

Borough, Bankside and Walworth Community Council

Wednesday 15 July 2015

7.00 pm

Amigo Hall, St George's Cathedral, Lambeth Road SE1 7HY (intersection
with St George's Road)

THEME: SUMMER ACTIVITIES

There will be a performance by Carnival del Pueblo
plus stalls by NHS Commissioning, the Sport and Leisure Services Team and community
groups.

Membership

Councillor Martin Seaton (Chair)
Councillor Eleanor Kerslake (Vice-Chair)
Councillor Maisie Anderson
Councillor Neil Coyle
Councillor Helen Dennis
Councillor Karl Eastham
Councillor Paul Fleming
Councillor Dan Garfield

Councillor Lorraine Lauder MBE
Councillor Maria Linforth-Hall
Councillor Rebecca Lury
Councillor Vijay Luthra
Councillor Darren Merrill
Councillor Adele Morris
Councillor David Noakes

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: Tuesday 7 July 2015



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Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES (Pages 1 - 14)	7.05pm
	The minutes of the meetings held on 17 March 2015 and 9 April 2015 to be agreed as correct records of the meeting, and signed by the chair.	
6.	YOUTH COMMUNITY COUNCIL	7.10pm
	Members of the Borough, Bankside and Walworth Youth Community Council to report back on their recent activities and projects.	
7.	COUNCILLOR NEIL COYLE TO ADDRESS THE MEETING	7.20pm
8.	SOUTHWARK MEDIATION SERVICE	7.30pm
	David Walker, Coordinator - Southwark Mediation Service	
9.	SUMMER ACTIVITIES IN YOUR LOCAL PARKS AND AREA	7.40pm
	Councillor Darren Merrill, cabinet member for environment and public realm will introduce this item.	

Item No.	Title	Time
	Other speakers: <ul style="list-style-type: none"> • Sally Pembroke (Unicorn Theatre) • Louise Wilcox (Burgess Park Director) • Leanne Pero (Movement Factory) • Lis Ssenjovu, Southwark Events (Elephant and the Nun) • Tom Rolt (Millwall Community Trust) • Jeremy Leach (Living Walworth) • Nuala Riddell-Morales (Carnaval del Pueblo Association) 	
10.	COMMUNITY ANNOUNCEMENTS	8.40pm
	<ul style="list-style-type: none"> • Changes to GP services - Harprit Lally (NHS Southeast Commissioning Support Group) 	
11.	PETITIONS AND DEPUTATIONS	8.50pm
	The chair to advise on any deputations or petitions received.	
12.	COMMUNITY INFRASTRUCTURE PROJECT LIST - UPDATES ON PROJECTS AND REFRESH (Pages 15 - 21)	8.55pm
	NOTE: This is an executive function. Councillors to consider the information contained in the report.	
13.	PUBLIC QUESTION TIME (Pages 22 - 24)	9.00pm
	This is an opportunity for public questions to be addressed to the chair. Residents or persons working in the borough may ask questions on any matter in relation to which the council has powers or duties. Responses may be supplied in writing following the meeting.	
14.	COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY	9.05pm
	Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.	

Item No.	Title	Time
	<p>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.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in November 2015.</p>	
15.	<p>LOCAL PARKING AMENDMENTS: PROVISION OF CAR CLUB BAYS ON RODNEY ROAD (Pages 25 - 28)</p> <p>NOTE: This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	9.10pm
16.	<p>PARKING SPACES AND PROHIBITION OF DRIVING ON PRICES STREET (Pages 29 - 52)</p> <p>NOTE: This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	9.15pm
17.	<p>SUMNER STREET - PROHIBITION OF MOTOR VEHICLES, REVISIONS TO PARKING PLACES AND WAITING RESTRICTIONS (Pages 53 - 74)</p> <p>NOTE: This is an executive function.</p> <p>Councillors to consider the information contained in the report.</p>	9.20pm
18.	<p>SECURE CYCLE PARKING (BIKE HANGARS) (Pages 75 - 95)</p> <p>Councillors to consider the information contained in the report.</p>	9.25pm
19.	<p>EAST CAMBERWELL (EC) PARKING ZONE REVIEW (Pages 96 - 100)</p> <p>Councillors to consider the information contained in the report.</p>	9.30pm

Date: Tuesday 7 July 2015

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Gerald Gohler, Constitutional Officer Tel: 020 7525 7420 or email: gerald.gohler@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

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

BABYSITTING/CARERS' ALLOWANCES

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

DEPUTATIONS

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

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Borough, Bankside and Walworth Community Council

MINUTES of the OPEN section of the Borough, Bankside and Walworth Community Council held on Tuesday 17 March 2015 at 7.00 pm at InSpire at St Peter's, The Crypt, St Peter's Church, Liverpool Grove, London, SE17 2HH

PRESENT:

- Councillor Martin Seaton (Chair)
- Councillor Neil Coyle
- Councillor Karl Eastham
- Councillor Paul Fleming
- Councillor Dan Garfield
- Councillor Eleanor Kerlake
- Councillor Lorraine Lauder MBE
- Councillor Maria Linforth-Hall
- Councillor Rebecca Lury
- Councillor Vijay Luthra
- Councillor Darren Merrill
- Councillor Adele Morris
- Councillor David Noakes

OTHER MEMBERS

PRESENT: Councillor Richard Livingstone, Cabinet Member for Housing

OFFICER

SUPPORT:

- Alice Orr-Ewing, Resident Involvement Coordinator
- Tim Bostridge, Housing Supply Manager
- Pauline Bonner, Community Engagement Officer
- Sean Usher, Constitutional Officer

1. INTRODUCTION AND WELCOME

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

2. APOLOGIES

Apologies for absence were received from Councillor Maisie Anderson; and for lateness from Councillor Neil Coyle.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair announced that a group of media students from South Bank University had asked to film the meeting as part of their Masters degree.

The chair asked the meeting for permission and it was agreed that the meeting could be filmed.

5. MINUTES

Councillors considered the draft minutes of the Borough, Bankside and Walworth Community Council meetings of 29 November 2014 and 7 February 2015.

RESOLVED:

That the minutes of the meetings held on the 29 November 2014 and 7 February 2015 be agreed as a correct record and signed by the chair.

6. PETITIONS AND DEPUTATIONS

There were none.

7. THEME: THE FUTURE OF COUNCIL HOUSING

The chair introduced the theme and invited Councillor Richard Livingstone, cabinet member for housing to address the meeting. Questions were received from local residents.

The meeting then heard from two council officers, Alice Ewing-Orr and Tim Bostridge, about the future of council housing and the council's plans for it. This included a presentation on the potential sites and the consultations taking place. Members of the public were encouraged to take part in any consultations about council housing. Information was circulated at the meeting on the ways to get involved in the consultations.

The chair then invited speakers from groups opposed to the current redevelopment of the Aylesbury Estate to address the meeting.

8. PUBLIC QUESTION TIME

The following public questions were received at the meeting:

1. Can the council remove the car park sign on Larcom Street as the car park no longer

exists?

2. There is an issue with the parking plates (for meters) on Walworth Place and Cadiz Street (opposite 24 Cadiz Street). Can the council rectify this as people have been using the space as a long term car-park?
3. There is a dangerous junction on John Ruskin Street. Can the council make it safer?
4. Can the surgery details of all the community council members be distributed at the next meeting?

An additional question was received after the meeting:

5. What is happening to the credit union on Walworth Road?

Officers will pass the questions on to the relevant departments and officers and seek responses for the next meeting.

9. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

The community council agreed to submit the following question, which had originally been raised during public question time, to council assembly:

“What plans does the council have to improve planning, housing and regeneration policy to ensure easier access to information on progress, better access to opportunities for local people, and better standards by developers in employment?”

10. COMMUNITY ANNOUCEMENTS

Inspector Martin Nicholson from Southwark Police addressed the meeting. He discussed the declining levels of overall crime in Southwark, but noted that some forms of violent street crime were on the increase. Inspector Nicholson took questions from the public and councillors on a number of issues including arrests under the Mental Health Act.

11. REFRESH AND UPDATE OF THE COMMUNITY INFRASTRUCTURE PROJECT LIST (CIPL) TO GUIDE S106 AND CIL EXPENDITURE IN EACH COMMUNITY COUNCIL

Members discussed the item and raised the possibility of having regular (quarterly) updates on CIPL at community council meetings. This request was passed on to the relevant officers.

Note: This is an executive function.

RESOLVED:

That the funded schemes (as amended) be noted and the Community Infrastructure Project List (CIPL) for this community council, which replaced the previous CIPL agreed in 2013/2014, be updated.

12. CLEANER GREENER SAFER CAPITAL FUND BOROUGH, BANKSIDE AND WALWORTH

Members discussed the report.

Note: This is an executive function.

RESOLVED:

That the allocation of funds for the 2015-16 Cleaner Greener Safer (CGS) capital programme in the Borough, Bankside and Walworth Community Council area for East Walworth, and Faraday wards, as set out in Appendix 1 of these minutes be approved.

13. ALLOCATION OF NEIGHBOURHOODS FUND 2015/16

Members discussed the information contained in the report.

Note: This is an executive function.

RESOLVED:

That a total of £160,224 of the Neighbourhoods Fund 2015/16 from the list of applications outlined in Appendix 1 of the report be allocated. This amount consists of two elements, namely £150,000 available for 2015/16 and £10,224 of unallocated funding carried forward from previous years revenue programmes, known as Cleaner, Greener, Safer Revenue (CGS Revenue) and Community Council Fund (CCF). The actual allocations are detailed in Appendix 2 of the minutes.

The allocations for Cathedrals and Faraday wards will be decided at a special meeting of the Community Council on 9 April 2015. The reason for the decisions being deferred is that after the decisions were announced, it came to light that due to administrative errors, some applications from Cathedrals and Faraday Wards were not included in the selection process or placed wrongly in another ward.

14. RE-INSTATING YELLOW LINES AT THE CORNER OF STANWORTH STREET AND MILLSTREAM ROAD, BERMONDSEY SE1

This item was withdrawn, due to it pertaining to a different community council area.

15. LOCAL PARKING AMENDMENTS

Members noted the report.

Note: This is an executive function.

RESOLVED:

1. That the local traffic and parking amendments, detailed in the appendices to the report, be approved for implementation subject to the outcome of any necessary statutory consultation and procedures.
2. That for Webber Street and Glasshill Street, the following be approved:
 - a) convert existing permit bay in Webber Street to loading only bay
 - b) install new permit bay outside No. 21 Glasshill Street
 - c) introduce new 'at any time' waiting restriction (double yellow lines) on the raised table in Webber Street.

The meeting ended at 9.50pm.

CHAIR:

DATED:

Appendix 1

CGS Decisions (Item 12) – East Walworth and Faraday

East Walworth		
Ref	Proposal Name	Award
373500	East Street Market/Nursery Row Park gateway cleanup	£12,500.00
377745	Alvey Estate playground upgrade	£17,245.00
377975	Gardening and environmental education for all at Pembroke Community Garden throughout the year	£21,560.00
378247	Surrey Square Park bulb planting event	£1,500.00
400224	Locksfield Leisure improvement	£7,500.00
400240	Kinglake Estate Playground improvements	£22,000.00
400272	Salisbury Estate improvement	£8,000.00
377035	Southwark Cricket Development Programme at Burgess Park Cricket Academy	£3,240.00
378844	Larcom Street Tree improvements	£10,000.00
377237	Garden power	£2,980.00

Faraday		
Ref	Proposal Name	Award
364455	Bike Safe	£6,500.00
376819	Cadiz Street/Walworth Place enhancement	£3,000.00
400186	Hanging Baskets, Octavia Hill	£7,000.00
400187	Hanging Baskets, Elizabeth Estate	£5,000.00
377363	The earth moving project	£20,000.00
377846	Playground, Gateway	£18,000.00
400230	Monkey Park	£29,615.00
375505	Artic project at Inspire	£385.00

Allocation of Neighbourhoods Fund 2015/16 (Item 13)

Appendix 2

Chaucer ward:

Name of Group:	Name of Project:	Funding applied for [£]:	Total award allocated [£]
Faces in Focus	Solution Based Counselling	£4,814	£500
Bankside Open Spaces Trust	Rock-It Kids Gardening Club	£1,000	£1,500
Decima Tenants & Resident Association	8th Annual Decima Street TRA Festival & Award Night	£2,000	£750
Groundwork London	Peveril House Pocket Park	£4,440	£4,400
Lawson Tenants & Resident Association	Capoeira Angola Community	£5,000	£1,000
Leathermarket JMB	Making Meakin More	£5,000	Nil
Mental Fight Club	Volunteer Training & Development Programme	£4,900	£3,000
Rockingham Women Group	Sewing Circles	£800	£800
Southwark Muslim Forum / Southwark Eid	Keep Active Stay Focused	£1,030	£1,030
Southwark Players	Southwark Players	£7,500	£1,500
Southwark Playhouse	Summer School	£4,500	
St George The Martyr Church	café@stgeorge	£10,810	£3,000
Tabard Central Tenants & Resident Association	Tabard Central Growing Group	£3,300	£2,000
Community Safety & Enforcement team	Community Warden Patrol		£9,170

East Walworth ward:

Name of Group:	Name of Project:	Funding applied for [£]:	Total award allocated [£]
Burgess Park Cricket Academy Cricket Club	Southwark Cricket Development Programme At Burgess Park Cricket Academy	£12,000	£10,000
Carnaval del Pueblo Association	Dance Latino!	£5,000	£4,000
CoolTan Arts	'Walworth's Festival Of Culinary Delights'	£4,000	Nil
Friends of Burges Park	Park Life	£2,510	£2,510
<i>Golden Umbrella [withdrawn]</i>	<i>FGM</i>	<i>£5,700</i>	Nil
Liam Wyles	Turning Over A New Leaf	£2,700	Nil
Sussan Coin Wash	New Shop front sign and shutters	£2,000	£2,000
Pembroke House	Community growing at Pembroke House: animating Pembroke Pocket Garden as a learning and social space	£5,000	£5,000
Romain Inspired Trainers	Training for your future	£5,000	Nil
Silverfit	Silver Tuesdays and Silver Thursdays (Silver Fun days?)	£4,800	Nil
Somali Youth Action Forum	Access to sport and the outdoors for young people	£2,685	£2,685
Southwark Cyprus Turkish Association	SCTA - Elderly & Disable Project	£2,032	£2,032
Southwark Sea Cadets	Southwark Sea Cadets First Aid for All	£1,668	£1,668
Walworth Wanderers FC	Walworth Wanderers FC	£5,022	£5,022

Newington ward:

Name of Group:	Name of Project:	Funding applied for [£]:	Total award allocated [£]
Faces in Focus	Solution Based Counselling	£4,814	£1,117
Afro-Brazilian Arts & Cultural Exchange Institute	Cultural Exchange	£3,500	Nil
Bee Urban	Kennington Park Extension	£700	£700
Camberwell After School Project	CASP 30th Anniversary Celebration of Supporting Children and Families in the Community	£5,000	£,2500
Draper Residents Association	Draper 50 Initiative - IT'S A FIESTA	£3,867	£3,867
Futures Theatre Company	Sugar & Spice	£3,000	Nil
Mercy Mission UK	Community Base Empowerment	£79,374	Nil
Paisley Park	Dog training at Paisley Par	£1,000	£1,000
Pullens Tenants & Resident Association	Community gardening for all	£2,960	£2,960
Pullens Tenants & Resident Association	Pullens Film Club	£5,000	£2,500
Rutley Close Tenants & Resident Association	Rutley Close landscaping and community gardening project	£8,000	£5,000
Southwark Cathedral	Restoration of the Memorial Garden within the South Churchyard	£11,005	Nil

Name of Group:	Name of Project:	Funding applied for [£]:	Total award allocated [£]
Southwark Cathedral Education Centre	Southwark Cathedral Education Centre – 80 trails for Southwark schools.	£4,350	Nil
Southwark Street Pastors	Training for street pastors patrolling, Elephant and Castle, Newington Causeway, London Bridge, Cathedral area	£4,910	Nil
Surrey Gardens Tenants & Resident Association	Forsyth Gardens Planting	£2,000	£2,000
The Walworth Society	The Walworth Timeline	£5,000	£2,500
Walworth Allotments Association	Planting native trees and plants in Walworth	£857	£857
Walworth Garden Farm	Plot to Plate @Walworth Garden Farm	£5,000	£5,000

Borough, Bankside and Walworth Community Council

MINUTES of the special meeting of the Borough, Bankside and Walworth Community Council held on Thursday 9 April 2015 at 7.00 pm at 160 Tooley Street, London SE1 2QH.

PRESENT: Councillor Martin Seaton (Chair)
Councillor Maisie Anderson
Councillor Neil Coyle
Councillor Dan Garfield
Councillor Maria Linforth-Hall
Councillor Rebecca Lury
Councillor Darren Merrill
Councillor Adele Morris
Councillor David Noakes

OFFICER SUPPORT: Sean Usher, Constitutional Team
Forid Ahmed, Community Engagement Team
Pauline Bonner, Community Engagement Team

1. WELCOME AND INTRODUCTIONS

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

2. APOLOGIES

Apologies for absence were received from Councillors Karl Eastham, Eleanor Kerlake, Paul Fleming and Lorraine Lauder.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

5. ALLOCATION OF NEIGHBOURHOODS FUND 2015/16 FOR CATHEDRALS AND FARADAY WARDS

Councillors considered the applications for funding contained in the report.

Note: This is an executive function.

RESOLVED:

1. That the earlier decisions by the Borough, Bankside and Walworth Community Council on 17 March 2015 for Cathedrals and Faraday wards, outlined in Appendix 1 of the report were confirmed.
2. That the Borough, Bankside and Walworth Community Council (BB&W) considered the list of additional applications for Cathedrals and Faraday wards that were omitted from the lists submitted to the Community Council of 17 March 2015, as outlined in Appendix 2 of the report.
3. That the BB&W community council chose to fund the additional groups listed in Appendix A of these minutes, and noted the financial implications at paragraph 25 and 26 of the report.

Meeting ended at 7.10 pm

CHAIR:

DATED:

Appendix A

Ward:	Name of Group:	Name of Project:	Funding Awarded [£]
Cathedrals additional applications – Announced on 9 April 2015			
Cathedrals	Gateway Foyer	Resident President	£500
Cathedrals	Southwark Cathedral Education Centre	Southwark Cathedral Education Centre – 80 trails for Southwark schools.	£4,350

Ward:	Name of Group:	Name of Project:	Funding Awarded [£]
Faraday additional applications – Announced on 9 April 2015			
Faraday	Aylesbury Every Woman's Centre	Aylesbury Every Woman's Project	£2,000
Faraday	Community Cycleworks	Young People Bikefix And Build A Bike Courses	£1,626
Faraday	FLY Consortium	Fly Southwark	£2,500
Faraday	St Peter's Church - Walworth	Party in the Park	£4,874
Faraday	The Nelson Tenants & Resident Association	Sportsworld - At The Nelson	£2,000
Faraday	XLP	XLP Aylesbury Weekend Away	£2,000

Item No. 12.	Classification: Open	Date: 15 July 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Refresh and update of the Community Infrastructure Project List (CIPL) to guide S106 and CIL expenditure in each community council	
Ward(s) or groups affected:		Borough, Bankside and Walworth Community Council	
From:		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 2013/2014 and came to the previous Borough, Bankside and Walworth Community Council meeting.

BACKGROUND INFORMATION

2. In 2013 the council consulted on and adopted the Community Infrastructure Project List (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 the council 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 45 projects, 10 projects have been fully funded and a further 3 partially financed, see appendix 2. 20 new projects are proposed to be added to the list, including community centres severing particular needs, Cooltans and About Stones End Day Centre, 56 Southwark Bridge Road, Walworth greening projects and projects within Burgess Park.
7. One additional project is to be added to the list agreed at the March 2015 meeting, the Peace Playground project in Geraldine Mary Harmsworth Park.

KEY ISSUES FOR CONSIDERATION

8. Southwark CIL was adopted in March and introduced in April 2015, and future 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.
9. 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.
10. 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
11. 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 2).
12. It is currently proposed to keep the CIPL separate from Cleaner Greener Safer (CGS), however individual projects may crossover.

