

# Camberwell Community Council

Saturday 15 November 2014

1.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UA

## Membership

Councillor Kieron Williams (Chair)  
Councillor Chris Gonde (Vice-Chair)  
Councillor Radha Burgess  
Councillor Dora Dixon-Fyle MBE  
Councillor Tom Flynn  
Councillor Peter John  
Councillor Sarah King  
Councillor Mark Williams  
Councillor Ian Wingfield

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Friday 7 November 2014



## Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	

The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.

Item No.	Title	Time
4.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	<b>MINUTES</b> (Pages 1 - 9)	
	To confirm as a correct record the minutes of the meeting held on 10 September 2014.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b> (Pages 10 - 11)	1.05pm
	Deputation from the Camberwell Society on the proposed extension of the Bakerloo Line.	
7.	<b>TRANSPORT IN CAMBERWELL</b>	1.15pm
	<ul style="list-style-type: none"> <li>- Presentation from Southwark Council</li> <li>- Presentation from Transport for London (TfL)</li> <li>- Public discussion</li> </ul>	
8.	<b>COMMUNITY ANNOUNCEMENTS</b>	2.05pm
	<ul style="list-style-type: none"> <li>- Art competition</li> <li>- Youth community council slot</li> <li>- Business Improvement District, SE5 Forum</li> <li>- Local Flood Risk Strategy</li> <li>- Other community announcements?</li> </ul>	
9.	<b>BUDGET CONSULTATION EXERCISE</b>	2.15pm
	Councillor Peter John to present this year's budget challenge exercise for residents. The budget exercise will take place during the break.	
	BREAK - Opportunity for residents to chat to councillors and officers	2.25pm

Item No.	Title	Time
10.	<b>REVITALISING CAMBERWELL</b>	2.40pm
	<p><b>New Southwark Plan</b> - overview and what it means for Camberwell including vision. Also to incorporate feedback provided to date on the proposed SPD</p> <ul style="list-style-type: none"> <li>• <b>New Camberwell Library and Plaza</b></li> <li>• <b>Camberwell Green</b> - including design going to planning and Burgess Park south entrance</li> <li>• <b>Streets</b></li> <li>• <b>Pocket Spaces</b>, including design for Datchelor Place (member decision at end of meeting)</li> <li>• <b>Cycling Strategy</b></li> <li>• <b>Projects for S106 and CIL funding in Camberwell.</b></li> </ul>	
	<p><b>10.1. PROJECTS FOR SECTION 106 AND COMMUNITY INFRASTRUCTURE LEVY (CIL) (Pages 12 - 17)</b></p> <p>Jack Ricketts, Southwark's planning team, to present.</p>	
11.	<b>WORKSHOPS ON PLANNING / CYCLING / GREEN ENVIRONMENT</b>	3.00pm
	<p>Opportunity for residents to give their views. The workshops will be facilitated by officers and councillors.</p> <ol style="list-style-type: none"> <li>1. Consultation on the New Southwark Plan</li> <li>2. Improving parks and public spaces in Camberwell</li> <li>3. Improving cycling in Camberwell</li> </ol>	
12.	<b>PUBLIC QUESTION TIME (Page 18)</b>	3.40pm
	<p>This is an opportunity for public questions to be addressed to the chair.</p>	
13.	<b>LOCAL TRAFFIC AND PARKING AMENDMENTS</b>	3.50pm
	<p><b>Note:</b> This is an executive function.</p> <p>Councillors to consider the recommendations set out in the report.</p>	
	<p><b>13.1. LOCAL PARKING AMENDMENTS OBJECTION DETERMINATION (Pages 19 - 47)</b></p>	

Item No.	Title	Time
13.2.	<b>CAMBERWELL STATION ROAD / WARNER ROAD</b> (Pages 48 - 81)	
13.3.	<b>CHAMPION HILL ESTATE PARKING</b> (Pages 82 - 85)	
13.4.	<b>ELMINGTON ESTATE PARKING SCHEME</b> (Pages 86 - 90)	
13.5.	<b>SHOPPING PARADES PARKING</b> (Pages 91 - 98)	
14.	<b>CONTROLLED PARKING ZONE CONSULTATION - COLEMAN ROAD</b> (Pages 99 - 105)	
	Report for comment.	
15.	<b>HIGHWAYS CAPITAL INVESTMENT</b> (Pages 106 - 110)	3.55pm
	<b>Note:</b> This is an executive function.	
	Councillors to consider the recommendations set out in the report.	
16.	<b>DATCHELOR PLACE POCKET SPACE SCHEME</b> (Pages 111 - 115)	
	Report for comment.	
17.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	4.00pm
	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 in November 2014.	

Date: Friday 7 November 2014

## **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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### **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 Wednesday 10 September 2014 at 7.00 pm at Walworth Methodist Church, 54 Camberwell Road, London SE5 0EW

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**PRESENT:** Councillor Kieron Williams (Chair)  
 Councillor Chris Gonde  
 Councillor Radha Burgess  
 Councillor Dora Dixon-Fyle MBE  
 Councillor Tom Flynn  
 Councillor Mark Williams  
 Councillor Ian Wingfield

### **OTHER MEMBERS**

**PRESENT:** Councillor Michael Situ

### **OFFICER SUPPORT:**

Pam Usher, Libraries, Arts and Heritage Manager  
 Coral Flood, Arts Service Manager  
 Michelle Normanly, Project Manager in Public Realm  
 George Roscoe, Community Safety Officer  
 Fitzroy Lewis, Community Council Development 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 Councillors Peter John and Sarah King; and for lateness from Councillor Mark Williams.

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

The chair advised that a late report: Local Parking Amendments had been circulated as

part of Supplementary Agenda No. 1. It replaced the report with the same title on the main agenda which had been published in error.

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

There were none.

#### **5. MINUTES**

##### **RESOLVED:**

That the minutes of the meeting held on 23 July 2014 be agreed as a correct record of that meeting.

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

There were none.

#### **7. ARTS AND CULTURE IN CAMBERWELL**

Councillor Dora Dixon-Fyle, cabinet member for adult care, arts and culture introduced this item. She explained that the council's arts and culture focus had been retained, despite overall cuts in council funding. This was because culture had a positive effect on community cohesion and well-being. In Camberwell, there was a plethora of artists and organisations and it was important to promote those and help make a contribution to their development.

##### **The Southwark cultural strategy**

Pam Usher, libraries, arts and heritage manager, outlined Southwark's cultural strategy:

- performing arts
- visual and applied arts or crafts
- creative industries
- film, media and digital arts
- events
- cultural and built heritage
- youth arts and arts education
- literature development, creative writing and reader development.

The strategy was approved by cabinet in July 2013 and was a five-year action plan document for the council's work with culture.

The themes of the cultural strategy were:

- communicating, connecting and navigating
- platforms, places and spaces
- creativity, quality and innovation
- resilience and sustainability
- people and audiences.

Coral Flood, arts service manager, explained that the cultural newsletter was one of the things recently launched to inform the sector about resources and arts spaces available in the area. The newsletter also had information about commissions and funding opportunities. There were usually 4 or 5 enquiries per month from the arts, looking for cultural space in the borough. Work was being done with the regeneration, property and community engagement teams to ensure that the information was in one place on a register and database. The council was also working with organisations to provide training and apprenticeships in creative and cultural skills.

Residents could sign up to the culture newsletter via - [artsadmin@southwark.gov.uk](mailto:artsadmin@southwark.gov.uk)

In response to questions, the following points were made:

- The council aimed for affordable rents for arts and culture.
- Camberwell organisations could submit their details if they wanted to appear on the mapping resource.
- Organisations were expected to be accessible for all groups and information was circulated widely. The libraries did a lot of outreach work which included focus groups and consultation exercises.

### **Camberwell College of Arts**

Nick Gorse, Dean of Camberwell College of Arts, explained that the college had about 1,800 foundation, undergraduate and post-graduate students on a range of courses. Many of the students and teachers lived in the local community. There were plans to redevelop the steps and the front of the building to make it more inviting to the community. There were also plans to develop the rear of the site into a college campus. The plans would improve access to the building and provide flexible and well-equipped rooms for students. The college wanted to involve the community more in the work of the college.

The chair thanked Nick and praised the open house events that took place over the summer which showcased the work of the students and gave opportunities for adults to get involved in activities.

In response to questions, Nick made the following points:

- There were plans to develop the Camberwell gallery space as the existing one was hard to get into. The Wilson Road site had exhibition space and more use would be made of that.
- There was also a plan to rename two bus stops, one would be 'Camberwell College of Arts' and the other 'South London Gallery'.

### **Camberwell Arts Festival**

Dan Cowdrill, Camberwell Arts Festival Trustee, gave an overview of the work undertaken by the group who organised the festival. Founded in 1994 by local artists and residents who wanted to celebrate the rich cultural and artistic talent in the area. This has developed into the June festival each year. The aim was to work with the art college, art studios, commercial galleries and residents to put on the June festival. The festival includes



exhibits, events, workshops and talks. This year the festival received arts council funding and was able to commission its own work. Funding had been a problem in recent years. The organisation was in a state of flux with key members leaving and new board members required to fill vacancies. This year the festival had generated some of its own income which was welcome, but core funding was needed moving forward to help deliver the festival and keep a year-long programme going in the community.

### **Blue Elephant Theatre**

Niamh de Valera, from the Blue Elephant Theatre, explained that she helped to run the theatre. There was an artistic department and a participation department. The aim was to offer opportunities to those who may otherwise not have them. The participation department ran more than 600 workshops per year. There were two youth theatres. One running all day on Saturdays and one on Thursdays at Jesse Duffet Hall. There was support for new works including physical theatre and puppetry. The theatre also put on several shows each year, often tackling some major issues such as mental health. There were concessions on tickets for local residents. A number of exhibitions also took place in the space available upstairs.

Councillor Dora Dixon-Fyle thanked Niamh for her presentation and said one of the reasons the Blue Elephant continued to survive was that it opened its doors to the community and local people gained a lot from that.

The speakers on the theme were invited to the front and took part in a panel question and answer session. In response to questions, the following points were made:

- As part of the development of Camberwell College of Arts there was a courtyard space that would be opened up to the public as a performance space. The new Camberwell library, Camberwell Green and developed pocket spaces may also have options in the future for events to take place.
- The College of Arts plans were available to view and resident consultation was a key part of the process.
- Access to the Blue Elephant Theatre was an issue and possible improvements were being looked at.
- There were links to the Globe Theatre, Tate Modern and larger facilities as part of the South Bank and Bankside Cultural Quarter. Those organisations did take part in outreach community work, including activities with several schools in the borough.
- It was important to link and promote the various art and cultural opportunities throughout the borough, so that more people were aware of them, and had access to them.

## **8. CLEANER GREENER SAFER CAPITAL PROGRAMME 2015/16**

Michelle Normanly, project manager in public realm, outlined the Cleaner Greener Safer (CGS) capital programme for 2015/16. CGS was a programme of funding available to local residents and community groups to propose ideas to improve their environment. People

had to live in the area of the scheme and the capital programme was for permanent physical features for example: play areas, community gardens and outdoor gyms. The project ideas must make Southwark cleaner, greener or safer. In Camberwell, 232 CGS projects had been delivered since 2003 and 42 other projects were still live. This year in the Camberwell Community Council area, there was £268,571 available to allocate on CGS projects. The closing date for applications was 7 November 2014. Contact: michelle.normanly@southwark.gov.uk or Tel. 020 7525 0862.

Just prior to the break: Mr Ago Serugo-Lugo gave a music performance (drum and singing) and led a sing-along choir session of those in attendance which was warmly applauded.

## 9. COMMUNITY ANNOUNCEMENTS

### **Cooltan Arts**

Tom McCabe, interim development manager, explained that Cooltan Arts reached out through the creative arts to people with mental health issues. It provides workshops, arts classes, media classes and film-editing. There were also cultural and historical walks for well-being throughout the Lambeth and Southwark area.

### **2015/16 budget process**

The chair outlined the forthcoming budget process. Southwark Council was having to make savings in its budget. Over the last 4 years about £90 million of funding had been lost. In the short-term about £20 million of cuts were required with further cuts expected after that. As in previous years, there would be consultation with residents at a series of events including community councils. Residents would have the opportunity to tell the council where they think the savings should be made in its budget.

### **A petition for more police officers in Southwark**

Councillor Michael Situ, cabinet member for community safety, explained there was a campaign in Southwark to lobby the Mayor of London to increase police officer numbers in the borough. The replacement of the safer neighbourhoods' teams with local police teams had reduced the amount of officers dedicated to specific wards. For further details of the petition view: [www.southwark.gov.uk/policenumbers](http://www.southwark.gov.uk/policenumbers)

### **Leader's Public Question Time**

The chair explained that Councillor Peter John, Leader of Southwark Council, would be taking part in a leader's public question time on 22 October 2014. The venue would be City Hall and there was an opportunity for anyone living or working in Southwark to put forward a question for Councillor John to respond to.

### **Charter of principles for delivering 11,000 new council homes**

The council is currently consulting residents on a charter of principles which would set the framework for how the council delivers 11,000 new council homes. A commitment to build these homes was reaffirmed by cabinet in July. This consultation was the beginning of the conversation with residents about housing in Southwark. Contact: [ebony.riddell-bamber@southwark.gov.uk](mailto:ebony.riddell-bamber@southwark.gov.uk) or Tel. 020 7525 1564.

### **Black History Month – October 2014**

Residents were encouraged to take part in a variety of events taking place throughout the

borough in October to celebrate and raise awareness of black cultural heritage, history and experiences. [www.southwark.gov.uk/blackhistorymonth](http://www.southwark.gov.uk/blackhistorymonth)

#### **World War One poetry competition**

Barbara Pattinson announced that St Giles' Church and the SE5 Forum for Camberwell had organised a war poetry competition aimed at young people from 7 to 18 years. Entrants could enter individually or through their school. The competition was free to enter and a number of prizes would be awarded by judges. Successful poems would be recited at a special commemoration event at St Giles' Church on 17 December. See [www.se5forum.org.uk](http://www.se5forum.org.uk) or [www.musicatstgiles.com](http://www.musicatstgiles.com)

#### **Community councils online forum**

A new online forum had been launched that enabled residents to discuss items from community council meetings or begin new conversations and debates. See <https://forums.southwark.gov.uk/>

### **10. COMMUNITY CONVERSATION ON WOMEN'S SAFETY**

Councillor Radha Burgess, explained that the council's women's safety charter was about women not just having a good night out in Southwark, but a safe night out. The council would be working with licensed premises in three major alcohol saturation zones: Camberwell, Peckham and Borough & Bankside. A four or five point charter would be developed that was practical, realistic and impactful in terms of women's safety. A consultation exercise would be launched during which the council would talk to young women about their experiences in night-time venues. The women's safety charter was the first in a series of initiatives to tackle head-on harassment, abuse and violence against women and girls in the borough.

George Roscoe, community safety officer, explained that there were two community conversations being launched. One was around the women's safety charter and women's safety generally in the borough. This was the first step in a four-year programme to make the borough safer for women. The second was a community conversation around domestic abuse. There would be outreach events and also online discussions. There would be community briefings at community councils and to local groups. The consultation would also involve focus groups. Everyone was encouraged to take part in the consultation. It was about understanding people's life experiences so that the services provided could be shaped over the next four years. Contact: [george.roscoe@southwark.gov.uk](mailto:george.roscoe@southwark.gov.uk) or Tel. 020 7525 3552

In response to questions, the following points were made:

- Alcohol saturation zones were high footfall areas containing a large number of bars and clubs.
- It was important to address the low level daily harassment of women such as cat-calling or car beeping and to change the culture so that such behaviour is regarded as utterly unacceptable.
- At some point in the future some of the principles in the women's charter would be reflected in the licensing policy.

- Later in the year the new draft Southwark plan would be consulted on. This would include issues around designing out crime by active street frontages and removing dark blind spots.
- A youth service worker in attendance said he would help roll out the women's safety charter message to all the voluntary and statutory youth services in the borough.

## 11. PUBLIC QUESTION TIME

The following public questions were asked at the meeting:

1. Would the Brunswick Park councillors support calling-in to the planning committee the proposal for the warm, dry and safe works on windows in the D'Eynsford estate.

Brunswick Park councillors agreed to that request so that the issues involved could be aired publicly. Councillor Mark Williams added that the councillors would arrange a detailed meeting with relevant housing officers and residents from the D'Eynsford estate, to go through the various options to see what was available and affordable.

2. What plans are there for the Southwark Art Collection, to take it out of storage and show it to the public.

Councillor Dora Dixon-Fyle responded that there was currently a review of where the art is stored. Currently much is wrapped in storage locally and it was hoped that in future it would be made accessible to the public. It would be put in public buildings such as Tooley Street and libraries so that it could be viewed.

3. a) What roads in Camberwell would the proposed 20 mph zone apply to.

Councillor Mark Williams responded - All roads controlled by the council (about 95% of roads) and the council would work with Transport for London (TfL) on the other roads to persuade them to opt for 20mph limits.

- b) Does it apply to all road users.

Councillor Mark Williams responded - Yes all road users except emergency vehicles. However, due to a quirk in the legislation it did not apply to cyclists but the council was promoting responsible cycling generally.

- c) How would it be enforced.

Councillor Mark Williams responded - Through better road design in part. The police had said they do not have the resources to enforce it, though it was hoped they would enforce it in hotspot accident areas, such as Denmark Hill.

- d) What was the purpose of the advertising campaign.

Councillor Mark Williams responded - To let people know about the new speed limit. In other boroughs publicity had helped to reduce average speeds by 1 - 2 mph. This

small difference could drastically reduce the number of serious accidents / fatalities.

e) What was the cost of the advertising campaign.

Councillor Mark Williams responded that he would find out and advise on that point.

Councillor Mark Williams said there would be a review of the speed limits after 12 months.

## 12. LOCAL PARKING AMENDMENTS

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

Members considered the information contained in the report.

### RESOLVED:

1. 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.
  - Dylways – install double yellow lines adjacent to a planned vehicle crossover that will provide access to No. 23.
  - Green Dale – make a permanent traffic order for the existing double yellow lines located at the junction of Wanley Road which were introduced under a temporary traffic order.
2. That the 12 objections, made in relation to proposed waiting restrictions in Crossthwaite Avenue, Woodfarrs and Dylways, be rejected and that the proposals be implemented. Additionally, that two destination blue badge (disabled) parking bays be installed outside the shops at Numbers 6 to 20 Crossthwaite Avenue, subject to the outcome of statutory consultation.

## 13. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Following discussions during the community announcements item, about a petition for more police officers in the borough, the community council considered whether to submit a question to the Council Assembly meeting on 26 November 2014.

### RESOLVED:

That the following question be submitted:

“Camberwell Community Council is worried about the reduction in police officers in Camberwell and Southwark more widely. What is the council doing to ensure that there are adequate police numbers in our borough and Camberwell specifically.”

Meeting ended at 9.40pm

**CHAIR:**

**DATED:**

<b>Item No.</b> 6.	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Deputation Request – Southwark Council support for the extension of the Bakerloo line to Camberwell and Peckham	
<b>Ward(s) or groups affected:</b>		All wards in the Camberwell Community Council area	
<b>From:</b>		Proper Constitutional Officer	

## RECOMMENDATION

1. That the Camberwell Community Council consider a deputation request from the Camberwell Society about the Transport for London consultation on the Bakerloo line extension.

## 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 Transport for London consultation on the proposed extension of the Bakerloo Line.

The deputation states:

“We [the Camberwell Society] would like the Council to confirm that they will continue to actively support ,and lobby Transport for London to provide, an extension of the Bakerloo Line to Camberwell and Peckham.”

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 Chief Executive

10. None.

## BACKGROUND DOCUMENTS

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

## AUDIT TRAIL

<b>Lead Officer</b>	Lesley John, Principal Constitutional Officer	
<b>Report Author</b>	Tim Murtagh, Constitutional Officer	
<b>Version</b>	First	
<b>Dated</b>	3 November 2014	
<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>
Chief Executive	Yes	No
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	No	No
Strategic Director of Children's and Adult's Services	No	No
<b>Date final report sent to the Constitutional Team</b>		5 November 2014



<b>Item No.</b> 10.1	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Refresh and update of the community infrastructure project list (CIPL) to guide section 106 and CIL expenditure in each community council	
<b>Ward(s) or groups affected:</b>		All in Camberwell Community Council	
<b>From:</b>		Chief Executive	

## RECOMMENDATION

1. That the community council notes the funded schemes and agrees to update the community infrastructure project List (CIPL) for this community council, which replaces the previous CIPL agreed in 2013.

## BACKGROUND INFORMATION

2. In 2013 we consulted and adopted the CIPL which replaced the 2009/10 project banks. The CIPL details possible S106 and local CIL projects for publically accessible improvements for each community council and was adopted by the community councils in the summer of 2013.
3. At the time we committed to annual updates and refreshes of the list through the community council. Ideas for new projects are accepted throughout the year this report presents the new schemes for consideration.
4. As part of revising Southwark's S106 supplementary planning document (SPD) and the introduction of Southwark's CIL the council has committed to spend 25% of Southwark CIL locally.
5. In 2010 regulations relating to securing S106 obligations were tightened to focus more heavily on direct impacts of a particular development and the mitigation that is required by those impacts. Once Southwark's CIL is introduced in early 2015, S106 contributions will only be used for defined site specific mitigation as CIL will secure contributions towards strategic infrastructure.
6. Of the current 6 projects none as yet have been financed. The priority for funding in the last few years has been to Camberwell Green / Camberwell town centre, while the proposal for a new station is some years away from being financed.. However, it is proposed to add 3 new projects to the lists see appendix 2, as we expected more funding to become available in the next year.

## KEY ISSUES FOR CONSIDERATION

7. Once Southwark CIL is adopted, new S106s will focus on immediate mitigation for a development and remove this as a source of project bank funding. The new community infrastructure project list (CIPL) will therefore focus on Southwark's CIL and existing S106 agreements which are already in the system and which

have provisions covering the following publically accessible amenities:

- community facilities,
  - education,
  - public realm,
  - local transport improvements,
  - open space and,
  - sport.
8. Under the S106, save for a few exceptions, contributions are not secured for improvements to residential buildings, or spaces to which potential residents of the funding development cannot access.
  9. Monies secured under Southwark's CIL will have a wider application, breaking the link between funding development and mitigation. Southwark CIL funded projects must be for infrastructure that supports growth
  10. The council has committed to spend 25% of local Southwark CIL in the local planning area, whether that is neighbourhood plan, area action plan, supplementary planning document area of opportunity area. For the few gaps that are not covered by the designations it will be spent within the community council area. See appendix 1
  11. It is currently proposed to keep the CIPL separate from Cleaner Greener Safer (CGS), however individual projects may crossover.

### **Policy implications**

12. The essential features to recognise here are:
  - National Planning Policy Framework
  - Localism 2011 Act
  - Community Infrastructure Regulations 2010, 2011 to 2014 amendments,
  - Southwark's draft CIL charging schedule and infrastructure plan (examined in public 29 and 30 July)
13. It is proposed to update the CIPL yearly to ensure that it continues to reflect local people's preferences and priorities for local infrastructure.

### **Community impact statement**

14. The proposed project is based around the desire to improve infrastructure for all and improve the communication between the council and the local community when it comes to planning infrastructure. Existing governance will ensure individual allocations are free from bias and opportunity is available to all.

### **Resource implications**

15. The emergence of the project banks as a CIPL, associated with historical S106 agreement contributions and Southwark's CIL enables the administration of this to benefit from both S106 agreement administration charges and the 5% of CIL

the council can retain for administration purposes.

16. An electronic process of submitting new ideas and updates on our website keeps costs low and yearly consultations and updates are focused in one month.
17. The existing governance for S106 expenditure, as detailed in the S106 protocol, will be retained, as there are no proposed changes to this and the proposals will have no increase on resources.

### **Consultation**

18. Throughout the year, most recently the July planning committee update report, July community council announcements, S106 2012-2014 annual report.
19. This report now proposes the new projects that have come in during the last year.

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

#### **Director of Legal Services**

20. It is noted that pursuant to the council's constitution community councils, planning committee and local communities have been consulted concerning revisions to community infrastructure project lists (CIPL) which form the subject of this report. The main issues are outlined in the body of the report.
21. Members of the relevant community council's are requested to approve the CIPL which originate in their particular areas. In accordance with function 2 and 22 of Part 3H of the constitution, community councils have the power to approve projects for inclusion within the community project bank or CIPL being a successor to the community project bank system.
22. In making their decision members should note the contents of this report and in particular the restricted application of Section 106 planning obligations. An authority's ability to pool more than five separate planning obligations / contributions entered into on or after 6 April 2010 towards a common piece of infrastructure will be phased out effective from April 2015 (Reg 123). In addition, projects identified as infrastructure projects on a Regulation 123 list will not generally be funded by Section 106 unless such a project amounts to site specific mitigation necessitated by that particular development. Effectively, from the date of adoption of CIL, future Section 106 agreements will not be used to fund infrastructure projects but will continue to fund affordable housing and site specific mitigation. Existing S106 contributions will be rollover to cover expenditure of CIPL project but subject to the constraints placed by regulations and government guidance.
23. Members are advised that subject to the above considerations they may approve the CIPLs applicable to their areas as potential projects which may be funded in the manner set out in this report.

#### **Strategic Director of Finance and Corporate Services**

24. The Strategic Director of Finance and Corporate Services notes the resources implications of the projects in this report. Allocations and use of the banked

S106 funds will be monitored as part of the Council's annual Capital Programme.

