

COMMUNITY COUNCILS

A voice for your community

Dulwich Community Council

June 3 2009

7.00 pm

Christ Church, 263 Barry Road, London SE22 0JT

Membership

Reserves

Councillor James Barber
Councillor Toby Eckersley
Councillor Robin Crookshank Hilton
(Vice-Chair)
Councillor Michelle Holford
Councillor Kim Humphreys
Councillor Jonathan Mitchell
Councillor Lewis Robinson
Councillor Richard Thomas
Councillor Nick Vineall (Chair)

INFORMATION FOR MEMBERS OF THE PUBLIC

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Contact

Beverley Olamijulo
Phone: 020 7525 7234
E-mail: beverley.olamijulo@southwark.gov.uk
Council Website: www.southwark.gov.uk

Members of the committee are summoned to attend this meeting

Annie Shepperd
Chief Executive



Dulwich Community Council

Wednesday June 3 2009
7.00 pm
Christ Church, 263 Barry Road, London SE22 OJT

Order of Business

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	MATTERS FROM PREVIOUS MEETING	
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7.	MATTERS ARISING FROM THE PREVIOUS MEETING NOT COVERED ELSEWHERE ON THE AGENDA	
	MAIN BUSINESS	
8.	DEPUTATIONS/PETITIONS (IF ANY) (7.10PM)	
9.	CROSS BOUNDARY ISSUES NOT COVERED ELSEWHERE ON THE AGENDA (7.10PM)	
10.	REPORTS FROM THE POLICE (SNT) TEAMS AND DULWICH COMMUNITY WARDENS (7.15PM)	

SNT updates on ward panel priorities and general policing issues which can be raised at this point in the meeting

11. ANNOUNCEMENT OF SUCCESSFUL CLEANER GREENER & SAFER (CGS) BIDS - 2009/10 (7.25PM)

12. ANNOUNCEMENT OF SUCCESSFUL COMMUNITY FUND BIDS (7.30PM)

13. SOAP BOX SESSION / PUBLIC QUESTION AND ANSWER TIME (7.35PM)

Opportunity for members of the public to raise issues and ask questions on matters not covered on the agenda.

BREAK (7.40PM)

Police officers and community wardens are available during the break to discuss individual cases

14. DULWICH SUPPLEMENTARY PLANNING DOCUMENT (SPD) AND CORE STRATEGY - CONSULTATION (7.50PM)

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Officers' presentation on

- the SPD and Core Strategy
- officer's response to written representations received
- issues raised at DCC on April 1, 2009 concerning specific sites (e.g. Dulwich Police Station site, Velodrome site and Dulwich Community Hospital), boundary issues, Lordship Lane shops and frontage class percentages, and Urban/suburban densities (***further information to follow***)

15. MEMBERS' DECISIONS (REPORT TO FOLLOW) (8.50PM)

Members to consider any follow up actions or decisions, which have arisen from the previous meeting or items, discussed during the meeting.

- Local parking amendments – 430 & 473 Lordship Lane, SE22 (***report to follow***)

16. CLOSING COMMENTS BY THE CHAIR (9.00PM)

Dates of meetings 2009/10

Main meetings

Wed 3 June 2009

Tue 7 July 2009

Tue 22 September 2009

Wed 28 October 2009

Mon 14 December 2009

Wed 3 February 2010

Thur 25 March 2010

Planning meetings:

Tue 16 June 2009

Thur 9 July 2009

Mon 7 September 2009

Thur 1 October 2009

Tue 10 November 2009

Thur 3 December 2009

Wed 13 January 2010

Mon 22 February 2010

Thur 18 March 2010

DULWICH COMMUNITY COUNCIL MEMBERSHIP

Councillor Nick Vineall (Chair)

Councillor Robin Crookshank Hilton (Vic
Chair)

