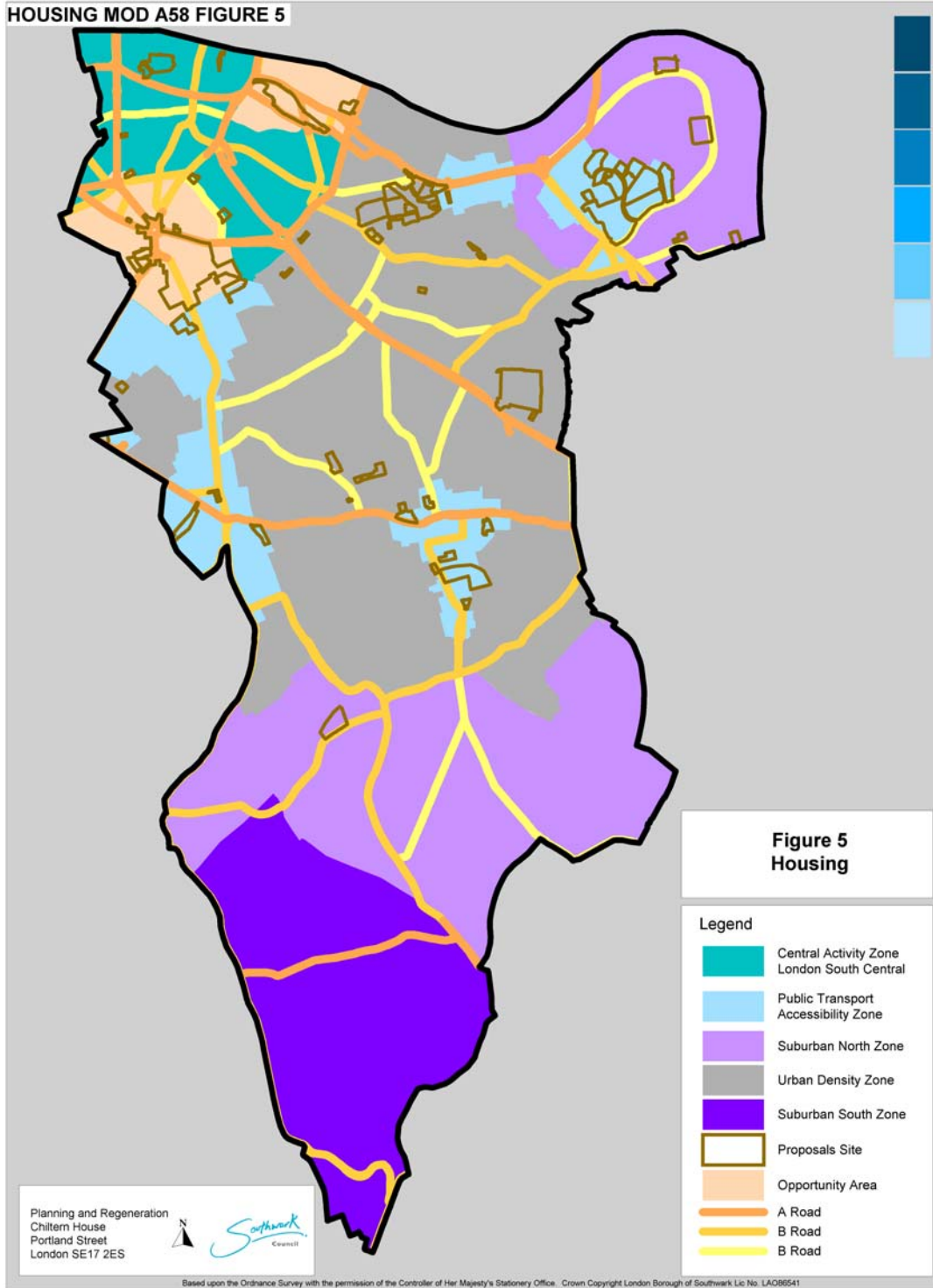


HOUSING MOD A58 FIGURE 5



Section 4 Housing

Creating Choice and Quality in Housing

VISION

SOUTHWARK AS A PLACE WITH A DIVERSE HOUSING MIX THAT EXEMPLIFIES HIGH QUALITY DESIGN AND ACCESSIBILITY FOR EXISTING AND INCOMING RESIDENTS.

STRATEGIC POLICIES FROM PART ONE

SP 14 SUSTAINABLE BUILDINGS

ALL **DEVELOPMENTS** SHOULD PROMOTE THE EFFICIENT USE OF LAND, AND BE OF HIGH QUALITY AND WHERE APPROPRIATE, INCLUDE A MIX OF USES;

SP 17 HOUSING

ALL **DEVELOPMENTS** SHOULD WHERE APPROPRIATE PROVIDE MORE HIGH QUALITY HOUSING OF ALL KINDS, PARTICULARLY **AFFORDABLE HOUSING**; AND

SP14 SUSTAINABLE BUILDINGS

ALL **DEVELOPMENTS** SHOULD PROMOTE THE EFFICIENT USE OF LAND, AND BE OF HIGH QUALITY AND WHERE APPROPRIATE, INCLUDE A MIX OF USES.

Background

The Mayor has set a target in the **London Plan** for the provision of 29,530 additional residential units in Southwark during the 20 years up to 2016. That implies 1480 or so annual completions. In doing so, it will be necessary to make the most of **development** opportunities and to find innovative solutions to provide high quality living **environments** while increasing the intensity of **development**. Housing opportunities will also include mixed use **developments** that enable people to live nearer to their place of work and local services and reduce the need to travel.

Southwark's location in inner London, combined with a predicted increase in its population, presents an opportunity to provide more housing and a range of housing choices to address housing need and establish a balanced and integrated community.

Policy 4.1 - Density of Residential Development

Residential density will be expected to comply with the following ranges, taking into account the quantity and impact of any non-residential uses:

- i. **Central Activity Zone** - 650 to 1100 **habitable rooms**/hectare;
- ii. Urban Zone –
Medium density- 200 to 700 habitable rooms/hectare in areas with predominantly four or more storeys and a public transport accessibility level of 4 to 6;
Lower density – 200 to 450 habitable rooms/hectare in areas with predominantly two to three storeys and a public transport accessibility level of 2 to 3.
- iii. Suburban Zone -200 to 350 habitable rooms/hectare; and
- iv. **Public Transport Accessibility Zones** (Canada Water, Walworth Corridor, Bermondsey and Peckham) – may exceed 700 habitable rooms/hectare if the **development** provides; an exemplary standard of design, with an excellent standard of living accommodation; and a significant contribution to environmental improvements in the area particularly relating to public transport/cycle/pedestrian movement,

safety and security and **public realm** improvements.

Appendix 2 sets out further details on Residential Density Standards.

Reasons

Efficient use of land will facilitate a continuous supply of housing and assist in overcoming the shortage of housing in London, meeting the strategic housing targets in the **London Plan** and meeting housing need as identified in the Council's Housing Needs Survey. However, this housing must be of high quality to make the borough a pleasant and healthy place to live. The need for housing must also be balanced against the need for other uses which also contribute to quality of life.

In **mixed use** schemes, measures of residential density will need to take into account other uses in order to assess the overall efficient use of land and the impact of the building on other relevant factors such as **amenity**.

Policy 4.2 - Quality of Residential Accommodation

Planning permission will be granted for residential **development**, including dwellings within mixed-use schemes, provided that they:

- i. Achieve good quality living conditions; and
- ii. Include high standards of:
 - Accessibility, including seeking to ensure that all new housing is built to **Lifetime Homes** standards;
 - Privacy and outlook;
 - Natural daylight and sunlight;
 - Ventilation;
 - Space including suitable outdoor/green space;
 - Safety and security; and
 - Protection from pollution, including noise and light pollution.

Reasons

Good quality housing is necessary to provide for the accommodation needs of the borough, while also meeting the health, safety, quality of life and **amenity** needs of current and future residents.

