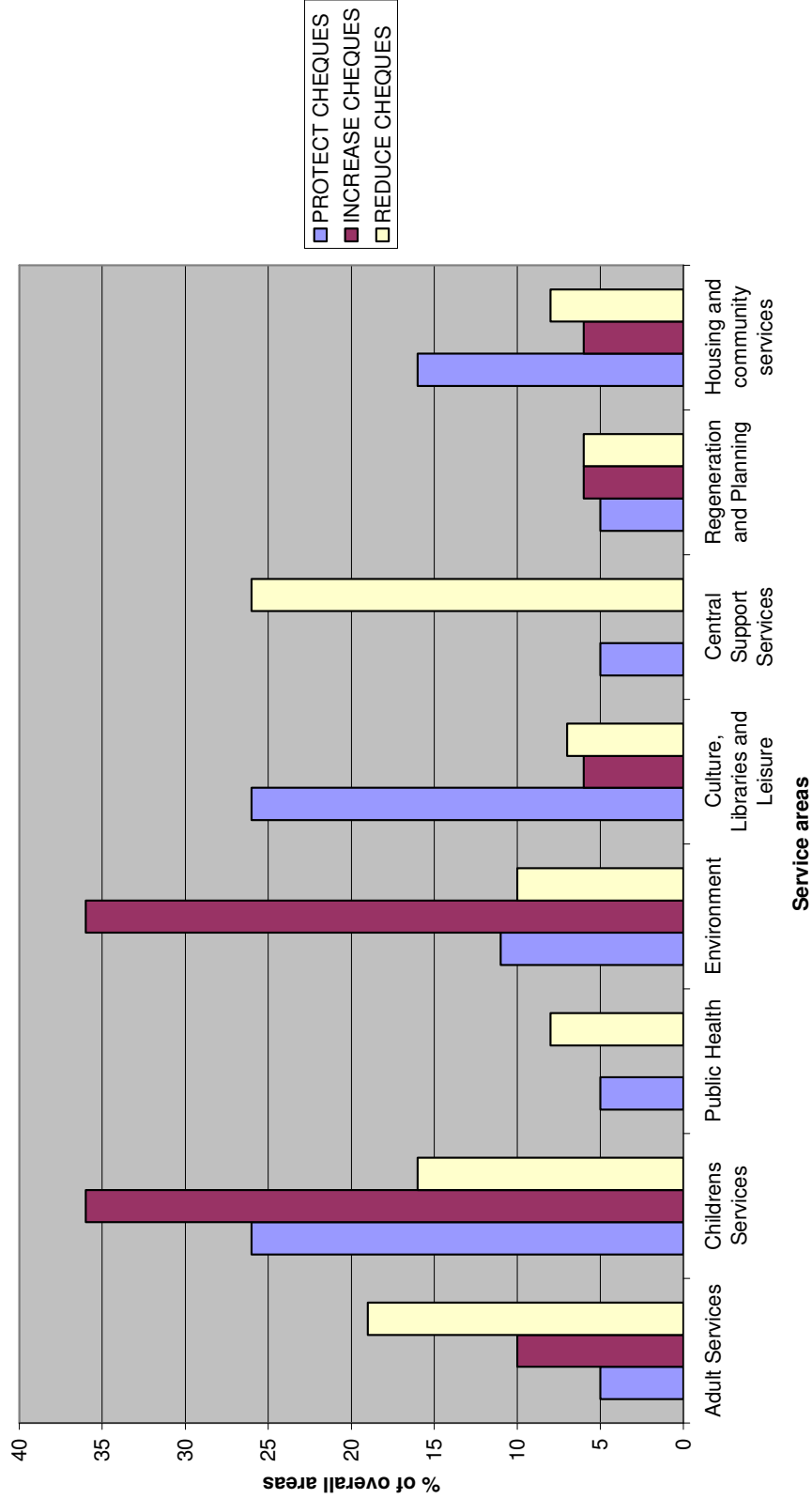
- **25 red savings cheques** (to allocate to the service/s where they would make savings if they were the council)
- **2 green increase cheques** (to allocate to the service/s where they would make increases if they were the council)
- **1 blue protect cheque** (to allocate to the one service they would spare from savings if they were the council)

There have been 17 Spending Challenge events to date, with some 516 people from all age groups, ethnicities, income groups and neighbourhoods involved. We compared who took part against the census to check the extent to which the sample was representative, and we found that for ethnicity, age and disability we had included a balanced sample of the population, with one exception. Women made up 66% of participants and men 34%, although from the analysis, there is no appreciable gender difference in the responses made. Overall, the significant sample size and close correlation between the demographic breakdown of those taking part and that of the whole population of the borough gives us confidence that the consultation data can be regarded as representative.

The table overleaf shows a breakdown of the results of the Spending Challenge at Camberwell Community Council, where 19 people took part. As you can see both Children’s Services and Culture, Libraries and Leisure were considered the top 2 services (with 26% each) to Protect from budget reductions. Children’s Services and Environment each got 35% each of the Increase “cheques”; so easily the most. For Savings cheques the most were allocated to Central Support Services (26%) whilst Adult Services were given 20% of Savings cheques. These results are very similar to the results seen in all other consultation events in the borough; with one exception in that Camberwell Community Council allocated significantly more Increase “cheques” to Environment than the average for the whole borough.



Camberwell community council 30th September



<b>Item No.</b> 14.1	<b>Classification:</b> Open	<b>Date:</b> 20 November 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local parking amendments – Camberwell visitor parking	
<b>Ward(s) or groups affected:</b>		Brunswick Park and Camberwell Green	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATIONS

1. Approve for implementation the following local parking amendments, detailed in the appendices to this report, subject to the outcome of the statutory consultation:
2. Provide additional visitor (pay by phone) parking at the following locations:
  - Camberwell Grove
  - John Ruskin Street and Dartford Street
  - Valmar Road.
3. Approve the consultation methods and boundaries detailed in paragraphs 21 to 25.

## BACKGROUND INFORMATION

4. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
5. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the introduction of disabled parking bays
  - the setting of consultation boundaries for consultation on traffic schemes.
6. This report gives recommendations for three local parking amendments, involving traffic signs and road markings.
7. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### Background to providing additional visitor parking

8. Approximately half of the London Borough of Southwark is located within a parking zone but all town centres have surrounding zones, including Camberwell and Walworth (see map in Appendix 1).

9. Parking zones exist to prevent all-day commuter parking and to provide priority parking space for residents and their visitors, short term visitors and businesses.
10. Within any parking zone all kerbside space is designated to specific groups or activities. Space is primarily allocated to permit holders (residents and businesses) but may also be designated for other purposes i.e. loading, blue badge (disabled) holders, motorcycles, car clubs and short-stay visitor parking. Each parking bay is signed showing who may use the bay and at during which times. Appendix 2 contains the quantity of bays for Camberwell's surrounding zones.
11. In 2012 officers and the Cabinet Member for Transport, Environment and Recycling met with a representative of the Camberwell Business Network, to identify possible locations where additional parking bays for visitors to Camberwell town centre could be created. This was to try to address a perception of the Camberwell Business Network that there was insufficient short term visitor parking which was therefore deterring people from visiting the shops and other businesses in Camberwell and therefore damaging the vitality and viability of the town centre.
12. Following that meeting, officers have identified three locations where additional parking facilities for visitors to Camberwell are feasible. Funding was approved to consult upon and implement these changes as part of the 2013/14 parking design programme.
13. An outline design has been prepared for the three locations. The general principles proposed are:

#### **John Ruskin Street and Dartford Road (Appendix 3)**

- To convert the existing time restricted free bays to pay by phone
- To create an additional two spaces for zone J permit holders
- To introduce a 4 hour maximum stay on the existing disabled bay located by the junction of Walworth Road (to bring it in line with other 'destination' bays across the borough).

#### **Camberwell Grove (Appendix 4)**

- To convert the existing red route 'no stopping' restrictions to pay by phone. This is subject to the outcome of negotiation with Transport for London (TfL)
- Convert one zone L permit holders only bay to pay by phone.

#### **Valmar Road (Appendix 5)**

- To convert an existing permit holders only bay to pay by phone
- Install a loading bay near the junction of Coldharbour Lane.

#### **Rationale to provide additional pay by phone visitor parking**

14. Most (89%) visitor parking bays in Southwark's parking zones operate with a charge for use.
15. Parking charges assist for two main reasons:
  - a. to help pay for the parking service (the law requires the council to keep a separate, ring-fenced parking account).

- b. as a method of demand management (where proportionate charges ensure that users only park for as long as they need thus encouraging the turnover of space for other users).
16. In reality there is no such thing as free parking as someone else (the public) will need to pay for the development, management and enforcement of it. Additionally, there is no evidence to show that free parking improves economic conditions or leads to greater commercial success.
  17. Experience shows that free parking bays also pose a significant problem for their enforcement resulting in vehicles overstaying. Unless there is some indication of the arrival time of each vehicle, it is very difficult to ensure that vehicles only stay for the permitted time. This means that free short-stay bays tend to become long-stay, detracting from the original purpose of the bay.
  18. Paying by phone is a quick, easy and secure way to pay for parking. The service is already available in all 5000 of Southwark's existing paid-for parking bays.
  19. Pay by phone now has a Smartphone application available for a range of mobile devices. The app makes registering easy and allows users to securely pay for parking, monitor and extend parking sessions remotely, manage your account details, and even help remember where you parked your vehicle.
  20. Pay by Phone parking in the Camberwell parking zones currently costs £2.50 per hour and there is no service charge for setting up or extending a parking session. Optional reminder and confirmation texts cost 10p per text.

### **Consultation method and processes**

21. Before implementing any changes to the existing parking arrangements a consultation leaflet, design drawing and questionnaire will be sent to properties within a 50 metre radius of the proposed locations.
22. The informal consultation document will give detail on the proposals, and will inform residents/businesses how they can have their say.
23. To enable enforcement of even the most basic restriction requires the council, as traffic authority, to carry out, at minimum, statutory consultation as part of the making of a traffic management order.
24. It is intended to carry out informal consultation and statutory consultation at the same time.
25. Running the informal consultation and statutory consultation simultaneously will give respondents the opportunity to object to proposals via a questionnaire.
26. The proposed consultation structure is outlined in Figure 1.

Stage	Expected dates
Camberwell and Borough, Bankside & Walworth Community Council agree outline design and consultation strategy	November 2013
Informal consultation and statutory (traffic order) consultation	December 2013 – January 2014
Community council determine objections	February 2014 (if objections)
Proposal implemented	February 2014 (with no objections) March 2014 (if objections)

Figure 1

27. On 18 October 2013, the parking design team contacted Camberwell Business Network (CBN) seeking any advance comments on the proposals. A response from Visit Camberwell (Transport section of Camberwell Business Network), incorporating initial feedback and previous positions taken by businesses on parking was received on 23 October 2013 (Appendix 6).

### Recommendation

28. In view of the above explanation, it is recommended that the Community Council:
- consider the pre consultation response from Camberwell Business Network.
  - agree the consultation methods as detailed above.

### Policy implications

29. The recommendations contained within this report are consistent with the policies of 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.

### Community impact statement

30. The policies within the Transport Plan are upheld within this report and have been subject to an Equality Impact Assessment.
31. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
32. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
33. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
34. The recommendations support the council's equalities and human rights policies and promote social inclusion by:

- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.

### **Resource implications**

35. The costs to implement the proposals, including staff fees, statutory consultation and site works will be fully contained within existing parking design capital budget held within the Public Realm division.

### **Legal implications**

36. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
37. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
38. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
39. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
40. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
41. These powers must be exercised so far as practicable having regard to the following matters:
  - a) the desirability of securing and maintaining reasonable access to premises.
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - c) the national air quality strategy.
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - e) any other matters appearing to the Council to be relevant.

### **Consultation**

42. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
43. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.

44. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
45. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
46. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
47. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

**APPENDICES**

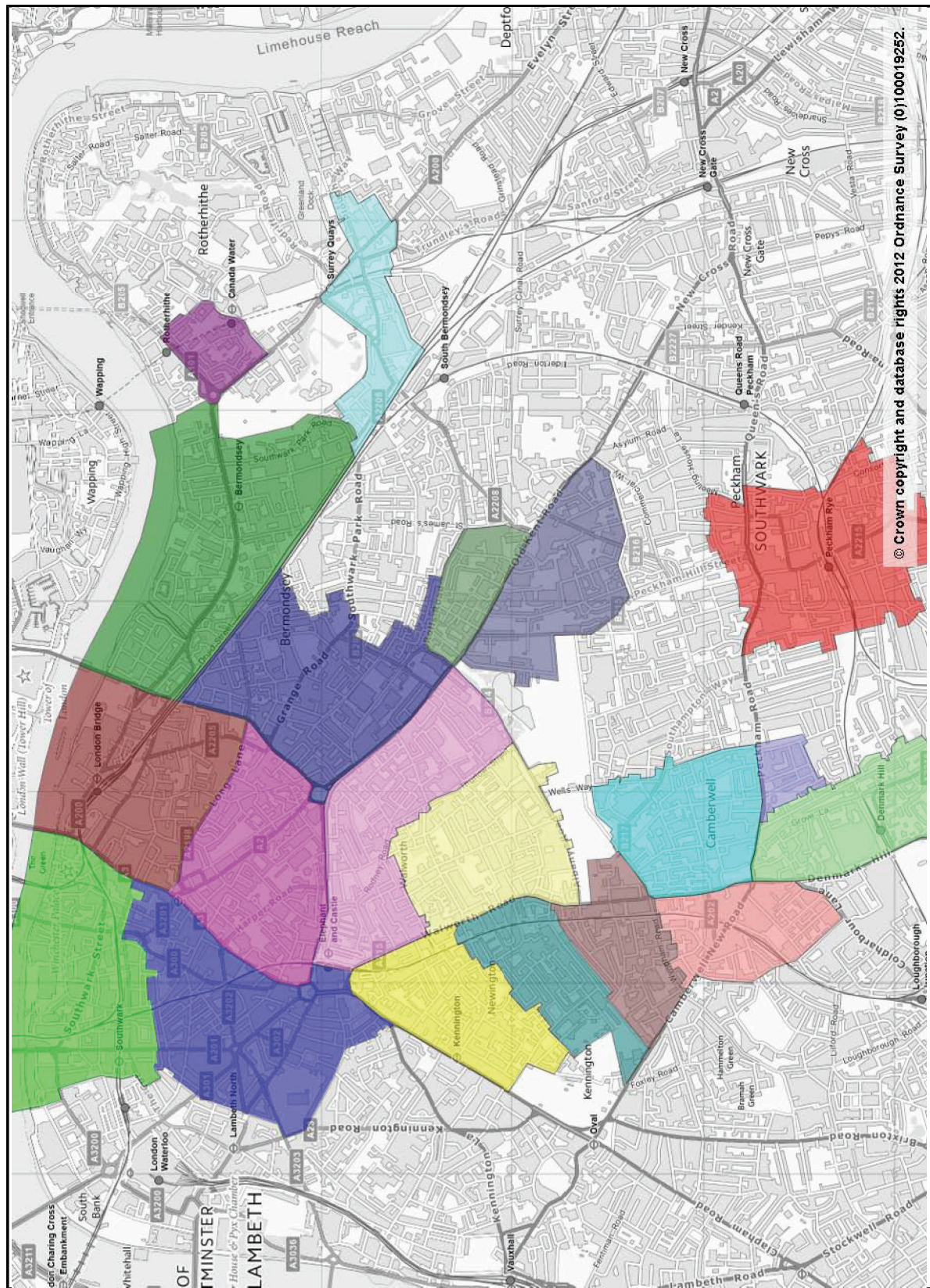
<b>No.</b>	<b>Title</b>
Appendix 1	Map of Southwark parking zones
Appendix 2	Quantity of bays by zone and by bay type
Appendix 3	Initial design – John Ruskin Street and Dartford Street
Appendix 4	Initial design – Camberwell Grove
Appendix 5	Initial design – Valmar Road
Appendix 6	Camberwell Business Network – pre consultation response

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	8 November 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		8 November 2013



Appendix 1 - parking zones



**Show more on the map**

**Parking zones**  
Ind. Value with Zone

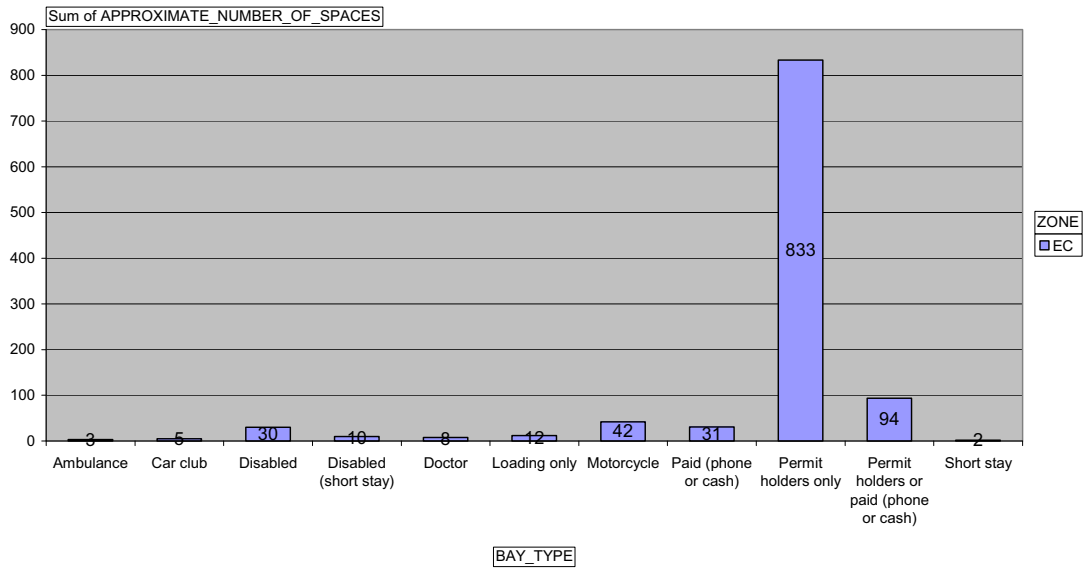
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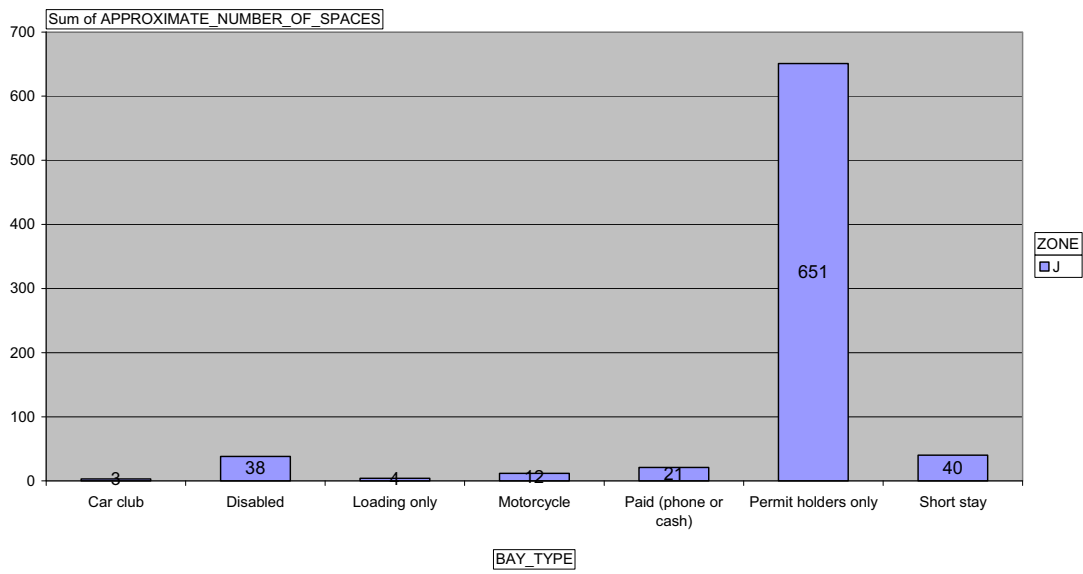
© Crown copyright and database rights 2012 Ordnance Survey (0100019252).

