

Cabinet

Tuesday 20 March 2012

4.00 pm

Ground Floor Meeting Room GO1A, 160 Tooley Street, London
SE1 2QH

Supplemental Agenda No. 4

List of Contents

Item No.	Title	Page No.
7.	Four Squares Estate Options Appraisal Officer amendment to paragraph 70 of the report.	1
13.	Elephant and Castle Supplementary Planning Document / Opportunity Area Planning Framework Table of proposed final amendments to the SPD.	2 - 3

Contact

Paula Thornton 020 7525 4395 or Everton Roberts 020 7525 7221

Paula.thornton@southwark.gov.uk; everton.roberts@southwark.gov.uk

Webpage: <http://www.southwark.gov.uk>

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ITEM 7 – FOUR SQUARES ESTATE OPTIONS APPRAISAL

Amendment to paragraph 70 of the report (as highlighted in bold)

The programming and marketing of the voids for sale will be undertaken by the council's property team who will manage **the process, which is likely to require the procurement of** appropriately qualified and experienced estate agents who will be instructed to maximise the value of the individual units through professional and targeted sales and marketing. **The intention is to achieve sales to owner occupiers rather than commercial landlords. Targeted disposal of void properties to specific housing providers e.g. housing association will also be considered, although this may require specific consent from the Secretary of State.** Asking prices and eventual sale prices will be set in conjunction with these appointed agents but the overall authority to dispose will be reserved to the head of property. Sales will only be achieved where they achieve market value.

Table showing final amendments to the SPD

Proposed final amendments to the SPD (Appendix A) are shown in red. Tracked changes shown in black are already incorporated in the version of Appendix A that was circulated with the agenda papers.

Policy/ paragraph	Proposed change	
Paragraph 4.1.3 (page 25)	Walworth Road, provides a more mixed retail offer but is currently disconnected from the Elephant and Castle by the gap in the frontage between the Old Town Hall and the shopping centre. Our strategy is to integrate Walworth Road and Elephant and Castle more effectively, to boost footfall between the two and help them support one another. <u>The Walworth Road project has helped improve the shopping environment to the south of the Old Town Hall. Public realm improvements at the northern end of Walworth Road can help support new and existing shops in this area.</u>	Reflects amendment requested by EAN
SPD11 (page 38)	<ul style="list-style-type: none"> ➤ We will work with TfL, developers and other stakeholders to provide a high quality network of pedestrian and cycle routes in the opportunity area. ➤ Development in the opportunity area should: <ul style="list-style-type: none"> • Provide convenient, direct, safe, and attractive pedestrian and cycle links which follow desire lines and incorporate the links shown on Figures 11 and <u>on the diagrams showing indicative proposals in section 5 42.</u> 	Amendment to ensure the SPD is consistent with the proposed deletion of Figure 12.
New para 4.4.5a (page 40)	<u>Our Transport Plan 2011 commits to making Southwark a 20mph borough. Our core approach to reducing road danger is to reduce vehicle speeds. This has been pursued through the introduction of 20mph zones and limits across the borough. The intention is that Southwark be a 20mph borough, so the default maximum traffic speed in the borough would be 20mph, with any streets with a higher maximum speed limit being the exception to this rule. We will look at all options to achieve this, such as physical traffic calming, limits, and average speed cameras (once these become more widely available).</u>	Reflects amendment requested by EAN
Para 4.5.6c (page 45)	<u>There are three conservation areas in the opportunity area, St George's Circus, West Square and Pullens estate and we are also proposing to designate two additional conservation areas: Larcom Street and Elliott's Row. Walworth Road has some listed buildings and many buildings which have the potential to be locally listed or are of townscape merit. We do not currently have the evidence to justify designation of a conservation area on Walworth Road. However, this does not preclude a possible conservation area coming forward in the future and when a stronger case can be made for its designation.</u>	Reflects amendment requested by EAN
Figure 16 (page 52)	<u>Add green route between Liverpool Grove and Sutherland Square, via MacLeod Street.</u>	Reflects amendment requested by EAN
New para 4.7.3a (page 57)	<u>The strategic transport tariff we are applying through this SPD will help fund these improvements. It will be calculated using the gross internal area (GIA) of the development and will apply only to the net additional floorspace i.e. the total proposed floorspace for each chargeable use identified in SPD20 minus the total floorspace in use for each chargeable use in existing buildings to be retained or redeveloped on the application site in question.</u>	Amendment requested by GLA
SPD22 (page 63)	<ul style="list-style-type: none"> ➤ Development should help facilitate the following improvements: <ul style="list-style-type: none"> • Provision of strong east-west routes for pedestrians and cyclists through the shopping centre and railway viaduct. 	Amendment to ensure the SPD is consistent

Policy/ paragraph	Proposed change	
	<ul style="list-style-type: none"> • A north-south route to the shopping centre which provides a strong link to the northern end of Walworth Road. • Removal of subways and creation of new pedestrian/cyclist crossings on key desire lines. • Improvements to the Northern Line ticket hall and capacity between there and platforms. • Addressing bus-on-bus congestion at stops, and providing sufficient footway space for waiting bus passengers. • Explore the opportunity to creating a bus-only street in London Road and reverting St George's Road to two-way operation. 	with the proposed amendment to SPD10.
Figure 28 (page 88)	Add green route between Liverpool Grove and Sutherland Square, via MacLeod Street	Reflects amendment requested by EAN
Paras 6.5.7 (page 120)	<p>Because the work required to deliver strategic transport improvements needs to start in 2012, the public sector will provide any forward funding required before s106/CIL funding can be collected. After 2013, the strategic transport tariff set out in SPD20, collected through CIL, will be used to recoup all or a substantial part of the public sector outlay in mitigating the impact of development. Together with TfL we are considering the phasing of these works. It is likely that the improvements would be funded initially by the public sector which would then be reimbursed from s106 planning obligations and CIL over the plan period.</p>	Amendment requested by GLA
Table A4.1, column 4, (page 128)	<u>£96m for 3 additional lifts</u>	Amendment requested by GLA