SP 14 HOUSING

ALL **DEVELOPMENTS** SHOULD WHERE APPROPRIATE PROVIDE MORE HIGH QUALITY HOUSING OF ALL KINDS, PARTICULARLY **AFFORDABLE HOUSING**.

Background

There is a need to provide opportunities for new housing in Southwark to meet the targets set by the **London Plan**. A range of housing types is needed to house all sectors of the community, including larger **households**, the **mobility impaired** and those needing **affordable housing**. This will support the objectives of the Council's Housing Strategy to regenerate and improve housing across all tenures and to meet housing needs and promote **affordable housing** choices in Southwark.

The failure to secure adequate new **social housing** leads to social exclusion and homelessness and has serious negative impacts on health. Additionally, there is an increasing need for **intermediate housing** in London as a result of a dramatic rise in residential property prices in recent years. This reduces quality of life, places undue pressure on the transport network and compromises the financial competitiveness of London as a whole and the local economy.

The most up-to-date Housing Needs Survey identifies larger housing units and wheelchair accessible units as the greatest housing need within Southwark.

Policy 4.3 - Mix Of Dwellings

All major residential new-build **development** and conversions should provide a mix of dwelling sizes and types to cater for the range of housing needs of the area.

This will include the following:

- i. The majority of units should have two or more bedrooms, and **developments** of 15 or more dwellings will be expected to provide at least 10% of the units with three or more bedrooms with direct access to private outdoor space; and
- ii. The number of **studio flats** must not exceed 5% of the total number of dwelling units within a **development**. **Studio flats** are not suitable for meeting **affordable housing** need; and
- iii. At least 10% of all major new residential **developments** should be suitable for wheelchair users, except where this is not possible due to the physical constraints of the site.

Permission will not be granted for the conversion of a single dwelling house of 130 square metres or less original **net internal floorspace** into 2 or more dwelling units.

Reasons

There is a need to ensure that a range of dwelling sizes and types are provided to help meet housing need within Southwark, as identified in the Housing Needs Survey.- The LPA will require a mix of dwellings, particularly those capable of accommodating families multi-adult **households** incorporating BME needs. Also to address the chronic shortage of housing which is suitable for those with disabilities or mobility impairment. A mix of dwelling sizes and types promotes mixed and balanced communities and improves **accessibility** for all.

Policy 4.4 - Affordable Housing

The LPA will endeavour to secure 50% of all new dwellings provided in Southwark as affordable in accordance with the **London Plan**. As part of private **development**, the LPA will seek to secure the following provision of **affordable housing**:

- i. Within the Urban and Suburban Density Zones and within the Elephant and Castle **Opportunity Area**, at least 35% of all new housing as **affordable housing**, for all **developments** capable of providing 15 or more additional dwelling units or on sites larger than 0.5 hectare, except in accordance with **Policy 4.5**; and
- ii. Within the Central Activities Zone excluding the Elephant and Castle **Action Area**, at least 40% of all new housing as **affordable housing**, for all **developments** capable of providing 15 or more additional dwelling units or on sites larger than 0.5 hectare, except in accordance with **Policy 4.5**;
- iii. For all schemes capable of providing 10, 11, 12, 13 and 14 dwellings, on site provision calculated by the proportions outlined in **Table 4.4**

No. of Units	10	11	12	13	14
Proportion of affordable units	1	2	3	4	5

Table 4.4 Affordable Housing Requirements for 10 to 14 Unit Developments

- iv. The **affordable housing** provided must be an appropriate mix of dwelling type and size to meet the identified needs of the borough,
- v. The **affordable housing** should not be distinguishable from the private housing **development**; and
- vi. A tenure mix of 70:30 **social rented: intermediate housing** ratio except as stated below for **opportunity and local policy areas**:

Area Designation	Social Rented (%)	Intermediate (%)
Central Activities Zone	70	30
Urban Zone	70	30
Suburban North and South Zones	70	30
Elephant and Castle Opportunity Area	50	50
Peckham Action Area	30	70
Old Kent Road Action Area	50	50
West Camberwell Action Area	50	50
Camberwell Neighbourhood Area	50	50

Table 4.5: Tenure Mix for **Affordable Housing**

Applicants will also be encouraged to contribute to the provision of **affordable housing** as part of all new **development**, and at higher levels than those referred to above.

Reasons

A continuous supply of **affordable housing** is required to meet the needs of the borough. The most up-to-date Housing Needs Survey demonstrates that there is an annual shortfall of about 1,900 affordable homes every year. This is a significant and serious shortfall that must be addressed. The council intends to address this need in two ways.

Firstly, the LPA will seek to secure **affordable housing** as part of private residential **development**. This should be the maximum level of **affordable housing** and the maximum number of sites. Secondly, The council will carry out its own **affordable housing developments** and encourage and support **affordable housing developments** by housing associations. These **developments** will be funded by public subsidy, and therefore public subsidy will not normally be available for private developers. This ensures the most effective distribution of public subsidy. This will make up the shortfall between the levels of **affordable housing** and the 50% **affordable housing** target.

The private sector plays an important role in integrating new **affordable housing** into all areas and creating mixed and balanced communities. It also encourages sustainable patterns of transport use by allowing more people to live closer to their work and the services and facilities they need.

All new **affordable housing** will be expected to provide for the identified range of housing need, with particular regard given to providing housing suitable for larger **households** and those with mobility difficulties.

Policy 4.5 - Wheelchair Affordable Housing

For every **affordable housing** unit which complies with the wheelchair design standards, one less affordable **habitable room** will be required than otherwise stated in **Policy 4.4**.

Reason

There is a chronic shortage of affordable dwellings suitable for people in wheelchairs. Therefore the loss of one **habitable room** overall is desirable to encourage the provision of these units and offset their additional floorspace requirements.

Policy 4.6 - Loss of Residential Accommodation

Development will not be permitted where it results in a net loss of residential floorspace, except where:

- i. The **environment** is unsuitable for housing or the existing standard of accommodation is unsatisfactory, and where improvements to overcome these problems are not possible; or
- ii. The residential accommodation is on a site which is designated for a different use in preference to housing; or
- iii. The replacement of the existing residential floorspace would otherwise contravene one or more of the criteria i to vi in **Policy 3.10** Efficient Use of Land and exceeds the densities in **Appendix 3**.

Development will not be permitted where there is a net loss of wheelchair accessible housing. Any replacement wheelchair accessible housing, will be required to comply with the current wheelchair design statements.

Reasons

The Housing Needs Survey shows that there is a significant need for housing within Southwark which is reflected in the challenging targets set for the provision of new housing units. In order to maximise the amount of housing within Southwark, existing housing stock must be protected.

However, there are some circumstances where the loss of housing might be acceptable, either because the standard of accommodation is poor, or because a reduction in the net residential floorspace would have wider benefits to the community.

Policy 4.7 - Non Self- Contained Housing for Identified User Groups

Appropriate new **development** or changes of use which provide **non self-contained residential accommodation** will normally be permitted where:

- i. The need for, and suitability of, the accommodation can be demonstrated by the applicant;
- ii. Its provision does not result in a significant loss of **amenity** to neighbouring occupiers;
- iii. There is adequate infrastructure in the area to support any increase in residents; and
- iv. The **development** provides a satisfactory standard of accommodation, including shared facilities. Provision must be made within the **development** for adequate amenities and facilities to support the specific needs of the occupiers, including staffing, servicing and management arrangements, with particular consideration given to the specific needs of children.

Reasons

Houses and flats are unsuitable for some groups within the community, and accommodation must be provided to meet the specific needs of these groups.

Non self-contained accommodation might include hostels, **houses in multiple occupation, 'cluster flats'**, or residential institutions such as a care home. It may include facilities that provide care or support for occupiers such as the elderly, or accommodate specific groups on a temporary basis such as students, nurses and NHS workers, homeless people and asylum seekers. The LPA must seek to house all sectors of the community, and therefore provision must be made for alternative accommodation arrangements.