Appendix 2 –Quantity of parking bays by zone and by bay type

EC

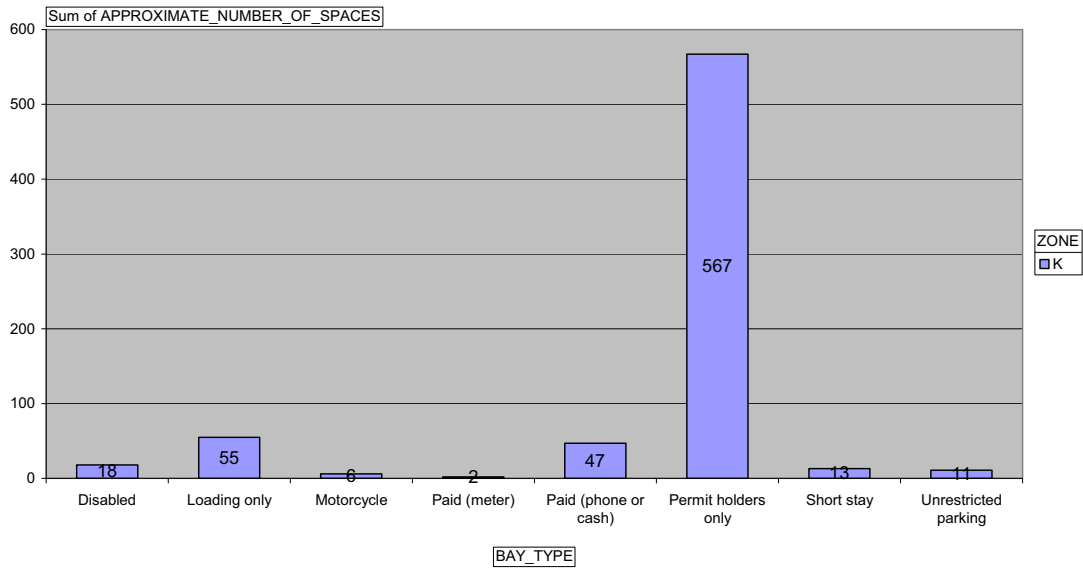


J

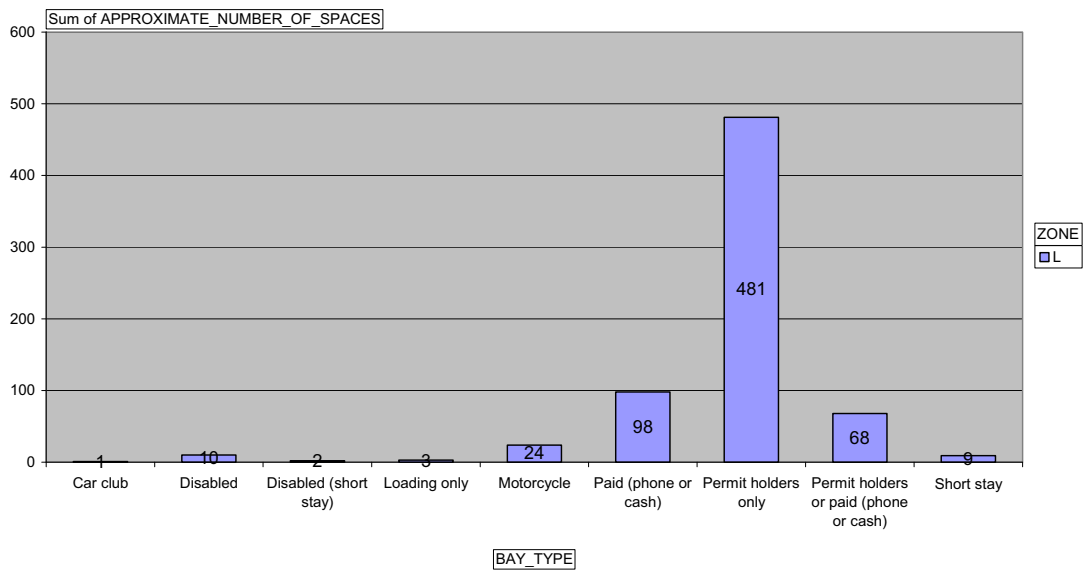


Appendix 2 –Quantity of parking bays by zone and by bay type

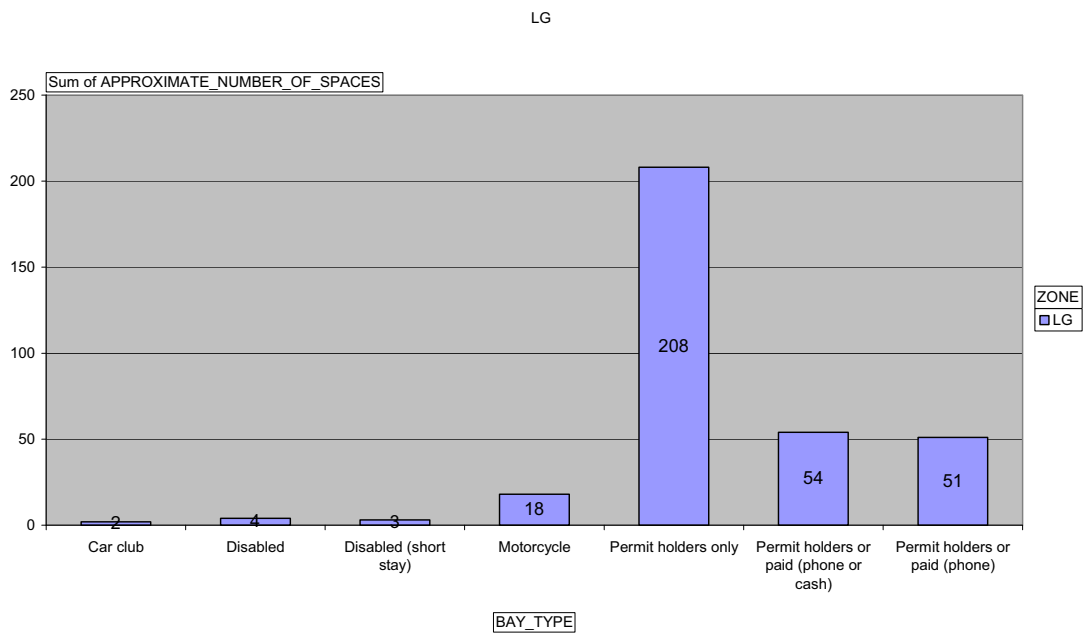
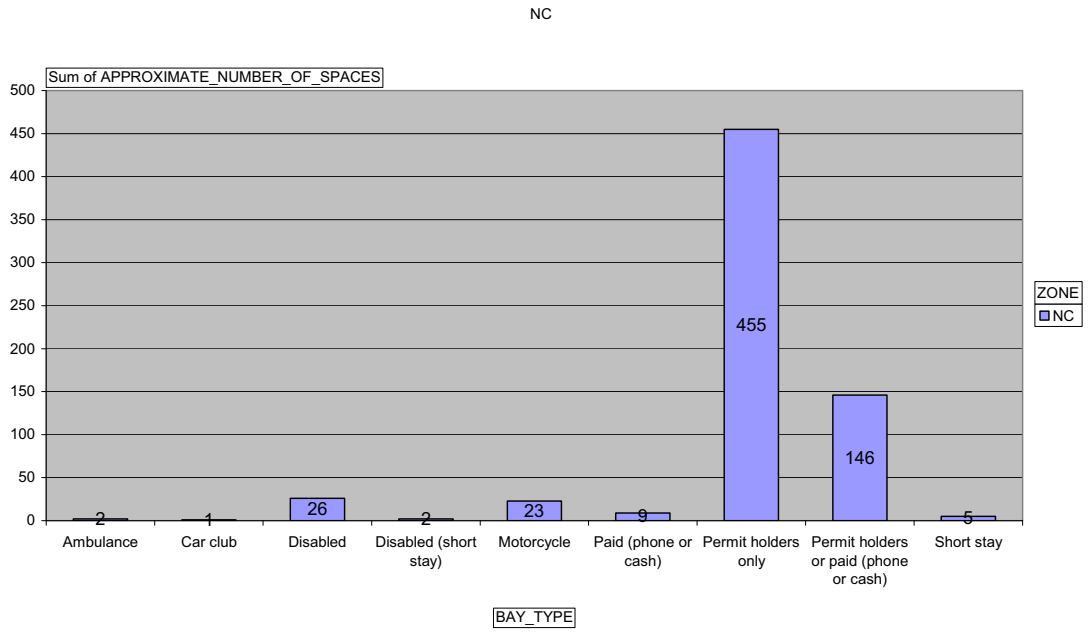
K



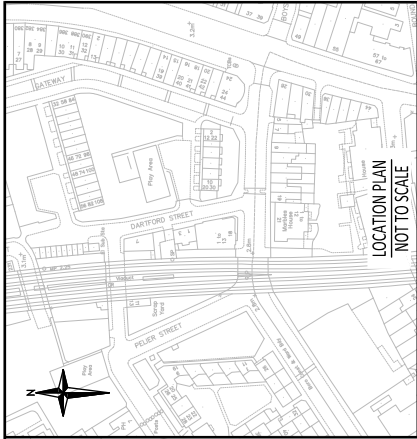
L



Appendix 2 –Quantity of parking bays by zone and by bay type







Items shown in grey are existing parking restrictions  
Items shown in black are proposed

**Background**

John Ruskin Street and Dartford Street fall within the South Walworth (J) parking zone. The parking zone operates Monday to Friday, 8.30am - 6.30pm and was implemented in 1999.

**Proposals**

The only physical change to the road markings will be the installation of a new parking bay outside Marbles House in John Ruskin Street.

These proposals will result in:

- Visitor parking (pay by phone)**
  - the existing seven time restricted (30min) free bays will be converted to seven pay by phone bays.
  - The proposed pay by phone bays will operate during the zone J parking zone hours and will have a maximum stay period of 2 hours
  - Southwark has an existing policy to allow European blue badge (disabled) holders to park for free of charge and without time limit in any paid-for parking bay

**Permit holders parking**

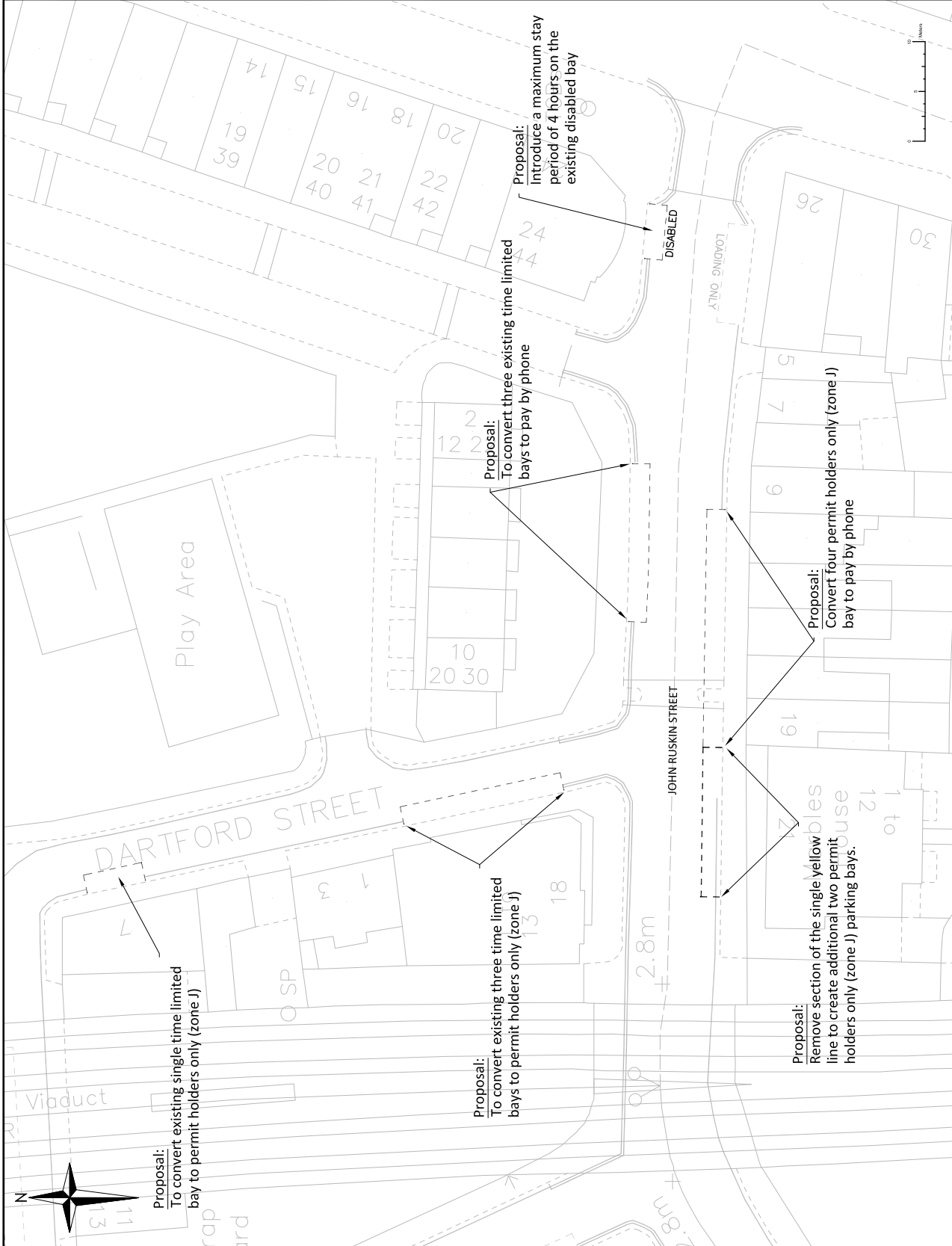
- a net gain of two parking spaces for residents and business who have a zone J parking permit.

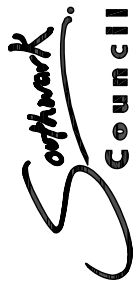
**Disabled parking**

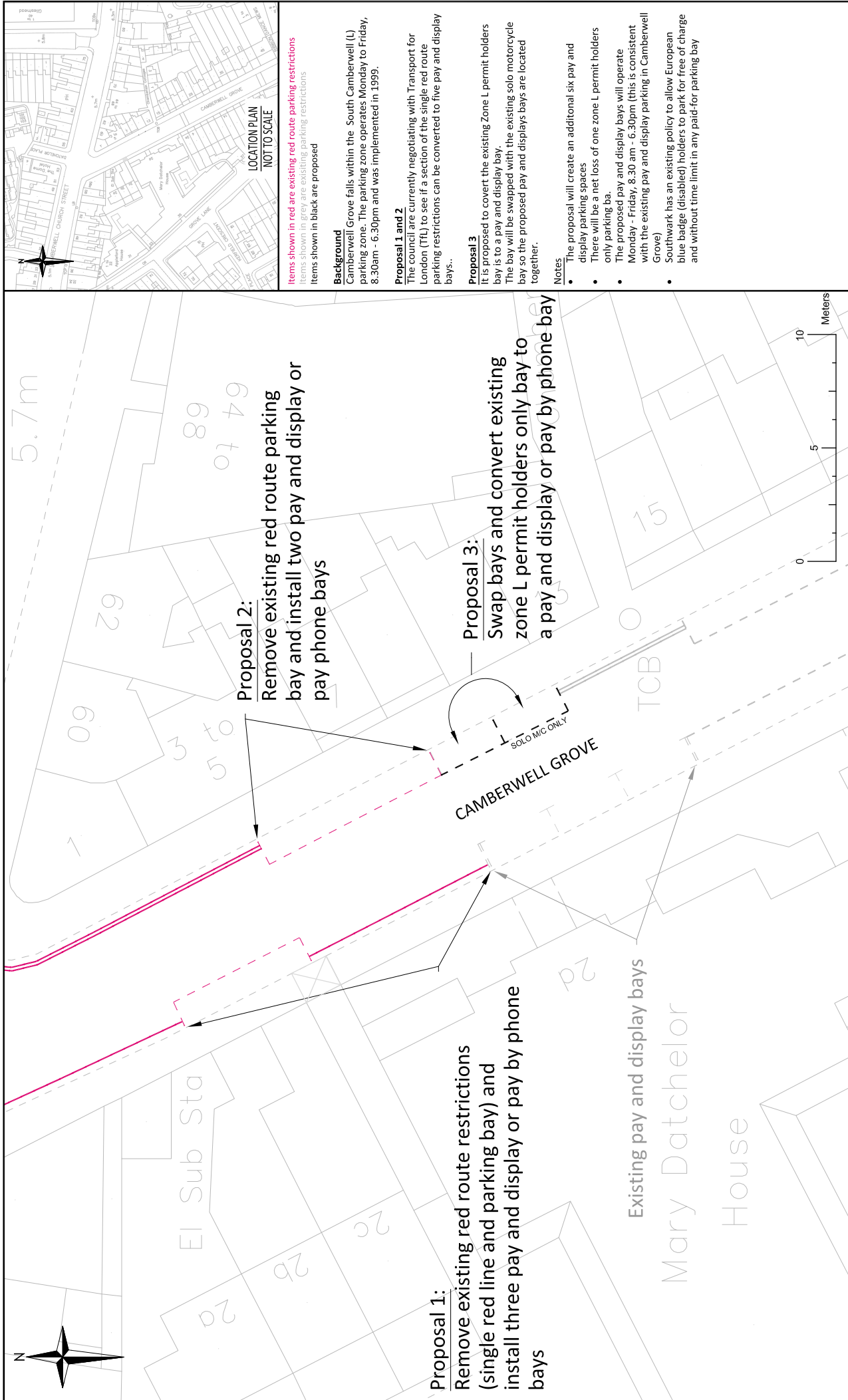
- Introducing a four hour maximum stay period on the existing disabled bay to encourage turnover of space and prevent all day parking.
- A four hour maximum stay periods on disabled bays works well in locations where the bay is located in close proximity to shops and services where there is a demand for such facilities (usually where demand for parking space is high).

