

Dulwich

Supplementary planning guidance

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1.0 Introduction

1.1 Background

Dulwich has a distinctive character, which needs to be maintained and enhanced. Currently the area benefits from an inner London location with historic qualities, a number of attractive open spaces, strong local identity, and a supportive national, regional and local planning policy context. Careful application of planning policies is essential to ensure that future development is appropriate to the area. To achieve this, the Local Planning Authority (LPA) has prepared this Supplementary Planning Guidance (SPG) to guide development in Dulwich.

1.1.1 The Dulwich Estate

Within the subject area the Dulwich Estate operates a Scheme of Management that acts towards maintaining the built heritage of the area and its unique character. The Dulwich Estate manages 1500 acres of land on which there are approximately 2,000 properties (appendix 2). Much of this land and property is contained within the boundaries for this SPG.

The Dulwich Estate established a scheme of management that requires freeholders to obtain a licence before altering the exterior or changing the use of their buildings. The Dulwich Estate also produces guidance for freeholders in making applications in respect to alterations and temporary structures.

All developments that are within the Dulwich Estate (appendix 3) should consult the Dulwich Estate Scheme of Management before submitting a planning application.

1.2 Role and Purpose

The purpose of this SPG for Dulwich is to establish a framework to ensure that future development maintains, protects and enhances this area (figure 1). It defines the spatial characteristics and functions of Dulwich, highlights areas for protection and provides further guidance on the strategy and policies that relate to Dulwich in the adopted 1995 UDP, specifically policies **E.2.1**, **E.2.3**, **E.3.1** and **E.3.4** and policies **1.2**, **1.83.11**, **3.13**, **3.15** and **3.16** in the emerging Southwark Plan (2004).

The SPG provides guidance in relation to:

- Land use distribution and mix;
- Design, quality and character of the built form;
- Movement and accessibility;
- Public realm: open spaces and places;
- Planning obligations.

This guidance will be used as a significant material consideration in assessing any development proposals within the Dulwich area, providing the community, including residents, businesses and prospective developers, with a clear view of the LPA's expectations. This SPG should be taken into account when considering opportunities for future developments within the Dulwich area.

1.3 Planning Policy Context

This SPG has been developed within the context of national, regional and local planning frameworks, all of which are rapidly changing.

Since the adoption of the Southwark Unitary Development Plan in 1995, the Mayor has produced the Spatial Development Strategy, known as the London Plan. To be consistent with this new strategic planning context for London, Southwark Council, as the Local Planning Authority, is currently producing a revised Unitary Development Plan, which was placed on second deposit in May - July 2004.

In view of the above situation, this SPG acknowledges the continuing role of the adopted UDP 1995, particularly those policies under objective E.2 and E.3, and national and regional guidance and strategies,

but has also been designed to achieve the vision for Dulwich in the emerging Southwark Plan (2004) .

1.3.1 National Framework

The Government sets out its national planning framework in a series of Planning Policy Guidance Notes or PPGs (soon to be replaced with Planning Policy Statements). Relevant PPGs in relation to Dulwich are;

PPG 1	General Policies and Principles;
PPG 3	Housing;
PPG 6	Town Centres and Retail Development;
PPG 13	Transport;
PPG 15	Planning and the Historic Environment;
PPG16	Archaeology and Planning ; and
PPG17	Planning for Open Space, Sport and Recreation.

1.3.2 Regional Framework

The draft London Plan objectives are described in Part 1 of the draft Southwark Plan (2004). This SPG seeks to assist in delivering and achieving the objectives of the London Plan through:

- a) strengthening the sense of identity within the Dulwich area;
- b) improving quality of local services;
- c) improving public transport;
- d) protecting and enhancing the quality of the townscape, including historic buildings, conservation areas, the public realm and open spaces; and
- e) achieving the highest quality of urban design.

1.3.3 Local Framework

Unlike many other area based SPGs, Dulwich does not have a specific area designation but encompasses a number of other land use designations that contribute towards protecting the area's unique character.

The relevant policies of the adopted 1995 UDP and the revised Second Deposit Southwark Plan (2004) are detailed in appendix 1 and other SPGs are detailed in section 10.

1.4 Consultation

Public consultation on the draft UDP (2004) was undertaken from the 14th May until the 9th July 2004. This was the fourth consultation phase in the preparation of the Southwark Plan.

- The first stage was a key issues paper to gain community comment on the strategic issues affecting the borough;
- The second stage was a set of local issues papers, including one for Dulwich, to consider in more detail planning guidance and issues for local areas;
- The third stage was the first draft deposit UDP consultation which set out the part 1 strategy and part 2 policies that would comprise the planning framework for the borough; and
- The fourth stage was the second draft deposit UDP, which puts forward revisions to the first deposit as a result of objections received.

Comments and representations received throughout the preparation of the Southwark Plan have been taken into account in preparing this SPG.

The LPA will fully consult on the guidance throughout its production to give stakeholders the opportunity to have an input into the guidance and to ensure that the guidance is fully considered by, and reflects, the views and needs of the local community.

The draft SPG together with a consultation plan was presented to the Dulwich Community Council on the 19th of July 2004 for comment. The draft SPG has been adopted for consultation by Executive on the 12th of October 2004 after comment by Planning Committee on the 6th of September 2004. The local community and other interested parties will be formally consulted on the draft Dulwich SPG between 29th October 2004 and the 28th January 2005. After this period all the comments that have been received will be considered in redrafting the SPG. The amended draft SPG will then be presented to Planning Committee for comment and Executive for final adoption.

The development of the Dulwich SPG will be monitored at various stages to ensure that:

- all consultation responses are taken into consideration;
- the final draft has included adequate guidance to ensure that future development is appropriate to the area.
- it includes any relevant information after the adoption of the Southwark Plan (2004);
- it includes any relevant information due to changes in national and regional policy.

2.0 Area context

2.1 Area Covered

The area covered in this SPG is illustrated in figure 1 and is the extent of the Suburban South area identified in the Draft Southwark Plan 2004 proposals map with an extension into the Suburban North zone to incorporate the extent of Herne Hill and Dulwich Village Neighbourhood Areas and also Dulwich Village and Stradella Road Conservation Areas. The Dulwich SPG area is bounded by the boroughs of Lambeth to the west, Lewisham to the east and Bromley to the south-east.