Policy implications

13. 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 new S106 SPD expected for adoption in late March 2015 / early April 2015.
14. 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

15. 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

16. 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.
17. 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.
18. 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

19. Throughout the year, most recently the July Planning Committee update report, July community council announcements, S106 2012-2014 Annual report.
20. This report now proposes the new projects that have come in during the last year.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

21. 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.
22. 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.
23. 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.

24. 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

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

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
None		

APPENDICES

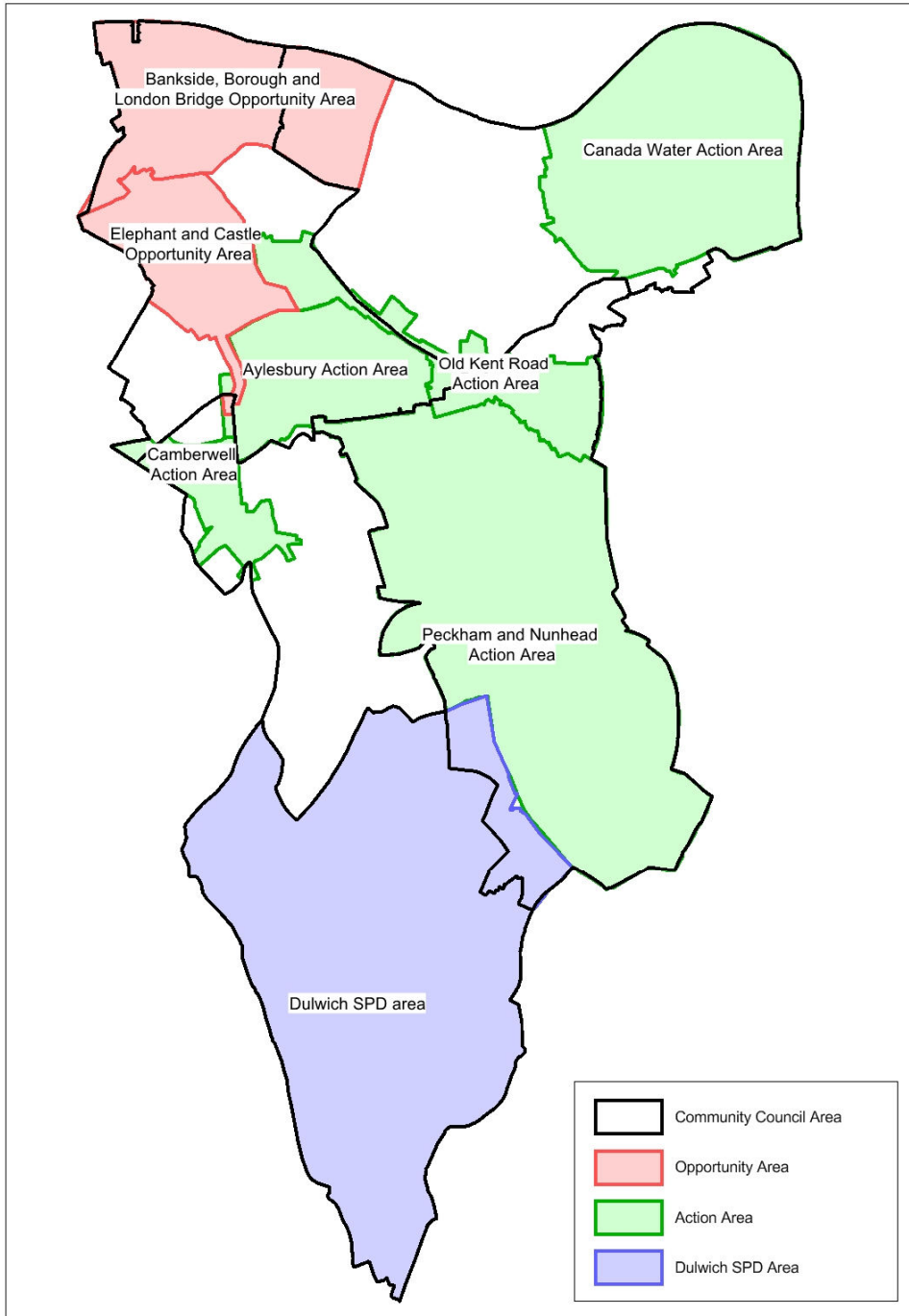
No.	Title
Appendix 1	CIL Local Funding Areas
Appendix 2	Community Infrastructure Project List (CIPL) proposed July 2015

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Zayd Al-Jawad, Section 106 & CIL Manager	
Version	Final	
Dated	22 April 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	No	No
Date final report sent to Constitutional Team	22 June 2015	

APPENDIX 1

CIL Local Funding Areas



APPENDIX 2

Community Council	Borough, Bankside & Walworth			Jul-15
Project list	S106	CIL	Local SCIL Area	Update
Mint Street Playground community space	Yes - community facilities	Yes	BBLB OA (2)	Unfunded - remain on list
Mint Street Playground	Yes - open space, play	Yes	BBLB OA (2)	Part funded 2013-4
Borough High Street public realm and road safety improvements	Yes - public realm, transport	Yes	BBLB OA (2)	Unfunded - remain on list
Borough Road public realm / greening	Yes - public realm, transport		BBLB OA (2)	Unfunded - remain on list
Cross Bones Meanwhile improvements	Yes - open space	Yes	BBLB OA (2)	Unfunded - remain on list
Disney Place public realm improvements	Yes - open space	Yes	BBLB OA (2)	Unfunded - remain on list
Pedestrian routes through Landmark Court	Yes - transport	Yes	BBLB OA (2)	Unfunded - remain on list
Lant St.Weller St public realm and green links	Yes- public realm	Yes	BBLB OA (2)	Unfunded - remain on list
Little Dorrit Court and Park entrance	Yes - open space	Yes	BBLB OA (2)	Expected 2015 S106 funding
Little Dorrit Park improvements	Yes - open space	Yes	BBLB OA (2)	Expected 2015 S106 funding
Canopy to London Bridge Tube station entrance (west)	Yes - transport	Yes	BBLB OA (2)	Unfunded - remain on list
Low line Railway viaduct pedestrian and cycle route	Yes - transport	Yes	E&C Opport. Area (2)	Unfunded - remain on list
Red Cross Garden Improvements	Yes - open space	Yes	BBLB OA (2)	Unfunded - remain on list
Redcross Way public realm	Yes- public realm	Yes	BBLB OA (2)	Unfunded - remain on list
Pedestrian route behind Hop exchange	Yes- public realm	Yes	BBLB OA (2)	Unfunded - remain on list
Southwark Bridge Road road safety improvements	Yes - transport	Yes	BBLB OA (2)	Unfunded - remain on list
Southwark Street road safety improvements	Yes - transport	Yes	BBLB OA (2)	Unfunded - remain on list
St George's Garden improvements	Yes - open space	Yes	E&C Opport. Area (2)	Unfunded - remain on list
Stoney Street public realm and ped safety	Yes- public realm and transport	Yes	BBLB OA (2)	Unfunded - remain on list
Toulmin Street public realm and ped safety	Yes- public realm and transport	Yes	BBLB OA (2)	Unfunded - remain on list
SPAM Tenants & Residents Association Hall	Yes - community facilities	Yes	BBLB OA (2)	Unfunded - remain on list
Park Street open space improvements	Yes - open space	Yes	BBLB OA (2)	Unfunded - remain on list
Waterloo Road public realm improvements	Yes- public realm and transport	Yes	BBLB OA (2)	Unfunded - remain on list
Tate Community Garden Extension	Yes - Public realm	Yes	BBLB OA (2)	Unfunded - remain on list
Glengall Road / Old Kent Road (Burgess Park) open space improvements	Yes - open space	Yes	Aylesbury Action Area (3)	Expected 2015 S106 funding
Pedestrian crossing in Upper Ground	Yes- transport	Yes	BBLB OA (2)	Expected 2015 S106 funding
Christchurch Gardens improvements	Yes - open space	Yes	BBLB OA (2)	Part-funded 2013-2014 from S106
Walworth Road, footways and greening, Fielding Street	Yes- public realm and transport	Yes	E&C Opport. Area (2)	Unfunded - remain on list
New projects to be added to the list	S106	CIL		Notes / contacts
Cootans Arts Centre - Community Space	Yes - community facilities	Yes	E&C Opport. Area (2)	Ms Baharier (Cootans)
Reintroduction of a traditional bandstand (poss using hard-standing stone arc still surviving towards east of tennis courts)	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Public art/sculpture Burgess Park	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Name place making for St George's dry garden, carved stone to suit the location as an old church yard (idea put forward by Oliver Miller)	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Repairs to external of Passmore Edwards library and basement for community use	Yes - community facilities	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Proposal for an additional Community Garden in BP - A Materials Garden - within the park (a follow-on of the Basket Garden idea previously discussed). Could be set-up and run in a similar way to Glengall Wharf, except instead of food crops it will be materials crops to supply projects within/across the Park.	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Improve Summer Road as an alternative cycle route to Surrey Canal Walk which should be the quiet and slow route	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Increase public open space by taking out Waite St	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Repair the pavements around the park to take out now redundant road/entranceways/kerbs and replace with pavement	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park

New projects to be added to the list	S106	CIL		Notes / contacts
Measures to fix worst paved and puddling spots on main paths	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
56 Southwark Bridge Road - kitchen community facilities	Yes- community facilities	Yes	BBLB OA (2)	Cllr Morris
Additional Toilets in or near Burgess Park	Yes - open space	Yes	Aylesbury Action Area (3)	Friends of Burgess Park
Street improvements to Steeman st, Almeilia St, Manor Place and Penton Place	Yes- Public Realm, Transport	Yes	E&C Opport. Area (2)	Walworth Society
Pedestrianising / Greening Liverpool Grove	Yes- Public Realm, Transport	Yes	E&C Opport. Area (2)	Walworth Society
Pedestrianising / Greening Carter Place	Yes- Public Realm, Transport	Yes	E&C Opport. Area (2)	Walworth Society
Links between Green Spaces (see map) in Walworth	Yes- Public Realm, Transport	Yes	E&C Opport. Area (2)	Walworth Society
Manor Place Terrace public realm improvements	Yes- Public Realm, Transport	Yes	E&C Opport. Area (2)	Walworth Society
Public realm improvements to Rodney Rd, East Street and Bagshot Street	Yes- Public Realm, Transport	Yes	E&C Opport. Area (2)	Walworth Society
Walworth Road, historic way finding and street signage	Yes- Public Realm, Transport	Yes	E&C Opport. Area (2)	Walworth Society
Stones End Day Centre	Yes - community facilities	Yes		Lewisham & Southwark Age UK
Access improvements to Walworth Garden Farm	Yes- community facilities	Yes	E&C Opport. Area (2)	Walworth Garden Farm Fiona Sim
Peace Playground project in Geraldine Mary Harmsworth park	Yes - open space	Yes	E&C Opport. Area (2)	Cllr Noaks
York stone paving Trinity Church Square	Yes - Public Realm	Yes	BBW CC (4)	TNRA - Edward Heckels
Projects funded - to be removed from list				
Winchester palace garden	Yes - public realm	Yes		Funded 2013-2014 from S106
Paisley Park Masterplan	Yes - open space	Yes		Funded 2013-2014 from S106
Tabard St open Space	Yes- public realm	Yes		S106 and other funding 2014
Nelson Square improvements	Yes - open space	Yes		Funded 2013-2014 from S106
Holland St. Improvements public realm improvements	Yes- public realm	Yes		Funded 2013-2014 from S106
Ewer Street public realm improvements	Yes - open space	Yes		Funded 2013-2014 from S106
Marlborough Sports Garden improvements	Yes - open space	Yes		Funded 2013-2014 from S106
Great Suffolk Street public realm improvements	Yes- public realm	Yes		Funded 2013-2014 from S106
Prices Street public realm improvements	Yes- public realm	Yes		Funded 2013-2015 from S106
Copperfield Garden (All Hallows) improvements	Yes - open space	Yes		Funded, 2015/16 completion
Farnham Place public realm and urban greening	Yes- public realm	Yes		2015/216 completion
Flat iron square public realm improvements	Yes- public realm	Yes		Completed
Great Guildford St public realm improvements	Yes- public realm	Yes		S106 funed 2015 completion
Grotto Podiums public realm improvements	Yes- public realm	Yes		Unable to deliever due to freehold
Sumner St public realm and ped safety	Yes- public realm and transport	Yes		S106 funded 2016 completion



Borough, Bankside and Walworth Community Council

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this form to Gerald Gohler, Constitutional Officer

**Public questions received at Borough, Bankside & Walworth Community Council
17 March 2015**

Question	Response
Can the council remove the "car park" sign on Larcom Street as the car park no longer exists?	The council's parking team have been through the streets around the old car park at Stead Street, and have removed, or ordered the removal of, any signs which were found. All of these signs should now have been removed.
There is an issue with the parking plates (for meters) on Walworth Place and Cadiz Street (opposite 24 Cadiz Street) can the council rectify this as people have been using the space as a long term car-park?	The replacement signs have been put back and are in place.
Can the surgery details of all the community council members be distributed at the next meeting?	This will be forwarded to all members of the community council for action. Surgery details will be made available at the next meeting.
What is happening to the credit union on Walworth Road?	The Credit Union is planning to open an office on Walworth Road before the end of 2015. The exact opening date cannot yet be confirmed, but will be promoted once known.
There is a dangerous junction on John Ruskin Street which is obscured by trees. Can something be done about it?	<p>The majority of Southwark's funding for improvements on the public highway comes from Transport for London (TfL). There is limited funding each year and therefore a prioritisation of those funds is applied. The highest priority goes to locations with clusters of road traffic accidents. The particular location on John Ruskin Street will be assessed as part of the annual submission, but it is unlikely to be priority for this round. The annual Local Implementation Plan (LIP) submission to TfL is being developed for submission in early October.</p> <p>Some alternative funding streams are:</p> <ol style="list-style-type: none"> 1. The council's Cleaner Greener Safer capital fund. (http://www.southwark.gov.uk/info/200256/cleaner_greener_safer). Applications for next year will be considered in the autumn. An indicative estimate of what would be required to make the changes is £80,000. 2. Transport for London have just launched Community Roadwatch - working in partnership with the Metropolitan Police Service and City of London Police to run Community Roadwatch - a road safety initiative which aims to reduce speeding in residential areas.

Community Roadwatch will give local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information captured may help to inform the future activity of local police teams.

Community Roadwatch is being rolled out across London in phases, with a commitment to reach all London boroughs by December 2015. For further information about the initiative, please contact CommunityRoadwatch@tfl.gov.uk

Item No. 15.	Classification: Open	Date: 15 July 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Provision of car club bays on Rodney Road	
Ward(s) or groups affected:		East Walworth Ward	
From:		Matthew Hill, Public Realm Manager	

RECOMMENDATION

1. It is recommended that the parking amendments on Rodney Road, shown on the plan in Appendix A, be approved for implementation, subject to the outcome of any necessary statutory consultation procedure.

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 local parking arrangements in a road for which Southwark Council is the Highway Authority.
5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The planning committee granted consent on 05/02/13 under planning application number 12/AP/2797 to construct 8 buildings ranging between 4 and 10 storeys in height (maximum building height 38.5m AOD), comprising 235 residential units and 204 sqm (GEA) of retail use (Class A1-A3). This is the development known as Trafalgar Place.
7. The developer is obliged to provide a car club parking bay under the terms of the agreement made pursuant to Section 106 of the Town and Country Planning Act 1990.

8. This development has a good Public Transport Accessibility Level (PTAL) therefore it is required to be car free, as such only residents of the new development who are the holder of a disabled persons badge will be entitled to apply for Controlled Parking Zone permits.
9. It is proposed to remove 2 resident parking bays and replace with 2 city car club bays.
10. While we support active travel we recognise that some people will continue to need access to cars, albeit for occasional use only. Currently, many cars spend a majority of time not in use but parked. A car club can provide further travel opportunities more efficiently whilst alleviating pressure on parking on our streets.

Policy implications

11. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:
 - Policy 1.2** – Require car free development in areas of good access to public transport that are located in a controlled parking zone.
 - Policy 1.5** – Ensure that there is a car club bay within five to ten minutes walk of each of household in the borough
 - Policy 8.1** – seek to reduce overall levels of private motor vehicle traffic on our streets.

Community impact statement

12. The recommendations are not expected to have any disproportionate affect on any other community or group.

Resource implications

13. All costs arising from implementing the recommendations, including officers time, will be covered by the developer.

Legal implications

14. All Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1994.
15. If the recommendation is approved then the Council will follow the procedures set out in the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996. Notice will be provided of the intention to make the order in local papers and in notices erected on site. Any person can make a representation within a 21 day period of the notice of intent being advertised. The Regulations require the Council to properly consider such representations.
16. 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.

Background Papers	Held At	Contact
Transport Plan 2011	Online: http://www.southwark.gov.uk/downloads/download/2578/transport_plan	Leah Coburn 0207 525 4744
Southwark Plan 2007	Online: http://www.southwark.gov.uk/downloads/download/2284/the_southwark_plan	Leah Coburn 0207 525 4744

APPENDICES

No.	Title
Appendix 1	Lend Lease Drawing: Parking Bay Alterations

AUDIT TRAIL

Lead Officer	Leah Coburn, Group Manager - Network Development	
Report Author	Richard Wells, Principal Network Development Engineer	
Version	Final	
Dated	23 March 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	3 July 2015	

Item No. 16.	Classification: Open	Date: 15 July 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Prices Street - Prohibition of driving, removal of parking places and waiting restrictions.	
Ward(s) or groups affected:		Cathedrals	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that the following non-strategic traffic and parking arrangements, detailed in Appendix 3 attached to this report, are approved for implementation subject to any necessary statutory procedures;
 - **Prices Street**
 - prohibition of driving within the area of highway to become pedestrianised
 - removal of three pay and display bays and one permit holders only bay
 - removal of existing waiting restrictions (single and double yellow lines) within the area of highways to become pedestrianised
 - addition of new double yellow lines along the western end of Prices Street to ensure access to the existing disabled bays is maintained
 - **Great Suffolk Street**
 - extend the length of existing double yellow lines along the western side of Great Suffolk Street

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 and parking places. It also recommends the prohibition of driving on Prices Street.

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

KEY ISSUES FOR CONSIDERATION

6. The council is working with Better Bankside, the Kirkaldy Testing Museum and the developers of Bankside Hilton to improve the environment in Prices Street following the completion of the new hotel. The construction of the Hilton Hotel was granted planning permission (ref: 12-AP-1352) on 8 November 2012.
7. Informal public consultation was carried out from 23 October 2014 to 28 November 2014 with proposals to pedestrianise the eastern end of Prices Street to create a public realm area. The proposed scheme includes the planting of trees, provision of seating and a special entrance treatment incorporating artwork for the grade II listed Kirkaldy Testing Works.
8. This section of Prices Street has been closed to vehicular traffic for more than 3 years to allow construction of the Hotel to proceed.
9. There would be no vehicular access through the pedestrianised section of Prices Street. London Fire Brigade visited Prices Street and confirmed the pedestrianisation would not affect their fire fighting operations.

Parking matters

10. Prices Street is located in parking zone C1 where no waiting is allowed during the operational hours (08:30-18:30 Mon-Fri) except in a marked bay.
11. One permit holders only and three pay and display bays would be lost as a result of these proposals.

Policy implications

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

Policy 4.2 – Create places that people can enjoy.

Policy 6.1 – Make our streets more accessible to pedestrians.

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

13. The policies within the transport plan upheld within this report have been subject to an equality analysis.
14. The recommendations are area based and will therefore have greatest effect upon those people living in the vicinity of the area.

15. This proposal focuses in particular on improving pedestrian facilities and road safety which will benefit the young, elderly and other vulnerable road users.
16. The recommendations are not considered to have a disproportionate effect on any community or group.

Resource implications

17. All costs arising from implementing the recommendations will be fully met by the council via S106 contribution and the developer.