25. Officer time to effect the recommendations will be contained within existing revenue budget.

#### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

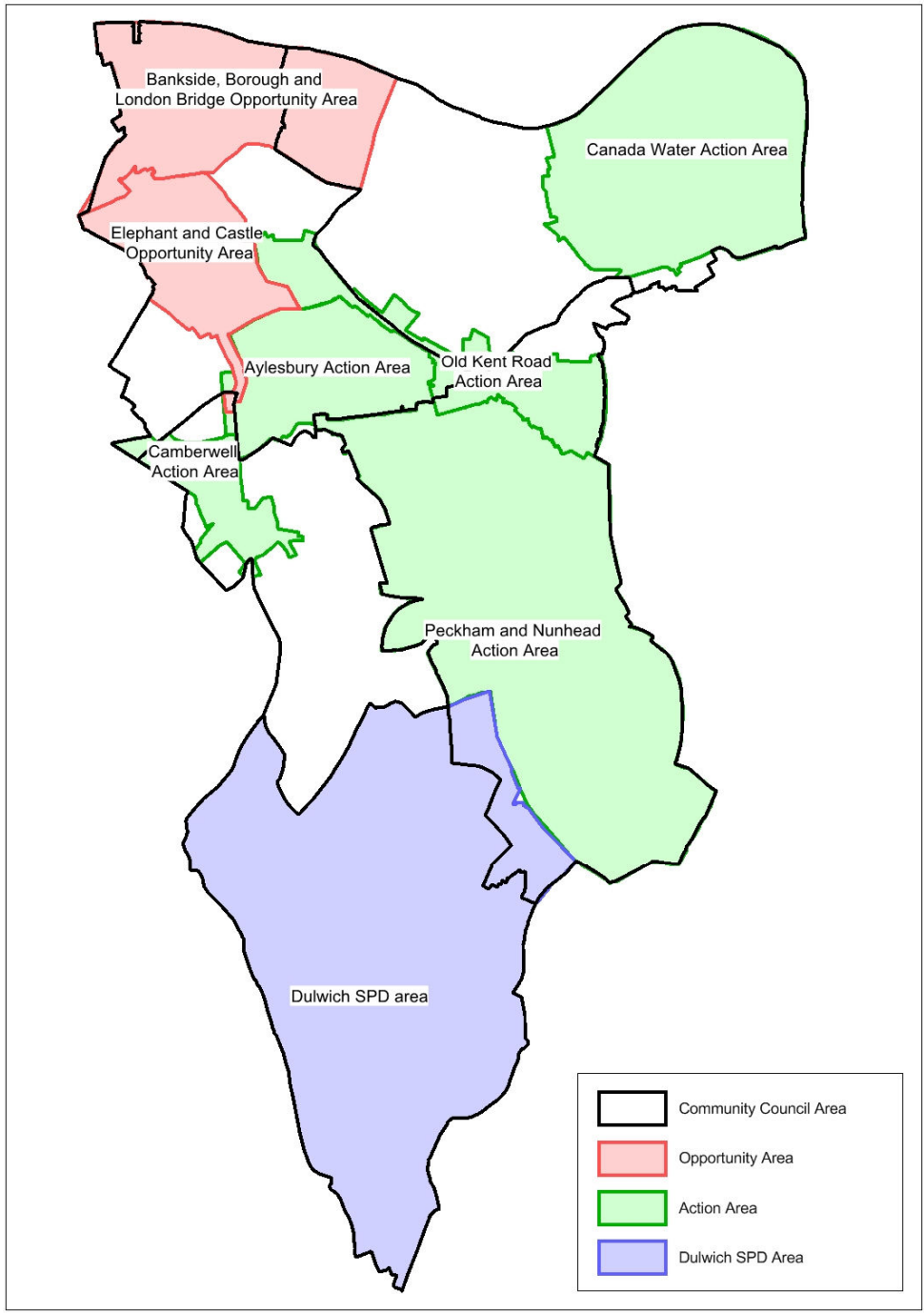
#### APPENDICES

No.	Title
Appendix 1	Community Infrastructure Project List (CIPL) proposed November 2014

#### AUDIT TRAIL

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Zayd Al-Jawad, Section 106 & CIL Manager	
<b>Version</b>	Final	
<b>Dated</b>	22 August 2014	
<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	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	23 October 2014	

### CIL Local Funding Areas



<b>Community Council</b>	<b>Camberwell</b>		
<b>Project suggestions for approval</b>	<b>S106 (existing funds)</b>	<b>CIL (future)</b>	<b>Up date</b>
New train station in Camberwell	Yes - transport	Yes	Unfunded, keep on list
New underground station	Yes - transport	Yes	Unfunded, keep on list
Camberwell Pocket Spaces, public realm (paving, trees, lighting) to Artichoke Place and Coldharbour Place	Yes - transport / public realm	Yes	Part funded (TfL), keep on list
Camberwell Pocket Space, (paving, trees, lighting) to Datchelor Place, Walk, Grove Lane and Selbourne Place.	Yes - transport / public realm	Yes	Part funded (TfL), keep on list
Camberwell Pocket Space, (paving, trees, lighting) to Orpheus Street and Wren Road.	Yes - transport / public realm	Yes	Part funded (TfL), keep on list
Open space improvements to Goose Green (Green Flag award)	Yes- Parks	Yes	Unfunded, keep on list
<b>New projects proposed to be added</b>	<b>S106 (existing funds)</b>	<b>CIL (future)</b>	
Camberwell Green Improvements	Yes- Parks	Yes	
Dog Kennel Hill Adventure Playground facility	Yes- Community facilities	Yes	

**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 Fitzroy Lewis, Community Council Development Officer

<b>Item No.</b> 13.1	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Objection determination report – proposed double yellow lines in Dowlas Street / Rainbow Street, Bonsor Street and Coleman Road	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell Community Council	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. It is recommended that seven objections, made in relation to proposed waiting restrictions in Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street are considered and rejected and that the proposals are implemented.

### BACKGROUND INFORMATION

2. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 17 of Part 3H of the Southwark Constitution states that the community council will determine objections to traffic management orders that do not relate to a strategic or borough wide issue.
4. This report makes recommendations to determine seven objections made to a non-strategic traffic management order.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

### KEY ISSUES FOR CONSIDERATION

#### **Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street**

6. On 23 July 2014 Camberwell Community Council approved the introduction of waiting restrictions (double yellow lines) at the junctions of the above roads, subject to the outcome of statutory consultation.
7. Statutory consultation resulted in a number of objections which are presented here for determination.

#### **Background to the proposals**

8. In March 2014 a Street Leader raised concern about the frequency of parked vehicles at the junction of Dowlas Street and Rainbow Street.
9. The Street Leader was concerned that parking caused a blind spot and suggested that double yellow lines could be introduced at the junction to restrict



parking which would provide greater visibility between road users.

10. Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street have very few parking restrictions, the area is not within an existing parking zone. Casual observations identify that parking occupancy levels are very high (>90%) in this area.
11. In April 2014 an officer carried out a site meeting with the Street Leader and another resident. It was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.
12. The Street Leader's main concern was at the junction of Dowlas Street and Rainbow Street where vehicles were observed parked very close to the junction and inter-visibility between road users was poor.
13. Officers also identified that the parking pattern was similar at the other junctions in this immediate area.
14. In July 2014, it was therefore recommended to Camberwell Community Council that double yellow lines should be installed at all junctions subject to statutory consultation.

### **Consultation**

15. The traffic management order was advertised in accordance with legislation. Statutory consultation commence on 21 August 2014 and ended 11 September 2014.
16. During that period, the council received eight objections. One objection was subsequently withdrawn when confirmation was received that the area will undergo a controlled parking zone consultation this year, but seven objectors maintained their objections.
17. Copy of the objections are provided in Appendix 1. They can be summarised as:
  - Parking is already difficult, additional restrictions will make it worse
  - Parking pressure is caused by commuters (onward travel by trains and buses) and from displacement as a result of a new parking zone introduced to the west of Wells Way
  - A controlled parking zone should be introduced as well as double yellow lines

### **Reason for report recommendations**

18. The original recommendations to install double yellow lines were made so as to meet the duty placed upon the authority to secure the expeditious, convenient and safe movement of vehicular and other traffic.
19. Double yellow lines at junctions provide two primary functions
  - Improve visibility between road users
  - Provide sufficient space for vehicles to turn

20. The proposals are particularly important for pedestrians who want to cross at a junction. Vehicles that are parked immediately adjacent to a dropped kerb obscure sight lines for those pedestrians. Those who are unable see over the height of the parked car (e.g. those in wheelchairs or children) cannot see oncoming traffic (and vice versa) and are therefore disproportionately disadvantaged by such parking behavior.
21. The proposals will assist motorists turning into or exiting from each junction. Adequate space at a junction is particularly important to enable larger vehicles to turn, for example a fire tender. Swept path analysis shows that parking immediately at the junction would prevent a London Fire Brigade tender from making all turns at these junctions.
22. Yellow lines at junctions can also provide passing places for two vehicles to pass one another. This is of particular help in streets that are not wide enough to accommodate two way traffic and have high levels of parking occupancy.
23. The consultation has, however, generated objections and therefore officers have looked carefully at each objection and at the design to see if those objections can be resolved.
24. The council places road safety above the provision of parking and therefore officers consider that yellow lines are justified in these locations.
25. The initial recommendations already applied the absolute minimum length of yellow line that our design standards allow. It is therefore unfortunate that no modifications can be made to the design without impacting upon the effectiveness of the proposals to improve access and safety.

### **Recommendation**

26. In view of the above reasons, it is recommended that the community council
  - consider the seven objections
  - reject those objections and
  - agree to the original design shown in Appendix 2

### **Policy implications**

27. 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**

28. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
29. 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.

30. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
31. 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.
32. 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.
33. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

34. All costs arising from implementing the recommendations will be fully contained within existing public realm budgets.

### **Legal implications**

35. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
36. 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.
37. 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.
38. 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.
39. 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.
40. 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**

- 41. Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
- 42. The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations<sup>1</sup> which include statutory consultation and the consideration of any arising objections. The statutory consultation has generated the objections that this report is considering. The Community Council must consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

### **Programme timeline**

- 43. If these items are approved by the community council they will progressed in line with the following approximate timeframe:
    - Traffic orders (statutory consultation) – November to December 2014
    - Implementation – December 2014 to January 2015
-

## Background Documents

Background Papers	Held At	Contact
Transport Plan 2011  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>	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021

## APPENDICES

No.	Title
Appendix 1	Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street objections
Appendix 2	Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street plan showing extents of proposed double yellow lines

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker	
<b>Version</b>	Final	
<b>Dated</b>	4 November 2014	
<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>	04 November 2014	

**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 10 September 2014 13:27  
**To:** [REDACTED]  
**Subject:** RE: URGENT Re: Consultation response - Dowlas St  
**Attachments:** Appendix 1.pdf

Dear [REDACTED]

Thank you for your reply and note that you wish to maintain your objection to the proposed double yellow lines. We have also received your letter, 9 September 2014.

Further to our telephone conversation, I am sorry if my explanation of the councils reasons for introducing these yellow lines was felt like a prepared script and did not address your concerns. We are aware that Dowlas Street is one way (running east to west) between Rainbow Street and Wells Way. The length of double yellow line is shorter on the arm that runs west off Rainbow Street, we feel that it would be dangerous to allow vehicles to park right up to the junction here as well as this would cause pedestrians to walk out on to the carriageway on Rainbow Street. See attached drawing

*Also, you have double yellow lines on the northerly corner of Wells Way and Dowlas Street, yet non-resident idiots frequently park there dangerously obscuring the view for those of us driving out of Dowlas Street and turning left into Wells Way.*

I will pass on your concerns regarding the vehicles that are parking on the double yellow lines to our colleagues in Parking operations who can arrange for these lines to be enforced.

*Many of the people who park in our triangle do not live in these three roads. What you need to do is to introduce no parking for 2 hours in the middle of each weekday, as around King's College, that would deter the day trippers* Currently, our 14/15 and 15/16 CPZ programme is pending final approval from the Head of Service. However, we do think it is reasonable to say that we expect a consultation on parking to be carried out in your area, commencing this financial year.

*For example the plethora of disabled bays are unnecessary, and are not all genuinely needed any longer.* I will arrange for a notice to be placed on this bay and if it is no longer required we have it removed.

As you wish to maintain your objection, a report detailing any your objection will be sent to Camberwell Community Council for a final decision. This report will be presented at the community council meeting planned for 15 November 2014.

Regards

Michael

---

**From:** [REDACTED]  
**Sent:** Wednesday, September 10, 2014 12:03 AM  
**To:** Herd, Michael  
**Subject:** URGENT Re: Consultation response - Dowlas St

Dear Mr Herd

I still wish to lodge an objection. Your response reads very much like a 'prepared script', and makes no reference to my main point whatsoever. As such, it does not 'answer my concerns'.

Please understand that **where there is no oncoming traffic** - in the easterly direction from the Wells

Way end of Dowlas Street - your points about visibility and turning space at the junction with Rainbow Street are quite irrelevant. By taking away up to six parking spaces by your yellow line proposals on **just the two junctions** to which I refer between Dowlas Street (western part) and Rainbow Street, you are increasing the parking problem quite unnecessarily. Where are these six cars supposed to park? - at 11.20 this evening I had to park halfway up Bonsor Street!

Perhaps you or a colleague will pay more attention to these points made in my letter sent to you, with a diagram which I could not manage online.

If Southwark would carry out their monitoring responsibilities sensibly and properly, that would help the problem. For example the plethora of disabled bays are unnecessary, and are not all genuinely needed any longer. The disabled man who lived at [REDACTED] died years ago, so his space should be removed. Also, you have double yellow lines on the northerly corner of Wells Way and Dowlas Street, yet non-resident idiots frequently park there dangerously obscuring the view for those of us driving out of Dowlas Street and turning left into Wells Way.

Many of the people who park in our triangle do not live in these three roads. What you need to do is to introduce no parking for 2 hours in the middle of each weekday, as around King's College, that would deter the day trippers.

Please may I have a proper answer, dealing with the points I actually raise. Thank you.

Yours sincerely

[REDACTED]

---

**From:** "Herd, Michael" <[Michael.Herd@southwark.gov.uk](mailto:Michael.Herd@southwark.gov.uk)>  
**To:** [REDACTED]  
**Sent:** Monday, 8 September 2014, 14:06  
**Subject:** RE: Consultation response - Dowlas St

Dear [REDACTED]

**RE: Proposed double yellow lines on junctions.**

Thank you for your objection, dated 6 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road. [See public notice here](#)

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic, Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

- Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the

viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.

- Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction.
- The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
- The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

Please let me know if I have answered your concerns or if you still wish to object to this proposal..

Regards

Michael Herd  
Network development officer  
Public realm projects (Parking design)

-----Original Message-----

From: information.administrator@southwark.gov.uk  
[mailto:information.administrator@southwark.gov.uk]  
Sent: Saturday, September 06, 2014 3:50 PM  
To: traffic orders  
Subject: Consultation response

[Title]

Mr

[Firstname]  
[REDACTED]

[Lastname]  
[REDACTED]

[Telephone\_number]  
[REDACTED]

[Email\_address]  
[REDACTED] |

[Areyou]

A resident

[Whichconsultation]

Dowlas Street / Rainbow Street

PRP/ND/TMO 1415-010

[overallresponse]

4. I object to part



[response]

The western half of Dowlas Street is ONE WAY TRAFFIC westerly. It is therefore quite unnecessary and undesirable in an area where parking space is at an absolute premium to apply no waiting double yellow line parking restrictions to the westerly junctions of Dowlas Street with Rainbow Street, since there is no EASTBOUND traffic for which parked cars on the three parking sides of that junction would restrict the view. I am not averse to the proposed restrictions extending a few inches merely to allow pedestrian traffic along either street to have free access to cross the road(s) at that junction; cars should not be parked RIGHT UP TO the crossing anyway. Letter and diagram also being sent.

The email you received and any files transmitted with it are confidential, may be covered by legal and/or professional privilege and are intended solely for the use of the individual or entity to whom they are addressed. If you have received this in error please notify us immediately. If you are not the intended recipient of the email or the person responsible for delivering it to them you may not copy it, forward it or otherwise use it for any purpose or disclose its contents to any other person. To do so may be unlawful. Where opinions are expressed in the email they are not necessarily those of Southwark Council and Southwark Council is not responsible for any changes made to the message after it has been sent.

**Herd, Michael**

---

**From:** [REDACTED]  
**Sent:** 08 September 2014 11:06  
**To:** Herd, Michael  
**Subject:** RE: Traffic Orders Objection

Michael,

Thank you for your prompt reply.

I understand the reasons you state for wanting to introduce the restrictions, as your report noted the area is at capacity for parking solely because of commuters taking advantage of it not being a CPZ.

Citing the the previous rejection of CPZ for the area is now rather unfair as the situation was radically changed by all the surrounding areas becoming CPZs. The parking and traffic situation in the Coleman Road/Rainbow Street area is now intolerable and dangerous. I agree that the safety measure you are proposing are needed but these need to be introduced along with a CPZ. I would urge you to consult on CPZ for this area as a matter of urgency. Having attended residents association meetings and talking to my neighbours I think you would find the level of support for CPZ is extremely high.

To that end I would continue to oppose the measures proposed until they are introduced along with a CPZ for this area.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

---

Subject: RE: Traffic Orders Objection  
Date: Mon, 8 Sep 2014 10:54:26 +0100  
From: Michael.Herd@southwark.gov.uk  
To: [REDACTED]

Dear [REDACTED]

**RE: Proposed double yellow lines on junctions.**

Thank you for your objection, dated 4 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road and I am sorry to hear of your difficulty with parking in Rainbow Street, I note your support for a parking zone.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the

visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such as at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.

Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle. Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction.

The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.

The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2010/11 but there was no clear public support for a zone and a considerable number of statutory objections were made. These objections were made in the same way that you are objecting to the proposed double yellow lines now and the decision not to proceed reflects the council's democratic decision making process. You can [read CPZ objection report here](#).

At present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd  
Network development officer  
Public realm projects (Parking design)

**From:** [REDACTED]  
**Sent:** Thursday, September 04, 2014 12:11 PM  
**To:** traffic orders  
**Subject:** Traffic Orders Objection

**Traffic Orders for Coleman Road/Dowlas Street/Rainbow st/Newent Close area.**

Dear Sir/Madam,

As a resident of Coleman Road SE5, I am strongly opposed to the traffic management plans outlined below.

These plans will further reduce the amount of space for parking for residents who already have to compete with commuters who use the unrestricted parking in this area as a park and ride car park.

These measures should not be introduced without a residents parking scheme for this area. As a resident our lives are blighted by commuters crawling these small roads from early morning trying to find parking spaces, which is what often leads to chaotic and inconsiderate parking.

Southwark Council needs to introduce residents parking as a matter of urgency. I understand that local residents were against it previously, but by introducing permit parking to the surrounding areas this has left our area as possibly the closest non permit area to the centre of London, as a result our lives are being made a misery. Residents with cars are now calling for a permit scheme urgently.

It is a dereliction of duty by Southwark Council not to resolve this issue immediately which is seriously impacting on the quality of life for people living in Coleman Road, Rainbow St and Dowlas St.

**Amongst the orders proposed by the council:**

**COLEMAN ROAD, to introduce new lengths of 'at any time' waiting restrictions, [i] on both sides at its junction with Rainbow Street, [ii] on both sides at its junction with Newent Close, and [iii] on the south-west side at its junction with Dowlas Street;**

**DOWLAS STREET, to introduce new lengths of 'at any time' waiting restrictions, [i] on both sides at its junction with Rainbow Street, [ii] on both sides at its junction with Coleman Road, and [iii] on the south side at its junction with Bonsor Street;**

Yours faithfully

[REDACTED]

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**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 08 September 2014 11:00  
**To:** [REDACTED]  
**Subject:** RE: Traffic Orders for Coleman Road, Dowlas Street, Rainbow Street and Newent Close

Dear [REDACTED]

**RE: Proposed double yellow lines on junctions.**

Thank you for your email, dated 4 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road and I am sorry to hear of your difficulty with parking in Coleman Road.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such as at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic. Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

- Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD) which is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, eg pedestrian, cyclist or a stopped vehicle.
- Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction.
- The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous.
- The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2010/11 but there was no clear public support for a zone and a considerable number of statutory objections were made. These objections were made in the same way that you are objecting to the proposed double yellow lines now and the decision not to proceed reflects the council's democratic decision making process. You can [read CPZ objection report here](#).

At present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd  
Network development officer  
Public realm projects (Parking design)

-----Original Message-----

From: [REDACTED]  
Sent: Thursday, September 04, 2014 4:11 PM  
To: traffic orders  
Subject: Traffic Orders for Coleman Road, Dowlas Street, Rainbow Street and Newent Close  
Importance: High

Dear Sir or Madam,

I'm really alarmed at the suggestion to even further curtail the already low level of parking in the area which is further compounded by the proximity to a CPZ. This will make life intolerable for those of us who have cars and will further endanger the schoolchildren arriving and leaving St George's Primary School as cars circle continually trying to find a space.

I would be interested to know the result of your consultation of residents.

Yours faithfully,

[REDACTED]

[REDACTED]

**Herd, Michael**

---

**From:** Herd, Michael  
**Sent:** 28 August 2014 07:17  
**To:** [REDACTED]  
**Cc:** traffic orders  
**Subject:** RE: traffic order 201 a residents comments

Dear [REDACTED]

**RE: Proposed double yellow lines on junctions.**

Thank you for your email and telephone call Tuesday 26 August 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road and I am sorry to hear of your difficulty with parking in Rainbow Street, I note your support for a parking zone.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic, Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

- Ensuring adequate visibility between road users is important to safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to break and come to a stop.
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- The Highway Code makes clear that motorists must not park within 10 metres of a junction, unless in a designated bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).

The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2010/11 but there was no clear public support for a zone and a considerable number of statutory objections were made. These objections were made in the same way that you are objecting to the proposed double yellow lines now and the decision not to proceed reflects the council's democratic decision making process. You can [read CPZ objection report here](#).

As I said over the telephone at present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd  
 Network development officer  
 Public realm projects (Parking design)

---

**From:** Herbert, Richard **On Behalf Of** traffic orders  
**Sent:** Tuesday, August 26, 2014 10:31 AM  
**To:** Herd, Michael  
**Subject:** FW: traffic order 201 a residents comments

**From:** [REDACTED]  
**Sent:** Sunday, August 24, 2014 10:32 AM  
**To:** traffic orders  
**Cc:** [REDACTED]  
**Subject:** traffic order 201 a residents comments

Dear Michael Herd and Harriet Harman and their representatives.

I'm writing in protest at the proposal or notice of loading bays order 201 which is going to affect the streets in which I live to an unmanageable level.

The background of my situation is that I live on Rainbow street [REDACTED] which was never given the right to a CPZ when consulted several years ago, when CPZ was put into just about everywhere apart from the triangle of Streets (our residents committee is called the Wells Way Triangle), they did say at a public meeting that they would review the situation, as far as I know has not been done. We have been the scapegoat for anyone who does not want to pay on the streets with CPZ and those who park and ride to their office on a daily basis, and those who park and leave their car for any extended period of time all without fees and of course us the people who live here. It is a daily struggle already, to get myself and my baby now 14 months old still in a car seat, that we need to take too and from the car daily along with his bag for nursery my lunch and any work I may have had to bring home. I leave the house at 7am and return around 7pm. The feeling of dread and stress when I get close to home and remember that there may not be a space anywhere near our home is already quite bad, but with the increased measures or reduced parking which is what these changes to each and every corner will enforce upon is it too horrific to think about.

The measure that will be put into place will reduce the parking spaces of this area by at least 10 car parking spaces.

If these measures are put into place without the backup of a CPZ you are in no doubt cutting off any chance I, or other residents, have to park within any reasonable distance from our homes, and I manage a good 100 meters on some days laden with our daily goods and a baby in a car seat.

Earlier this year I contacted the southwark parking department and I was informed that the area's parking was not on any list to be revisited, clearly it has been or if this is separate departments surely one cannot work without the other.

I'm sure you know how emotive issues of parking can be, I have witnessed several shouting matches between people and parking spots in the recent months and been a victim of verbal abuse several times while trying to find a spot, it will only be a matter of time until these issues flare out of control and someone gets hurt.



We are the people who work, own our homes pay our taxes and do the right thing on a year in year out basis we need some support on this, we have been left high and dry and this is the air supply being turned off.

A very concerned resident.

[REDACTED]

Sorry I didn't put my contact details with the email.

[REDACTED]

**Herd, Michael**

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**From:** Herd, Michael  
**Sent:** 08 September 2014 11:15  
**To:** [REDACTED]  
**Subject:** RE: Traffic Notice - 21/08  
**Attachments:** 1415Q1005\_Dowlas Street\_1.0.pdf

Dear [REDACTED]

**RE: Proposed double yellow lines on junctions.**

Thank you for your email, sent to our colleagues at SouthwarkPermits, dated 22 August 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road, see attached drawing showing proposed double yellow lines.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

On 23 July 2014 the Camberwell Community Council approved for implementation, subject to the outcome of statutory consultation, to install double yellow lines at all junctions to improve sight lines and to improve junction safety for all road users.

The double yellow lines are proposed not only to assist motorists exiting the junctions but are also important for pedestrians who are using the dropped-kerbs such as at Rainbow Street and Coleman road as well as at Coleman Road and Newent Close and need to see oncoming traffic, Vehicles parked at or close to a junction have two primary effects upon the road network: a reduction in visibility between road users and a reduction in the effective space of the carriageway for vehicles to turn.

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The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

Please let me know if I have answered your concerns.

Regards

Michael Herd  
 Network development officer  
 Public realm projects (Parking design)

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**From:** [REDACTED]  
**Sent:** 22 August 2014 13:20  
**To:** SouthwarkPermits  
**Subject:** Traffic Notice - 21/08

I live on Rainbow Street and on the notice of the 21/08 my street and nearby roads (Coleman Road, Dowlas Street and Bonsor Street) are mentioned as having parts of them designated as "at any time' waiting restrictions". I assume that it means marking parts of them with double yellow lines, but would be grateful if you clarify that phrase for me. I would also like to know the extent of which this restrictions would apply, along with a diagram/map depicting these changes.

Yours,

[REDACTED]

**Herd, Michael**

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**From:** Herd, Michael on behalf of traffic orders  
**Sent:** 28 August 2014 14:34  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Objection to PRP/ND/TMO1415-010 double yellow lines on junctions on Dowlas Street, Rainbow Street and Coleman Road.

Dear [REDACTED],

**RE: Objection to PRP/ND/TMO1415-010 double yellow lines on junctions on Dowlas Street, Rainbow Street and Coleman Road.**

Thank you for your objection to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road. I am sorry to hear of your difficulty with parking in Rainbow Street and I note your support for a parking zone.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

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The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

In regard to your point about not having a CPZ in your street. I would like to clarify that the council did consult residents on this option in 2010/11 but there was no clear public support for a zone and a considerable number of statutory objections were made. These objections were made in the same way that you are objecting to the proposed double yellow lines now and the decision not to proceed reflects the council's democratic decision making process. You can read CPZ objection report here.

At present there are no plans to consult on a CPZ for this area however the CPZ consultation programme has not been finalised for the coming year.

Please let me know if I have answered your concerns or if you still wish to object to this proposal.