Councillor James Barber

Councillor Toby Eckersley

Councillor Michele Holford

Councillor Kim Humphreys

Councillor Jonathan Mitchell

Councillor Lewis Robinson

Councillor Richard Thomas

DATE OF DESPATCH: MAY 26 2009

INFORMATION TO MEMBERS OF THE PUBLIC

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17. DISTRIBUTION LIST

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Date: Date Not Specified



TAKEnote

Dulwich Community Council



Minutes Agreements Form

southwark.gov.uk/communitycouncil

Date	Wednesday 29 April 2009
Venue	Herne Hill Baptist Church, Half Moon Lane, London SE24 9HU
Start time	7.00pm
Finish time	9.50pm
In attendance	Cllrs, Nick Vineall (Chair), Robin Crookshank Hilton (Vice chair), James Barber, Toby Eckersley, Kim Humphreys, Jonathan Mitchell, Lewis Robinson and Richard Thomas.
Absent	Cllr Michelle Holford
Apologies received	Cllr Michelle Holford Cllrs, James Barber and Jonathan Mitchell submitted their apologies for lateness
Urgent items	None received.
Members' interests and dispensations	The following Members declared personal and non prejudicial interests in respect of item 11: Cllrs Robinson and Crookshank Hilton – concerning the Livesey Museum and the Dulwich War Memorial Cllr Thomas – as a member of Southwark Cyclists and parent of Goodrich Community Primary School

Public questions raised	
	<p><i>There were no soap box questions.</i></p> <p>The following announcements were made under soap box:</p> <ul style="list-style-type: none"> • Seed and Plant Workshop on Sun May 17 2009 at East Dulwich Community Centre, Darrell Rd, SE22 • Dulwich Festival – events from Fri May 8 until Sun May 17 2009 www.dulwichfestival.co.uk • Bloom in Dulwich – part of London in Bloom – deadline for entries to the competition is Fri June 12 2009

Summary of the decision or action
<p>The following is a summary of the decisions and actions taken at this meeting.</p> <p>The item number relates to the agenda item number where possible.</p> <p>Clarification or queries on any points should be raised in the first instance with Beverley Olamijulo on 020 7525 7234</p>

Item no.	Summary of the actions and Decisions	Action by
5.	<p>Chair's announcement</p> <p>DCC notes:</p> <p>i) The Dulwich Supplementary Planning document was approved at the main planning committee and executive subject to public consultation.</p> <p>ii) DCC on 3 June will consider both the Dulwich SPD and Core Strategy document.</p>	
6.	<p>Minutes from the previous meeting held on 1 April 2009</p> <p>DECISION: The Minutes of the Dulwich CC meeting held on Wed 1 April 2009 were approved as an accurate record of the meeting subject to the following amendments below:</p>	DCC Cllrs

	<p>i) Response to a public question concerning disabled parking bays along Dulwich Plough to Goose Green should read:</p> <p>Local ward councillors (Cllr Thomas and Mitchell) advised that the East Dulwich ward Councillors recently concluded a parking survey for the area. As soon as the results become available residents will be notified.</p> <p>Disabled parking will also form part of this process. If there is a particular need or request for a disabled parking bay – the local Cllrs will explore other ways of doing this in conjunction with officers in parking.</p> <p>ii) Dulwich Projects Banks (<i>omitted from the Minutes</i>): DCC recommended approval of one application submitted for the area which is to go into the project bank. Officers mentioned that there will be another opportunity for bids to be submitted in future.</p>	
8.	<p>Deputations /Petitions None were received.</p>	
9.	<p>Cross boundary issues None were identified.</p>	
10.	<p>Reports from the Police safer neighbourhood teams and & Dulwich community update on community safety issues</p> <p>DCC received updates from the Safer Neighbourhood Teams (SNTs) concerning policing matters, ward panel meetings and priorities for this month.</p> <p>East Dulwich Sgt Jackson stated most priorities from the previous month remain the same.</p> <p><u>Ward priorities</u></p> <ul style="list-style-type: none"> • Youth engagement – looking at new avenues for community engagement – asking for ideas through local magazine • Burglaries – a reduction by half from previous months • Ward panel meeting – May 16 2009 at East Dulwich Police Station <p>Sgt Jackson agreed to look into issues concerning bicycle theft in the area – a resident explained that he reported to the police that his bike was stolen; unfortunately it was not treated with any urgency.</p>	