Legal implications

18. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
20. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
21. Should any objections be received they must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
22. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
23. These powers must be exercised so far as practicable having regard to the following matters:
 - a) the desirability of securing and maintaining reasonable access to premises.
 - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve amenity.
 - c) the national air quality strategy.
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - e) any other matters appearing to the council to be relevant.
24. By virtue of 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.
25. 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

26. Informal public consultation was carried out from 23 October 2014 to 28 November 2014.
27. An open day event was held on Wednesday 26 November 2014 at the Kirkaldy Testing Museum (99 Southwark Street) from 17:30 to 19:30
28. Summary of the public consultation responses is shown in Appendix 4
29. 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.
30. 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.
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
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH Online: Southwark transport plan 2011 - Southwark Council	George Hutchful 020 7525 5473

APPENDICES

No.	Title
Appendix 1	Decision notice
Appendix 2	Existing layout
Appendix 3	Proposed layout
Appendix 4	Consultation summary

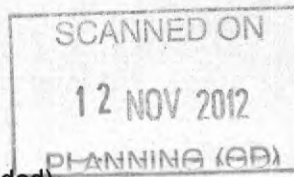
AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	George Hutchful, Highway Development Engineer	
Version	Final	
Dated	29 June 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	29 June 2015	

TP(VAR)(Permit)

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

PLANNING PERMISSION WITH LEGAL AGREEMENT

Applicant Synergy Hotels LLP
Date of Issue of this decision 08/11/2012

LBS Registered Number 12/AP/1352**Planning Permission was GRANTED for the following development:**

Variation of approved drawings (condition 25) of planning permission 07-AP-2267 (for the erection of a building of up to eight storeys, comprising a hotel and 'aparthotel' accommodation with conference facilities (Class C1), leisure (Class D2), retail (Class A1) and food and drink (Class A3/A4) uses, together with service yard/coach bay, basement car parking and other associated works) comprising the following amendments to the approved scheme:

- i) Change to description of use from 'hotel and aparthotel' to 'hotel',
- ii) Reduction in the number of bedrooms from 330 to 290 incorporating changes to layout of upper floors,
- iii) Changes to ground floor layout including alterations to the positions of entrances (including re-positioning of hotel foyer/reception to Great Suffolk Street instead of Bear Street) and re-arrangement of room layout (including modification of retail units, cafe/bar and restaurant),
- iv) Changes to basement layouts including provision of swimming pool and alterations to parking area, conference and leisure facilities,
- iv) Alterations to elevations including revisions to window sizes and locations, alterations to doors and entrance positions, and alterations to external materials.

At: LAND BOUND BY PRICE'S STREET, BEAR LANE AND GREAT SUFFOLK STREET, LONDON, SE1 0UG**In accordance with application received on 27/04/2012 Your Ref. No.:**

and Applicant's Drawing Nos. 0803 / PL_007, PL_008D, PL_009, PL-010B, PL_011A, PL_012, PL_014, PL_015, PL_017, PL_018B, PL_020A, PL_023A, PL_025B, PL_026B, PL_027A and Sustainability Statement dated 12 July 2012.

Reasons for granting planning permission.

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

Southwark Core Strategy 2011

Strategic Policy 1 Sustainable Development which requires developments to improve the places we live in and work in and enable a better quality of life for Southwark's diverse population.

Strategic Policy 2 - Sustainable transport: We will encourage walking, cycling and the use of public transport rather than travel by car. This will help create safe, attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution.

Strategic Policy 3 Shopping, Leisure and Entertainment which defines a hierarchy of town and local centres which reflect their sizes and roles.

Strategic Policy 10 - Jobs and businesses: We will increase the number of jobs in Southwark and create an environment in which businesses can thrive. We will also try to ensure that local people and businesses benefit from opportunities which are generated from development.

Strategic Policy 12 - Design and conservation: Development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in.

Strategic Policy 13 - High environmental standards: Development will help us live and work in a way that respects the limit's of the planet's natural resources, reduces pollution and damage to the environment and helps us to adapt to climate change.

b) Saved Policies of the Southwark Plan 2007

Policy 1.12 (Hotels and visitor accommodation): seeks to encourage hotels in areas with high transport accessibility, and where they would not cause loss of residential accommodation, or an overdominance of visitor accommodation.

Policy 2.5 (Planning obligations): seeks to ensure that any adverse effects arising from a development is taken into account and mitigated and contributions towards infrastructure and the environment to support the development are secured, where relevant in accordance with Circular 05/2005 and other relevant guidance.

Policy 3.1 (Environmental effects): seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

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

Policy 3.4 (Energy efficiency): advises that development should be designed to maximise energy efficiency.

Policy 3.6 (Air quality): advises that permission will not be granted for development that would lead to a reduction in air quality.

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

Policy 3.13 (Urban design) seeks to ensure that principles of good urban design are taken into account in all developments.

Policy 3.14 (Designing Out Crime) seeks to ensure that development is designed to improve community safety and crime prevention.

Policy 3.28 (Biodiversity) requires biodiversity to be taken into account in the determination of planning applications and the inclusion in developments of features which enhance biodiversity will be encouraged.

Policy 3.31 (Flood Defences) advises that permission will not be granted for development sited adjacent to the River Thames unless it is set back at a suitable distance from the river wall to allow for the replacement/repair of flood defences and for any future raising to be undertaken in a suitable and cost effective manner.

Policy 5.1 (Locating Developments) states that location of development must be appropriate to the size and trip generating characteristics of the development, stating that schemes generating a significant number of trips must be located within easy access of public transport nodes.

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

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

Policy 5.6 (Car Parking) states that all developments requiring car parking should minimise the number of spaces provided.

Policy 5.7 (Parking Standards for Disabled People) requires development (subject to site constraints) to provide adequate car parking for disabled people and the mobility impaired.

Policy 7.4 (Bankside and Borough Action Area) sets out policies to support this unique place in London as a thriving location for a wide range of activities, where culture,

history, business, residential communities and a diverse built environment co-exist.

London Plan 2011

Policy 2.5 Sub-Regions
 Policy 2.9 Inner London
 Policy 2.10 Central Activities Zone - Strategic Priorities
 Policy 2.11 Central Activities Zone - Strategic Functions
 Policy 2.12 Central Activities Zone - Predominantly Local Activities
 Policy 2.13 Opportunity Areas And Intensification Areas
 Policy 2.15 Town Centres
 Policy 3.1 Ensuring Equal Life Chances For All
 Policy 3.9 Mixed And Balanced Communities
 Policy 4.1 Developing London's Economy
 Policy 4.5 London's Visitor Infrastructure
 Policy 5.1 Climate Change Mitigation
 Policy 5.2 Minimising Carbon Dioxide Emissions
 Policy 5.3 Sustainable Design And Construction
 Policy 5.5 Decentralised Energy Networks
 Policy 5.6 Decentralised Energy In Development Proposals
 Policy 5.7 Renewable Energy
 Policy 5.9 Overheating And Cooling
 Policy 5.10 Urban Greening
 Policy 5.11 Green Roofs And Development Site Environs
 Policy 5.12 Flood Risk Management
 Policy 5.13 Sustainable Drainage
 Policy 5.15 Water Use And Supplies
 Policy 6.3 Assessing Transport Capacity
 Policy 6.5 Funding Crossrail
 Policy 6.9 Cycling
 Policy 6.10 Walking
 Policy 6.11 Smoothing Traffic Flow And Tackling Congestion
 Policy 6.13 Parking
 Policy 7.1 Building London's Neighbourhoods And Communities
 Policy 7.2 An Inclusive Environment
 Policy 7.3 Designing Out Crime
 Policy 7.4 Local Character
 Policy 7.5 Public Realm
 Policy 7.6 Architecture
 Policy 7.13 Safety, Security And Resilience To Emergency
 Policy 7.14 Improving Air Quality
 Policy 7.15 Reducing Noise And Enhancing Soundscapes

National Planning Policy Framework (2012)

Section 1: Building a strong competitive economy

Section 2: Ensuring the vitality of town centres

Section 4: Promoting sustainable development

Section 7: Requiring good design

The principle of the development has been established under the previously approved application. The acceptability of the proposal in terms of land use, density, general design, general layout, massing, townscape, and the associated impacts such as amenity to neighbouring occupiers, transport, energy and environmental impacts have been found acceptable. The main issues considered within this application arise from the amendments now proposed, including minor changes to elevations, internal arrangements, energy and access, and any implications resulting from planning policy adopted since the original grant of planning permission. As the principle of the development remains as previously approved and given that the development has already been commenced on the site, it is unreasonable to require additional s106 requirements beyond those attached to the original planning permission. The proposed amendments are considered to be acceptable in relation to current policy and can be accepted as minor material amendments to the original planning permission. No other issues arise from consideration of the entire proposal against current planning policies that would justify the withholding of planning permission.

Subject to the following twenty-three conditions:

- 1 Details of the external material to be used in the carrying out of this permission, including sample panels of these materials shall be submitted to and approved in writing by the Local Planning Authority before any work in connection with this permission is carried out above grade and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

In order that the Local Planning Authority may be satisfied as to the design and details of the external materials in the interest of the appearance of the building in accordance with saved Policy 3.12 (Quality in Design) and 3.13 (Urban Design) of the Southwark Plan 2007 and Strategic Policy 12 of the Southwark Core Strategy 2011.

- 2 Details of the green roof to be used in the carrying out of this permission, including planting mix, shall be submitted to and approved by the Local Planning Authority before any work in connection with the green roofs is carried out and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason

To ensure the proposed development will preserve and enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity, in addition to the attenuation of surface water runoff in compliance with Policies 3.13 (Urban Design) and 3.28 ((Biodiversity) of the Southwark Plan 2007 and Strategic Policies 12 (Design and Conservation) and 13 (High Environmental Standards) of the Southwark Core Strategy 2011

- 3 Unless such details have been previously approved under planning permission 07-AP-2267, no development shall take place within the proposed development site until the applicant, or their agents or their successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to the Local Planning Authority and approved in writing.

Reason

To ensure that the archaeological operations (archaeological evaluation and any subsequent mitigation works) are undertaken to an appropriate standard, that the archaeological interests of the site are appropriately managed, that any findings are appropriately disseminated, that any recovered artefacts are conserved and that the information is archived in accordance with saved Policy 3.19 (Archaeology) of the Southwark Plan 2007 and Strategic Policy 12 (Design and Conservation) of the Southwark Core Strategy 201.

- 4 Unless such details have been previously approved under planning permission 07-AP-2267, no development shall take place within the proposed development site until the applicant, or their agents or their successors in title has produced a detailed scheme showing the complete scope and arrangement of the foundation design and ground works which have been submitted to the Local Planning Authority and approved in writing.

Reason

To ensure that significant archaeological remains are not disturbed or damaged by foundations and related works, but where appropriate preserved in situ in accordance with saved Policy 3.19 (Archaeology) of the Southwark Plan 2007 and Strategic Policy 12 (Design and Conservation) of the Southwark Core Strategy 2011.

- 5 Details of the location(s) of the car park ventilation outlets shall be submitted and approved in by the Local Planning Authority. Car park ventilation outlets should be placed where natural dispersion will not be inhibited, and not in enclosed areas where re-circulating air may lead to a build up of pollutants. Car-park ventilation outlets shall not be located close to any openable windows or fresh-air intakes of residential buildings.

Reason

To ensure that and occupiers of hotel or neighbouring premises do not suffer a loss of amenity by reason of pollution in accordance with saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southark Core Strategy 2011.

- 6 The rated noise level from any plant, together with any associated ducting, shall be 10 dB(A) or more below the measured L_{A90} level at the nearest noise sensitive premises – a positive indication that complaints are unlikely. The method of assessment shall be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. The equipment shall be installed and constructed in accordance with any approved scheme and be permanently maintained thereafter. A test shall be carried out after completion but prior to occupation show the criterion above have been met and the results submitted to the Local Planning Authority for approval, and no part of the building shall be occupied until such approval is given.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from plant and machinery in accordance with saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

Continued overleaf...

TP(VAR)(Permit)

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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PLANNING PERMISSION WITH LEGAL AGREEMENT**LBS Reg. No. 12/AP/1352****Date of Issue of this decision 08/11/2012**

- 7 Commercial deliveries, unloading and loading shall only take place between the hours of 07.00 to 21.00 on Mondays to Saturdays and 10.00 to 16.00 on Sundays and Bank Holidays.

Reason

To ensure that the occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance in accordance with saved Policy 3.2 of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 8 Unless such details have been previously approved under planning permission 07-AP-2267, no development approved by this permission shall be commenced prior to a contaminated land assessment and associated remediation strategy, together with a timetable of works being submitted to the Local Planning Authority for approval:

Before any part of the development is commenced, the Owner/Developer shall submit a contaminated land assessment, to include a desk study detailing the historical uses of the site and propose a site investigation methodology. This methodology shall be submitted to the Local Planning Authority for consideration prior to the commencement of intrusive investigations on site.

The developer shall carry out a detailed site investigation in accordance with the approved methodology to establish the possible or actual presence of contamination and/or pollution in, on, under or over the Site, to assess the nature and extent of the contamination or pollution including the actual or potential pollution of the ground and surface water environment. The method and extent of the site investigation shall be in accordance with established code of practice for example *BS 10175, Environment Agency Model Procedures for the management of Land Contamination CLR11*) or any other which should be agreed with the Council before commencement of the investigation.

The developer shall submit to the Council for approval as part of the contaminated land assessment, a comprehensive report containing the detailed findings of the investigation carried out together with a risk assessment of any pollutant or hazard identified in the report (using the source, pathway and receptor principle), a remediation scheme setting out the measures necessary to remove, neutralise or otherwise deal with the contamination and/or pollution (including measures to prevent and monitor pollution of ground water and surface water) so that the Site may be used for the purposes for which the Site is being redeveloped. (*useful source The Environment Agency Guidance on requirements for land contamination reports*)

Any remediation scheme approved above shall at the owner/developer's cost be implemented in compliance with the reasonable conditions, stipulations, phasing timetable and other relevant matters subject to which such approval is granted.

At any time after the implementation of the approved remediation scheme, if the Council is reasonably satisfied that further remediation works are necessary to remove, neutralise or otherwise deal with any residual contamination and/or pollution in, on, under or over the Site, the Council may by written notice require the Developer to carry out the remediation steps specified in the said notice which shall also specify the date by which the said remediation steps shall be carried out and completed. The failure on the part of the Developer to carry out and complete the said remediation steps to the reasonable satisfaction of the Council by the date specified in the said notice shall be deemed to be a breach of the owner's/developer's obligation under this consent. Please note that this does not affect any action that may be deemed necessary under Part IIA of the Environmental Protection Act 1990 or other relevant legislation.

For the purpose of fulfilling his obligations under the this consent, the Owner/Developer shall procure at their own cost the services of a suitably qualified and competent consultant in the relevant field who shall exercise reasonable skill, care and diligence in the performance of his duties.

When all the remediation work has been completed, the Owner/Developer shall procure their consultant to provide a detailed validation report to the Council to the effect that he has exercised all reasonable skill, care and due diligence in the performance of his duties including the carrying out the investigation, the compiling of

the report and findings and the remediation scheme, and ensuring that the scheme approved under this condition has been properly implemented. (Please see CLR11 for guidance).

Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the validation report together with the necessary documentation detailing what waste materials have been removed from the site

Once the validation report is acceptable the condition will be discharged.

Reason

In order to protect construction employees and future occupiers of the site from potential health-threatening substances in the soil in accordance with saved Policies 3.1 (Environmental Effects) and 3.3 (Sustainability Appraisal) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011..

- 9 Unless such details have been previously approved under planning permission 07-AP-2267, the development shall not commence until details of a Construction Management Strategy has been submitted to, and approved in writing by the Local Planning Authority for that part of the development. The Management Scheme and Code of Practice shall oblige the applicant, or developer and its contractor to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site and will include the following information for agreement:

- A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts and the required remedial measures.
- The specification shall include details of the method of demolition and foundation piling.
- Engineering measures, acoustic screening and the provision of sound insulation required mitigating or eliminating specific environmental impacts.
- Arrangements for publicity and promotion of the scheme during construction.
- A commitment to adopt and implement of the ICE Demolition Protocol and Southwark's Environmental Code of Construction and GLA Best Practice Guidance .

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

Reason

To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 10 Before any work in connection with this permission is carried out above grade, the applicant shall provide to the Local Planning Authority an independantly verified BREEAM EcoHomes report (detailing performance in each category, overall score, BREEAM rating and a BREEAM certificate of building performance) to achieve a minimum of "very good" rating with 'excellent' rating achieved under Ene 1, Ene 2 and Ene 5 (as set out in the Sustainability Statement dated 12 July 2012). The approved scheme shall then be provided in accordance with these details and a certificated 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. The details submitted shall include details to demonstrate that the scheme is consistent with the Energy Statement dated 14th September 2007 as amended by the Addendum Sustainability Statement dated 14th February 2008, including details of the necessary services to facilitate connection to the potential district heating system and the final Combined Cooling Heat and Power Systems and the supplementary Sustainability Statement dated 12 July 2012.

Reason

To ensure the proposal complies with saved Policy 3.4 (Energy Efficiency) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

Continued overleaf...

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SOUTHWARK COUNCIL

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- 11 Details of any external lighting [including design, power and position of luminaires] and security surveillance equipment of external areas surrounding the building shall be submitted to (2 copies) and approved by the Local Planning Authority before any such lighting or security equipment is installed and the development shall thereafter not be carried out otherwise than in accordance with any approval given.

Reason

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the safety and security of persons using the area and the amenity and privacy of adjoining occupiers in accordance with saved Policies 3.2 (Protection of Amenity) and 3.14 (Designing out Crime) of the Southwark Plan 2007 and Strategic Policies 12 (Design and Conservation) and 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 12 The use of the development 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 saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 13 Details of the facilities to be provided for the secure storage of cycles shall be submitted to (2 copies) and approved by the local planning authority before works commence above grade 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 saved Policy 5.3 (Walking and Cycling) of the Southwark Plan 2007 and Strategic Policy 2 of the Southwark Core Strategy 2011.

- 14 The development hereby approved shall not be occupied until such time as a Service Management Plan detailing servicing and delivery arrangements for the development hereby permitted has been submitted to and approved by the Local Planning Authority.

Reason

In the interests of highway safety in compliance with saved Policies 3.7 (Waste Reduction) and 5.2 (Transport Impacts) of the Southwark Plan 2007 and Strategic Policies 2 (Sustainable Transport) and 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

Continued overleaf...

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- 15 No roof plant, equipment or other structures, other than as shown on the plans hereby approved or approved pursuant to a condition of this permission, shall be placed on the roof or be permitted to project above the roofline of any part of the building as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosure of any building hereby permitted without the prior written consent of the Local Planning Authority.

Reason

In order to ensure that no additional plant etc is placed on the roof of the building in the interest of the appearance and design of the building and the visual amenity of the area in accordance with saved Policies 3.12 (Quality in Design) and 3.13 (Urban Design) of the Southwark Plan 2007 and Strategic Policy 12 (Design and Conservation) of the Southwark Core Strategy 2011.

- 16 Detailed drawings, including 1:5 scale detail drawings through all the principal elements shall be submitted to and approved in writing by the Local Planning Authority before any work in connection with this permission is carried out above grade and the development shall not be carried out otherwise than in accordance with any such approval given. Details required include:
- 1:5 details and sections of window reveals especially at stone and aluminium clad facings
 - 1:5 details of reconstituted stone soffits at the underside of the projecting stone face on the Prices Street and Great Suffolk Street front
 - 1:5 details of the aluminium clad soffits at the underside of the projecting stone face on the Prices Street and Bear Lane front
 - Mitred corner joints of reconstituted stone and aluminium cladding.

Reason

In order that the Local Planning Authority may be satisfied as to the design and appearance of the building in accordance with saved Policy 3.12 (Quality in Design) and 3.13 (Urban Design) of the Southwark Plan 2007 and Strategic Policy 12 (Design and Conservation) of the Southwark Core Strategy 2011.

- 17 The cafe/bar (Class A3/A4) premises hereby permitted shall not be open to the general public (other than residents of the hotel) outside of the hours of 08.00 to 23.00 on Mondays to Sundays, including Bank Holidays.

Reason

To ensure that the occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance in accordance with saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 18 Before the use hereby permitted commences a Travel Plan shall be submitted in writing to the Local Planning Authority setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors, and shall include at the start of the second year of operation a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site. The Travel Plan shall also include details of the provision for and management of coach drop-offs in the vicinity of the site as outlined in the letter from DP9 dated 13 July 2012.