2.2 Local Population and Economic Characteristics

This guidance covers approximately 460ha of land characterised by large areas of open space and residential neighbourhoods. The type of residential accommodation is predominantly houses (48%) or purpose built blocks of flats (46%). The majority of the residential accommodation in the area is owner occupied (57%).

Considering the size of the subject area, the resident population is comparatively low to other areas of the borough. The population in this area declined between the 1991 and 2001 Censuses. Within the College and Village wards, population has declined by 3.8% and 7.5% respectively and only low levels of population growth are predicted between 2004 and 2008.

There is a low proportion of people from ethnic minorities living in the area compared to the rest of the borough. Black African is the largest ethnic minority group in the area, making up 6.5% of the total population.

The Dulwich area has a low level of unemployment compared to other areas of the borough and the majority of people enjoy good health. Many people in the area work within managerial and professional occupations.

There is a high level of car ownership and use within the SPG area. The majority of people travel to work by car or van (31%). Poor links to the underground system and a lack of bus routes running through the area that serve central London means that 29% of people travel to work



using the train, the most popular method of public transport in the area for the purpose of getting to work.

2.3 Transport Connections

Much of Dulwich is poorly served by public transport, which is illustrated by the relatively low Public Transport Accessibility Levels (PTALs) in appendix 3. The lower PTAL levels can be attributed to the expanse of protected open spaces, which prohibits the opportunity for the movement of traffic through much of the area.

The Dulwich area has four main A class roads:

- Dulwich Common (A205) which is part of the South Circular;
- Lordship Lane (A2216);
- Half Moon Lane to the north (part of the A2214) which leads on to
- Village Way (A2199); and
- South Croxted and Croxted Road (A2199) to the west of the area.

Dulwich Common acts as the major east-west thoroughfare and is part of the South Circular. Dulwich Common also provides a local link to Lordship Lane, which is the area's nearest district centre. College Road, Croxted and South Croxted Roads act as the main north-south thoroughfares through the SPG area. College Road is the last remaining toll road existing in London and runs from Crystal Palace at the southernmost point of the borough up through to Dulwich Village. Major roads are often heavily congested during rush hours due

to the reliance on the private car in the absence of good public transport links in much of the area.

There are two railway stations within and three on the fringe of the area all of which have good services to central London. A Thameslink service also runs from Herne Hill station, linking this part of South East London with Gatwick Airport, Bedfordshire and with quick and frequent services into the city. Dulwich is served by four bus routes that travel through the area, only one of which serves central London, in addition there are a number of dedicated cycle paths and footpaths.

2.4 Built Form

Located in an inner London borough, Dulwich has remained a leafy, open and green area of south-east London. It is rich in history and has retained much of its original built form, which is a rarity considering its proximity to central London where demands on land are high.

Dulwich is characterised by predominantly suburban density Victorian housing comprising mostly detached and semi-detached housing interspersed with more modern higher density private residential estates. Modern infill developments have been built in the context of the existing character of the area, complementing the current built form.

The majority of housing within the Dulwich Area is privately owned with pockets of mid-rise council housing estates such as the Kingswood Estate. The Kingswood Estate is the tenth largest housing estate in Southwark and has been designated a priority neighbourhood in the government's Neighbourhood Renewal Scheme.



Dulwich has a rich historic and cultural heritage, which provides the area with a strong identity. The LPA has the power to designate conservation areas that are of special architectural or historic interest and have a character or appearance that require protecting or enhancing. Within each conservation area the local authority has extra controls over development. The majority of the Dulwich area lies within one of three conservation areas.

1. Dulwich Village;
2. Dulwich Wood;
3. Stradella Road;

The conservation area designation and related planning policies ensure that new developments will maintain the area's character and identity. Dulwich also contains many historic and key landmark buildings and locations including Dulwich Village, Dulwich College, Dulwich Picture Gallery, Belair House and Kingswood House.

2.5 Open Space

Open space covers a large portion of Dulwich and significantly contributes to the physical structure of the area. The majority of open space in this area is protected through the Metropolitan Open Land (MOL) designation, which places a strong presumption against any development on this land.

Much of the open space within the area is of good quality and provides a range of functions ranging from public parks to private sports fields and nature reserves to a golf course. Dulwich Park is a main focus for community activity and is situated in the centre of Dulwich Village. Dulwich Park and Belair Park are highly valued by the local community and provide a range of activities for both passive and active recreation.

Many of the open spaces within Dulwich are also designated as Sites of Importance for Nature Conservation (SINC), which protect the ecological value of sites. Dulwich Woods is also one of the boroughs few Local Nature Reserves (LNR) and is adjoined by Cox's Walk which provides a permeable pedestrian route through many of the area's open spaces.

2.6 Retail

Retail comprises a small proportion of the land use within Dulwich. There are two local centres each with their own distinct characters. The local centres of Dulwich Village and Herne Hill act as the primary shopping areas.

Dulwich Village is located towards the north of the Dulwich SPG area with a historical local retail street matrix. The centre has maintained its village character with fine urban grain and traditional high quality shop frontages.

Herne Hill is located towards the north west of the area and straddles the borough boundary with Lambeth. The Herne Hill local centre has a linear form along Norwood Road, forming a cluster at the junction of Dulwich Road and Half Moon Lane.

3.0 Planning Guidelines

Herne Hill local centre has a pleasant and lively ambience. However, the convergence of a number of bus routes and the high use of private cars make the centre a congested traffic interchange. Other smaller protected shopping frontages are located in the Kingswood Estate and South Croxted Road. There is little scope for large-scale development in the Dulwich Area due to the protection of the built and natural environment through appropriate land use designations of Metropolitan Open Land and Conservation Areas over the majority of land within the Dulwich SPG Area and the operation of the Dulwich Estate Scheme of Management. Proposals for future development in the Dulwich Area should take account of the following guidelines.

3.1 Vision for Dulwich

The vision for Dulwich is **'A historic suburban area with a unique character providing an attractive built and natural environment, good quality open spaces that offer a variety of functions, important ecological habitats, historic landmark buildings, high quality residential and commercial areas, a range of community, cultural, leisure and retail facilities that serve the local community, opportunities for small scale development that enhance the local area and transport improvements to encourage sustainable modes of travel.'**

It is important that the Dulwich area is maintained and enhanced to ensure it remains a pleasant place to live work and visit. Prospective developments in the Dulwich area should maintain the historic urban character of the area. Modern developments should complement the existing built form and, where

appropriate, should maintain and improve the quality of open spaces, improve public transport and make it more accessible by foot or cycle.