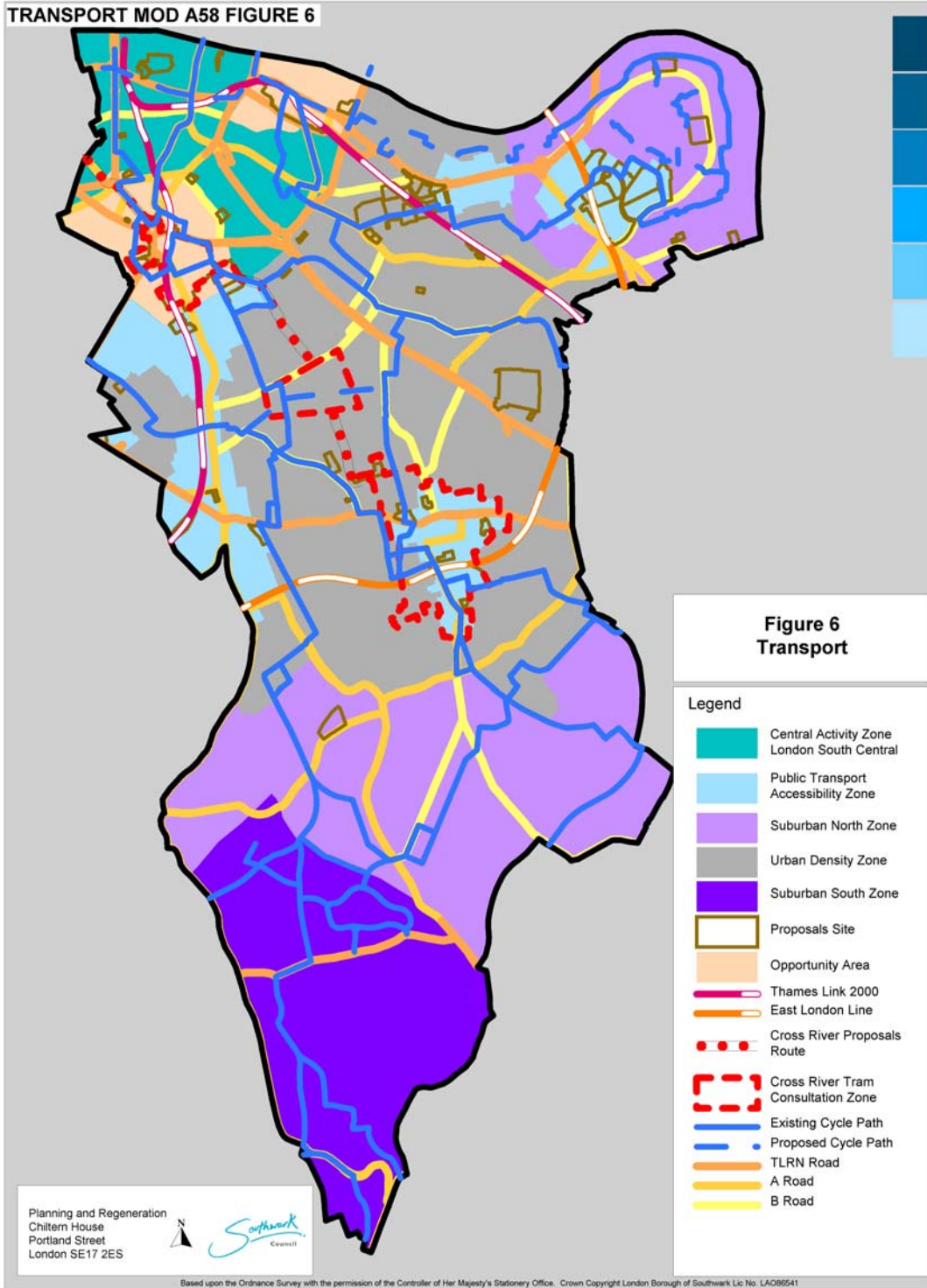
It is noted, however, that **non self-contained housing** is unsuitable for general needs housing, and should only be developed for those whose needs can't be met by the provision of self-contained accommodation.

4.8 Travellers and Gypsy Sites

Planning permission will be granted for improvements to established Traveller and Gypsy sites provided that the scheme would not cause harm to the living conditions of neighbouring occupiers.

Reasons

There are a number of established permanent sites in the borough for travellers and gypsies at Burnhill Close, SE15, Springtide Close, SE15, Brideale Close, SE15 and Ilderton Rd, SE16. The LPA will keep their needs under regular review in order to comply with Circular 1/94 and any other relevant legislation or policy guidance.



Section 5 Sustainable Transport

Improving Access and Convenience

VISION

SOUTHWARK AS A PLACE WHERE ACCESS TO WORK, SHOPS, LEISURE AND OTHER SERVICES FOR ALL MEMBERS OF THE COMMUNITY IS QUICK AND CONVENIENT, AND WHERE PUBLIC TRANSPORT SYSTEMS, THE ROAD NETWORK, WALKWAYS AND CYCLE WAYS ENABLE PEOPLE TO TRAVEL QUICKLY, CONVENIENTLY, SAFELY AND COMFORTABLY TO AND FROM THEIR DESTINATION, CAUSING MINIMUM IMPACT ON LOCAL COMMUNITIES AND THE **ENVIRONMENT**.

STRATEGIC POLICIES FROM PART ONE

SP6 ACCESSIBLE SERVICES

ALL **DEVELOPMENTS** SHOULD WHERE APPROPRIATE IMPROVE THE RANGE AND QUALITY OF SERVICES AVAILABLE IN SOUTHWARK AND TO ENSURE THAT THEY ARE EASILY ACCESSIBLE BY FOOT, CYCLE AND PUBLIC TRANSPORT;

SP18 SUSTAINABLE TRANSPORT

ALL **DEVELOPMENTS** SHOULD PROMOTE MORE **SUSTAINABLE TRANSPORT** CHOICES FOR ALL MEMBERS OF THE COMMUNITY, IN ORDER TO REDUCE CONGESTION, POLLUTION AND INCREASE EASE OF MOVEMENT; AND

SP 19 MINIMISING THE NEED TO TRAVEL

ALL **DEVELOPMENTS** SHOULD REDUCE CONGESTION AND POLLUTION WITHIN SOUTHWARK BY MINIMISING THE NEED TO TRAVEL, ESPECIALLY BY CAR.

Background

Although some of Southwark has excellent road and public transport links to other parts of central and outer London, it has areas that are congested and isolated, where ease of movement is impeded. Congestion is a particular problem in the rush hour.

Southwark also has high levels of congestion due to its Central London location and the amount of traffic passing through the borough, increasing travel times, cost and pollution. More **sustainable transport** choices including public transport, cycling and walking will help reduce pollution and congestion by reducing the number of private motor vehicles on roads.

Improved infrastructure for public transport, cycling and walking in Southwark is required to improve **accessibility** and encourage people to use these **sustainable transport** modes.

Local provision of services and facilities, which reduces the need to travel, pollution and congestion, is being addressed in Section 1.

Policy 5.1 - Locating Developments

The location of **development** throughout the borough must be appropriate to the size and trip-generating characteristics of the **development**. **Major Developments** generating a significant number of trips should be located near transport nodes. Where new **Major Developments** are not located within easy access of public transport nodes, applicants must demonstrate that **sustainable transport** options are available to site users. Where these are not available applicants must propose measures to promote sustainable travel.-

Reasons

The most effective way to reduce travel by car is to locate larger **developments** with significant trip generating characteristics near major public transport nodes.

Developments that are not near major public transport nodes can still be sustainable if they introduce other measures to reduce car use, especially those which implement a Green Travel Plan. Examples of these measures include the introduction of car clubs, car sharing, safe routes to schools, improvements to cycle, pedestrian and public transport networks and scooter pools.

Policy 5.2 - Transport Impacts

Planning permission will be granted for **development** unless:

- i. There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and/or
- ii. Adequate provision has not been made for servicing, circulation and access to, from and through the site; and/or
- iii. Consideration has not been given to impacts of **development** on the Bus Priority Network and the Transport for London Road Network.

