

Camberwell Community Council

Wednesday 21 September 2016

7.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UA

Theme: Young People in Camberwell

Membership

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

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Contact: Tim Murtagh on 020 7525 7187 or email: tim.murtagh@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 13 September 2016



Camberwell Community Council

Wednesday 21 September 2016
7.00 pm
Employment Academy, 29 Peckham Road, London SE5 8UA

Order of Business

Item No.	Title	Page No.
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
4.	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.	
5.	MINUTES	1 - 7
	To confirm as a correct record the minutes of the meeting held on 11 July 2016.	
6.	YOUNG PEOPLE IN CAMBERWELL	
	Councillor Victoria Mills, Cabinet Member for Children and Schools to introduce the theme item.	
	Health & Wellbeing of Young People in Camberwell – presentation by Kirsten Watters, Consultant in Public Health.	
	Young People to discuss their experiences of living in Camberwell.	

Item No.	Title	Page No.
7.	YOUTH SERVICES CONSULTATION QUESTIONNAIRE	
	Jess Leech, Community Engagement Manager, to present an overview of the consultation.	
8.	COMMUNITY SAFETY UPDATE	
	Local Police Team to present with a focus on issues affecting young people.	
9.	COMMUNITY ANNOUNCEMENTS	
	<ul style="list-style-type: none"> - Southwark's Youth Community Councils - SE5 Forum, update on vision for Camberwell - Old Kent Road Area Action Plan - Cleaner Greener Safer (CGS) Capital Programme 2017-18 launch - Update on the design for Brunswick Park CGS project - Local Faith Directory - Go on Southwark - Any other community announcements 	
	BREAK - OPPORTUNITY FOR RESIDENTS TO TALK TO COUNCILLORS AND OFFICERS	
10.	DEPUTATIONS/PETITIONS (IF ANY)	8 - 9
	Deputation request – Parking in St. Francis Road	
11.	PUBLIC QUESTION TIME	
	This is an opportunity for 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.	
12.	COMMUNITY COUNCILS HIGHWAYS CAPITAL INVESTMENT FOR 2015-16 AND 2016-17	10 - 15
	Note: This is an execution function for decision by the community council.	
13.	LOCAL TRAFFIC AND PARKING AMENDMENTS	16 - 37
	Note: This is an execution function for decision by the community council.	
	Members to approve for implementation the local traffic and parking amendments, detailed in the appendices to the report, subject to the outcome of any necessary statutory consultation and procedures.	

Item No.	Title	Page No.
14.	EDMUND STREET AND NEARBY STREETS - RECONFIGURATION OF EXISTING PARKING ARRANGEMENTS	38 - 86

Note: This is an executive function for decision by the community council.

15. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.

Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.

The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly on 30 November 2016.

Date: 13 September 2016

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: tim.murtagh@southwark.gov.uk
Website: www.southwark.gov.uk

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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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Camberwell Community Council

MINUTES of the Camberwell Community Council held on Monday 11 July 2016 at 7.00 pm at The Albrighton Centre, 37 Albrighton Road, London SE22 8AH

PRESENT: Councillor Kieron Williams (Chair)
Councillor Octavia Lamb (Vice-Chair)
Councillor Radha Burgess
Councillor Tom Flynn
Councillor Peter John OBE
Councillor Sarah King
Councillor Ian Wingfield

OFFICER SUPPORT: Michelle Normanly (Environment and Leisure)
Alex Rozema (Environment and Leisure)
Tom Buttrick (Planning Policy)
Grace Semakula (Community Council Development Officer)
Gerald Gohler (Constitutional Officer)

1. INTRODUCTION AND WELCOME

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

2. APOLOGIES

There were apologies for absence from Councillor Dora Dixon-Fyle and Councillor Mark Williams.

3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair drew the meeting's attention to the supplementary agenda No.1 containing a report on a deputation request, which had been circulated prior to the meeting.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. MINUTES

RESOLVED:

That the minutes of the meeting held on 19 March 2016 be agreed as a correct record of that meeting.

The chair said that some of the items raised at previous meetings, which would be picked up tonight were:

- Safety on local buses – TfL were in attendance to feed back on that.
- Improving waste collection in Camberwell Town Centre - Councillor Ian Wingfield, cabinet member for environment and public realm, said that a pilot in Walworth, in which waste was only put out in the street for collection at very limited times of the day had been completed successfully. The council was now looking to extend this to Rye Lane, and Camberwell would be next after that.
- Pocket spaces – the work on these small spaces in the centre of Camberwell was scheduled to be completed by the end of the financial year.

6. DEPUTATIONS/PETITIONS (IF ANY)

The community council received a petition from local residents of Bushey Hill Road, Crofton Road, Gairloch Road, Linnell Road, Oswyth Road and Shenley Road regarding reopening a consultation by Southwark Council about implementing a controlled parking zone (CPZ) in these roads. James Waller, the spokesperson of the group, outlined that there had previously been opposition to a CPZ, but that parking pressure in the named streets had increased significantly since, especially from commuters using Denmark Hill station. This had had a negative impact on many residents in the roads who were now unable to find parking spaces in the daytime. There were security concerns because of motorists breaking the 20mph speed-limit in order to secure a parking spot before another motorist, which often also led to altercations. For these reasons the petition called for the CPZ consultation to be reopened, and for one to be introduced, if the outcome of the consultation was positive.

Councillors thanked the group submitting the petition and echoed residents' concerns about the quality of life of residents. The chair said that feedback on the proposal for a CPZ in the wider area, which included the above streets, was sought from councillors under agenda item 7. Councillors reminded the meeting that, if this was agreed and the outcome of the consultation was positive, the introduction of the CPZ would still be some time away, probably a year. The meeting heard that a two-hour operation of the CPZ would be sufficient to deter commuters using the streets to park.

The community council then received a deputation request from local residents regarding the proposed development of Brunswick Park play ground. The deputation request read:

“A group of residents living around Brunswick Park have concerns about the proposed development of the playground. Those concerns are that a significant proportion of the park will be cut off to the largest number of users with the closing of the present circular route used hundreds of times every week. The alternative is detrimental to the historic layout and atmosphere of the park and most of us that use it every day. We are not

against having upgraded safe facilities for children, we just want the development kept to the current playground area.”

Keith Doyle, the group’s spokesperson, explained that the deputation was not opposed to improving the park. However, a large number of people used the circular route around the park, and the proposals would cut off 20% of the park. The resulting decrease in footfall would encourage anti-social behaviour on the north side, and would also get rid of a safe way through the park. There was no need to maximise the play area, the pathway should be kept.

Concerns about the methodology of the consultation were expressed. The meeting heard that the survey was biased towards positive responses to the changes, as it used closed questions, and the friends of Brunswick Park had not been consulted.

The community council noted the deputation.

The chair pointed out that under item 16, the community council were only asked to make comments about the general principle of releasing the Section 106 funding, not the details of the scheme.

Michelle Normanly, from Environment and Leisure, told the meeting that no decision had been made, and that a number of on-site events would still be taking place. Comments would be taken on board and she would be happy to come back to a future community council meeting with the consultation feedback. She asked the representatives of Friends of Brunswick Park to come and see her to discuss how they could be involved in the consultation. Based on the feedback, officers would go back a step in the process. She invited people to look at the plans online and to join the mailing list.

7. CONTROLLED PARKING ZONE IN PECKHAM ROAD SOUTH AREA

Councillors considered the information contained in the report.

RESOLVED:

That the community council endorses the proposed consultation boundary and methods to review parking arrangements within a network of streets to the south of Peckham Road between the existing ‘B’, ‘L’ and ‘LG’ controlled parking zones (CPZs) and to the north of the railway line.

8. TRANSPORT FOR LONDON FOCUS ON BUSES

The chair said that in previous meetings, concerns had been raised about the 42 and 484 buses, and about the behaviour of some bus drivers regarding older passengers, or those with mobility problems getting on and off the buses. He welcomed George Marcar and Steve Kearns from Transport for London (TfL).

George Marcar told the meeting that while the punctuality of buses had improved, this sometimes caused drivers to start driving before passengers had sat down, or not pulling up all the way to the kerb. These issues would be addressed. All 8,500 buses were now low floor vehicles. By the end of 2016, 95% of bus stops would be accessible. TfL had also recently started delivering a two-day customer experience training course for drivers in-house and was currently training all 20,000 drivers. The training included the social model

of disability, customer service skills, empathy training and overt and covert observation over 12 months. The training also included a section about letting passengers sit down before putting the bus back in motion, especially at hospitals. These measures were paid for by a Greater London Authority (GLA) grant.

In response to questions raised from the floor, George Marcar said that there was a phone number, postal address and email on any bus to which passengers could complain about, or praise, a bus driver. All complaints would be investigated including with the help of CCTV. If drivers did not obey traffic laws or endangered passengers in any way, they would be disciplined and could lose their job. George said he would provide some statistics about serious incidents.

The chair said that there was a need for better feedback mechanism to complaints and that most bus drivers were doing a good job in sometimes difficult situations.

Steve Kearns from TfL told the meeting that there had been more than 490 responses to the bus 42 consultation, 389 of which were in favour of extending the route to the Sainsbury's in Dog Kennel Hill. TfL were looking to run double-decker buses on the route, which would cost an extra £700,000 a year. In order to accommodate this, the route would no longer be running down Sunray Avenue, but instead run on Red Post Hill. At the new terminus more land was required from Sainsbury's, which would have to be negotiated. Steve went on to say that Tower Bridge would be closing from 1 October, so that bus 42 would be running short, and would not be running across the river. Overcrowding would be addressed by running double-decker buses.

In terms of the 484 bus, there was a problem with the regularity of the service and with overcrowding, which was mostly due to the works around the Lewisham Gateway which would soon be completed. The inaccuracies on the countdown for route 484 at Camberwell Green was due to buses being at the garage which was very close. The GPS was not able to pick up the difference between a bus being parked at the garage or moving towards the bus stop. The next generation of GPS would take care of that glitch.

On a general level, Steve said, the funds received by TfL had consistently gone up over the last 20 years, however these subsidies would soon be taken away by the government. In terms of major public transport infrastructure projects, no funding had been secured beyond Crossrail 2, so the Bakerloo line extension was uncertain to go ahead soon. The likely route would be running down the Old Kent Road, as there would have to be financed partially by contributions from all the new developments.

In answer to questions from the floor, Steve said that TfL were trying to phase the buses running from Camberwell to Elephant and Castle more efficiently, and to review the traffic layout on Walworth Road.

The meeting also heard that the 484 bus should also loop into Sainsbury's car park on Dog Kennel Hill, and that plans for the 42 bus parking at Sainsbury's had been worked up a few years ago. The juncture with Dog Kennel Hill was already difficult to navigate for buses, but that this road was Southwark's, rather than TfL's responsibility. Concerns were raised about the effect of the new 42 routing on economic well-being of Camberwell town centre.

Young people from the Albrighton Centre told the meeting about the activities for young people at the centre and the off-site activities that the young people were part of, like sporting and educational trips.

At this point the meeting took a ten-minute break.

9. SE5 FORUM - VISION FOR CAMBERWELL

Barbara Pattinson, the chair of the SE5 Forum, explained that it was a grassroots community organisation, which had been founded to improve Camberwell, for example with a vision document. This document had been collated with the community and with support from local decision-makers and was looking at Camberwell 15 years into the future. She thanked local councilors for supporting the initiative, and said that the updated draft would be consulted on with every household in the area.

Craig Stansfield from the group explained that there would be workshops around the "A New Vision for Camberwell" document, which was a summary description (or snapshot) of a desirable better future and a precursor to a strategy or a plan. It covered issues such as: expected increases in population, amenities, transport, businesses and leisure industries, building and urban design, conservation, arts, medical institutions, employment and affordable housing.

The meeting split into workshops at 9.10pm.

The workshops looked at:

- what people liked about this vision,
- what could be changed
- what else needs to be included.

10. COMMUNITY SAFETY UPDATE

Inspector Alex Ogilvie from the Metropolitan Police told the meeting that he was the new inspector for the southwest cluster. Sergeant Azu from South Camberwell ward informed the meeting about the regular panel meetings and encouraged all to attend. The team's focus had been anti-social behavior, opportunistic burglaries and drug offenses. Burglaries and thefts from motor vehicles had fallen as a consequence of policing and better preventative methods. Anti-social behavior was being addressed by a team patrolling the area. The team had also focused on pirate radio stations and was working with the council to shut these down.

PC Mark McKay from Camberwell Green ward said that alcohol and anti-social behaviour were the major issues. The police now had an anti-social behaviour escalation protocol which was being enforced along with verbal warnings, which would be kept on record. There had also been several arrests for drug dealing and supplying.

11. CONNECT, SOUTHWARK

Sally Vickers informed the meeting that the organisation was based in SE1, but welcomed service users from Camberwell, Southwark and the whole of London, including self-referrals. She went on to explain what aphasia was and that about 360,000 people were suffering from it in the UK. The meeting also heard from Jane who gave a personal account of living with aphasia after a stroke. For more information see: <http://www.ukconnect.org/>

The chair thanked both for attending and for enlightening the meeting about the condition.

12. COMMUNITY ANNOUNCEMENTS

The chair made the following community announcements:

- Camberwell Green was going to reopen on the following weekend and there would be events including live music starting at 12noon.
- On Saturday 20 August, the Camberwell Fair would be held in Burgess Park from 10am to 8pm.
- There would be summer youth activities at the Brandon Youth Centre on throughout July and August, and at the Burgess Park Adventure Playground. Details on the council's website:
http://www.southwark.gov.uk/info/200246/activities_and_things_to_do/4004/summer_fun_2016.

13. PUBLIC QUESTION TIME

There were none.

14. CLEANER GREENER SAFER 2016-17: CAPITAL FUNDING ALLOCATION

NOTE: This is an executive function for decision by the community council.

Councillors considered the information contained in the report.

RESOLVED:

That the following amounts of 2016-17 Cleaner Greener Safer (CGS) capital programme in the Camberwell Community Council area be allocated:

South Camberwell ward

Champion Hill Estate picnic area	£15,000
Denmark Hill Estate: solution for speeding	£4,000
Cycle Parking: Denmark Hill Estate, Hillcrest, Bellenden Road	£11,420

15. CLEANER GREENER SAFER: FUNDING REALLOCATION

NOTE: This is an executive function for decision by the community council.

Councillors considered the information contained in the report.

RESOLVED:

That the following amounts be re-allocated from Cleaner Greener Safer (CGS) capital

programme underspend:

South Camberwell ward

South Camberwell environmental improvement fund	£5,520
Cycle parking: Denmark Hill Estate, Hillcrest/Bellenden Road	£3,580

Brunswick Park ward

Glebe Estate playground (south)	£27,620
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Camberwell Green ward

Camberwell Green environmental improvement fund	£4,100
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16. BRUNSWICK PARK PLAY AREA, SECTION 106 REPORT

Michelle Normanly, Senior Project Manager, outlined the information contained in the report and reminded the meeting that the report asked for comments only about releasing the funding, rather than the design of the plans.

Councillors considered the information contained in the report.

RESOLVED:

That the official feedback from the community council to the planning committee is that they are happy for the funds to be released, but that the right design was important.

17. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY

RESOLVED:

That this item be deferred to the 21 September meeting, as the next ordinary council assembly meeting would not take place until 30 November 2016.

Meeting ended at 9.45 pm

CHAIR:

DATED:

Item No. 10.	Classification: Open	Date: 21 September 2016	Meeting Name: Camberwell Community Council
Report title:		Deputation Request – Request for parking restrictions on St Francis Road	
Ward(s) or groups affected:		Brunswick Park	
From:		Proper Constitutional Officer	

RECOMMENDATION

1. That the Camberwell Community Council consider a deputation request from a group of residents regarding parking problems in St Francis Road and their proposal for parking restrictions.

BACKGROUND INFORMATION

2. A deputation request has been submitted by representatives of those mentioned above. A deputation can be submitted by a person of any age who lives, works or studies in Southwark. Deputations must relate to matters which the council has powers or duties or which affects Southwark.
3. The deputation refers to parking problems for residents of St Francis Road.

The deputation states:

“Parking stress in St Francis Road has continued to worsen over the last few years as a result of commuters parking their cars all day for the train station and the imposition of double yellow lines on the road. As a result residents cannot easily find parking during working hours. Southwark Council prefers to issue parking restrictions on a zoned basis. Due to extenuating circumstances, namely our proximity to the station and the increasing complaints from residents on the road, we would like restrictions brought in on our road alone.”

4. At the meeting, the spokesperson for the deputation will be invited to speak up to five minutes on the subject matter. The community council will debate the deputation and at the conclusion of the deputation the chair will seek the consent of councillors to debate the subject. Councillors may move motions and amendments without prior notice if the subject does not relate to a report on the agenda. The meeting can decide to note the deputation or provide support if requested to do so. The community council shall not take any formal decision(s) on the subject raised unless a report is on the agenda.
5. Any relevant resource or community impact issues will be contained in the comments of the strategic director.

KEY ISSUES FOR CONSIDERATION

6. The deputation shall consist of no more than six persons, including the spokesperson.

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

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Environment and Leisure

10. To follow.

BACKGROUND DOCUMENTS

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

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidi Agada, Principal Constitutional Officer	
Report Author	Tim Murtagh, Constitutional Officer	
Version	Final	
Dated	12 July 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Strategic Director of Environment and Leisure	Yes	To follow
Date final report sent to the Constitutional Team		13 September 2016

Item No. 12.	Classification: Open	Date: 21 September 2016	Meeting Name: Camberwell Community Council
Report title:		Community Council Highways Capital Investment for 2015-16 and 2016-17	
Ward(s) or groups affected		All in the community council area	
From:		Head of Highways	

RECOMMENDATION

1. To agree the funding for schemes proposed by ward members for Camberwell Community Council as set out in Appendix 1; or to agree alternative schemes subject to officer investigation and feasibility.