Reason

In the interests of sustainable development and to ensure that the use of non-car based travel is encouraged in accordance with saved Policies 5.2 (Transport Impacts) and 5.3 (Walking and Cycling) of the Southwark Plan 2007 and Strategic Policy 2 (Sustainable Transport) of the Southwark Core Strategy 2011.

Continued overleaf...

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PLANNING PERMISSION WITH LEGAL AGREEMENT**LBS Reg. No. 12/AP/1352****Date of Issue of this decision 08/11/2012**

- 19** Access to and from the conference facility hereby permitted shall only be permitted between the hours of 08.00 to 23.00 on Mondays to Sundays, including Bank Holidays

Reason

To ensure that the occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance in accordance with saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 20** The development shall proceed in accordance with the submitted Flood Risk Assessment dated the 13th February 2008 (ref. 04071).

Reason

In order to manage the flood risk to the development in accordance with Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 21** Unless such details have already been approved under planning permission 07-AP-2267, no development approved by this permission shall take place before an evacuation plan covering flood evacuation and escape routes, in house warning system and signage within and outside the buildings is submitted to and approved in writing by the Local Planning Authority. The approved works and the evacuation plan will then be implemented in full from the date the building is first occupied.

Reason

In order to minimise the risk of users of the development from flooding in accordance with Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011.

- 22** Unless such details have been approved under planning permission 07-AP-2267, details of the surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority before any work in connection with this permission is carried out and the works shall not be carried out otherwise than in accordance with the approved details.

Reason

In order to prevent the increased risk of flooding and in accordance with saved Policy 3.9 (Water) of the Southwark Plan 2007 and Strategic Policy 13 (High Environmental Standards) of the Southwark Core Strategy 2011..

- 23** Details of the basement car parking, including providing space for the car lift and details of any associated manoeuvring area(s) shall be submitted to and approved by the Local Planning Authority before the construction of the basement is begun and the development shall not be carried out otherwise than in accordance with any approval given.

Reason

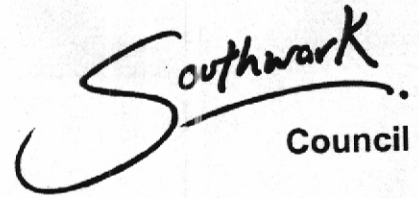
To ensure that adequate facilities are provided in accordance with the standards set out in saved Policy 5.6 (Car parking) and 5.7 (Parking standards for disabled people and the mobility impaired) of the Southwark Plan 2007 and Strategic Policy 2 (Sustainable Transport) of the Southwark Core Strategy 2011.

Continued overleaf...

TP(VAR)(Permit)

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

www.southwark.gov.uk**PLANNING PERMISSION WITH LEGAL AGREEMENT****LBS Reg. No. 12/AP/1352****Date of Issue of this decision 08/11/2012**Signed *Gary Rice*

Head of Development Management

Your attention is drawn to the notes accompanying this document

Any enquiries regarding this document should quote the LBS Registered Number and be sent to the Head of Development Management, Southwark Council, Chief executive's department, Planning division, Development management, PO Box 64529, London SE1 5LX, or by email to planning.applications@southwark.gov.uk

checked by 

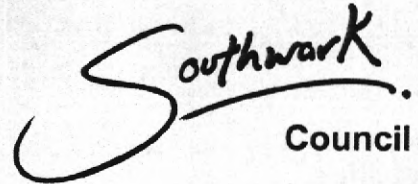
TP/1145-95A

UPRN: 200003354369

PLANNING PERMISSION WITH LEGAL AGREEMENT

LBS Registered Number: 12/AP/1352

Date of issue of this decision: 08/11/2012

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INFORMATIVE NOTES TO APPLICANT RELATING TO THE PROPOSED DEVELOPMENT

This application granted is subject to the Mayoral Community Infrastructure Levy. The Liability Notice issued by Southwark Council will state the chargeable floor space and current rate. The relevant parties will need to submit an Assumption of Liability Notice and a Commencement Notice to Southwark Council. There are a number of legal requirements for the relevant parties to adhere to. For more information on this see the DCLG website at <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11>

You are reminded that Advertisement Consent under the Control of Advertisement Regulations will be required for the display of any advertisements shown on the approved drawings.

This application granted is subject to the Mayoral Community Infrastructure Levy. The Liability Notice issued by Southwark Council will state the chargeable floor space and current rate. The relevant parties will need to submit an Assumption of Liability Notice and a Commencement Notice to Southwark Council prior to Commencement. There are a number of legal requirements for the relevant parties to adhere to. For more information on this see the DCLG website at <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11>

This 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 principal, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted to and approved by the Highway Authority.

This planning permission does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval from TfL and/or Southwark Council Highways may be required for any temporary highway works required during the construction phase of the development.

PLANNING PERMISSION WITH LEGAL AGREEMENT

LBS Registered Number: 12/AP/1352

Date of issue of this decision: 08/11/2012



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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. 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. 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.

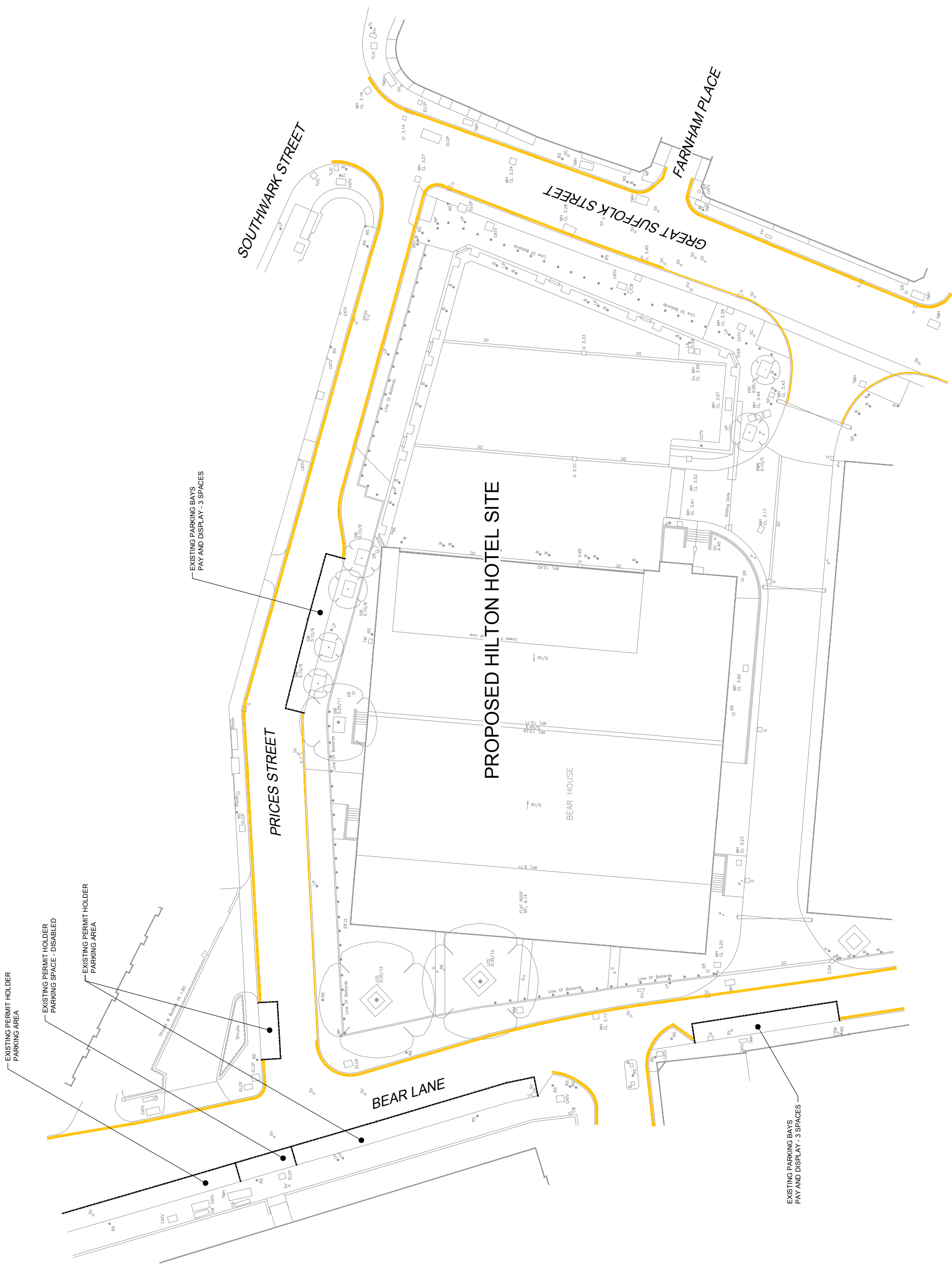
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NOTES:

1. THE HIGHWAY AUTHORITY IS SOUTHWARK.

KEY

- EXISTING SINGLE YELLOW LINE
- EXISTING DOUBLE YELLOW LINE
- EXISTING PARKING AREA



REV	DATE	BY	CHKD	DATE
A	11.06.15	PW		

CLIENT: SYNERGY HOTEL LLP

PROJECT: HILTON BANKSIDE S278 HIGHWAY WORKS

DRAWING TITLE: TRAFFIC MANAGEMENT ORDER EXISTING

SCALE: 1:200 at A1

DRAWN: PW
CHECKED: PW
DATE: 10.06.2015

vectors
highway infrastructure specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t: 0161 228 1008 e: manchester@vectors.co.uk

DRAWING NUMBER: VD15272-110
REVISION: A

NOTES:

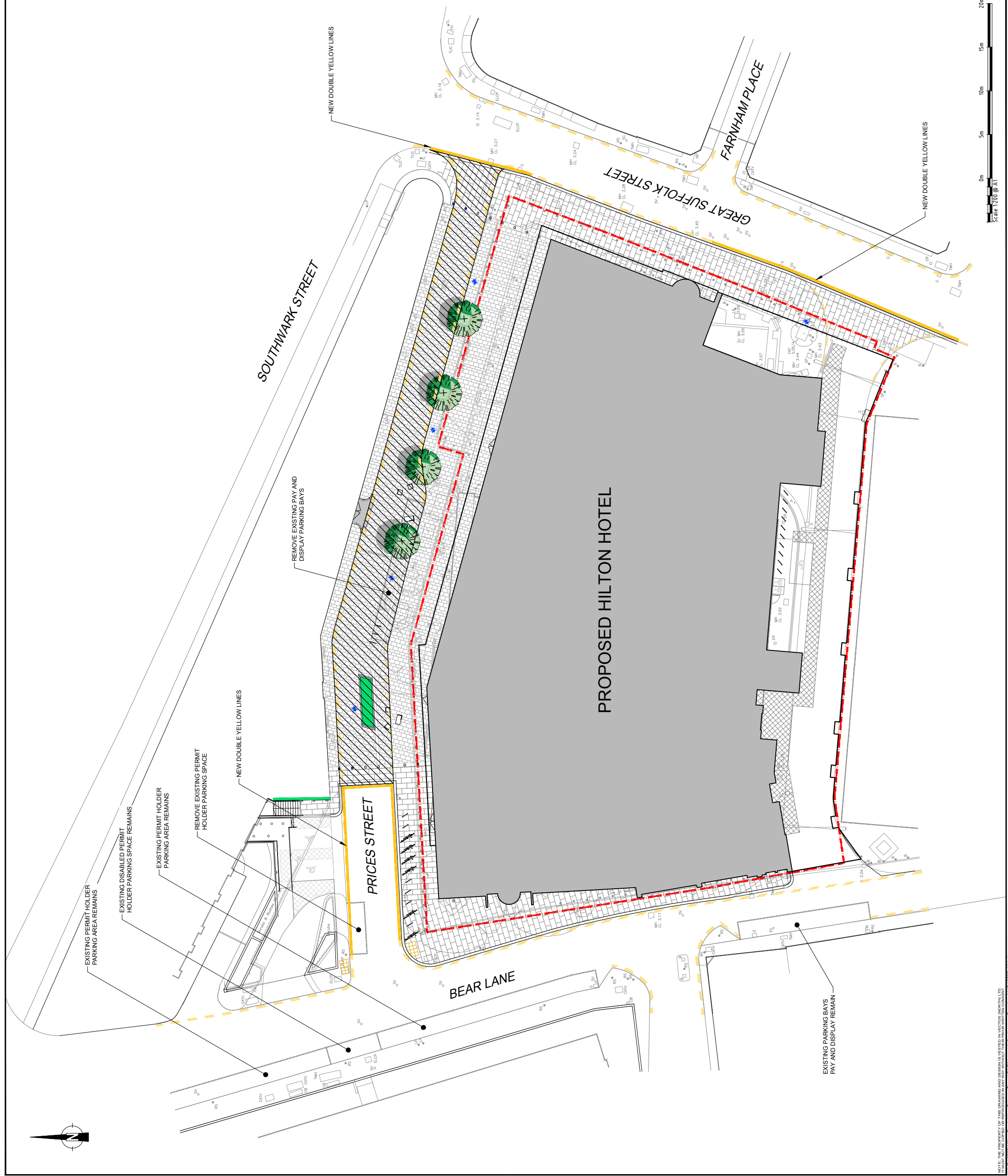
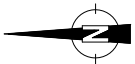
1. THE HIGHWAY AUTHORITY IS SOUTHWARK.

KEY

EXISTING YELLOW LINES

PROPOSED YELLOW LINES

EXTENT OF PROHIBITION OF DRIVING



REV	DATE	BY	PW	11.06.15
A	FIRST ISSUE	DETAILS	CHECKED	DATE
CLIENT:				

SYNERGY HOTEL LLP

HILTON BANKSIDE
S278 HIGHWAY WORKS

TRAFFIC MANAGEMENT ORDER
PROPOSED

1:200 at A1

CHECKED: PW DATE: 10.08.2015



Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
t: 0161 228 1008 e: manchester@vectos.co.uk

VD15272-111

REVISION: A

PRICES STREET CONSULTATION SUMMARY



The council is working with Better Bankside, the Kirkcaldy Testing Museum and the developers of the Bankside Hilton to improve the environment in Prices Street following the completion of the construction of the new hotel. Consultation was carried out from 23 October to 28 November 2014, with proposals to landscape the highway and install planters, street trees, seating, and a special entrance treatment incorporating artwork for the grade II* listed Kirkcaldy Testing Works.

This note summarises the reasons for investing in the project, the method of consultation, a detailed response to comments made, and next steps for the project.

Why invest in improvements at Prices Street?

The proposal to make further improvements to Prices Street has arisen from several key opportunities:

1. **The need to create new and improved open spaces** to provide for the large numbers of new residents and workers moving into the area. By upgrading the public realm we are better able to provide for our communities and meet their expectations. Open space improvements will include street trees and planting will help contribute to improved air quality, sustainable urban drainage, and a high quality amenity and social space for the enjoyment of local residents, workers and visitors. The council has carried out extensive consultation on a programme of public realm improvement works across Bankside called the "Bankside Urban Forest". One of the key project proposals to come out of the consultation process was to make further improvements to Great Suffolk Street as a key spine which links Bankside and the Elephant and Castle.
2. **Protect and enhance the setting of the II* listed Kirkcaldy Testing Works**, and provide level disabled access to the rear entrance. The Kirkcaldy Testing Works opened at 99 Southwark Street in 1874 and for years was a cutting edge institution for materials testing around the world. Key engineering projects which the works helped develop include the Sydney Harbour and Hammersmith bridges. The site is listed for both the building and also the testing machine which is located in the ground floor and basement. The listing was upgraded from II to II* in 2014 to reflect the national importance and international significance of the site. The Kirkcaldy Museum Trust was set up in 1983 with a Board of Directors to manage its activities and a small group of volunteers who show visitors round on monthly open days. The Trust is currently developing a new business plan which will help open up the hidden gem with more regular opening times. The works museum currently has no disabled access, and this project will help create a level access into the rear entrance, with a special heritage feature with artwork lettering to enhance the setting of the historic site. The wider improvements to Prices Street will also improve access to and awareness about the trust, increasing footfall and revenue, and making a strong connection between the new hotel and the attraction.
3. **Maximise the opportunity presented by the redevelopment of the Bankside Hilton site** along the south side of Prices Street, and improve connections to the new hotel and conference centre. The redevelopment of the site will increase footfall to the area, with visitors to both the hotel and conference centre accessing the site from local public transport nodes at Southwark tube, Blackfriars station, Waterloo, and London Bridge. Improving the public realm

and pedestrian environment will mitigate the impact of increased footfall on the area, and promote sustainable modes of travel.

What improvements are being proposed?

The proposed environmental improvements form part of the Bankside Urban Forest initiative to maximise the quality of public realm and open space in SE1, and introduce as much greening as possible. The Bankside Hilton is planned to open in September 2015 and funds have been set aside from the project to improve the landscaping of the public realm around the building, including the streetscape along Great Suffolk Street, Bear Lane and Prices Street.

This proposal builds on consultation carried out as part of the traffic and design study for Great Suffolk Street in 2011-13 which highlighted the potential to close Prices Street to vehicular traffic and led to improvements to the junction of Great Suffolk Street, Dolben Street and Bear Lane.

Following on from previous consultation, this proposal seeks to pedestrianise Prices Street and install new trees, planting, high quality yorkstone paving, cycle stands, a new lighting scheme, and provide at grade disabled access to the rear of the grade II* Kirkaldy Testing Museum. Some new seating is proposed, and these would be fixed individual chairs to avoid potential anti-social behaviour and prevent rough sleeping, skateboarding and congregation by groups of people. Similar individual chairs have previously been successfully installed at the junction of Great Suffolk Street and Southwark Bridge Road.

How did we consult you on the detailed designs?

- We held a public consultation event in the Kirkaldy Testing Museum at 99 Southwark Street on Wednesday 26 November at 5.30-7.30pm. We exhibited plans and photos of the project which were left in the museum for display.
- We wrote to all residents in the area who would be directly affected by the scheme and asked for their comments between 23 October to 28 November 2014.
- We exhibited posters, leaflets, and adverts to advertise the consultation and seek all comments on the plans
- We set up a project webpage so that people could download the plans easily.

What comments were made on the detailed design and how have they affected the design?

The overall consultation response was very positive and we had a number of representations supporting the initiative. There were no objections to the scheme. We received a number of very helpful comments on the design. The list below includes all those comments which sought further detail. A response is made in italics below to address how we have taken these comments into account.

1. York stone is an appropriate and welcome material for paving here and acceptable to the council, laying it in a wide space "wall to wall" will not contribute greatly to achieving an interesting or appealing space.

Officer response: Noted, the design has been amended to provide a mixed pattern of paving which will create a more distinctive place.

2. The proposal is fine in principle, but insufficient trees are planned to be really effective. Whilst forest trees or London planes would be too large for the tree boxes but suggest good sized alder or wild cherry, for example, should be considered: twice as many as proposed and with additional shrub planting to supplement them and define sub-areas of the space.

Officer response: Noted, the design has been amended to provide additional tree planting, and also a ground level planter which will act as a sustainable urban drainage system and allow rainwater from the street to filter into the bed and soakaway into the groundwater. The planter is being kindly paid for and managed on behalf of the community by Better Bankside.

3. The arrangements for drainage are not altogether clear. I would expect to see gutters with appropriate channels and falls somewhere. These, well designed, could add interest to the floorscape.

Officer response: Noted, the design has been updated to provide a detailed drainage system using the levels of the street to create a surface channel which feeds into a long drain – this is designed to meet the requirements of the council's streetscape design guide

4. 6m high lighting columns down the street are not appropriate to the pedestrian function, either in terms of its scale or its use. What is currently proposed is standard street lighting, not pedestrian area lighting.

Officer response: The lighting design has been amended to change the provision from a vehicle street to a pedestrian environment with low columns.

5. Trees in Prices St are very welcome but they would be equally welcome in Gt Suffolk St where, despite the Bankside Urban Forest project, there is just one.

Officer response: Unfortunately the amount of utilities along the side of the road along Great Suffolk Street prevents further tree planting around the Bankside Hilton.