Where a **development** proposal is likely to have significant transport implications applicants will be asked to submit a Transport Assessment (TA), which includes a Travel Plan with their application. A Transport Assessment will form part of the **Sustainability** Assessment.

Reasons

Land use **development** and transport are strongly linked. New **development** has the potential to increase the negative impacts of transport networks, through increased congestion, reduced safety, increased pollution etc. Effects can be temporary, permanent or cumulative.

All effects on transport networks need to be considered in assessing a planning application to determine whether the proposal is acceptable and whether any adverse effects will be able to be avoided or mitigated. The submission of a TA and Travel Plan along side a **development** application will assist the LPA in assessing an application.

Policy 5.3 – Walking and Cycling

Planning permission will be granted for **development** provided:

- i. There is adequate provision for pedestrians and cyclists within the **development**, and where practicable within the surrounding area; and/or
- ii. There is good design; location and access arrangements, including restrictions on parking, and the promotion of walking and cycling, with particular emphasis on **disabled people** and the **mobility impaired**; and/or
- iii. The **development** creates or contributes towards more direct, safe and secure walking and cycling routes, integrating with surrounding networks where possible, furthering the delivery of the London Cycle Network Plus and strategic walking routes (including the Jubilee Walkway and the Thames Path); and
- iv. There is provision of convenient, secure and weatherproof cycle parking to the minimum cycle parking standards set out in Tables 16.3 and 16.4 in Appendix 16.

Reasons

Facilities for pedestrians and cyclists require continuous improvement so that they can be considered as viable, attractive and safe alternatives to motor vehicles. Walking and cycling are the most easily accessible, least polluting and the healthiest and socially beneficial modes of transport available, offering the greatest potential to replace short vehicle trips and should therefore be given priority in transport networks.

Where appropriate links should be made with the LPA's requirements expressed in their Walking and Cycling Strategies and investment programs set out in the Local **Implementation** Plan for sustainable transport.

Policy 5.4 - Public Transport Improvements

Planning permission will be granted for the following public transport improvements especially where this would facilitate **regeneration**. **Development** will not be permitted that would prejudice the **implementation** of the following schemes:

- i. Cross River Transit Tram Proposal, (London Tram) from Camden to Peckham to Waterloo via Elephant and Castle [1];
- ii. East London Line extension to Peckham, Dulwich and beyond;
- iii. New rail station at Camberwell;
- iv. Thames link 2000;
- v. Expansion of London Bridge Station;
- vi. Redevelopment of Elephant & Castle Station; and
- viii. The Bus Priority Network.

These schemes are safeguarded on the Proposals Map.

[1] The course of the proposed route has been identified on the Key Diagram with consultation zones in Elephant and Castle, Peckham and Burgess Park. The detailed route may change from the original proposal. Furthermore the route will be clarified within the consultation zones. These zones will be the subject of extensive consultation with the local community and statutory bodies as part of adopting the tram route under the Transport and Works Act 1992.

There is a shortage of suitable sites along the overall Cross River Tram route for facilities for stabling and maintenance of vehicles. Within the advancing process of preparation of the tram scheme with a view to adoption under the Transport and Works Act 1992, proposals Site 71P has been identified as Transport for London's preferred site for use as a split-site depot. Planning permission will be refused for development on any part of the site that could be incompatible with that use or its implementation.

Reasons

These public transport improvements represent the main opportunities to improve the choice and quality of public transport facilities within Southwark.

They will:

- Increase the quality and quantity of **sustainable transport** options;
- Make significant improvements to employment access and social inclusion, as part of major **regeneration** schemes; and
- Have positive effects on the economic viability and functionality of Southwark.

Policy 5.5 – Transport Development Areas

In designated **Transport Development Areas (TDAs)** at London Bridge and Elephant and Castle, **development** should:

- i. Maximise the efficient use of land around major transport sites; and
- ii. Strengthen and enhance links to existing public transport nodes; and
- iii. Strengthen and enhance walking and cycling infrastructure; and
- iv. Improve the legibility of the public transport network; and
- v. Be of exemplary design quality.

A Transport Assessment should accompany all major applications in these locations in compliance with **Policy 5.2**.

Reasons

Transport Development Areas, as defined in the **London Plan** are “well-designed, higher density, mixed-use areas, situated around good public transport access points, in urban areas. Within a TDA, permission may be granted for higher density **development**, compared with existing **development** plan policy.”

There are two **Transport Development Areas** designated in Southwark. These include the London Bridge and Elephant and Castle **Opportunity Areas**. These areas have been designated because it is considered that **development** in these areas can be successfully integrated with public transport, walking and cycling. Application of the Transport **Development Area** concept can contribute to achievement of sustainable **development** through reducing the need to travel, particularly by car, improving **accessibility** and quality of major **transport interchanges**, promoting social inclusion and maximising use of the most accessible sites, as encouraged in **PPG 13** (Transport).

Policy 5.6 - Car Parking

All **developments** requiring car parking should minimise the number of spaces provided. Maximum standards are set out in Appendix 16.

Where more than 20 surface parking spaces are proposed. Applicants must demonstrate why this cannot be provided underground or within the building.

All **developments** will be expected to include justification for the amount of car parking sought, taking into account:

- i. **Public Transport Accessibility Levels** set out in **Appendix 16**; and
- ii. The impact on overspill parking; and
- iii. The demand for parking within the **Controlled Parking Zones**. The LPA will restrict permit provision where necessary.

Parking for retail and leisure uses within **town centres** should be shared with public parking, not reserved for customers of a particular **development**. Maximum stay restrictions are required for all retail and leisure town centre parking.

Reasons

Too many cars cause problems with congestion and pollution, increasing travel times and expense as well as causing health problems. With fewer car parking spaces available people will seek alternative modes of transport to the private car, subsequently reducing congestion and pollution.

Access to services, leisure, shops and a range of amenities by public transport and other alternative modes of transport to the private car must be considered when providing less car parking in order to ensure efficiency and social inclusion.

Measures to control overspill parking are necessary in order to prevent or mitigate loss of **amenity** including inconvenience to local residents caused by overspill car parking and increased pressure on on-street spaces.

Appendix 17 contains a Schedule of existing **Controlled Parking Zones**.

PPG 3, PPG 4, PPG 5 and **PPG 13** recommend the restriction of private car use to either housing or employment sites and improved **accessibility** through the encouragement of modes of transport other than the private car.

Policy 5.7 – Parking Standards for Disabled People and the Mobility Impaired Developments (subject to site constraints) must provide adequate parking for **disabled people** and the **mobility impaired**. The following will be required:

- i. A minimum of one accessible car parking space per **development**, where associated car parking is not provided; or
- ii. A minimum of two accessible car parking spaces in circumstances where associated parking is provided.

Reasons

Access for **disabled people** and the **mobility impaired** is often difficult. Improvements need to be made to provide safe and convenient access for everyone to live, work in and visit Southwark.

Requirements for additional accessible car parking spaces will correspond with the size and nature of the **development**, the LPA will take into account the provisions of BS8300 (2001).

Policy 5.8 – Other Parking

Planning permission will be granted for **development** provided:

- i. **Developments** likely to attract significant numbers of visitors (such as **C1, C2, D1 and D2** uses) include adequate taxi and coach parking facilities including space for stopping and manoeuvring; and
- ii. A mini-cab office would not create traffic problems or harm residential **amenity**.

Reasons

Standing and manoeuvring vehicles have the potential to adversely affect the safety and movement of the transport network as well as the **amenity** of surrounding areas from noise and pollution.

Section 6 Opportunity Areas

VISION FOR THE OPPORTUNITY AREAS

Elephant and Castle (including Walworth Road) **Opportunity Area**

A thriving and successful **mixed use** major **town centre**, safe, full of vitality and accessible to and from a highly integrated public transport system and combining historic character with a high quality design and layout of new buildings. A place where people will want to live, to work and to visit for shopping and leisure.