Village

Sgt Jenkinson presented

Ward priorities

- Following the ward panel meeting on April 7 09 the team changed their priority to motor vehicle crime because of a sudden increase in this type of theft
- Increase in robberies – plain clothes police officers on bikes are operating in the area as a result five arrests relating to bike theft and motor vehicle theft were made
- Bike theft – check details on Met Police website – register your bike for free on the national Immobilise website www.immobilise.com provide the bicycle model make and frame number once registered if it ever gets stolen you update the website and report theft to the Police – your bike has a better chance of being recovered or traced
- In addition to priorities the Southwark Council's chief executive visited East Dulwich Police Station to view the way officers work
- On May 18 – there will be an extra police officer joining the team shortly
- Operation community payback - any projects (e.g. painting or grass cutting) which need doing - contact Village SNT

College

PC Aiveen McManus (College ward) explained that following the ward panel meeting on April 6 most priorities remain the same.

Ward priorities

- Anti social behaviour with groups loitering around the Croxted Rd Estate – SNT have increased patrols
- SNT organised a weapons free day on the Croxted Rd Estate
- Park Hall Rd – regular patrols taking place because many shops in the area have been victims of crime
- Three arrests were made this month for offences relating to grievous bodily harm and serious assault including one with an Asbo

	<ul style="list-style-type: none"> College SNT work closely with Lewisham Met Police <p>Cllr Lewis Robinson thanked PC McManus for the work the team did to deal with a serious situation in Lordship Lane. As a result things are a lot calmer now.</p>	
11.	<p>Cleaner greener safer programme</p> <p>Todd Strehlow (environment & housing) presented all 87 CGS applications which made the shortlist. Some applicants were present and spoke about their individual projects.</p> <p>It was agreed that CGS funding within the DCC area would be split amongst the three wards. Local ward councillors agreed to meet separately to go through the shortlisted bids.</p> <p>DECISION: DCC notes the successful CGS schemes will be announced at a future meeting.</p>	DCC Cllrs
12.	<p>Dulwich Pride of Place</p> <p>The chair mentioned the Chief Executive spent a day with local ward councillors visiting various sites within the Dulwich CC area – e.g. Dulwich Community Hospital, East Dulwich Police Station, Kingswood Estate, Touchline, and the Herne Hill area. Due to another commitment the chief executive conveyed her apologies and agreed to attend a future DCC meeting.</p>	

<p>14. Executive decision</p>	<p>Members' decisions</p> <p>Local Parking amendments</p> <p>DECISIONS: DCC approved the local parking schemes (except Lordship Lane) set out in the appendices of the report for implementation subject to the outcome of any necessary statutory procedures.</p> <p>This should be subject to:</p> <ol style="list-style-type: none"> 1. All new signage being mounted on walls or on the short posts adjacent to garden walls rather than on full size posts at the kerbside where feasible. 2. Members decided to defer the report on Lordship Lane Nos. 473 & 430 based on expressed concerns regarding disabled parking bays not being permitted on the land itself (Sunderland Court) instead of Lordship Lane Estate. <p>ACTION: Officers need to provide a response to these issues at the next DCC meeting.</p>	<p>Michael Herd/ Tim Walker</p>
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The information included in this form, together with the attached notes, form the minutes from the above meeting and have been agreed as a true and accurate recording of that meeting. Any necessary amendments shall be detailed in the **Summary of Actions** held at the Town Hall by the relevant Community Councils Development Officer.

Chair..... **Date**.....

TAKE note

Dulwich Community Council



Notes from the meeting on Wednesday April 29 2009
Herne Hill Baptist Church, Half Moon Lane,
London, SE24 9HU

Issue no. 25

www.southwark.gov.uk/yourcommunity

Your next Dulwich Community Council meeting is on:
Wednesday June 3 2009

Main items discussed at this meeting:

- Cleaner greener safer programme
- Dulwich Community Project Bank
- Dulwich Supplementary planning guidance



Cleaner greener safer programme 2009/2010

Todd Strehlow from environment and housing presented all of the 87 bids which met this year's shortlist for the Cleaner Greener Safer funding programme. Representatives from various community groups /residents associations were present to speak about their submitted bids.