Regards

Michael Herd  
Network development officer  
Public realm projects (Parking design)

---

**From:** [REDACTED]  
**Sent:** Thursday, August 28, 2014 9:02 AM  
**To:** traffic orders  
**Cc:** [REDACTED]  
**Subject:** TMO1314-040 local parking issues 1314Q3

Good morning

I wish to object to the 'at any time' restrictions proposed on Dowlas St, Rainbow St, and Coleman Rd. REFERENCE - PRP/ND/TMO1415-010

I am writing as a resident of Rainbow St, SE5. 2 years ago a CPZ was introduced in our neighbourhood, but due to some opposition by local residents at the time, Rainbow St, Dowlas St, and Coleman Rd were omitted from the CPZ. In the ensuing period things have become unbearable from a parking perspective. During the day the streets are filled with vehicles of commuters who drive in, park and then can be seen to get on the 343 bus to go to work. The streets are overcrowded and it is impossible to park near our home. In the evening the commuters leave, and the streets once again become overcrowded with cars from residents in the neighbouring streets, who don't want to purchase permits in the CPZ. They would rather just come and park in our streets as it is free, and let's face it, who can blame them? These cars often are left in our streets during the daytime too and add to the daytime problem. As one of many in our streets who have a young family, the parking problem makes family life difficult as our vehicle is often parked out of necessity nowhere near our home.

At the time of consultation I supported the CPZ and stated in my form that I thought these problems would arise if some streets were left a free parking and some as permit only.

I wish to object to the 'at any time' restrictions proposed on Dowlas St, Rainbow St, and Coleman Rd. I believe these will be in the form of double yellow lines to prevent cars from parking too close to the corners of the streets. After 2 years of asking for the council to re-evaluate the parking here and introduce a CPZ, I find these new proposals to be somewhat insulting. All they are going to do is prevent 4 or 5 additional vehicles from parking in our streets, thereby compounding the parking problem. I am afraid this just feels like a way for parking wardens to be able to issue tickets and generate fines at the expense of local residents.

We don't need double yellow lines, WE NEED A CPZ!!

Please could I ask you to re-assess the situation the local residents as things have reached saturation point and it has become a really difficult local issue.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Herd, Michael**

---

**From:** Walker, Tim  
**Sent:** 10 September 2014 10:09  
**To:** [REDACTED]  
**Cc:** Wingfield, Ian; Herd, Michael  
**Subject:** RE: FW: Proposed traffic plans for Dowlas Street

Dear [REDACTED]

Thank you for your email to Michael, I am responding as his line manager and with responsibility for delivering the parking design programme in Southwark.

Currently, our 14/15 and 15/16 CPZ programme is pending final approval from the Head of Service. However, I do think it is reasonable for me to say that I do expect a consultation on parking to be carried out in your area, commencing this financial year.

I hope to have the programme confirmed in the next week and in time for the WW TRA meeting. Full details of our programme will be [published on the Parking Project webpage here](#) in due course.

I trust this is of reassurance to you, kind regards,

Tim Walker  
Senior Engineer  
Public Realm Projects (Parking Design)

**From:** Wingfield, Ian  
**Sent:** Wednesday, September 10, 2014 9:31 AM  
**To:** Walker, Tim  
**Subject:** Fw: FW: Proposed traffic plans for Dowlas Street

Fyi

Cllr Ian Wingfield  
Deputy Leader & Cabinet Communities, Employment & Business Member, Southwark Council,  
Cabinet Office, 4th Floor (north)160 Tooley Street, London SE1 2TZ

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**From:** [REDACTED]  
**To:** Herd, Michael

Cc: Wingfield, Ian  
Sent: Wed Sep 10 09:22:37 2014  
Subject: Re: FW: Proposed traffic plans for Dowlas Street

Dear Michael,

Thank you for your reply and information you sent, I fully understand the need to provide safe crossing areas for pedestrians, I am still very concerned with the parking issue and was wondering if the council has any plans to address this as you stated in your reply " it was noted during the visit that demand for kerb space was very high and parking was at capacity, A number of vehicles were observed circulating looking for a space to park" this is proof that there needs to be something done as the facts I stated in my email indicated the reasons why.

Thank you,

Kind Regards,

[REDACTED]

-----Original message-----

From : [Michael.Herd@southwark.gov.uk](mailto:Michael.Herd@southwark.gov.uk)

Date : 08/09/2014 - 13:05 (GMTDT)

To : [REDACTED]

Subject : FW: Proposed traffic plans for Dowlas Street

Dear [REDACTED],

Further to my earlier response Camberwell community council approved this item on 23 July 2014 for statutory consultation and the traffic management order notice and documents were published 21 August 2014,

My apologies the link in my previous email won't work, please use this link, documents can be [viewed here](#).

Regards

Michael Herd



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**From:** Herd, Michael  
**Sent:** Monday, September 08, 2014 11:09 AM  
**To:** [REDACTED]  
**Cc:** Wingfield, Ian; Walker, Tim  
**Subject:** RE: Proposed traffic plans for Dowlas Street

Dear [REDACTED]

**RE: Proposed double yellow lines on junctions.**

Thank you for your email, dated 4 September 2014, in regard to the proposed double yellow lines for the junctions on Dowlas Street, Rainbow Street and Coleman Road, see attached drawing showing proposed double yellow lines. I am sorry to hear of your difficulty with parking in Dowlas Street.

Dowlas Street, Rainbow Street and Coleman Road have very few parking restrictions and are adjacent to an existing East Camberwell (EC) controlled parking zone (CPZ). An officer carried out a site visit and it was noted during the visit that demand for kerb space was very high and parking was at capacity. A number of vehicles were observed circulating looking for a space to park.

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- Children and those in wheelchairs (whose eyelevel is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction.
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The yellow lines at the junctions will also provide a passing place for two approaching vehicles, in those locations where the street is narrowed by at-capacity parking.

To be clear the council has a duty and responsibility to ensure safety on the highway above and beyond providing parking.

Please let me know if I have answered your concerns.

Regards

Michael Herd

Network development officer

Public realm projects (Parking design)

---

**From:** [REDACTED]  
**To:** Wingfield, Ian  
**Sent:** Sat Sep 06 13:16:15 2014  
**Subject:** Proposed traffic plans for Dowlas Street

Dear Ian,

I was wondering if you could please help me, I noticed a notice put up stating Southwark wishes to impose a limited waiting time at the corners of all the roads around Dowlas Street. I tried to look up links to find further details but was unable to. Do you have any knowledge about what is being proposed, I am concerned that if a limited parking time is implemented here it will mean even less

spaces available for residents, the situation has become ridiculous as it is, with no parking spaces during week days as it is taken by commuters and residents of surrounding streets who park here to save paying CPZ and also the parking of untaxed cars!

With the implementation of the new proposals this would mean even less parking spaces and when residents wanted to park their cars and go into their homes they couldn't due to limited parking time and need to move car!

Thank you for all your help,

[REDACTED]

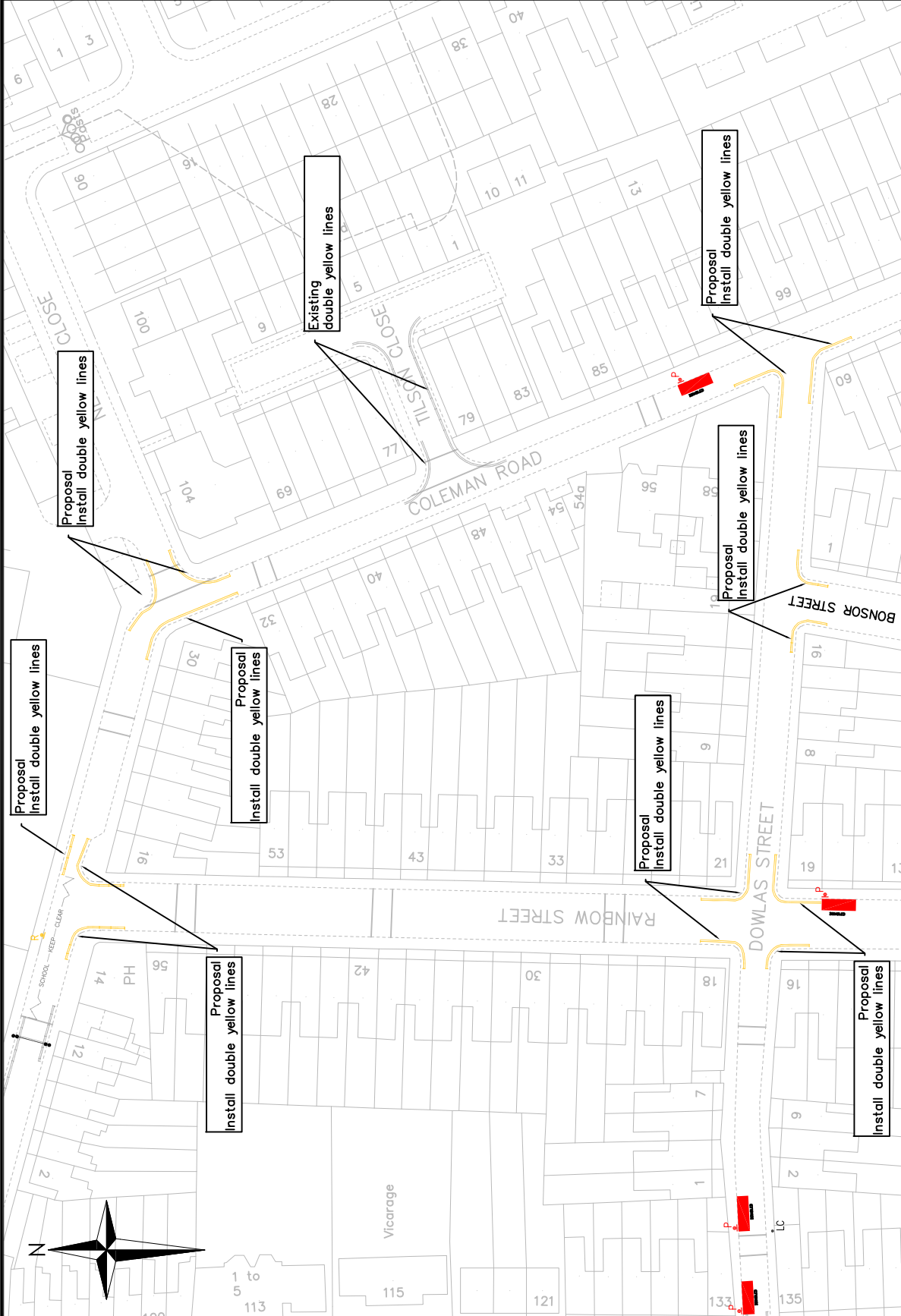
[REDACTED]

[REDACTED]

[REDACTED]

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- Existing double yellow lines
- Proposed double yellow lines
- Disabled bays



Public Realm Projects Parking Design  Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1 6LX  www.southwark.gov.uk/parkingprojects		Project <b>1415Q1 LOCAL PARKING AMENDMENTS</b>	Community Council <b>CAMBERWELL</b>			
		Drawing Title <b>PROPOSED DOUBLE YELLOW LINES                  DOWLAS STREET/RAINBOW STREET                  COLEMAN ROAD</b>	Ward(s) <b>BRUNSWICK PARK</b>			
		Date <b>11/04/14</b>	Scale <b>1:1000 @ A4</b>	Drn <b>MH</b>	Chk <b>TW</b>	App <b>TW</b>
		DWG No. <b>1415Q1005</b>			Rev <b>A</b>	Description <b>APPENDIX 2</b>
		Status <b>APPENDIX 2</b>			Rev <b>A</b>	Date Description © Crown copyright. All rights reserved. (01/001/02/02)/2013

<b>Item No.</b> 13.2	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Camberwell Station Road/Warner Road – Introduction of ‘No waiting at anytime’ (double yellow lines)	
<b>Ward(s) or groups affected:</b>		Camberwell Green	
<b>From:</b>		Head of Public Realm	

**RECOMMENDATION**

1. It is recommended that the following non-strategic traffic and parking arrangements, detailed in the drawings attached to this report, are approved for implementation subject to any necessary statutory procedures;
  - Camberwell Station Road – introduction of ‘No waiting at anytime’ (double yellow lines)
  - Warner Road – upgrade single yellow lines to double yellow lines (no waiting at anytime)

**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 amending the existing traffic regulation order for waiting restrictions on Warner Road and new ‘no waiting restrictions’ on Camberwell Station Road.
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 granted planning permission (06-AP-2183) on 6 July 2007 which allows a re-development of premises to provide 83 residential units and 1663sqm of Class B1 (Office) floorspace in three separate buildings ranging in height between 3 storeys (9m) and 6 storeys (18.5m); Communal open space;

Basement car parking and bicycle storage. This planning permission includes the provision of new accesses on both Warner Road and Camberwell Station Road.

### **Parking matters**

7. The proposal for Warner Road is to upgrade a short length of existing single yellow lines (operational 0830-1830 Mon-Fri) in front of a new crossover to double yellow lines (no waiting at any time)..
8. The proposal for Camberwell Station Road is to introduce double yellow lines (no waiting at anytime) and removal of associated permit bay in front of a new vehicle crossover. A total of two permit holder parking spaces would be lost as a result.

### **Traffic matters**

9. The vehicle crossing from Warner Road is for service/delivery and mobility impaired visitor drop- offs.
10. The vehicle crossing from Camberwell Station Road is for access into the basement car park of the new development

### **Policy implications**

11. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 7.1 – Maintain and improve the existing road network making the best use of it through careful management and considered improvements.

### **Community impact statement**

12. The policies within the Transport Plan upheld within this report have been subject to an Equality Analysis.
13. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.
14. The recommendations are not considered to have a disproportionate effect on any community or group.

### **Resource implications**

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

### **Legal implications**

16. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
17. 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.

18. 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.
19. 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.
20. 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.
21. 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.
22. By virtue of sections 45 - 46, the Council may, by order designate parking places on highways in their area for vehicles or vehicles of any class specified in the order; and the authority may make charges (of such amount as may be prescribed under section 46) for vehicles left in a parking place so designated.
23. The exercise by Council of functions under this section shall not render Council subject to any liability in respect of the loss of or damage to any vehicle in a parking place or the contents or fittings of any such vehicle.

### **Consultation**

24. No informal (public) consultation has been carried out.
25. 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.
26. 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.
27. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
28. 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  Online: <a href="#">Southwark transport plan 2011 - Southwark Council</a>	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH	George Hutchful 020 7525 5473

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	Decision Notice
Appendix 2	Proposed Layout

**AUDIT TRAIL**

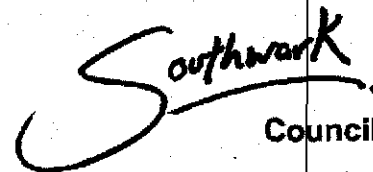
<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	George Hutchful, Highway Development Engineer	
<b>Version</b>	Final	
<b>Dated</b>	4 November 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments 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>		4 November 2014



TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

**PLANNING PERMISSION WITH LEGAL AGREEMENT**

**Applicant** Mr. S. Packham and Mr. P. Delaney  
**Date of Issue of this decision** 6 July 2007

**LBS Registered Number** 06-AP-2183  
**Case Number** TP/2050-91

**Planning Permission was GRANTED for the following development:**

Redevelopment of the site to provide 83 residential units and 1663m<sup>2</sup> of Class B1 (Office) floorspace in three separate buildings ranging in height between 3 storeys (9m) and 6 storeys (18.5m); Communal open space; Basement car parking and bicycle storage.

**At:** Land at 69-91 (odd) CAMBERWELL STATION ROAD and 90-106 (even) and 108A WARNER ROAD LONDON, SE5 9JZ

In accordance with application received on 09/11/2006

and Applicant's Drawing Nos. 05002-D-500 & 505 and supporting documents (rec'd 9/11/2006)

Parking Stress Survey (rec'd 19/1/2007)

Revised Certificate B and applicants' details (rec'd 28/2/2007)

05002-D-501A, 502A, 503A, 504A, 506A, 507C, 509B, 510C, 511B, 512B, 513C, 514C, 515C, 517C, 518C, 519C (rec'd 1/3/2007)

05002-D-508D & 516D; & Light Assessment (rec'd 13/4/2006)

**Subject to the following fourteen 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

- 2 Samples of all facing and roofing materials to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any work in connection with this permission is carried out 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 in accordance with Policy 3.12 'Quality in Design' of the Southwark Plan (Modifications Version - March 2007) and Policy E.2.3 'Aesthetic Control' of the adopted Southwark Unitary Development Plan (1995).

Continued overleaf...

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

**PLANNING PERMISSION WITH LEGAL AGREEMENT**

LBS Reg. No. 06-AP-2183	Case No. TP/2050-91	Date of issue of this decision	6 July 2007
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- 3 Prior to commencement of works details of a scheme to insulate the premises against the transmission of airborne and impact sound between the commercial accommodation and the residential accommodation hereby permitted shall be submitted to and approved by the Local Planning Authority. The approved details shall be installed prior to the first occupation of the scheme.

**Reason**

In order to protect residential occupiers from noise nuisance thereby protecting their amenity in accordance with Policy 3.2 Protection of Amenity of the Southwark Plan (Modifications Version - March 2007) and Policy E.3.1: Protection of Amenity of the adopted Southwark Unitary Development Plan (1995) and Planning Policy Guidance 24 Planning and Noise.

- 4 Prior to commencement of works details of a scheme to insulate the commercial accommodation and the dwellings hereby permitted facing Camberwell Station Road from railway noise, including noise attenuation measures within windows and the front elevation, shall be submitted to and approved by the Local Planning Authority. The approved details shall be installed prior to the first occupation of the scheme.

**Reason:** In order to protect occupiers in the block facing Camberwell Station Road from noise nuisance thereby protecting their amenity in accordance with Policy 3.2 'Protection of Amenity' of the Southwark Plan (Modifications Version - March 2007) and Policy E.3.1: 'Protection of Amenity' of the adopted Southwark Unitary Development Plan (1995) and Planning Policy Guidance 24 Planning and Noise.

- 5 Prior to commencement of works details of a scheme for ventilating the underground car park shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed prior to the first occupation of the premises.

**Reason**

In order to that the Council may be satisfied that the ventilation ducting and ancillary equipment will not result in an odour, fume or noise nuisance and will not detract from the appearance of the building in the interests of amenity in accordance with Policy 3.2 'Protection of Amenity' of the Southwark Plan (Modifications Version - March 2007) and Policy E.3.1: 'Protection of Amenity' of the adopted Southwark Unitary Development Plan (1995) and Planning Policy Guidance 24 Planning and Noise.

- 6 The dwellings hereby permitted shall not be occupied before details of the arrangements for the storing of domestic refuse have been submitted to (2 copies) and approved by the local planning authority and the facilities approved have been provided and are available for use by the occupiers of the dwellings. The facilities shall thereafter be retained for refuse storage and the space used for no other purpose without the prior written consent of the Council as local planning authority.

**Reason**

In order that the Council may be satisfied that suitable facilities for the storage of refuse will be provided and retained in the interest of protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with Policy 3.2 'Protection of Amenity' of the Southwark Plan (Modifications Version - March 2007) and Policy E.3.1: 'Protection of Amenity' and Policy T.1.3: 'Design of Development and Conformity with the Council's Standards and Controls' of the adopted Southwark Unitary Development Plan (1995).

Continued overleaf...

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

**PLANNING PERMISSION WITH LEGAL AGREEMENT**

LBS Reg. No. 06-AP-2183 Case No. TP/2050-91	Date of Issue of this decision 6 July 2007
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- 7 The commercial accommodation hereby permitted shall not be commenced before details of the arrangements for the storing of refuse have been submitted to (2 copies) and approved by the Local Planning Authority and the facilities approved have been provided and are available for use by the occupiers and users of the premises. The facilities shall thereafter be retained for refuse storage and the space used for no other purpose without the prior written consent of the Council as local planning authority.

**Reason**

In order that the Council may be satisfied that suitable facilities for the storage of refuse will be provided and retained in the interest of protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with Policy 3.2 'Protection of Amenity' of the Southwark Plan (Modifications Version - March 2007) and Policy E.3.1: 'Protection of Amenity' and Policy T.1.3: 'Design of Development and Conformity with Council's Standards and Controls' of the adopted Southwark Unitary Development Plan (1995).

- 8 Detailed drawings of a landscaping scheme (2 copies), including provision for the planting of suitable trees and shrubs, showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways) shall be submitted to and approved by the Council before the development hereby permitted is begun and the landscaping scheme approved shall thereafter be carried out in the first appropriate planting season following completion of the building works.

Reason: In the interest of visual amenities and in order to comply with Policies 3.2 'Protection of Amenity' and 3.13 'Urban Design' of the Southwark Plan (Modifications Version - March 2007) and Policies E.3.1 'Protection of Amenity' and E.2.5 'External Space' of the adopted Southwark Unitary Development Plan (1995).

- 9 Details of a survey and investigation of the soil conditions of the site (2 copies), sufficient to identify the nature and extent of any soil contamination, together with a schedule of the methods by which it is proposed to neutralise, seal, or remove the contaminating substances, shall be submitted to and approved in writing by the Local Planning Authority and thereafter shall be carried out before any works in connection with this permission are begun.

**Reason**

In order to protect construction employees and future occupiers of the site from potential health-threatening substances in the soil in accordance with Policies 3.1 'Environmental Effects' and 3.2 'Protection of Amenity' of the Southwark Plan (Modifications Version - March 2007) and Policies E.1.1: 'Safety and Security in the Environment' and E.3.1 'Protection of Amenity' of the adopted Southwark Unitary Development Plan (1995).

- 10 Details of the facilities to be provided for the secure storage of cycles shall be submitted to (2 copies) and approved in writing by the Local Planning Authority before the development hereby approved is commenced and the premises shall not be occupied until any such facilities as may have been approved have been provided. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose without the prior written consent of the Local Planning Authority, to whom an application must be made.

**Reason**

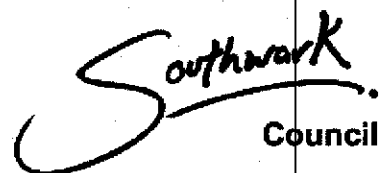
In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with Policy 5.3 'Walking and Cycling' of the Southwark Plan (Modifications Version - March 2007) and Policy T.4.1 'Measures for Cyclists' of the adopted Southwark Unitary Development Plan (1995).

Continued overleaf...

TP(Permit)

**SOUTHWARK COUNCIL**

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

**PLANNING PERMISSION WITH LEGAL AGREEMENT**

LBS Reg. No. 06-AP-2183	Case No. TP/2050-91	Date of issue of this decision	6 July 2007
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- 11 Prior to the first occupation of the accommodation hereby permitted, the development shall incorporate in full the measures outlined in the approved energy and renewables strategy.

Reason: To ensure the development contributes towards sustainable development objectives and complies with Policy 3.5 (Renewable Energy) of the Southwark Plan (Modifications Version - March 2007) and Policy 4A.9 of the London Plan 2004.

- 12 No development shall take place until the applicant has provided to the Local Planning Authority for written approval an independently verified EcoHomes 2006 report that achieves 'Very Good' rating with certification. The approved scheme shall then be constructed in strict accordance with these details. A certificated EcoHomes 2006 Post Construction Review, or other verification process agreed with the Local Planning Authority, shall be provided, confirming that the agreed standards have been met, prior to the first occupation of the development.

Reason: To ensure that the development contributes towards sustainable development objectives and that the proposal complies with Policy 3.4 of the Southwark Plan (Modifications Version - March 2007).

- 13 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted (2 copies) by the applicant and approved in writing by the Local Planning Authority.

**Reason**

In order that the archaeological operations are undertaken to an acceptable standard and that legitimate archaeological interest in the site is satisfied, and in order to comply with Policy 3.19 'Archaeology' of the Southwark Plan (Modifications Version - March 2007) and Policy E.5.1 'Sites of Archaeological Importance' of the adopted Southwark Unitary Development Plan (1995).

- 14 Surface water source control measures shall be submitted to and approved in writing by the Local Planning Authority before any development commences, and the approved details shall be implemented prior to the first occupation of the development hereby permitted.

**Reason:**

To prevent the increased risk of flooding and to improve water quality and to comply with Policy 3.9 'Water' of the Southwark Plan (Modifications Version - March 2007) and Policy E.7.2 'Water Environment' of the adopted Southwark Unitary Development Plan (1995).

**Reasons for granting planning permission.**

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

- a) Policy 1.4 Sites outside the Preferred Industrial and Office Areas; 2.5 Planning Obligations, 3.1 Environmental Effects, 3.2 Protection of Amenity, 3.3 Sustainability Appraisal, 3.4 Energy Efficiency, 3.5 Renewable Energy, 3.7 Waste Reduction, 3.11 Efficient Use of Land, 3.12 Quality in Design, 3.13 Urban Design, 3.14 Designing Out Crime, 3.19 Archaeology, 4.1 Density of Residential Development, 4.2 Quality of Residential Development, 4.3 Mix of Dwellings, 4.4 Affordable Housing, 4.5 Wheelchair Affordable Housing, 5.1 Locating Developments, 5.2 Transport Impacts, 5.3 Walking and Cycling, 5.6 Car Parking, 5.7 Parking Standards for disabled people and the mobility impaired of the emerging Southwark Unitary Development Plan [March.2007].

- b) R2.2 Planning Agreements, B.1.2 Protection Outside of Employment Areas and Sites, B.2.3 Class B1 Business Proposals, B.3.1 Access for people with Disabilities, C.1.1 Premises for Community Facilities, E.1.1 Safety and Security, E.2.1 Layout and Building Line, E.2.2 Heights of Buildings, E.2.3 Aesthetic Control, E.2.4 Access for Facilities for People with Disabilities, E.2.5 External Space, E.3.1 Protection of Amenity, E.5.1 Sites of Archaeological Importance, H.1.3 New Housing, H.1.4 Affordable Housing, H.1.5 Mix of New Housing H.1.7

Density of New Residential Development, H.1.8 Standards for New Housing, H.1.10  
 Provision of Housing to Mobility and Wheelchair Standards, T.1.2 Location of Development in  
 Relation to the Transport Network, T.1.3 Design of Development and Conformity with Council  
 Standards and Controls, T.2.1 Measures for Pedestrians, T.4.1 Measures for Cyclists and  
 T.6.3 Parking Space in New Developments

- c) Policies 3A.1 Increasing the overall supply of housing, 3A.2 Borough housing targets, 3A.4 Housing choice, 3A.7 Affordable housing targets, 3A.8 Negotiating affordable housing in individual private residential and mixed use schemes, 3C.22 Parking Strategy, 4A.7 Energy Efficiency and renewable energy, 4A.8 Energy Assessment, 4A.9 Providing for renewable energy, 4B.1 Design principles for a compact city, 4B.4 Enhancing the quality of the public realm, 4B.6 Sustainable design and construction, 4B.11 Heritage Conservation and 6A.5 Planning Obligations of the London Plan [2004].
- d) Planning Policy Statements [PPS] and Guidance Notes [PPG] PPS 1: Planning for Sustainable Communities, PPS 3: Housing, PPS 22: Renewable Energy, PPS 25: Development and Flood Risk, PPG 13: Transport and PPG 16: Archaeology.