Key goals for development in Dulwich and Herne Hill neighbourhood areas are set out in part 1 sections **9.12** and **9.13** respectively of the draft UDP (2004). General guidance for development in neighbourhood areas is set out in Policy **1.2**.

3.2 Sustainability Requirements

The LPA is committed to achieving sustainable development in Dulwich. All new developments in Dulwich need to be considered in terms of their individual and collective impact on the area. Each development can place new demands on the area and could potentially change the face of a street or place. It may also bring the opportunity to resolve long-standing problems. Policy 3.3 of the draft Southwark Plan (2004) requires a Sustainability Appraisal to be prepared for developments that have a material adverse impact on sustainability.

The Sustainability Appraisal is intended to assess the impact of each new development in terms of its social, economic and environmental impacts to ensure the most sustainable option is found and that any impact of development are adequately mitigated.

For further information, refer to Policy **3.3** of the draft UDP (2004) and the Sustainability SPG.

4.0 Land Uses

4.1 Mixed Use

Mixed uses are encouraged in local centres and above shops throughout the area. Mixed uses promote the efficient use of land through the integration of a range of uses that contribute to creating sustainable and vibrant shopping areas. The mix of housing and commercial uses provides additional support for these services and reduces the need to travel by private vehicle.

Refer to Policies **B.1.1** and **B.1.2** of the adopted UDP (1995) and Policy **1.5** of the draft UDP (2004). Also refer to the Design SPG for further information.

4.2 Commercial Development

Both Herne Hill and Dulwich local centres provide important services and are a focus of social activity for the local community. These centres should be protected and enhanced to provide a sufficient range of facilities and services to support the needs of local residents.

Other local shopping parades and corner shops throughout the area are in easy walking distance for the majority of people and provide a valuable service. These local shops will be protected from changes of use so that there is an adequate distribution of these services throughout the Dulwich area to serve the local community.

For more information refer to Policies **S1.1**, **S.1.2**, **S.1.3**, **S.1.4**, **S.1.5**, **S.1.6**, **S.1.7**, **S.2.1**, **S.3.1**, **S.3.1** and **S.3.3** of the adopted UDP (1995) and Policy **1.8**, **1.9**, **1.10** and **1.11** of the draft UDP (2004).

4.3 Housing Development

New housing development in the Dulwich area

consists of mainly smaller infill development. However, any major new residential development should provide a mix of dwelling sizes and types to cater for a range of housing needs as identified in the Southwark Housing Needs Survey. A mix of dwelling sizes, types and tenures promotes social diversity and balanced communities and improves access for all. Refer to Chapter 5 of the Adopted UDP (1995) and Section 4 of the draft UDP (2004) for further information on housing.

A continuous supply of affordable housing is required to meet the housing needs of the borough. Affordable housing will be secured through the use of planning agreements.

See Policy **H.1.4** of the adopted UDP (1995) and Policy **4.4** and Section **9.4** of the draft Southwark Plan (2004) for further information.

4.4 Community Facilities

Community facilities are used and shared by the local community and provide a focus for social activity and interaction. These facilities also promote social cohesion and should be protected and maintained. The Dulwich area has several community facilities including the Dulwich Picture Gallery, Kingswood House and number of schools, including Dulwich College, that allow the local community the use of their facilities.

Dulwich has a high provision of both primary and secondary schools, which are a focus for the local community. Planning applications that include proposals for new or the extension of existing school facilities should include details of how they will be used by the wider community.

5.0 Built Form

New developments should take account of the location of community facilities in the area and, where appropriate, should contribute towards improving access to these facilities for pedestrians and cyclists.

Refer to Chapter 4 of the adopted UDP (1995) and Section 2 of Part II of the draft UDP (2004) for further information.

5.1 Urban Design Requirements

The following key urban design objectives should be considered for all new developments within the Dulwich area:

- i. Local design characteristics of the existing built form should be considered in the design of new developments and should positively contribute to the appearance of the area;
- ii. New developments should take account of the existing urban grain and the scale of buildings should be sympathetic to adjoining and nearby development;
- iii. The existing building line should be followed and street elevations should respect existing heights and street proportions;
- iv. Spaces that will contribute to the public realm should be carefully designed and appropriately co-ordinated with the local area;
- v. New developments should minimise their impact on the environment through incorporating sustainable design and construction including sustainable urban drainage systems, energy efficiency, minimised water use and the recycling of waste.
- vi. All new developments that contribute to the improvement of the public realm should ensure that street furniture and signage are consistent with or an improvement on existing forms.
- vii. New developments should have safe and convenient access by foot and bicycle.

For further information, refer to the Design SPG and Policies **E.2.1**, **E.2.3**, **E.2.4** and **E.2.5** of the adopted UDP (1995) and Policies **3.11**, **3.12**, **3.14** and **3.15** of the draft Southwark Plan (2004).

5.2 Design Statements

A design statement must be submitted with planning applications for all new developments or significant alterations or extensions to existing buildings to meet the requirements of policy 3.12 of the revised draft Southwark Plan (2004). The level of detail required in the statement should correspond to the scale and complexity of the development. For developments other than residential, the statement should also include an access statement.

For further information, refer to the Design SPG and Policies **E.2.3**, **E.2.4** and **E.2.5** of the adopted UDP (1995) and Policies **3.11**, **3.12**, **3.14** and **3.15** of the draft UDP (2004).

5.3 Residential Density

Residential density standards need to ensure the most efficient use of land whilst maintaining the character of the area. A general guide for housing density within the Dulwich area is densities of 200 to 350 habitable rooms per hectare. Housing within this area should retain a more open character.

Residential Density Standards

		Car Parking Provision	2-1.5 spaces per unit	1.5 - 1 space per unit	1 to less than 1 space per unit*
		Predominant Housing Type	Detached and Semi-Detached Houses	Terraced Houses and Flats	Mostly Flats
Location	Accessibility Index	Setting			
Sites within 10 mins walking distance of a town centre	6 to 4	Central			650-1100 hr/ha 240-435 u/ha Ave. 2.7 hr/u
		Urban		200-450 hr/ha 55-175 u/ha Ave. 3.1 hr/u	450-700 hr/ha 165-275 u/ha Ave. 3.0 hr/u
		Suburban		200-300 hr/ha 50-110 u/ha Ave. 3.7 hr/u	250-350 hr/ha 80-120 u/ha Ave. 3.0 hr/u
Sites along transport corridors and sites close to a town centre	3 to 2	Urban		200-300 hr/ha 50-110 u/ha Ave. 3.7 hr/u	300-450 hr/ha 100-150 u/ha Ave. 3.0 hr/u
		Suburban	150-200 hr/ha 30-65 u/ha Ave. 4.4 hr/u	200-250 hr/ha 50-80 u/ha Ave. 3.8 hr/u	
Currently remote sites	2 to 1	Suburban	150-200 hr/ha 30-50 u/ha Ave. 4.6hr/u		

Source: GLA

Refer to Policy **H.1.7** of the adopted UDP (1995) and Policy **4.1** and Appendix 3 of the draft Southwark Plan (2004) for further information.