BACKGROUND INFORMATION

2. The declining quality of public highway combined with extreme weather events has led to further deterioration in recent years – with some non principal, unclassified roads being particularly affected. Given the nature of these roads and the lower level of traffic flows it is unlikely that such locations will feature in any major resurfacing programme. Without the necessary capital allocation to attend to such locations, complaints of poor road surfaces can only be dealt with through the council’s reactive maintenance programme.
3. The council’s non-principal road investment programme prioritises works on non-principal roads on a borough-wide basis and this investment forms the largest part of the annual investment programme.
4. Since 2011-12, each community council has received devolved funding to implement local priorities that would not be a corporate priority for funding.
5. The financial provision for each community council is pro-rata by ward, as published in Highways Capital Investment Programme 2014-15 dated 12 December 2013 (Appendix 4) and can also be found at:
<http://modern.gov.southwark.gov.uk/documents/s43081/Report.pdf#search=%22highways%20capital%20investment%20programme%202014%22>
6. Camberwell Community Council has been allocated £228,570 for highway improvement works (carriageway and footways) of its choice. This is a combined allocation for financial years 2015-16 and 2016-17 and it can be spent on any non-principal road in the area. This is in addition to £36,516 of underspend from previous years giving a total available of £265,086. It is hoped that enough works will be proposed and implemented to fully spend the allocation to bring yearly allocations and works up-to-date. This report contains proposals from two wards (Brunswick Park and South Camberwell). No proposals were received from Camberwell Green Ward members. Officers have proposed a scheme in Camberwell Green ward for consideration.

KEY ISSUES FOR CONSIDERATION

7. The overall combined two year budget available to Camberwell Community Council including underspend from the previous year is £265,086. The total estimate for proposals received so far comes to £244,692 excluding implementation fees as

detailed in Appendix 1. Based on the proposals received so far there is a projected underspent of £6,197.

8. The commencement and completion of the schemes within the current financial year will depend upon the decision by the community council, subject to any adverse weather conditions later in the winter months.

Community council selections

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

Delivery

10. Once the community council has made its selections by the method of its choice they will be designed and delivered as soon as possible in 2016-17. Any under spends or projected overspends will be reported back to community council for resolution or reallocation.

Community impact statement

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

Financial implications

12. The overall programme for the works covered in this report are based on initial estimates and may fluctuate due to varying circumstances such as sub strata conditions or other adjacent works which may require the work items and estimates to be adjusted.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Highways Capital Investment Programme Decision 12 December 2013	160 Tooley Street PO Box 64529 Southwark Council London SE1P 5LX	Himanshu Jansari 0207525 3291 or Bentley Amankwah 02075252180 or Matthew Hill 020 7525 3541

APPENDICES

No.	Title
Appendix 1	Ward members proposals for current financial year
Appendix 2	Extract from the Highways Capital Investment Programme – Yearly Community Council Investment Allocations (Appendix 4) 2015-16 & 2016-17 Combined Community Council Investment Allocations

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Himanshu Jansari Project Engineer	
Version	Final	
Dated	8 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to the Constitutional Team		8 September 2016

Ward Councillor proposals for current financial year

Devolved Community Council Funded Schemes

Community Council : Camberwell

Funding

Under spend from previous year	£36,515
Allocation for FY 2015/16 & 2016/17	£228,570
Implementation Fees (10%)	-£26,509
Proposed Schemes total till date	-£244,692
Projected Underspent	-£6,197

Ward Member's Proposals

Candidate Road	Ward	Carriageway/Footway	Estimated Cost	Comments
Dagmar Road	Brunswick Park	Footway	£22,000	<i>Yet to be approved</i>
Maude Road	Brunswick Park	Footway	£15,000	<i>Yet to be approved</i>
Havil Street	Brunswick Park	Footway	£35,000	<i>Yet to be approved</i>
Vicarage Grove	Brunswick Park	Footway	£22,000	<i>Yet to be approved</i>
Sansom Street	Brunswick Park	Footway	£20,000	<i>Yet to be approved</i>
Coleman Road	Brunswick Park	Footway	£36,000	<i>Yet to be approved</i>
Ivanhoe Road	South Camberwell	Carriageway	£34,892	<i>Yet to be approved</i>
Grove Hill Road	South Camberwell	Carriageway	£32,000	<i>Yet to be approved</i>
Dog Kennel Hill	South Camberwell	Carriageway	£	<i>Principal Roads. DHB Cannot be allocated.</i>
Bantry Street	Camberwell Green	Carriageway	£27,800	<i>Proposed by Officer.</i>
		Overall Total	£244,692	

Extract (Appendix 4 of the Highways Capital Investment Programme
– Yearly Community Council Investment Allocations)

Community Council	Ward	Allocation (£)	Total (£)
Bermondsey and Rotherhithe	Grange	£38,095	£209,525
	Livesey (part)	£19,050	
	Riverside	£38,095	
	Rotherhithe	£38,095	
	South Bermondsey	£38,095	
	Surrey Docks	£38,095	
Borough, Bankside and Walworth	Cathedrals	£38,095	£190,475
	Chaucer	£38,095	
	East Walworth	£38,095	
	Faraday	£38,095	
	Newington	£38,095	
Camberwell	Brunswick Park	£38,095	£114,285
	Camberwell Green	£38,095	
	South Camberwell	£38,095	
Dulwich	College	£38,095	£114,285
	East Camberwell	£38,095	
	Village	£38,095	
Peckham and	Livesey (part)	£19,050	£171,430
	Nunhead	£38,095	
	Peckham	£38,095	
	Peckham Rye	£38,095	
	The Lane	£38,095	
TOTAL			£800,000

2015-16 and 2016-17 Combined Community Council
Investment Allocations

Community Council	Ward	Allocation (£k's)	Total (£k's)
Bermondsey and Rotherhithe	Grange	£76,190	£419,050
	Livesey (part)	£38,100	
	Riverside	£76,190	
	Rotherhithe	£76,190	
	South Bermondsey	£76,190	
	Surrey Docks	£76,190	
Borough, Bankside and Walworth	Cathedrals	£76,190	£380,950
	Chaucer	£76,190	
	East Walworth	£76,190	
	Faraday	£76,190	
	Newington	£76,190	
Camberwell	Brunswick Park	£76,190	£228,570
	Camberwell Green	£76,190	
	South Camberwell	£76,190	
Dulwich	College	£76,190	£228,570
	East Camberwell	£76,190	
	Village	£76,190	
Peckham and	Livesey (part)	£38,100	£342,860
	Nunhead	£76,190	
	Peckham	£76,190	
	Peckham Rye	£76,190	
	The Lane	£76,190	
TOTAL			£1,600,000

Item No. 13.	Classification: Open	Date: 21 September 2016	Meeting Name: Camberwell Community Council
Report title:		Local traffic and parking amendments	
Ward(s) or groups affected:		Brunswick Park, Camberwell Green and South Camberwell	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following local traffic and parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures:
 - 1.1 Kerfield Place – to install new single yellow lines outside Nos. 8 and 9 and adjacent to the existing private parking areas to maintain access to off street parking and to improve intervisibility with vehicles on Kerfield Place.
 - 1.2 Pelham Close – to install double yellow lines and a 10 metre parking bay to maintain access and to prevent obstructive and dangerous parking for all road users.
 - 1.3 Tower Mill Road – to install double yellow on junctions and adjacent to footway build outs to maintain access and to prevent obstructive and dangerous parking and to improve intervisibility at junctions for all road users.
 - 1.4 All Camberwell community council wards - install new double yellow lines on unrestricted junctions, and upgrade junctions with existing single yellow lines to double yellow lines, to improve intervisibility and road safety for all road users.

BACKGROUND INFORMATION

2. Paragraph 20 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 setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays
 - determination of objections to traffic management orders that do not relate to strategic or borough-wide issues
3. This report gives recommendations for local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.

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

KEY ISSUES FOR CONSIDERATION

5. A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.
6. These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.
7. Local parking amendments are batched together and carried through a quarterly programme. During the second quarter of 2016-17, the council is proposing four LPA's as summarised in figure 1.
8. The rationale for each proposal is discussed in the associated Appendix. A detailed design of the proposal is included.

Location	Proposal	Appendix
Kerfield Place	to install new single yellow lines outside Nos. 8 and 9 and adjacent to the existing private parking areas to maintain access to off street parking and to improve intervisibility with vehicles on Kerfield Place	1
Pelham Close	to install double yellow lines and a 10 metre parking bay to maintain access and to prevent obstructive and dangerous parking for all road users	2
Tower Mill Road	to install double yellow on junctions and adjacent to footway build outs to maintain access and to prevent obstructive and dangerous parking and to improve intervisibility at junctions for all road users	3
All Camberwell community council wards	To install new double yellow lines on unrestricted junctions, and upgrade junctions with existing single yellow lines to double yellow lines, to improve intervisibility and road safety for all road users	4

Figure 1

Policy implications

9. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011,
- Policy 1.1 – pursue overall traffic reduction
 - Policy 4.2 – create places that people can enjoy.
 - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

Community impact statement

10. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment
11. The recommendations are area based and therefore will have greatest affect upon those people living working or traveling in the vicinity of the areas where the proposals are made.
12. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighbouring properties at that location. However this cannot be entirely preempted until the recommendation have been implemented and observed.
14. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
15. 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 refuse vehicles.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

17. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. 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).
19. 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.
20. Should any objections be received they must be properly considered in light of administrative law principles, Human Rights law and relevant statutory powers.
21. 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 provision of suitable and

adequate parking facilities on and off the highway.

22. 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

23. For the recommendations in paragraph 1, the implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
24. Should the recommendations be approved the council must follow the procedures contained with Part II and III of the Regulation which are supplemented by the council's own processes. This process is summarised as:
- a) publication of a proposal notice in a local newspaper (Southwark News)
 - b) publication of a proposal notice in the London Gazette
 - c) display of notices in roads affected by the orders
 - d) consultation with statutory authorities
 - e) making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - f) a 21 day consultation period during which time any person may comment upon or object to the proposed order
25. Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send to the address specified on the notice.
26. Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposal, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme Timeline

27. If these items are approved by the community council they will be progressed in line with the below, approximate timeline:
- Traffic orders (statutory consultation) – October to November 2016
 - Implementation – December 2016/January 2017

BACKGROUND DOCUMENTS



Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Network development Highways 160 Tooley Street London SE1 2QH Online: http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011	Leah Coburn 020 7525 4744

APPENDICES

No.	Title
Appendix 1	Kerfield Place – install single yellow line
Appendix 2	Pelham Close – install double yellow lines and parking bay
Appendix 3	Tower Mill Road – install double yellow lines
Appendix 4	All Camberwell community councils wards – install double yellow lines at junctions

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Paul Gellard, Senior Engineer	
Version	Final	
Dated	8 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		8 September 2016

		Local parking amendment
Reference	16/17_Q2_012	Location overview 
Location	Kerfield Place	
Proposal	To install new single yellow lines outside Nos. 8 and 9 and adjacent to the existing private parking areas to maintain access to off street parking and to improve inter-visibility with vehicles on Kerfield Place	
Community council meeting	Camberwell	
Community council date	21 September 2016	
Ward(s) affected	Brunswick Park	

Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.

Request

In June 2016 the council received a request from a resident of Kerfield Place who raised concerns about obstructive parking adjacent to the private parking places during the day.

Location

Kerfield Place is within the South Camberwell (L) controlled parking zone which operates Monday to Friday 8.30 am – 6.30 pm.

There are two private parking places adjacent to the public highway.

Investigation and conclusions

This part of Kerfield Place was thought to be private and not part of the South Camberwell (L) CPZ.

Further investigation has confirmed that two sections of the carriageway outside Nos.7, 10 and 11 are private and remainder is public highway.

At present there are no restrictions adjacent to the private parking spaces and this results is vehicles parking and obstructing the access to the private spaces.

Recommendation

Based on our investigation and conclusions, the council are recommending, as shown is drawing below, That a single yellow line is introduced adjacent to the private parking spaces to prevent obstructive parking.

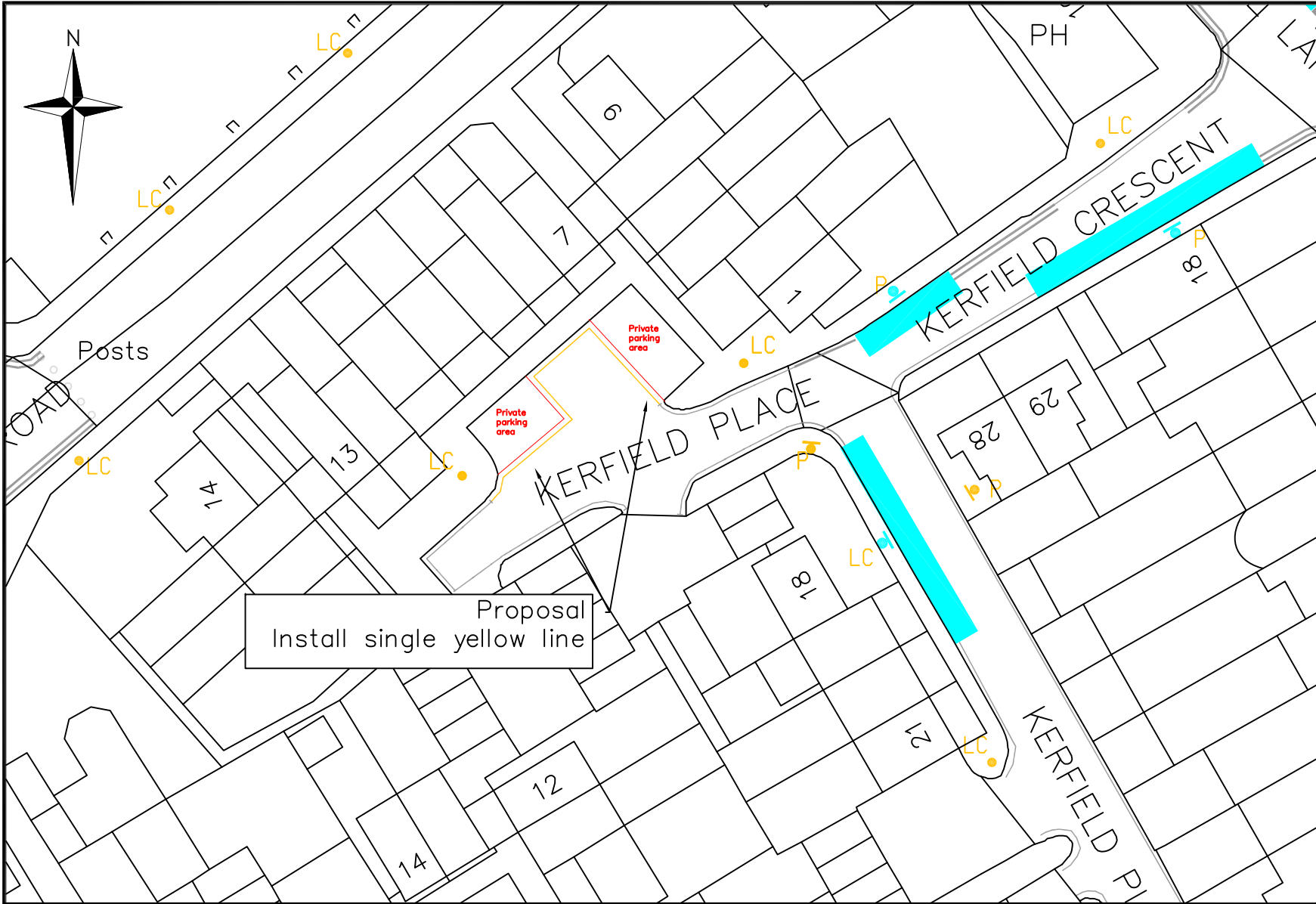
A detailed design drawing of the proposal is provided within this document.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in November 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).



Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



Legend

- Proposed single yellow line
- Existing single yellow lines
- Existing double yellow lines
- Existing permit bay

<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		Project	Community Council																
		LOCAL PARKING AMENDMENT 1617	CAMBERWELL																
		Drawing Title	Ward(s)																
		KERFIELD PLACE PROPOSED SINGLE YELLOW LINE	BRUNSWICK PARK																
			Date	Scale	Drn	Chk	App												
			15/07/16	1:500 @ A4	MH	PG	PG												
			Dwg No.	1617Q2012					Rev										
			Status	DETAILED DESIGN					A										
								Rev	Date	Description		Drn	Chk	App					

 Local parking amendment	
Reference	16/17_Q2_013
Location	Pelham Close
Proposal	To install double yellow lines and a 10 metre parking bay to maintain access and to prevent obstructive and dangerous parking for all road users.
Community council meeting	Camberwell
Community council date	21 September 2016
Ward(s) affected	South Camberwell
Location overview 	

Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.

Request

On 2 July 2016 the council received a request from Cllr King on behalf of one of her constituent's raising concerns about the parking on Pelham Close.

Location

Pelham Close is mainly unrestricted except for small section of double yellow line at the junction with Grove Park. The area is residential and is within walking distance of South Camberwell (L) controlled parking zone (CPZ), making the street an attractive parking location for non-residents.

Investigation and conclusions

An officer carried out a site visit, 13 July 2016, to ascertain the current parking arrangements and noted that vehicles were parked in a way that would obstruct large delivery, refuse and emergency vehicles.

A major highway safety concern is the turning circle at the end of the close. There were three vehicles parked there at the time of the visit and they were obstructing access to off street parking for residents.

At the time of the site visit it was noted that there was blue badge disabled bay in faded condition. A revoke notice was placed on street furniture adjacent to the bay. As no correspondence was received confirming that the bay was still in use, arrangement were made to remove the road markings.

The carriageway width varies between 3.7 metres to 5.8 metres. Most of the carriageway cannot support parking apart from a section where there is enough space to install a 10 metre parking bay. This is where the existing disabled bay has been removed. The parking bay will be unrestricted.

It is noted that all properties except for no.1 have either a private garage or access to off-street parking.

Recommendation

Based on our investigation and conclusions the council are recommending that double yellow lines are introduced along the entire length on Pelham Close to prevent parking and to maintain access for all road users.



A small section of unrestricted parking will remain opposite the garages.