**Notes**

The north side of John Ruskin Street and Dartford Street falls within Walworth community council and Faraday ward.  
The south side of John Ruskin Street falls within Camberwell community council and Camberwell Green ward.



<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		<p>Project</p> <p>Camberwell visitor parking</p> <p>Drawing Title</p> <p>John Ruskin Street and Dartford Street Proposed parking modifications</p>	<p>Community Council</p> <p>Camberwell/BB &amp; Walworth</p> <p>Ward(s)</p> <p>Camberwell Green/Faraday</p> <table border="1"> <tr> <th>Date</th> <th>Scale</th> <th>Drn</th> <th>Chk</th> <th>App</th> </tr> <tr> <td>8/10/13</td> <td>1:400@A3</td> <td>PG</td> <td>PG</td> <td>TW</td> </tr> <tr> <th>Rev</th> <th>Date</th> <th>Description</th> <th>PG</th> <th>TW</th> <th>TW</th> </tr> <tr> <td>A</td> <td>8/10/13</td> <td>Detailed Design</td> <td>PG</td> <td>TW</td> <td>TW</td> </tr> </table>	Date	Scale	Drn	Chk	App	8/10/13	1:400@A3	PG	PG	TW	Rev	Date	Description	PG	TW	TW	A	8/10/13	Detailed Design	PG	TW	TW
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**Items shown in red are existing red route parking restrictions**  
 Items shown in grey are existing parking restrictions  
 Items shown in black are proposed

**Background**

Camberwell Grove falls within the South Camberwell (L) parking zone. The parking zone operates Monday to Friday, 8.30am - 6.30pm and was implemented in 1999.

**Proposal 1 and 2**

The council are currently negotiating with Transport for London (TfL) to see if a section of the single red route parking restrictions can be converted to five pay and display bays.

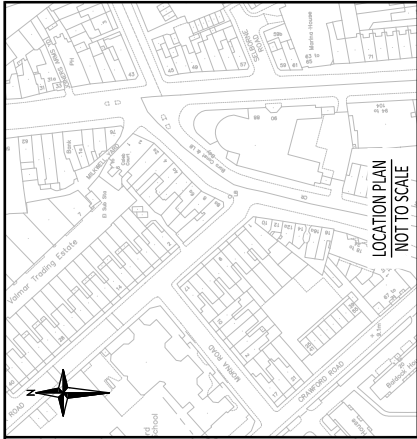
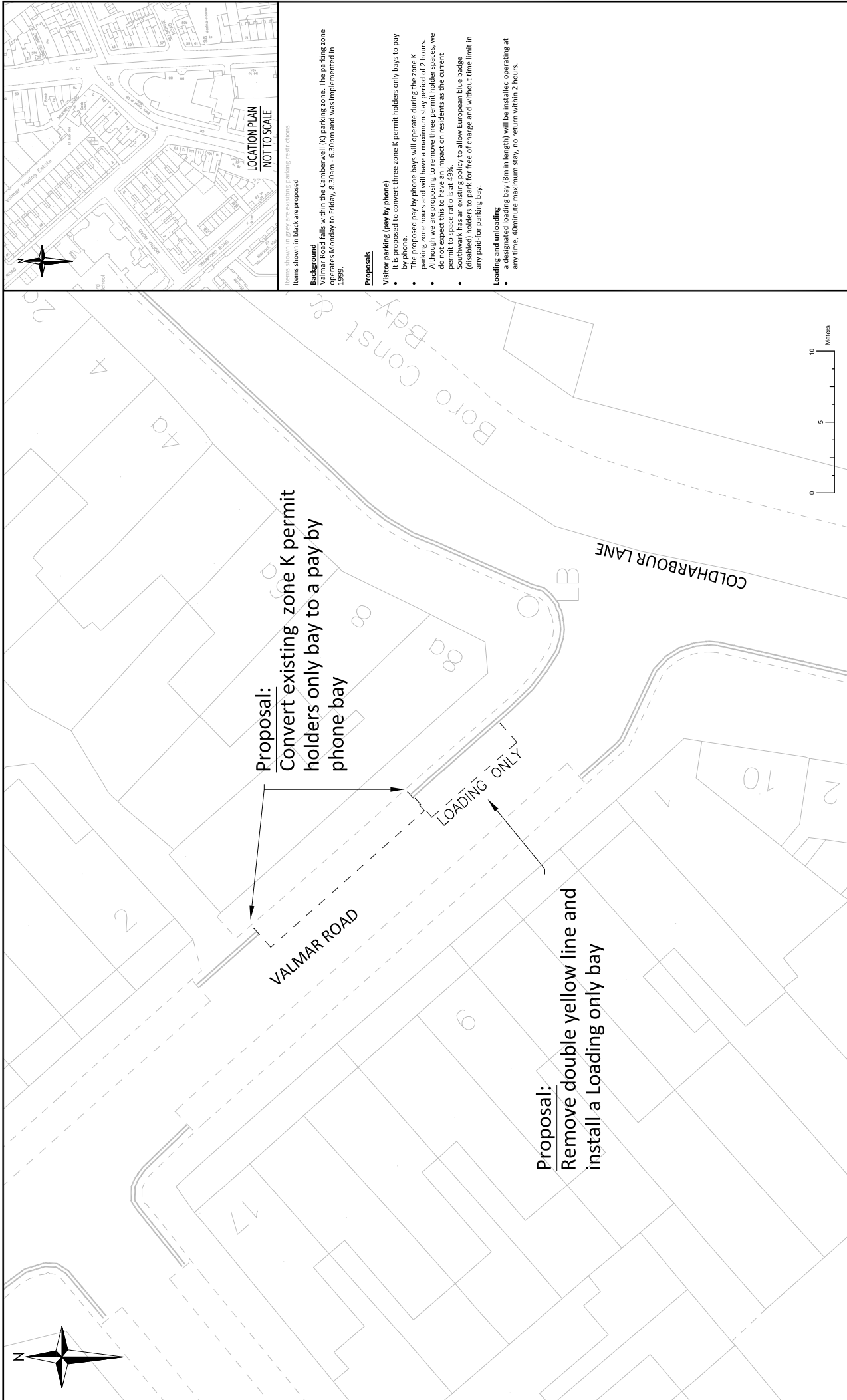
**Proposal 3**

It is proposed to convert the existing Zone L permit holders bay to a pay and display bay.  
 The bay will be swapped with the existing solo motorcycle bay so the proposed pay and display bays are located together.

**Notes**

- The proposal will create an additional six pay and display parking spaces
- There will be a net loss of one zone L permit holders only parking bay.
- The proposed pay and display bays will operate Monday - Friday, 8.30 am - 6.30pm (this is consistent with the existing pay and display parking in Camberwell Grove)
- Southwark has an existing policy to allow European blue badge (disabled) holders to park for free of charge and without time limit in any paid-for parking bay

Public Realm Projects Parking Design Environment and Leisure Floor 3, Hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects	Southwark Council	Project Camberwell visitor parking Camberwell Grove Proposed additional pay and display bays	Community Council Camberwell Ward(s) Brunswick	Date 8/10/13 Scale 1:250@A3 Date 8/10/13 Scale 1:250@A3 Date 8/10/13 Scale 1:250@A3	Chk App PG TW	Rev A B/10/13 Detailed Design	Description Detailed Design	Rev A B/10/13 Detailed Design	Date 8/10/13 Description Detailed Design	Chk App PG TW TW TW App
		Drawing Title Proposed additional pay and display bays	Date 8/10/13 Scale 1:250@A3 Date 8/10/13 Scale 1:250@A3 Date 8/10/13 Scale 1:250@A3	Chk App PG TW	Rev A B/10/13 Detailed Design	Description Detailed Design	Rev A B/10/13 Detailed Design	Date 8/10/13 Description Detailed Design	Chk App PG TW TW TW App	



Items shown in grey are existing parking restrictions  
Items shown in black are proposed

**Background**  
Valmar Road falls within the Camberwell (K) parking zone. The parking zone operates Monday to Friday, 8.30am - 6.30pm and was implemented in 1999.

**Proposals**

**Visitor parking (pay by phone)**

- It is proposed to convert three zone K permit holders only bays to pay by phone.
- The proposed pay by phone bays will operate during the zone K parking zone hours and will have a maximum stay period of 2 hours.
- Although we are proposing to remove three permit holder spaces, we do not expect this to have any impact on residents as the current spaces are not used.
- Southwark has an existing policy to allow European blue badge (disabled) holders to park for free of charge and without time limit in any paid-for parking bay.

**Loading and unloading**

- a designated loading bay (8m in length) will be installed operating at any time, 40-minute maximum stay, no return within 2 hours.

Public Realm Projects Parking Design Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX www.southwark.gov.uk/parkingprojects		Project Camberwell visitor parking Valmar Road Proposed pay and display bays and proposed loading bay	Community Council Camberwell	Ward(s) Camberwell Green
			Date 8/10/13	Scale 1:250@A3
Drawing Title Valmar Road Proposed pay and display bays and proposed loading bay			Dwg No 1054_DD_0.1	
Status Detailed Design			Rev A	
Rev A			Date 8/10/13	
Description Detailed Design			PG TW   TW Drn   Chk   App	

## **Camberwell Visitor Parking Consultation Proposals for November 2013**

Response by Visit Camberwell

on behalf of

**Camberwell Business Network (CBN)**

CBN would like to thank Southwark Council (**SC**) for the opportunity to comment on these proposals, and welcomes any design proposal treating visitor parking as a significant component of town centre access.

Our response takes the form of a series of headings referring to assumptions currently made about visitor parking within SC which CBN considers to be harmful not just to local businesses, but also to the interests of the majority of residents (and of the overwhelming majority of poor, disabled and elderly residents) of Camberwell.

### **SC ASSUMPTIONS**

#### **“Why we don't have free parking”**

There is a suggestion that free parking is not cost-effective to enforce. Current TfL short spaces are adequately enforced, and enjoy a high level of civic obedience due to their location close to the high street and a perception that they will be enforced in that location. Additionally, Lambeth Council is able to enforce free short-stay spaces.

If the current SC parking contractor is not able to enforce free short-stay, CBN has offered (since December 2011) to enforce parking itself in Camberwell. CBN also indicated a capacity to enforce differentially where spaces are reserved for the use of electric or micro-cars only, and to work with systems of reactive pricing. This offer was dismissed in principle by SC in April 2012 without the opportunity for CBN to make representations to Cabinet on the full benefits to the economy and local residents of this approach. Hopefully, dialogue can be resumed on the benefits to residents, and the logic of local businesses mirroring the way that supermarkets enforce their own free short-stay, where traditional parking contractors have indicated they do not have the resources for this.



CBN's preference is not for free parking, but for a level playing field with big business. In circumstances where supermarkets exist within a 3 minute drive that have several hundred free parking spaces, free parking should remain a significant component of town centre access in Camberwell.

*Evidence – a data-based approach*

The consultation document suggests there is no evidence that a lack of free parking damages the high street (top-left). There is definitive evidence that if parking access to a town centre is overpriced, difficult to use, or perceived as being these, there is a direct causal link with high street decline which goes beyond correlation. This is contained in the Association of Town Centre Managers annual report on town centre health in the UK.