5.4 Building Height

New development should respect the existing height of buildings in the locality. Dulwich is not considered an appropriate location for tall buildings, nor for buildings that increase the existing building height in the locality.

5.5 Open Space

Open spaces are often vulnerable to development pressures, however, the majority of open space within Dulwich is protected from development under the Metropolitan Open Land designation. This places a general presumption against any inappropriate development on this land. Many open spaces in the Dulwich Area consist of playing fields and in exceptional circumstances development might be appropriate to upgrade or improve buildings on site or provide new ancillary facilities to ensure the viability of the site.

Any planning applications with proposals for new development on open spaces, including Metropolitan Open Land, Borough Open Land and Other Open Space should contain the following information:

- i. A full impact and feasibility study which is submitted with the application;
- ii. How the development is seen to be ancillary to the identified function of the open space;

- iii. How the completed development will not compromise the open character of the open space;
- iv. How other functions of the specified open space will not be compromised in light of the development;
- v. Evidence that there is widespread demand from the public and users of the specified facilities.

Any new development on open spaces should take into account the following design considerations:

- i. Avoid putting facilities where they will be visually intrusive or lead to a significant loss of amenity;
- ii. Ensure that there is sufficient lighting in and around the facility;
- iii. Locate facilities near to the periphery of the open space to ensure minimal detracting from the openness of the space, easy access and to maintain accessibility to all sectors of the community including the disabled, elderly and people with small children;
- iv. Ensure that the facilities are easily and safely accessible to pedestrians and cyclists.

Refer to Policies **C.5.1**, **C.5.2**, **C.5.3**, **C.5.4**, **C.5.5**, **C.5.7** of the adopted UDP (1995) and Policies **3.25**, **3.26** and **3.27** of the draft Southwark Plan (2004) for further information.

6.0 Movement and Accessibility

6.0 Movement and Accessibility

Developments should ensure that they are not increasing the use of the private car within the Dulwich area. Improved public transport capacity and infrastructure for transport that encourages people to use alternatives to the private car are fundamental to meeting sustainability objectives. Prospective developments should take full account of the following guidelines in relation to transport.

6.1 Transport Assessments

Proposed developments that will likely result in a significant transport impact will be required to provide a transport assessment which should be included as part of the sustainability appraisal in line with policy 5.2 of the revised draft Southwark Plan (2004). Traffic and public transport measures should be introduced to improve access to the Dulwich area. Prospective developments should take full account of public transport, cycling and walking options.

For more information see Policies T.1.1, T.1.2, T.2.1, T.3.1, T.3.2 and T.4.1 of the adopted UDP (1995) and Policies 3.3, 5.1, 5.2 and 5.3 of the draft UDP (2004) and the Sustainability SPG.

6.2 Parking

New developments within the Dulwich area should not exceed the car parking and cycle parking standards set out in Policy 5.6 and appendix 4 of the draft Southwark Plan (2004). These standards are in accordance with the indicative car parking standards in the London Plan.

Car Parking Standards

Predominant Housing Type	Detached and Semi-Detached Houses	Terraced Houses and Flats	Mostly Flats
Car Parking Provision	2-1.5 spaces per unit	1.5 - 1 space per unit	1 to less than 1 space per unit*

* Flat developments in areas of good public transport accessibility and/or town centres should aim for less than 1 space per unit. The needs of disabled residents will need to be taken into account in developments with low car parking provision, so that adequate spaces, either on-site or convenient dedicated on-street spaces, are identified for occupants.

Source: GLA

Safe and secure cycle parking should be provided within residential development and in public areas. Refer to policies **T.6.2** and **T.6.3** of the adopted UDP (1995) and Policies **5.6**, **5.7** and **5.8** in the draft Southwark Plan (2004).

6.3 Pedestrian and Cycle Access

The existing street pattern and pedestrian scale should be retained and pedestrian supportive design should be incorporated to achieve an improvement to public transport, safety and security and environmental quality. Where appropriate, new developments should contribute to increasing provision and improving facilities for pedestrians and cyclists throughout the SPG area.

Refer to policy **T.2.1** in the adopted UDP (1995) and **Policy 5.3** in the draft Southwark Plan (2004).



7.0 Sustainable Design

7.1 Sustainability Appraisal

A Sustainability Appraisal will be required for each new development or local project to assess its social, economic and environmental impact. The issues should be analysed through an Impact Assessment, which will inform decision-making on applications. The sustainability criteria outlined in the Sustainability SPG are the most important issues for Southwark (identified through consultation) and should be recognised when development applications within the Dulwich SPG area are being considered.

7.2 Ecology and Wildlife

Dulwich has a number of sites that are designated as Sites of Importance for Nature Conservation (SINC) illustrated in appendix 1. Moreover, Dulwich Woods has been designated by the London Biodiversity Partnership and GLA as a Site of Metropolitan Importance of which there are only two in the borough. The central part of Dulwich is covered by an extensive network of open spaces, which are home to a number of wildlife habitats and species. The open space and ecology are an important part on the character of the area and must be preserved and enhanced.

Consideration must be given to the ecology of the area when determining planning applications. All development proposals are required to demonstrate how the effects on ecology will be mitigated during construction and that the development will have no long-term detrimental impacts on the ecology of the site and its surrounds.

Refer to Policy **E.3.4** and **E.6.4** of the adopted UDP (1995) and Policy **3.1**, **3.3** and **3.28** of the draft UDP (2004) for further information.

7.3 Safety and Security

The design and layout of buildings and surrounding spaces can affect the safety and security of areas. Residential developments should have habitable rooms that overlook the street. Mixed uses in commercial centres increase the vibrancy of an area and ensure activity and passive surveillance throughout the day.