Some of the Representatives at the meeting include:

- Theatre Peckham – offer workshops and classes for young people to engage gain confidence and develop their skills
- PC Richards spoke about Bradbury Oak House which had a series of break-ins – to provide better security and create a sense of ownership (raise gates and plant hedges)
- Ian Adams – provide a security gate for residents at Melford Rd and Lordship Lane giving them right of access at all times
- Michelle Pearce representing Dulwich Cricket club – to improve the frontage of the club which is quite unpleasant
- Victor Gillick – seeking funding for the installation of a number of bollard style lights on footpath along the sides of Little Bornes - footpath is considered unsafe after dark
- Shirley Plummer – provide security lighting and gates for Croxted Road Estate
- Marilyn Donohue encourage schools/restaurants to recycle food waste

- Robert Johnson – provide outdoor equipment in Dulwich Park
- Glen Abbott – representing Stradella & Springfield Residents' Assoc. TRA – clear up grot spots around car park – behind Nos. 12 – 24 Herne Hill
- John Brunton representing the Herne Hill Society – improvements to path/footways along the parade of shops - 27 - 147 Half Moon Lane
- David Smart 'Dulwich going greener' Model allotments in Rosebery Lodge in Dulwich Park
- Angela Wilkes representative of Friends of Belair Park – hoping to secure funding for planting of native shrub hedgerow and wildflower mix around the perimeter of Belair Park
- Representatives from Delawyck Community Garden - replace the old rose bed with a new community garden where residents and families can design, plant and look after the garden encouraging social cohesion as well as providing a greener environment

The chair thanked those representatives who attended the meeting. The Announcement of successful CGS bids will be given at a separate Dulwich CC meeting (Jun/July 09).

For more information contact James Salkeld on 020 7525 0871 or email james.salkeld@southwark.gov.uk



Dulwich

Dulwich Supplementary planning document (SPD)

The draft Dulwich Supplementary Planning Document was approved at the main planning committee (March 31 09) and executive (April 28 09) subject to public consultation.

Dulwich Community Council on June 3 2009 will consider the Dulwich SPD and Core Strategy document all comments on the SPD should be referred to the planning policy team by email planningpolicy@southwark.gov.uk

For more information contact Alison Squires on 020 7525 5471

Dulwich Community Project Bank

Officers were available at the meeting to confirm that there is only one application submitted for the area which is for a Community Centre and Multi Use Games Area at the new Dulwich Community Hospital site which has been recommended to sit on the project bank. There will be another opportunity for bids to be submitted in future.

For more information contact Yvonne Sampoh on 020 7525 4929 or email yvonne.sampoh@southwark.gov.uk



Part of London in Bloom

Southwark in Bloom is back for 2009, so whether you're a keen gardener or you want to nominate someone else's garden, it's time to help us find our borough's brightest spaces. You can apply or nominate your neighbour, community garden, school or local business, and this year there's a new award for best housing estate.

Competition categories include:

- Best wildlife friendly garden
- Best front garden

- Best balcony or container garden
- Best community area
- Best school garden

The deadline for entries to the competition will be **Friday June 12 2009**.

For more information contact: southwarkinbloom@southwark.gov.uk or telephone 020 7525 0868

Your next Dulwich Community Council meeting is on Wednesday June 3 2009 from 7pm at Christ Church, 263 Barry Road, London SE22 7LP

General topics up for discussion at the next meeting will include: Updates from the Police Safer neighbourhood teams and Community Wardens and discussion about Southwark's Planning policy documents plus much more...

Please come along to the meeting and have your say. Everyone is welcome.

www.southwark.gov.uk/yourcommunity



DULWICH COMMUNITY COUNCIL REPORTS

- Core Strategy
- Dulwich Supplementary Planning Document

Item No.	Classification: Open	Date: June 3 2009	Meeting Name: Dulwich Community Council
Report title:		Core Strategy Preferred Options	
Ward(s) or groups affected:		All	
From:		Alison Squires, Planning Policy Team Leader	

WHAT IS THE CORE STRATEGY?

The core strategy is the overall planning document that sets out how new development will take place in Southwark up until 2026. This document applies to the whole borough and has area specific information on Herne Hill town centre, Dulwich town centre and Lordship Lane town centre.

It will set out the kind of place we want Southwark to be, showing the areas where growth will occur; the areas we want to protect such as open spaces and locations for employment uses; and our approach to maintaining a stable and balanced community through the delivery of schools, affordable housing and leisure facilities.