London Bridge **Opportunity Area**

A successful central London **mixed use** district **town centre**, full of vitality and providing commercial activity, jobs, an evening economy and high quality homes, supported by thriving tourism, arts, entertainment and cultural activity, and a very accessible, integrated public transport system within a unique historical area.

Background

Opportunity Areas are designated in the **London Plan**. They are undergoing or about to undergo a great deal of change. This change will need to be carefully planned and co-ordinated. There are two **Opportunity Areas** in Southwark: Elephant and Castle and London Bridge. These areas require planning guidance, which will guide the preparation of master plans.

Policy 6.1 - Elephant and Castle Opportunity Area

Development at the Elephant and Castle should seek:

- i. Establishment and maintenance of a high quality, vibrant, safe and integrated mix of uses including homes, shops, commerce, offices, leisure, schools, cultural, community and other public facilities to support the current and new residents, worker and other visitors;
- ii. An increase in the number and **diversity** of new job opportunities, and encourage the **development** of an enterprise culture and inward investment;
- iii. Provision for the economic, educational, social and cultural needs of a diverse mix of residents; including life long learning opportunities;
- iv. Provision of a range of high quality recreation, entertainment, and leisure facilities;
- v. Provision of a balanced and integrated mix of residential accommodation across the full range of private, social, key worker and other **affordable housing**, with a target ratio within the affordable element of new schemes of 50:50 for **social rented** and **intermediate housing**;
- vi. Integration of **development** with public transport nodes and walking and cycling routes within the Transport **Development** Area;
- vii. To give priority to pedestrians, cyclists and public transport users rather than the private car;
- viii. Creation of an improved and highly efficient public **transport interchange**;

- ix. To limit and mitigate the effects of traffic, reduce pollution, and provide a minimum level of parking consistent with a high density public transport rich location;
- x. To contribute directly to the creation of a lively, safe and attractive **public realm** comprising streets and spaces with **active frontages**, high quality landscaping and priority for use by pedestrians, cyclists and public transport users;
- xi. To enable the area to have its own clear and positive identity which builds on the strengths of the area and reflects its function as a major new destination in London South Central;
- xii. To support an integrated network of high quality, safe, urban spaces and public routes into the surrounding districts that will draw people into and through the area, encourage activity and improve its appearance;
- xiii. To maximise and extend ecological **diversity** and **biodiversity** in existing and new **open spaces**;
- xiiii. To create buildings which are sustainable, well designed and flexible;
- xv. To create buildings that deal efficiently and appropriately with waste, water and energy use;
- xvi. To encourage the restoration and beneficial re-use of buildings that contribute to the architectural and historic character and sense of place of their surroundings;
- xvii. To preserve or enhance the historic character of the conservation areas; **and**
- xviii. Within the core of the **Opportunity Area** the following uses and activities will be encouraged:
 - A Transport **Development** Area comprising a highly efficient public transport hub at the heart of the area to serve the needs of the existing and new **development**. This will include: an improved new Northern Line station; improved conditions for buses; the accommodation of the Cross River Tram within a safeguarded route; a refurbished train station; and an improved interchange between the various modes;
 - Up to 75,000sqm of new retail uses together with additional complementary town centre uses to include cultural and entertainment uses, leisure, offices, hotels and public facilities arranged around a new high street extension north of the Walworth Road;
 - Intensification on key sites around the transport nodes with **developments** that provide exemplary design and transport improvements;
 - A network of new and improved **open spaces** and public places, including a new civic space, town park, market square, and the enhancement of St. Mary's churchyard; and
 - Improvements to the range, quality and **accessibility** of **community facilities** in the area; these will include a range of social, educational, health and leisure facilities to serve the existing and new population. The priorities will be:
 - i. A new two form entry primary school;
 - ii. A new six form entry secondary school (designated on the current leisure centre site);
 - iii. A healthy living centre;
 - iv. New and improved leisure, health and nursery provision
 - v. A library;
 - vi. A life long learning centre;
 - vii. No fewer than 5, 300 mixed tenure new homes, including 1,100 to replace those lost through the **demolition** of the Heygate estate; and
 - viii. A minimum of 45,000 sqm of class B1 Use space, including incubator units, managed workspace and accommodation for small businesses, social enterprises and the cultural industry sector.

Reasons

The Elephant and Castle (Proposals Site 43P) will undergo major redevelopment in the coming years to take advantage of its important position as a **transport interchange** on the southern boundary of Central London. It will also be one of the main areas for population and employment growth, and also community services especially higher education.

The Elephant and Castle provides an opportunity for more homes and shopping facilities in the borough. High quality places to live are a priority and new residential schemes should include a suitable proportion of affordable, intermediate and **key worker housing** in line with the Council's **affordable housing** policies. Many of the sites that are expected to deliver this housing are designated on the Proposals Map. Currently, Southwark has a low level of shopping provision, which means that an unusually large number of comparison shopping trips made by people in Southwark are to centres outside the borough, particularly to the West End. Providing more shopping locally will mean people will have less need to travel. The new retail centre at the Elephant and Castle and the Walworth Road will expand the range, quality and quantity of retail and other **town centre** uses significantly to provide a place that people want to live in and visit for goods, leisure and services. Bearing in mind the expected growth in the population, employees, and their spending power, substantial growth will be sustainable.

The Elephant and Castle provides an excellent location for this growth given its designation as a Transport **Development** Area, existing public transport links and the expected improvements with the proposed tram. This will enable growth to take place in a mainly car-free centre rather than have it distributed to less well-connected centres. An initial retail impact assessment undertaken for the council has concluded that the proposed increase in retail floorspace at the Elephant and Castle will not adversely affect the viability and vitality of other centres. The LPA will however require further impact assessments when detailed proposals are submitted to monitor the effects on the viability and vitality of other existing **town centres** both within Southwark and surrounding boroughs. The anticipated growth in retail floorspace will change the position of the Elephant and Castle in the hierarchy of **town centres** in London from being a **district centre** to a major **town centre**.

Policy 6.2 - London Bridge Opportunity Area

Development at London Bridge should seek:

- i. The best use of land and transport resources, developing high density, sustainable buildings on key sites;
- ii. To protect and expand cultural, arts and entertainment uses;
- iii. An improved and highly efficient public **transport interchange**;
- iv. To integrate **development** with public transport nodes and walking and cycling routes within the Transport **Development** Area;
- v. To secure major improvements through the **development** process to public transport to increase capacity and promote ease of use for all groups including people with a mobility disability;
- vi. Proposals for tall or large scale buildings, to respect the setting of the proposed London Bridge Tower, are of exceptional design quality, and are located within a planned strategy for the siting of **tall buildings** with reference to the **London Plan**;
- vii. To improve London Bridge's retail base, concentrating on areas around the station, and encouraging a range of unit sizes;
- viii. Improvements to the **environment**, especially the **public realm** and pedestrian **environment**;
- ix. Improvements to the distribution and quality of public **open space** whilst also seeking to maintain its quality;
- x. Increased employment especially of local people in commercial, tourism, health and retail activities;
- xi. **Active frontages** to encourage footfall, improve safety and further create a sense of place. There is an additional requirement for retail as the predominant ground floor use along Tooley Street and Borough High Street;
- xii. To protect and expand health functions and associated businesses;

- xiii. To preserve or enhance the historic character of the area, especially **Conservation Areas**;
- xiv. For all **developments** to meet the highest urban design standards;
- xv. For all **developments** to contribute to achieving improved air quality;
- xvi. For **development** creating new high quality residential units to deliver 40% of additional conventional homes as **affordable housing**. Of the **affordable housing** that is secured, the tenure mix should be 70% **social rented** and 30% **intermediate housing**; and
- xvii. The **Thames Policy Area (TPA)** has been identified on the Proposals Map to allow special control of **developments** adjacent to the riverside, and to create and capitalise on opportunities to enhance the character of the area and ensure continued and improved access to the river.