CBN recommends the following evidence-based approach, using information already in SC's possession, could be collected at little cost, or which could be arranged by a third party (TfL) at no cost to the Council:

1. Publish the target occupancy rate per visitor space near the town centre. In town centres in America, 80% target rates during trading hours are used.
2. Collect % occupancy information on the nearest 200 visitor parking spaces to Camberwell town centre, based on payments made for each machine or pay-by-phone code, and averaged across the 200 spaces.
3. Collect % occupancy information on the nearest 200 free parking spaces to Sainsbury's Dog Kennel Hill supermarket, for comparison to town centre occupancy rates.
4. Work with TfL to use video survey evidence and licence plate recognition to cross-check against the Council's own database of permitholders, to help understand how much direct planning control the Council has over car use locally, through its planning powers. Depending on the times of individual surveys (e.g. Saturday), car use will give a strong indication of shopping and leisure preferences of local car owners and their contribution to pollution and congestion.
5. Obtain information on the amount of jobs done in Camberwell (as opposed to local

employment levels) going back at least 10 years, and publish this to understand the trend.

6. Obtain information on average and overall rateable value in Camberwell going back at least 10 years, and publish this to understand the trend.

### **“Visitor Parking is bad for the environment”**

Visitor parking in Camberwell town centre and local centres derives mainly from existing journeys and traffic flows for other purposes. So this visitor parking makes – and would make – little *net* contribution to congestion. Visitor parking to supermarkets comes from dedicated car journeys, creating a significant *net* congestion and pollution which would not otherwise happen.

Visitor parking should continue to be a major factor in town centre access unless measures are taken which discourage supermarket visitor-parking in an equivalent way. This could include CPOs to reduce the size of supermarket car parks, or compulsory licensing to force supermarkets to charge for parking.

### **“People are choosing to shop in supermarkets. We can't do anything about this”**

While there is clear evidence that overpriced parking damages the high street, there is no evidence that most people choose to shop at supermarkets where there is equal access to the high street in terms of parking facilities.

By every metric, Camberwell's local high street and economy has declined since the 1990s, irrespective of boom and bust. There is less variety, fewer specialists and no bookshops, fewer “white goods” offerings, less local manufacture, office and warehouse activities. Added to this, there is less public sector employment in Camberwell since the Council's relocation. Urgent action should be taken to promote the private sector's role in compensating for this employment loss.

The current £11M capital spend on Camberwell does not fall into the category of action for business because although it is a welcome improvement to the public realm, lessons from Walworth Road are that capital investment alone does not translate into improvements for

local business, and can actually be paralleled by an increase in empty shops and betting shops.

**“Pedestrians are the most important transport mode”**

CBN has always agreed with the hierarchy of planning for amenity areas:

1. pedestrians
2. cyclists
3. public transport
4. visitor parking

The important principle for Camberwell is that the nearest visitor spaces should be nearer and more convenient to the high street than the nearest spaces available to the minority of residents who own cars in Camberwell. This is because the majority of local residents have an interest in protecting local shops with visitor parking to improve their own local goods and services, and this resident majority has no interest in “resident-only” on-street parking.

The aspect of policy which CBN seeks to influence is to prioritise visitor parking over resident-only parking near shops. There is no conflict with pedestrian, cyclist and public transport initiatives.

In terms of impact on the high street, Council policy is that because drivers represent a minority of customers by transport-mode, there should be no useable visitor parking. Yet even by conservative estimates visitor parking contributes to at least 20% of turnover, and possibly a majority of customers where specialists such as bookshops and white goods offerings are concerned.

The proposal that because pedestrians constitute a majority of the custom base, 20% of custom (car drivers) can be removed from it, is not tenable. CBN invites the Council to imagine cuts to its budget of 20% or greater, as opposed to the 5% of loss of existing turnover from Government cuts, as a way of understanding the damage caused to the local economy through current parking policy.

Groups such as Living Streets which promote the idea of the pedestrian as customer *and* assert that visitor parking is not relevant, should be required to declare the car ownership interests of those attending meetings approving their recommendations, and of report authors. This is to help assess whether their criticism of visitor parking is based on a passion for pedestrianism, or perhaps on a desire to maintain their own on-street car storage.

It is impossible to know how many drivers would choose to visit Camberwell to shop if parking were reasonably priced, accessible and easy-to-use. Until the Council adopts the metrics recommended above, we will not know this, and current Council figures giving a small proportion of car drivers forming a part of custom for shops must be considered as an underestimate.

All we know for certain for now is that the Camberwell high street, inside and outside the town centre, does not have enough customers. In these circumstances, the low proportion of customers visiting as drivers can more easily be used to suggest parking is too difficult for them, than suggest they are not a natural component of visiting custom in current market conditions.

**“We will keep existing hours of enforcement, as they are currently in use”**

Most residents do not own cars, so there is no civic argument that hours of enforcement near shops should be structured around the habits of local motorists. As discussed above, the majority of Camberwell residents do not own cars and have an interest in the vitality and range of local goods and services, so more of an interest in visitor parking than resident-only parking.

The Council should conduct a full survey of trading hours, including the independent grocers whose hours are 0700-2300, in order to help protect the local economy from a minority of residents positioning their cars in areas which inhibit access to the town centre during its key (evening) trading hours, damaging employment and economic growth in Camberwell.

## COUNCIL PROPOSALS FOR INDIVIDUAL STREETS

### *Camberwell Grove*

This is the most important visitor parking street in Camberwell, siphoning custom for the high street both from the busy A202, and most directly from wealthy South Camberwell, East Dulwich and Dulwich Village. A buffer zone of at least 100 metres should be introduced, in which no residents can park during hours of enforcement.

CBN does not believe that the pay-by-phone spaces will be widely used, and encourages SC to use the metric methods outlined above to monitor their effectiveness and keep them under review.

The conversion of two resident spaces is a welcome principle, but not adequate in terms of the shock therapy which the town centre and unemployed local youths need. The effectiveness of paid parking should be measured with receipts against trading hours. In the current climate, the loss of TfL free parking (following existing losses on the main high street) will contribute to a further loss of custom to the town centre, and a proliferation of empty shops and betting shops.

The number of new spaces created (two) also falls below the number removed from Datchelor Place. There is some concern that some of the residents who lobbied for this removal are also active in lobbying against more visitor parking in Camberwell Grove, to maintain this for CPZ car storage instead. Camberwell Grove is the logical place for a transfer of the spaces (between 6 and 8) formerly in Datchelor Place, as the nearest accessible street with the highest potential for attracting customers with disposable income.

As discussed above, it is widely accepted that Camberwell town centre does not have enough customers. Until that is no longer the case, it should not be controversial to displace residential car storage in order to maintain parity of visitor parking space numbers, since this does not conflict in any way with pedestrian or cyclist initiatives.

*Ruskin Street*

Identifying a street outside the town centre is a positive step, in recognition of the “stepping-stone” effect of custom which will bring benefits to the town centre, as well as those in need of services within a few minutes' walk. The Council is encouraged to plan similarly for other satellite amenity areas in Camberwell such as Camberwell New Road, Coldharbour Lane, and Southampton Way.

Removing resident parking from outside shop fronts is positive, as resident cars near *or adjacent* to shop fronts discourage pedestrian and cycling movement, and inhibit the view of shop fronts by passing road-users. Businesses do not expect that pay-by-phone will be used, and expect a game of cat-and-mouse between customers and parking enforcement. As with Camberwell Grove, paid parking occupancy should be measured and a % occupancy target provided by the Council.

Proposals to charge for on-street storage of tyres and bicycles ancillary to the operation of local businesses should be re-thought as they are a recipe for conflict and differential enforcement. These uses do not inhibit sight-lines or general movement in the same way as resident cars, take up less space than the average resident car and are arguably a part of the character of the local area.

At the least, these businesses should be charged no more than a residential parking permit price for on-street tyre and bicycle storage. Since motorist residents using permits form little more than 10% of the local community, local businesses should be entitled to equivalent pricing for spatial use of the kerbside, since 90% of the local community has a greater interest in the welfare of those businesses than in resident permit pricing.

*Valmar Road*

The removal of some visitor parking up to the entrance of the trading estate is welcome, as consistent with the principle of establishing buffer zones around shops within which there are no resident cars stored long-term. However, this should be done for both sides of the street. Pay-by-phone parking is unlikely to be used – the Council is urged to use metric methods to

analyse occupancy (see above) and also have a target % occupancy rate for this area.

## QUESTIONNAIRE

The document is currently too open-ended. Previous “invitations of ideas” have not resulted in useful information about resident opinions on how the kerbspace should be used, other than for car storage. We know that most Camberwell residents do not own cars, so will be interested in any other kerbspace use than this.

Council should pro-actively invite residents to rank possible uses for kerbspace other than resident parking, both within 100 metres radius of the town centre boundaries and outside that area.

These options of kerbside uses should include (amongst others the Council identifies):

- resident-only parking
- free short-stay visitor parking
- paid (by coin/cash/card) parking
- paid (by-phone) parking
- cycle storage
- soft surfacing (like artificial sports pitches) for lower-impact aerobics exercises in the street
- tree planting
- shrubs or flower boxes

It is important to reinforce alternative kerbspace uses wherever possible, and to recognise the stake of the majority of residents in this.

CBN believes that the Council already has a strong understanding – following the CBN walkabout in 2012 - that shared parking is mostly used by residents during trading hours so is not truly shared, and provides negligible benefits to local businesses. CBN encourages the Council to put out the message that “shared parking does not work” with equal prominence to the “no free parking” message, and of course to use data-based metrics outlined above to test

existing assumptions about the useability of visitor parking in Camberwell, as currently planned.

#### **NOTE**

This document may be reviewed as consultation with businesses is ongoing to shape it fully.



<b>Item No.</b> 14.2	<b>Classification:</b> Open	<b>Date:</b> 20 November 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local Parking Amendments	
<b>Ward(s) or groups affected:</b>		Brunswick Park	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. It is recommended that the following parking bays and at any time restriction amendments, detailed in the drawing attached to this report, are approved subject to any necessary statutory procedures:
  - Remove three permit parking bays (Camberwell “L” zone) outside Nos. 8 and 9 Love Walk and introduce double yellow lines
  - Reduce the length of existing double yellow lines at the junction with Grove Lane to create space and re-provide two permit parking bays (Camberwell “L” zone).

## BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark Constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the introduction of disabled parking bays
  - the setting of consultation boundaries for consultation on traffic schemes.
4. This report gives recommendations for changes to parking and waiting restrictions, involving short lengths of double and single yellow lines and the net loss of one permit parking bay.
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

6. The developer was given planning permission (ref 11-AP-1561) on 8 August 2011 which allows a mixed development of eight x 3 bedroom apartments and a

4 bedroom house. The design of the consented layout did not have on-site parking.

7. A resolution to amend the consented layout was taken on 7 November 2013 to include three garages as shown on the drawing attached to this report.
8. With the construction of these garages, it is recommended that the existing three permit parking bays directly opposite be removed to facilitate vehicle turning movements when entering and exiting the garages.
9. It is recommended that two permit parking bays are re-provided a short distance away, resulting in a net loss of one space in this street. We think that the loss of one parking space is acceptable based upon the parking occupancy survey carried out by the developer and provided in Appendix 4 which demonstrates sufficient space in nearby L zone streets.

### **Policy implications**

10. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011.

### **Community impact statement**

11. The policies within the Transport Plan upheld within this report have been subject to an Equality Analysis.
12. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
13. The shortening of the double yellow lines to re-provide two parking spaces means road space is used effectively while enhancing road safety by improving inter-visibility at the junction due to carriageway widening.
14. The effective loss of one parking bay will not have an adverse impact on the overall parking provision given the high level of unused parking spaces as revealed by the parking survey report.
15. The recommendations are not considered to have a disproportionate effect on any community or group.
16. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Improving road safety by widening of the northern section of Love Walk, in front of the proposed driveways thereby improving junction visibility.

### **Resource implications**

17. All costs arising from implementing the recommendations will be fully met by the developer.

### **Legal implications**

18. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.

19. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
20. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
21. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
22. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
23. These powers must be exercised so far as practicable having regard to the following matters:
  - a) the desirability of securing and maintaining reasonable access to premises.
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve amenity.
  - c) the national air quality strategy.
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - e) any other matters appearing to the Council to be relevant.
24. By virtue of section 32, the Council may, for the purposes of relieving or preventing congestion of traffic may provide off-street parking places such as those proposed for Love Walk.
25. May by order authorise the use as a parking place of any part of a road within their area.