6. Street lighting is needed on both Prices St and Gt Suffolk St but this seems to be overlooked

Officer response: The street lighting along Great Suffolk Street has been assessed and provides a good level of coverage which meets all of the councils standards. We will be replacing a column outside the hotel on Great Suffolk Street with a new column and light head.

7. I am incredibly pleased to see there is no taxi rank provision on Bear Lane as previously proposed, it's a tiny street that should not have a higher level of traffic

Officer response: Noted, planning permission was granted in 2015 for a special taxi drop off facility for the hotel on Great Suffolk Street.

8. Is there not any retail/A3 provision in the hotel facing Price's St? I thought there was supposed to be.

Officer response: Yes the hotel will have a new café / restaurant along Prices Street which is open to the public and has an entrance directly off Prices Street. The facility will animate the frontage along Prices Street and bring life to the street.

9. One thing I'm concerned about given the layout of the servicing yard is the viability of getting the large trucks into the covered service area. My understanding is that service traffic will be entering from Bear Lane and progressing through to exit on Great Suffolk Street. From my perspective this is certainly optimal to the alternative. I'm just unsure as to large vehicles will be physically able to make the relatively tight turn into yard from Bear Lane, especially in the context of the new calming measure which forces vehicles to the left side of the road just before the turn would be required.

Officer response: Noted, the original planning permission for the hotel provides vehicle tracking which demonstrates how large service vehicles will access the servicing bay off Bear Lane.

10. It is noted that the existing setts outside the Kirkaldy Testing Museum will need to be replaced as they cannot be lifted and re-pointed to create successful disabled access. English Heritage

would maintain that a basalt or granite sett as a harder-wearing igneous stone is a more appropriate replacement material than Yorkstone as this would provide a like-for-like match for what is currently there, and it will help to distinguish the entrance from the Yorkstone flags elsewhere.

Officer response: Noted, the design has been amended to provide granite setts to match the existing setts outside the grade II listed building.*

What happens next?

The designs have now been amended to ensure all of the comments made as outlined above have been taken into account.

Traffic orders will now be advertised and made to formalise the road closure of Prices Street to motorised vehicles.

The next stages are to appoint a contractor who can build the scheme to the highest quality, for the best price, and with causing minimal inconvenience for local residents during the construction period.

Enabling works will commence in June 2015, and the project will be constructed between July and October 2015. The hotel is planned to open in September 2015, and the Great Suffolk Street works will be open to the public from this time.

How can I continue to be updated on this project?

For any queries about the project please do get in touch

Council team:

Dan Taylor
Southwark Council
160 Tooley Street
London
SE1 2TZ
Dan.taylor@southwark.gov.uk
Tel: 020 7525 5450

Contractor:

Billy Lovelock-Williams
IGP Management
C/O Hilton Hotel Project Office
2-8 Great Suffolk Street
London
SE1 0UG
billy@igpmanagement.com
Tel 02033 010211

Item No. 17.	Classification: Open	Date: 15 July 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Sumner Street - Prohibition of motor vehicles, revisions to parking places and waiting restrictions.	
Ward(s) or groups affected:		Cathedrals	
From:		Matthew Hill, Public Realm Manager	

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:
 - **Sumner Street**
 - prohibition of motor vehicles between the junction of Holland Street to the western extent of the LSE building (access will be maintained for cyclists as well as pedestrians)
 - Road to be made one-way from junction of Holland St southbound to the junction of Southwark St (except cycles)
 - Relocation of two pay and display bays and removal of one pay & display bay
 - **Park Street**
 - Removal of 6 no. pay & display parking bays – to be relocated nearby
 - **Holland Street**
 - Road to be made one-way eastbound from Castle Yard towards Sumner St (except cycles)
 - Provision of 3 new Pay & Display parking spaces (relocated from Park St)
 - Provision of 3 new speed humps
 - **Great Guildford Street**
 - Provision of 3 new Pay & Display parking spaces (relocated from Park St)

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 and parking places. It also recommends the prohibition of driving on Sumner Street.
 5. The origin and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

6. The council is working with the Trustees of the Tate to improve the environment in Sumner Street following the completion of the extension to the Tate Modern.
7. The construction of an 11 level extension to the Tate Modern was granted full planning permission (ref: 09-AP-0039) on 31 March 2009.
8. The consented scheme included some limited improvement works to be carried out to the Highway but the LBS Regeneration Team found that a larger scheme, funded by S106 money, could be implemented by the contractor at the same time to provide improvements and achieve better value.
9. Informal public consultation was carried out from 27 February 2015 to 31 March 2015 with proposals to pedestrianize Sumner Street, provide a one way from Castle Yard along Holland Street, eastbound, and down Sumner Street, southbound, to the junction of Southwark Street. Full access for cyclists will be maintained throughout.

Parking matters

10. Sumner Street is located in parking zone C1 where no waiting is allowed during the operational hours (Mon-Fri 08:00-18:30, Sat 09:30-12:30) except in a marked bay.
11. One pay and display bay would be lost as a result of these proposals. Parking Services have confirmed that they are happy with this approach.

Policy implications

12. 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 1.7 – Reduce the need to travel by public transport by encouraging more people to walk and cycle.
 - Policy 4.1 – Promote active lifestyles.

Policy 4.2 – Create places that people can enjoy.

Policy 6.1 – Make our streets more accessible to pedestrians.

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

13. The policies within the transport plan upheld within this report have been subject to an Equality Analysis.
14. The recommendations will encourage sustainable travel to access the Bankside area and its important cultural attractions such as the Tate Modern and the Globe Theatre.
15. This proposal focuses in particular on improving pedestrian and cycle facilities and road safety which will benefit the young, elderly and other vulnerable road users.
16. The recommendations are not considered to have a disproportionate effect on any community or group.

Resource implications

17. All costs arising from implementing the recommendations will be fully met by the council via S106 contributions and the Tate Board of Trustees.

Legal implications

18. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
19. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
20. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
21. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
22. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
23. These powers must be exercised so far as practicable having regard to the following matters:
 - a) the desirability of securing and maintaining reasonable access to premises.

- b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve amenity.
 - c) the national air quality strategy.
 - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - e) any other matters appearing to the Council to be relevant.
24. By virtue of 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.
25. 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

26. Informal public consultation was carried out from 27 February 2015 to 31 March 2015 during which we wrote to all residents in the area who would be directly affected by the scheme and exhibited posters to advertise the consultation.
27. A series of public consultation events were held at a stall on Sumner Street on Tuesday 17 March at 8am to 9am, 12.30pm to 1.30pm or 6.30pm to 7.30pm and Saturday 21 March at 11am to 12pm.
28. A consultation summary report including the public consultation responses is shown in Appendix 4.
29. 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.
30. 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.
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
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm 160 Tooley Street, London SE1 2QH Online: Southwark transport plan 2011 - Southwark Council	Richard Wells 020 7525 0855

APPENDICES

No.	Title
Appendix 1	Decision notice
Appendix 2	Proposed layout
Appendix 3	Consultation summary

AUDIT TRAIL

Lead Officer	Leah Coburn, Group Manager - Network Development	
Report Author	Richard Wells, Principal Network Development Engineer	
Version	Final	
Dated	30 June 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	3 July 2015	

TP(Permit)

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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PLANNING PERMISSION WITH LEGAL AGREEMENT

Applicant Board of Trustees of the Tate Gallery
Date of issue of this decision 14/05/2009

LBS Registered Number 09-AP-0039**Planning Permission was GRANTED for the following development:**

Erection of an 11 level (70.4m AOD) 24,786 sqm (gross external area) extension to Tate Modern to comprise Class D1 (non residential institution) use including display and exhibition spaces, performance spaces, education and learning facilities together with ancillary offices, catering, retail and other facilities, landscaping, external lighting, servicing, vehicle and cycle parking and associated works including works to the public highway and necessary demolition of outbuildings, annexes and structures.

At: TATE MODERN, BANKSIDE, LONDON, SE1 9TG

In accordance with application received on 09/01/2009 **Your Ref. No.:**
and revisions/amendments received on 18/02/2009

and Applicant's Drawing Nos. Site plan, HDM-DR-A-263-3-0100, 0210, 0220, 0230, 0240, 0250, 0260, 0300, 0450, 1010/B, 1011, 1020/B, 1021, 1030/B, 1031, 1040/B, 1050/B, 1060/B, 1070/B, 1080/B, 1090/B, 1100/B, 1110/B, 1111, 1120/B, 2010/B, 2020/B, 2030/B, 2040/B, 2060/B, 2070/B, 3010, 3020/B, 3030/B, 3040/B, 3050, 3060, 3501, 4005, 4010, 4030, 4150, 4160, 4300, 4301, 4610, 5551,

0-VLA-DR-L-1290-4-GA-01 (Rev.B), GA-02 (B), GA-03 (B), GA-04 (B), GA-06 (B); PL-01 (B);

0-VLA-DR-L-1290-4-DT-01(Rev.B) DT-02, DT-03, DT-04, DT-05, DT-06, DT-07, DT-08, DT-09, DT-10, DT-11, DT-12, DT-13 (Illustrative plans: VLA-DR-L-1290-4-GA-OS, VLA-DR-L-1290-4-DT-18; HDM-DR-A-263-3-3011B, 3021B, 3031B, 3041B)

Transport Assessment, Outline Operational Waste Management Strategy, Supporting Statement, Environmental Statement - Non Technical Summary, Sustainability Assessment, Environmental Management Plan, Design & Access Statement, Energy Assessment, Environmental Statement - Volumes 1, 2, 3a, and 3b.

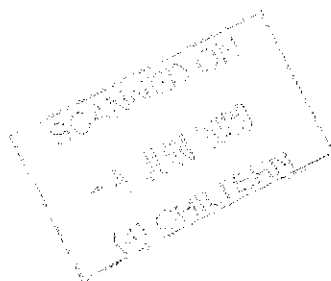
Subject to the following twenty-four conditions:

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

Reason

As allowed and required under Section 91 of the Town and Country Planning Act 1990, the standard 3 year period being inappropriate in this case because of the possible delays in commencing development involved in such a large and complex publicly funded development

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TP(Permit)

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



www.southwark.gov.uk

PLANNING PERMISSION WITH LEGAL AGREEMENT**LBS Reg. No. 09-AP-0039****Date of Issue of this decision 14/05/2009**

- 2 Sample panels of all external facing materials, and surface finishes at ground floor level, to be used in the carrying out of this permission shall be submitted to and approved by the Local Planning Authority before any work on the façade commencing and the facade 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 the external materials in the interest of the appearance of the building in accordance with Policies 3.12 'Design Quality' and 3.13 'Urban Design' of The Southwark Plan (2007).

- 3 Constructional drawings of the tower building at a scale of 1:20 (unless otherwise stated) of the items listed below shall be submitted to and approved in writing by the Council before any work on the façade is begun and the works shall be carried out in accordance with the approved details:
- a. All new entrances and service doors, fascia signs;
 - b. 1:10 drawings of windows and recess details demonstrating the relationship of the window units with the brickwork;
 - c. 1:10 drawings of the level 11 terrace including skylights, glass balustrades, security cameras, and the underside of the soffit demonstrating its relationship to the façade;
 - d. 1:50 elevational drawing of main entrances at ground floor (up to second floor level of the tower); and
 - e. detailed drawings of louvers and the mechanical and electrical equipment demonstrating their relationship with the façade.
 - f. 1:10 drawings of the junction between the south face of the existing Turbine Hall and the west elevation of the proposed new extension.

Reason: To ensure that the external appearance of the building is satisfactory and that it contributes to the character and appearance of the area, in accordance with Policies 3.12 'Design Quality' and 3.13 'Urban Design' of The Southwark Plan.

- 4 Except for the area of landscaping in the north west part of the site, details of the landscaping for the main site at a scale of 1:20 and 1:5 (as appropriate), fully annotated to demonstrate paving and all other types of surface materials (including the raised terrace above the former oil storage tanks), planting, external lighting design including floodlighting, seating, bollards, and security cameras shall be submitted (in phases if appropriate) to and approved in writing by the Local Planning Authority before work on the landscaping scheme for the main site commences and the landscaping scheme for the main site shall not be carried out otherwise than in accordance with the approved plans.

Reason

To ensure that the appearance of the landscaping scheme for the main site is satisfactory and that it contributes to the character and appearance of the area in accordance with Policies 3.12 'Design Quality' and 3.13 'Urban Design' of The Southwark Plan (2007).

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TP(Permit)

SOUTHWARK COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)



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PLANNING PERMISSION WITH LEGAL AGREEMENT

LBS Reg. No. 09-AP-0039

Date of Issue of this decision 14/05/2009

- 5 Details of the landscaping scheme for the north west part of the site, at a scale of 1:20 and 1:5 (as appropriate), fully annotated to demonstrate paving and all other types of surface materials, planting, external lighting design including floodlighting, seating, bollards, and security cameras shall be submitted (in phases if appropriate) to and approved in writing by the Local Planning Authority and the landscaping scheme for the north west part of the site shall not be carried out otherwise than in accordance with the approved plans.

Reason

To ensure that the appearance of the landscaping scheme for the north west part of the site is satisfactory and that it contributes to the character and appearance of the area in accordance with Policies 3.12 'Design Quality' and 3.13 'Urban Design' of The Southwark Plan (2007).

- 6 The landscaping and planting shown on the drawings approved pursuant to condition 4 shall be carried out in the first appropriate planting season following the completion of the building works.

Reason

To ensure that the landscaping is provided for the benefit of the area at the earliest opportunity, in accordance with Policies 3.2 'Protection of Amenity', 3.12 'Design Quality' and 3.13 'Urban Design' of The Southwark Plan.

- 7 The landscaping and planting shown on the drawings approved pursuant to condition 5 shall be carried out in the first appropriate planting season following the transfer of the land to Tate by GC Bankside LLP.

Reason

To ensure that the landscaping is provided for the benefit of the area at the earliest opportunity, in accordance with Policies 3.2 'Protection of Amenity', 3.12 'Design Quality' and 3.13 'Urban Design' of The Southwark Plan.

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

Reason

To ensure that the landscaping provided is retained for the benefit of the area, in accordance with Policies 3.2 'Protection of Amenity', 3.12 'Design Quality' and 3.13 'Urban Design' of the Southwark Plan.

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. 09-AP-0039****Date of Issue of this decision 14/05/2009**

- 9 Details of the means by which the existing trees on or immediately adjoining the site are to be protected from damage by vehicles, stored or stacked building supplies, waste or other materials, and building plant or other equipment are to be carried out in accordance with the provisions identified in the Environmental Management Plan submitted by the applicant, and such protection shall be installed and retained throughout the period of the works.

Reason

To ensure that any trees to be retained are protected from damage during demolition and/or construction works, in accordance with Policies 3.2 'Protection of Amenity' and 3.13 'Urban Design' of The Southwark Plan.

- 10 Prior to the commencement of development works an archaeological evaluation shall be undertaken, according to the details submitted with this planning application. A report detailing the results of the evaluation will be submitted to and approved by the Local Planning Authority. Dependant upon the results of this evaluation a suitable programme of archaeological mitigation works will be agreed in writing with the Local Planning Authority. This agreement will include a timetable for undertaking the archaeological mitigation works and the production of a final report and publication.

Reason:

In order that the archaeological operations are undertaken to an acceptable standard and that legitimate archaeological interest in the site is satisfied.

- 11 Details of a post construction survey for impacts on television, radio and other telecommunication services shall be submitted to the local planning authority for approval of mitigation matters within 3 months of the completion of the Tate Modern 2 building and any necessary mitigation measures shall be carried out within 6 months of the completion of the Tate Modern 2 building.

Reason:

In order to ensure that any adverse impact of the development on reception by residential properties is identified and resolved satisfactorily

- 12 No roof plant, equipment or other structures, other than as shown on the plans hereby approved or approved pursuant to a condition of this permission, shall be placed on the roof or be permitted to project above the roofline of any part of the building as shown on elevational drawings or shall be permitted to extend outside of the roof plant enclosure of any building hereby permitted without the prior written consent of the Local Planning Authority.

Reason

In order to ensure that no additional plant etc. is placed on the roof of the building in the interest of the appearance and design of the building and the visual amenity of the area in accordance with Policies 3.2 'Protection of Amenity' and 3.13 'Urban Design' of The Southwark Plan.

- 13 Notwithstanding the provisions of Parts 24 and 25 The Town & Country Planning [General Permitted Development] Order 1995 [as amended or re-enacted] no external telecommunications equipment or structures shall be placed on the roof or any other part of a building hereby permitted without the prior written consent of the Local Planning Authority.

Reason

In order to ensure that no telecommunications plant or equipment which might be detrimental to the design and appearance of the building and visual amenity of the area is installed on the roof of the building in accordance with Policies 3.2 'Protection of Amenity' and 3.13 'Urban Design' of The Southwark Plan.

- 14 The machinery, plant or equipment installed or operated in connection with the operation of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc., is in use as measured at any adjoining or nearby premises in separate occupation; or (in the case of any adjoining or nearby residential premises) as measured outside those premises; or (in the case of residential premises in the same building) as measured in the residential unit.

Reason

In order to protect neighbouring occupiers from noise nuisance thereby protecting the amenity of neighbouring occupiers in accordance with Policy 3.2 'Protection of Amenity' of the Southwark Plan and Planning Policy Guidance 24 Planning and Noise.

- 15 The management of ground based environmental risks during all phases of works, as identified in ES Volume 1 (Chapter 16: Ground Conditions and ES Volume IIIb Technical Appendices (Ground Conditions), shall be carried out in accordance with the Ramboll Whitby Bird "Ground Contamination Conditions – Schedule of Works" (subject to programme changes), to be submitted and agreed with the Local Planning Authority and the Environment Agency.

Reason

In order to protect construction employees and future occupiers of the site from potential health-threatening substances in the soil, in accordance with Strategic Policies SP11 'Amenity and Environmental Quality' and SP12 'Pollution', and Policies 3.2 'Protection of Amenity' and 3.10 'Hazardous substances' of The Southwark Plan (2007).

- 16 Details of the facilities to be provided for the secure storage of bicycles including any structures for bicycle shelters shall be submitted to and approved by the local planning authority before work on the bicycle storage facilities is commenced and the premises shall not be occupied until any such facilities as may have been approved have been provided. Thereafter the bicycle 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' in the Southwark Plan.

- 17 Details of the Servicing Vehicle Management Strategy for vehicles delivering goods to the proposed Goods Handling Zones shall be prepared in conjunction with key stakeholders (including GC Bankside) and submitted to, and approved by, the local planning authority in consultation with Transport for London before any service or delivery vehicles are allowed on the Tate Modern 2 site,

except for those service vehicles already serving the TM1 site. Use of the site by service or delivery vehicles shall not be carried out otherwise than in accordance with any approval given.

Reason

In order to protect the residential amenity for nearby properties, in accordance with Policy 3.2 'Protection of Amenity' of The Southwark Plan.

- 18 Details of the final waste management strategy shall be submitted to and approved by the local planning authority prior to occupation of the development.

Reason:

To ensure that the impact of the development is acceptable and in accordance with Policy 3.7 'Waste reduction' of The Southwark Plan.

- 19 Details of the Façade Cleaning and Maintenance Strategy shall be submitted to and approved by the Local Planning Authority before work on the façade is begun

Reason:

To ensure that the external appearance of the building is satisfactory and that it contributes to the character and appearance of the area, in accordance with Policies 3.12 "Design Quality" and 3.13 "Urban Design" of the Southwark Plan.

- 20 Details of how an accessible, inclusive design solution can be achieved between the Turbine Hall (level 1) and the Bridge at level 2, shall be submitted to and approved by the Local Planning Authority before work on the spiral stair between level 1 and the Bridge at level 2 is begun and shall not be carried out otherwise than in accordance with the approved plans.

Reason:

To ensure that access is provided for people with disabilities or those who are mobility impaired, in accordance with Policies SP 3 'Quality and Accessibility', 3.12 'Design Quality' and 3.13 'Urban Design' of The Southwark Plan (2007) and Policy 4B.5 of the London Plan (2008).

- 21 Details on the water usage to determine the existing capacity and proposed demand for the development, are to be submitted to the Council, for approval prior to the occupation of the development.

Reason:

To ensure that the impact of the development is acceptable, in accordance with Policy 3.9 'Water' of the Southwark Plan (2007) and Policy 4A.16 of the London Plan (2008).