Public places and roads should be well lit and new development should promote active street frontages along the primary street frontages. Pedestrian access routes should be designed to be direct and clearly visible without blind corners or dark and secluded areas.

Refer to the Designing Out Crime SPG and Policy **3.14** of the draft UDP (2004) for further information.

7.4 Archaeology

The historic area of Dulwich Village is designated as an Archaeological Priority Zone (APZ). Planning applications affecting this site of archaeological potential should be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development as required by policy **3.19** of the revised draft Southwark Plan (2004). Development proposals will be required to preserve in situ, protect and safeguard scheduled ancient monuments and important archaeological remains and their settings, and where appropriate, provide for the permanent display and interpretation of the monument or remains.

Refer to Policy **E.5.1** of the adopted UDP (1995) and Policy **3.19** of the draft Southwark Plan for further information.



7.5 Conservation Area

Prospective developers should ensure that they consult the relevant Conservation Area Statement for the site produced by the Conservation and Design Team. These statements provide additional information and guidance for developments and design of proposals in Conservation Areas. There is a general presumption against any demolition of buildings within conservation areas. The following basic guidelines should be taken into account:

- i. **Demolition**
There is a general presumption in favour of retaining buildings, which make a positive contribution to the character or appearance of the conservation area.
- ii. **Minor Developments**
Permission has to be obtained for changes to a property in a conservation area that would normally be permitted elsewhere to ensure that any alterations do not detrimentally affect the appearance or character of the area's appearance;
- iii. **The protection of trees**
All trees within conservation areas have a level of protection as they make a significant contribution to the character of the local environment. The LPA has to be notified of any proposals to cut down, top or lop a tree to ensure that the LPA can consider the contribution that the tree makes to the character of the area and to assess if it is appropriate to protect the tree under a Tree Preservation Order.

Refer to Policies **E.4.1** and **E.4.2** in the adopted UDP (1995) and Policies **3.15** and **3.16** in the draft Southwark Plan (2004).

8.0 Key Development Areas

The focus for Dulwich Village and Herne Hill neighbourhood centres is for the continued provision of a concentration of retail and mixed uses that provide an important service to the local community through the protection and improvement of these centres and through bringing back into use retail premises within these centres.

8.1 Dulwich Village Neighbourhood Area

Within the revised Southwark Plan the vision for the Dulwich Village neighbourhood area (part one, 9.12) is for:

“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”.

Existing retail frontages should be protected and where possible upgraded and cater for the needs of local residents.

8.2 Herne Hill Neighbourhood Area

The vision for Herne Hill neighbourhood area in the revised Southwark Plan is for a:

“Vibrant neighbourhood providing essential services for local people”.

Proposed development in Herne Hill should seek:

- i. to generally encourage residential uses above the shops;
- ii. to protect the cohesive shopping frontages and façades;

- 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; and
- v. to encourage investment in existing buildings and the public realm to maintain the local character, permeability and safety of the area.

Key goals for development in Dulwich and Herne Hill neighbourhood areas are set out in part 1 sections 9.12 and 9.13 respectively of the draft UDP (2004). General guidance for development in neighbourhood areas is set out in Policy 1.2.

8.3 Guidelines for Dulwich and Herne Hill Neighbourhood Areas

The following guidelines are intended to support these neighbourhood areas as places for employment uses, where enterprise is facilitated and encouraged. All new developments within these neighbourhood areas should adhere to the following guidelines and requirements:

Guidelines:

- i. Retail uses should be retained in the area to ensure a choice and range of local services with the upper floors being utilised for residential or commercial use. Amenity issues should be taken into account;
- ii. Changes of use from retail should be resisted. These uses should be upgraded and improved to cater for current and future local residents;
- iii. Mixed uses are encouraged in neighbourhood areas to discourage increased traffic movement in the area and to add to the vibrancy of the centre;



- iv. Developers should ensure that densities are sufficient in neighbourhood areas to increase the vitality of the area;
- v. All new commercial developments should ensure that they contribute to enabling efficient movement of people and goods to, from and within the centre;
- vi. Ground floor frontages should respect the existing character of the local centre and should be active where possible, being designed to engage and attract pedestrians;
- vii. New developments should contribute to improving the public realm including creating vibrant areas for people to congregate and interact, associating them with public crossings and environmental improvements;
- viii. Any development of shop frontages in the local centres should maintain a small scale in keeping with the area's existing character and should be consistent with the design of surrounding retail uses.
- ix. Public places should be well lit and new development should promote active street frontages

For more information refer to Policies **S.1.1, S.1.2, S.1.3, S.1.4, S.1.5, S.1.6, S.1.7, S.2.1, S.3.1, S.3.1** and **S.3.3** of the adopted UDP (1995) and Policies **1.8, 1.9, 1.10** and **1.11** of the draft UDP (2004).

8.4 Kingswood Estate

The Kingswood Estate has a number of protected shopping frontages situated in the centre of the estate on Seeley Drive, opposite Kingswood House. This area of shops has the potential to provide an important resource for the local residents. However, currently many of the shops are vacant and the area is under-utilised. Proposals for developments in this area should retain and consolidate the existing retail uses with the upper floors being utilised for residential or commercial use. Clearer links need to be made to Kingswood House, to complement the use of this valuable community facility with commercial activity.

9.0 Planning Obligations

Below is a guide to the types of planning obligations that may be sought within the Dulwich SPG area. This is intended to be a guide and is in no way exhaustive or mandatory. Each agreement will be made on a case by case basis and must fairly and reasonably relate to the proposed development.

Development may have a direct impact upon the character of Dulwich as described throughout this SPG. Developments with adverse impacts that cannot be addressed by planning conditions may be required to provide section 106 contributions:

Transport

- i. For improvements to public transport infrastructure or accessibility;
- ii. for highway improvements to ease pressure on highway network;
- iii. for off-site promotion and support of walking including highway works, creation of new routes and safety and security measures or on-site provision of new pedestrian routes.

Environment

- iv. towards the mitigation of adverse impacts on the environment and anti-pollution measures;
- v. towards the management of waste;
- vi. towards mitigation against adverse impacts on water resources and/or quality;
- vii. towards public realm improvements;
- viii. towards off-site works to address safety and security matters;
- ix. towards links to or improvement of existing open space;
- x. to attract and sustain biodiversity.