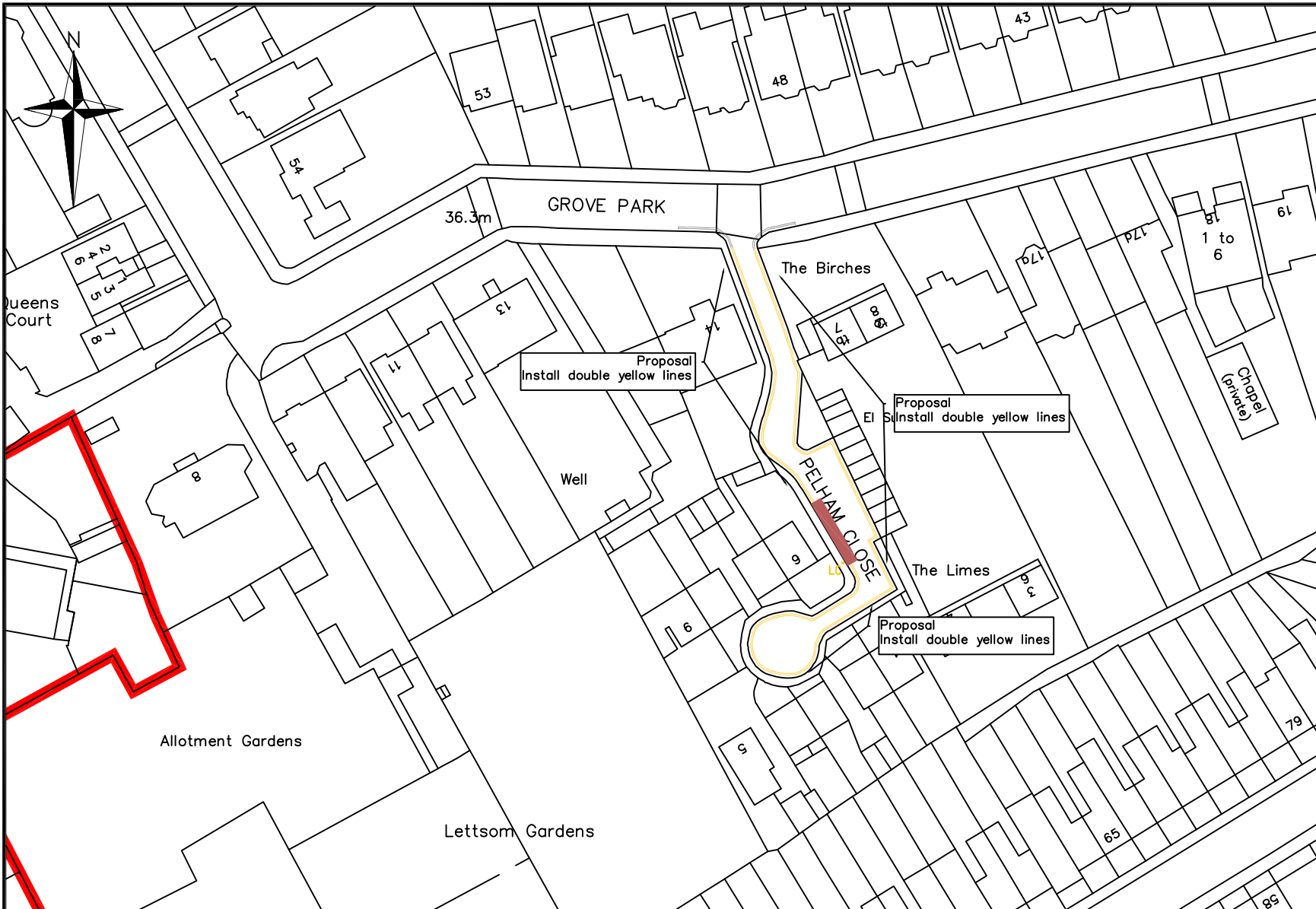
A detailed design drawing of the proposal is provided within this document.

Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in November 2016.



Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



- Legend**
- Proposed double yellow lines
 - Existing double yellow lines
 - Proposed unrestricted bay

<p>Public Realm Projects Parking Design</p> <p>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</p> <p>www.southwark.gov.uk/parkingprojects</p>		Project	Community Council																
		LOCAL PARKING AMENDMENT 1617	CAMBERWELL																
		Drawing Title	Ward(s)																
		PELHAM CLOSE PROPOSED DOUBLE YELLOW LINES	SOUTH CAMBERWELL																
			Date	Scale	Drn	Chk	App												
			13/07/16	1:1000 @ A4	MH	PG	PG												
			Dwg No.				Rev												
			1617Q2013																
			Status																
			DETAILED DESIGN				A												
			Rev	Date	Description														

		<h2>Local parking amendment</h2>	
Reference	16/17_Q2_014	Location overview	
Location	Tower Mill Road/Donato Drive		
Proposal	To install double yellow on junctions and adjacent to footway build outs to maintain access, prevent obstructive and dangerous parking, and improve inter visibility at junctions for all road users		
Community council meeting	Camberwell		
Community council date	21 September 2016		
Ward(s) affected	Brunswick Park		

Note: This recommendation is also being reported to Peckham and Nunhead community council as the proposal also falls within Peckham ward.

Local parking amendment

A local parking amendment (LPA) is small project to change an existing parking restriction or to introduce a new one.

These tend to be carried out in locations where we have had a request to look at dangerous or obstructive parking and where small lengths of restrictions could provide a solution.

Request

The council received a number of requests from residents for double yellow lines to prevent obstructive and dangerous parking on Tower Mill Road during weekdays and weekends.

Location

Tower Mill Road is mainly unrestricted except for small sections on double yellow lines and disabled parking bays.

The street has a high residential density. This along with being close to the boundary of an existing parking zone, as well as Burgess Park, means that there is likely to be high demand for on-street parking.

Investigation and conclusions

Officers have carried out a number of site visits and on each occasion it was noted that vehicles were parked close to the road junctions.

A major concern that was observed is the obstructive parking adjacent to the junction with Pearse Street. During the visit the officer noted that large delivery vans were having difficulty manoeuvring past the parked vehicles. The way vehicles were parked would effectively block the road for emergency and refuse sized vehicles.

During 2016 the council has received four requests from residents for a parking zone; this indicates that parking stress is increasing in the area. There are currently no plans to carry out a consultation on the possible introduction of a parking zone. However there is clearly a safety concern with dangerous and inconsiderate parking that requires safety measures.

As the entire highway is unrestricted and vehicles are parking wherever possible including, this reduces the highway width and makes access difficult for large vehicles.



Recommendation

Based on our investigation and conclusions the council are recommending the introduction of double yellow lines on all road junctions on Tower Mill Road and in sections of the street where parking is deemed unsafe. This is to maintain access and prevent obstructive parking at any time.

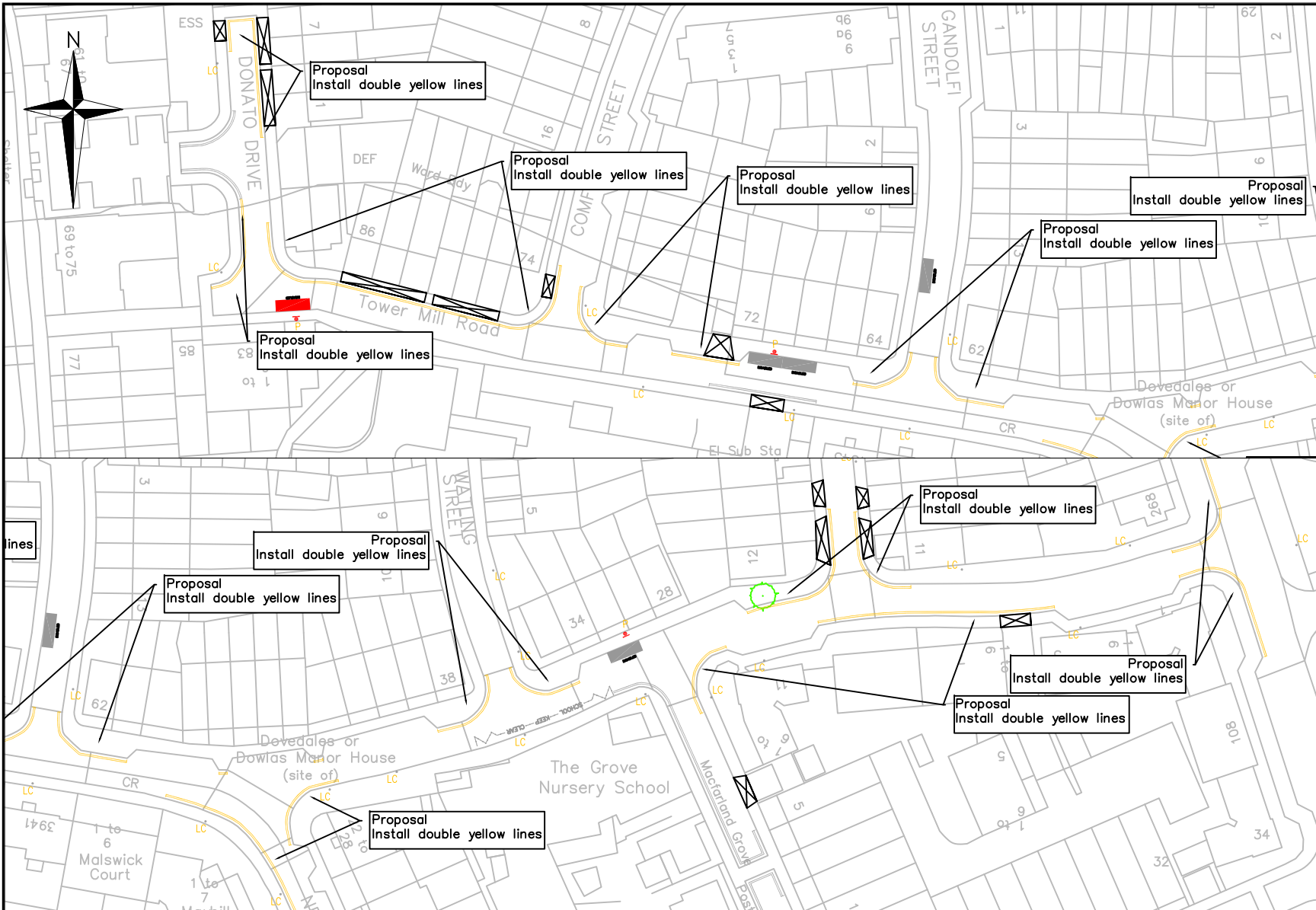
A detailed design drawing of the proposal is provided within this document.





Next steps

Should the community council approve this local parking amendment, it is expected that statutory consultation will commence in November 2016.

Following the statutory consultation period, the council will make arrangements to install the restrictions (road marking and signage at the location).

Should objections be received during the statutory consultation period, these will be presented at the next community council meeting for determination.



- Legend**
-  Proposed double yellow lines
 -  Existing double yellow lines
 -  Existing disabled bay
 -  Existing dropped kerb

Highways
Parking Design

Environment and Leisure
Floor 3, hub 1
Southwark Council
160 Tooley Street
PO Box 64529
London, SE1P 5LX

www.southwark.gov.uk/parkingprojects



Project
LOCAL PARKING AMENDMENTS 1617

Drawing Title
**TOWER MILL ROAD/DONATO DRIVE
PROPOSED DOUBLE YELLOW LINES**

Community Council
CAMBERWELL

Ward(s)
BRUNSWICK PARK

Date	Scale	Drn	Chk	App
13/07/16	1:1000 @ A4	MH	PG	PG
Dwg No.	1617Q2014			
Status	DETAILED DESIGN			

Rev	Date	Description	Drn	Chk	App

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Borough-wide junction protection

Camberwell community council area

Appendix 4

www.southwark.gov.uk/parking

The council intends to implement double yellow lines on all junctions in the borough to improve junction visibility and facilitate access for all road users.

This document provides detail on proposals to introduce double yellow lines on all junctions in the Camberwell community council wards.

We estimate there are 3000 road junctions in Southwark, approximately 2000 of which are currently protected with yellow lines. The majority of these protected junctions are located with our existing Controlled Parking Zones (CPZs). This leaves in the region of 1000 junctions without yellow line restrictions where inconsiderate or unsafe parking cannot be enforced against by civil enforcement officers

83% of road junctions in Camberwell community council area already have double yellow line protection.

We are proposing to install double yellow lines on the **9%** of road junctions that don't have any protection and to upgrade junctions where single yellow lines currently exist

Historically, the council has investigated and implemented double yellow lines on a case-by-case basis as and when we receive a request from a resident, waste collection or the emergency services raising concerns about vehicle and pedestrian safety or access.

This is a costly exercise as our investigations include site assessments, preparation of drawings, public consultation, council decision making, project management, road safety audits, traffic order statutory consultation and, finally, the actual installation of road markings.

The process for the review of junctions is more efficient when a large number of junctions are investigated at the same time, for example by reducing the number of consultations, road safety audits and traffic orders required. This would also result in capacity to review more junctions in a shorter time frame.

There is also a strong argument that we should be taking a pro-active approach to implementing safety improvements. With the increase in demand for on street parking in Southwark we are finding an increase in inconsiderate parking at junctions and at other locations.

It is not good practice and is certainly poor value for money to implement junction protection as and when they arise. We are therefore recommending implementing junction protection in all streets in Southwark on a ward by ward basis, subject to the necessary statutory consultation.

Borough-wide junction protection

Camberwell community council area

September 2016

www.southwark.gov.uk/parking

Brunswick Park Ward

Where are double yellow lines proposed?

Double yellow lines are being proposed at 5 junctions as detailed in the following table, and as illustrated in figure 1.

Junctions on Tower Mill Road are covered as part of a separate local parking amendment.

Location
DE Crespigny Park & Harford Close
Peckham Grove road closure
Peckham Grove & Newent Close

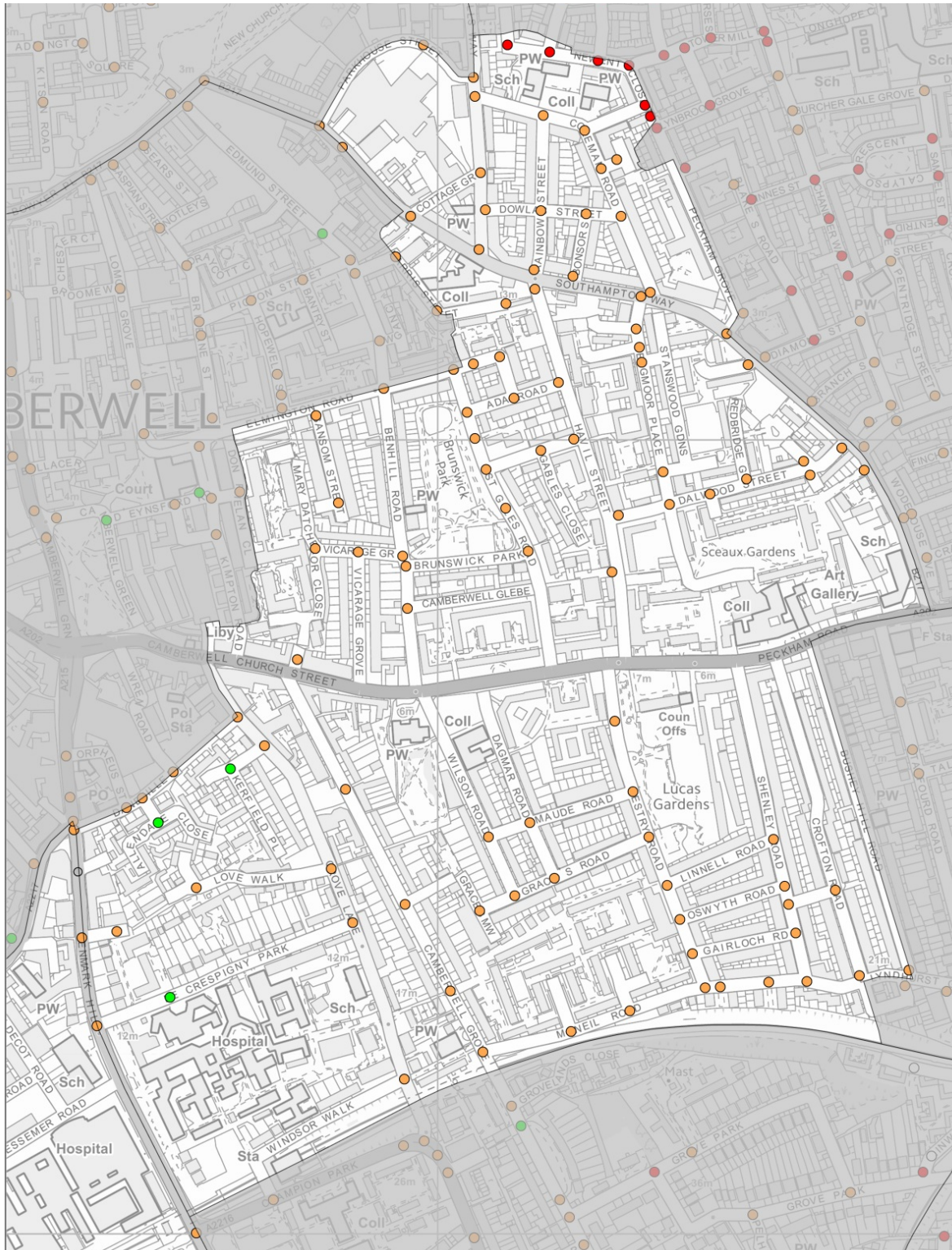
Location
Kerfield Place & Kerfield Crescent
Allendale Close & Allendale Close

* The above locations have been derived from our mapping system, these location are shown on the overview map.

Is it also worth adding in the junctions which are being upgraded from single to doubles?

Brunswick Park ward – figure 1

Key	Description
	Existing East Camberwell I (EC) and South Camberwell (L) parking zones
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)



Camberwell Green Ward

Where are double yellow lines proposed?