- 22 The entrance threshold levels of the new development will be set no lower than 5.93m AOD, in line with the Flood Risk Assessment submitted with the planning application by URS Corporation.

Reason:

To minimise the risk of the new building being inundated by flood waters. (Condition required by the Environment Agency)

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.** 09-AP-0039**Date of Issue of this decision** 14/05/2009

- 23 The surface water drainage works shall only be constructed in accordance with the following approved drawings: RWB-DR-C-5122 - 221 Rev.P02; 222 Rev. P02; 223 Rev.P02, and 250 Rev.P02; or in accordance with a revised scheme of surface water drainage works which achieves less than 110 litres per second as the maximum discharge rate to the sewer system and no greater risk of flooding and has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage works once constructed will then be maintained as such thereafter.

Reason:

To minimise the risk of flooding due to surface water discharge from the development. (Condition required by the Environment Agency)

- 24 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason:

For the protection of controlled waters. (Condition required by the Environment Agency)

Reasons for granting planning permission.

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

- a] Policies SP 3 (Quality and Accessibility); SP 5 (Regeneration and creating employment); SP 7 (Arts, Culture and Tourism); 1.1 (Access to Employment Opportunities); 1.7 (Development within town and local centres); 1.11 (Arts, Culture and Tourism uses); 2.5 (Planning Obligations); 3.1 (Environmental Effects); 3.2 (Protection of Amenity); 3.3 (Sustainability assessment); 3.4 (Energy efficiency); 3.5 (Renewable Energy); 3.7 (Waste reduction); 3.8 (Waste management); 3.9 (Water); 3.10 (Hazardous substances); 3.11 (Efficient use of land); 3.12 (Quality in design); 3.13 (Urban design); 3.14 (Designing out crime); 3.18 (Setting of listed buildings, conservation areas and world heritage sites); 3.19 (Archaeology); 3.20 (Tall buildings); 3.22 (Important local views); 3.29 (Development within the Thames policy area); 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); 5.8 (Other parking); and 7.4 (Bankside and Borough Action Area.) of the adopted Southwark Unitary Development Plan [July 2007].
- b] Policies 1.1 (London in its global, European and UK context); 2A.1 (Sustainability criteria); 3B.8 (Creative industry); 3B.9 (Tourism industry); 3C.2 (Matching development to transport capacity); 3C.18 (Allocation of street space); 3C.20 (Improving conditions for buses); 3C.21

(Improving conditions for walking); 3C.22 (Improving conditions for cyclists); 3C.23 (Parking strategy); 3C.25 (Freight strategy); 3D.4 (Development and promotion of arts and culture); 3D.7 (Visitor accommodation and facilities); 4A.1 (Tackling climate change); 4A.2 (Mitigating climate change); 4A.3 (Sustainable design and construction); 4A.4 (Energy assessment); 4A.5 (Provision of heating and cooling networks); 4A.7 (Renewable Energy); 4A.8 (Hydrogen economy); 4A.9 (Adaptation to climate change); 4A.10 (Overheating); 4A.11 (Living roofs and walls); 4A.13 (Flood risk management); 4A.14 (Sustainable drainage); 4A.16 (Water supplies and resources); 4B.1 (Design principles for a compact city); 4B.2 (Promoting world class architecture and design); 4B.3 (Enhancing the quality of the public realm); 4B.5 (Creating an inclusive environment); 4B.8 (Respect local context and communities); 4B.9 (Tall buildings – location); 4B.10 (Large scale buildings – design and impact); 4B.16 (London View Management Framework); 5D.2 (Opportunity Areas in South East London); 5G.2 (Strategic priorities for the Central Activities zone); and 6A.4 (Priorities for planning obligations) of the London Plan consolidated with alterations since 2004 [Feb. 2008].

- c] Planning Policy Statements PPS1 (Delivering Sustainable Development), PPS6 (Planning for Town Centres), PPS9 (Biodiversity and Geological Conservation), PPS22 (Renewable Energy), PPS23 (Planning and Pollution Control) and PPS25 (Development and Flood Risk); and Policy Guidance Notes PPG13 (Transport), PPG16 (Archaeology and Planning), and PPG24 (Planning and Noise).
- (d) In coming to a decision on this application the Council took full account of the Environment Statement submitted in accordance with the Town and Country Planning (Environmental Impact Assessment) England and Wales Regulations 1999 and all submissions relating to considerations in the Environmental Statement. Particular regard was had to accessibility, traffic, views, flood risk, the impact on the local environment, including amenity for local residents and surrounding occupiers, and the proposed landscaping and amenity. It was considered that the benefit to the wider community and London as a whole, would outweigh any adverse impacts of the proposed development. It was therefore considered appropriate to grant planning permission having regard to the policies considered and any other material planning considerations.

Signed



Gary Rice
Head of Development Management

Your attention is drawn to the notes accompanying this document.

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

UPRN: 10000813334

checked by _____ TP/1519-53

PLANNING PERMISSION WITH LEGAL AGREEMENT

LBS Registered Number: 09-AP-0039

Date of issue of this decision: 14/05/2009



www.southwark.gov.uk

IMPORTANT NOTES RELATING TO THE COUNCIL'S DECISION

- [1] **APPEAL TO THE SECRETARY OF STATE.** If you are aggrieved by this decision of the council as the local planning authority to grant permission subject to conditions you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990. If you appeal you must do so within six months of the date of this notice. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems that the local planning authority could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order. If you do decide to appeal you can do so using The Planning Inspectorate's online appeals service. You can find the service through the appeals area of the Planning Portal at www.planningportal.gov.uk/pcs. 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. 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 from 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.

- NOTES:
1. THESE DRAWINGS IS NOT TO BE SCALED.
 2. THESE DRAWINGS IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTURAL, STRUCTURAL AND M&E DRAWINGS.
 3. THESE DRAWINGS BASED ON V02T GA PLANS DRAWING SERIES Y1A-D1R-1-1296-4-101 TO 105 REV. C01 GA PLAN RECEIVED 08.06.2015.
 4. TOPOGRAPHIC SURVEY BASED ON DRAWING SEE-DR-C-088 RECEIVED 10.06.2015.

KEY:

- PERMIT BAY
- EXISTING MOTORCYCLE BAY
- 2HR PAY AND DISPLAY BAY
- CAR CLUB
- LOADING BAY
- PAY AND DISPLAY BAYS REMOVED
- BUS STOP REMOVED
- TRAFFIC CALMING
- PROPOSED SHARED SPACE WITH LIMITED VEHICLE ACCESS

- PROPOSED INDICATIVE ROAD MARKINGS
- EXISTING INDICATIVE ROAD MARKINGS

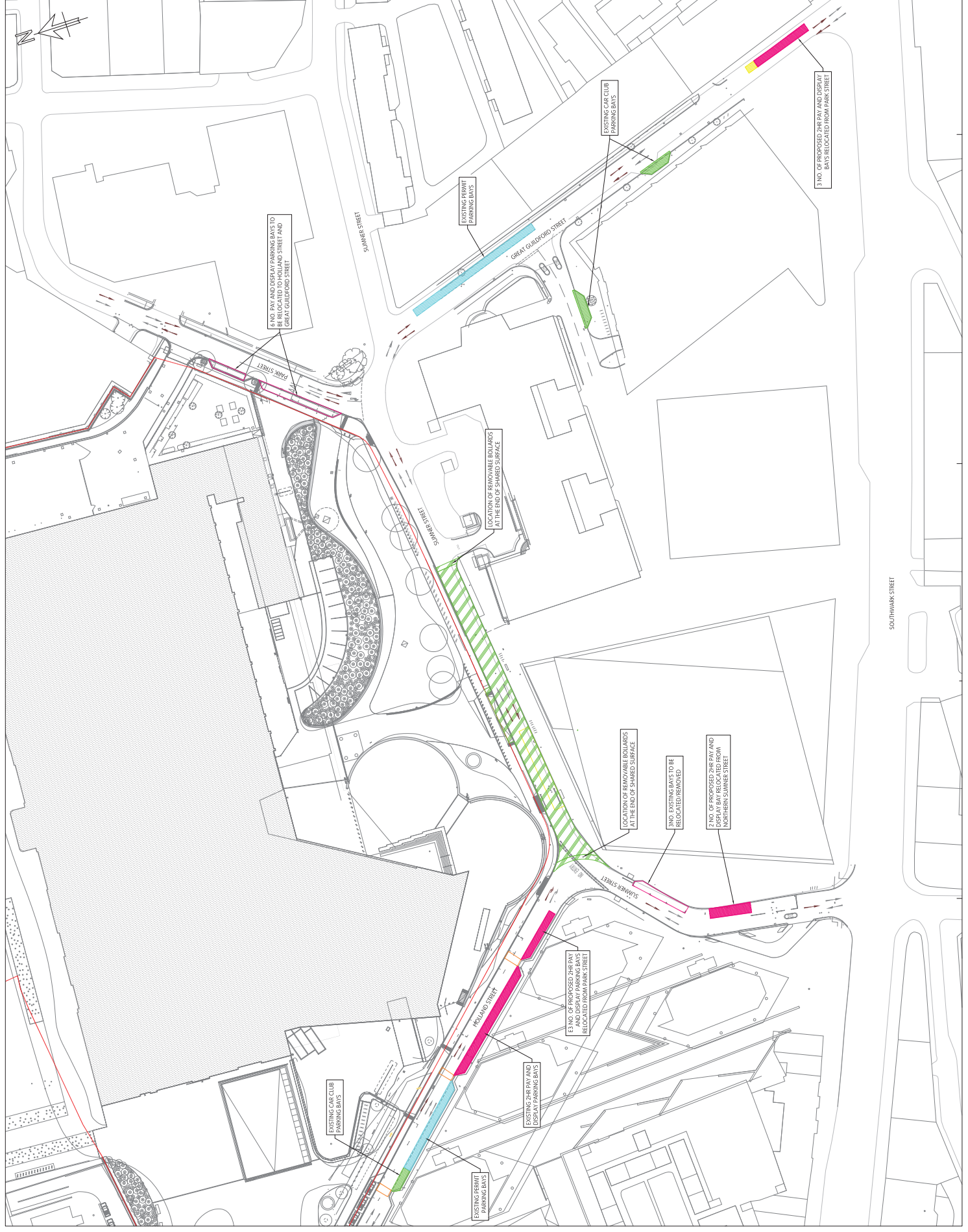
ISSUE DESCRIPTION	ISSUE NO.	AP	DATE
01	ISSUED FOR INFORMATION	08	06.07.2015

SCALE: 1:500 (B2/A)

PROJECT NUMBER: S278

PROPOSED PARKING PLAN

RUK-DR-C-5122-C-618



SUMNER STREET CONSULTATION SUMMARY



The council is working with Tate Modern and Better Bankside to improve the public realm around the new art gallery extension, following the planned completion of the construction project in 2016. The extension project will transform the orientation of the Tate Modern, with a new main entrance on the south side of the building which will create new pedestrian routes into the heart of Southwark. In order to improve the pedestrian environment and create a world class gateway, a project has been developed to improve the main thoroughfare to the new art gallery on the southside along Sumner Street.

This note summarises the reasons for investing in the project, the method of consultation, a detailed response to comments made, and next steps for the project.

Why invest in improvements at Sumner Street?

The proposal to make further improvements to Sumner Street has arisen from two key opportunities:

- **Create a world class public space adjacent to the new Tate Modern extension** which will be complete in time for the opening of the £215m project in 2016. In addition to creating a 60% increase in the size of the public art gallery at Tate Modern, the extension project will also reconfigure the ground floor layout of the building, creating a new main entrance to the landmark visitor attraction on the south side of the former power station, adjacent to Sumner Street. The attraction currently receives in excess of 5 million visitors a year, which is set to rise following the completion of the extension project, and a substantial proportion will access the site from the new main entrance off Sumner Street. Improving the public realm along Sumner Street will provide a safe and attractive route for visitors accessing the site from local public transport nodes, including Southwark tube, London Bridge and Waterloo stations, and local bus and cycle hire services.
- **The need to create new and improved public realm** to provide for the large numbers of new residents, workers, and visitors moving into and through the area. The council has carried out extensive consultation on a programme of public realm improvement works across Bankside called the "Bankside Urban Forest." Sumner Street presents a key opportunity to create a high quality public plaza with seating, tree planting, cycle parking and cycle hire facilities which will provide a valuable new amenity and social space for the enjoyment of local residents, workers and visitors. Closing the road to motorised vehicles will improve the safety of access to the international attraction for visitors and also encourage sustainable modes of travel by promoting a high quality new pedestrian and cycle route.

What improvements are being proposed?

As a first step in the process, the council carried out a traffic study in October 2014 to quantify and analyse the volumes of pedestrian, cycle and vehicle movement through the area. Based on the low volumes of vehicle movement, the report highlighted the potential for the closure of a section of Sumner Street. Please visit our dedicated project webpage at www.southwark.gov.uk/sumnerstreet

Sumner Street between the junction of Holland Street and Bankside House to vehicular traffic in order to create a new world class plaza to link to the new Tate Modern landscape on the southside. Since the traffic study was completed, a draft layout has been designed to detail how improvements can best be made with the budget available and can be downloaded from www.southwark.gov.uk/sumnerstreet. The layout will provide a route for pedestrians and cyclists with high quality granite materials throughout and additional tree planting.

How will traffic continue to access the area around Sumner Street?

In order to close the section of Sumner Street between Holland Street and Bankside House, some minor alterations to the highway network are proposed, as set out in the attached highway layout plans. Sumner Street is proposed to be made one way between the junctions with Holland Street and Southwark Street, with no entry signage erected on Southwark Street. Vehicles would continue to have full access to all sites in the area via Hopton and Holland Streets. On Great Guildford Street cul-de-sac signage would be erected to indicate the change in access arrangements, with all other access arrangements remaining in situ.

What are the long term plans for the area?

Planning permission was granted in 2011 for an extension to the existing Bankside House building. Should the project or an alternative proposal for the site be implemented, there is potential to extend the proposed closure of Sumner Street to the junction with Great Guildford Street as set out in the attached plans. We have indicated this proposal as a second phase two, and would be subject to agreement with the owners of the building and future funding.

How did we consult you on the designs?

- We held a series of public consultation events at a stall on the street on Tuesday 17th March at 8am to 9am, 12.30pm to 1.30pm or 6.30pm to 7.30pm, or Saturday 21 March at 11am to 12pm.
- We wrote to all residents in the area who would be directly affected by the scheme and asked for comments between 27 February and 31 March 2015.
- We exhibited posters, leaflets, and adverts to advertise the consultation and seek all comments on the plans
- We set up a project webpage so that people could download the plans easily at www.southwark.gov.uk/sumnerstreet

What comments were made on the design and how have they affected the design?

The overall consultation response was very positive and we had a number of representations supporting the initiative. There were 2 objections to the scheme. We received a number of very helpful comments on the design. The list below provides a list of all of the comments made with a response in italics below to address how we have taken these comments into account.

1. Trees are only shown in phase 2 can some be put in in phase 1?

Officer response: Noted, we will aim to introduce more street trees on Sumner Street in phase 1 if the layout of sub-ground services and utilities allows for more trees to be planted. We are currently carrying out technical surveys to ascertain the exact layout of utilities and will aim to insert additional trees if possible.

2. There is going to be a need for a lot of bins to cope with the rubbish from a lot more pedestrians on the south side are these planned in properly?

Officer response: Noted, additional street bins will be included in the scheme on Sumner Street

Please visit our dedicated project webpage at www.southwark.gov.uk/sumnerstreet

3. The one way system past Neo could become a bit of a race track, especially as drivers get exasperated as their route is blocked further up. Will any calming measures be installed? There will be increased pedestrian traffic in this zone too so it could be dangerous.

Officer response: Noted, a sum from the project budget has been set aside to provide traffic calming measures on Holland Street adjacent to the art gallery to prevent speeding.

4. Where will the taxi rank be and has the risk of this backing up into the one way section been considered?

Officer response: The taxi rank for Tate Modern will remain in its existing location on Holland Street and will be improved with new materials. The layout has been designed to ensure that taxis will not wait on Holland Street to avoid impeding the flow of traffic.

5. Concern that there is currently significant illegal parking, especially during major events at Tate Modern, such as fashion week and this will be exacerbated by the closure of Sumner Street

Officer response: The head of parking enforcement has been notified of this reported issue and has instructed the team of enforcement officers to monitor the situation closely to restrict illegal parking.

6. I am sure this project will stop cars coming up Holland Street from Sumner Street the wrong way. At the moment it seems many drivers ignore the No Entry signs and continue up Holland Street. This scheme should now stop that. I would however like to urge that there is a formalised contra-flow cycle lane because not only cars but also cyclists come up Holland Street the wrong way at the moment often quite fast right in the middle of the road

Officer response: Noted, the project will include a formal contra-flow cycle lane along Holland Street, with traffic management orders and markings on the street.

7. Is the intention to make Hopton Street one way as well. I do hope this is not the case because if there are major queues on Southwark Street (which frequently happens when the north side of the river is used for events). If Hopton Street remains two way it would be possible to exit in extremis out of Castle Yard by turning left. You can then cross Southwark Street and drive south quite easily.

Officer response: Hopton Street will remain two way. As a result of the numerous positive suggestions through this consultation, the council intends to prepare a traffic order to make Holland Street two way north of Castle Yard.

8. Southwark Living Streets is extremely supportive of these proposals (both phase one and phase two) and in particular the knitting together of the Tate redevelopment with the buildings to the south of Sumner St and the pedestrianisation that is proposed along with the elements of filtered permeability which will serve to reduce the impact of motor vehicles in the area (speeding on Great Guildford is particularly intimidating) and encouraging permeability for bicycles. Opening up Holland St fully to two-way cycling would be particularly useful.

Officer response: Noted, cycle access will be maintained through Sumner Street.

9. While we understand that the two phases of the project need to be undertaken separately, the introduction of simple calming on Great Guildford north of Southwark Street (through full-width humps) might help improvement the environment and safety in the short term for cyclists and pedestrians - these are being used widely in the Quietways programme to ensure a 20mph environment.

Officer response: The current available budget for this project is limited, and we will investigate the options to introduce further traffic calming measures to Great Guildford Street once the final cost of the construction of Sumner Street has been agreed.

10. Marks and Spencer's have two daily HGV articulated lorry deliveries at 6am and 5pm. Currently the HGV turns into Sumner Street at the Great Suffolk Street junction, and then into Zoar Street where it reverses into the loading bay.

Officer response: Noted, vehicle swept path analysis will be carried out at the junction of Great Guildford Street and Zoar Street to ensure that service vehicles can access Zoar Street from the south of Great Guildford Street.

11. There are a number of enforcement issues associated coaches dropping off at Bankside House and ignoring the coach ban.

Officer response: It is noted that some coaches have been ignoring the coach ban which applies to the area and the council has contacted the owners of Bankside House to ensure that they are aware of the issue.

12. Please also remove the existing bollards blocking entry into Sumner Street from Park Street and from Great Guildford Street, so that, in case of congestion in Southwark Street, people can drive into Southwark Bridge Road.

Officer response: The point closure of Sumner Street at the junction with Great Guildford Street was installed a number of years ago at the request of local residents on the Sumner Street estate to prevent rat running through to Southwark Bridge Road.

13. Please create many more single-yellow lines along Hopton Street, Castle Yard, Holland Street and Sumner Street, allowing people to park after 6 PM from Monday to Friday and all day on Saturday and Sunday

Officer response: It is noted that the amount of resident on street parking has increased following the recent introduction of the controlled parking zone (CPZ) in 2012. Prior to 2012 there were 27 resident parking bays within 200m walk of Bankside Lofts. The introduction of the new CPZ in (2012) brought about a number of changes there are now 36 resident parking bays within a 200m walk of Bankside Lofts. The council's parking team have been made aware of this request and will investigate as part of the next CPZ review.

14. I live in Bankside Lofts, and your proposed changes to the traffic flow along Sumner Street and the eventual closure of a part of Sumner street will make it very difficult to drive out of my block of flats' car park and will make it difficult for delivery vans and lorries, for emergency vehicles and for builders, plumbers and other engineers to access my block of flats. Please also understand that the emergency vehicles (police, ambulances, fire engines) must be able to get access to Neo Bankside, Bankside Lofts and all other building in my area easily.