Planning permission was granted as there are no, or insufficient, grounds to withhold consent on the basis of the policies considered and other material planning considerations.

Signed



David Stewart  
 Interim Head of Development and Building Control

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

Any correspondence regarding this document should quote the Case Number and LBS Registered Number and be addressed to: Head of Development and Building Control, Council Offices, Chiltern, Portland Street, London SE17 2ES. Tel. No. 020 7525 5000

UPRN: 200003464710

checked by



**PLANNING PERMISSION WITH LEGAL AGREEMENT****LBS Registered Number:** 06-AP-2183**Case Number:** TP/2050-91**Date of issue of this decision:** 6 July 2007[www.southwark.gov.uk](http://www.southwark.gov.uk)

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**INFORMATIVE NOTES TO APPLICANT RELATING TO THE PROPOSED DEVELOPMENT**

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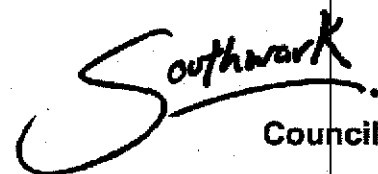
- 1 The planning permission granted includes alterations and amendments to areas of public highway which will need to be funded by the developer. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. You are advised to contact the Principal (Client) Engineer Infrastructure Group (020 7525 2125), at least 4 months prior to any works commencing on the public highway.

**PLANNING PERMISSION WITH LEGAL AGREEMENT**

LBS Registered Number: 06-AP-2183

Case Number: TP/2050-91

Date of issue of this decision: 6 July 2007



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

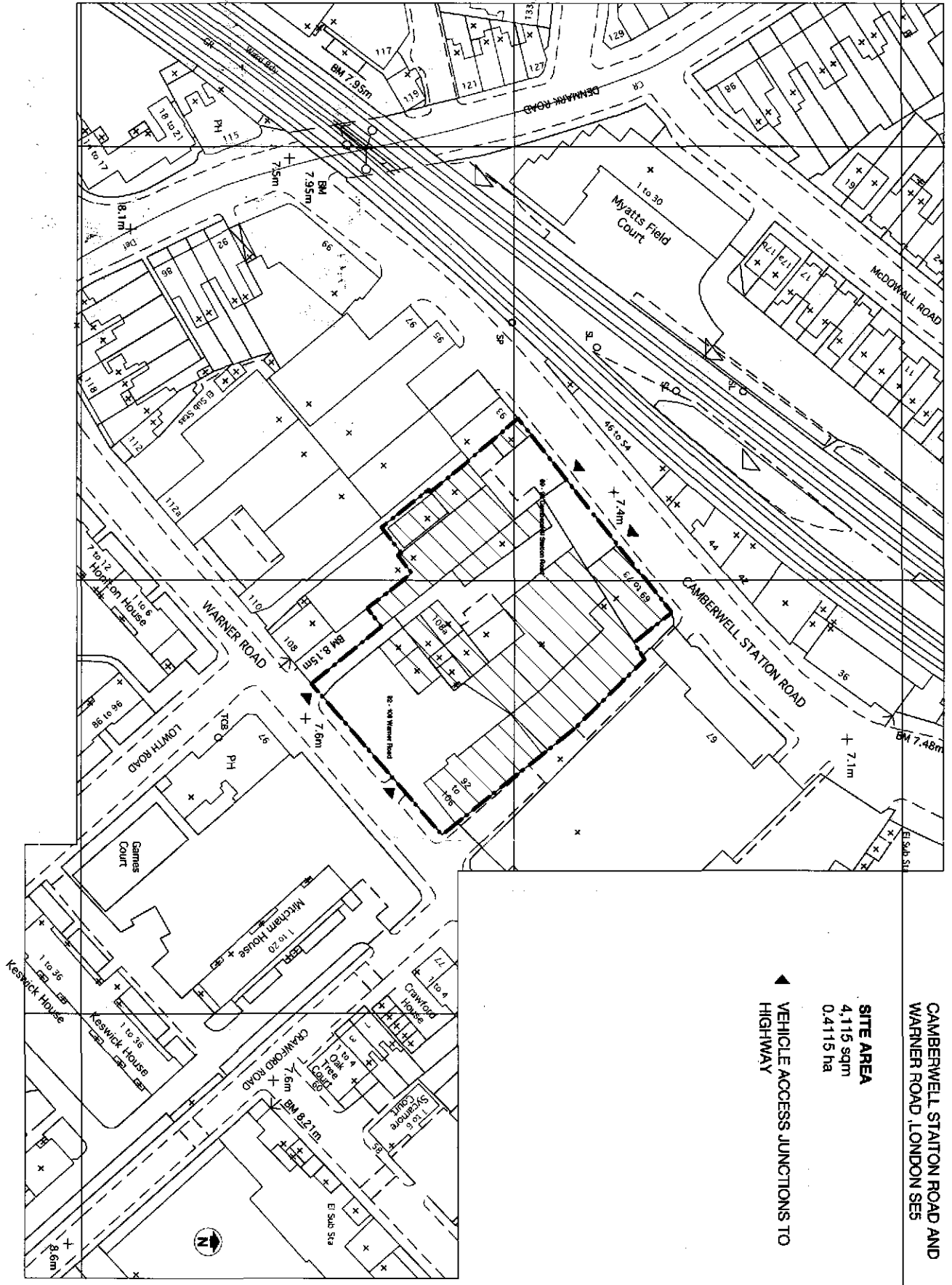
- [1] **APPEAL TO THE SECRETARY OF STATE.** If you are aggrieved by this decision of the council as the local planning authority to grant permission subject to conditions you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you appeal you must do so 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

neighbouring building. An explanatory booklet aimed mainly at householders and small businesses can be obtained from the Department for Communities and Local Government [DCLG] Free Literature tel: 0870 1226 236 [quoting product code 02BR00862].

**IMPORTANT:** This is a **PLANNING PERMISSION** only and does not operate so as to grant any lease, tenancy or right of occupation of or entry to the land to which it refers.



NOTE  
DO NOT SCALE DRAWINGS  
COPYRIGHT RESERVED. CONCEPTS ON THESE  
DRAWINGS ARE TO BE VIEWED PRIOR TO COMMENCEMENT  
OF WORKS



CAMBERWELL STATION ROAD AND  
WARNER ROAD, LONDON SE5

▲ VEHICLE ACCESS JUNCTIONS TO  
HIGHWAY

**SITE AREA**  
4,115 sqm  
0,4115 ha

<b>SOUTHWARKE COUNCIL</b>	
<b>CASE FILE</b>	
DATE RECEIVED	09 NOV 2006
REGISTERED NUMBER	06 AP 2183
DATE	

DELEGATED  
- 6 JUL 2007  
APPROVED

Revision  
**M D R Associates**  
1:1250 e/a3 OCT 06 JC

Project  
CAMBERWELL STATION RD  
Southwarke, London

Drawing  
LOCATION PLAN

Drawing No.  
05002-D-600

28 14 x 1  
 90 30 x 2 Private  
 22 11 x 1  
 9 3 x 2

149

8 8K  
 4 2 x 1  
 18 6 x 2  
 36 9 x 3  
 58

58

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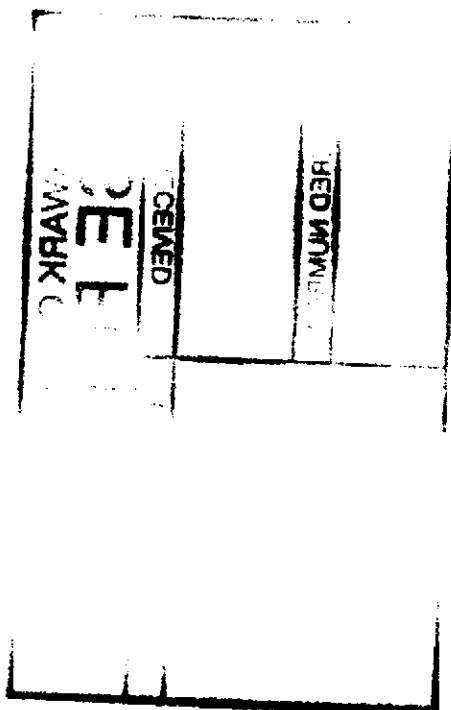
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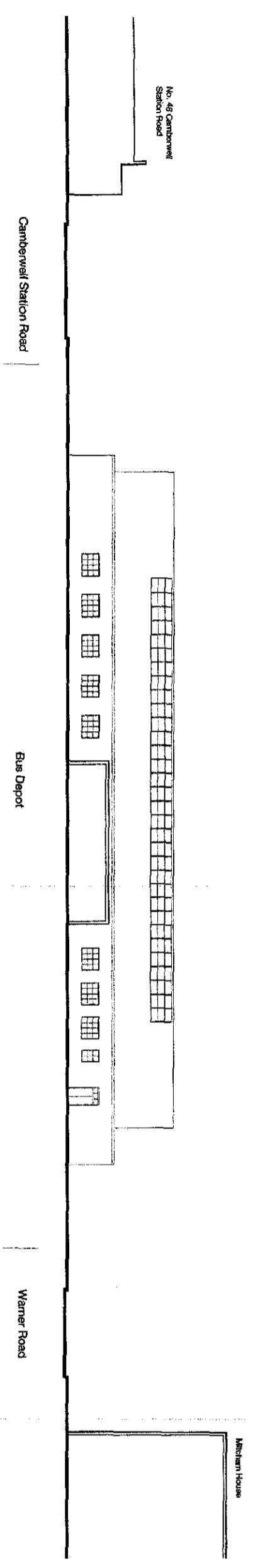
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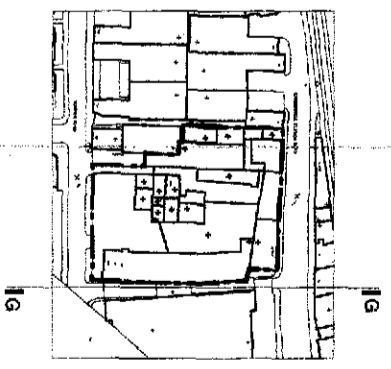
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RESERVEANCES TO BE VERIFIED PRIOR TO COMMENCEMENT  
OF WORKS



Section G



Revision  
**MDR Associates**  
1111 Southdown Road, Southdown Estate, 4th Floor, Camberwell, VIC 3124  
Tel: (03) 9593 9333 Fax: (03) 9593 9334  
www.mdrassociates.com.au

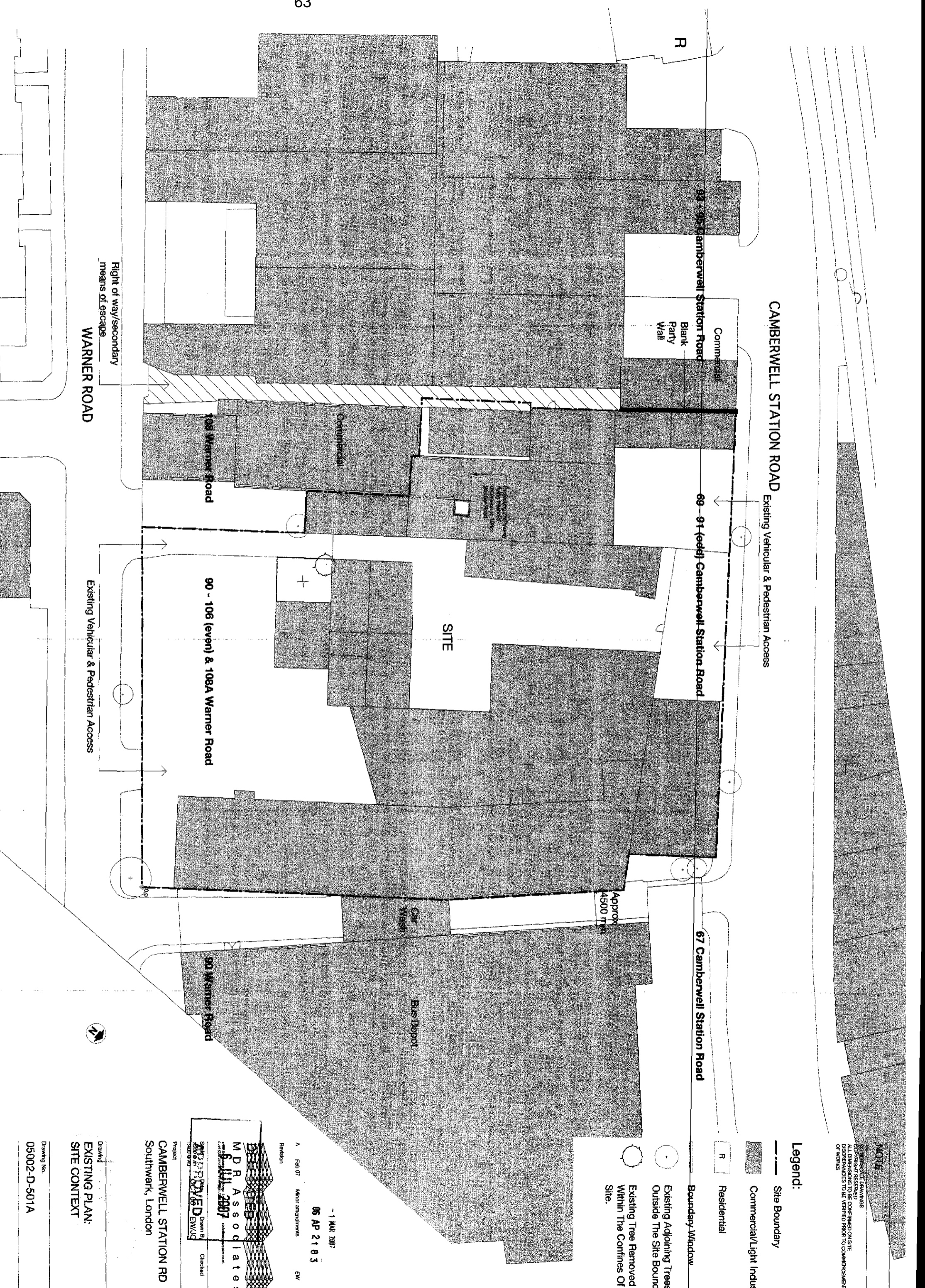
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1:200 15/08/06 11/10/06 JC  
Project  
**DELEGATED**  
**CAMBERWELL**  
Southwark, 10/10/06 2007  
**APPROVED**


SOUTHWARK COUNCIL PLANNING	
<b>CASE FILE COPY</b>	
DATE RECEIVED	DECISION MADE
09 NOV 2006	09 NOV 2006
REGISTERED NUMBER	SECTION/ELEVATIONS
W6 AP 2183	G
Drawing No.	05002-D-505

NOTE  
NO UNLESS OTHERWISE SPECIFIED  
DRAWINGS  
ALL DIMENSIONS TO BE SHOWN FROM TO COMMENCEMENT  
OF WORKS

Legend:

- Site Boundary
- Commercial/Light Industrial
- R Residential
- Boundary Window
- Existing Adjoining Trees Outside The Site Boundary.
- Existing Tree Removed Within The Confines Of The Site.




  
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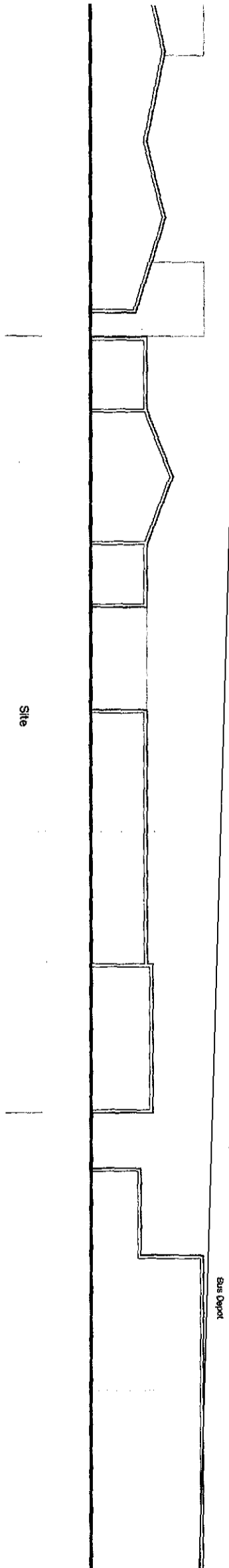
Project: CAMBERWELL STATION RD Southwark, London

Drawing No. 05002-D-501A

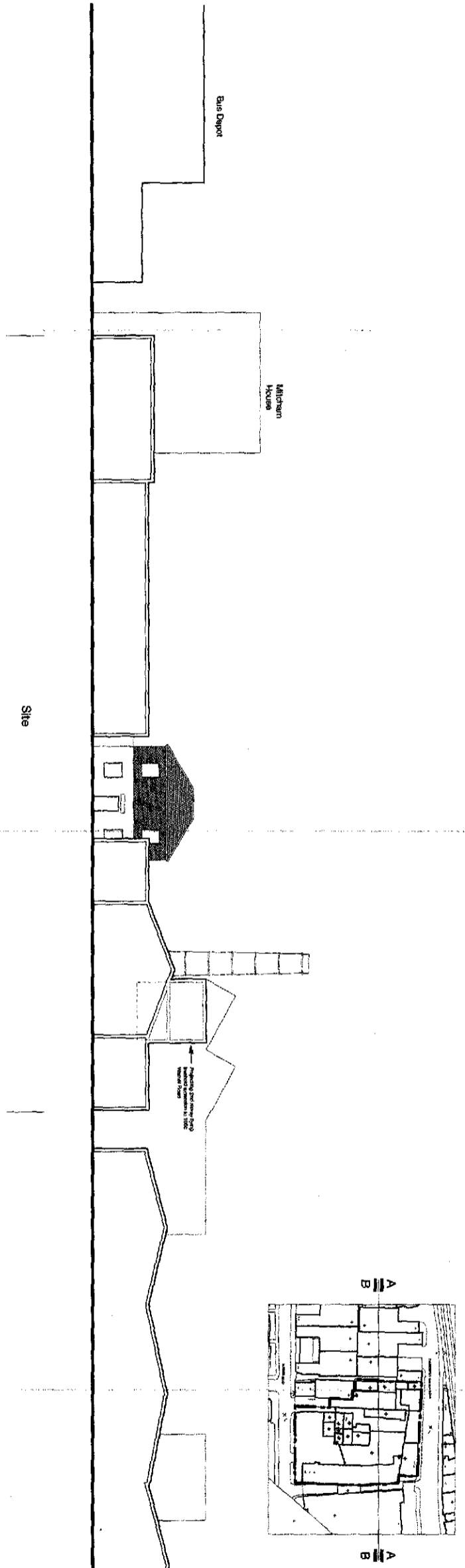
- 1 MAR 2007  
 06 AP 21 8 3  
 Revision: A F40 07 Minor amendments EV

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Section A



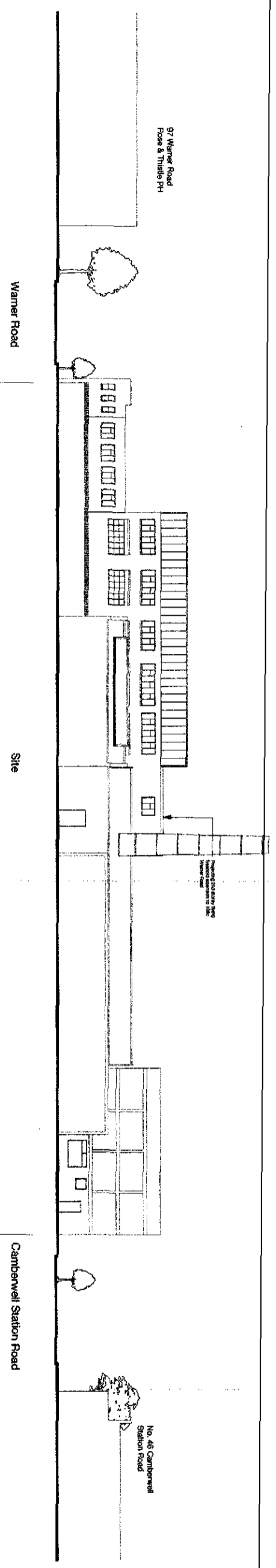
Section B

- 1 MAR 2007  
**DELEGATED**  
 A Feb 07 Minor amendments to section B EW  
 Revision  
**- 3 JUL 2007**  
**DRAGONED**  
**MDR Associates**  
 141 Gough Street, London, SE1 1DF  
 Tel: 020 7799 1414 Fax: 020 7799 8777  
 www.mdrassociates.co.uk

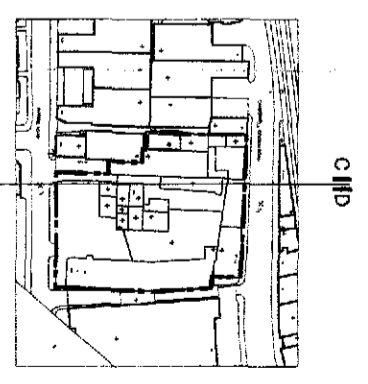
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**CAMBERWELL STATION RD**  
 Southwark, London

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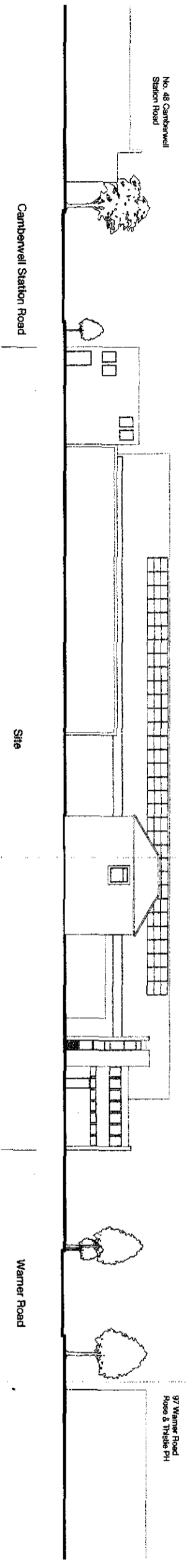
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Section C



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Section D

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 Revision

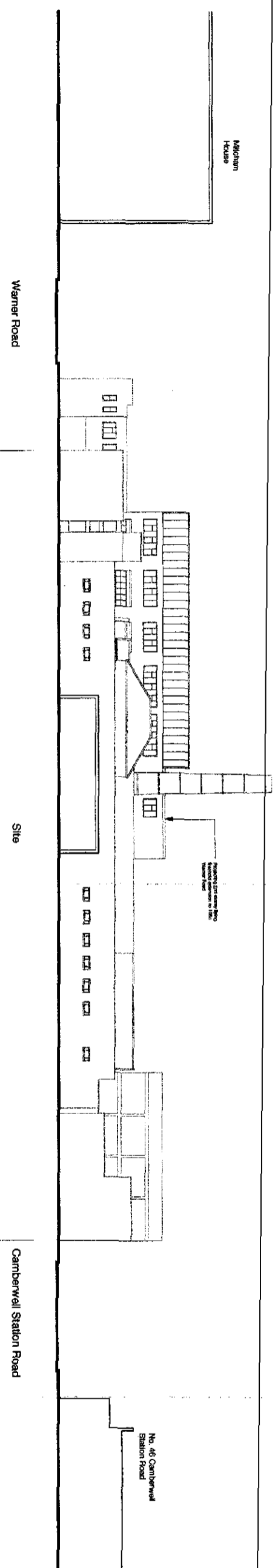
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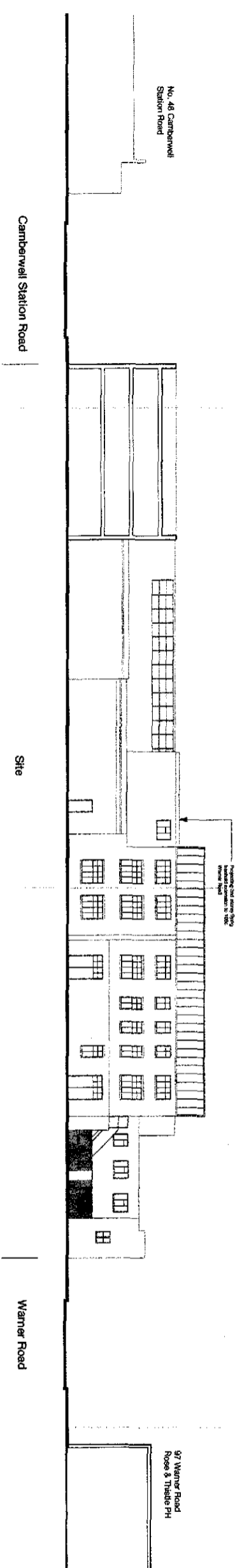
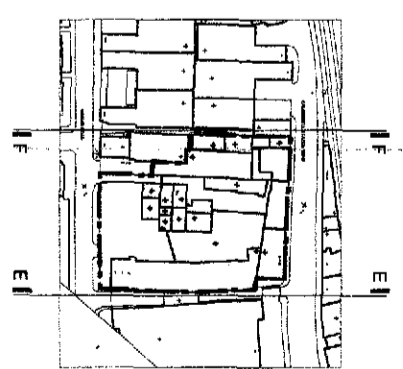
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Section E



Section F

Revision  
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06 AP 21 8 3

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Date 1:00/3:000 e A3  
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Checked