Double yellow lines are being proposed at 15 junctions as detailed in the following table, and as illustrated in figure 2

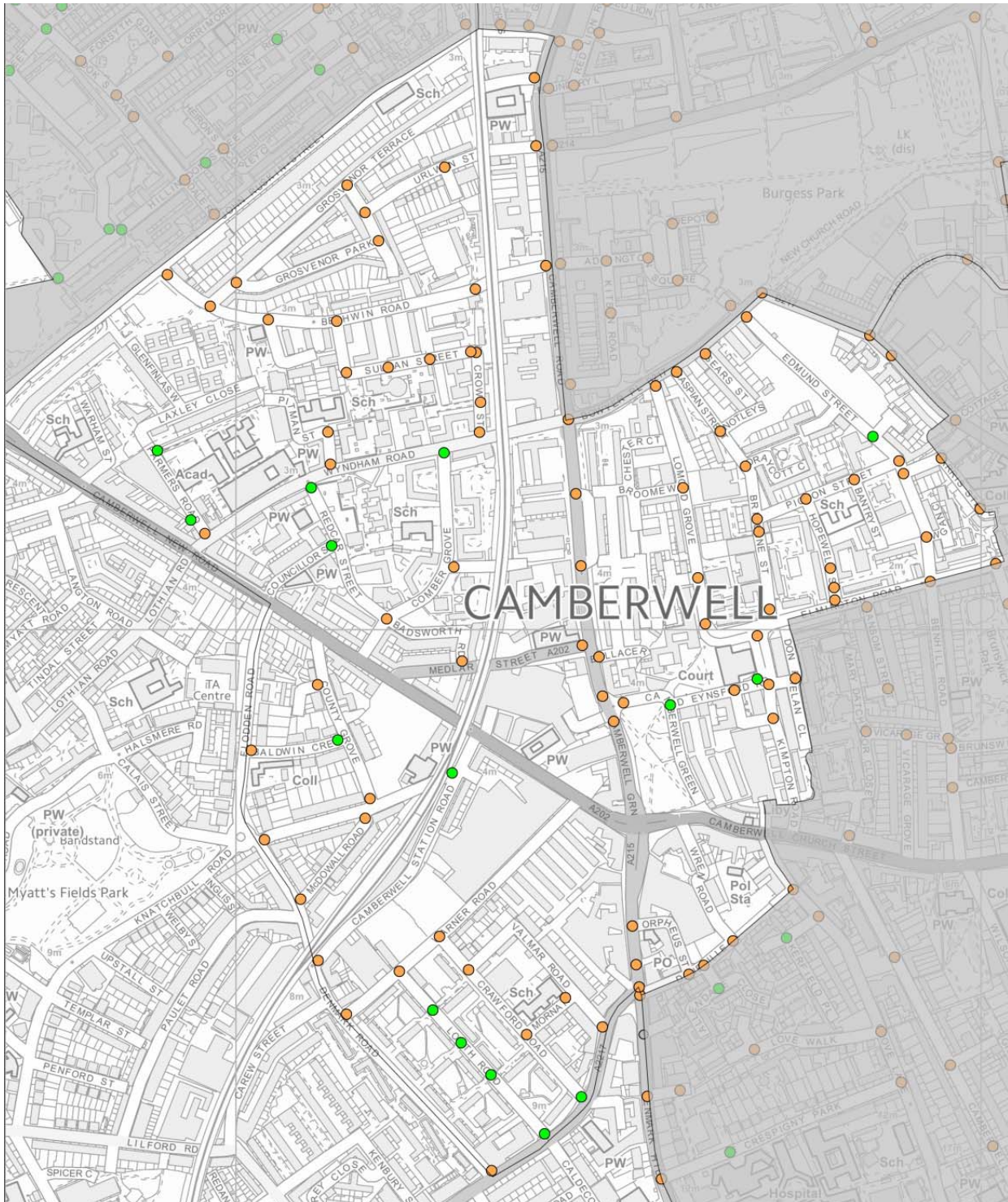
Location
Coldharbour Lane & Lowth Road
Coldharbour Lane & Crawford Road
Camberwell Station Road & Knatchbull Road
Baldwin Crescent & County Grove
Camberwell Green & DEynsford Road
Kimpton Road & DEynsford Road
Edmund Street & Durfey Place
Councillor Street & Redcar Street

Location
Redcar Street & Wyndham Road
Comber Grove & Wyndham Road
Farmers Road & Madrigal Lane
Farmers Road & School entrance
Lowth Road & estate entrance
Lowth Road & estate entrance
Lowth Road & estate entrance

* The above locations have been derived from our mapping system, these location are shown on the overview map.

Camberwell Green ward – figure 2

Key	Description
	Existing North Camberwell (NC) and Camberwell (K) parking zones
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)



South Camberwell Ward

Where are double yellow lines proposed?

Double yellow lines are being proposed at 30 junctions as detailed in the following table, and as illustrated in figure 3

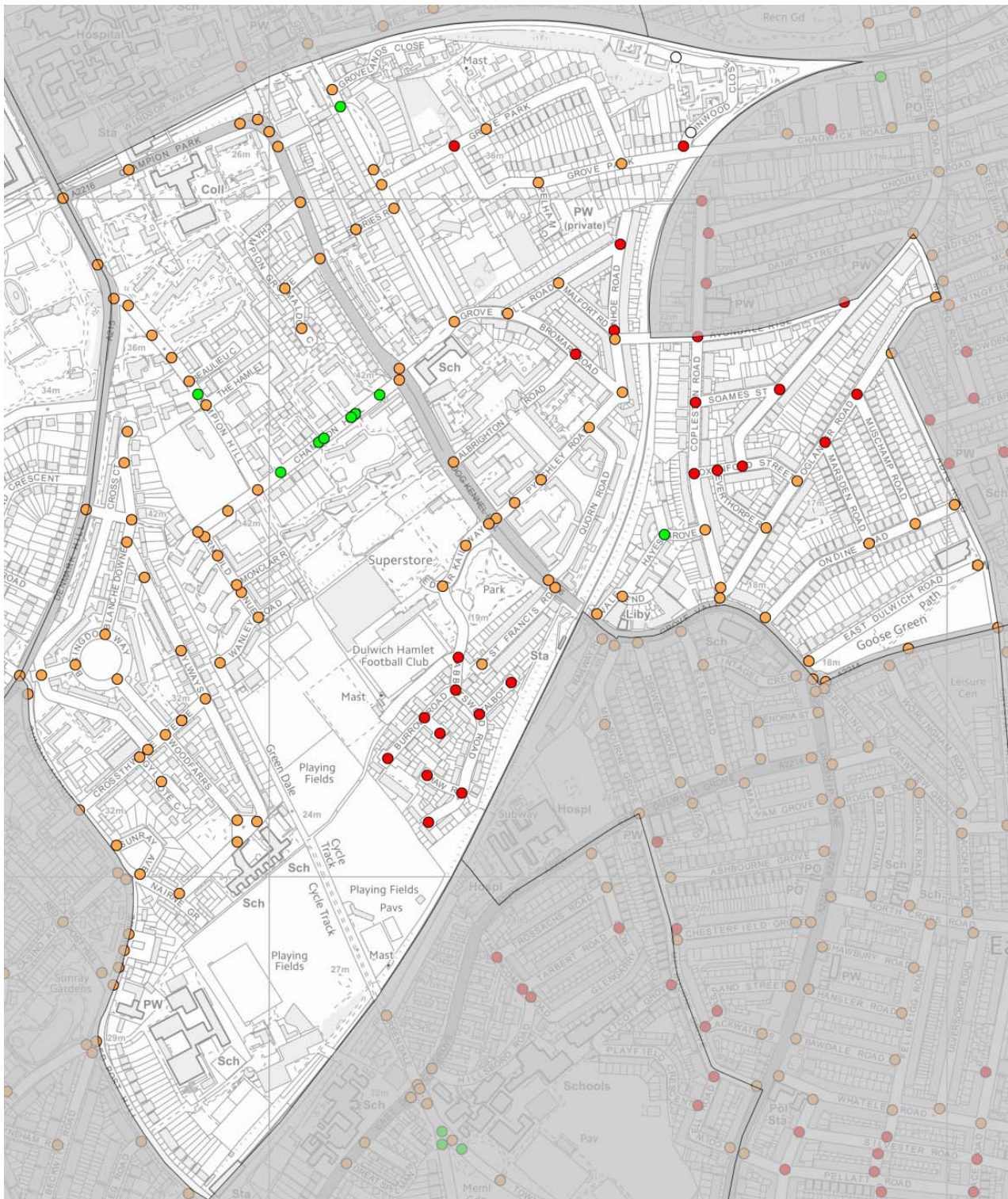
Location
Camberwell Grove & private road
Champion Hill & Langford Green
Champion Hill & estate road
Champion Hill & Langford Green
Champion Hill & estate road
Champion Hill & Langford Green
Champion Hill & estate road
Champion Hill & Anderton Close
Champion Hill & Spring Hill Close
Grove Park & Grove Park
Chadwick Road & Linwood Close
Grove Hill Road & Ivanhoe Road
Malfort Road & Ivanhoe Road
Albrighton Road & Bromar Road
Besant Place & Hayes Grove

Location
Oglander Road & Muschamp Road
Abbotsford Road & private road
Abbotsford Road & Talbot Road
Abbotsford Road & Burrow Road
Abbotsford Road & Shaw Road
Burrow Road & Buxted Road
Abbotsford Road turning head
Talbot Road turning head
Burrow Road turning head
Buxted Road turning head
Copleston Road & Oxenford Street
Oxenford Street & Everthorpe Road
Copleston Road & Soames Street
Copleston Road & Avondale Rise
Oglander Road & Marsden Road

* The above locations have been derived from our mapping system, these location are shown on the overview map

South Camberwell ward – figure 3

Key	Description
	Existing South Camberwell (L) parking zone
●	Proposed double yellow lines (junction protection doesn't exist)
●	Proposed double yellow lines (upgrade existing single yellow line to double yellow line)
●	Existing junction protection (double yellow lines)



Why are double yellow lines being proposed?

- The current proposals aim to remove obstructive and dangerous parking from all junctions in the area. The Highway Code makes it clear that motorists must not park within 10 metres of a junction, unless in a designated parking bay. However the council has no power to enforce this without the introduction of a traffic order and subsequent implementation of waiting restrictions (yellow lines).
- By introducing double yellow lines at junctions we ensure that we meet the needs of all road users whilst ensuring that motorists clearly understand where and when it is safe to park. In our experience motorists have a clearer understanding of the meaning of a double yellow line compared to their understanding of the Highway Code and therefore will abide by them without the need for enforcement.
- Where there are single yellow lines on a junction this can send out mixed messages that it is acceptable to park in these locations at certain times which is why we are proposing upgrading these to double yellow lines as part of this project.
- Ensuring adequate visibility between road users is important for safety. Visibility should generally be sufficient to allow road users to see potential conflicts or dangers in advance of the distance in which they will be able to brake and come to a stop.
- Vehicles that are parked at a junction have the effect of substantially reducing visibility between road users and reducing stopping sight distance (SSD). This is the viewable distance required for a driver to see so that they can make a complete stop before colliding with something in the street, e.g. pedestrian, cyclist or a stopped vehicle. Double yellow lines ensure this inter-visibility is provided at junctions and prevents people parking over dropped kerbs.
- It is noted that almost two thirds of cyclists killed or seriously injured in 2015 were involved in collisions at, or near, a road junction.
- Children and those in wheelchairs (whose eye level is below the height of a parked car) are disproportionately affected by vehicles parked too close to a junction. The Guide Dogs for the Blind Association (Guide Dogs) strongly recommend that yellow lines are implemented at junctions as these areas are potentially more dangerous to vulnerable road users.

How much yellow line will be installed on a junction?

The yellow lines are installed using less-intrusive primrose coloured paint in the narrowest permitted 50mm wide lines, for 7.5 meters on each arm of the junction. At some junctions, the proposed double yellow lines may extend further, i.e. where there is a dropped kerb, or a particular issue with visibility.

This reflects the Council's design standard on junction visibility (([DS114 Highway Visibility](#) and [DS 002 Yellow line and blip road markings](#)) and is sufficient to allow road users to see potential dangers in advance of the distance in which they will be able to brake and come to a stop.

As well as our internal design procedure we also consider:

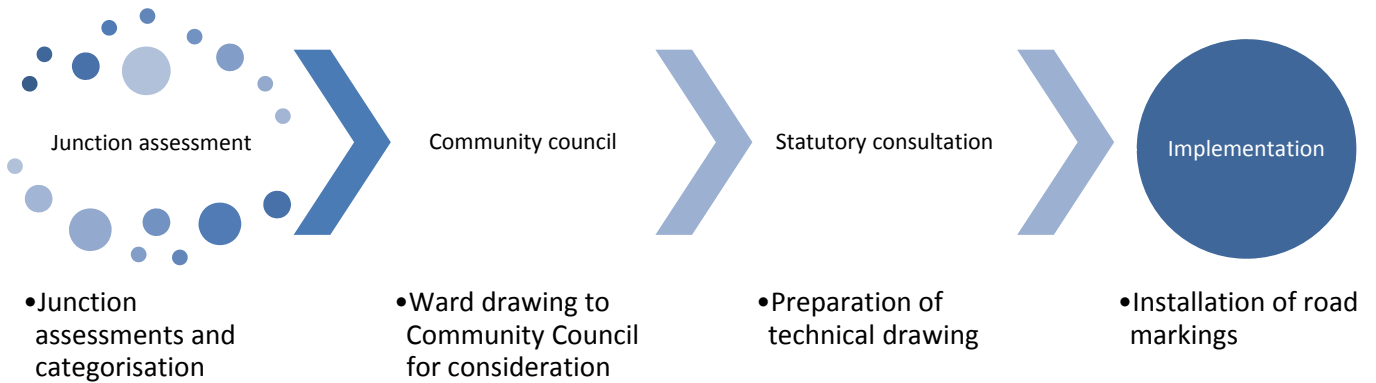
- Existing laws (e.g. Highway Code [rule 243 - parking](#) is not allowed within 10m of a junction)
- National research and guidance (e.g. [Chapter 7.7 of the Manual for Streets](#))
- Stakeholder guidance (e.g. [London Fire Brigade's access guidance](#))

Please note that there may be some circumstances where other proposals come forward for junctions within the study area. In any such situation the proposals here will be superseded if other proposals are implemented.

What happens next?

The process and the expected delivery dates to implement double yellow lines on all junctions within the ward are detailed below. The below timetable will be lengthened/amended should objections to the statutory consultation process be received, since such objections will need to be determined by the Community Council at a future meeting.

Process and expected delivery dates



Ward	Expected delivery dates			
	Junction assessments	Community council	Statutory consultation	Implementation
All wards	August 2016	September 2016	Early 2017	Spring 2017

Item No. 14.	Classification: Open	Date: 21 September 2016	Meeting Name: Camberwell Community Council
Report title:		Edmund Street and nearby streets – reconfiguration of existing parking arrangements and creation of new resident parking bays	
Ward(s) or groups affected:		Camberwell and Brunswick	
From:		Head of Highways	

RECOMMENDATIONS

1. It is recommended that the following non-strategic parking reconfiguration and creation of new permit holder only parking bays, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory consultation and procedures.
 - 1.1 Edmund Street – reconfigure the existing parking bays between its junction with New Church Road and its junction with Durfey Place, and associated double yellow lines along its length.
 - 1.2 Southampton Way - creation of eight new parking bays near its junction with New Church Road, on the southern side and associated double yellow lines.
 - 1.3 Dobson Walk - creation of eight new parking bays and associated double yellow lines.
 - 1.4 Notley Street – reconfiguration of existing parking bays and creation of five new parking bays and associated double yellow lines.
 - 1.5 Sam King Walk - creation of twelve new parking bays and associated double yellow lines.

BACKGROUND INFORMATION

- 2 Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters to the community council.
- 3 Paragraph 20 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 setting of consultation boundaries for consultation on traffic schemes
 - the introduction of destination disabled parking bays
 - statutory objections to origin disabled parking bays.

- 4 Paragraph 17 sets out that community councils are responsible for determination of objections to traffic management orders that do not relate to strategic or borough wide issues.
- 5 This report gives recommendations for local traffic and parking amendments, involving traffic signs, waiting restrictions and road markings.
- 6 The origins and reasons for the recommendations are discussed within the key issues section of this report.

KEY ISSUES FOR CONSIDERATION

- 7 The proposals made are related to the development of the site bounded by Edmund Street, Southampton Way and Notley Street which was granted planning permission (ref: 11-AP-4309) dated 22 March 2012. This permits the re-development of the site for residential housing, construction of two new roads; namely Sam King Walk and Dobson Walk, and the extension of Notley Street to connect through to Edmund Street. Public consultation was undertaken as part of the planning process.

Parking matters

- 8 The development is located within Camberwell C3 parking zone.
- 9 The approved s106 agreement plan creates 31 new parking spaces. The developer is obligated to provide 10 as disabled badge holder spaces and one 'car club space'. The remaining 20 spaces will be designated as permit holder only.
- 10 The disabled parking spaces will only be marked out as such when required through the normal Council individual application process. Initially they will be marked out and made available as permit holders only.

Policy implications

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

Policy 1.1 – pursue overall traffic reduction

Policy 4.2 – create places that people can enjoy.

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

Community impact statement

- 12 The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
- 13 The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
- 14 The double yellow lines will benefit all road users through improved junction intervisibility and prevention of illegal parking resulting in enhanced road safety.

- 15 As there are limited permit holder bays being provided, the s106 for the development has a parking methodology which details how parking permits are allocated to residents. The list of eligible house numbers has been agreed between Planning and the developer as part of discharging the developer's planning obligations and is detailed at Appendix 4.
- 16 There are a number of new residents who will not be eligible for parking permits but this information would have been made available to them at the time they either purchased or entered into leases for the new dwellings.
- 17 Apart from the risk identified above, the recommendations are not considered to have a disproportionate effect on any other community or group.
- 18 The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing more disabled bays than previously obtaining in the zone.
 - Improving road safety, in particular for vulnerable road users, on the public highway.

Resource implications

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

Legal implications

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

- restriction of heavy commercial traffic so as to preserve or improve amenity
- c) the national air quality strategy
- d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
- e) any other matters appearing to the council to be relevant.