### **Consultation**

26. No informal (public) consultation has been carried out.
27. Should the community council approve the recommendations, statutory consultation will take place as part of the making of the traffic management order. This process is defined by national regulations.
28. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
29. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.

30. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH  Online: <a href="#">Southwark transport plan 2011 - Southwark Council</a>	Robson Mupani 020 7525 2135

## APPENDICES

No.	Title
Appendix 1	Planning Decision
Appendix 2	Consent to amend original decision notice
Appendix 3	Proposed double yellow lines and parking bays
Appendix 4	Parking Survey
Appendix 5	Parking Survey Inventory

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Robson Mupani, Development Control Officer, Public Realm	
<b>Version</b>	Final	
<b>Dated</b>	20 November 2013.	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	20 November 2013	

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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**PLANNING PERMISSION**

**Applicant** Mr R. Powell  
Camberwell United Reformed Church

**LBS Registered Number** 11-AP-1561**Date of Issue of this decision** 08/08/2011**Planning Permission was GRANTED for the following development:**

Demolition of existing church building and perimeter hardstanding and steel fence and erection of 8 x 3 bedroom apartments in four-storey block along Grove Lane, with 3 storey 4-bed house on corner (Use Class C3) and erection of 2-storey church and community hall building on Love Walk (Use Class D1).

**At:** CAMBERWELL GREEN UNITED REFORM CHURCH, 64 GROVE LANE, LONDON, SE5 8SN**In accordance with application received on** 16/05/2011 08:00:35 **Your Ref. No.:**

**and Applicant's Drawing Nos.** CGURC/01, CGURC/02 Rev D, CGURC/03 B, CGURC/04 A, CGURC/05 B, CGURC/06 D, CGURC/06b D, CGURC/06.1 D, CGURC/07 D, CGURC/07.1 D, CGURC/08 D, CGURC/09 E, CGURC/10 D, CGURC/11 D, CGURC/12 D, CGURC/13 D, CGURC/15 D, CGURC/18 B, CGURC/19 A

Energy Statement, Code for Sustainable Homes, Transport Assessment, Parking Provision Statement, Schedule of Areas Rev D, Preliminary BREEAM Assessment, Internal Daylight & Sunlight Assessment, Arboricultural Constraints Report, Planning Statement

**Reasons for granting permission.**

This planning application was considered with regard to various policies including, but not exclusively:

a) **Saved Policies of The Southwark Plan 2007:**

Policy 3.2 (Protection of amenity) advises that permission will not be granted where it would cause a loss of amenity.

Policy 3.7 (Waste Reduction) states that all developments are required to ensure adequate provision of recycling, composting and residual waste disposal, collection and storage facilities, and in relation to major developments this will include addressing how the waste management hierarchy will be applied during construction and after the development is completed.

Policy 3.11 (Efficient Use of Land) seeks to ensure that developments make an efficient use of land as a key requirement of the sustainable use of land, whilst protecting amenity, responding positively to context, avoiding compromising development potential of adjoining sites, making adequate provision for access, circulation and servicing, and matching development to availability of infrastructure

Policy 3.12 (Quality in design) requires new development to achieve a high quality of architectural and urban design

Policy 3.13 (Urban Design) advises that principles of good design must be taken into account in all developments.

Policy 3.14 (Designing out Crime) seeks to ensure that development in both the private and public realm is designed to improve community safety and crime prevention.

Policy 3.16 (Conservation Areas) advises that within conservation areas, developments should preserve or enhance the character or appearance of the area.

Policy 3.18 (Setting of Listed Buildings, Conservation Areas and World Heritage Sites) advises that planning permission will not be granted for developments that would not preserve or enhance the immediate or wider setting of a listed building.

Policy 4.2 (Quality of Residential Development) aims to achieve good quality housing to provide for the accommodation needs of the borough.

Policy 5.2 (Transport Impacts) states that permission will not be granted for development which has an adverse impact on transport networks through significant increases in traffic or pollution and consideration has been given to impacts on the Transport for London road network as well as adequate provision for servicing, circulation and access to and from the site.

Policy 5.3 (Walking and cycling) seeks to ensure that there is adequate provision for cyclists and pedestrians within developments, and where practicable the surrounding area.

Policy 5.6 (Car Parking) seeks to ensure that car parking is minimised, but also to control overspill parking in order to prevent loss of amenity.

b) Core Strategy (2011):

Strategic policy 1 - Sustainable development (which requires development to improve the places we live and work in and enable a better quality of life for Southwark's diverse population, in a way that respects the limits of the planet's resources and protects the environment);

Strategic policy 2 - Sustainable transport (which seeks to encourage sustainable modes of transport within the borough)

Strategic policy 4 - Places to learn and enjoy (which seeks to provide a wide range of well used community facilities that provide spaces for many different communities and activities in accessible areas);

Strategic policy 5 - Providing new homes (which requires developments to meet the needs of people who want to live in Southwark and London by providing high quality new homes in attractive environments, particularly in our growth areas);

Strategic policy 12 - Design and conservation (which seeks to secure high quality developments and to protect the borough's historic environment)

Strategic policy 13 - High environmental standards (which requires development to help us live and work in a way that respects the limits of the planet's natural resources, reduces pollution and damage to the environment and helps us adapt to climate change.

c) Policies 3A.3 - Maximising the potential of sites, 3B.3 - Mixed use developments, 3C.1 - Integrating transport and development, 3C.2 - Matching development to transport capacity, 3C.3 - Sustainable transport in London, 3C.17 - Tackling congestion and reducing traffic, 3C.21 - Improving conditions for walking, 3C.22 - Improving conditions for cycling, 3C.23 - Parking strategy, 4B.1 - Design principles for a compact city, 3A.18 Protection and enhancement of social infrastructure and community facilities, 4B.5 - Creating an inclusive environment, 5B.1 - The strategic priorities for Central London, 4B.8 - Respect local context and communities, of the London Plan (consolidated with alterations since 2004 (2008)).

d) Planning Policy Statements

PPS 1 - Delivering Sustainable Development

PPS 3 - Housing

PPG 13 - Transport

PPG 15 - Planning and the Historic Environment.

Particular regard was had to the impact of the development on the character and appearance of the Camberwell Grove Conservation Area and the setting of the adjacent Listed terrace at nos. 18-62 Grove Lane and the impact upon the amenity of neighbouring properties. It was considered that the quality of the proposed development would preserve the character and appearance of the conservation area and the setting of the listed terrace of properties at nos. 18-62 Grove Lane. It was considered that the proposal would be of an appropriate design which would preserve the visual amenities of the streetscene and would ensure the amenities of neighbouring residential properties having regard to loss of privacy and light infringement is not compromised. It was therefore considered appropriate to grant planning permission having regard to the policies considered and other material planning considerations.

**Subject to the following twenty-two conditions:**

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

Reason

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

**Continued overleaf...**

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**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

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**PLANNING PERMISSION****LBS Reg. No. 11-AP-1561****Date of Issue of this decision 08/08/2011**

- 2 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans: CGURC/02D, 06D, 06.1D, 06bD, 07D, 07.1D, 08D, 09E, 10D, 11D, 12D, 13D, 15D, 18B and 19A

**Reason:**

For the avoidance of doubt and in the interests of proper planning.

- 3 Samples of all external facing materials including paving materials and sample panels for the brickwork to be used in the carrying out of this permission shall be provided on site and approved in writing by the Local Planning Authority prior to the commencement of any works above ground, and the development shall not be carried out otherwise than in accordance with any such approval given.

**Reason**

In order that the Local Planning Authority may be satisfied as to the details of materials in the interest of the appearance of the building and the character and appearance of the Grove Lane Conservation Area in accordance with Saved Policy 3.12 'Quality in Design', 3.13 'Urban Design', 3.16 'Conservation Areas' and 3.18 'Setting of Listed Buildings, Conservation Areas and World Heritage Sites' of the Southwark Plan (July 2007) and Strategic Policies 12 'Design and Conservation' and 13 'High Environmental Standards' of the Core Strategy (April 2011) and PPS 5 'Planning and the Historic Environment'.

- 4 No meter boxes, flues (including balanced flues), vents or pipes [other than rainwater pipes] or other appurtenances not shown on the approved drawings shall be fixed or installed on the street elevations of the buildings without the prior written approval of the Local Planning Authority.

**Reason**

In order that the Council may be satisfied with the quality of the external appearance of the development in the interest of visual amenity and to preserve the character and appearance of the Camberwell Grove Conservation area in accordance with Saved Policies 3.12 'Quality in Design', 3.13 'Urban Design', 3.16 'Conservation Areas' and 3.18 'Setting of Listed Buildings, Conservation Areas and World Heritage Sites' of the Southwark Plan (July 2007) and Strategic Policies 12 'Design and Conservation' and 13 'High Environmental Standards' of the Core Strategy (April 2011) and PPS5 'Planning and the Historic Environment'.

- 5 Section detail-drawings at a scale of 1:5 or 1:10 through the window frames and glazing bars shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development and the development shall not be carried out otherwise than in accordance with any such approval given.

**Reason:**

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with Saved Policies 3.12 'Quality in Design' 3.13 'Urban Design' and 3.16 'Conservation Areas' of The Southwark Plan (July 2007) and Strategic Policy 12 'Design and Conservation' and 13 'High Environmental Standards' of the Core Strategy (April 2011) and PPS 5 'Planning and the Historic Environment'.

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**PLANNING PERMISSION****LBS Reg. No. 11-AP-1561****Date of Issue of this decision 08/08/2011**

- 6 The refuse storage arrangements shown on the approved drawings shall be provided and available for use by the occupiers of the dwellings before those dwellings are occupied and the facilities provided shall thereafter be retained and shall not be used or the space used for any other purpose without the prior written consent of the Council as local planning authority.

**Reason**

In order that the Council may be satisfied that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with Saved Policies 3.2 'Protection of Amenity' and 3.7 'Waste Reduction' of the Southwark Plan (July 2007) and Strategic Policy 13 'High Environmental Standards' of the Core Strategy (April 2011).

- 7 Details of the means by which the existing trees on the site are to be protected from damage by vehicles, stored or stacked building supplies, waste or other materials, and building plant or other equipment shall be submitted to and approved by the Local Planning Authority before commencement, and such protection shall be installed and retained throughout the period of the works.

**Reason**

In order to ensure that the trees on site are protected as they are considered to be of amenity value to the area, in accordance with Saved Policy 3.2 'Protection of Amenity' of the Southwark Plan (July 2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 8 The landscaping and planting shown on the drawings hereby approved shall be carried out in the first appropriate planting season following the completion of the building works unless otherwise agreed in writing by the Local Planning Authority. Any tree or shrub required to be retained or to be planted as part of a landscaping scheme approved, either as part of this decision or arising from a condition imposed as part of this decision, that is found to be dead, dying, severely damaged or seriously diseased within two years of the completion of the building works OR two years of the carrying out of the landscaping scheme (whichever is later), shall be replaced by specimens of similar or appropriate size and species in the first suitable planting season.

**Reason**

In order that the Council may be satisfied with the quality of the external appearance of the development in the interest of visual amenity and to preserve the character and appearance of the Camberwell Grove Conservation area in accordance with Saved Policies 3.12 'Quality in Design', 3.13 'Urban Design', 3.16 'Conservation Areas' and 3.18 'Setting of Listed Buildings, Conservation Areas and World Heritage Sites' of the Southwark Plan (July 2007), Strategic Policies 12 'Design and Conservation' and 13 'High Environmental Standards' of the Core Strategy (April 2011) and PPS5 'Planning for the historic environment'.

- 9 Detail drawings showing the means of enclosure for all site boundaries at a scale of 1:50 shall be submitted to and approved by the local planning authority and the development shall not be carried out otherwise than in accordance with any approval given. The development hereby permitted shall not be occupied until the works approved pursuant to this condition have been fully completed.

**Reason**

In order that the Council may be satisfied with the quality of the external appearance of the development in the interest of visual amenity and to preserve the character and appearance of the Camberwell Grove Conservation area in accordance with Saved Policies 3.12 'Quality in Design', 3.13 'Urban Design', 3.16 'Conservation Areas' and 3.18 'Setting of Listed Buildings, Conservation Areas and World Heritage Sites' of the Southwark Plan (July 2007) and Strategic Policies 12 'Design and Conservation' and 13 'High Environmental Standards' of the Core Strategy (April 2011) and PPS 5 'Planning and the Historic Environment'.