**CAMBERWELL STATION RD**  
Southwark, London  
- 6 JUL 2007  
**APPROVED**

EXISTING  
SECTIONS/ELEVATIONS:  
E & F

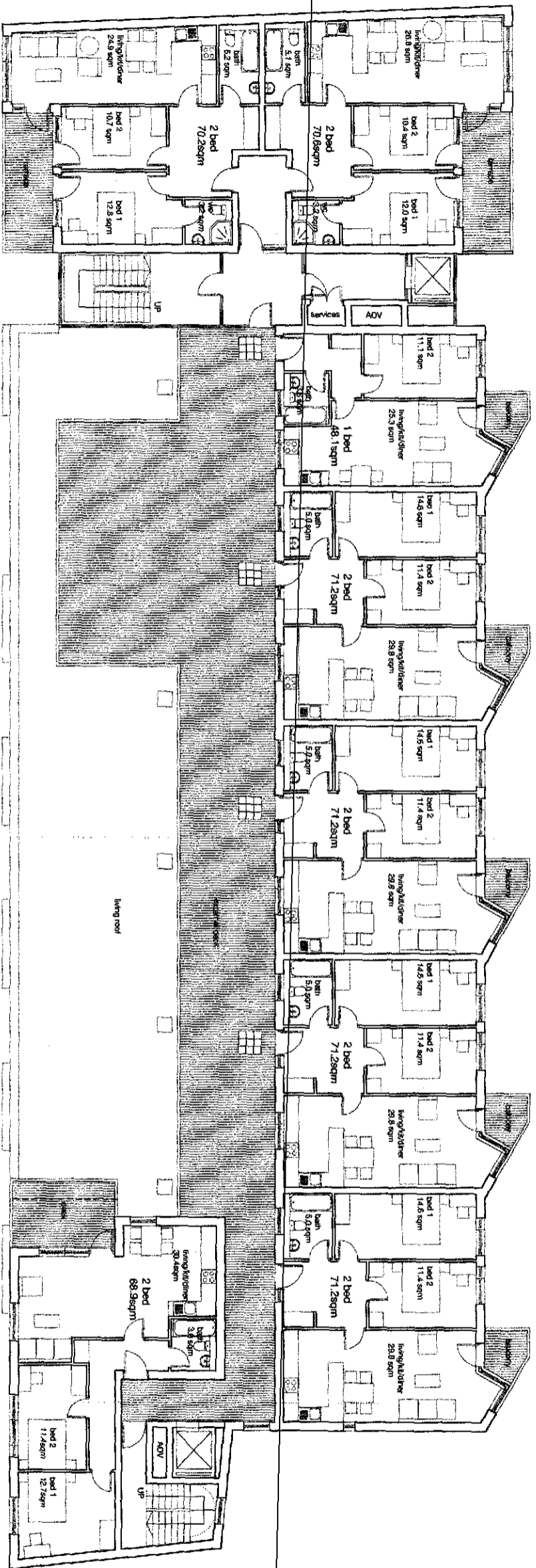
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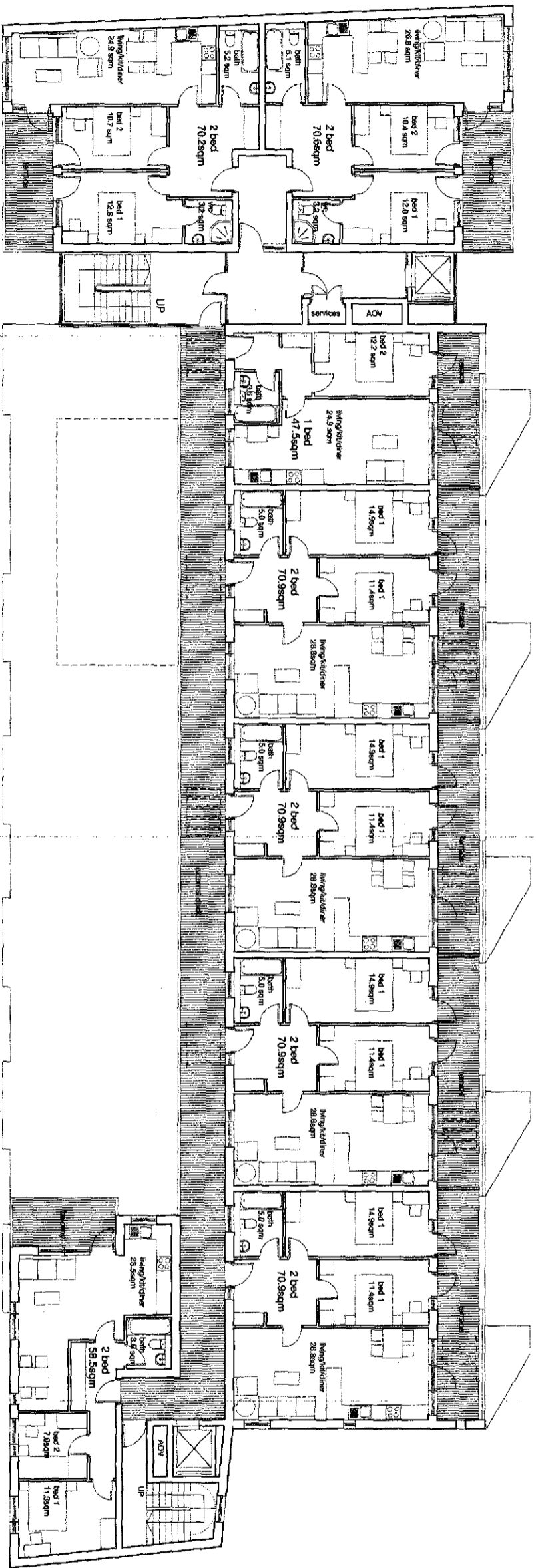








LEVEL 4



LEVEL 5

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DATE: 03 MAR 2007

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FOR: JIC

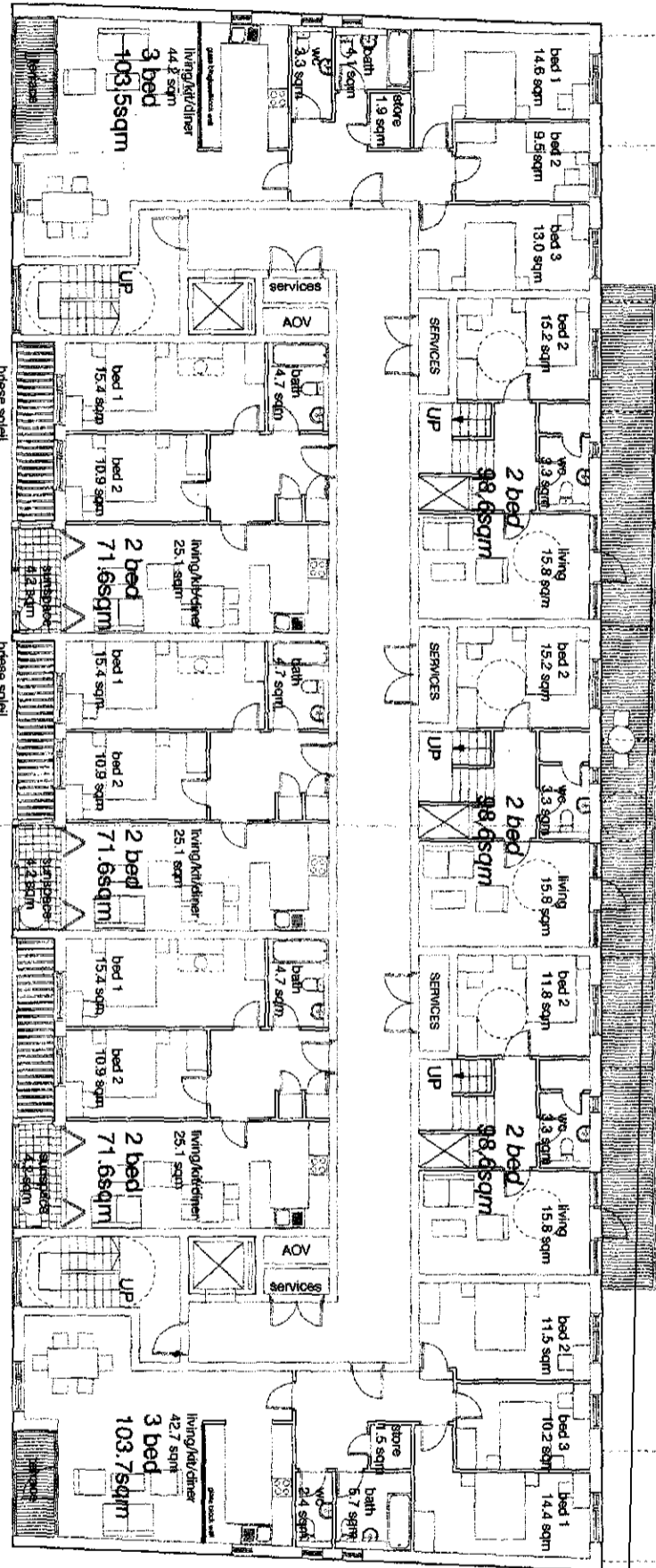
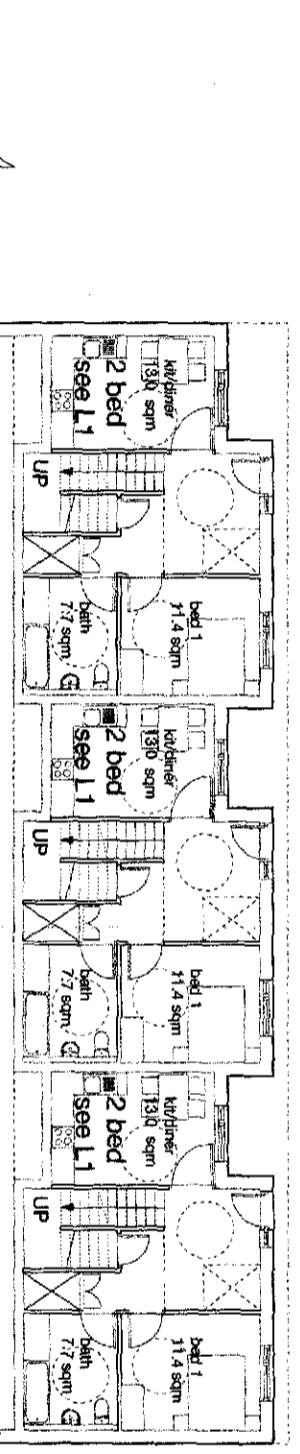
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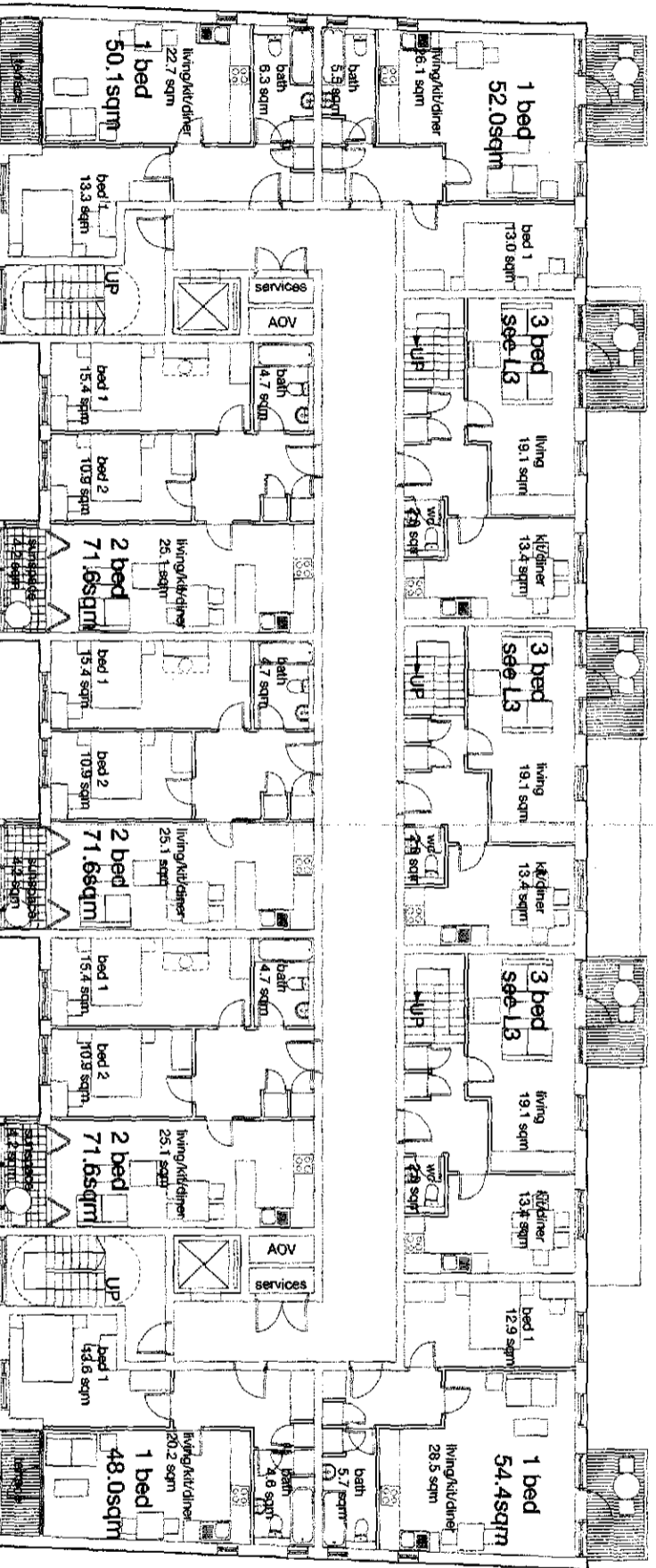
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**LEVEL 0**



**LEVEL 1**



**LEVEL 2**

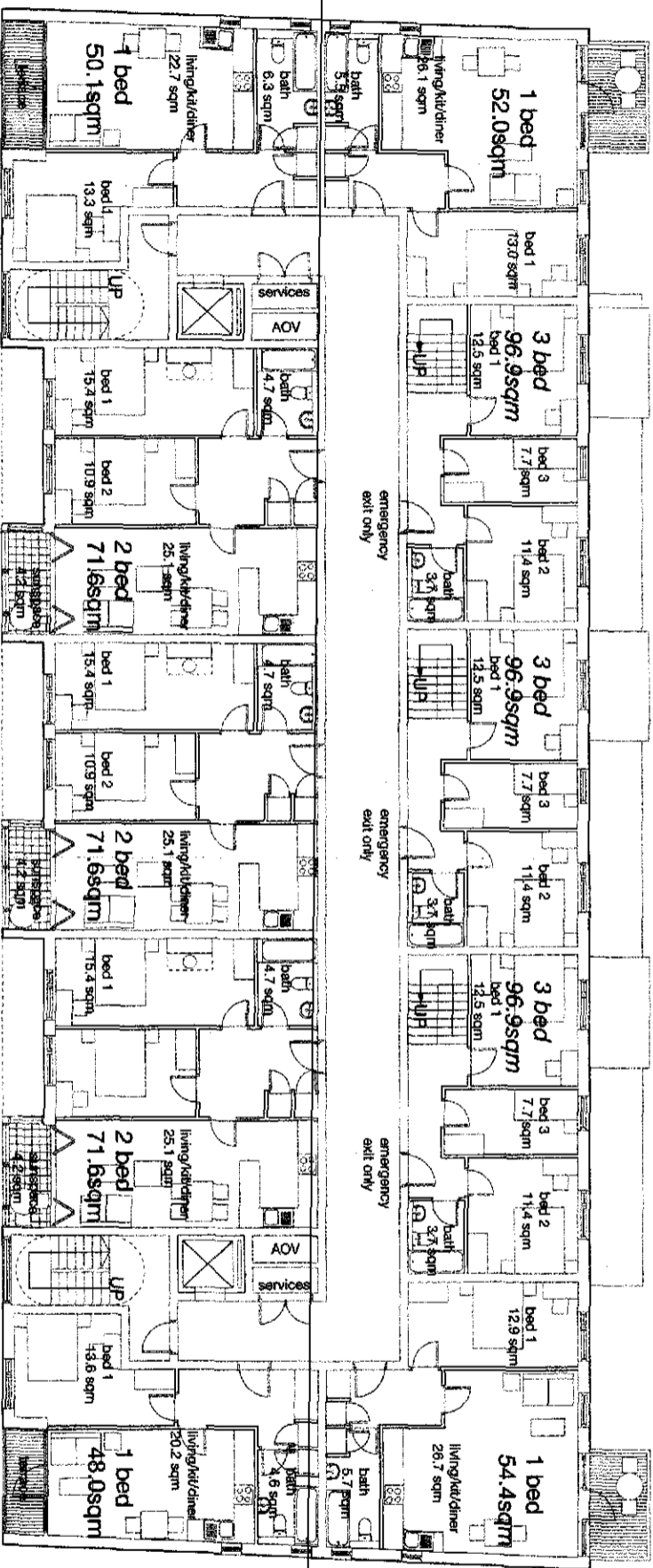
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Project: CAMBERWELL STATION RD  
 Southwark London

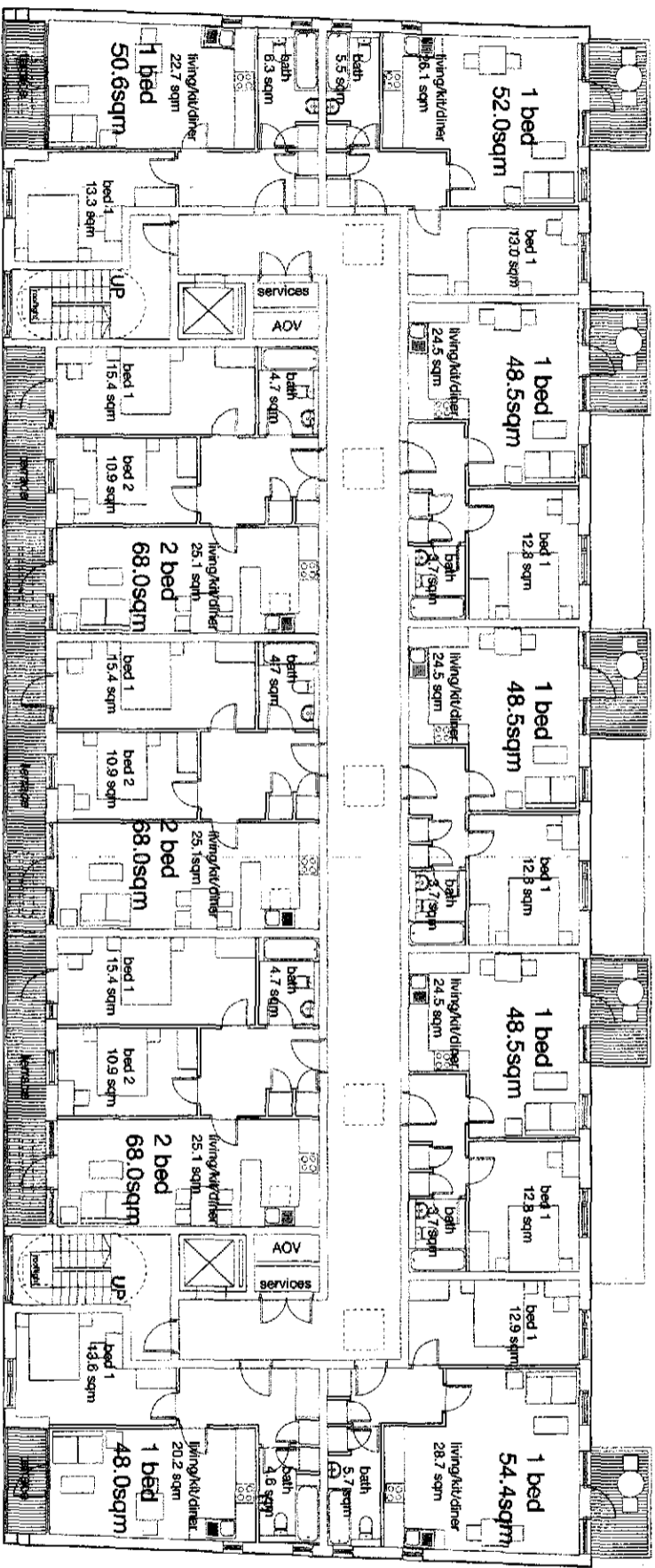
MDR Associates  
 4-10 Riverside, London, SE18 6PQ  
 Tel: 020 7252 1100 Fax: 020 7252 1101

Scale: 1:1000  
 Date: 06 AP 21 8 3  
 Drawn By: EW/JC  
 Checked: EW

Revision:  
 B Feb 07 Contours with increased and windows & balconies amended  
 A 31.01.07 Door swings amended and windows & furniture added



LEVEL 3



LEVEL 4

**NOTE**  
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 DISCREPANCIES TO BE VERIFIED PRIOR TO COMMENCEMENT  
 OF WORKS

- 1 MAR 2007  
 06 AP 21 8 3

- B Feb 07 Corridors width increased and SW
- A 31.01.07 Windows & balconies amended. SW
- Windows & Furniture added

Revision

**M D R A S S O C I A T E S**

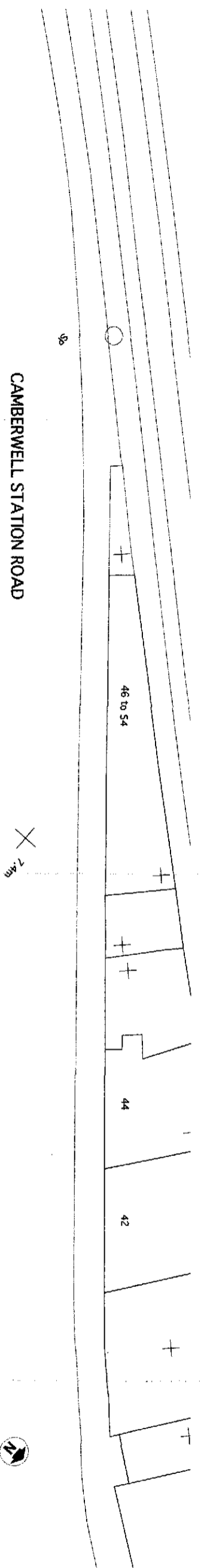
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Scale 1:100 @ A1  
 Date OCT 06  
 Drawn By EWM/JC  
 Checked

Project CAMBERWELL STATION RD  
 Southwark London

DELEGATED - 6 JUL 2007  
 APPROVED 05D02-D-512B

PROPOSED: WARNER BLOCK  
 Levels 3-4



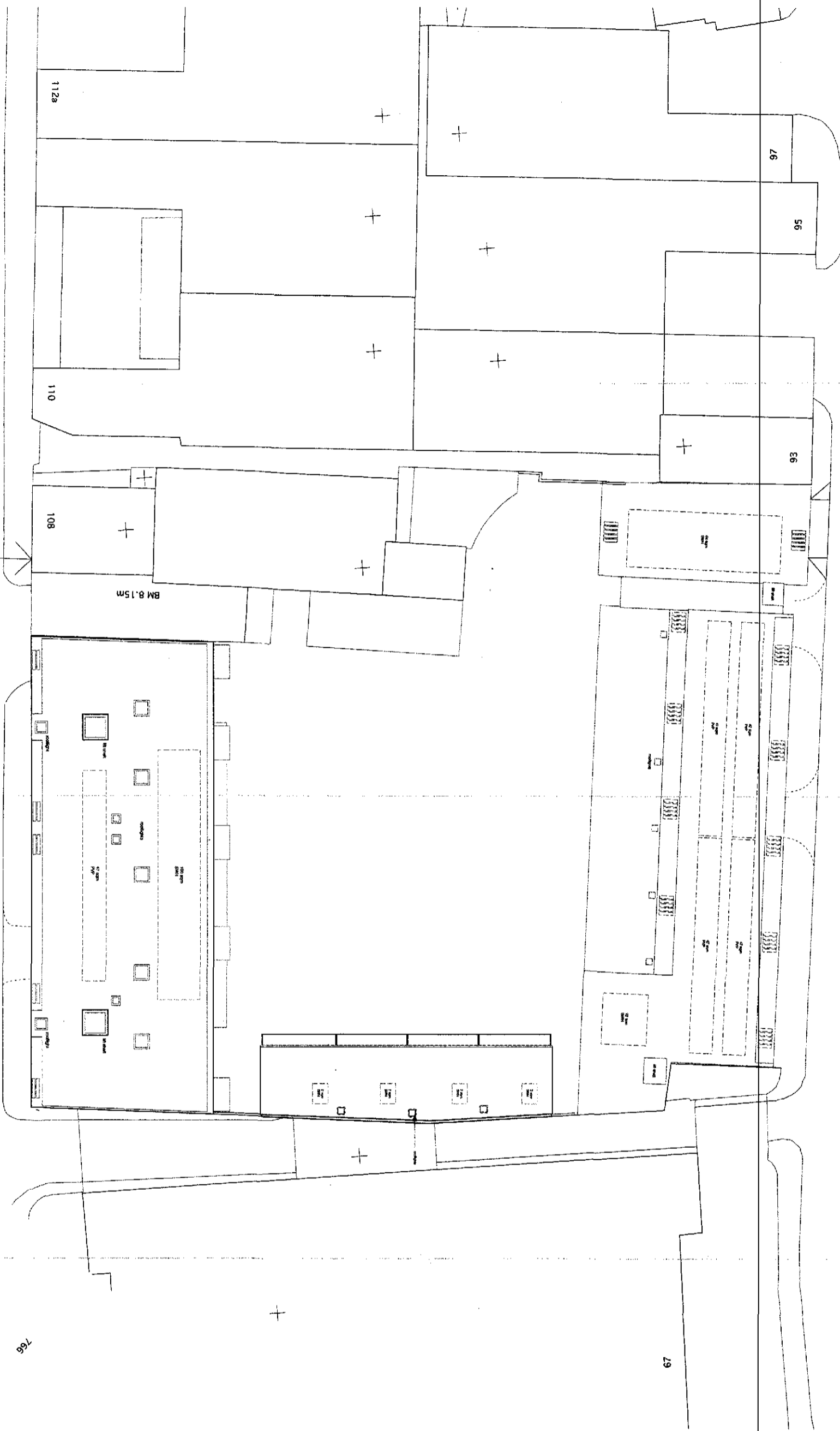
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 OF WORKS

Proprotective panels mounted at 30°C to horizontal  
 generated to within 30°C of due south to total area  
 of 2355sqm.

SMH Solar Heater heater mounted as required take type in  
 from roof area and to meet roof to total area of  
 214sqm.

Indicative roof locations only, subject to detail design  
 & reserved approval.