Consultation

- 26 Where public or stakeholder consultation has already been completed, this is described within the key issues section of the report.
- 27 The implementation of changes to parking requires the making of a traffic order. The procedures for making a traffic order are defined by national Regulations which include statutory consultation and the consideration of any arising objections.
- 28 Should the recommendations be approved the council must follow the procedures contained within Part II and III of the Regulations which are supplemented by the council's own processes. This process is summarised as:
- publication of a proposal notice in a local newspaper (Southwark News)
 - publication of a proposal notice in the London Gazette
 - display of notices in roads affected by the orders
 - consultation with statutory authorities
 - making available for public inspection any associated documents (eg. plans, draft orders, statement of reasons) via the council's website or by appointment at 160 Tooley Street, SE1
 - a 21 day consultation period during which time any person may comment upon or object to the proposed order
- 29 Following publication of the proposal notice, any person wanting to object must make their objection in writing, state the grounds on which it is made and send it to the address specified on the notice.
- 30 Should an objection be made that officers are unable to resolve so that it is withdrawn, it will be reported to the community council for determination. The community council will then consider whether to modify the proposals, accede to or reject the objection. The council will subsequently notify all objectors of the final decision.

Programme timeline

- 31 If the items contained in this report are approved by the community council they will progressed in line with the below, approximate, timeframe:
- Traffic orders (statutory consultation) – September to October 2016
 - Implementation – October to November 2016

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	Robson Mupani 020 7525 4741

APPENDICES

No.	Title
Appendix 1	S106 agreement
Appendix 2	Existing parking restrictions
Appendix 3	Proposed parking restrictions
Appendix 4	Allocation methodology letter
Appendix 5	Parking plot schedule

AUDIT TRAIL

Lead Officer	Matthew Hill, Head of Highways	
Report Author	Robson Mupani, Principal Engineer	
Version	Final	
Dated	8 September 2016	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments Included
Director of Law and Democracy	No	No
Strategic Director of Finance and Governance	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team		21 September 2016

SCHEDULE 1

Draft Planning Permission

Part 2

SCANNED ON
24 APR 2012
PLANNING (IO)

RECOMMENDATION LDD MONITORING FORM REQUIRED

This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application.

Applicant	Notting Hill Ownership Ltd	Reg. Number	11-AP-4309
Application Type	Full Planning Permission	Case Number	TP/H2018
Recommendation	Grant subject to Legal Agmt, GLA and SoS		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Demolition of existing buildings and redevelopment of the site comprising new buildings ranging from 3 to 7 storeys in height to provide 279 residential units (96 x 1 bed, 124 x 2 bed, 57 x 3 bed, 2 x 4 bed) together with the construction of a new road, pedestrian and cycle routes and new access to the public highway, car and cycle parking, energy centre, open space and landscaping.

At: SITE BOUNDED BY EDMUND STREET, SOUTHAMPTON WAY AND NOTLEY STREET, LONDON SE5

In accordance with application received on 22/12/2011

and Applicant's Drawing Nos. 09.221/D 600, 09.221/D 601, 09.221/D1-3 100, 09.221/D1-3 101, 09.221/D1-3 103, 09.221/D1-3 105, 09.221/D1-3 107, 09.221/D4-6 100, 09.221/D4-6 102, 09.221/D4-6 104, 09.221/D7 100, 09.221/D8 100, 09.221/D9 100, 09.221/D10 100, 09.221/D 500, 09.221/D 501, 09.221/D 502, 09.221/D 503, 09.221/D 504, 09.221/D 505, 09.221/D 506, 09.221/D 507, 09.221/DH 100, 09.221/DH 300 rev A, 09.221/D1-3 300, 09.221/D1-3 301rev A, 09.221/D4-6 300 rev A, 09.221/D7-300 rev A, 09.221/D8-300 rev A, 09.221/D9 300 rev A, 09.221/D10-300 rev A, 09.221/D-251, 09.221/D-252, 09.221/D551, 09.221/D 552, 09.221/D 553, 09.221/D 554, 09.221/D 555, 09.221/D 556 and 09.221/D 508

Internal Daylight Assessment, External Daylight & Sunlight Report, Planning Statement, Ecology Report, Energy Strategy, Contamination Mitigation Strategy, Noise Assessment, Flood Risk Assessment, Arboricultural Implication Study, Statement of Consultation, Draft Travel Plan, Transport Assessment, Air Quality Assessment, Landscape Strategy Report, Design & Access Statement

Reasons for granting planning permission

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

- a) Saved policies 2.5 planning obligations, 3.1 environmental effects, 3.2 protection of amenity, 3.4 energy efficiency, 3.6 air quality, 3.7 waste reduction, 3.8 waste management, 3.9 water, 3.11 efficient use of land, 3.12 quality in design, 3.13 urban design, 3.14 designing out crime, 3.28 biodiversity, 4.1 density of residential development, 4.2 quality of residential accommodation, 4.3 mix of dwellings, 5.2 transport impacts, 5.3 walking and cycling, 5.6 car parking of the Southwark Plan 2007.
- b) Supplementary Planning Documents: Sustainable Transport Planning SPD, Sustainable Design and Construction SPD, Design and Access Statements SPD, Section 106 Planning Obligations SPD, Residential Design Standards SPD.
- c) Strategic policies 1 sustainable development, 2 sustainable transport, 5 providing new homes, 6 homes for people on different incomes, 7 family homes, 12 design and conservation and 13 high environmental standards of the Core Strategy 2011.
- d) Policies 3.3 increasing housing supply, 3.5 Quality and design of housing, 3.6 Childrens and young peoples play, 3.8 Housing choice, 3.13 Negotiating affordable housing, 3.17 Protection and enhancement of social infrastructure, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 6.3 Assessing transport capacity, 7.4 Local character, 7.15 Reducing noise, 7.19 Biodiversity, 8.2 Planning obligations, of the replacement London Plan 2011.
- e) Planning Policy Guidance Notes PPS1 Sustainable development, PPS3 Housing, PPS 5 Historic Environment, PPS13 Transport, PPS22 Renewable energy, PPG24 Planning and noise and PPS25 Development and flood risk.

The principle of redevelopment of this site for residential use is supported and in line with Southwark and London Plan policies which seek to increase the supply of housing. The design and massing of the buildings has evolved through a long pre-application process and would successfully relate to the surrounding buildings, subject to further design details being secured. The overall quality and standard of accommodation provided is acceptable. The amenity impacts resulting from the development have been considered, and having regard to the representations received from nearby occupiers, are on balance considered to be acceptable. The impacts on the highway network can be controlled through mechanisms secured through the S106 agreement, and are on balance considered to be acceptable. The S.106 offer is considered appropriate and therefore provides the required level of mitigation. The scheme is therefore considered to comply with the relevant Southwark Core Strategy and London Plan policies.

Subject to the following condition:

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

Reason:

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

- 2 Before any above grade work hereby authorised begins (excluding demolition), material samples / sample-boards of all external facing materials, including 1.0m x 1.0m sample panels of all the brick types including the feature panels to be used in the carrying out of each phase of the development, shall be submitted to and approved in writing by the Local Planning Authority before any above grade work hereby authorised begins (excluding demolition) in connection with that phase. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007 and Strategic Policy 12 in the Core Strategy.

- 3 Prior to the commencement of any works above grade hereby approved (excluding demolition), 1:5/10 section detail-drawings through each detail type for:

- a) the facades;
- b) parapets;
- c) roof edges;
- d) balconies; and
- e) heads, cills and jambs of all openings;

to be used in the carrying out of each phase of the development, shall be submitted to and approved in writing by the Local Planning Authority before any above grade work hereby authorised begins (excluding demolition) in connection with that phase. The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied as to the design and details in the interest of the special architectural or historic qualities of the listed building in accordance with saved policies: 3.12 Quality in Design; 3.13 Urban Design; of The Southwark Plan (UDP) July 2007 and SP12 Design & conservation of the Core strategy (2011).

- 4 Before any above grade work hereby authorised begins (excluding demolition), detailed drawings at a scale of 1:50 of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including surfacing materials of any parking, access, or pathways layouts, materials and edge details, all boundary treatments such as walls and fences, play equipment, material samples of hard landscaping and podium soil depths, sections and planting), and including a proposed landscape management scheme to be used in the carrying out of each phase of the development, including the pocket park, the publically accessible spaces and the elevated communal gardens, shall be submitted to and approved in writing by the Local Planning Authority before any above grade work in connection with that phase is carried out. The landscaping shall not be carried out otherwise than in accordance with any such approval given. The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works and any trees or shrubs that is found to be dead, dying, severely damaged or 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 in the next planting season by specimens of similar size and species in the first suitable planting season. Planting shall comply to BS:4428 Code of practice for general landscaping operations, BS:3996 Nursery stock specification, BS:5837 Trees in relation to construction and BS:7370

Recommendations for establishing and managing grounds maintenance organisations and for design considerations related to maintenance.

Reason: In order to ensure that the design and details are acceptable and the spaces around the site are acceptable in accordance with saved Policies 3.12 Quality in Design, 3.13 Urban Design and 3.28 Biodiversity of The Southwark Plan 2007 and Strategic Policy 12 'Design and Conservation' and 13 'High Environmental Standards' in the Core Strategy.

- 5 Notwithstanding any details hereby approved, before any above grade work hereby authorised begins (excluding demolition), details of the means of enclosure for all site boundaries shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In the interests of visual and residential amenity in accordance with saved Policies 3.2 Protection of amenity, 3.12 Quality in Design, and 3.13 Urban design of the Southwark Plan 2007 and Strategic Policy 12 of the Core Strategy.

- 6 Notwithstanding any details hereby approved, before any above grade work hereby authorised begins (excluding demolition), revised details of the gateway between the proposed 'Southampton Way link' and Southampton Way, shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In the interests of visual and residential amenity and to ensure safe pedestrian and cycle movement in accordance with saved Policies 3.2 Protection of amenity, 3.12 Quality in Design, and 3.13 Urban design of the Southwark Plan 2007 and Strategic Policy 12 of the Core Strategy.

- 7 Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by RSK (Report Ref: 131510 R1, dated 20th December 2011) and the following mitigation measures detailed within the approved FRA:

1. Finished floor levels are set no lower than 3.0m AOD (see Section 4.2).
2. Implement flood resilient and resistant measures into the scheme as set out within section 4.3 of the approved FRA and the publication 'Preparing for floods (ODPM 2003)' <http://www.communities.gov.uk/publications/planningandbuilding/improvingflood>
3. Submit a Flood Response plan for approval by the local authority. This should set out provisions for safe refuge arrangements for ground floor occupants, details on safe access/egress routes in the event of an extreme event and procedures for residents to sign up to the Environment Agency's Flood Warning system
4. Implementation of a SUDS strategy incorporating the measures recommended within the approved FRA (Section 5) consisting of the use of green roofs, permeable surfaces and infiltration devices (Section 5.3 and SWMP shown in Appendix H). In accordance with the approved FRA proposed off-site surface water discharges to the public sewer system will be restricted to the Greenfield rates set out in Table 6.1 and 6.2 for all events up to and including the 1 in 100 year plus change event.

Reason: To ensure that development incorporates measures to protect from flooding in accordance with PPS25 and Strategic Policy 13 'High Environmental Standards' in the Core Strategy 2011.

- 8 Any machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise therefrom 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 saved Policy 3.2 Protection of Amenity of The Southwark Plan 2007 and Planning Policy Guidance 24 Planning and Noise.

- 9 a) All residential premises shall be designed to attain the following internal noise levels:
 Bedrooms- 30dB LAeq,8hr* and 45dB LAfmax
 Living rooms- 30dB LAeq,16hr**
 * 8 hours between 23:00-07:00
 **16 hours between 07:00-23:00.

Reason

To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources in accordance with saved Policies 3.1 Environmental Effects and 3.2 Protection of Amenity of The Southwark Plan 2007 and PPG 24 Planning and Noise.

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

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with saved policy 3.1 'Environmental effects' of the adopted Southwark Plan 2007 and PPS 23 Planning and Pollution Control.

- 11 The approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of development (excluding demolition) other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out shall be submitted to the Local Planning Authority for approval in writing.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with saved policy 3.1 'Environmental Effects' of the adopted Southwark Plan 2007 and PPS 23 Planning and Pollution Control.

- 12 In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 10 and 11, and submitted to the Local Planning Authority for approval in writing.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, and submitted to the Local Planning Authority for written approval.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with saved policy 3.1 Environmental effects of the adopted Southwark Plan 2007 and PPS 23 Planning and Pollution Control.

- 13 Before any above grade work hereby authorised begins (excluding demolition), a Refuse Management Plan

detailing how the residential units would be serviced and including full details of the bin stores including type and size of bins and details showing the appearance of any external bin stores for the townhouses, to be used in the carrying out of each phase of the development, shall be submitted to and approved in writing by the Local Planning Authority before any above grade work in connection with that phase is carried out. The development shall be carried out in accordance with the approval given.

Reason

To ensure compliance with saved policy 5.2 Transport Impacts of the Southwark Plan 2007 and Strategic Policy 2 'sustainable transport' in the Core Strategy.

- 14 Before any demolition and construction works hereby authorised begins, details of an Environmental Management Plan and Code of Practice (which shall oblige the applicant/developer and its contractors to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site) which shall include the following information:
- A detailed specification of demolition (including method and foundation piling) and construction works for each phase of development including consideration of environmental impacts and the required remedial measures;
 - A detailed specification of engineering measures, acoustic screening and sound insulation measures required to mitigate or eliminating specific environmental impacts;
 - Details of 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.
 - A Delivery and Servicing Plan (all construction access routes and access details also need to be approved by TfL).

shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given and the demolition and construction work shall be undertaken in strict accordance with the approved Management Plan and Code of Practice.

Reason:

To ensure that the occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with Policies 3.1 Environmental Effects and 3.2 Protection of Amenity of The Southwark Plan July 2007.

- 15 Prior to the commencement of development (excluding demolition) a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with saved policy 3.9 'water' of the Southwark Plan 2007

- 16 Prior to the commencement of any works above grade hereby approved (excluding demolition), full details of the cycle parking for the whole development including types of stands, layout, covered storage details and full details of the cycle parking for the houses, to be used in the carrying out of each phase of the development, shall be submitted to and approved in writing by the Local Planning Authority before any above grade work hereby authorised begins (excluding demolition) in connection with that phase. The cycle parking facilities shall be provided prior to first occupation of the development and maintained in accordance with the details approved.

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 5.2 Transport Impacts and 5.3 Walking and Cycling of the Southwark Plan 2007 and Strategic Policy 2 'sustainable transport' in the Core Strategy.

- 17 Before the first occupation of the development hereby permitted, a Code for Sustainable Homes final certification (or other verification process agreed with the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards at Code Level 4 have been met.

Reason

To ensure the proposal complies with saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 200 and strategic policy 13 'High Environmental Standards' in the Core Strategy 2011.

- 18 Prior to the commencement of development, a detailed method statement for the removal or long-term management /eradication of Japanese knotweed on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures to prevent the spread of (plant name) during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

Reasons: To mitigate any impact from the development hereby approved and to comply with PPS9, policy 3.28 of the Southwark Plan and Strategic Policy 11 'Open spaces and wildlife' of the Southwark Core strategy. Japanese knotweed is an invasive plant, the spread of which is prohibited under the Wildlife and Countryside Act 1981. Without measures to prevent its spread as a result of the development there would be the risk of an offence being committed and avoidable harm to the environment occurring.

- 19 Prior to the commencement of any works above grade (excluding demolition), an Environmental Action Plan detailing proposed ecological mitigation measures, to include a minimum of 20 nesting boxes and 20 bat bricks shall be provided and the details shall include the exact location, specification and design of the habitats, and outlining the measures to be implemented for the mitigation and enhancement of biodiversity, set out in the ecological report recommendations covering the following:

- Black Redstart: (Further survey required. On completion of the recommended black redstart surveys it will be possible to make an assessment of the use of the sites by this species and to propose an appropriate detailed mitigation strategy).
- Common Bird Species:
- Stag Beetle
- Control measure against Japanese knotweed and cotoneaster,
- Incorporating Native Planting
- Non-native plant species of benefit to wildlife should also be incorporated into the landscape proposals
- A mix of native plant species and those with a known benefit to wildlife should be included.

Shall be submitted to, and approved the Local Planning Authority. The details approved shall be implemented in full prior to first occupation of the development.

Reason: To increase the biodiversity of the site, to mitigate any impact from the development hereby approved and to comply with PPS9, policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy

- 20 All removal of trees, hedgerows, shrubs, scrub or tall herbaceous vegetation shall be undertaken between September and February inclusive. If this is not possible then a suitably qualified ecologist shall check the areas concerned immediately prior to the clearance works to ensure that no nesting or nest-building birds are present. If any nesting birds are present then the vegetation shall not be removed until the fledglings have left the nest.

Reason: All wild birds, their nests and young are protected during the nesting period under The Wildlife and Countryside Act 1981 (as amended) and to meet the requirements of PPS9, policy 3.28 of the Southwark Plan and Strategic Policy 11 'Open spaces and wildlife' of the Southwark Core strategy

- 21 Prior to the commencement of any works above grade (excluding demolition) Full details of the biodiversity (green/brown) roof(s) to be used in the carrying out of each phase of the development, shall be submitted to and approved in writing by the Local Planning Authority before any above grade work in connection with that phase is carried out. The biodiversity (green/brown) roof(s) shall be:

- biodiversity based with extensive substrate base (depth 80-150mm);
- planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of

emergency. The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 3D.14; 4A.3; 4A.9 and 4A.11 of the London Plan 2008 policy 3.28 of the Southwark Plan and Strategic Policy 11 of the Southwark Core strategy

- 22 Notwithstanding any drawings hereby approved, prior to the commencement of any works above grade (excluding demolition), full details of all proposed tree replacement planting (totalling a minimum of 1444cm girth), including species, size and the proposed times of planting, shall be submitted to and approved in writing by the local planning authority. All tree planting shall be carried out in accordance with the details approved. Planting shall comply to BS:4428 Code of practice for general landscaping operations.

If within a period of two years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

Reason:

In order to ensure that the design and details respect the context of the site and the public spaces around it in accordance with saved Policies 3.1 Environmental Effects and 3.28 Biodiversity of The Southwark Plan 2007 and Strategic Policy 12 'Design and Conservation' and 13 'High Environmental Standards' in the Core Strategy.