Reasons

London Bridge is one of the most historic areas in London where culture, history, converted historical buildings, warehouses, business, Guy's and St Thomas' hospital, Kings College and other health facilities, London government, offices, a crown court, tourist attractions and clusters of supporting businesses and retail co-exist within a medieval street pattern. London Bridge has been an area of intense **development** for the past twenty-five years. **Development** has been positive changing redundant warehouses and surrounding infrastructure along and behind the river into high quality office and residential use with supporting retail in Hays Galleria, Borough High Street and along the Thames Path. This **development** has transformed London Bridge into a major office location with considerable tourism activity. This has been compounded with the **development** of More London and the thousands of workers and associated spending that it brings into the area. Therefore London Bridge is very important for provision of employment within Southwark (the area within the **CAZ** provides over a third of Southwark's employment) and has been designated a **Preferred Office Location**.

There is a great deal of existing tourism activity along the river from Bankside, through London Bridge, to Shad Thames. This area contains some of the most important historical sites in London such as Tower Bridge, London Bridge, Southwark Cathedral and Borough Market along with other very popular tourist attractions such as the London Dungeon, HMS Belfast, Britain at War Museum and Hays Galleria. London Bridge has been designated as a Strategic Cultural Area to further enhance this area as an historical and tourist location within the context of the **Conservation Areas**. Potters Field is the last riverside, historic, strategic site within the London Bridge area. A comprehensive **mixed use** scheme of world class design including large arts and/or cultural use(s) of London or nationwide importance which would act as a significant attraction, and maximisation of residential **development** compatible with such arts and/or cultural use(s) would be the most appropriate **development** to complement existing attractions in the area to complete this stretch of the riverside and provide an attraction for local people, workers and visitors. This would meet one of the **London Plan** requirements for this **Opportunity Area** to draw visitors eastwards along the riverside.

London Bridge is a major **transport interchange** and is now the fifth busiest station in Britain. There is the potential for considerable further growth by redeveloping sites in and around the station. A proportion of this potential will be realised when the London Bridge Tower, a 305 metre high **mixed use** tower, granted planning permission by the Secretary of State in November 2003, is built. London Bridge is a suitable location for this growth given its designation as a Transport **Development Area**. However this area is the focus of further intense **development** interest with two major proposals for the station alone.

All new **development** will be required to achieve the highest standards of design. This could transform the area into one of London's key commercial and visitor locations. This will only be achieved if the issues around concerning poor **public realm**, regenerating the railway arches and access are resolved to ensure that the local **environment** complements the new high quality buildings making London Bridge a place where people want to work, visit and live.

Section 7 Local Policy Areas

VISION FOR THE LOCAL POLICY AREAS

Peckham **Action Area**

An attractive, easily accessible, and safe Major Town Centre, full of vitality providing a broad range of homes, shops, employment opportunities, **community facilities** and public spaces for the diverse local community and the wider Peckham area.

Canada Water **Action Area**

A **mixed use** district town centre providing an attractive **public realm** and **community facilities**, new retail and leisure outlets, increased employment opportunities, additional residential dwellings with a range of sizes and tenures, and transport improvements to encourage sustainable modes of travel.

Old Kent Road **Action Area**

A **mixed use** area providing housing and employment, local retailing and other town centre uses, with improved **accessibility** for pedestrians, cyclists and public transport users, and an enhanced **public realm** which creates a stronger sense of place.'

Bankside and The Borough **Action Area**

A unique location combining an historic character with the best attributes of new **developments**. Bankside and The Borough should be a **mixed use** district **town centre** full of vitality with a range of housing and employment opportunities, cultural and visitor attractions, increased densities, high quality services and improved transport infrastructure.

Bermondsey Spa **Action Area**

An accessible area with an integrated mix of high quality homes, shops, offices, public spaces and **community facilities** around a spine of **employment uses** along the railway line.

West Camberwell **Action Area**

A high quality housing area providing a mixture of dwelling tenure and type.

Camberwell Neighbourhood Area

An easily accessible district town centre that provides a range of arts, leisure and retail services, some specialist shopping opportunities, **community facilities**, homes, and local employment.

Lordship Lane Neighbourhood Area

A district town centre, serving the local community and providing local employment'

Dulwich Neighbourhood Area

An historic area with homes, retail, local services and **open spaces** that retain much of the original built form, and are accessible to local people.

Herne Hill, Nunhead and The Blue Neighbourhood Areas

Vibrant neighbourhoods providing essential services for local people.

Background

Local policy areas should be **mixed use** areas of activity providing jobs, homes, shops, services, schools, health and leisure facilities which are all accessible, being well served by public transport.

There are two types of **local policy areas**, each providing different roles:

Action Areas are designated by the LPA in line with **London Plan** requirements. These areas are also undergoing or are about to undergo significant change; and

Neighbourhood Areas are designated by the LPA. There is a need to protect and increase the vitality and quality of retail and other services as these areas provide an important function for local people.

Policy 7.1 - Peckham Action Area

Development at Peckham should seek:

- i. The retention of high quality housing and creation of between 736-1717 new high quality homes, with a mix of tenure and encouraging the provision of flats above shops. Of the **affordable housing** that is secured, the tenure mix should be 70% **intermediate housing** and 30% **social rented** housing;
- ii. The improvement and enhancement of Rye Lane and Peckham High Street, especially **public realm**, pedestrian links and **active frontages**;
- iii. Improvements to the train station site to regenerate the area making it an attractive focus for the town centre, including accessibility, safety and security and **public realm**;
- iv. To create an urban **environment** of the highest standards to enhance the quality of life for existing and future residents and users of the **action area** and surrounding community;
- v. To promote excellence in design, including safety and security, and having regard to the historic features and **Conservation Areas** of the area;
- vi. To improve provision of safe, secure and accessible car parks by making better use of multi-storey and underground carparking and encourage shared parking for town centre services;
- vii. To improve the **diversity** of shopping provision within the town centre so as to provide a range of high quality shops attractive to Peckham's diverse communities and over time decrease geographical concentration of lower quality shops selling similar products;
- viii. The retention and creation of high quality offices and retail and businesses to increase employment opportunities, particularly for **Small Business Units**;
- ix. To enable Public Transport **Accessibility Zone** intensification on appropriate sites around the Peckham Rye railway station and the bus interchange with **developments** that provide exemplary design and transport improvements;
- x. The promotion and enabling of the Cross River Tram proposal within the safeguarded route and consultation zone, including safeguarding the CRT terminus and split site depot at Bournemouth Road, while allowing other compatible uses that enhance the town centre;
- xi. Improved **accessibility** throughout the **Action Area** for cyclists, pedestrians, the **mobility impaired** and disabled people, including keeping pavements free of obstruction, and increasing pedestrian flows during the evenings and at night within the town centre without encouraging anti-social behaviour;
- xii. To ensure the protection and enhancement of **open spaces**, **public realm** and other features of **development** linking them together with buildings, within a design strategy for the area;
- xiii. To provide leisure and community uses, especially around Peckham Square and Wharf to increase vitality; and
- xiv. To establish stronger pedestrian and **public realm** links between Rye Lane and the Bellenden Road shopping area, including extending the focus on public art and realising the potential of Choumert Market.

Reasons

A significant part of Peckham has undergone a great deal of change over the past decade. It has transformed into a high quality residential area with a new cultural and leisure area around the newly laid out Peckham Square which includes the Peckham Library, Peckham Pulse and Healthy Living Centre, other parts of the **Action Area** are predominantly housing.

As an **Action Area**, Peckham also has the potential to provide additional new housing (some sites have been designated on the proposals map), which will provide a mix of market, affordable and **intermediate housing** in accessible locations.

The main commercial areas extend along Rye Lane and Peckham High Street and serve a large catchment area with around 400 businesses. These are predominantly retail and associated services.