Community

- xi. towards public art

For more details on planning agreements see Policy 2.5 Planning Agreements and Appendix 4 of the draft Southwark Plan 2004 and the SPG: Planning Obligations.

10.0 Sources of Additional Information

10.0 Sources of Additional Information

A copy of the adopted 1995 Unitary Development Plan, the Second Draft Deposit of the Southwark Plan and Supplementary Planning Guidance can be viewed on our website, www.southwark.gov.uk/udp under the heading "Publications".

10.1 List of Other Supplementary Planning Guidance

The following Supplementary Planning Guidance should be read in conjunction with this guidance:

Life Chances

- Planning Obligations

Clean and Green

- Access and Facilities for People with Disabilities
- Archaeology
- Design
- Designing Out Crime
- Heritage Conservation
- Open Space
- Outdoor Advertisements and Signage
- Parking
- Resources
- Shopfront Design
- Sustainability
- Telecommunications

Housing

- Affordable Housing
- Residential Design Standards

10.2 Contact Information

For further information on this SPG or the Southwark Unitary Development Plan, please contact:

Sarah Beuden

Planning Policy and Regeneration Officer
Southwark Council
Regeneration Department
Chiltern
Portland Street
London
SE17 2ES

Tel 020 7525 5345

Email sarah.beuden@southwark.gov.uk

For further information on development control and planning applications, please contact:

Duty Planner

Southwark Council
Regeneration Department
Chiltern
Portland Street
London
SE17 2ES

Tel 020 7525 5438

Office Hours: 10am – 4pm Mon-Fri

For further information on the Dulwich Estate Scheme of Management, please contact:

The Dulwich Estate

The Old Grammar School
Burbage Road
Dulwich
SE21 7AF

Tel: 020 8693 2400

Office Hours: 10am – 12pm Mon-Fri

11.0 Appendices

1	List of Southwark Council Planning Policies	20
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3	Public Transport Accessibility Levels (PTAL) for Dulwich	23

Appendix 1

List of Southwark Council Planning Policies

The following policies are of particular relevance to the Dulwich SPG.

Southwark Unitary Development Plan 1995 (adopted)

Policy R2.2	Planning Agreements	Policy C.7.1	Accessibility
Policy E.1.1	Safety and Security in the Environment	Policy C.7.2	Safety and Security
Policy E.2.1	Layout and Building Line	Policy H.1.3	New Housing
Policy E.2.2	Heights of Buildings	Policy H.1.4	Affordable Housing
Policy E.2.3	Aesthetic Control	Policy H.1.5	Dwelling Mix of New Housing
Policy E.2.4	Access and Facilities for People with Disabilities	Policy H.1.7	Density of New Residential Development
Policy E.2.5	External Space	Policy H.1.8	Standards for New Housing
Policy E.3.1	Protection of Amenity	Policy H.1.9	Housing Infrastructure
Policy E.3.2	Environmental Assessment	Policy H.1.10	Provision of Housing to Mobility and Wheelchair Standards
Policy E.3.4	Upgrading the Environment	Policy H.2.1	Rehabilitation and Improvement of Housing
Policy E.6.3	Protection and Creation of Sites of Ecological Importance	Policy H.4.1	Housing for Special Needs Groups
Policy E.6.4	Local Nature Reserves and Sites of Nature Conservation	Policy B.1.2	Protection Outside Employment Areas and Sites
Policy C.1.1	Premises for Community Facilities	Policy B.2.4	Small Scale Industry and Offices
Policy C.1.3	Retention of Existing Community Facilities and Public Buildings	Policy B.3.1	Access for People with Disabilities
Policy C.2.2	Health, Social and Educational Facilities	Policy B.3.2	Employment Facilities and Conditions
Policy C.4.1	Protection of Existing Recreational Facilities	Policy S.1.1	Secondary Shopping Frontages
Policy C.4.2	New Leisure and Recreational Facilities	Policy S.3.1	Customer Facilities
Policy C.5.1	Open Space Provision	Policy T.1.1	Locally Based Facilities
Policy C.5.2	Protection of Play Spaces and Facilities for Children	Policy T.2.1	Measures for Pedestrians
Policy C.5.3	Community Open Space	Policy T.3.1	Safeguarding and Improving the Quality of Public Transport Services and Facilities
Policy C.5.4	Protection of Private and Public Urban Open Space	Policy T.4.1	Measures for Cyclists
Policy C.4.1	Protection of Existing Community Facilities and Public Buildings	Policy T.5.1	Traffic Restraint
		Policy T.5.5	Traffic Management and Road Safety
		Policy T.6.3	Parking Spaces in New Developments

Proposal Map Designations Revised Southwark Plan 2004 (second draft deposit):**Tackling Poverty and Encouraging Wealth Creation**

- Dulwich Local Centre
- Herne Hill Local Centre

Environment

- Metropolitan Open Land
- Borough Open Land
- Other Open Space
- Sites of Importance for Nature Conservation
- Conservation Areas
- Archaeological Priority Zone

Housing

- Suburban Zone (South)
- Suburban Zone (North)

Revised Draft Southwark Unitary Development Plan 2004 (second draft deposit)

Policy 1.2	Local Policy Areas – Dulwich Village and Herne Hill	Policy 3.10	Efficient use of Land
Policy 1.5	Mixed Use Developments	Policy 3.11	Quality in Design
Policy 1.6	Small Business Units	Policy 3.12	Design Statements
Policy 1.7	Live-Work Units	Policy 3.13	Urban Design
Policy 1.8	Location of Retail Provision	Policy 3.14	Designing Out Crime
Policy 1.9	Change of use and new development within town centres	Policy 3.22	Important Local Views
Policy 1.10	Change of use within protected shopping frontages	Policy 3.23	Outdoor Advertisements
Policy 1.13	Arts, Culture and Tourism Facilities	Policy 3.24	Telecommunications
Policy 2.1	Enhancement of Community Facilities	Policy 3.26	Borough Open Land
Policy 2.2	Provision of new Community Facilities	Policy 3.28	Biodiversity
Policy 2.4	Educational Deficiency – Provision of new Educational Establishments	Policy 4.1	Density of Residential Development
Policy 2.5	Planning Agreements	Policy 4.2	Quality of Residential Development
Policy 3.1	Environmental Effects	Policy 4.3	Mix of Dwellings
Policy 3.2	Protection of Amenity	Policy 4.4	Affordable Housing
Policy 3.3	Sustainability Appraisal	Policy 4.5	Wheelchair Affordable Housing
Policy 3.4	Energy Efficiency	Policy 4.6	Loss of Residential Accommodation
Policy 3.5	Renewable Energy	Policy 4.7	Non Self-Contained Housing for Identified User Groups
Policy 3.6	Air Quality	Policy 5.1	Locating Developments
Policy 3.7	Waste Reduction	Policy 5.2	Transport Impacts
Policy 3.8	Waste Management	Policy 5.3	Walking and Cycling
Policy 3.9	Water	Policy 5.6	Car Parking
		Policy 5.7	Parking Standards for the Mobility Impaired
		Policy 5.8	Other Parking