- 23 The trees to be retained in or around the site as specified within the Arboricultural report, shall be protected during construction with protective fencing to ensure that no damage occurs to the trees. No trenches, pipe runs or services or foundations shall be dug or excavated within 5.0 metres of the base of any tree on the site or of any tree on land adjoining the site unless otherwise agreed in writing. All works shall adhere to National Joint Utility Group, Guidance 10 - Guidelines For The Planning, Installation And Maintenance Of Utility Apparatus In Proximity To Trees (Issue 2).

Reasons:

To avoid damage to the existing trees which represent an important visual amenity in the area in accordance with saved Policies 3.13 Urban design and 3.28 Biodiversity of the Southwark Plan 2007.

- 24 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.

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 saved Policy 3.2 Protection of Amenity and 3.12 Quality in Design of the Southwark Plan 2007

- 25 All areas of footway subject to tree replanting and improvement works hereby approved, shall ensure a continuous minimum 1.8m (or 1.5m on Notley Street) unobstructed passing width clear of any tree pit or other obstruction.

Reason:

To provide for safe and accessible pedestrian access to and from the development and secure equality whilst preserving existing tree planting in accordance with saved policy 5.3 'walking and cycling' of the Southwark Plan 2007,

- 26 Notwithstanding the provisions of Schedule 2, Part 1, Classes A and B of the Town and Country Planning General Permitted Development Order (or amendment or re-enactment thereof) no extension, enlargement or other alteration of the premises shall be carried out to the dwellinghouses hereby approved, without the prior written consent of the Council, to whom a planning application must be made.

Reason

The houses hereby approved are located on restricted plots and any extensions, or alterations to the roof should remain under the control of the local planning authority, in the interests of protecting the amenity of neighbouring residents, in accordance with Policy 3.2 Protection of Amenity of the Adopted Southwark Plan

2007.

- 27 No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water or sewerage infrastructure, and the programme for the works) to be used in the carrying out of each phase of the development, has been submitted to and approved in writing by the local planning authority in consultation with the relevant water or sewerage undertaker, before any work in connection with that phase is carried out. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason

The proposed works will be in close proximity to underground water and sewerage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the details of the piling method statement.

- 28 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

09.221/D 600, 09.221/D 601, 09.221/D1-3 100, 09.221/D1-3 101, 09.221/D1-3 103, 09.221/D1-3 105, 09.221/D1-3 107, 09.221/D4-6 100, 09.221/D4-6 102, 09.221/D4-6 104, 09.221/D7 100, 09.221/D8 100, 09.221/D9 100, 09.221/D10 100, 09.221/D 500, 09.221/D 501, 09.221/D 502, 09.221/D 503, 09.221/D 504, 09.221/D 505, 09.221/D 506, 09.221/D 507, 09.221/DH 100, 09.221/DH 300, 09.221/D1-3 300, 09.221/D1-3 301, 09.221/D4-6 300, 09.221/D7-300, 09.221/D8-300, 09.221/D9 300, 09.221/D10-300, 09.221/D-251, 09.221/D-252, 09.221/D551, 09.221/D 552, 09.221/D 553, 09.221/D 554, 09.221/D 555, 09.221/D 556

Reason:

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

Informatives

- 1 The applicant should ensure that no doors open out over the adopted highway, as this is an offence under the Highways Act 1980.
- 2 An informative should be included on the application stating that the applicant could speak to Kate Shortall (Transport for London) in relation to any match funding that is available from Transport for London for on-street electric vehicle charging points. Her email address is: KateShortall@tfl.gov.uk.
- 3 Thames Water Informatives:
 - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
 - Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
 - Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

4 The application is made up of 3 development parcels referenced as 'A', 'B' and 'C' as shown on plan 09.221/D 508 attached to this decision notice

SCHEDULE 2

1. AFFORDABLE HOUSING

- 1.1 The provisions of this clause shall come into effect on the Implementation Date.
- 1.2 The Developer covenants with the Council:
- 1.2.1 to construct or procure the construction of the Affordable Housing Units as part of the Development upon the Site at no cost to the Council and in accordance with the Southwark Residential Design Standards Supplementary Planning Document (September 2008) the Affordable Housing SPD and the Housing Corporation, 2007 Design and Quality Standards Scheme Development Standards issued by the Housing Corporation extant on the date of the Application
- 1.2.2 Unless otherwise agreed in writing by the Council, the proportion of the Affordable Housing Units to be constructed as Wheelchair Accessible Affordable Housing shall be constructed in accordance with the Residential Design Standards Supplementary Planning Document (September 2008) and the South East London Housing Partnership Wheelchair Housing Design Guidelines extant on the date of the Application
- 1.2.3 that the Affordable Housing Units shall be completed and available for residential Occupation no later than the Remaining Units and the Developer shall not Occupy (or permit Occupation) or Dispose (or permit Disposal) of more than 50% of the Remaining Units unless and until:
- 1.2.3.1 the Affordable Housing Units have been constructed on Site and made ready for Occupation in accordance with paragraph 1.2.1 and 1.2.2 to the reasonable satisfaction of the Deputy Chief Executive; and
- 1.2.4 Subject to the provisions of clause 7 of this Deed the Developer covenants with the Council that the Affordable Housing Units shall not be used for purposes other than providing housing accommodation to households in need of Affordable Housing in the London Borough of Southwark area in perpetuity.

2. EMPLOYMENT AND TRAINING - Construction Jobs – Workplace Co-ordination

2.1 Prior to the Implementation Date, the Developer will appoint a Workplace Co-ordinator using the Council's established Workplace Co-ordinator methodology who will provide training and support to facilitate access to construction jobs during the development phase of the Development for a minimum 24 month period.

2.2 the Developer will use reasonable endeavours:

2.2.1 maintain the Workplace Co-ordinator role within their organisation throughout the construction of the Development.

2.2.2 create the role of the Construction Workplace Co-ordinator to include the following duties:

2.2.2.1 to identify employment vacancies;

2.2.2.2 to encourage applications from suitable candidates resident in the Borough by liaising with the local Jobcentre Plus, employment service providers, voluntary and community sector, training providers and careers service providers, including Southwark Works and the Southwark Education Business Alliance;

2.2.2.3 to commission customised training (that is not currently delivered through mainstream courses) and to identify other revenue funds to deliver appropriate construction training;

2.2.2.4 to provide basic skills and site safety training to suitable candidates;

2.2.2.5 to work with new employees and their employers including those recruited as part of the Building London Creating Futures programme with the objective of ensuring effective transition into work;

2.2.3 to use reasonable endeavours to:

(a) place a minimum of 61 workless Borough residents into sustainable construction jobs;

(b) train a minimum of 26 workless Borough residents per annum using short courses; and

(c) to provide a minimum of 61 Construction Skills Certification Skills training opportunities per annum;

(d) to provide a minimum of 14 NVQ-level Qualifications.

2.2.4 Place the Construction Workplace Co-ordinator with the contractor team during the building programme to work on the Site.

2.2.5 produce written reports to the Council regarding the delivery and outcomes of the project on a quarterly basis.

2.3 In the event that the Developer fails to appoint the Construction Workplace Co-ordinator, the Developer shall be required to pay the Construction Workplace Co-ordinator(s) Workplace Contribution within 28 days of receiving a written notice from the Council requesting payment PROVIDED THAT the Construction Workplace Co-ordinator Contribution shall not fall due if the Developer subsequently appoints a Construction Workplace Co-ordinator within 28 days following service of the Council's written notice.

2.4 In the event of Significant Under-Performance the Council reserves the right to request the Construction Workplace Co-ordinator Contribution. The Developer will have a period of not less than 28 days to address any Significant Under-Performance from the date of written notice by the Council prior to making the said payment and within that 28 days delivery rises to 50 per cent or more of the total outputs specified in the paragraph 2.2.2 the Construction Workplace Co-ordinator Contribution will not be payable by the Developer and the request for payment will be withdrawn by the Council.

3. CONSTRUCTION APPRENTICESHIPS

3.1 The Developer shall prior to the Implementation Date submit to the Council for its approval details of the minimum number of new apprenticeship posts to be provided in construction trades on Site over the period of construction of the Development and shall unless otherwise agreed in writing by the Council, provide such apprenticeship posts. The Council shall provide a list of approved Local Employment and Skills Agencies which shall be maintained by the Workplace Co-ordinator.

3.2 The Developer, their contractors and sub-contractors shall work with the Workplace Co-ordinator and the Local Employment and Skills Agencies to recruit apprentices to the posts and provide the Council with a written report on a quarterly basis until the Completion Date providing details of the numbers of personnel recruited to the new apprenticeship posts.

4. LOCAL PROCUREMENT

- 4.1 The Developer will work with the Council's Economic Development Team or a nominee of the Council in the Borough to achieve the procurement of construction contracts and goods and services from SME companies and organisations based in the Borough.
- 4.2 The Developer will ensure that the total value of contracts procured from SME companies and organisations based in the Borough shall be no less than 10% of the total value of the construction contract or the number of contracts procured in relation to this Site from SME companies and organisations based in the Borough shall be no less than 10% of the total.
- 4.3 The Developer shall use reasonable endeavours to :-
- 4.3.1 ensure that the Developer and their contractors consider the applications to tender received from SMEs based locally for the provision of goods and services for the running of the Site, pre, during and post construction, and shall co-operate with the Council to increase opportunities for these local firms and people;
 - 4.3.2 include a written statement in their contracts with sub-contractors encouraging them to liaise with the Economic Development Team to discuss, agree and implement the arrangements as set out in this paragraph 7 and also in the Southwark Enterprise Strategy;
 - 4.3.3 brief sub-contractors on the requirements of this paragraph 7 and ensure co-operation is agreed as a pre-requisite to accepting sub-contract tenders;
 - 4.3.4 first advertise and offer sub-contracting and tendering opportunities to SMEs (whose primary address is in the Borough) through local business networks/associations, business lists provided by the Council or a nominee of the Council (including list of Pre-qualified Firms by the Council's Procurement Team) and the local press;
 - 4.3.5 with its sub-contractors, resource and deliver, in consultation with the Council or a nominee of the Council, a minimum of three seminars on procurement policy and phasing in relation to the Development at an appropriate time before the Implementation Date and targeted at local firms in order to make them aware of the opportunities, timescales and procedures to be adopted in tendering for available work; and

- 4.3.6 ensure sub-contractors where reasonably possible to divide contracts into more manageable sizes for SMEs based in the Borough.

5. WHEELCHAIR ACCESSIBLE DWELLINGS

- 5.1 The Developer will construct all Wheelchair Accessible Dwellings in the Shared Ownership Units And Remaining Units to the Base Standard except where a wheelchair user has committed to purchase following the required marketing of the Wheelchair Accessible Dwellings, when the unit will then be fitted to meet that user's reasonable requirements.
- 5.2 The Developer shall use reasonable endeavours to market the Wheelchair Accessible Dwellings to wheelchair users for a period commencing no later than the date being six months from the Commencement of Development or of the phase of development ("the Marketing Period") until the date three months after Practical Completion of each of the Wheelchair Accessible Dwellings.
- 5.3 The marketing referred to in Clause 5.2 above shall be conducted to ensure that the Wheelchair Accessible Dwellings are marketed to as wide an audience as possible through websites, publications and liaison with appropriate agencies and that the marketing details shall include a separate marketing brochure specially aimed at wheelchair users which will have indication of room sizes, kitchens, specification.
- 5.4 The Wheelchair Accessible Dwellings shall be advertised in the following places:
- 5.4.1 on the accessible property website (<http://www.accessible-property.org.uk>) or equivalent national website on www.housingoptions.co.uk
 - 5.4.2 on www.thelittlehousecompany.co.uk
 - 5.4.3 in SAGA magazine or similar London periodical aimed at an older readership
 - 5.4.4 in the "Fifty Plus" free newspaper published by Age Concern Hammersmith & Fulham
 - 5.4.5 in liaison with the Council's Rehousing Options Team and the wheelchair register (Accessible Housing Register)
 - 5.4.6 at Low Cost Home Ownership fairs and events
 - 5.4.7 Such other place as reasonably requested by the Council
- 5.5 If a wheelchair user wishes to purchase or rent a Wheelchair Accessible Dwellings then the Landowner and the Developer will fit out the Dwelling for wheelchair use prior to Occupation at no cost to the proposed purchaser or tenant.

5.6 If at the end of the Marketing Period, there remain wheelchair adaptable units in which no interest has been expressed by a purchaser with wheelchair needs who can reasonably demonstrate an ability and intention to proceed to purchase any such Wheelchair Accessible Dwellings, then those units shall not be allocated for wheelchair use and the Developer may dispose of such units on the open market subject to the prior approval of the Council not to be unreasonably withheld having regard to the evidence submitted pursuant to paragraph 5.7 below.

5.7 Prior to the Wheelchair Accessible Dwellings being disposed of on the open market, the Developer will submit to the Head of Development Management details of the marketing undertaken pursuant to Clauses 5.3 and 5.4 above supported by such evidence as the Council may reasonably require, such information to include the date of first advertisement and first website posting of each Wheelchair Accessible Dwelling.

6. CAR CLUB OFF SITE

6.1 Prior to Completion the Developer shall submit details to the Council identifying the location of the Car Club On Street Space.

6.2 The Developer shall not Occupy the Development until the Car Club On Street Space has been provided.

6.3 On Occupation of a Dwelling by a new Occupier, the Developer will promote or procure that the Car Club Provider promotes the Car Club Scheme to each new occupier by providing them with written details of the Car Club Scheme including membership details.

6.4 The Developer covenants that the Car Club Scheme will operate in perpetuity unless otherwise agreed in writing with the Council.

7. TRAVEL PLAN

7.1 Prior to the Occupation of the Development the Developer shall provide a full travel plan compliant with Transport for London's 'Travel planning for new development in London' guidance, for approval by London Borough of Southwark; and shall appoint a Travel Plan Co-ordinator.

7.2 The Developer covenants not to Occupy the Development until such time as the Travel Plan Co-ordinator has been appointed and London Borough of Southwark informed of the Travel Plan Co-ordinator contact details.

7.3 The Developer covenants to implement, monitor and review the Travel Plan including undertaking the following:

- 7.3.1 within 28 days of their Occupation to provide written details of the Travel Plan to new occupiers of the Development;
- 7.3.2 use reasonable endeavours to encourage occupiers of the Development to comply with the Travel Plan;
- 7.3.3 undertake iTrace compliant user surveys at 75% occupation and at 3 and 5 years from occupation, update the travel plan document following each of these surveys; and undertake an annual review of the Travel Plan and provide a written report of this review to the Council. The Developer will have regard to any reasonable recommendations made by the Council upon operation of the Travel Plan following each annual review and discussion of the Travel Plan with the Council.

7.4 The Developer shall implement and observe the requirements and obligations set out in the Travel Plan (or such amended plan as may be agreed by the Developer and Council from time to time) for so long as the Development shall be Occupied.

8 HIGHWAY WORKS AND PARKING PERMITS

- 8.1 Prior to Implementation the Developer shall submit to the Council for its approval in writing the Section 278 Highway Works Specification(s) including details of the estimated costs of the Section 278 Highway Works.
- 8.2 Prior to entering into the S278 agreement for the Highways Works the Developer shall submit to the Council for approval details of the number of residential units that shall be eligible for Parking Permits applying the Parking Permit Methodology (the "Approved Parking Permit Details").
- 8.3 The developer shall submit to the Council a bond equal to £2,750 for each on-street parking place that the Council reasonably expects to be allocated for disabled parking arising from the development (the "Disabled Parking Bond").
- 8.4 In the case that a disabled parking place is created to satisfy demand for such by residents of the development as in paragraph 8.3 above the total number of permits that may be allocated shall be reduced by the number of disabled parking places created.

- 8.5 Where the request for disabled parking provision is made by a resident of a residential unit that is eligible for a residents' parking permit pursuant to the Approved Parking Permit Details that unit shall be made ineligible for a residents' parking permit and the Approved Parking Permit Plan shall be amended accordingly.
- 8.6 Where the request for disabled parking provision is made by a resident of a residential unit that is not eligible for a residents' parking permit pursuant to the Approved Parking Permit Plan the developer shall nominate an alternative unit to be made ineligible for a residents' parking permit and the Approved Parking Permit Details shall be amended accordingly.
- 8.7 Prior to commencement of the Highway Works the Developer shall enter into the Section 278 Highways Agreement with the Council (and the Council hereby covenants to also enter into the Section 278 Highways Agreement(s) with the Developer) for the purpose of authorising the Section 278 Highway Works and securing them to the value of the Section 278 Highway Works Bonds Index Linked to the date of completion of the Section 278 Highway Works. The S278 Highways Agreement shall include the Approved Parking Plan and the Disabled Parking Bond.

Section 278 Highway Works

- 8.8 Prior to Completion of the Development, the Developer shall have completed the Section 278 Highway Works as approved by the Council pursuant to paragraph 8.1 and 8.2 of this Schedule and in accordance with the Section 278 Highways Agreement to Certificate of Completion stage to the reasonable satisfaction of the Council.

Parking Permits

- 8.9 The Developer shall ensure that prior to Occupying any Dwellings each new occupier of the is informed by the Developer of the Council's policy that subject to paragraphs 8.3 -8.7 above they shall not be entitled (unless they are the holder of a disabled person's badge issued pursuant to section 21 of the Chronically Sick and Disabled Persons Act 1970) to be granted a Parking Permit to park a vehicle in a Parking Bay and will not be able to buy a contract to park within any car park owned, controlled or licensed by the Council
- 8.10 The Developer for itself and its successors in title to the Site hereby acknowledges that the provision in paragraph 8.9 above will remain permanently.

SCHEDULE 3**1. FINANCIAL CONTRIBUTIONS**

1.1 Prior to the Implementation Date the Developer shall pay:

- 1.1.1 the Construction Workplace Co-ordinator Management Contribution;
- 1.1.2 the Health Contribution;
- 1.1.3 the Public Open Space, Children's Play Equipment and Sport's Development;
- 1.1.4 the Public Realm Contribution
- 1.1.5 the Site Specific Transport Contribution;
- 1.1.6 the Traffic Management Order Contribution.