The Core Strategy will affect everyone living, working and visiting Southwark and so it is important that you let us know what you think of this plan. It will replace many parts of the Southwark Plan and cover the same topics, including:

- What different places in the borough, such as Elephant and Castle, London Bridge, Peckham, Nunhead, Canada Water, Dulwich and Aylesbury should be like in the future
- How much affordable and private housing we will require in different areas
- How much family housing we will require
- Where new shops, schools, health centres, religious centres, community centres and leisure facilities should be
- Where we will protect employment areas and where new jobs will be created
- The open spaces we will protect
- Transport including walking, cycling, public and river transport, and driving
- How we will make sure new development is environmentally friendly

THE PREFERRED OPTIONS REPORT

We are currently at the second stage of preparing the Core Strategy. The first stage involved consulting on an issues and options report which took place at the end of last year. For the second stage we have published a document called the preferred options report. This sets out what we think is the best way forward based on your responses to the issues and options consultation and recent information from research reports and statistics.

The report is arranged into different sections:

- The document first sets out the vision and objectives for the Core Strategy in Section 2.
- Section 3 is the policies for the borough with reasons why these are our policies.
- Section 4 provides information on how we will deliver and monitor the Core Strategy.
- The appendices provide further background information.

Within the document there are a number of maps, including:

- Figure 1 is the key diagram, which shows the broad locations for activity and growth in Southwark.
- Appendix A is the Core Strategy proposals map which shows the detailed boundaries of where different land uses will go and where different policies apply.
- Appendix B shows large sites which could help provide new housing in Southwark.

WHAT ARE THE PREFERRED OPTIONS?

In our consultation on the issues and options stage of the Core Strategy we offered two options for development: a growth areas approach or a housing led approach. The growth areas approach focused on development in town centres and areas with good public transport, whilst the housing led approach focused on housing across the whole borough.

Based on the feedback we received on our issues and options report, we have decided to take forward mainly the growth areas approach, with some ideas from the housing led approach, as our preferred option. We set out the reasons why we have chosen this option in our background papers and consultation report. The growth areas are:

- Bankside, Borough and London Bridge
- Elephant and Castle
- Canada Water
- Peckham
- Aylesbury estate
- West Camberwell housing regeneration area
- Old Kent Road regeneration area.

Most new development will happen in the growth areas. We are aiming to balance providing as many homes as possible with growth of other activities that create successful places such as places to work, leisure, arts and culture, sports, health centres and tourist activities. We will encourage developments to focus on the strengths of places that make the different areas of the borough distinctive.

We have 13 policies in the Core Strategy Preferred Options as follows:

1. Sustainability assessment
2. Sustainable transport
3. Shopping, leisure and entertainment
4. Places to learn and enjoy
5. Providing new homes
6. Homes for people on different incomes
7. Family housing
8. Student homes

9. Homes for Gypsies and Travellers
10. Numbers and places for people to work
11. Open spaces and wildlife
12. Design and conservation
13. High environmental standards

HAVING A SAY ON THE CORE STRATEGY PREFERRED OPTIONS

We received many comments on our issues and options Core Strategy, and it is now really important that you comment on this preferred options Core Strategy.

You can comment on the preferred options from Tuesday 9 June 2009. You need to respond by 5pm **Thursday 23 July 2009**.

There is a questionnaire-style response form to help you comment. An easy way to comment is on-line through the website: www.southwark.gov.uk/corestrategy

We will use your responses to this preferred options consultation to prepare the next stage, which is writing the draft Core Strategy. The draft Core Strategy will be consulted on from late 2009 to early 2010.

We can also come to your neighbourhood and talk to your local group. Just get in touch to organise a time with us.

GETTING MORE INFORMATION

Alison Squires, Kate Johnson, Suzanne Johnson

www.southwark.gov.uk/corestrategy

corestrategy@southwark.gov.uk

Planning Policy 020 7525 5471

Item No.	Classification: Open	Date: June 3 2009	Meeting Name: Dulwich Community Council
Report title:		Dulwich Supplementary Planning Document	
Ward(s) or groups affected:		This covers East Dulwich, Village and College wards as well as the area to the west of Peckham Rye.	
From:		Alison Squires, Planning Policy Team Leader	

WHAT IS THE DULWICH SUPPLEMENTARY PLANNING DOCUMENT (SPD)?