**REVISION**

C	Fab 07	Minor amendments	EW/JC
B	Fab 07	PWP & SMH added	JC
A	31/01/07	Additional rooflights added and bike compound amended	EW

Project  
**CAMBERWELL STATION RD**  
 Southwark London

Scale  
 1/200 @ A1  
 1/200 @ A3

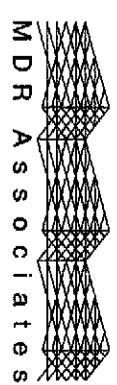
Date  
 OCT 06

Drawn By  
 EW/JC

Checked

Project  
**CAMBERWELL STATION RD**  
 Southwark London

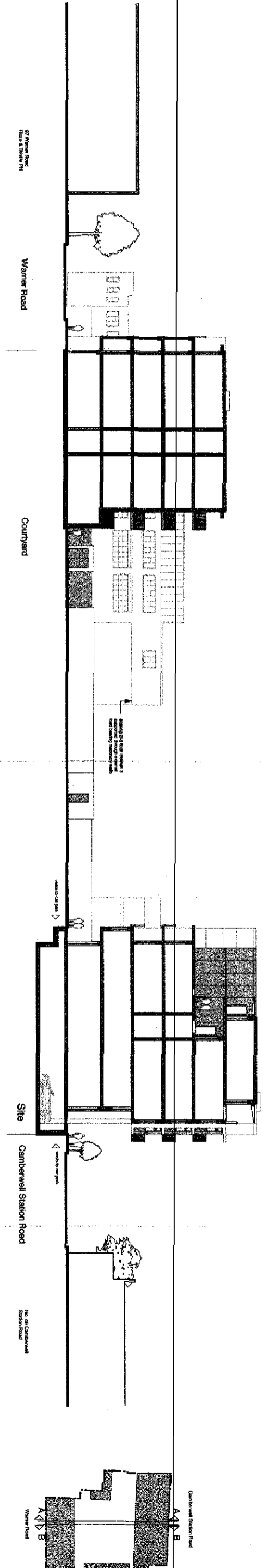
- 1 MAR 2007  
 06 AP 21 8 3



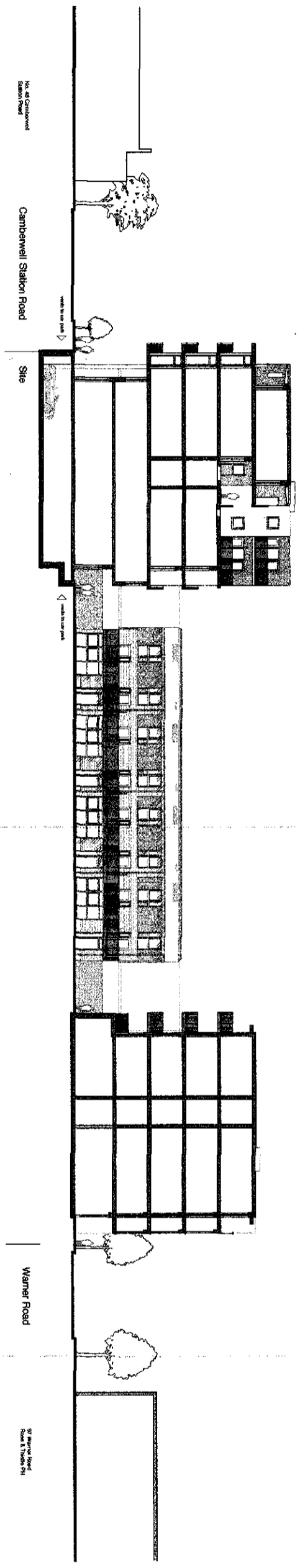
Drawing  
**PROPOSED: ROOF PLAN**

**DELEGATED**  
 - 6 JUL 2008 002-D-513C  
 APPROVED

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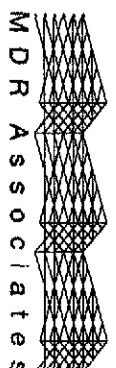
**Section A**



**Section B**

- 1 MAR 2007  
 06 AP 21 8 3

C Feb 2007 Sectors amended EW/JC  
 B Feb 2007 Sectors amended JC  
 A 31.01.2007 Bills compiled & sections amended & minor amendment EW/JC

**Render**  
  
**MDR Associates**  
 14-17 Beaufort, London, N1 7TH 444888@mdrassociates.co.uk  
 T: +44 (0)20 7739 1000 F: +44 (0)20 7739 1072

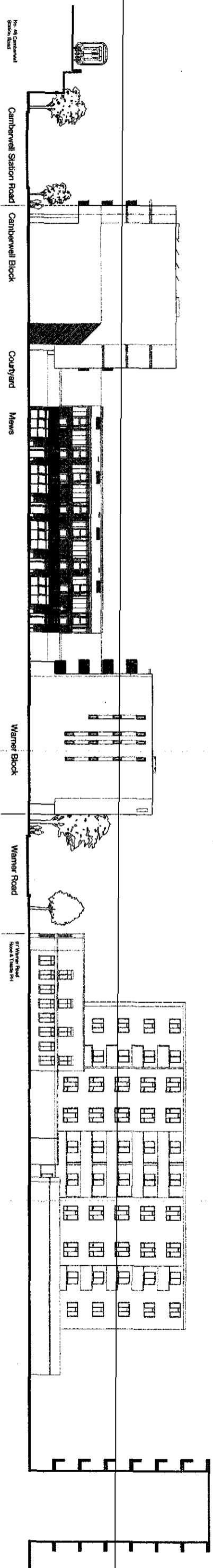
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 1:200 @ A1 OCT 06 EW/JC  
 1:200 @ A3

Project  
**CAMBERWELL STATION RD**  
 Southwark London

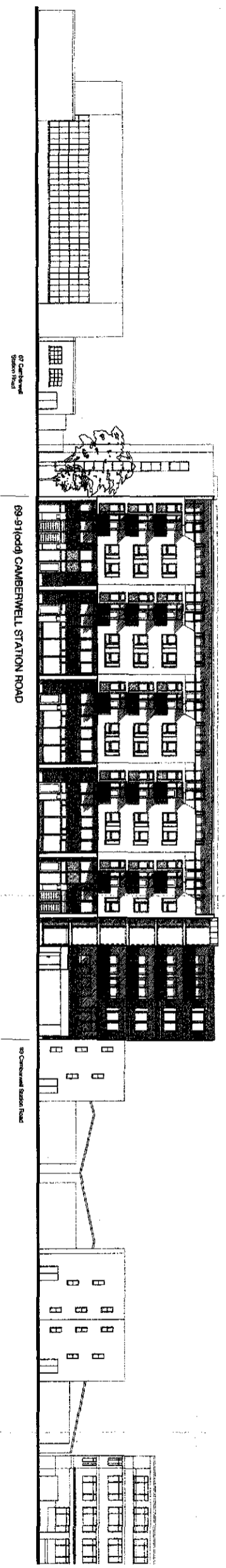
DELICATED  
 - 6 JUL 2007  
 APPROVED

Drawing No.  
 06002-D-514C

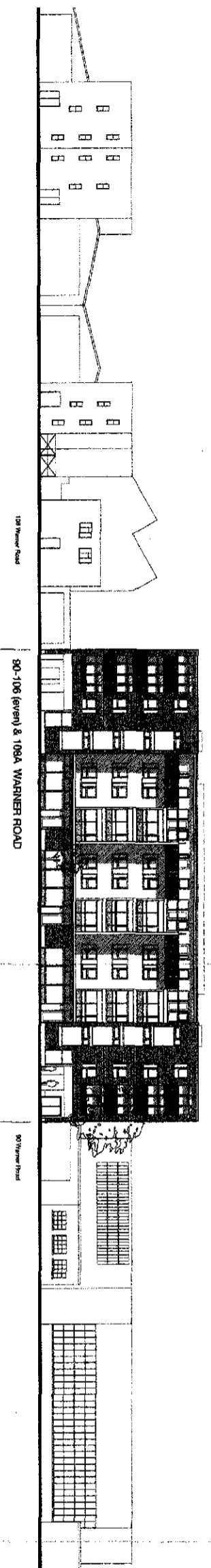
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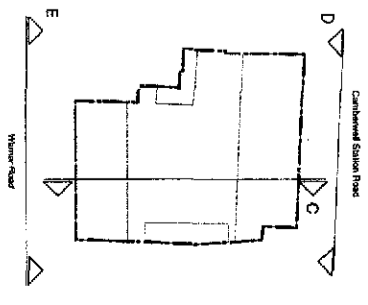
**ELEVATION C**



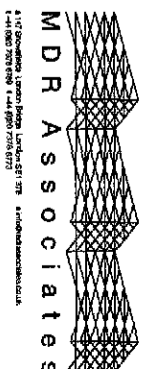
**ELEVATION D**



**ELEVATION E**



- Revision
- |   |         |                    |       |
|---|---------|--------------------|-------|
| C | Rev 07  | Elevations amended | EW/JC |
| B | Rev 07  | Elevations amended | JC    |
| A | 3/10/07 | Elevations amended | JC    |



Scale 1:250 @ A1  
 Date OCT 06  
 Drawn By EW/JC  
 Checked

Project CAMBERWELL STATION RD  
 Southwark London

**DELEGATED**  
**APPROVED**  
 - 3 JUL 2007

PROPOSED:  
 CAMBERWELL & WARNER BLOCKS  
 Context Elevations  
 C, D & E  
 Drawing No. 05002-D-515C

- 1 MAR 2007  
 06 AP 21 8 3



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Legend: Finish Materials

- Red memory wall to ground level and first floor with a solid frame glass.
- White frame glass window to intermediate floors.
- Zinc alloy vertical metal system and glass aluminium window to the top floor.
- Windows and cladding to be aluminium frame with new composite panels where necessary.

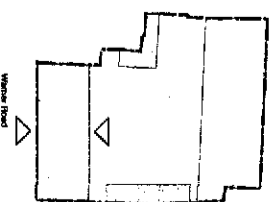
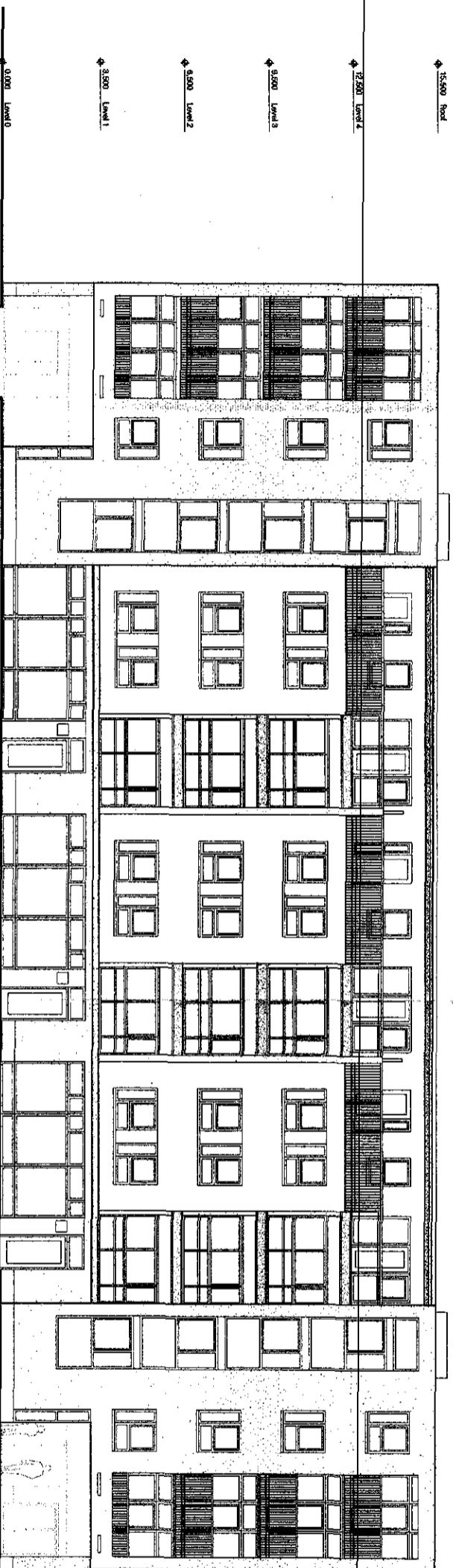
Other details

- Glass walling to ground level (grounded) (grounded) with floor slabs and concrete side panels as indicated. Red memory wall with window frames.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.

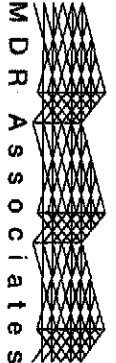
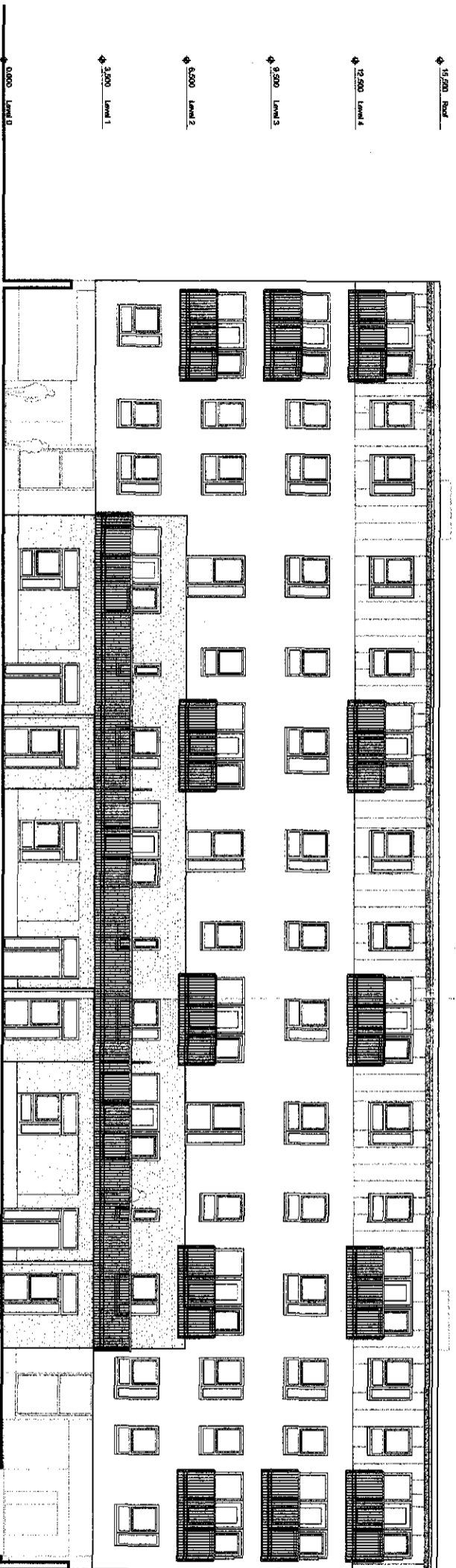
Main notes

- Windows and cladding to be aluminium frame with window / window glass panels to intermediate floors.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.
- Windows and cladding to be aluminium frame with window / window glass panels to intermediate floors.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.
- Windows and cladding to be aluminium frame with window / window glass panels to intermediate floors.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.
- Zinc alloy window head from to ground level.

FRONT ELEVATION (Warner Road)



REAR ELEVATION (Courtyard)



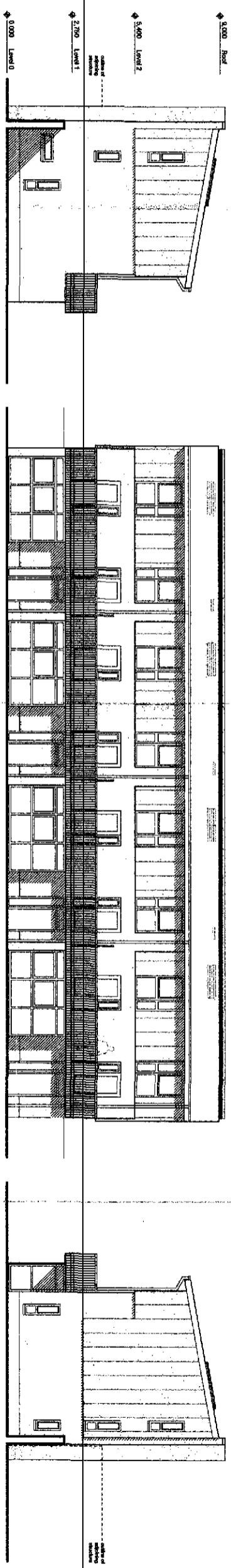
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Date 06 OCT 06  
Drawn By EW  
Checked

Project CAMBERWELL STATION RD  
Southwark London

DELEGATED  
- 6 JUL 2007  
- 1 MAR 2007  
APPROVED

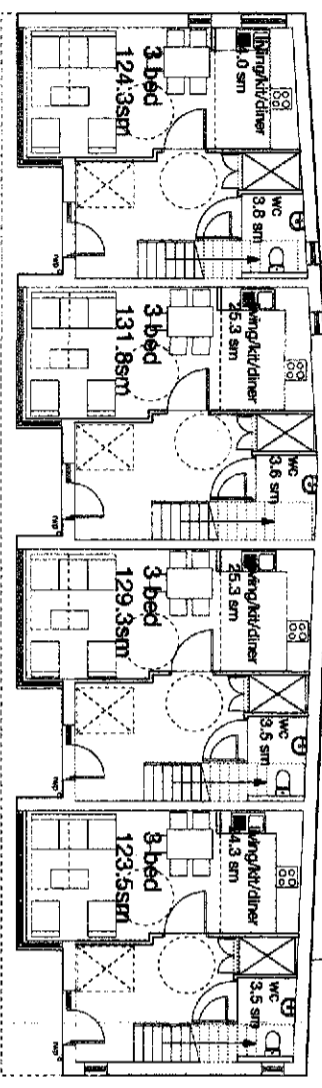
Drawing No. 05002-D-517C

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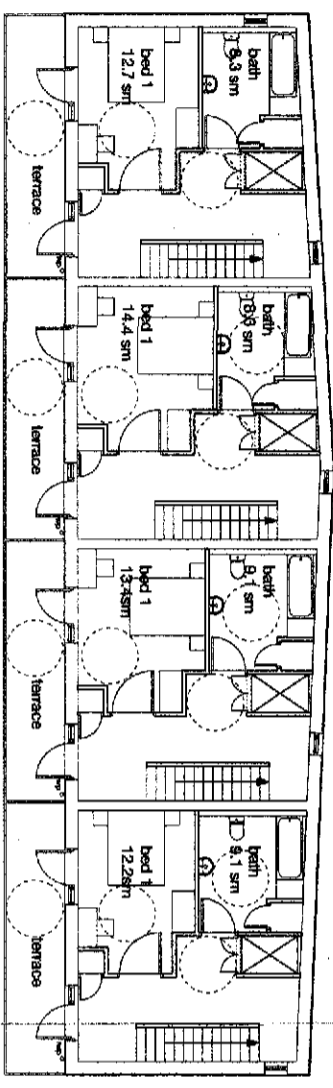


**ENDS & FRONT ELEVATIONS**

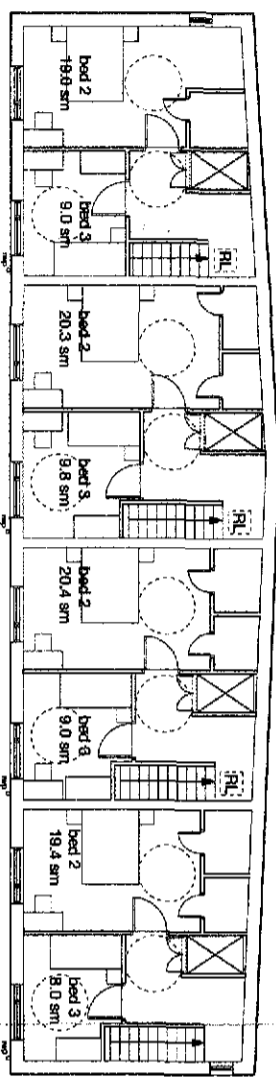
**LEVEL 0 (courtyard)**



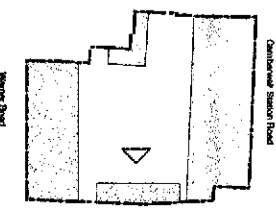
**LEVEL 1**



**LEVEL 2**



**REVISIONS**  
 - Bed roomery made with a windowed ceiling.  
 - The floor raised level system to top floor and connections with ground  
 attribution correct.  
 - Windows and doors to be detailed in future.  
 - Check the floor level (any) raised out into existing garden, steps 1 and 2 and drainage  
 and wall details.



- Revisions**
- |   |          |  |    |
|---|----------|--|----|
| C | Feb 07   | General amendment                                      | EW |
| B | 19.02.07 | General amendment                                      | JC |
| A | 31.01.07 | Living rooms increased and<br>turnings & windows added | EW |

**MDR ASSOCIATES**  
 117 Tottenham Lane, London E16 3TE • info@mdrasso.com  
 T: +44 (0)20 7700 8700 F: +44 (0)20 7700 8777

**Project**  
 CAMBERWELL STATION RD  
 Southwark London

**Scale**  
 1:100 @ A1  
 1:300 @ A3

**Date**  
 OCT 06

**Drawn By**  
 EW/JC

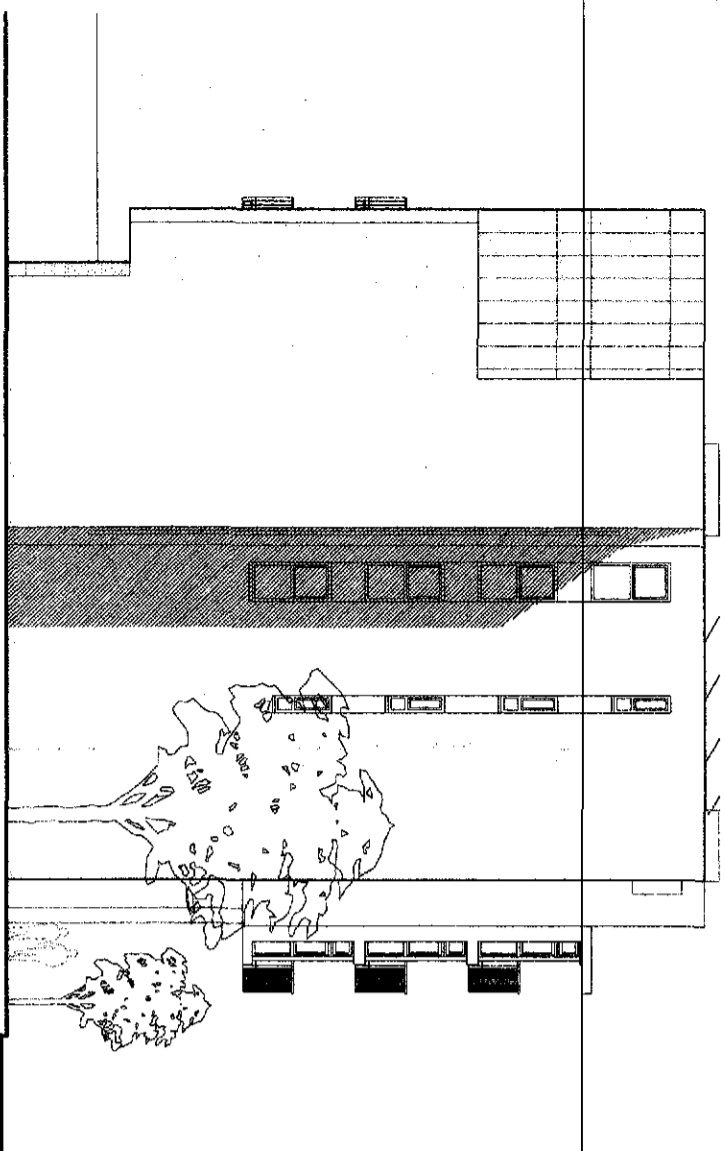
**Checked**  
 EW/JC

**DELEGATED**  
 Drawing  
 1 MAR 2007 PROPOSED: MEWS BLOCK  
 Plans & Elevations  
 AS AP Approved

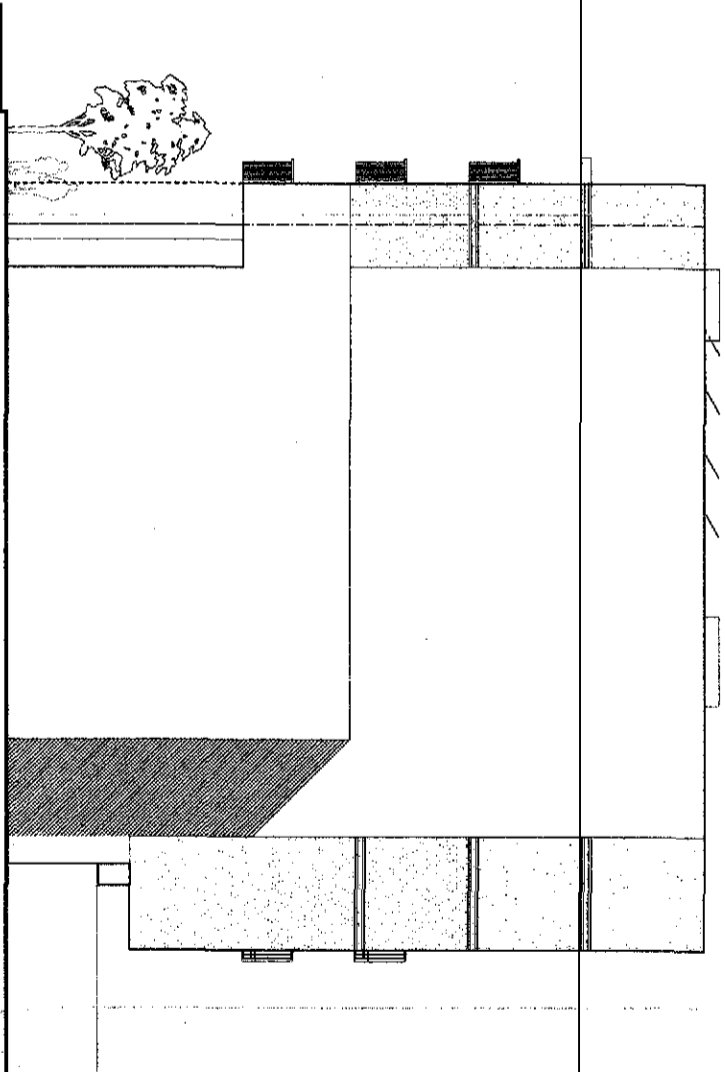
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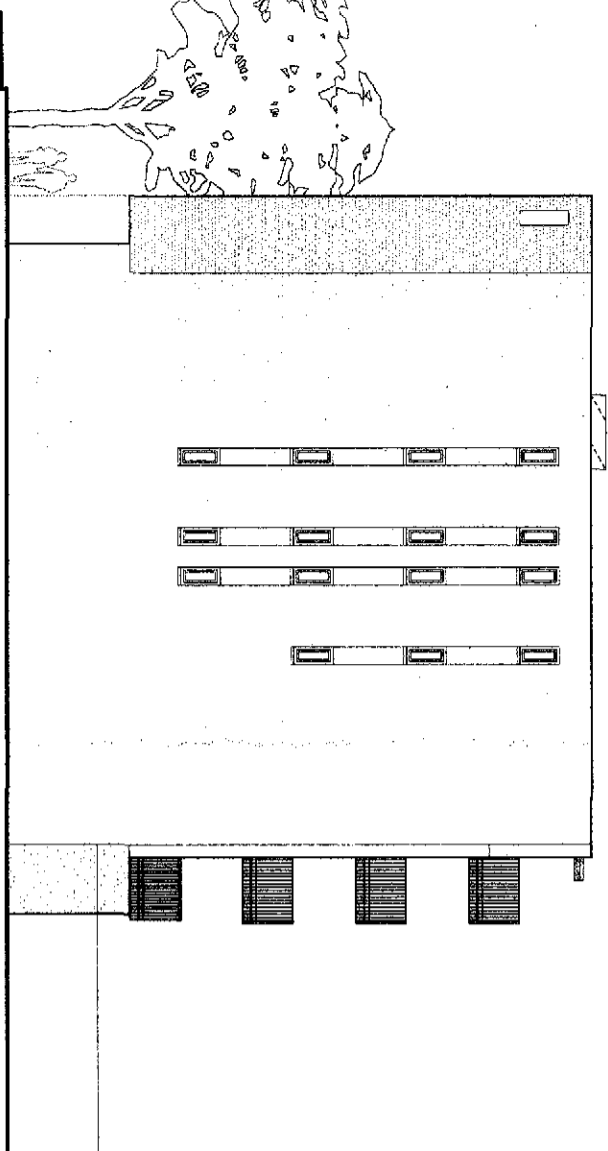
**Conventional and Warner Blocks**  
 End elevations  
 - All elevations shall be shown with window of horizontal projection, unless noted  
 - All elevations shall be shown with window of vertical projection, unless noted  
 - The elevations shall be shown with window of vertical projection, unless noted  
 - All elevations shall be shown with window of vertical projection, unless noted  
 - All elevations shall be shown with window of vertical projection, unless noted