1.2 The Developer shall not Implement the Development until the Council has received the contributions referred to in paragraph 1.3 above in full.

1.3 Prior to Occupation of the Development the Developer shall pay to the Council:

- 1.3.1 the Community Facilities Contribution
- 1.3.2 the Education Contribution
- 1.3.3 the Strategic Transport Contribution;
- 1.3.4 the Travel Plan Monitoring Contribution
- 1.3.5 the TfL Contribution.

1.4 The Developer shall not Occupy the Development until the Council has received the contributions referred to in paragraphs 1.3 to 1.6 above in full.

SCHEDULE 4**1. Council's Obligations**

- 1.1 The Council, shall pursuant to the Local Government Act 2003, be at liberty to charge the contributions to a Council revenue account and, for the avoidance of doubt, it is agreed and declared that this shall be without prejudice to the Council's right to apply the Site and Development Contributions or any part or parts thereof to revenue purposes or to capital purposes or partly to the one and partly to the other.
- 1.2 The Council covenants with the Developer that it will expend and apply the Contributions or any parts or parts thereof upon the Site and Development Facilities and its professional costs associated with the Site and Development Facilities.
- 1.3 To the extent that any of the Site and Development Facilities referred to in Schedule 2 and Schedule 3 have been provided or can be provided by the Council to the extent reasonably required for less than the corresponding sum identified for its provision or are no longer required the resulting surplus balance and interest may be expended or applied by the Council as appropriate on any of the other facilities referred to in this Deed.
- 1.4 In the event that the Workplace Co-ordinator Contribution is paid it will be expended by the Council on the appointment of the Work Place Co-ordinator for the purposes of delivering the aims and objectives set out in paragraph 2 of Schedule 2.
- 1.5 The Council hereby covenants upon receipt of the Traffic Management Order Contribution as set out in paragraph 6.1 of Schedule 2 to use reasonable endeavours to amend the Traffic Management Order to provide that future occupiers of the Development shall not be entitled (unless they are the holder of a disabled person's badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970) to be granted a Parking Permit to park a vehicle pursuant to any traffic order or other restrictions relating to on-street parking in the vicinity of the Development (as determined from time to time by the Council) and will not be able to buy a contract to park within any car park owned, controlled or licensed by the Council.
- 1.6 The Public Realm Improvements Contribution will be expended by the Council on public realm improvements in the vicinity of the Site and for the benefit of the Development in accordance with the Council's Supplementary Planning Document: Section 106 Planning Obligations (from time to time in force) and to the extent that the Public Realm

Improvements Contribution shall not have been spent or Committed within ten (10) years from the date of payment the Council shall repay such unexpended balance of the Public Realm Improvements Contribution to the Developer within twenty eight (28) days of the date on which the Developer serves written notice on the Council requesting repayment under this clause.

- 1.7 The Council shall issue the Planning Permission promptly on completion of this Deed

SCHEDULE 5

Approved Affordable Housing Mix

Edmund Street (D+A Extract)

Use and Amount

The proposal is for a mixed tenure residential scheme, with a mixture of houses and flat blocks arranged around new streets and amenity spaces.

Residential quality

Maximising dual aspect homes (approximately 85 % dual aspect)

No single aspect north facing flats

Limiting the number of units at each level off a single core (generally 5-8 units)

All units are designed to comply with Lifetime Homes

The design of the scheme has had regard to Southwark Council's Residential Design Standards 2011

The design of the scheme has had regard to the minimum residential areas within the London Housing Design Guide

A full plot schedule outlining internal areas and private amenity areas is contained within an appendix of this document

Accommodation schedule summary

279 total units

399 Habitable rooms per hectare density

37 Family houses

21 % of units 3-bed or larger

37 % affordable units by habitable room

10 % Wheelchair accommodation by unit, 9% by habitable room

Accommodation schedule

	1b/1p flat	1b/2p flat	1b/2p wc flat	2b/3p flat	2b/3p wc flat	2b/4p flat	3b/5p flat	3b/5p wc flat	3b/5p wc flat	2b/4p duplex	3b/5p duplex	3b/5p house	3b/5p/wc house	4b/7p house	total units	total hr	% units overall	% hr overall	% hr affordable	
social rent	0	0	0	0	0	0	6	1	4	0	0	27	1	2	41	196	14.7%	23.3%	80.1%	
affordable rent	0	13	1	0	0	7	0	0	0	0	0	0	0	0	22	63	7.9%	6.3%		
shared ownership	0	10	2	0	2	8	2	0	0	0	0	0	0	0	24	62	8.6%	7.4%	19.9%	
private	1	59	10	16	10	76	6	0	0	5	2	7	0	0	192	530	68.8%	63.0%	n/a	
total units hab rooms	1 2	82 164	13 26	16 48	12 36	91 273	14 56	1 4	4 16	1 4	5 15	2 10	34 170	1 5	2 12	279 841		100.0%	100.0%	

2.11 site area (hectares)
399 density (hab rooms/hectare)

SCHEDULE 6**London Borough of Southwark****On - Site Section 106 Affordable Housing Developments****Approved List of RSL/ Registered Providers**

Wandle

London & Quadrant Housing Trust

Hexagon

Hyde

Family/Mosaic

Metropolitan Housing Trust

Southern Housing Group

Guinness

Affinity Sutton

Genesis

ASRA

Notting Hill Housing Trust

Peabody

Viridian

All the RSLs have an established relationship with the council in terms of nomination arrangements and a local management presence.

October 2010

SCHEDULE 7**The Registered Provider's Mortgagee's duty**

1. Prior to seeking to dispose of the Affordable Housing Units pursuant to any default under the terms of its mortgage or charge, the Registered Provider's Mortgagee shall give not less than six months prior notice to the Council of its intention to dispose of the Affordable Housing Units; and
2. If the Council, the Registered Provider's Mortgagee or any other person cannot with six months of the date of service of the Registered Provider's Mortgagee's notice arrange or secure a transfer of the Affordable Units to a Registered Provider, or other provider of Affordable Housing approved by the Deputy Chief Executive then provided that the Registered Provider's Mortgagee shall have fully complied with its obligations above, the Registered Provider's Mortgagee shall be entitled to dispose free of the restrictions set out in paragraph 1 of Schedule 2 (Affordable Housing)

PROVIDED THAT the rights and obligations in this Schedule shall not require the Registered Provider's Mortgagee to act contrary to its legal duties under the charge or mortgage.

SCHEDULE 8**Parking Permit Methodology**

The number of Parking Permits shall be determined by application of the following principles:

1. Where, by creating new streets or otherwise amending the form of the development, new on-street parking places are created, the number of cars that can reasonably be accommodated in those parking places shall add to the total number of permits that may be allocated.
2. Where there are existing on-street spaces on the same side of the road as the development (subject to the provisions of paragraph 3 below) and an approved parking survey demonstrates that there is spare capacity in those spaces, the number of additional cars that can reasonably be accommodated in those parking places up to a maximum occupancy of 85% shall be added to the total number of permits that may be allocated.
3. Where the existing road layout is such that parking can only be accommodated on one side of the road, and the development has not been amended to create parking places as in item 1 above, then half of the number identified through an application of the procedure in item 2 above shall be added to the total number of permits that may be allocated.
4. Where, to enable construction of the development, existing parking places are removed, then the number of cars that can reasonably be accommodated in the parking places to be removed shall be subtracted from the total number of permits that may be allocated.
5. Where, from the occupation of the development, it is considered necessary by the Council to designate a number of parking places as disabled parking places, that number shall be subtracted from the total number of permits that may be allocated.

SCHEDULE 9**Highways Works**

The works which may include but are not limited to the following:

1. Carriageway and footpath upgrade works on Southampton Way, provision of tree planting and parking bays
2. Carriageway and footpath upgrade works on Edmund Street, provision of tree planting and parking bays
3. Carriageway and footpath upgrade works to Notley Street, provision of tree planting and parking bays; and
4. Provision and adoption of the new 'Southampton Way Link' Carriageway, footpath, tree planting and parking bays to be provided.
5. Provision of a new crossover to serve the new 'Draycott Link'. Carriageway, footpath, tree planting and parking bays to be provided.

SCHEDULE 10

Draft Supplemental Deed

DATED _____ 20 []

(1) THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF SOUTHWARK

and

(2) Nottingham

SUPPLEMENTAL DEED

pursuant to Section 106 of the Town and Country Planning Act
1990

relating to site bounded by Edmund Street, Southampton Way
and Notley Street, London, SE5

THIS SUPPLEMENTAL DEED is made the [] day of [] 2011

BETWEEN:-

- (1) **THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF SOUTHWARK** of the Town Hall Peckham Road London SE5 8UB ("the Council");
and
- (2) INSERT

WHEREAS:-

- (A) The London Borough of Southwark is the local planning authority for the area in which the Site is situated and by whom the obligations contained in this Supplemental Deed are enforceable.
- (B) On [] 2012 the parties hereto entered into the Principal Deed (as defined within this Deed).
- (C) By virtue of the agreement for lease dated 7 April 2011, the Developer has an equitable interest in the Site and upon the grant of planning permission is entitled to a 125 year building lease ("Building Lease") to carry out the Development and thereafter to purchase the freehold interest.
- (D) This Supplemental Deed is entered into for the purpose of ensuring that the agreements, covenants, undertakings and obligations contained in the Principal Deed are binding on the [Leasehold Interest] [Freehold Interest] for the purposes of section 106 of the Act.

OPERATIVE PROVISIONS

2. **Interpretation**
- 2.1 Save where provided otherwise words and expressions used in this Supplemental Deed have the meaning assigned in the Principal Deed.
- 2.2 For the purposes of this Supplemental Deed the following words and expressions have the following meanings:-

"Freehold Interest means the freehold interest (or part of the freehold

interest) in the Site as transferred to the Developer pursuant to the Building Lease;

"Leasehold Interest" means the leasehold interest in the form of a 125 year Building Lease granted pursuant to the Agreement for Lease dated [xxxx]

"Principal Deed" means the agreement dated [] March 2012 between the Mayor and Burgesses of the London Borough of Southwark and [] and entered into pursuant to section 106 of the Act.

3. OPERATION OF THIS SUPPLEMENTAL DEED

- 3.1 This Supplemental Deed is supplemental to the Principal Deed and is made pursuant to section 106 of the Act.
- 3.2 The obligations, covenants and undertakings contained in this Supplemental Deed given to the Council are planning obligations for the purposes of section 106 of the Act and are enforceable by the Council for the area within which the [Leasehold/Freehold] Interest is situated.
- 3.3 The Developer agrees that as from the date hereof the obligations, covenants and undertakings in the Principal Deed given by the Developer to the Council shall be binding on the [Freehold][Leasehold] Interest pursuant to section 106 of the Act as if the said obligations, covenants and undertakings in the Principal Deed were set out herein in full with the intent that, subject to clause 4 of this Deed and clause [7] of the Principal Deed, the said obligations, covenants and undertakings shall be enforceable by the Council not only against the Developer but also against any successors in title to or assignees of the Developer and any person claiming through or under it an interest or estate in the [Freehold/Leasehold] Interest as if the Developer had been an original covenanting party in respect of the [Freehold][Leasehold] Interest when the Principal Deed was entered into.
- 3.4 The Council covenants with the Developer in respect of the [Freehold][Leasehold] Interest to perform the obligations, covenants and undertakings on their part contained in the Principal Deed.

4. REGISTRATION

- 4.1 Immediately after the execution of this Deed, the Developer shall make application to the Land Registry for entries relating to this Deed to be made against the Interest
- 4.2 If the Developer fails to make application as aforesaid the Council shall (without prejudice to any other right) be entitled to register the Deed as aforesaid and thereafter recover the expenses incurred in doing so from the Developer and the Developer hereby covenants with the Council to do or concur in doing all things necessary or advantageous to enable the entries to be made.
- 4.3 This Supplemental Deed is a local land charge and shall be registered as such.
- 4.4 The Developer may at any time after all the obligations set out in the Principal Deed have been performed or otherwise discharged apply to the Land Registry to remove the entries relating to this Deed against the Interest

5. RELEASE

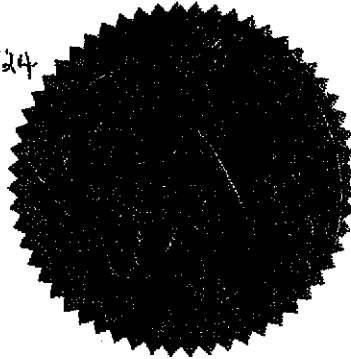
The Developer will upon disposing of the whole or part of the [Freehold/Leasehold] Interest be released from all obligations and covenants under this Supplemental Deed in relation to the Interest or the relevant part thereof (as the case may be) but without prejudice to the rights of the Council in relation to any antecedent breach of those obligations or covenants.

IN WITNESS whereof the parties have executed this Deed the day and year first above written

IN WITNESS WHEREOF the parties hereto have executed this deed the day and year first before written

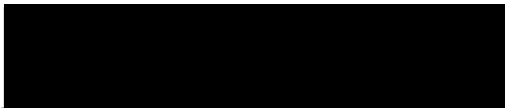
The Common Seal of **THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF SOUTHWARK** was hereto affixed in the presence of:

17824



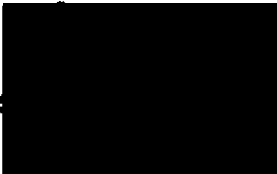
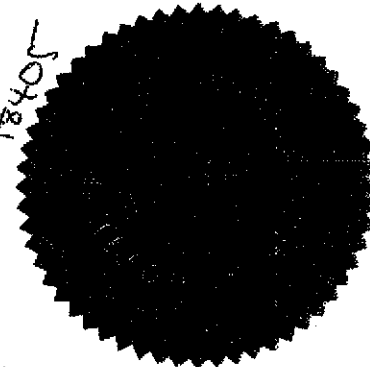
Authorised Signatory

Executed as a Deed by affixing the Common Seal of the **DEVELOPER** in the presence of:



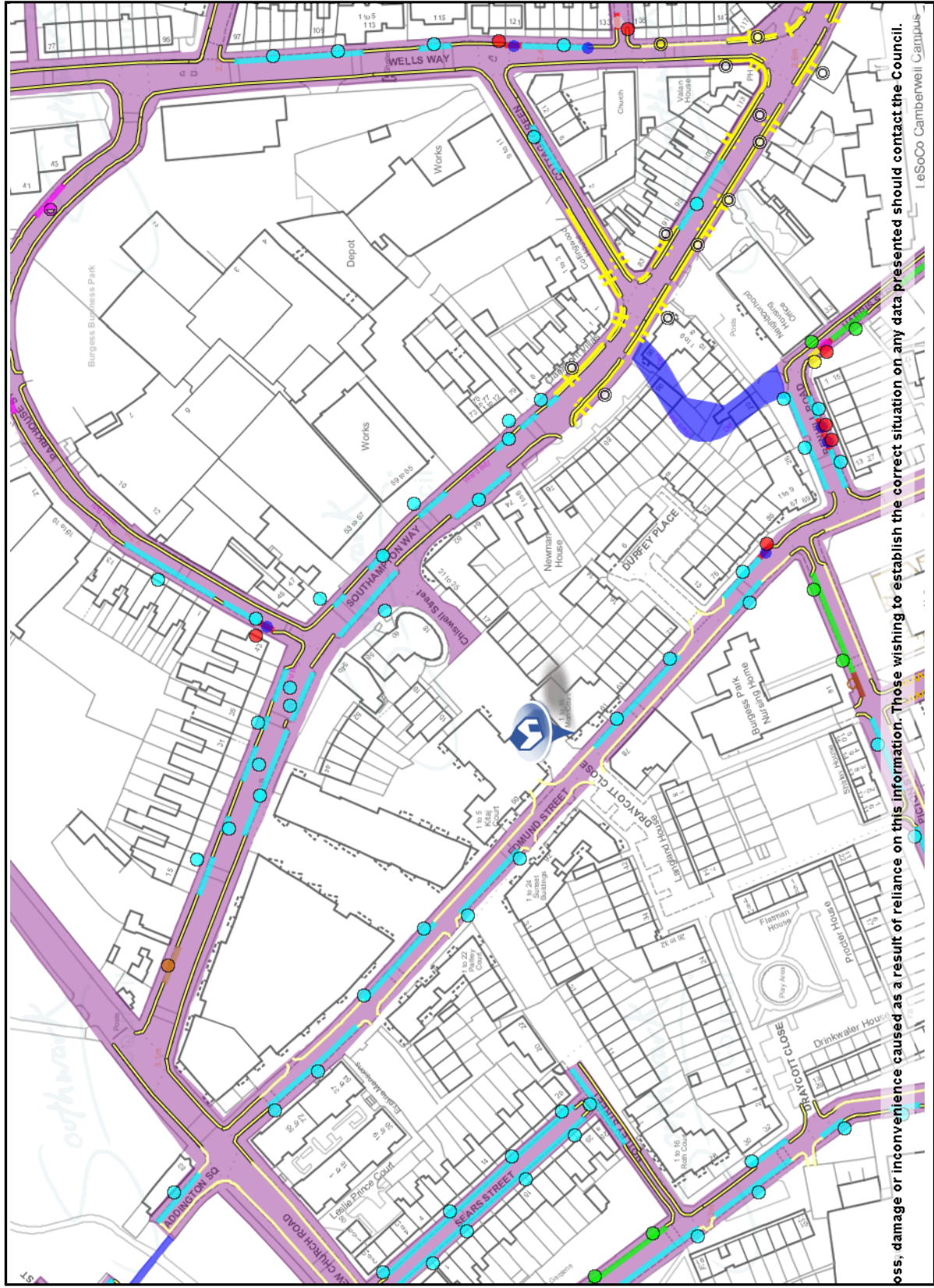
Authorised Signatory

17821



Authorised

63, EDMUND STREET, SE5 7NF
































loss, damage or inconvenience caused as a result of reliance on this information. Those wishing to establish the correct situation on any data presented should contact the Council. LeSoCo Camberwell Campus