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**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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**PLANNING PERMISSION****LBS Reg. No. 11-AP-1561****Date of Issue of this decision 08/08/2011**

- 10** The windows along the west elevation of the church building shall be obscure glazed and fixed shut at all times and the escape door at first floor level shall be for emergency access only and shall remain shut at all other times.

**Reason**

In order to safeguard the amenities of the adjoining residents at no.10 Love Walk from noise and disturbance in accordance with Saved Policy 3.2 'Protection of Amenity' of the Southwark Plan (July 2007) and Strategic Policy 13 'High Environmental Standards' of the Core Strategy (April 2011).

- 11** The church hereby permitted shall achieve at least BREEAM 'very good' and shall not be occupied until a final BREEAM certificate confirming at least BREEAM very good has been submitted to and approved by the Local Planning Authority in writing.

**Reason**

In order to reduce the environmental impact of the development, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 12** The use of the church hereby permitted shall not be carried on outside of the hours of 08:00-23:00 Monday to Saturday and 09:00-22:00pm on Sundays.

**Reason**

In order to protect the amenity of neighbouring residential occupiers, in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 13** The dwellings hereby permitted shall achieve at least Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that at least Code Level 4 has been achieved, and has been submitted to and approved in writing by the Local Planning Authority.

**Reason**

In order to reduce the environmental impact of the development, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 14** The cycle storage facilities as shown on the approved plans shall be provided before the development hereby approved is occupied and thereafter such facilities shall be retained and the space used for no other purpose without prior written consent of the local planning authority.

**Reason**

To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with saved policy 5.3 'Walking and cycling' of the Southwark Plan (2007) and strategic policy 2 (Sustainable transport) of the Core Strategy (2011).

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**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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**PLANNING PERMISSION****LBS Reg. No. 11-AP-1561****Date of Issue of this decision 08/08/2011**

- 15** An investigation and risk assessment shall be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority prior to commencement. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
- (i) a survey of the extent, scale and nature of contamination;
  - (ii) an assessment of the potential risks to:
    - 1 • human health,
    - 2 • property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
    - 3 • adjoining land,
    - 4 • groundwaters and surface waters,
    - 5 • ecological systems,
    - 6 • archaeological sites and ancient monuments;
  - (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

**Reason:**

In order to protect the health of future occupiers of the site, in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 16** A detailed remediation scheme (if required by condition 15) to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority prior to commencement. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

**Reason:**

In order to protect the health of future occupiers of the site, in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 17** The approved remediation scheme (if required by conditions 15 and 16) must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

**Reason:**

In order to protect the health of future occupiers of the site, in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

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**PLANNING PERMISSION**

LBS Reg. No. 11-AP-1561

Date of issue of this decision 08/08/2011

- 18 The development shall not commence until details of an Environmental Management Plan has been submitted to, and approved in writing by the Local Planning Authority. The Environmental Management Plan shall oblige the applicant, or developer and its contractor to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during demolition and construction and will include the following information for agreement
- A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts and the required remedial measures.
  - The specification shall include details of the method of piling.
  - Engineering measures, acoustic screening and the provision of sound insulation required mitigating or eliminating specific environmental impacts.
  - Arrangements for publicity and promotion of the scheme during construction.
  - A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme registration.

All demolition and construction work shall be undertaken in strict accordance with the approved management scheme and code of practice, unless otherwise agreed in writing by the Local Planning Authority.

**Reason**

To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 19 Prior to commencement of the development a scheme shall be submitted to the Local Planning Authority for approval in writing demonstrating that the  $L_{fmax}$  noise level from amplified music and speech will be no greater than the existing  $L_{90, 15 min}$  1m from the facade of the nearest noise sensitive premises at all third octave bands between 31.5Hz and 8kHz.

Within one month of the completion of sound insulation measures, you are required to submit a noise report confirming previous details and subsequent measurement data of the sound insulation to demonstrate compliance with the above requirements for approval in writing by the Local Planning Authority. The supplementary acoustic report must include:

- i) Distances between equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
- ii) The lowest existing  $L_{90}$  measurements as already established.
- iii) New noise monitoring data, measurement evidence and any calculations demonstrating compliance with the planning condition.

**Reason**

To ensure that nearby noise sensitive premises do not suffer a loss of amenity by reason of noise nuisance and other excess noise from amplified music and speech in accordance with saved policy 3.2 'Protection of Amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

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**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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**PLANNING PERMISSION****LBS Reg. No. 11-AP-1561****Date of Issue of this decision 08/08/2011**

- 20 The flat roof of the 3-storey house hereby permitted shall not be used as a terrace or as any other amenity space or for the purposes of sitting out.

**Reason**

To ensure no loss of privacy or noise and disturbance to 9 Love Walk, in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 21 Before the development hereby permitted begins, arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the area at the time.

**Reason**

In order to prevent overspill parking from the development and to encourage alternative means of transport to the private car, in accordance with saved policy 5.6 'Car parking' of the Southwark Plan (2007) and Strategic policy 2 'Sustainable transport' of the Core Strategy (2011).

- 22 Prior to the commencement of the relevant part of the work, detailed drawings (scale 1:50) of the ramp to the front of the residential block detailing landscaping and other measures to improve its appearance shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved.

**Reason**

In order that the Council may be satisfied with the quality of the external appearance of the development in the interest of visual amenity and to preserve the character and appearance of the Camberwell Grove Conservation area in accordance with Saved Policies 3.12 'Quality in Design', 3.13 'Urban Design', 3.16 'Conservation Areas' and 3.18 'Setting of Listed Buildings, Conservation Areas and World Heritage Sites' of the Southwark Plan (July 2007), Strategic Policies 12 'Design and Conservation' and 13 'High Environmental Standards' of the Core Strategy (April 2011) and PPS5 'Planning for the historic environment'.

Signed *Gary Rice*

Head of Development Management

**Your attention is drawn to the notes accompanying this document**

Any enquiries regarding this document should quote the LBS Registered Number and be sent to the Head of Development Management, Southwark Council, Regeneration and neighbourhoods, Planning & transport, Development management, PO Box 64529, London SE1P 5LX, or by email to [planning.enquiries@southwark.gov.uk](mailto:planning.enquiries@southwark.gov.uk)

UPRN: 200003460861

checked by           *RJ*          

TP/2135-66

**PLANNING PERMISSION**

LBS Registered Number: 11-AP-1561

Date of issue of this decision: 08/08/2011



www.southwark.gov.uk

**IMPORTANT NOTES RELATING TO THE COUNCIL'S DECISION**

- [1] **APPEAL TO THE SECRETARY OF STATE.** If you are aggrieved by this decision of the council as the local planning authority to grant permission subject to conditions you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you appeal you must do so within six months of the date of this notice. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems that the local planning authority could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order. If you do decide to appeal you can do so using The Planning Inspectorate's online appeals service. You can find the service through the appeals area of the Planning Portal at [www.planningportal.gov.uk/pcs](http://www.planningportal.gov.uk/pcs). You can also appeal by completing the appropriate form which you can get from The Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN [tel. 0117-3726372]. The form can also be downloaded from the Inspectorate's website at [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk). The Planning Inspectorate will publish details of your appeal on the internet on the appeals area of the Planning Portal. This may include a copy of the original planning application form and relevant supporting documents supplied to the council by you or your agent, together with the completed appeal form and information you submit to The Planning Inspectorate. Please ensure that you only provide information, including personal information belonging to you, that you are happy will be made available to others in this way. If you supply information belonging to someone else please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.
- [2] **PURCHASE NOTICE.** If either the local planning authority or the Secretary of State grants permission subject to conditions, the owner may claim that the land can neither be put to a reasonably beneficial use in its existing state nor made capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council requiring the Council to purchase the owner's interest in the land in accordance with Part VI of the Town and Country Planning Act 1990.
- [3] **PROVISIONS FOR THE BENEFIT OF THE DISABLED.** Applicants are reminded that account needs to be taken of the statutory requirements of the Disability Discrimination Act 1995 to provide access and facilities for disabled people where planning permission is granted for any development which provides:
- (i) Buildings or premises to which the public are to be admitted whether on payment or otherwise. [Part III of the Act].
  - (ii) Premises in which people are employed to work as covered by the Health and Safety etc At Work Act 1974 and the Management of Health and Safety at Work Regulations as amended 1999. [Part II of the Act].
  - (iii) Premises to be used as a university, university college or college, school or hall of a university, or intended as an institution under the terms of the Further and Higher Education Act 1992. [Part IV of the Act].
- Attention is also drawn to British Standard 8300:2001 Disability Access, Access for disabled people to schools buildings – a management and design guide. Building Bulletin 91 (DfEE 99) and Approved Document M (Access to and use of buildings) of the Building Regulations 2000 or any such prescribed replacement.
- [4] **OTHER APPROVALS REQUIRED PRIOR TO THE IMPLEMENTATION OF PLANNING PERMISSION.** The granting of planning permission does not relieve the developer of the necessity for complying with any Local Acts, regulations, building by-laws and general statutory provisions in force in the area, or allow them to modify or affect any personal or restrictive covenants, easements, etc., applying to or affecting either the land to which the permission relates or any other land or the rights of any persons or authorities [including the London Borough of Southwark] entitled to the benefits thereof or holding an interest in the property concerned in the development permitted or in any adjoining property.
- [5] **WORKS AFFECTING THE PUBLIC HIGHWAY.** You are advised to consult the council's Highway Maintenance section [tel. 020-7525-2000] about any proposed works to, above or under any road, footway or forecourt.
- [6] **THE DULWICH ESTATE SCHEME OF MANAGEMENT.** Development of sites within the area covered by the Scheme of Management may also require the permission of the Dulwich Estate. If your property is in the Dulwich area with a post code of SE19, 21, 22, 24 or 26 you are advised to consult the Estates Governors', The Old College, Gallery Road SE21 7AE [tel: 020-8299-1000].
- [7] **BUILDING REGULATIONS.** You are advised to consult Southwark Building Control at the earliest possible moment to ascertain whether your proposal will require consent under the Building Act 1984 [as amended], Building Regulations 2000 [as amended], the London Building Acts or other statutes. A Building Control officer will advise as to the submission of any necessary applications, [tel. call centre number 0845 600 1285].
- [8] **THE PARTY WALL Etc. ACT 1996.** You are advised that you must notify all affected neighbours of work to an existing wall or floor/ceiling shared with another property, a new building on a boundary with neighbouring property or excavation near a

## Application recommendation and decision record sheet

Decision level: Delegated Officer

Address CAMBERWELL GREEN UNITED REFORM CHURCH, 64 GROVE LANE, LONDON, SE5 8SN

Proposal (13/AP/1290) (S.73 Vary/remove conds/minor alterations)

Variation

of Condition 2 (approved plans) of planning permission reference 11-AP-1561 dated 08.08.2011 (for Demolition of existing church building and perimeter hardstanding and steel fence and erection of 8 x 3 bedroom apartments in four-storey block along Grove Lane, with 3 storey 4-bed house on corner (Use Class C3) and erection of 2-storey church and community hall building on Love Walk (Use Class D1) to secure the following minor material amendments:

Omission of ramped access to Grove Lane elevation;  
 Alterations to front garden layouts / landscaping and boundary enclosures;  
 Provision of covered bike and refuse stores;  
 Addition of basement lightwells to Grove Lane elevation;  
 Internal alterations to provide habitable accommodation at basement level (overall number of dwellings to remain as 9);  
 Provision of 3 off-street parking spaces accessed from Love Walk;  
 Provision of basement to dwelling on corner of Love Walk;  
 Alterations to elevations;  
 Stepping of rear elevation and relocation of rear terraces;  
 Addition of lift over-run;  
 Addition of plant well.