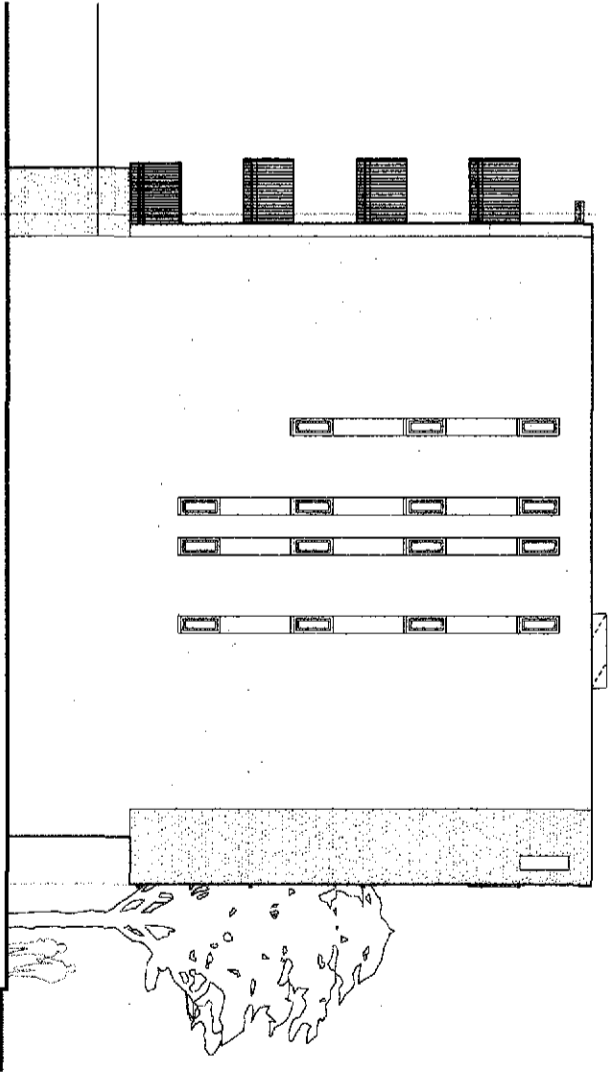
ELEVATION F (Camberwell Block)



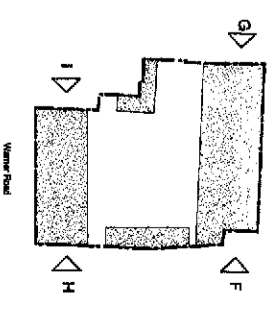
ELEVATION G (Camberwell Block)



ELEVATION H (Warner Block)



ELEVATION I (Warner Block)



Revision  
 C Feb 07 Elevations amended EW/JC  
 B Feb 07 Elevations amended JC  
 A 31.01.07 Elevations, windows, brick band & type added EW/JC

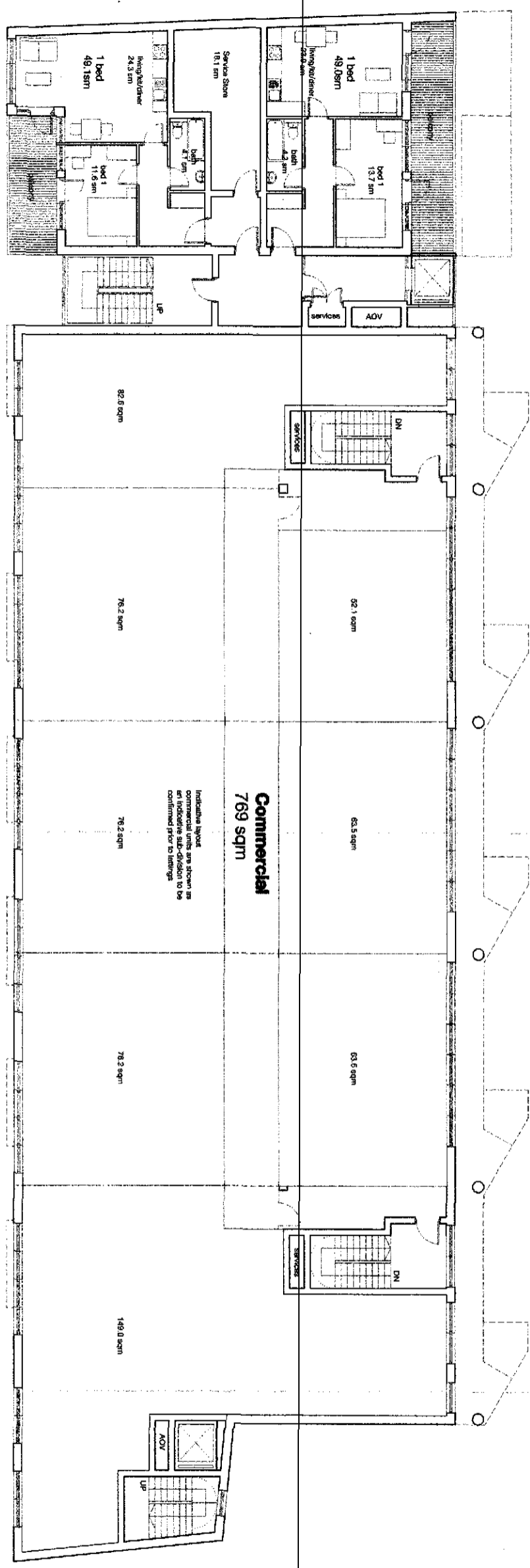
**M D R ALBERT GATED**  
 111-113 Queensway, London W1 4NS  
 Tel: 020 7733 7777 Fax: 020 7733 7778  
 www.mdralbertgated.co.uk

**APPROVED**  
 Date: 06 OCT 08  
 Scale: 1:200  
 Project: CAMBERWELL STATION RD  
 Southwark London

06 AP 21 8 3  
 - 1 MAR 2007

PROPOSED:  
 CAMBERWELL & WARNER BLOCKS  
 End Elevations  
 Drawing No.  
 05002-D-519C

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 OF WORKS



LEVEL 1

Indicative layout. Commercial units are shown as an indicative sub-division to be confirmed prior to lettings.

13 APR 2007	DESIGN
06 AP 21 8 3	ISSUED

- D Apr 07 Rev level 1 unit amended JC
- C Feb 07 Windows & counts amended JC
- B Feb 07 Windows amended JC
- A 31.01.07 Building with reduced windows and columns added JC

MDR ASSOCIATES

Scale: 1:100 @ A1  
 1:200 @ A2  
 1:500 @ A3  
 Project: CAMBERWELL SHIP 2007D  
 Southwark APPROVED

Drawing No. 05002-D-508D  
 PROPOSED: CAMBERWELL BLOCK  
 Level 1



**Notes**  
GENERAL

- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings.
- For setting out refer to Architects drawings.
- All dimensions are in millimetres and levels are in metres unless noted otherwise.
- Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
- Contractor to check/scan for services prior to construction to avoid any damage during works.

**KEY:**



Yellow line note on drawing removed	SS	PP	23.10.14
Yellow line moved away from kerb line	SS	PP	21.10.14
Dims to yellow line and key added	SS	NW	05.08.14
Rev.	Amendment	Drn. Chkd. Appd.	Date

**CAMBERWELL STATION RD.  
SOUTHWARK LONDON SE5 9JZ  
WAITING RESTRICTIONS FOR  
TRAFFIC MANAGEMENT ORDER**

**Scott White and Hookins**

Civil/Structural Engineers    Health and Safety    Approved Inspectors    Geomatic Engineering

Scale at A3    1:500

Project / Drawing No.

**C650-803**

Rev.

**P03**

**DO NOT SCALE FROM THIS DRAWING**



<b>Item No.</b> 13.3	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Estate Parking Scheme - Champion Hill Estate	
<b>Ward(s) or groups affected:</b>		South Camberwell	
<b>From:</b>		Head of Operations	

## RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Seavington House, Champion Hill Estate - to be included in an estate parking scheme
  - Appleshaw House, Champion Hill Estate - to be included in an estate parking scheme
  - Birdsall House, Champion Hill Estate - to be included in estate parking scheme
  - Holderness House, Champion Hill Estate - to be included in estate parking scheme
  - Leconfield House, Champion Hill Estate - to be included in estate parking scheme

## 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 road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendations for five local traffic and parking amendments, involving the implementation of estate parking scheme.

5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

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

6. The area housing team was contacted by some residents of the estate to discuss parking concerns and issues affecting residents.
7. They identified a need for controlled parking within the estate. They explained that it was difficult for residents to park on the estate during the week. They believe the vehicles belong to residents and commuters working in the surrounding areas that park on their estate all day.
8. Subsequently, a deputation regarding the matter was made at Community Council of 12 February 2014.
9. It was agreed that the deputy leader of the council and cabinet member for housing management and the cabinet member for transport, environment and recycling be asked to consider all options for parking restrictions on the Champion Hill estate and that the options to include a ballot of residents.
10. The residents have undertaken a ballot for this part of the estate and it has been agreed that they would like to be included in the estate parking permit scheme.
11. Permit scheme is for residents only, visitor permits are allowed.
12. Enforcement period is Mon-Fri, 7am.-7pm.
13. It is therefore recommended that a parking permit scheme is introduced on the estate to provide parking facility to assist residents of the estate.
14. Having a parking scheme on the estates will ensure only residents and their visitors are entitled to the parking spaces available to park.

#### **Community impact statement**

15. The recommendations are area based and therefore will have greatest affect upon non-residents and non-visitors of those areas where the proposals are made.
16. The introduction of the parking scheme will benefit residents of the estate and their visitors.
17. 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.
18. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.



### **Resource implications**

19. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets. There is no cost implication to tenants and leaseholders.

### **Legal implications**

20. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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**

26. No informal (public) consultation has been carried out.
27. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
28. 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.
29. 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.

30. 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 160 Tooley Street office.
31. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
32. 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
None		

#### APPENDICES

No.	Title
None	

#### AUDIT TRAIL

<b>Lead Officer</b>	Paul Langford, Head of Operations	
<b>Report Author</b>	Ade Adeite, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	27 October 2014	
<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>	27 October 2014	

<b>Item No.</b> 13.4	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Estate Parking Scheme - Elmington Estate	
<b>Ward(s) or groups affected:</b>		Camberwell Green and Brunswick Park wards	
<b>From:</b>		Head of Operations	

## RECOMMENDATION

1. It is recommended that the following local traffic and parking amendments, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Drayton House, Elmington Estate - to be included in an estate parking scheme
  - Hood House, Elmington Estate - to be included in an estate parking scheme
  - Herrick House, Elmington Estate - to be included in estate parking scheme
  - Shirley House, Elmington Estate - to be included in estate parking scheme
  - Dekker House, Elmington Estate - to be included in estate parking scheme
  - Cunningham House, Elmington Estate - to be included in an estate parking scheme
  - Bridges House, Elmington Estate - to be included in an estate parking scheme
  - Drinkwater House, Elmington Estate - to be included in an estate parking scheme
  - Proctor House, Elmington Estate - to be included in an estate parking scheme
  - Flatman House, Elmington Estate - to be included in an estate parking scheme
  - Langland House, Elmington Estate - to be included in an estate parking scheme
  - 1-47 Caspian Street, Elmington Estate - to be included in an estate parking scheme

- Draycott Close, Elmington Estate - to be included in an estate parking scheme
- Jago Walk, Elmington Estate - to be included in an estate parking scheme
- 29-49 Brisbane Street, Elmington Estate - to be included in an estate parking scheme
- 61-91 Brisbane Street, Elmington Estate - to be included in an estate parking scheme
- 1-27 Benhill Road, Elmington Estate - to be included in an estate parking scheme
- 29-59 Benhill Road, Elmington Estate - to be included in an estate parking scheme
- 90-106 Benhill Road, Elmington Estate - to be included in an estate parking scheme
- 1-51 Houseman Way, Elmington Estate - to be included in an estate parking scheme
- Durfey Place, Elmington Estate - to be included in an estate parking scheme

## **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 road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of disabled parking bays
  - statutory objections to origin disabled parking bays.
4. This report gives recommendations for twenty-one local traffic and parking amendments, involving the implementation of estate parking scheme.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## **KEY ISSUES FOR CONSIDERATION**

6. The area housing team was contacted by the T&RA (tenants and residents association). The T&RA represents residents of the estate that meets to discuss issues affecting residents.
7. The group identified a need for controlled parking within the

estates.

8. The group explained that it was difficult for residents to park in most of the blocks during the week and weekends.
9. The residents believe the vehicles belong to residents and commuters and are parking all day.
10. The T&RA have undertaken a ballot for this part of the estate and it has been agreed that they would like to be included in the estate parking permit scheme.
11. Permit scheme is for residents only, visitor permits are allowed.
12. Enforcement period is Mon-Fri, 7am.-7pm.
13. It is therefore recommended that a parking permit scheme is introduced on the estate to provide parking facility to assist residents of the estate.
14. Having a parking scheme on the estates will ensure only residents and their visitors are entitled to the parking spaces available to park.

#### **Community impact statement**

15. The recommendations are area based and therefore will have greatest affect upon non-residents and non-visitors of those areas where the proposals are made.
16. The introduction of the parking scheme will benefit residents of the estate and their visitors.
17. 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.
18. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

#### **Resource implications**

19. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets and have no cost implication to residents or leaseholders.

#### **Legal implications**

20. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. 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.

22. 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.
23. 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.
24. 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.
25. 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**

26. No informal (public) consultation has been carried out.
27. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
28. 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.
29. 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.
30. 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 160 Tooley Street office.
31. Any person wishing to comment upon or object to the proposed order will have 21 days in which to do so.
32. 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
None		

**APPENDICES**

No.	Title
None	

**AUDIT TRAIL**

<b>Lead Officer</b>	Paul Langford, Head of Operations	
<b>Report Author</b>	Ade Adeite, Resident Services Manager	
<b>Version</b>	Final	
<b>Dated</b>	27 October 2014	
<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>	6 November 2014	

<b>Item No.</b> 13.5	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		One hour free parking for shopping parades – consultation locations	
<b>Ward(s) or groups affected:</b>		All wards in the Camberwell Community Council area	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. That the community council approve or amend the list of locations (Appendix 1) that will be consulted on the introduction of one hour free parking.

### BACKGROUND INFORMATION

2. In July 2014 the Cabinet agreed, the new fairer future promises, the fairer future principles and the commitments of the council for the next four years including a commitment to “deliver an hour’s free parking in our shopping parades”.
3. The Cabinet Member for Regeneration, Planning and Transport is currently considering a report to approve the detail of how to deliver that commitment, including the approach to consultation and the decision making process, this process is summarised in Figure 1.

Stage	Dates	Task
1	Oct ‘14	Cabinet member to agree scope of project and decision making process
2	Nov / Dec	Community councils to agree exact locations
3	Jan ‘15	Informal consultation on initial design
4	Feb	Cabinet member to consider results and agree statutory consultation
5	March	Statutory consultation
6	April / May	Implement (or further decision to consider any objections)

Figure 1

4. This report (Stage 2 in Figure 1 above) provides opportunity for the community council to approve or amend the list of locations that will be consulted on regarding the initial design and extent of one hour free parking.

### KEY ISSUES FOR CONSIDERATION

5. The council recognises that small shopping parades rely on local and passing trade and that convenient car parking is one factor that can contribute to a stronger local economy.
6. Not all shopping parades have parking facilities near them and so the objective of this project is to secure the availability of short-term on-street parking at small retail parades as a means of supporting local businesses in competing with major retail centres and/or superstores with off-street car parks.



### **Locations for consultation**

7. Shopping parades are not defined in planning terms and not all parades will be suitable for free parking. To provide a basis for discussion with each community council, officers have carried out a scoping exercise to identify parades and to make an initial recommendation of whether or not they should be consulted on provision of one hour free parking.
8. Locations recommended for consultation (Appendix 1) have one or more of the following characteristics:
  - a. paid-for parking outside the shops and no free (time-limited) bays
  - b. time-limited (free) parking of less than one hour
  - c. free, unrestricted (unregulated) parking.
9. Locations not recommended for consultation (Appendix 2) have one or more of the following characteristics:
  - a. located within the designated planning areas of the Central Activity Zone or within a Major Town Centre
  - b. located on the red route (Transport for London Road Network)
  - c. have existing highway constraints that prevent safe parking or would lead to congestion (eg. existing bus stops, bus/cycle lanes or have double yellow lines that are needed for road safety)
  - d. currently have time-limited free parking of more than 1 hour
  - e. not a parade of shops (ie a single retail unit)
10. The locations recommended in and out of scope of consultation are mapped in Appendix 3.
11. A final list of consultation locations will be prepared that takes account of the feedback from this community council.

### **Policy implications**

12. The Transport Plan 2011<sup>1</sup> provides the policy framework for transport, including parking, in Southwark.
13. The Plan sets out specific targets to reduce the impact of road traffic (emissions, traffic levels, collisions) and to increase the modal share of walking and cycling. Therefore the recommendations made in this report potentially conflict with those existing policies.
14. The Plan provides a parking hierarchy which identifies short-stay shopper/visitor parking as of greater priority than long-stay visitor or commuter parking. In that context, the recommendations made in this report for non-CPZ areas are consistent with policy.

### **Community impact statement**

15. The recommendations are not considered to have any disproportionate affect
-

upon any people identified as possessing protected characteristics.

16. The recommendations are area based and therefore will have greatest effect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
17. The provision of short-stay parking bays will be of greatest benefit to motorists who want to stop for short periods of time.
18. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be predicted until the recommendations have been implemented and observed.
19. 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.

### **Resource implications**

20. The total project cost, for all five community council areas, is approximately £35k. In addition, there will be a potential loss of income of up to £25k per annum. This is based upon the assumption that all paid parking bays are deleted in the locations identified in the initial scoping exercise, however the exact extent is subject to consultation and therefore may be less or more.
21. The estimated total costs of the proposal of can be contained within the overall parking account.
22. The revenue costs associated with the Civil Enforcement Officer patrols will be met from within the existing contractual costs.

### **Consultation**

23. No consultation has yet taken place.
24. Future consultation phases are planned. This will include stakeholder consultation and statutory (traffic order) consultation. Since this is a strategic scheme, no further formal consultation will occur with community councils.
25. Potentially a further two IDM reports, detailing the results of the consultation phases, will be presented to the Cabinet Member for Regeneration, Planning and Transport.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

26. The intention is to carry out consultation in relation to the proposed introduction of one hour free parking in shopping parades which is in accordance with the Council Plan adopted in July 2014.
27. The proposal does not relate to the main road arteries as these fall under the control of TfL but only to the roads which fall under the Council's control. There are no legal issues arising from the carrying out of the consultation.

**Strategic Director of Finance and Corporate Services**

28. The strategic director of finance and corporate services notes that the proposed changes to parking arrangements following consultation, as outlined in this report, will not adversely affect the budgeted surplus from the ring fenced parking account.
29. It is also noted that staffing and other costs of implementing the changes will be contained within existing departmental revenue budgets.

**BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Transport Plan <a href="#">on council website</a>	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH	Tim Walker 020 7525 2021

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix 1	List of streets recommended for consultation
Appendix 2	List of streets not recommended for consultation
Appendix 3	Map of locations recommended in and out of scope of consultation

**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>	4 November 2014	
<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	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	Yes	No
<b>Date final report sent to Constitutional Team</b>		6 November 2014

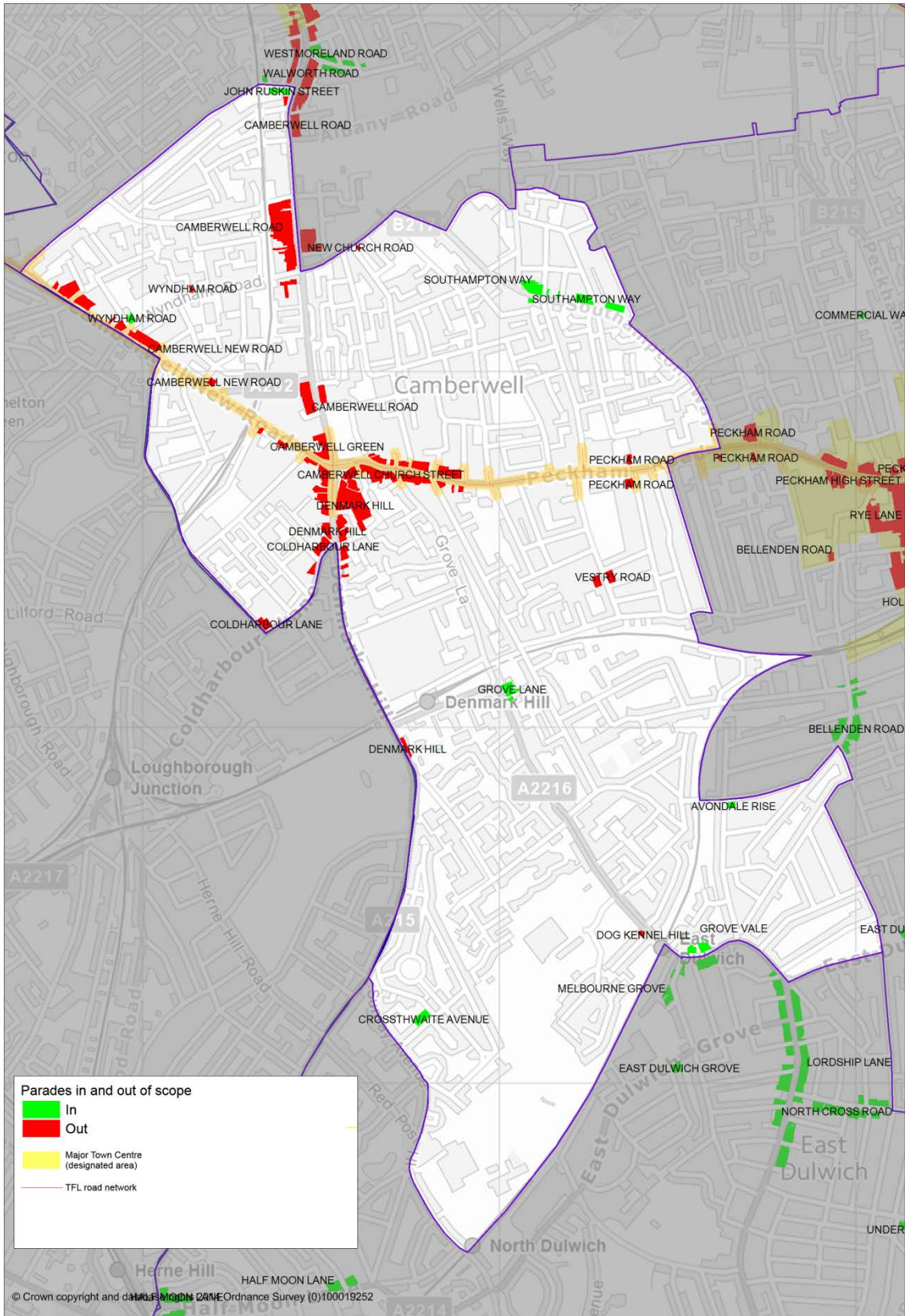
## Appendix 1 – Locations recommended for consultation

In or out consultation scope	Primary reason for recommendation	Street	Locations
<b>Camberwell</b>			<b>7</b>
<b>In</b>			<b>7</b>
	Existing free bays < 1hr		3
		GROVE LANE	1
		JOHN RUSKIN STREET	1
		WYNDHAM ROAD	1
	Paid parking outside parade		2
		SOUTHAMPTON WAY	2
	Unrestricted parking		2
		AVONDALE RISE	1
		CROSTHWAITE AVENUE	1
<b>Grand Total</b>			<b>7</b>

## Appendix 2 – Locations not recommended for consultation

In or out consultation scope	Primary reason for recommendation	Street	Locations
<b>Camberwell</b>			<b>19</b>
<b>Out</b>			<b>19</b>
	Housing		1
		VESTRY ROAD	1
	Not a "parade"		2
		NEW CHURCH ROAD	1
		WYNDHAM ROAD	1
	TLRN		8
		CAMBERWELL CHURCH STREET	1
		CAMBERWELL GREEN	1
		CAMBERWELL NEW ROAD	3
		DENMARK HILL	1
		PECKHAM ROAD	2
	Traffic management		8
		CAMBERWELL ROAD	2
		COLDHARBOUR LANE	2
		DENMARK HILL	2
		DOG KENNEL HILL	1
		VESTRY ROAD	1
<b>Grand Total</b>			<b>19</b>

### Appendix 3 – Map of locations recommended in and out of consultation Camberwell Community Council



<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Coleman Road area parking zone consultation	
<b>Ward(s) or groups affected:</b>		Brunswick Park	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATION

1. That the community council comment upon the consultation boundary and methods for the planned parking zone consultation in the Coleman Road area.