However, the current range and quality of retail and other services available is limited, and improving the retail offer, **public realm**, safety and security and **accessibility** are essential to enable Peckham to achieve its full potential, together with supporting black and minority ethnic businesses which contribute to the special character of this shopping area. This must also be coupled with exemplary design and enhancement of existing buildings throughout the **Action Area**. Unemployment is currently high in Peckham. Protecting and enhancing small businesses to provide local employment, and encouraging an enterprise culture are priorities, as are the provision of education, health and **community facilities** to provide places for people to learn and receive services for local communities. Sites for improved community and childcare facilities are required (and some have been designated on the Proposals Map) to ensure that local people and new residents can gain access to education and employment. The proposed Cross River Tram will greatly improve **accessibility** to Peckham unlocking its potential as a shopping and leisure destination and redefining the character, and role within London. A site for the tram terminus has been designated on the Proposals Map together with other transport and **town centre** uses.

The Bellenden Road area has developed into an important part of Peckham with local shops and a strong cultural character which has been particularly successful in attracting people from a very wide area to visit as well as providing essential services for local people. This success must be extended to the Rye Lane area, being implemented in a way that acknowledges the special cultural and ethnic character of Rye Lane, and the importance of markets to the shopping area.

Policy 7.2 - Canada Water Action Area

Development at Canada Water should seek:

- i. To create a new focus for community and commercial activity for the Rotherhithe Peninsula and neighbouring areas;
- ii. To create an urban **environment** of the highest standards to enhance the quality of life for existing and future residents and users of the **Action Area**;
- iii. To develop a mixed use area with appropriate densities of **development** to enable the most efficient use of land and to reduce the need to travel;
- iv. To improve **accessibility** to and around the area, particularly for pedestrians, cyclists and users of public transport;
- v. To better integrate Canada Water station into the local street network and increase permeability and **accessibility** to the station, shops and **community facilities**;
- vi. To create an integrated public **transport interchange**, which maximises the ease of changing between trains, buses and other sustainable forms of transport and increases ease of movement within the area;
- vii. To link Canada Water and Surrey Quays tube stations with a direct pedestrian spine;
- viii. To protect and enhance Canada Water dock basin and its value for wildlife and other special environmental features of the area;

- ix. To create employment opportunities and improve access for local people to the opportunities that are created;
- x. To retain and support existing businesses and promote inward investment;
- xi. To provide between 3378-5008 new high quality homes which will include housing to meet a range of needs, including **affordable housing** as a 35% proportion of the total number of additional units. Of the **affordable housing** that is secured, the tenure mix should be 70% **social rented** and 30% **intermediate housing** and provide housing for larger families; and
- xii. To extend and improve the existing shopping centre and maintain its viability whilst expanding the range and variety of retail activity;
- xiii. To identify suitable locations for new public buildings;
- xiv. To create an attractive, safe and secure public realm;=
- xv. To enhance existing environmental assets to create a distinctive sense of place; and
- xvi. To carry out improvements to services through increasing the number and quality of community and health facilities.

Reasons

Canada Water contains a number of **development** opportunities of borough wide significance. It has the potential to become an important commercial centre serving the local community and the wider area due to the excellent good **accessibility** it now enjoys through the Jubilee Line and East London Line. It will also be an important location for new housing.

Key sites in Canada Water have been designated on the Proposals Map for particular uses. It is necessary to protect these sites for particular uses to create the type of place outlined above. The form of **development** at Canada Water should be at an appropriate density to make the best use of the highly accessible previously developed sites and be sufficient to support local public transport infrastructure and facilities. However, **development** should be sensitive to the scale and character of the local area. The Canada Water **Action Area** includes the existing Surrey Quays Shopping Centre.

Redevelopment of the area provides the opportunity to improve the retail offer in the area and to integrate the design of the shopping area with the surrounding streets and other uses.

In the **London Plan**, Canada Water is identified as a district shopping centre. New **development** should relate to the scale of retail, commercial and leisure **development** in the centre and to perceived need.

More specifically the **London Plan** spatial priorities that have an impact on Canada Water are:

- Living in London - opportunities for additional housing will be in town centre redevelopment and near public **transport interchanges**; and
- Enjoying London - encouraging leisure uses in **town centres**, which contribute to London s evening economy and ensure that **town centres** remain lively beyond shopping hours.

The East London Line and the Jubilee Line, together with the location on major roads make Canada Water potentially very accessible. It is defined as a **Public Transport Accessibility Zone**. However, local conditions currently prevent its full potential from being achieved. Specific issues of concern include:

- Congestion on the local highway network;
- Severance of pedestrian links by busy roads;
- Peak-hour congestion on Jubilee Line services;
- The poor range of destinations currently served directly by the East London Line; and
- The poor quality of many pedestrian routes and the presence of major barriers to pedestrian movement.

Southwark Council is a major land owner in the Canada Water area. The Council is able to promote the **regeneration** of the area by making land in its control available for **development** wherever appropriate. Since 2000, Southwark Council has worked with local stakeholder groups and consultants to produce a **development** brief and masterplan for the 16 hectares (40 acres) of potential **development** land in the Canada Water **Action Area**. This masterplan must be in accordance with the Plan.

Policy 7.3 - Old Kent Road Action Area

Development in Old Kent Road should seek:

- i. Retention and creation of high quality housing, including **affordable housing** with a 50:50 ratio of **social rented** and **intermediate housing**;
- ii. Creation of high quality housing which does not compromise the integrity of the **Preferred Industrial Location**;
- iii. Notwithstanding Policy 1.8, to maintain and increase a range of employment and small scale **town centre** uses, including community and health uses, in **mixed use developments** which provide **active frontages** at ground level;
- iv. Compact forms of **development** which provide a high standard of urban design and which help create a sense of place; and
- v. Improved safety and **accessibility** for pedestrians, new improvements to public transport, access nodes, public spaces, cycling and walking opportunities.

Reasons

Old Kent Road is primarily a major thoroughfare that links the centre of London with south-east London and Kent. It contains several major multiple retailers, providing, mainly bulky comparison goods, and a number of parades of smaller mainly independent shops. Together, the major retailers and smaller independent shops provide valuable local employment.

However, Old Kent Road does not use land efficiently, and comprises of mainly low density, one storey retail sheds that sprawl with large car parking areas. It is difficult to move around, with a lack of connectivity for residents and shoppers. Significant change is required in the coming years to improve the shopping **environment** and to create a sense of place. **Mixed use developments** of an urban density, that create retail on the lower floor with residential above, and car parking that is predominantly underground will be encouraged. These new **developments** should be part of an integrated plan for the area creating a sense of place.

Policy 7.4 - Bankside and The Borough Action Area

Development in Bankside and The Borough should seek:

- i. To protect and expand cultural, arts and entertainment uses;
- ii. To protect and enhance retail, office, residential, culture and tourism uses;
- iii. To provide a mixture of tenures in high quality housing including **affordable housing** delivering 40% of additional homes as **affordable housing**, with a 70:30 split between **social rented** and **intermediate housing**;
- iv. **Active frontages** that encourage footfall, improve safety and further create a sense of place;
- v. To achieve very high urban design standards that encourage exemplary design and vibrancy that enhances the local character of the area;
- vi. Protection of the **heritage, amenity, open spaces**, general **environment** and special qualities of the area;
- vii. To improve access through increasing and improving public transport, cycling and walking infrastructure; and
- viii. To encourage improvements to services by increasing the number and quality of community and health facilities.

Reasons

This unique place is increasingly seen by many as part of Central London, and it is becoming a thriving location for a wide range of activities, where culture, history, business, residential communities and a diverse built **environment** co-exist in an intricate web of streets dating from medieval times. The riverside area has been designated as a Strategic Cultural Area to further enhance this place as a historical and tourist location encouraging creative and tourism industries, within the context of the **Conservation Areas** and **Thames Special Policy Area**.

This is an area of intense **development** interest for a range of land uses. Over a third of **development** in Southwark since 1995 has taken place here. This interest has resulted in opportunities for change that have been very positive, enabling high quality, mainly office, retail, cultural and tourism based **developments** with some residential and **mixed use** in the area north of Southwark Street. This area has attracted a great deal of investment often bringing empty industrial buildings and vacant sites back into use. Most of the available sites along the River Thames have been developed; the main pressure is now on the sites set back from the Thames. The area containing predominantly offices has been designated as a **Preferred Office Location** to protect and enhance employment opportunities. This is an area of district park **open space** deficiency and many of the small **open spaces** have been designated as **Borough Open Land (BOL)** to provide increased protection of **open spaces** that are important for local people.