Show more on the map

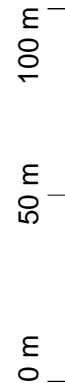
- EXCD_OutsideOfSouthwark_mask
- Adopted highway
- Adopted highway extent
- Adopted highways modifications made since Aug 2014
- Ind. Value with Type
- Added
- Extinguishment
- Removed
- Stopping up
- To be assigned

TfL highway

- TfL highways
- Waiting Loading Stopping Restrictns
- Ind. Value with Road_marking
- Bus stop
- Double kerb stripe
- Double yellow line
- None (Restricted parking zone)
- Single kerb stripe
- Single yellow line
- Zig zag

Parking bays	
Ind. Value with Type	
	Ambulance
	Car club
	Coach (short stay)
	Coach paid (phone or cash)
	Cycle hire
	Disabled
	Disabled (short stay)
	Doctor
	Electric vehicle recharging
	Loading only
	Loading only (goods vehicles)
	Motorcycle
	Paid (meter)
	Paid (phone or cash)
	Paid (phone or paypoint)
	Paid (phone)
	Permit holders only
	Permit holders or paid (phone or cash)
	Permit holders or paid (phone or paypoint)
	Permit holders or paid (phone)
	Permit holders or short stay
	Permit holders parking only past this point
	Short stay
	Taxi
	Unrestricted parking
Disabled bays	
Ind. Value with Type+ ('&Status+')	
	Disabled (Live)
	Disabled (Proposed)
	Disabled (Removed)
	Disabled (short stay) (Live)

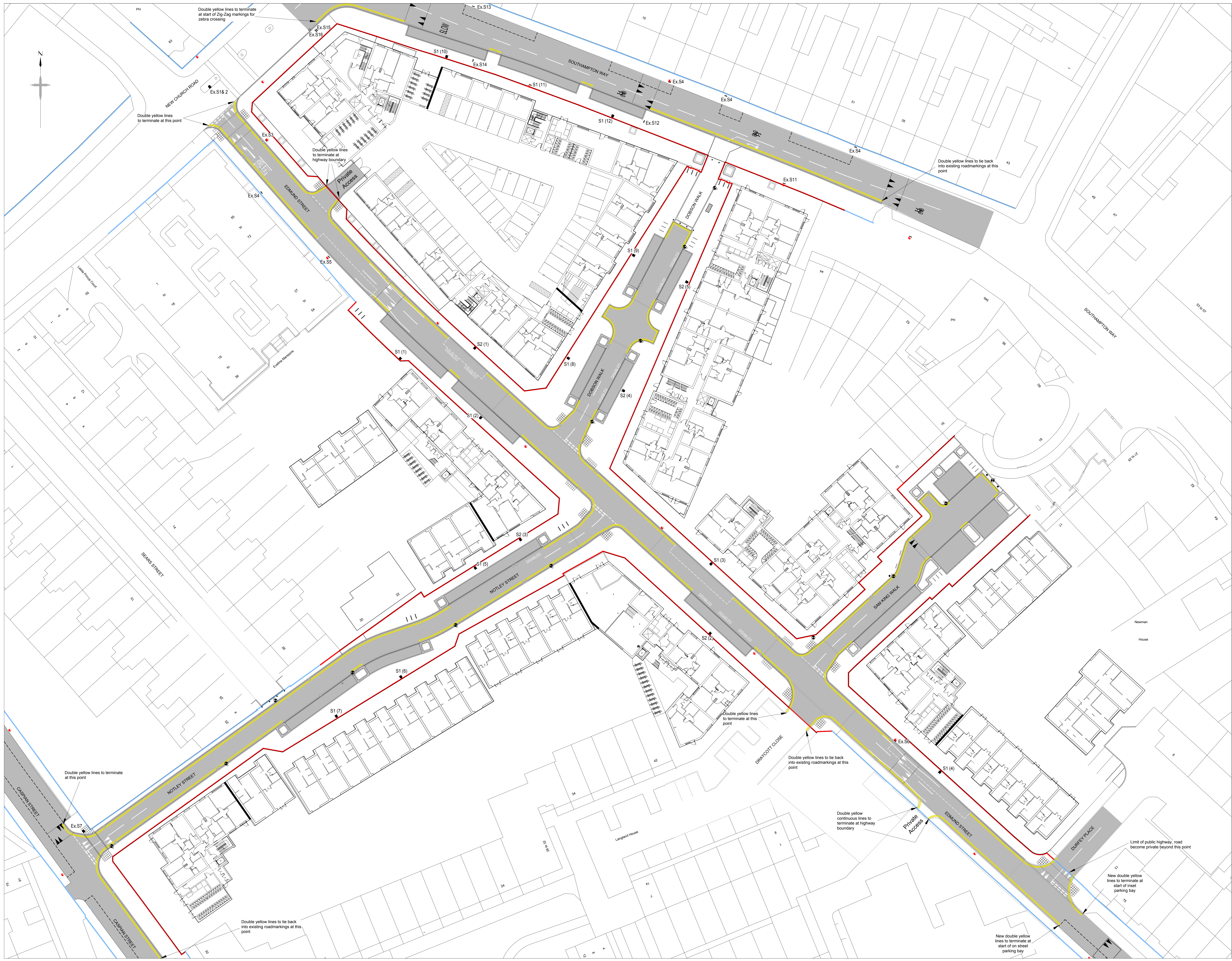
Parking signs	
Ind.	Value with type
	Ambulance
	Car club
	Coach (short stay)
	Coach paid (phone or cash)
	Disabled
	Disabled (short stay)
	Doctor
	Electric vehicle recharging
	Loading only
	Loading only (goods vehicles)
	Loading only (goods vehicles) or disabled
	Motorcycle
	No loading
	No waiting
	No waiting (RPZ)
	No waiting and no loading
	Paid (cash)
	Paid (phone or cash)
	Paid (phone)
	Permit holders only
	Permit holders or paid (cash)
	Permit holders or paid (phone or cash)
	Permit holders or paid (phone)
	Permit holders or short stay
	School keep clear
	Short stay
	Waiting restriction



- NOTES**
1. This drawing shows the proposed parking restrictions to be imposed on the Edmund Street development site.
 2. For specific details respective to the proposed roadmarkings and signage to be installed, refer to RSK 50-14 series drawings.
 3. For details respective to the information show on the signage plate of each sign, refer to RSK drawing no. 50-14-06.

LEGEND:

Sign ref	Location ref	Street signage
S1 (4)	●	Existing Street signage
Ex S1	●	Existing Street Lighting Column
—	—	Proposed Highway Boundary
—	—	Existing Highway Boundary
—	—	Proposed Street Lighting Column



Rev.	Date	Amendment	Drawn	Chkd	Appd
P4	07.09.16	Issued For Technical Approval. Sign references added to layout.	TWR	GT	GT
P3	06.09.16	Issued For Technical Approval	TWR	GT	GT

RSK
 LAND & DEVELOPMENT ENGINEERING LTD
 18 Fognone Road, Hertfordshire, UK
 Tel: +44 (0) 1442 437500
 Fax: +44 (0) 1442 437500
 Email: info@rsk.co.uk
 Web: www.rsk.co.uk

Ardmore

Client
**EDMUND STREET
 ELMINGTON**

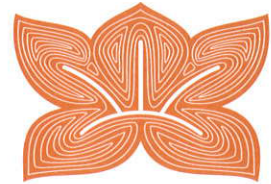
Drawing Title
**SITE WIDE
 PARKING RESTRICTION
 PROPOSALS**

Drawn	Date	Checked	Date	Approved	Date
AM	Sept 16	GT	Sept 16	GT	Sept 16
Scale	1:250	Orig Size	A0	Dimensions	Metres
Project No.	131947	Drawing File	50-20.dwg	Rev.	P4
Drawing No.	50-20				

Notting Hill Home Ownership

Bruce Kenrick House, 2 Killick Street, London N1 9FL
Tel: 020 8357 5000 Fax: 020 8357 5299

www.nottinghillhousing.org.uk



NottinghamHousing

Michael Glasgow
Senior Planning Officer
Strategic Applications
Development Management Team
Planning Dept.
Southwark Council
5TH Floor, 160 Tooley St
SE10 5LX

Our ref: SA/DB
Your ref: 11-AD-4309

Direct line: 020 8357 4658
Direct fax: 020 8357 5050

Email: saligbe@nhhg.org.uk

25 February 2015

Dear Michael,

**APPLICATION TO DISCHARGE PLANNING CONDITIONS SCHEDULE 2 CLAUSE 8
Parking Permit Allocation Methodology Supporting Statement**

In accordance with the requirements of the s106 Agreement I present a schedule setting out the parking space allocations and the dwellings eligible for parking permits.

Also find attached the latest Highways Plan General Arrangement which shows the parking plan within the scheme road layout.

I confirm that the Parking Permit methodology as set out in the S106 Agreement was used to allocate spaces/permit eligibility where applicable (Conditions 3 and 4 do not apply).


Given the Parking Permit Methodology the car parking spaces / parking permit eligibility was allocated on the following basis:

- 1) All rented houses were allocated a space and the occupiers are thus eligible for a permit.
- 2) All wheelchair units (rented and shared ownership) were allocated a disabled space and the occupiers are eligible for a parking permit.
- 3) The number of disabled spaces was deducted from the total number of permits to be allocated. We had a blanket acceptance policy for any adapted or adaptable unit.
- 4) All large shared ownership units (eight 3 beds and one 2 bed units) have been allocated spaces and thus have eligibility.
- 5) No private sales have been allocated street parking space /permit eligibility. This is because they will have use of the under croft parking within the block.

I hope these details are acceptable and that on this basis you can discharge the above conditions. Please let me know if you require any more information.

Yours Sincerely
Samuel Aligbe




Southwark Council Regeneration and neighbourhoods Planning & transport Development management PO Box 64529 London SE1P 5LX Website: www.southwark.gov.uk/planning email: planning.enquiries@southwark.gov.uk tel.: 020 7525 5403		
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Application to modify or discharge a planning obligation

In accordance with The Town and Country Planning (Modification and Discharge Of Planning Obligations) Regulations 1992 this application form is to be completed for proposals to modify or discharge the terms of a legal agreement made under S.106A or 299A of the Town and Country Planning Act 1990 as amended.

Please complete all sections of the form in black ink using BLOCK LETTERS.

1 Address of site	2 Your name and contact details
SITE BOUNDED BY EDMUND	Name: SAMUEL AZIGBE
STREET, SOUTHAMPTON WAY AND	Company: NOTTING HILL HOME OWNERSHIP
NOTLEY STREET, CAMBERWELL	Address: BRUCE KENDRICK HOUSE
LONDON	2 KILLICK STREET
	LONDON
	Postcode: N1 9PL
Postcode: SE5 7NR	Tel.: 0208 357 4658
	Email: sazigbe@nhhg.org.uk
Preferred method of communication of our advice to you: Post <input type="checkbox"/> email <input checked="" type="checkbox"/>	
3 Details of the planning obligation and related planning permission	
Planning obligation reference number: SID6 {Schedule 2, Clause 8} Date of planning obligation: 22/3/12	
Planning application reference number: 11-AP-4309 Date of planning permission: 22/3/12	
4 Proposed change(s) to the planning obligation	
Discharge of planning obligation relating to Parking Permits {Schedule 2, Clause 8}. 1) Approve schedule of dwellings eligible for Parking Permits 2) Approve the allocation of car parking spaces. 3) Approve the Parking space allocation (and permit allocation) methodology.	
5 Reason(s) for the proposed change(s) to the planning obligation	
Discharge of the planning obligation is required to 1) Enable sales completions and occupation. 2) Enable completion of the S278 Agreement as required by SID6 Agreement.	

6 Checklist of the minimum information that you need to provide for us to consider your application. Please tick the box to confirm that you are submitting the information requested.	
1:1250 location plan with the site outlined in red <input checked="" type="checkbox"/>	Heads of terms of proposed changes to the planning obligation <input checked="" type="checkbox"/>
Statement of proposed changes to the planning obligation <input checked="" type="checkbox"/>	Statement of reasons for proposed changes to the planning obligation <input checked="" type="checkbox"/>
Statement showing how the proposal conforms with policies in the Southwark Plan and Local Development Framework <input type="checkbox"/>	
7 Please identify any other information that you wish to draw to our attention in support of the application	
8 Do you, or the person or organisation you are acting for, own or have an interest in the site?	
Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> If yes please specify DEVELOPER
9 If the answer to question 8 is 'no' is the owner of the site aware of your interest in the site?	
Yes <input type="checkbox"/>	No <input type="checkbox"/> Not applicable <input type="checkbox"/>
10 Have you discussed this proposal with any adjoining occupiers or the local community?	
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/> If yes please submit details
11 Are you, or the person you are acting for, related to any member of staff or elected member of the council?	
Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/> If yes please provide details
12 Declaration	
I/we have marked and identified all information that I/we consider to be 'in confidence' or is 'commercially sensitive' and I/we understand that all other information submitted may be revealed to other parties if the Council is required to do so under Freedom of Information Act or Environmental Information Regulations.	
Signed 	Please print name SAMUEL ANGBE
On behalf of NOTTING HILL HOME OWNERSHIP.	Date 23.2.2015

PART 2

Regulation 4(5) of The Town and Country Planning (Modification and Discharge Of Planning Obligations) Regulations 1992

CERTIFICATE OF COMPLIANCE WITH THE NOTIFICATION REQUIREMENTS IN REGULATION 4

Please complete either certificate A, B or C

Certificate A

I certify that on the day 21 days before the date of the accompanying application the planning obligation to which the application relates was enforceable against nobody other than the applicant.

Signed.....
On behalf of.....
Date..... 23.2.2015

Certificate B

I certify that the applicant has given notice to everyone else against whom, on the day 21 days before the date of the accompanying application, the planning obligation to which the application relates was enforceable, as listed below.

Person on whom notice was served:.....
Address at which notice was served:.....
Date on which notice was served:.....

Signed.....
On behalf of.....
Date.....

Certificate C

I certify that:
the applicant cannot issue a Certificate A or B in respect of the accompanying application;
the applicant has given notice to the persons listed below, being persons against whom, on the day 21 days before the date of the application, the planning obligation to which the application relates was enforceable

Person on whom notice was served:.....
Address at which notice was served:.....
Date on which notice was served:.....

The applicant has taken reasonable steps to ascertain the name and address of every person against whom, on the day 21 days before the date of the application, the planning obligation to which the application relates was enforceable and who has not been given notice of the application but has been unable to do so. These steps were as follows:

Describe steps taken:
.....
.....
.....

Notice of the application, as attached to this certificate, has been published in the:

Name of local newspaper:.....
Date of publication:.....

Signed.....
On behalf of.....
Date.....

Camberwell Fields - Parking Space Allocations

General Needs Spaces

	Address	Tenure	size
1	73 Edmund Street, Camberwell. SE5 7NF	RENT	3B-5P
2	71 Edmund Street, Camberwell. SE5 7NF	RENT	3B-5P
3	69 Edmund Street, Camberwell. SE5 7NF	RENT	3B-5P
4	67 Edmund Street, Camberwell. SE5 7NF	RENT	3B-5P
5	65 Edmund Street, Camberwell. SE5 7NF	RENT	3B-5P
6	63 Edmund Street, Camberwell. SE5 7NF	RENT	3B-5P
7	1 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
8	3 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
9	5 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
10	7 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
11	9 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
12	11 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
13	13 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
14	15 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
15	17 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
16	19 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
17	21 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
18	23 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
19	25 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
20	27 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
21	29 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
22	31 Notley Street, Camberwell. SE5 7PS	RENT	3B-5P
23	15 Durfey Place	RENT	4B-7P
24	16 Durfey Place	RENT	4B-7P
25	3 Mori Court, 61 Edmund Street, SE5 7FJ	RENT - Flat	3B- 6p
26	Flat 7 Leigh Court, 1 Sam King Walk, SE5 7FP	Shared Ownership	2B-4P
	CAR CLUB	n/a	n/a

W/C Spaces

	Address	Tenure	size
1	Flat 1 Mori Court, 61 Edmund Street, SE5 7FJ	RENT	WC3B-5P
2	Flat 2 Mori Court, 61 Edmund Street, SE5 7FJ	RENT	WC1B-2P
3	Flat 3 Palfrey Court, 74 Edmund Street, SE5 7NR	RENT	WC3B-6P
4	14 Durfey Place, Camberwell. SE5 7QD	RENT	WC3B-5P
5	Flat 1 Palfrey Court, 74 Edmund Street, SE5 7NR	S106 Shared Ownership	WC2B-3P
6	Flat 2 Palfrey Court, 74 Edmund Street, SE5 7NR	S106 Shared Ownership	WC1B-2P
7	Flat 1 Sunset Buildings, 76 Edmund Street, SE5 7NR	S106 Shared Ownership	WC1B-2P
8	Flat 2 Sunset Buildings, 76 Edmund Street, SE5 7NR	S106 Shared Ownership	WC2B-3P
9	Flat 5 Leigh Court, 1 Sam King Walk, SE5 7FP	Shared Ownership	WC2B-3P
10	Flat 1 Barrett Court,1 Dobson Walk, SE5 7FL	Shared ownership	WC2B-3P

**CAMBERWELL COMMUNITY COUNCIL AGENDA DISTRIBUTION LIST (OPEN)
MUNICIPAL YEAR 2016-17**

NOTE: Original held by Constitutional Team. All amendments/queries to Tim Murtagh Tel: 020 7525 7187

Name	No of copies	Name	No of copies
To all Members of the Community Council		Others	
Councillor Kieron Williams (Chair)	1	Elizabeth Olive, Audit Commission	1
Councillor Octavia Lamb (Vice Chair)	1	160 Tooley St.	
Councillor Radha Burgess	1		
Councillor Dora Dixon-Fyle	1	Total:	21
Councillor Tom Flynn	1		
Councillor Peter John	1	Dated: 30 June 2016	
Councillor Sarah King	1		
Councillor Mark Williams	1		
Councillor Ian Wingfield	1		
Officers			
Tim Murtagh			
Constitutional Officer (Community Councils) 2 nd Floor Hub 2, 160 Tooley St.	10		
Grace Semakula, CCDO, 5 th Floor Hub 3, 160 Tooley St	1		