Officer response: Prior to the commencement of this project, the council carried out a detailed traffic study of the whole area with traffic surveys and an analysis of all future planned developments, including the redevelopment of Samson and Ludgate Houses. The survey includes future trip generation and demonstrates that the closure of Sumner Street will not have a detrimental impact on the capacity of the network, and permanent access to the Bankside Lofts development for all servicing and emergency vehicles will be maintained.

15. The RV1 stop has been removed – could it be re-instated to improve access for disabled residents

Officer response: Disabled access to the RV1 bus stop is retained with access to the stop on Upper Grounds via the recently refurbished Thames Path and Marigold Alley. The council has further contacted Transport for London to understand if there is scope to relocate a RV1 bus stop on Southwark Street.

16. May I suggest that instead of dropped bollards 2 rows being placed at each end of Sumner St to allow the RV1 bus route to be re- instated along there

Officer response: The council has investigated this option, but there is real concern over the clash between pedestrians and cyclists and bus access, and concern over the maintenance of a technology required to provide for remote access rising bollards.

17. I notice also that the traffic survey was undertaken in 2014. Presumably for the immediate area. However, this closure would have an effect on the amount of traffic flow along Holland St and also along Hopton St. Carlyle Group's large new development is due to begin shortly in the Hopton St area which will also increase the volume of traffic flow.

Officer response: The traffic study includes analysis of all future planned developments, including the redevelopment of Samson and Ludgate Houses and the associated future trip generation.

18. I would also like to suggest that if this proposal does go ahead that traffic light be placed at the junction of Hopton St with Southwark St as more vehicles would need to turn into Hopton St against the Southwark St traffic.

Officer response: Transport for London have stated that this junction is too close to an existing set of signals to enable further signals to be installed. The traffic survey completed which includes future trip generation does not highlight a detrimental impact on this junction as a result of the proposed closure of Sumner Street.

19. No through road signs should have 'except cycles' plates underneath

Officer response: Noted, this will be included in the scheme

20. Trial without bollards: the paving and amount of people should be enough to discourage most drivers. Having a few CEOs ticketing taxis once scheme is implemented should dissuade taxis.

Officer response: There is scope to remove the proposed bollards in the long term, but bollards will be needed in the short term in order to ensure that the public is fully aware of the changes to the highway network following completion and to protect the recently completed paving works.

21. How would the loop for deliveries/access to Neo Bankside on Sumner Street work with one-way traffic? I think it would be better for the one-way to be in the other direction – both for access and arrangements for cycling.

Officer response: The council has amended the design to create a traffic order to make Holland Street two way north of Castle Yard to enable ease of access to the car parks at Hopton Point and Neo Bankside.

22. Move existing closure at end of Sumner St east. So perhaps to junction of Emerson St & Sumner St. This would make it easier for the cycles using Sumner Street to reach the bridge. Alternative is to change the give way markings at Emerson St (making drivers coming from it have to give way)

Officer response: The current available budget for this project is limited, and is not likely to be sufficient to widen the scope at this time.

Please visit our dedicated project webpage at www.southwark.gov.uk/sumnerstreet

23. Poor conditions for cycling at junction of Great Suffolk St - it needs an advanced stop line (ASL) and lead-in lane if the one-way proposed is not to be reversed, but no island is required

Officer response: Noted, we will investigate the scope to include advanced stop line in this location to enhance safety.

What happens next?

The designs have now been amended to ensure all of the comments made as outlined above have been taken into account.

Traffic orders will now be advertised and made to formalise the road closure of Sumner Street to motorised vehicles.

The council is working closely with the project team at the Tate Modern extension to procure a coordinated public realm contract which will deliver the internal landscaping within the Tate project site and the external works along Sumner Street. This joint procurement will facilitate the most efficient logistics for the project and minimise disruption for local residents during the construction of the public realm works.

Works are planned to be delivered in phases starting in Autumn 2015 and completed before the end of March 2016.

How can I continue to be updated on this project?

For any queries about the project please do get in touch

Dan Taylor,
Programme manager
Southwark Council
160 Tooley Street,
London SE1 2TZ
Dan.taylor@southwark.gov.uk
Tel: 020 7525 5450

Sign up to receive electronic or paper copies of our **dbrief** development news to keep in touch with changes in the area by visiting www.betterbankside.co.uk/contact and selecting Bankside Bulletin.

Please visit our dedicated project webpage at www.southwark.gov.uk/sumnerstreet

Item No. 18.	Classification: Open	Date: 15 July 2015	Meeting Name: Borough, Bankside and Walworth Community Council
Report title:		Secure Cycle Parking (Bike Hangar)	
Ward(s) or groups affected:		Newington, Cathedrals and Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. That the Borough, Bankside and Walworth Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and the public realm:
 - Due to a majority of respondents supporting the introduction of a cycle hangar:
 - 58% in Sutherland Square
 - 61% in Silex Street (Webber Street)
 it is recommended that the scheme proceeds to implementation subject to necessary statutory procedures, noting the revised location in Sutherland Square.
 - Due to split opinion on the introduction of a cycle hangar:
 - 33% support and 33% opposed and 33% no opinion in Horsley Street;
 and Southwark's on-going commitment to improve and promote cycling and safety in the borough, it is recommended that in this road the scheme proceed to implementation subject to the 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. In practice this is carried out following public consultation.
3. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
4. Full details of all results associated with the study can be found in Appendix A the 'Consultation Summary'.
5. The ward members were made aware of the scheme and the associated design in February 2015.

KEY ISSUES FOR CONSIDERATION

6. Informal public consultation took place with all residents and businesses within the consultation area from the 30 March 2015 until the 24 April 2015.
7. Full details of the consultation responses can be found in Appendix A.
8. 58 % of respondents to the public consultation in Sutherland Square were in favour of the scheme (a total of 19 responses), however, there were comments regarding the specific location. An alternative location is proposed under the railway arch.
9. 61 % of respondents to the public consultation in Silex Street (Webber Street) were in favour of the scheme (out of a total of 19 responses).
10. In Horsley Street there were 3 responses, one in favour, one against and one 'no opinion'. This does not include the original requestor.
11. The uptake of spaces in each cycle hangar will be monitored and should it be proven in any location that there is not sufficient use of the hangar then it will be relocated.
12. Any residents who are not aware of the proposal in the identified location still have a further opportunity to object during the statutory consultation stage which precedes implementation. Any such objections will need to be formally considered by the cabinet member prior to implementation.

Recommendations to the cabinet member for environment and the public realm

13. On the basis of the results of the public consultation, the cabinet member is recommended to:
 - a. Approve the implementation of the proposed bike hangars on Sutherland Square subject to consideration of alternative location as proposed by the local residents forum. The proposed alternative location is under the railway bridge, on the west side of the square.
 - b. Approve the implementation of the proposed bike hangar on Silex Street in the location consulted.
 - c. Approve the implementation of the proposed bike hangar on Horsley Street in the location consulted.

Subject to completion of statutory procedures.

Policy implications

14. 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 1.7	Reduce the need to travel by public transport by encouraging more people to walk and cycle

- Policy 1.12 Ensure that cycle parking is provided in areas of high demand and in areas where convenient
- Policy 2.3 Promote and encourage sustainable travel choices in the borough
- Policy 4.1 Promote active lifestyles
- Policy 5.8 Improve perceptions of safety in the public realm
- Policy 6.3 Support independent travel for the whole community

Community impact statement

15. 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. Cycling infrastructure proposals also have the added advantage of improving the environment through reduction in carbon emissions and social health and fitness benefits. No group has been identified as being disproportionately adversely affected as a result of these proposals. Cyclists will benefit.

Resource implications

16. This report is for the purposes of consultation only and there are no resource implications associated with it.
17. It is, however, noted that this project is funded by the 2014/2015 LIP programme which has an allocated budget of £50,000 for the current financial year.

Consultation

18. Ward members were consulted prior to commencement of the consultation.
19. Informal public consultation was carried out in March / April 2015, as detailed above.
20. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the Cabinet Member for Environment and the Public Realm following this community council meeting.
21. If approved for implementation all sites will be subject to statutory consultation required in the making of the relevant Traffic Management Orders. This gives further opportunity to comment and object given the amended proposals.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment Public Realm Network Development 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix A	Secure Cycle Parking (Bike Hangar) Consultation Report
Appendix B	Cycle Hangar location plans

AUDIT TRAIL

Lead Officer	Des Waters, Head of Public Realm	
Report Author	Matthew Hill, Public Realm Programme Manager	
Version	Final	
Dated	26 July 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Date final report sent to Constitutional Team	3 July 2015	

APPENDIX A

**Secure Cycle Parking (Bike Hangar)
Consultation Summary**

SUTHERLAND SQUARE - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		It is ridiculous, Iceland lorries and cars have a tough job passing each other as it is. To have a hangar on the road and 2 feet of it on the kerb which then opens onto the pavement is dangerous. This is a residential area with young children, plus it would ruin the appearance of a lovely square. Parking is in short supply as it is. I propose that an alternative location i.e. fielding Street (end leading to Carter Street), Carter Street or Penrose Street more viable.	X SUTHERLAND SQ
2	1				1		X SUTHERLAND SQ
3	1		1			I am in full support of this cycle hangar, but I live at No 3 Sutherland Walk so would like to have another hangar installed closer to our end of the street, perhaps under the bridge, or across the road from us in those parking bays. Many thanks.	X SUTHERLAND WALK
4	1			1		I do not like the look of the cycle hangars. I personally feel there is too much street clutter in Southwark and Sutherland Square, which is a beautiful and traditional square, will suffer aesthetically if one is installed. The big green steel box does not fit well. The homes in the square are quite large and I am sure residents could find room in their homes or gardens to store their bikes.	X SUTHERLAND WALK

5	1		1		Cycle parking provisions would improve the convenience of cyclists. However, I think that those who would use this shed are keen cyclists who are not keen on cluttering their homes with bikes. We will need more than one shed if you wanted to encourage new cyclists in the neighbourhood. Also, some may not like the visual impact it will have to the square. an alternative location(s) under the rail bridge would mitigate these visual impacts, provided that the existing pigeon waste issue is resolved!	X SUTHERLAND SQUARE
6	1			1	Car parking has become increasingly difficult in this area (even with a permit). I am a cyclist but feel the space would be better utilised with large, communal 'dumpster' bins, as opposed to the ludicrous number of wheelie bins littering the square.	X Sutherland Square
7	1		1		Brilliant idea to encourage cycling and storage is essential to keep bikes in good condition. We need these. Thanks.	X Sutherland Square
8	1			1	Elderly people who are unable to cycle need motor vehicles to bring in shopping and other needs. We already pay over £100. to park and finding a space near ones home is often difficult at weekends and evenings. therefore, I object to the loss of any parking space. If it is approved I feel it maybe the thin end of the wedge with so many people asking for some many cycle spaces which would result in the loss of even more parking.	X Sutherland Walk
9	1			1	Suggest locating cycle hangar opposite former shop at X Sutherland Square, a location favoured by Residents' Association consultation and nearby residents	X Sutherland Square
10	1			1	A hanger is proposed within the Sutherland Square Conservation Area. I do not support provision of one at this location as it would be at odds with the special historic character of the conservation area and the listed buildings. Sutherland Square sits at the heart of the Conservation Area and is included in the schedule of Squares protected by the London Squares Preservation Act (1931). It is a measure of the outstanding cultural and environmental importance of London's squares that they	X Sutherland Square

					<p>were protected by this Act 16 years before the first major Town and Country Planning Act. All of the terrace houses facing onto the Square are grade II listed buildings.</p> <p>The architectural and historic interest of the listed buildings is inalienably linked to the special character of the conservation area: with the formality of the Georgian/Regency style architecture sitting harmoniously within the traditional square. This is a formal composition, which unifies architecture; street plan and open space. The aesthetic value of the square comes from the clean lines and rigid hierarchy exhibited by the polite elevations of the listed terrace houses, formally arranged around the simple geometry of the garden square.</p> <p>Aside from issues of 'bin blight', the square currently remains largely uncluttered. The imposition of a fixed structure (roughly the size of a refuse skip and with a design typology reminiscent of a WWII Anderson Shelter) into the streetscape of this part of the Conservation Area would be harmful to its special character and have an adverse effect on those listed building whose setting is defined by the formality of the Square.</p> <p>Section 72 of the Planning (Listed Building and Conservation Area) Act 1990 requires your authority to pay special attention to preserving or enhancing the character or appearance of the conservation area. Similarly, Section 16 of the Act requires you to have special regard to preserving the setting of listed buildings. Under the NPPF, it is a core principle to conserve heritage assets and any harm or loss should require clear and convincing justification.</p> <p>For these reasons, I do not support a hanger here, or in front of any of the properties fronting onto the square garden. Nor would I support one at the entrances/exits to the square (such as opposite the former shop), as these provide important views into and out of the Square which would be compromised by such an incongruous structure.</p>	
11	1		1		the locations that we felt were more acceptable are 1) in one of the	X Sutherland

					parking bays opposite the former shop (each of the freeholders of the 3 properties there are supportive of a cycle hanger in this location) and 2) under one of the railway bridges.	Square
12	1		1		The Sutherland Residents Association suggests that the cycle hanger is not located where it is currently proposed (outside no 55) but in one of the locations that residents said they found more acceptable in the consultation that we did about this in autumn 2014. The preferred locations are 1) Opposite the site of the former shop where the three (30 minute) parking places that are still there are hardly ever used now that the corner shop has closed down. There are three properties that face on to that section of street - X S Sq, X S Sq and the shop itself. We have spoken to the freeholders of each of those three properties and each is supportive of a cycle hanger being placed on the site of one of these parking spaces; 2) Under or close to the railway bridge preferably on the northern arm of the square as that is close a couple of the households with the greatest stated demand for the cycle hangers and 3) Across the road opposite numbers 53 to 55 Sutherland Square where no houses front on to the street and where, for the residents of Penrose House, the wall that forms their boundary would help obscure any view of them.	X Sutherland Square
13	1			1	This street is already well served by local bike storage facilities. There are currently bike hangars in Lorrimore Square and dozens of green bike "lockers" on Pasley Estate and the estate on Carter Street. From what I can tell, almost all are empty and unused. Residents have already lost parking to a car club bay plus two bays lost recently to allow greater access for Icelands lorries. If we must have a bike locker - and I'm unconvinced of the need - then the selected location is also utterly inappropriate, plonking an Anderson Shelter outside someone's front door and within a conservation zone. We have two railway bridges in the square and the hangars would be far better placed there with less visual impact and less disruption to residents.	X Sutherland square

14	1		1			Cycle hangar to be in another place. Suggest opposite where the shop used to be which has been approved by nearest property owners. Our Residents Association will confirm this.	X Sutherland Walk
15	1		1			The locations that the local residents group think are better are 1) in one of the parking bays opposite the former shop and 2) under one of the railway bridges.	X Sutherland Square
16	1		1			I think cycle hangars in the square are an excellent idea. I don't cycle myself but would be proud to live in a square where cycling is encouraged. Good for the environment! And better than cars!	X Sutherland square
17	1		1			I think the cycle hangar is an excellent facility. A better place for it would be opposite the old shop, by number 33, or under one of the railway arches, as suggested when the residents' association consulted people in the square last year.	X Sutherland Square
18	1		1			Whilst I support the overall proposal, I wouldn't like to see the cycle hanger located where it is currently proposed (ie directly outside houses in the square). In line with feelings of the Sutherland Square residents committee, I would prefer the hangers to be located in either: 1) in one of the parking bays opposite the former shop; or 2) under one of the railway bridges.	X Sutherland Square
19	1		1			I have no objections.	X Sutherland Square
	19	0	11	7	1		

Response to opposed comments:

1. It is ridiculous, Iceland lorries and cars have a tough job passing each other as it is. To have a hangar on the road and 2 feet of it on the kerb which then opens onto the pavement is dangerous. This is a residential area with young children, plus it would ruin the appearance of a lovely square.

Response:

An assessment of the street is part of the design process and every proposed location has sufficient width for a vehicle to pass (3 metres). There are no dangers associated with the feet of the hangar being placed on the edge of the kerb.

2. I do not like the look of the cycle hangars. I personally feel there is too much street clutter in Southwark and Sutherland Square, which is a beautiful and traditional square, will suffer aesthetically if one is installed. The big green steel box does not fit well. The homes in the square are quite large and I am sure residents could find room in their homes or gardens to store their bikes.

Response:

The proposal is in direct response to a local request and support from people who do not feel that it is secure enough to store their bikes in private garden areas and therefore require a more secure facility. The cycle hangar is the only secure form of cycle parking that is included in the London Cycle Design Standards. The aesthetics have been a point of discussion but there are limits given that the security benefit comes from enclosing the bikes. It is proposed to relocate the hangar under the railway arch so that there is less aesthetic impact.

3. Elderly people who are unable to cycle need motor vehicles to bring in shopping and other needs. We already pay over £100. to park and finding a space near ones home is often difficult at weekends and evenings. therefore, I object to the loss of any parking space.

Response:

Only 2.5 metres of space, about half a car length will be lost for the gain of six cycle parking spaces. It is proposed to relocate the hangar under the railway arch so that there is no loss of space directly outside properties.

4. The Sutherland Residents Association suggests that the cycle hanger is not located where it is currently proposed (outside no 55) but in one of the locations that residents said they found more acceptable in the consultation that we did about this in autumn 2014. The preferred locations are 1) Opposite the site of the former shop where the three (30 minute) parking places that are still there are hardly ever used now that the corner shop has closed down. There are three properties that face on to that section of street - X S Sq, X S Sq and the shop itself. We have spoken to the freeholders of each of those three properties and each is supportive of a cycle hanger being placed on the site of one of these parking spaces; 2) Under or close to the railway bridge preferably on the northern arm of the square as that is close a couple of the households with the greatest stated demand for the cycle hangers and 3) Across the road opposite numbers 53 X Sutherland Square where no houses front on to the street and where, for the residents of Penrose House, the wall that forms their boundary would help obscure any view of

them.

Response:

It is agreed that the location of the hangar should be amended to option 2 proposed, under the railway arch on the northern arm of the square. A second hangar could be accommodated on the Square if the proposed one is fully booked once installed and this is something which the Area Committee may wish to consider as part of the recommendation. The second preferred location would be the former shop in the pay and display bays. This location is less favourable as it involves the removal of pay and display parking bay.

SILEX STREET - CYCLE HANGARS

SILEX STREET - CYCLE HANGARS							
REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		These cycle hangars are ugly and unnecessary, surely there must be a better option that doesn't look like an eyesore to add to the many metal bins on every corner!!	
2	1		1			Support subject to satisfactory responses provided for the following queries - Please provide the details of costs per parking unit including labours, materials, plant, transportation etc. for review. Who will be paying the costs and why? Would the costs be funded from the unspent surplus of the budget? if not, why should this be funded by council?	X Webber Street
3	1		1			Good idea. My only concern would be the view from the ground floor flats. Their views should take priority over other residents.	X Webber Street
4	1			1		It is difficult enough now to find space to park a car as it is, another space taken from motorists is going to make it harder - I know it's only a space for 1/2 a car, but no one owns half a car!	X Patrick Court
5	1	1		1		We don't have enough residents parking, yet more space is being given to cyclists. Unbelievable, some Londoners actually DO	

					need a car we can't all ride bikes to work!!!	
6	1		1		Excellent idea. I live in Boyfield Street block of houses and have to carry my bike up and down three flights of stairs everyday. I now have a bad back.	X, Boyfield Street
7	1		1			X Webber Street
8	1		1			X Webber Street
9	1			1	There is no need. There is a "cycle hangar" in Webber Street already and it has been EMPTY since it was installed last year, several months ago. I cannot see a reason to have another one	
10	1		1		I love and am hugely supportive of this idea in principle, however it would be useful to understand the security design - my property (X) experienced no less than 4 break-ins to our secure (key locked) cycle store located within the fob-controlled basement car park within it's first 18 months, where numerous bikes, including my own, were stolen and never returned. (I now only use a Boris bike, no good however for charity rides!) This I would need to be reassured of what deterrents/preventative measures have been implemented to deter/prevent thieves, which are notorious in Southwark. It would also be useful to understand the theft incidence statistics for some of the other cycle hangars which have been installed in the local areas over the past few months, or in other areas of London. This would likely play a part in any decision I would make to apply for the use of one of the hangars.	X Webber Street
11	1		1		I would be interested in a parking bay for bay bicycle	X Webber Street
12	1		1		I welcome your encouraging people to cycle. I walk and use public transport but I support cycling as one way to cut pollution and congestion in London. The loss of one parking space seems a small price to pay. It would be great to have more trees in the area and fewer building sites. I really appreciate the beautiful public gardens and small parks which already exist in the area, however, and the general cleanliness - thank you Southwark	X Webber Street

						Council!	
13	1		1			I support the idea of cycle hangars but not on Silex Street, as I am not in favour of removing the parking bay, as it is we are short of parking on our street and because of constant work taken place, we have people from other parts of the area parking, it makes it difficult for people living on Silex Street to get parking space on our street.	X Webber Street
14	1		1				X Webber Street
15	1	1	1			Great idea, would love more!	X Webber Street
16	1			1		Opposed to proposed location. 1) Silex Street is often full with no available car parking spaces overnight, your proposal would reduce available parking space. 2) Why not locate bike hangar on pavement space in front of cycle hire station where space is available, or locate on roadside by the cycle hire station, not on Silex Street	X Webber Street
17	1			1		There is no real need for a cycle hangar in Silex Street, the cycle hire station nearby is always well furnished and easy to use. One can hire a bicycle at any time day or night, furthermore I do not see many residents nearby with a personal bicycle. Silex Road is not that long anyway unless the aim is to get rid of the little parking space for cars that are available there!	X Webber Street
	17	2	11	6	0		

Response to opposed comments:

1. These cycle hangars are ugly and unnecessary, surely there must be a better option that doesn't look like an eyesore to add to the many metal bins on every corner!!