Future **developments** will need to create a **mixed use** area with retail, housing, office and cultural and tourism uses on industrial, previously developed and under-utilised sites, protecting and enhancing Bankside and The Borough as a desirable place to live, work and visit.

The Thames, its riverbank and pathway are a focus for prestigious residential and office **developments**, new and existing tourist attractions and associated retail provision. The following tourist attractions are situated in clusters around transport links:

- Tate Modern and Shakespeare's Globe Theatre are located next to the Millennium Bridge and within walking distance of Blackfriars railway station and Southwark underground. This area has been designated on the Proposals Map as a cultural area where cultural and tourism uses will be encouraged. All **developments** will be required to take the special context and character of this historical, cultural place, and the requirements of the **TSPA** into account; and
- Southwark Cathedral, Borough Market, the Clink Museum, Vinopolis and Stoney Street shops (that include specialist retailers) are all located close to London Bridge Station. These cultural and tourist attractions are also within the Strategic Cultural Area and **Thames Policy Area** designations.

Policy 7.5 - Bermondsey Spa Action Area

Development at Bermondsey Spa should seek:

- To provide between 1526-2335 new high quality homes with a mix of tenures and types, including delivering 35% of additional homes as **affordable housing**. Of the **affordable housing** that is secured, the tenure mix should be 70% **social rented** and 30% **intermediate housing**;
- Improvements to integrated transport linkages both within the area and to central London;
- Safe access to public transport and along pedestrian thoroughfares and cycleways;
- Retention and increased businesses and employment with **public realm** and infrastructure improvements, especially in and around the railway archways;
- Active frontages** that encourage pedestrian flow, improve safety and further create a sense of place;
- Very high urban design standards that encourage exemplary design and vitality that enhances the local character of the area;
- Protection and enhancement of the **heritage, amenity** and **environment** of the area;
- Public Transport **Accessibility Zone** intensification on key sites around the transport nodes that provide exemplary design and transport improvements;

- ix. Protection from **development** of St James's Churchyard and Bermondsey Spa Gardens **open spaces**; and
- x. Improvements to services through increasing the number and quality of community and health facilities.

Reasons

Bermondsey Spa is characterised by a predominance of local authority housing. Additional uses include small areas of private housing, vacant industrial properties, industry, educational facilities, offices, local shops and a variety of **community facilities**. Bermondsey Spa Park is designated as **Borough Open Land (BOL)** and provides **open space** for local people and workers to use. There is an excellent opportunity for redevelopment at Bermondsey Spa which could act as a catalyst for the **regeneration** of the surrounding area by attracting a diverse mix of uses. Part of this area has been designated as a **Public Transport Accessibility Zone** which encourages efficient use of land with exemplary design of higher density buildings around areas with good **accessibility** to public transport.

Policy 7.6 - West Camberwell Action Area

Proposed **development** in West Camberwell should seek:

- i. High quality housing with a mix of tenures and types, including **affordable housing** delivering 35% of additional homes as **affordable housing**, with a 50:50 ratio of **social rented** to **intermediate housing**;
- ii. Public Transport **Accessibility Zone** intensification on key sites around the transport **corridors** with **developments** that provide exemplary design and transport improvements;
- iii. Safe access to public transport and along pedestrian thoroughfares and cycleways;
- iv. Protection and enhancement of the **heritage, amenity** and **public realm**; and
- v. Improvements to services by increasing the number and quality of community and health facilities.

Reasons

West Camberwell contains a predominance of local authority housing. There is an excellent opportunity for redevelopment at West Camberwell which could act as a catalyst for **regeneration** taking advantage of the good **accessibility** to public transport. Part of this area has been designated as a **Public Transport Accessibility Zone** which encourages efficient use of land with exemplary design of higher density buildings around areas with good **accessibility** to public transport.

Policy 7.7 - Camberwell Neighbourhood Area

Proposed **development** in Camberwell Neighbourhood Area should seek:

- i. Public Transport **Accessibility Zone** intensification on key sites around the transport **corridors** with **developments** that provide exemplary design and transport improvements;
- ii. To improve the quality and range of services in the area enhancing the arts, cultural, leisure and retail provision;
- iii. To generally encourage residential uses above shops;
- iv. **Active frontages** to increase vitality, safety, footfall and create a sense of place;
- v. To retain and increase the quantity and quality of homes especially those with multiple bedrooms, including **affordable housing** with a 50:50 **social rented** to **intermediate housing** ratio;
- vi. To improve access through increasing and improving public transport, cycling and walking infrastructure;
- vii. To encourage investment in existing buildings and the **public realm** to maintain the local character and safety of the area;
- viii. To protect and improve Camberwell Green as a local open space; and
- ix. To improve services by increasing the number and quality of community and health facilities

Camberwell Neighbourhood Area is a successful district **town centre** with small and medium sized local businesses, anchored in the centre by the Butterfly Walk shopping mall. The size and catchment of the **town centre** is strongly influenced by its location between Brixton and Peckham, which are **major town centres**. There are a very high proportion of independently run shops and services, particularly those run by black and minority ethnic operators, which help to give Camberwell its special character. It is also enriched by the artistic influence and creativity clustering around Camberwell Arts College, which should be encouraged. The major medical institutions in the area make an important contribution to the local economy. Safety and security are prominent concerns of local residents and all **developments** should use principles of designing out crime on site and in the surrounding area. Street improvements should also focus on reducing the impact of high traffic volume through the **town centre**.

Policy 7.8 - Lordship Lane Neighbourhood Area

Proposed **development** in Lordship Lane Neighbourhood Area should seek:

- i. To generally encourage residential uses above the shops;
- ii. To protect the cohesive shopping frontage and facade;
- iii. To require **active frontages** to increase vitality, safety, footfall and create a sense of place;
- iv. To improve access to the centre through public transport, cycling and walking opportunities;-
- v. To encourage investment in existing buildings and the **public realm** to maintain the local character and safety of the area; and
- vi. Improvements to services by increasing the number and quality of community and health facilities.

Lordship Lane has a distinct identity as a district town centre with a pleasant **environment** providing a wide range of local services and goods that meet the needs of the local catchment area. This includes a predominance of small niche businesses, cafes and restaurants in Lordship Lane, many with distinct frontages.

Policy 7.9 – Dulwich Neighbourhood Area

Proposed **development** in Dulwich Neighbourhood Area should seek:

- i. To maintain the unique character of Dulwich Village Local Centre. There is little scope for new **development** or any increased designation of retail frontages in this area, however existing retail frontages should be protected and where possible upgraded to cater for the needs of local residents; and
- ii. Improvements to services by increasing the number and quality of community and health facilities.

Reasons

Dulwich is a **local centre** with a strong village character. It is primarily a residential area with shops, restaurants and a pub at its heart. It is located within the Dulwich Village Conservation Area which is characterised by buildings of the mid 18th to the 21st centuries, with excellent examples of domestic architecture ranging from grand houses to humble terraces. It has a fine urban grain and traditional high quality shop frontages.

Policy 7.10 - Herne Hill, Nunhead and The Blue Neighbourhood Areas

Proposed **development** in Herne Hill, Nunhead and The Blue should seek:

- i. To generally encourage residential uses above the shops;
- ii. To protect the cohesive shopping frontage and facade;
- iii. **Active frontages** to increase vitality, safety, footfall and create a sense of place;
- iv. Improved access to the centre through public transport, cycling and walking opportunities;
- v. To encourage investment in existing buildings and the **public realm** to maintain the local character, permeability and safety of the area; and

- vi. To improve services by increasing the number and quality of community and health facilities.

Reasons

Herne Hill, Nunhead and The Blue are **local centres** which provide a range of shopping and leisure facilities which serve a localised need. These facilities should be protected and appropriate new facilities encouraged, to reinforce their vitality and function.