Start date: 01/05/2013

Statutory expiry date: 26/06/2013

Earliest decision date: 30/06/2013

PPA target decision date:

Case Officer: Victoria Lewis Recommendation: Grant subject to Legal Agreement

1. Case officer recommendation submitted for agreement and clearing

Signed  date 11/1/13

2. Recommendation agreed and cleared by Team Leader or Group Manager

Signed  date 1/2/13

3. Recommendation agreed and cleared by Head of Development Management\*

Signed \_\_\_\_\_ date \_\_\_\_\_



\*required for applications to be decided by Planning Committee and Planning Sub-committees

4. Recommendation NOT agreed or cleared for decision

Signed  date \_\_\_\_\_

4a. Reason recommendation NOT agreed or cleared:

5. Recommendation agreed by Delegated Officer

Signed  date 7/11/13 Signed  date 7/11/13


6. Recommendation NOT agreed by Delegated Officer

Signed \_\_\_\_\_ date \_\_\_\_\_ Signed \_\_\_\_\_ date \_\_\_\_\_

6a. Reason recommendation NOT agreed by Delegated Officer:



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Camberwell URC Redevelopment				Grove Land Ltd	
Proposed Layout				 <b>ttp consulting</b> transport planning specialists	
				131-151 Great Titchfield Street London W1W 5BB    Tel. No. 020 3008 8940	
Drawn	Checked		Scale	Drawing Number	Rev.
MW	29.10.13	NB    29.10.13	1:250	2013-1435-DWG-201	•







<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 20 November 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Cleaner Greener Safer: Funding Reallocation	
<b>Ward(s) or groups affected:</b>		All Wards in the Camberwell Area	
<b>From:</b>		Des Waters, Head of Public Realm	

## RECOMMENDATION

1. That Camberwell Community Council approve the re-allocation of a total of £78,850 to six projects where additional expenditure will be required, as set out in Appendix 1.

## BACKGROUND INFORMATION

2. Cleaner Greener Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2013 £3.83m has been made available local residents to apply for awards to make their local area a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.

## KEY ISSUES FOR CONSIDERATION

3. Appendix 1 highlights six projects which have a total under spend of £78,850.
4. It is recommended that Camberwell Green and Orchard regeneration, project reference [001780], is cancelled and £51,300 funding remaining from the original award is reallocated to projects where additional expenditure is required.
5. It is recommended that the £3,000 under spend from the completed project Comber House bicycle storage, project reference [104358], is reallocated to projects where additional expenditure is required.
6. It is recommended that the £9,400 under spend from the completed project Brighter lighter the safer, project reference [105556], is reallocated to projects where additional expenditure is required.
7. It is recommended that the £10,500 under spend from the completed project Social Light Safe, project reference [105611], is reallocated to projects where additional expenditure is required.
8. It is recommended that Muschamp Road grot spot, project reference [105915],

is cancelled and the £1,950 original award is reallocated to projects where additional expenditure is required.

9. It is recommended that the £2,700 under spend from the completed project East Dulwich Estate Bike Lockers, project reference [105917], is reallocated to projects where additional expenditure is required.
10. Appendix 1 highlights six projects that require a total of £78,850 funding to proceed.
11. It is recommended that £7,000 is reallocated to Brunswick Park picnic area railings, project reference [105887].
12. It is recommended that £1,850 is reallocated to Elmington Road shrubbery, project reference [105886].
13. It is recommended that £17,950 is reallocated to Cranmere Court garden, project reference [105908].
14. It is recommended that £1,000 is reallocated to Laing House play area, Comber Estate, project reference [105902].
15. It is recommended that £30,000 is reallocated to a new project to commission a mural on the Camberwell New Road elevation of Camberwell Snooker, 315 Camberwell New Road.
16. It is recommended that the remaining £21,050 is reallocated to Denmark Hill Estate ballcourt, project reference [105560]. With previous year's funding, this reallocation brings the total funding awarded to date to £46,892.

### **Policy implications**

17. N/A

### **Community impact statement**

18. The reallocation of funding will have a positive impact on the community.
19. The existing funding for Brunswick Park railings will replace the dilapidated, wooden fencing on the western side of the picnic area, however the additional £7,000 would make it possible to replace those along the southern boundary. There is an economy in replacing all the railings as part of the one project, as the unit cost per metre reduces the larger the order. The Friends of Brunswick Park have indicated their wish to submit a future CGS application replace all the wooden fencing. Delivering all the railings as part of the existing project would be better value than staging the works.
20. The area of the shrubbery to be replanted in Elmington Road is larger than previously anticipated which will increase the maintenance costs. A services survey is also required.
21. The additional improvements to the garden at Cranmere Court will make the garden fully accessible by adding pathworks and raised planters.

22. By moving one of the boundary walls of the Laing House play area, the total area of the play space would be increased and an additional piece of play equipment would be installed.
23. The major works being undertaken to create the new library at Camberwell Green supersedes the works planned as part of the original park and orchard project awarded in 2009/10.
24. The snooker hall on Camberwell New Road is a major landmark on the approach to Camberwell Green. In its present condition it is an eyesore and contributes to negative impressions of the area for residents and visitors. By refreshing the elevations on Camberwell New Road and commissioning a new piece of public art to replace the existing mural, the western gateway to Camberwell Green will be improved.
25. The provision of a ballcourt will greatly improve play provisions for tenants and residents of the Denmark Hill Estate. The Bessemer Grange site is the preferred site and agreeing a shared use facility with the school will provide high quality facilities at a fraction of the cost of an independent build.

#### **Resource implications**

26. This is the reallocation of existing CGS funding that was originally awarded in 2009/10, 2010/11, 2012-13 and 2013/14. CGS funding is devolved to community councils to spend on suitable projects. Management of the reallocation of the funding will be contained within existing budgets.

#### **Consultation**

27. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Camberwell Community Council Minutes 06/05/2009 – Minutes Agreement Form	<a href="http://moderngov.southwarksites.com/Data/Camberwell%20Community%20Council/20090506/Agenda/CCC%20MAF%20May%2009.pdf">http://moderngov.southwarksites.com/Data/Camberwell%20Community%20Council/20090506/Agenda/CCC%20MAF%20May%2009.pdf</a>	Michelle Normanly 020 7525 0862
Camberwell Community Council Minutes 03/03/2010 Item 11	<a href="http://moderngov.southwarksites.com/documents/q2871/Public%20minutes%20Wednesday%2003-Mar-2010%2019.00%20Camberwell%20Community%20Council.pdf?T=11">http://moderngov.southwarksites.com/documents/q2871/Public%20minutes%20Wednesday%2003-Mar-2010%2019.00%20Camberwell%20Community%20Council.pdf?T=11</a>  and  <a href="http://moderngov.southwarksites.com/documents/b3055/Minute%2011%20-%20CGS%20Decisions%20Wednesday%2003-Mar-2010%2019.00%20Camberwell%20Community%20Council.pdf?T=9">http://moderngov.southwarksites.com/documents/b3055/Minute%2011%20-%20CGS%20Decisions%20Wednesday%2003-Mar-2010%2019.00%20Camberwell%20Community%20Council.pdf?T=9</a>	Michelle Normanly 020 7525 0862
Camberwell Community Council Minutes 06/03/2012 – Printed Minutes Item 14	<a href="http://moderngov.southwarksites.com/mgAi.aspx?ID=23341">http://moderngov.southwarksites.com/mgAi.aspx?ID=23341</a>	Michelle Normanly 020 7525 0862
Camberwell Community Council Minutes 17/04/2013 Item 9	<a href="http://moderngov.southwarksites.com/documents/q4323/Printed%20minutes%20Wednesday%2017-Apr-2013%2019.00%20Camberwell%20Community%20Council.pdf?T=1">http://moderngov.southwarksites.com/documents/q4323/Printed%20minutes%20Wednesday%2017-Apr-2013%2019.00%20Camberwell%20Community%20Council.pdf?T=1</a>	Michelle Normanly 020 7525 0862

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Cleaner Greener Safer: Funding Reallocation Table

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Michelle Normanly, Project Manager	
<b>Version</b>	Final	
<b>Dated</b>	8 November 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	8 November 2013	

## Cleaner Greener Safer Funding Reallocation Table 20 November 2013

## Projects that are recommended for cancellation/reallocation

Project Number and Name	Date Project was approved	CGS Funding	Ward	Issue	Funding to Reallocate
01780 Camberwell Green and Orchard regeneration	06 May 2009	£80,000.00	Camberwell Green	The new library works supersedes the original CGS project.	£51,300.00
104358 - Comber House bicycle storage	03 March 2010	£11,000.00	Camberwell Green	Project underspend	£3,000.00
105556 Brighter lighter the safer	06 March 2012	£23,800.00	South Camberwell	Project underspend	£9,400.00
105611 Social Light Safe	06 March 2012	£36,000.00	Camberwell Green	Project underspend	£10,500.00
105915 Muschamp Road grot spot	17 April 2013	£1,950.00	South Camberwell	The project was to provide fencing to prevent fly-tipping. The work has been undertaken by a private landlord, so the project is no longer required.	£1,950.00
105917 East Dulwich Estate Bike Lockers	17 April 2013	£15,600.00	South Camberwell	Project underspend	£2,700.00

**TOTAL FUNDS TO REALLOCATE** £78,850.00

## Projects that need extra funding

Project Number and Name	Date project was approved	CGS Funding	Ward	Issue	Funding Required
105887 Brunswick Park picnic area railings	17 April 2013	£12,350.00	Brunswick Park	Original quotation was for replacement of the stretch of wooden fencing most in need of repair. The additional funding would replace all the wooden fencing. Undertaking the work as one project would be better value for money overall than delivering as two separate projects.	£7,000.00
105886 Elmington Road shrubbery	17 April 2013	£2,275.00	Brunswick Park	The area requiring planting is bigger than assumed at feasibility stage. This means the planting costs and three year maintenance costs will be more than originally anticipated. In addition, the planting bed is full of services, so a full services survey is required before work can begin. This was not originally identified during feasibility.	£1,850.00
105908 Cranmere Court garden	17 April 2013	£9,180.00	Camberwell Green	The scope of the project has been widened to deliver an accessible garden for the residents of Cranmere Court. Additions include path improvements, planters and a new greenhouse.	£17,950.00
105902 Laing House play area, Comber Estate	17 April 2013	£13,000.00	Camberwell Green	The existing play area is too small to accommodate adequate play equipment. By demolishing an existing wall and moving the new line slightly, the play quality of this area will be greatly improved.	£1,000.00
Camberwell New Road snooker hall exterior wall			Camberwell Green	Prominent eyecore on one of the main routes into Camberwell Green. This funding would repaint the exterior wall on Camberwell New Road and commission an artwork to improve the first impression of visitors to the area.	£30,000.00
105560 Ballcourt Denmark Hill Estate, SE5	06 March 2012	£25,842.00	South Camberwell	Following a feasibility study in 2012/13, Denmark Hill Estate T&RA made an agreement in principle with Bessemer Grange School to share the new MUGA planned as part of the school development. The CGS funding will be a contribution to the total cost of the MUGA, primarily for elements which will make it a shared use facility. The Cleaner Greener Safer contribution to the shared use facility will be £57,100. This reallocation will bring the total CGS budget allocation to £46,892. The T&RA are making an application to the 2014/15 to make up the final amount of the contribution.	£21,050.00

**TOTAL FUNDS RECOMMENDED FOR REALLOCATION** £78,850.00



**Camberwell Community Council**

**Public Question form**



**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Tim Murtagh, Constitutional Officer, or Grace Semakula, Community Council Development Officer

**CAMBERWELL COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST (OPEN)  
MUNICIPAL YEAR 2013-14**

**NOTE:** Original held by Constitutional Team (Community Councils) all amendments/queries to Tim Murtagh Tel: 020 7525 7187

Name	No of copies	Name	No of copies
<b>To all Members of the Community Council</b>			
Councillor Mark Williams (Chair)	1	Borough Commander	1
Councillor Dora Dixon-Fyle (Vice Chair)	1	Southwark Police Station	
Councillor Kevin Ahern	1	323 Borough High Street	
Councillor Norma Gibbes	1	London SE1 1JL	
Councillor Stephen Govier	1		
Councillor Peter John	1		
Councillor The Right Revd Emmanuel Oyewole	1	<b>Others</b>	
Councillor Ian Wingfield	1	Elizabeth Olive, Audit Commission	1
Councillor Veronica Ward	1	160 Tooley St.	
<b>External</b>		<b>Total:</b>	<b>64</b>
		<b>Dated:</b> 10 June 2013	
<b>Press</b>			
Southwark News	1		
South London Press	1		
<b>Members of Parliament</b>			
Tessa Jowell, MP	1		
<b>Officers</b>			
Constitutional Officer (Community Councils) 2 <sup>nd</sup> Floor Hub 4, 160 Tooley St.	50		