Response:

The cycle hangar is the only secure form of cycle parking that is included in the London Cycle Design Standards. The aesthetics have been a point of discussion but there are limits given that the security benefit comes from enclosing the bikes.

2. It is difficult enough now to find space to park a car as it is, another space taken from motorists is going to make it harder - I know it's only a space for 1/2 a car, but no one owns half a car!

Response:

Half a car space will be lost for the net gain of six cycle parking spaces. By far the majority of kerbspace on the square will still be set aside for car spaces.

3. There is no need. There is a "cycle hangar" in Webber Street already and it has been EMPTY since it was installed last year, several months ago.

Response:

The proposal is in direct response to a request and several local people who have confirmed that they will rent a space. The hangar in Webber Street is fully rented.

4. Opposed to proposed location. 1) Silex Street is often full with no available car parking spaces overnight, your proposal would reduce available parking space. 2) Why not locate bike hangar on pavement space in front of cycle hire station where space is available, or locate on roadside by the cycle hire station, not on Silex Street.

Response:

This was one location originally considered. There were concerns raised that this would lead to a further loss of pavement (in addition to the loss as a result of the cycle hire station), and that for this reason it is better located on the road.

HORSLEY STREET - CYCLE HANGARS

REF	Are you a resident or business?		What do you think of the proposal?			Comments	Address
	Resident	Business	Support	Opposed	No opinion		
1	1			1		I feel these cycle hangars are too large and in area where it will be placed as parking is at a premium in this area.	X Westmoreland Rd
2		1			1		X Westmoreland Road
3	1		1			Excellent proposal. Would like to see more in the area. I will apply to rent one on this street - have just moved in. Would be great to have more zipcars as well.	X Horsley Street
	2	1	1	1	1		

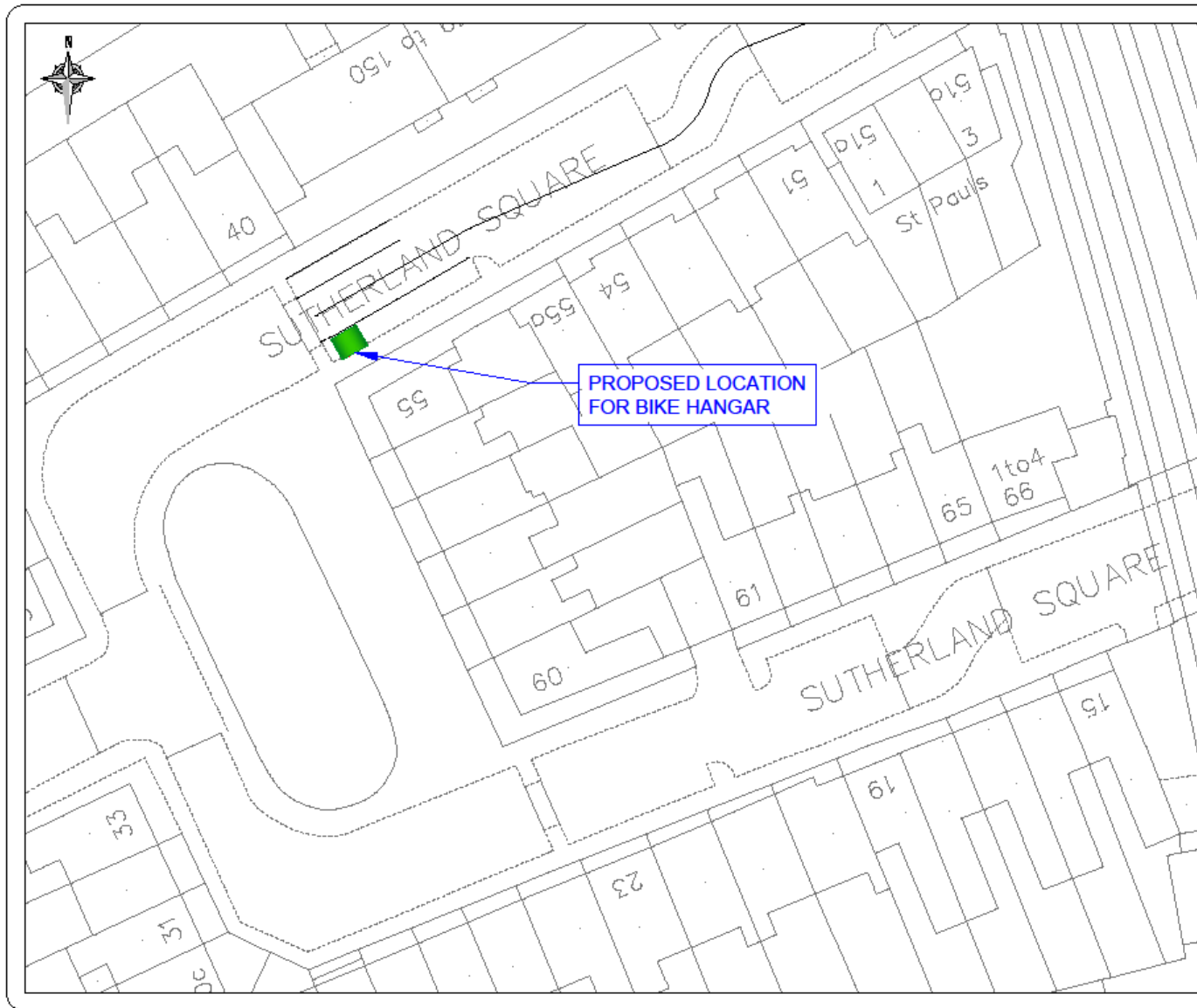
Response to opposed comments:

5. I feel these cycle hangars are too large and in area where it will be placed as parking is at a premium in this area.

Response:

The size of the cycle hangar is determined by the dimensions of a standard bike and being able to lock these to the stand inside. The hangar could be made smaller in terms of fitting less than six bikes but the cost benefit diminishes as the installation cost is not directly proportional to the number of bikes a hangar can take.

Cycle Hangar Location Plans



LEGEND / NOTES.

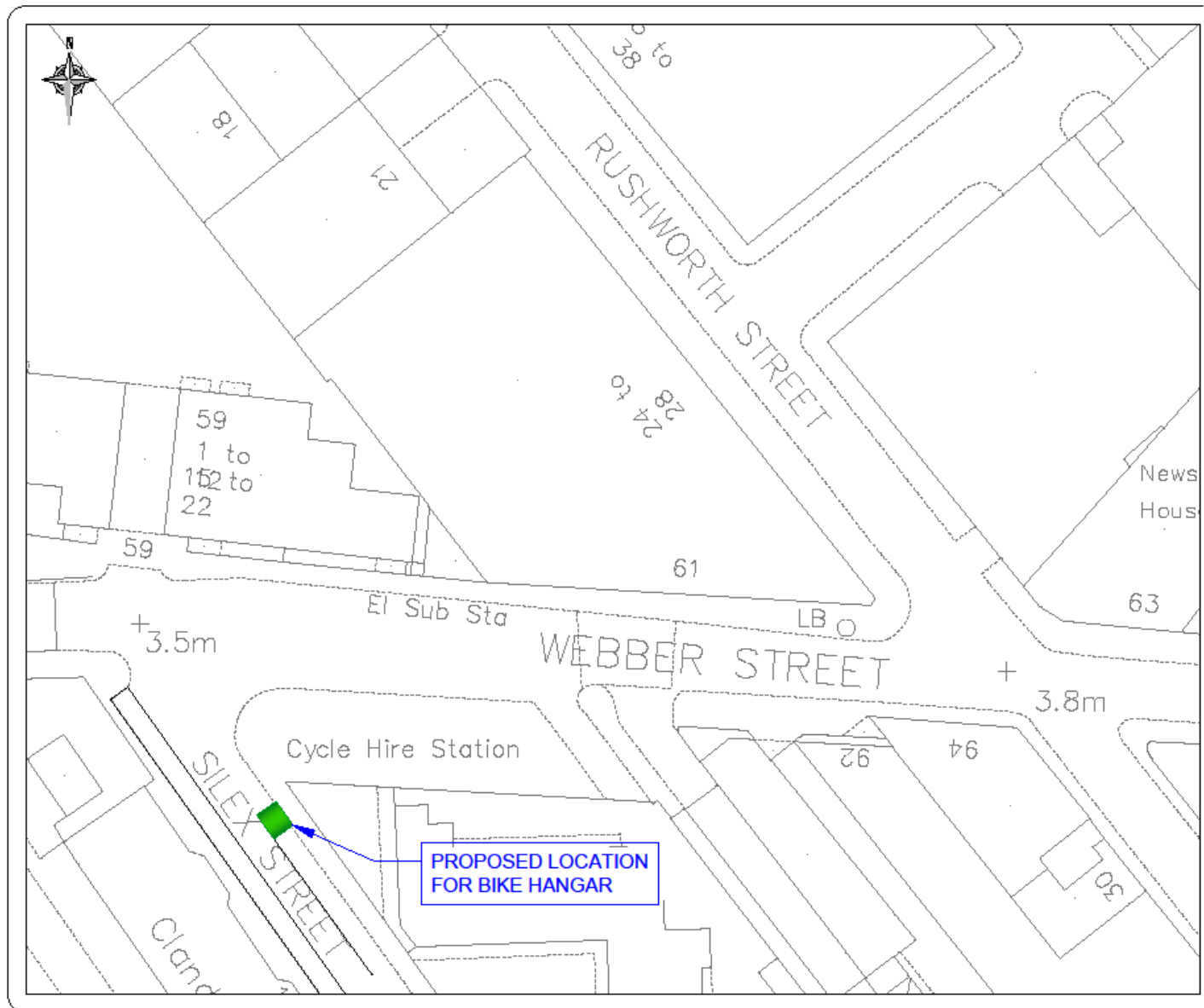
BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC WORKS PROJECTS TEAM | METRO CITY COUNCIL

Project		BIKE HANGARS	
Title		SUTHERLAND SQUARE	
Version No.		Scale	1:500@A3
Drawn No.	2014-15-SR03	Author	A
Date	FEB 2015	Checked	13/02/2015



LEGEND / NOTES.

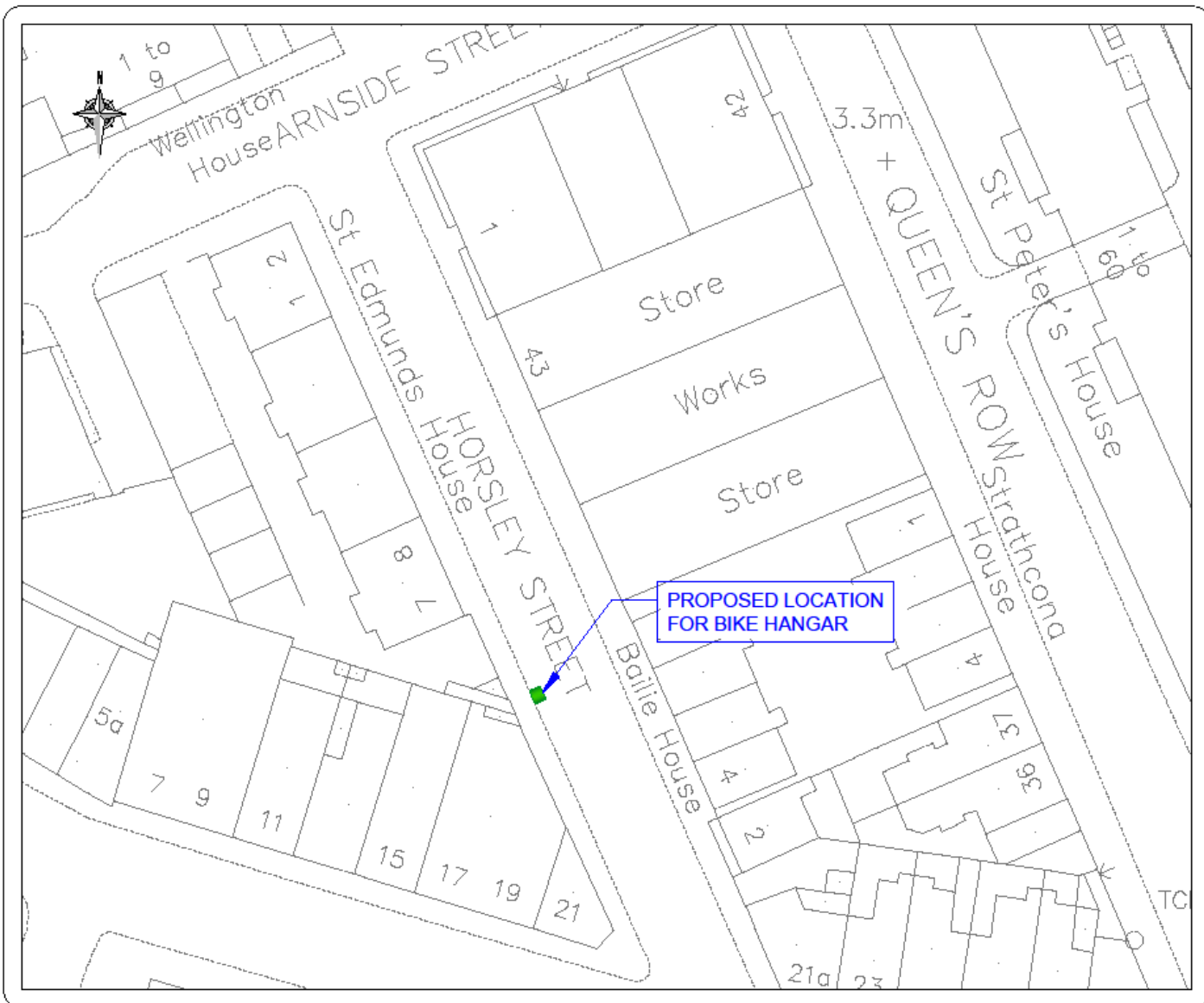
BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
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1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC REALITY PROJECTS TEAM (R) TODAY STREET 88 P/14

Project		BIKE HANGARS	
Title		WEBBER STREET	
Project No.		Scale	
Date	1:500 @ A3	Author	
Drawing No.	2014-15-SR01	Checker	
Issue	FEB 2015	Issue Date	13/02/2015



LEGEND / NOTES.

BIKE HANGAR -
 DIMENSIONS:
 LENGTH 2550mm
 WIDTH 2050mm,
 HEIGHT 1350mm

1. A SINGLE BIKE HANGAR PROVIDES PARKING FOR UP TO 6 BIKES
2. OPENS ONTO THE PAVEMENT
3. IT IS LOCATED ON THE ROAD
4. IT WILL RESULT IN LOSS OF A SINGLE PARKING SPACE

No.	Date	Revision

PUBLIC REPAIR PROJECTS TEAM 16 TOLLAY STREET BRISBANE

Project		BIKE HANGARS	
Site		HORSLEY STREET	
Version No.		Scale	
Sheet	1:500@A3	Notes	
Drawing No.	2014-15-SRD4	Sheet	A
Date	FEB 2015	Issue Date	13/02/2015

Item No. 19.	Classification: Open	Date: 15 July 2015	Meeting Name: Borough, Bankside & Walworth Community Council
Report title:		East Camberwell (EC) parking zone review	
Ward(s) or groups affected:		Faraday	
From:		Head of Public Realm	

RECOMMENDATION

1. It is recommended that Borough, Bankside and Walworth Community Council comment upon the following recommendations that are due to be made to the cabinet member for environment and public realm:
 - a. Make no changes to the operational hours or days of the existing East Camberwell (EC) parking zone.
 - b. Approve design changes to the type and position of existing parking bays as detailed in Appendix G of the consultation report subject to the outcome of the 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. In practice this is carried out following public consultation.
3. In accordance with Part 3D paragraph 21 of the council's constitution the decision to implement a new or amended strategic transport scheme lies with the individual cabinet member for environment and public realm.
4. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.

KEY ISSUES FOR CONSIDERATION

5. The strategic parking project programme was approved by the Head of Public Realm in conjunction with the Cabinet Member in September 2014. Pertinently this included a review of EC parking zone (Monday – Friday; 8.30am – 6.30pm) to assess the times of operation of the zone.
6. Following approval of the programme but in advance of public consultation, a report was presented to Camberwell Community Council¹ on 4 February 2015

¹ <http://moderngov.southwark.gov.uk/mgAi.aspx?ID=35692>

and Borough Bankside and Walworth Community Council² on 7 February 2012. This report set out the proposed consultation methods and boundaries.

7. Full detail of the consultation strategy, results, options and analysis can be found in the “East Camberwell (EC) parking zone review consultation report” (Appendix 1) but the key issues are summarised in the following paragraphs.
8. Informal public consultation took place with all residents and businesses within the EC parking zone from 11 May 2015 until 5 June 2015.
9. The informal public consultation yielded 204 returned questionnaires from within the consultation area, representing a 6% response rate.
10. Figure 1 details the overall response to the headline questions.

Area	Response rate	During what <u>hours</u> would you like the EC parking zone to operate?	During what <u>Days</u> would you like the EC parking zone to operate?
East Camberwell (EC) parking zone	6%	50% - Remain the same 23% - 10am-12noon 15% - 10am-2pm 9% - Specified other hours	78% - Remain the same 13% - Monday to Saturday 6% - Specified other days

Figure 1

Conclusions

11. There was no widespread support to change the hours of operation in the EC parking zone.
12. There was no widespread support to change the days of operation in the EC parking zone.
13. The review identified some locations within the zone where modifications are considered necessary to improve parking layouts.

Recommendation to the cabinet member for environment and public realm

14. On the basis of the results of the public consultation the cabinet member is recommended to approve the recommendations detailed in paragraph 1.

Policy implications

15. 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

² <http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=350&MId=4819&Ver=4>

streets

Community impact statement

16. 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.
17. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
18. 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.
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 group.
20. 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

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

Legal implications

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

25. 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.
26. 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.
27. 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

28. The community council was consulted prior to commencement of the study.
29. Informal public consultation was carried out in May and June 2015, as detailed above.
30. 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 environment and public realm in August 2015.
31. If approved for implementation, any parking modifications will be subject to statutory consultation required in the making of any permanent traffic management orders.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
Appendix 1	East Camberwell parking zone review consultation report (circulated in supplemental agenda No.1)

AUDIT TRAIL

Lead Officer	Matthew Hill, Public Realm Programme Manager	
Report Author	Paul Gellard, Project engineer /Tim Walker, Senior Engineer	
Version	Final	
Dated	22 June 2015	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	No	No
Date final report sent to Community Council Team	3 July 2015	

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