Figure 1

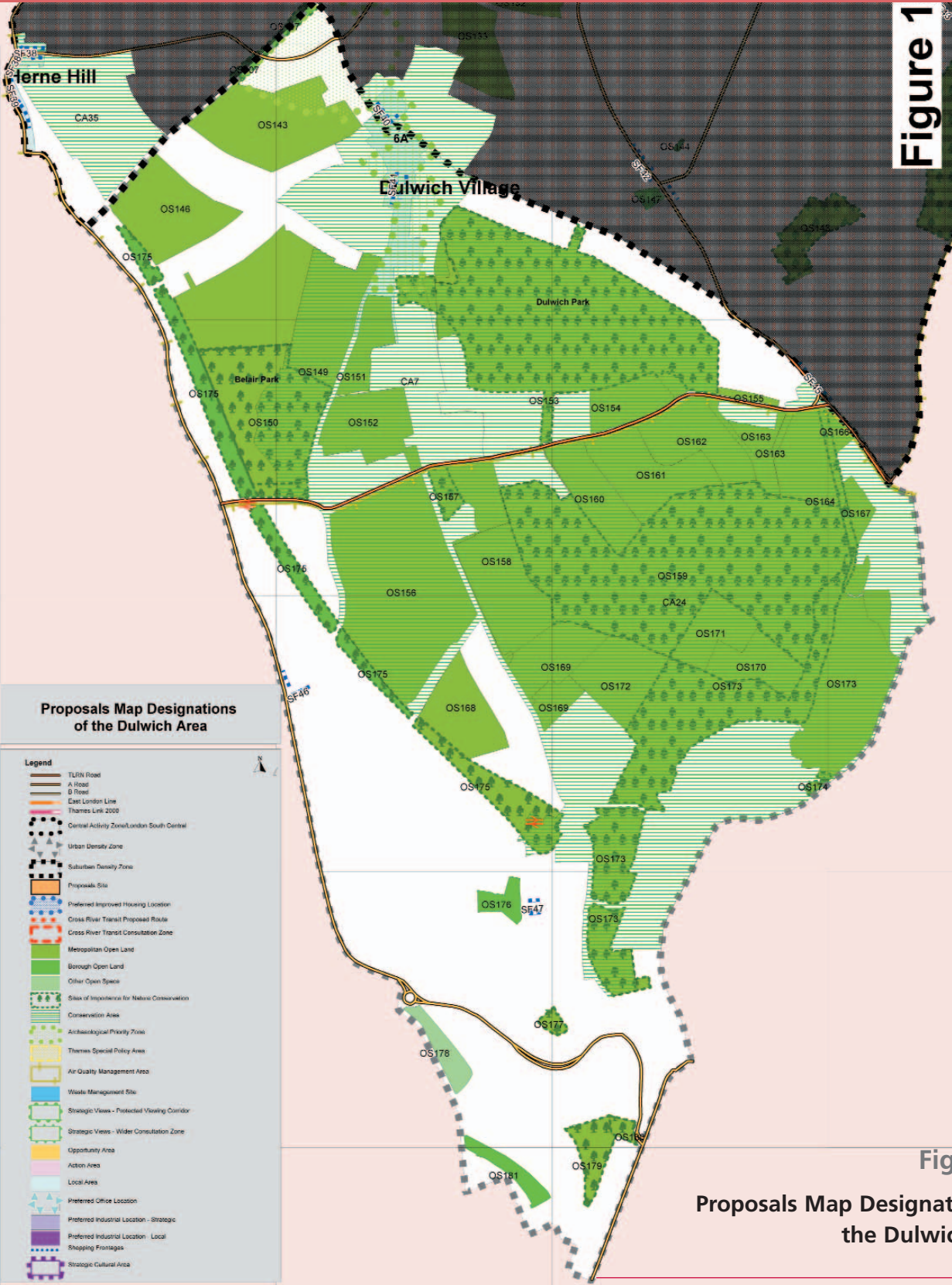
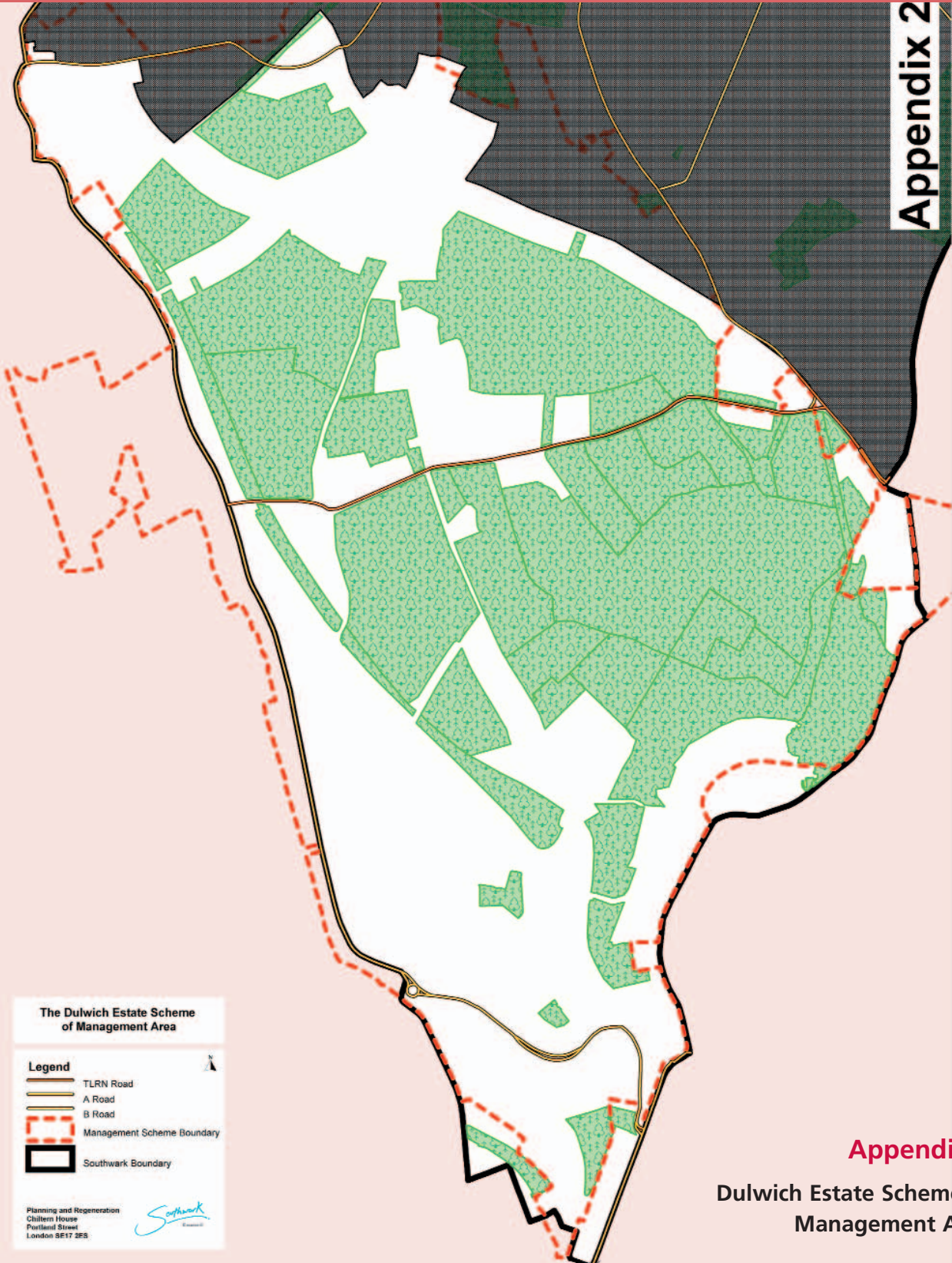