### BACKGROUND INFORMATION

2. The council's 2014/15 parking design programme was approved in September 2014 by the Head of Public Realm in conjunction with the Cabinet Member for Regeneration, Planning and Transport.
3. The programme includes a project to consult upon a possible new parking zone in the Coleman Road area.
4. Part 3H of the Southwark Constitution sets out that community councils should be consulted on strategic traffic management matters such as whether to create a parking zone and the method of any such consultations.

### KEY ISSUES FOR CONSIDERATION

#### Consultation area

5. The area recommended for consultation is identified by way of a map contained in Appendix 1 to this report. Surrounding CPZs (and non-CPZ areas) are also shown.
6. Officers recommend this area on the basis that it:
  - matches concerns raised about parking directly from residents, via ward councilors and through the Wells Way Triangle Residents Association
  - is a logical grouping of streets in terms of the road network
  - is within the allocated budget
  - matches the boundary for another strategic highway project (the Coleman Road area improvement project) and thus provides opportunity to combine the two schemes for the purposes of consultation and delivery.
7. It is noted that this area was consulted but rejected the option of a parking zone in 2011. Full details of that consultation can be found in the background papers.

#### Consultation methods

8. The method of consultation and decision making is fundamentally determined by the [council's constitution](#).



9. The council generally takes a two stage approach ('in principle' and 'detailed design') to consultations when considering whether or not to introduce a new parking zone. Full details of the various parking project types are provided on the [council's website](#).
10. A first stage (in principle) consultation will assess if and where parking problems are occurring, this includes collection of data on parking and a consultation with all residents, businesses and stakeholders. The results of this project will lead to a key decision on which streets, if any, should be progressed to second stage (detailed design).
11. A second stage (detailed design) project will follow a decision to implement the CPZ in some or all of the consultation area. This consultation will cover aspects such as the days and hours of operation, position and type of parking and how it is signed and lined.
12. Where an area is well defined either by (or a combination of) street pattern, existing parking restrictions, project budgets or political boundaries that consultation process may be reduced into a combined 1<sup>st</sup> and 2<sup>nd</sup> stage project (Appendix 2).
13. This particular area meets the criteria to carry out a combined 1<sup>st</sup> and 2<sup>nd</sup> stage consultation. It is bounded on two sides by an existing CPZ and the no-waiting restrictions associated with the B217 (Southampton Way). The street pattern is also reasonably self enclosed with only Newent Close providing an entry/exit point into the network of streets.
14. In respect of the consultation boundary and Newent Close, it has been agreed that the parking zone consultation should extend as far as the proposed location for the motor vehicle closure point (subject to separate consultation via the Coleman Road Area Improvement project).
15. It is therefore recommended that a combined 1<sup>st</sup> and 2<sup>nd</sup> stage consultation is carried out as defined in Figure 1.

Phase		Expected dates
Design & consultation	Parking occupancy / duration surveys	November 2014
	Consultation pack and questionnaire to all residents, businesses and stakeholders, including public exhibition	December 2014
	Draft report to Community Council	February 2015
Decision making	Final report to Cabinet Member for Regeneration, Planning and Transport	April / May 2015
Delivery	Road Safety Assessments Detailed audit review Experimental traffic orders advertised Construction	Early summer 2015
Monitoring	Experimental traffic order (max 18 months)	Nov / Dec 2015 Jan 2016
	Informal consultation (keep / revise / cancel parking zone) Decision report to Cabinet Member	

**Figure 1**

## Policy implications

16. 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

17. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
18. 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.
19. The introduction of a parking zone contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
20. 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.
21. 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.
22. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved access for key services such as emergency and refuge vehicles
  - Improving road safety, in particular for vulnerable road users, on the public highway
23. The consultation leaflets will meet communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets will be available for those with visual impairment.

## Resource implications

24. The costs of the parking zone project, including staff fees, consultation and implementation (if supported) will cost approximately £60,000 which will be funded through capital provisions already established for this purpose.
25. A more accurate estimate of the costs from this scheme will be reported at the end of the consultation.
26. Cost code for parking zone projects is L-5110-0042.

### **Legal implications**

27. Community Council is being asked to comment upon the consultation boundary and methods for the consultation on a possible new parking zone in the Coleman Road area as set out in Council's 2014/15 parking design programme.
28. Paragraph 20 of Part 3H of the Constitution entitled 'Consultation/non-decision making' provides that following a strategic decision to introduce a parking or traffic safety scheme, community councils must be consulted on the detail of the schemes such as:
  - the method of consultation and how it is undertaken;
  - the type of traffic features to be introduced; and
  - where street furniture is positioned.
29. Paragraph 21 of Part 3H of the Constitution provides that Community Council must be consulted on decisions of a strategic nature, such as whether to create parking zones or home zones.
30. The Individual Cabinet Member will ultimately have to decide whether or not to implement the new controlled parking zone and determine objections to traffic orders that are of a strategic nature pursuant to Part 3D of the Council's Constitution following a review of comments from Community Council and the responses to the combined 1<sup>st</sup> and 2<sup>nd</sup> stage consultation. The Individual Cabinet Member can also decide to make strategic changes to an existing CPZ.

### **Consultation**

31. Consultation on the outline of the project has been carried out with the Cabinet Member for Regeneration, Planning and Transport.
32. Officers were invited, attended and presented to the Wells Way Triangle Tenants and Residents Association AGM on 16 September. The council's intention to consult upon a parking zone was discussed and was well received by those present.
33. All aspects of future consultation are detailed in the key issues section of this report.

**APPENDICES**

No.	Title
Appendix 1	Map of recommended parking consultation area
Appendix 2	Combined 1 <sup>st</sup> and 2 <sup>nd</sup> stage parking zone consultation process

**BACKGROUND PAPERS**

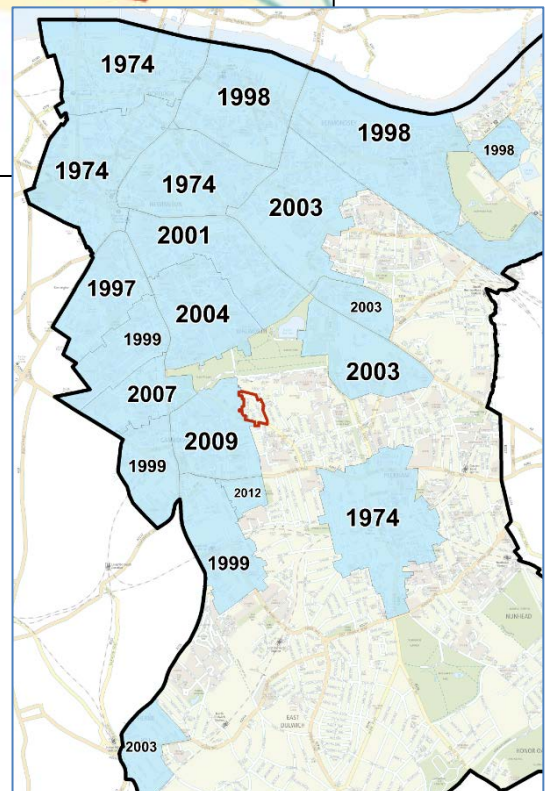
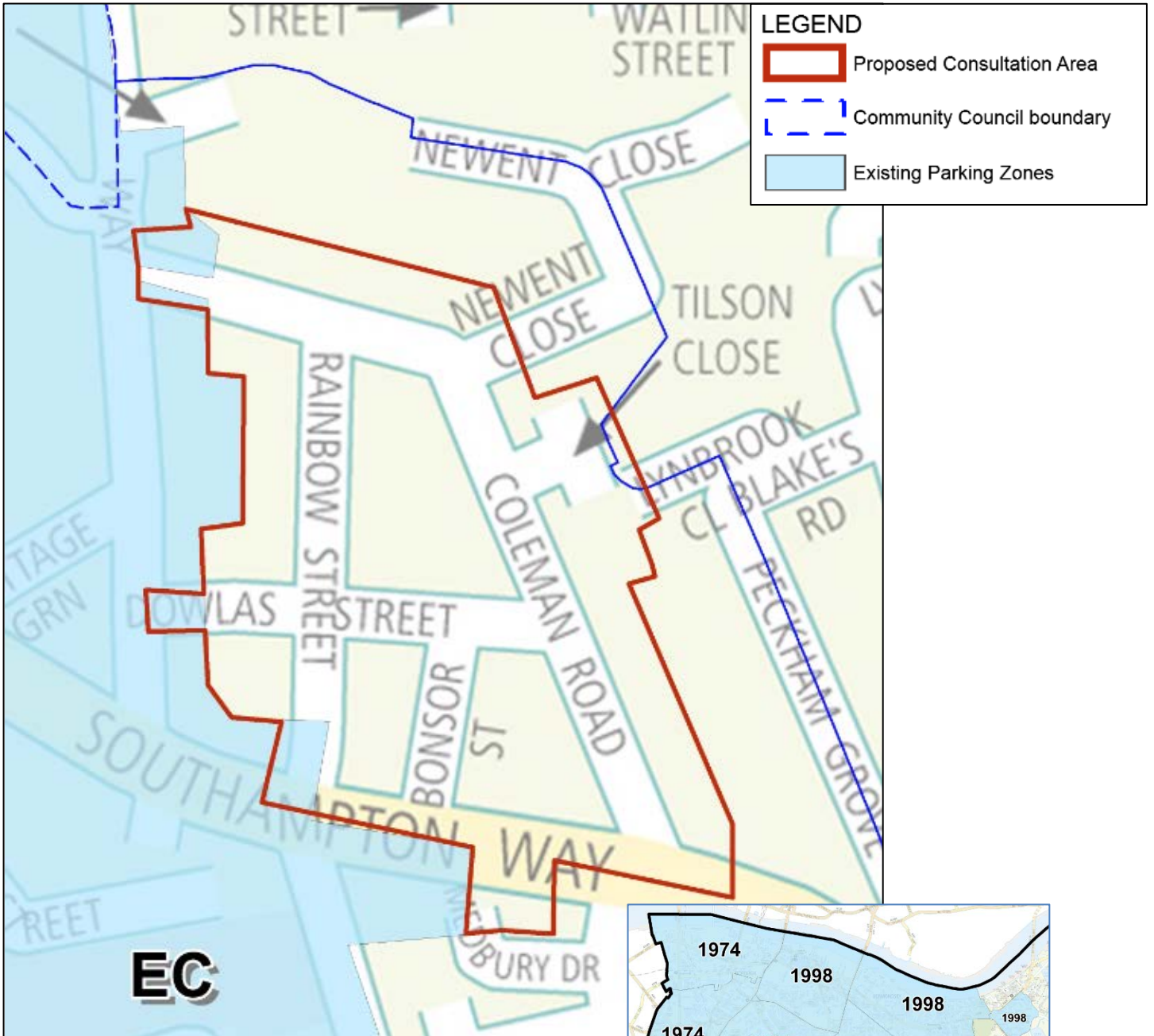
Background Papers	Held At	Contact
East Camberwell 1st stage CPZ consultation report (March 2007)	160 Tooley Street	Tim Walker 020 7525 2021
East Camberwell 2nd stage CPZ consultation report (August 2008)	160 Tooley Street	Tim Walker 020 7525 2021
Lucas Gardens and Southampton Way 1st and 2nd stage controlled parking zone report (September 2011)	160 Tooley Street and <a href="#">on council website</a>	Tim Walker 020 7525 2021
Transport Plan 2011	160 Tooley Street and <a href="#">on council website</a>	Tim Walker 020 7525 2021

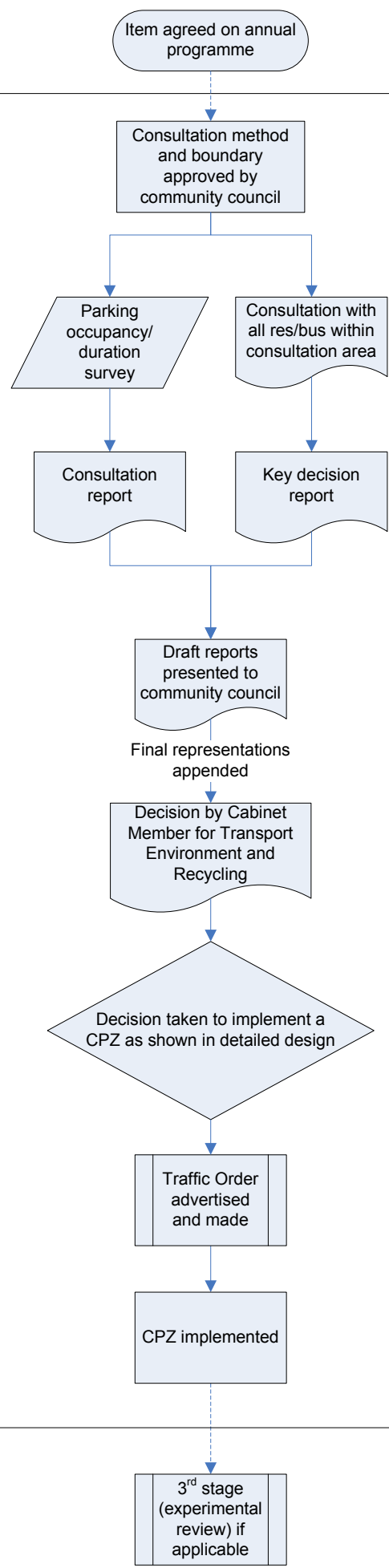
**AUDIT TRAIL**

<b>Lead Officer</b>	Head of Public Realm - Des Waters	
<b>Report Author</b>	Tim Walker	
<b>Version</b>	Final	
<b>Dated</b>	5 November 2014	
<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	Yes	Yes
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	4 November 2014	

**APPENDIX 1**

Proposed consultation area and position relative to other zones (insert, years of zone introduction)





<b>Item No.</b> 15.	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Community Council Highways Capital Investment 2014/15	
<b>Ward(s) or groups affected:</b>		All in the Community Council areas	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. To agree the funding and implementation of the proposed schemes for the Camberwell Community Council as set out in Appendix 1.

## BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council’s reactive maintenance programme.
3. The Council’s non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. In August 2011 and the Cabinet Member for Transport, Environment and Recycling committed to the provision of an allocation of £100k (£800k total) to each Community Council for local investment selections in highways surfacing. This is drawn from and not in addition to the £5.05m available for 2014/15.
5. The financial provision for each Community Councils is pro-rata by ward, as published in Highways Capital Investment Programme 2014/15 dated 12 December 2013 (Appendix 4) and also found at:  
<http://moderngov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>
6. Camberwell Community Council is allocated £171,430 in 2014/15 to be used for its highways surface improvements (carriageway or footway) of its choice. These can be spent on any non-principal road in the area. Any under/over spends from previous years can also be carry forward.

## KEY ISSUES FOR CONSIDERATION

7. The overall budget available to the Camberwell Community Council is £95,033 (£114,285 for 2014/15 minus £11,253 carried over from 2013/14 minus implementation fees £7,999).
8. The commencement and completion of the schemes within the current financial year will depend upon the decision by the Community Council, subject to any adverse weather conditions later in the winter months.

### Community Council Selections

9. This money can be spent on any asset renewal or replacement project selected by the Community Council with the caveats that it cannot be spent on traffic safety or parking schemes, non-functional or decorative installations and / or non-essential works. In addition to the resurfacing selections provided it, the money (or part thereof) could be spent on minor patching and pothole repairs should a Community Council wish to do so.
10. The recommendations detailed in Appendix 1 are based on officer recommendations.

### Delivery

11. Once the Community Council has made its selections they will be designed and delivered as soon as possible in 2014/15. Any under spends or projected overspends will be reported back to Community Council for resolution or reallocation.

### Community Impact Statement

12. There are no specific community impact issues arising from the recommendations.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 0207525 3291 or Matthew Hill 020 7525 3541

### APPENDICES

No.	Title
Appendix 1	Officer Proposals for 2014-15
Appendix 2	Extract from the Highways Capital Investment programme for 2014/15 - Community Council Investment Allocations (Appendix 4)



**AUDIT TRAIL**

<b>Lead Officer</b>	Matthew Hill, Public Realm Programme Manager	
<b>Report Author</b>	Himanshu Jansari, Project Engineer	
<b>Version</b>	Final	
<b>Dated</b>	3 November 2014	
<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	Yes	Yes
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		4 November 2014

**Devolved Community Council Funded Schemes****Community Council : Camberwell**

Date: 15 November 2014

## Funding

Under/Over spend from previous years **-£11,253**

Implementation Fees £7,999

Allocation for FY 2014/15 £114,285

Total available for 2014/15 **£95,033****Officer Proposals**

Candidate Road	Ward	Carriageway Footway	Estimated Cost	Comments
Southampton Way	Brunswick Park	Footway	£12,870	Approx. 60m either side of Jw Havil Street
Southampton Way	Brunswick Park	Carriageway	£26,798	Jw New Church Road to Parkhouse Street
Sedgemoor Place	Brunswick Park	Carriageway	£27,852	Jw Southampton Way to Stanswood Gardens
Crawford Road	Camberwell Green	Footway	£14,872	Jw Valmar Road to Morna Road
Pytchley Road	South Camberwell	Carriageway	£24,783	Jw Bromar Road to Quorn Road
		<b>Overall Total</b>	<b>£107,175</b>	

Extract (Appendix 4 of the Highways Capital Investment Programme for 2014/15 – Community Council Investment Allocations)

Community Council	Ward	Allocation (£k's)	Total
Bermondsey and Rotherhithe	Grange	38.095	£209,525
	Livesey (part)	19.050	
	Riverside	38.095	
	Rotherhithe	38.095	
	South Bermondsey	38.095	
	Surrey Docks	38.095	
Borough, Bankside and Walworth	Cathedrals	38.095	£190,475
	Chaucer	38.095	
	East Walworth	38.095	
	Faraday	38.095	
	Newington	38.095	
Camberwell	Brunswick Park	38.095	£114,285
	Camberwell Green	38.095	
	South Camberwell	38.095	
Dulwich	College	38.095	£114,285
	East Dulwich	38.095	
	Village	38.095	
Peckham and Nunhead	Livesey (part)	19.050	£171,430
	Nunhead	38.095	
	Peckham	38.095	
	Peckham Rye	38.095	
	The Lane	38.095	
			£800,000

<b>Item No.</b> 16.	<b>Classification:</b> Open	<b>Date:</b> 15 November 2014	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Datchelor Place Pocket Space scheme	
<b>Ward(s) or groups affected:</b>		Brunswick Park ward	
<b>From:</b>		Director of Planning	

### RECOMMENDATION

1. That the community council comment upon the following recommendations that are due to be made to the Cabinet Member for Regeneration, Planning, and Transport regarding the Datchelor Place Pocket Space scheme.
  - Due to the support shown by local stakeholders and the wider local community, it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures.

### BACKGROUND INFORMATION

2. In accordance with Part 3H paragraph 19 and 21 of the Southwark Constitution, Community Councils are to be consulted on the detail of strategic parking/traffic/safety schemes.
3. The Community Council is now being given opportunity to make final representations to the Cabinet Member following public engagement.
4. The Cabinet Member for Regeneration, Planning, and Transport supports the principle of the scheme subject to the outcome of this consultation.
5. Datchelor Place is one of five locations in and around Camberwell town centre included in the council's Pocket Spaces programme.
6. The Pocket Spaces programme is part of a wider programme of improvements planned for the town centre, including improvements to the main roads, Camberwell Green and the new library.
7. Public consultation on the wider programme, including the Pocket Spaces, was carried out in January 2013. A Pocket Spaces workshop was held on the 11th May 2013 and stakeholder engagement workshops were held on 16th May 2013.
8. Further feedback on initial design proposals concerned the need to 'design out' anti-social behaviour and to take a flexible approach to allow temporary seating and events to be accommodated. The revised design takes this feedback into account.
9. Subject to approval, the scheme will proceed to detailed design with implementation in Spring 2015.

10. Further Pocket Spaces are being developed and will be delivered in 2015/16.

### **KEY ISSUES FOR CONSIDERATION**

11. Datchelor Place is located off Camberwell Church Street and gives access to local businesses and adjacent housing. The small scale of the space suggests a simple, uncluttered design with the use of high quality materials to create the necessary uplift in the quality of the space.
12. The design objectives for the project are as follows:
- Improve pedestrian access and amenity, creating a more inviting route between Datchelor Close and the adjacent estate.
  - Discourage anti-social behaviour
  - Provide loading facilities to support local businesses
  - Provide community garden/planting opportunities
  - Allow for temporary seating provided by the adjacent businesses wishing to use this space
  - Rationalise bin storage
  - Use design principles and materials to link Datchelor Place with Camberwell Grove opposite
  - Improve lighting
13. High quality materials, including York Stone paving, are proposed.
14. Appendix A shows the proposed scheme for approval.

### **Recommendation to the Cabinet Member for Regeneration, Planning, and Transport:**

15. On the basis of feedback received during public consultation the Cabinet Member is recommended to approve the implementation of the scheme to pedestrianise Datchelor Place, with associated traffic orders and landscaping works.

### **Policy Implications**

16. 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 2.3 – promote and encourage sustainable travel choices in the borough

Policy 4.2 – create places that people can enjoy

### **community impact statement**

17. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
18. The scheme is part of a wider programme and has been developed in consultation with the local community to ensure their aspirations are met. The vision for this scheme was developed on principles established during workshops with local residents and local businesses have also be closely involved.
19. This scheme is intended to improve conditions for pedestrians, local people, businesses and visitors to the area.

### **Resource implication**

20. This report is for the purpose of consultation only and there is no resource implication associated with it.
21. It is however noted that this project is funded by 2014/15 Transport for London LIP Corridors and Neighbourhoods Programme with an allocated budget of £325K.

### **Consultation**

22. Ward members have been consulted prior to consulting the Community Council
23. Public consultation was carried out in 2013 and 2014
24. This report provides an opportunity for final comment to be made by the Community Council prior to a decision scheduled to be taken by the Cabinet Member for Regeneration, Planning, and Transport in November 2014.
25. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

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

26. The Director of Environment and Leisure supports the scheme subject to finalisation of the detailed design.

**BACKGROUND PAPERS**

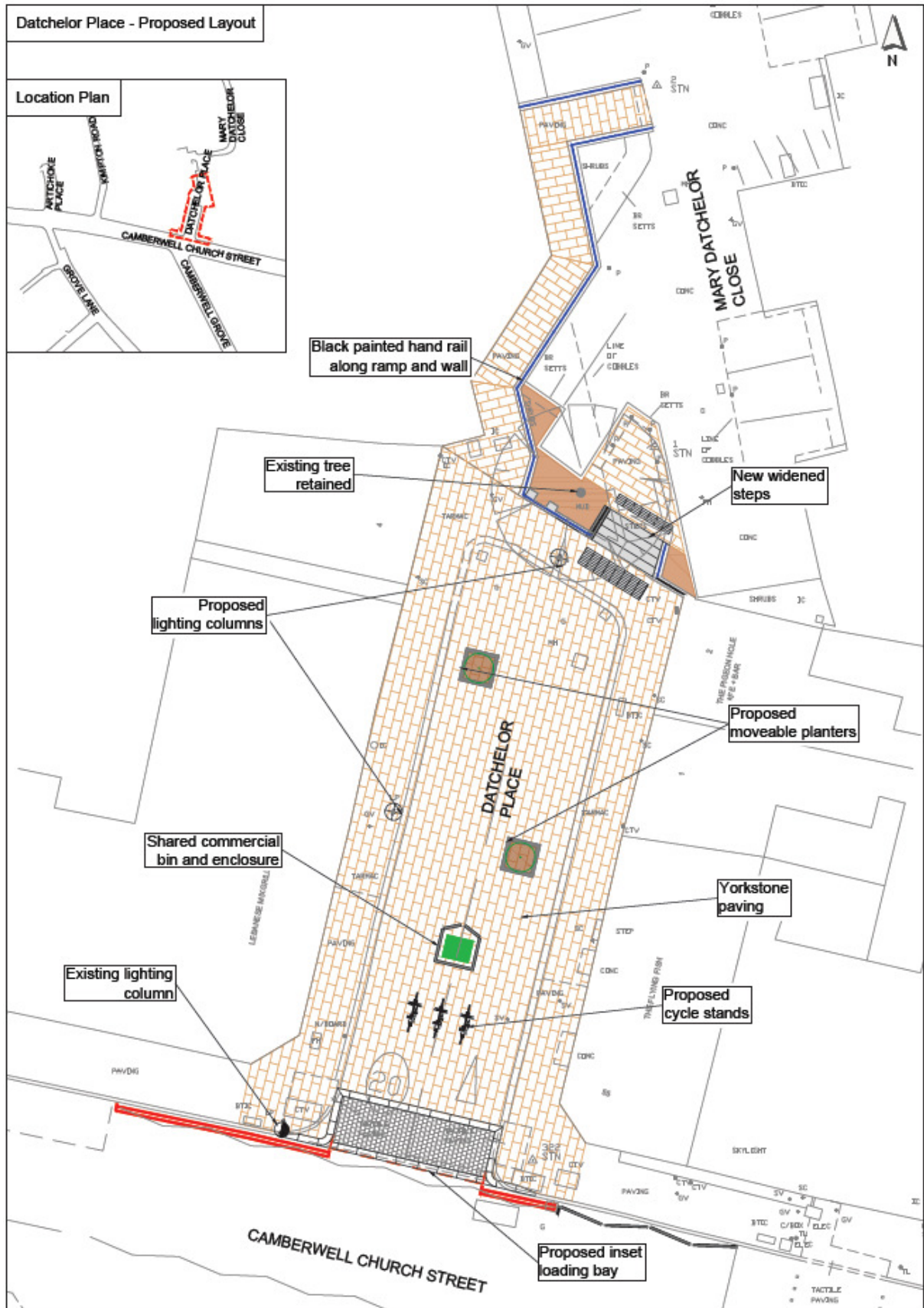
Background Papers	Held At	Contact
Transport Plan 2011 <a href="http://www.southwark.gov.uk/transportplan">www.southwark.gov.uk/transportplan</a>	Southwark Council 160 Tooley Street London SE1 2QH	Simon Phillips Tel: 0207 525 5542

**APPENDICES**

No.	Title
Appendix 1	Proposed scheme design

**AUDIT TRAIL**

<b>Lead Officer</b>	Simon Bevan, Director of Planning	
<b>Report Author</b>	Simon Phillips, Acting Transport Policy Manager	
<b>Version</b>	Final	
<b>Dated</b>	05 November 2014	
<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
Cabinet Member for Regeneration, Planning, and Transport	Yes	No
<b>Date final report sent to Constitutional Team</b>		05 November 2014





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