

Revised wording for policies 3.20 and 5.4

Policy 3.20 – Tall Buildings

“Planning permission may be granted for buildings that are significantly taller than their surroundings or have a significant impact on the skyline on sites, which have excellent accessibility to public transport facilities and are located in the central activities zone (particularly in opportunity areas) outside landmark viewing corridors. Proposals for tall buildings should ensure that there are excellent links between the building(s) and public transport services. Any building over 30 metres tall (or 25 metres in the Thames Policy Area) should ensure that:-

- i. Makes a positive contribution to the landscape; and
- ii. Is located at a point of landmark significance; and
- iii. Is of the highest architectural standard; and
- iv. Relates well to its surroundings, particularly at street level; and
- v. Contributes positively to the London Skyline as a whole focus within views

“All planning applications for tall buildings will require a design statement, a transport assessment and a sustainability assessment.”

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.
- ii. East London Line extension to Peckham, Dulwich and beyond;
- iii. New Rail station at Camberwell;
- iv. Thameslink 2000;
- v. Expansion of London Bridge Station;
- vi. Redevelopment of Elephant and Castle Station; and
- vii. 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. Everyone who lives within 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 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 Transport for London's preferred site for use as a split-site depot. Planning permission will be refused for development at any part of the sites that could be incompatible with that use or its implementation."