Figure 1.
Proposals Map Designations of the Dulwich Area



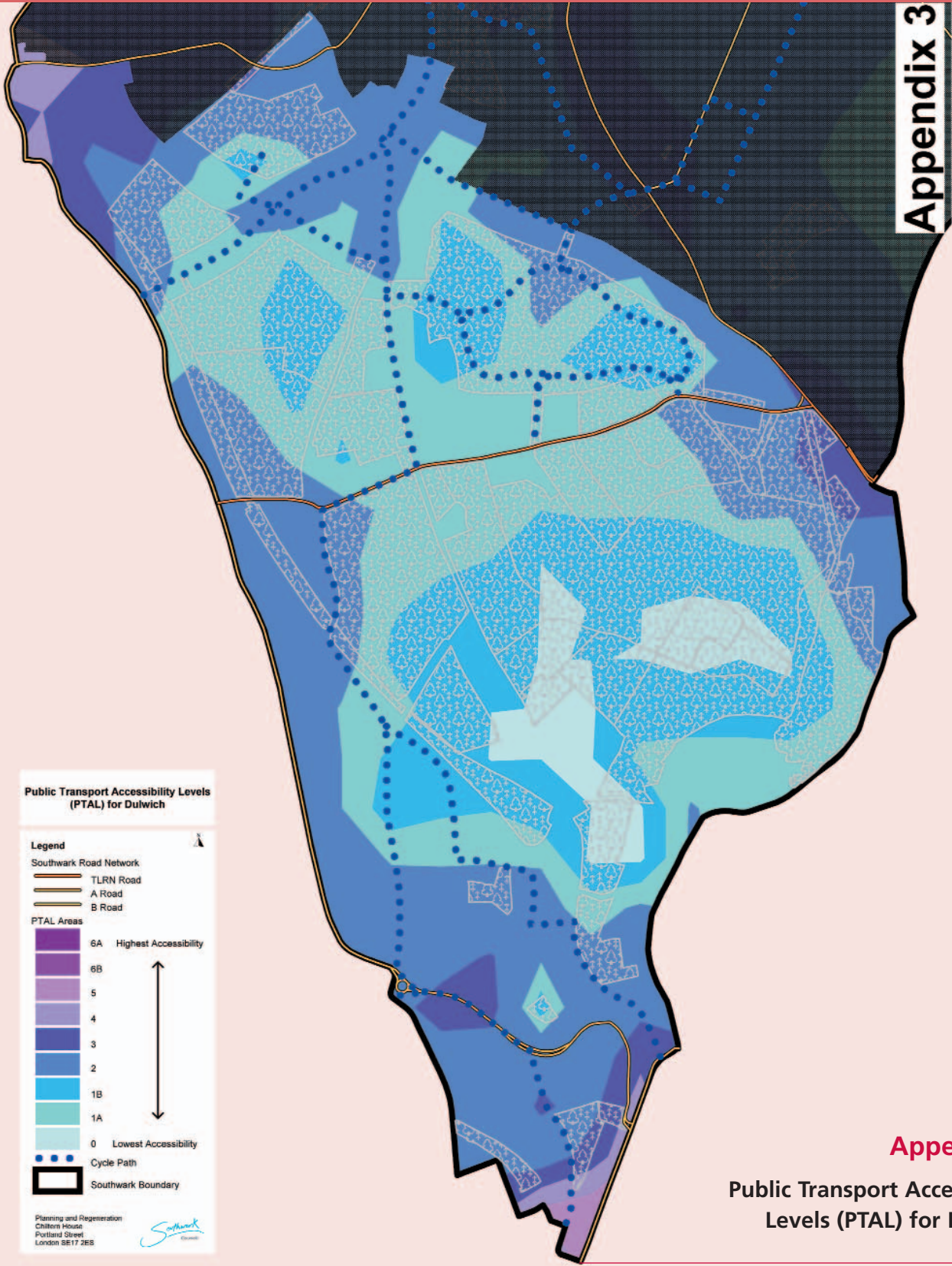
The Dulwich Estate Scheme of Management Area

Legend

- TLRN Road
- A Road
- B Road
- Management Scheme Boundary
- Southwark Boundary

Planning and Regeneration
Chiltern House
Portland Street
London SE17 2ES

Appendix 2
Dulwich Estate Scheme of Management Area



Appendix 3
Public Transport Accessibility Levels (PTAL) for Dulwich