The SPD has been prepared as part of the local development framework. The SPD will be a material planning consideration in deciding whether developments in the borough should be given planning permission by the council or on appeal.

The Dulwich SPD will provide guidance on how new development should occur so that it maintains and enhances the area's unique character. It includes guidance on:

- The height, scale and character of new development,
- What uses should be included in new development,
- Traffic and parking issues and providing for pedestrians and cyclists,
- Protecting and improving open spaces,
- What developers need to provide with developments.

The SPD will not create new policies but provide further information and guidance on policies in the London Plan and the Southwark plan and it must be consistent with those documents. Going forward, it will provide further guidance on the policies in the Core Strategy. This SPD will replace the draft SPG for Dulwich prepared in 2004.

THE DULWICH SPD REPORT

The Dulwich SPD provides further guidance to our existing policies.

At the same time as we consult on the Dulwich SPD, we are also consulting on the Core Strategy Preferred Options. The Core Strategy will provide new policies for Southwark, including new policies for the area covered by the Dulwich SPD. As a result, many of the issues covered in the SPD will influence the Core Strategy. This includes:

- Extending the suburban zone northward to cover some of the current urban zone. We are consulting on this through the Core Strategy. The purpose of this guidance in the SPD is to gain local views on whether this change would be supported.
- Consideration of development within conservation areas, protection of open spaces and designation of sites as part of the South East London Green chain walk are included. This is consulted on through the Core Strategy and also referred to in the Dulwich SPD to gain local views on this.

The SPD also provides more area specific guidance, some of which will also feed into the Core Strategy as overall visions for each of the town centres (Dulwich, Lordship Lane and Herne Hill). The more detailed guidance will be in the Dulwich SPD. This includes:

- The SPD also provides more area specific guidance for Dulwich, Herne Hill and Lordship Lane areas. The types of development that should be encouraged are set out along with measures to protect existing uses and retain local distinctiveness.
- The SPD provides site specific guidance for the Kingswood Estate, Dulwich Hospital Site and Herne Hill Velodrome Site. These are areas of greater development potential and further guidance has been provided to ensure that the sites contain the appropriate level of development. We have also asked whether you know of any other sites for potential development.
- Protecting the open spaces and heritage in Dulwich.
- Making sure the scale and design of new development fits in with the existing area

HOW TO HAVE YOUR SAY ON THE DULWICH SPD

It is very important that you let us know what you think of the document, what you think should be changed in the document, what else should be in the document and anything else you think we should be doing in Dulwich.

Please let us have your comments by **5pm on Friday 26th June**. If you need some more time to get your comments to us, please contact us and we can arrange this.

GETTING MORE INFORMATION

Kate Johnson, Alison Squires

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/SPDsandSPGs/dulwichspd.html>
planningpolicy@southwark.gov.uk

Planning Policy 020 7525 5471

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DULWICH COMMUNITY COUNCIL REPORTS

Item No.	Classification: Open	Date: June 3 2009	Meeting Name: Dulwich Community Council
Report title:		Dulwich Supplementary Planning Document – further comments on representations received so far and key issues to discuss	
Ward(s) or groups affected:		This covers East Dulwich, Village and College wards as well as the area to the west of Peckham Rye.	
From:		Alison Squires, Planning Policy Team Leader	

KEY ISSUES TO DISCUSS

At the Dulwich Community Council on the 1 April 2009, the Chair agreed that Planning Policy would feedback on comments received up to the 18 May on the Dulwich SPD. Two comments were received: from the Dulwich Society and Burbage Road Residents Association. These comments are tabled below, with initial officer comments on the comments received.

The main issues to discuss at the Dulwich Community Council, arising from these comments and from discussions at the previous Dulwich Community Council are:

1. Specific sites, including:
 - a. Dulwich Police Station
 - b. Velodrome site
 - c. Dulwich Hospital
 - d. S G Smith site
 - e. Kings College site
2. The area covered by the SPD and whether it should follow the DCC boundary
3. Lordship Lane shops and frontage class percentages
4. Urban/suburban densities
5. The description of the Dulwich area
6. The threshold for subdivision of large houses into flats.
7. Paving over drives and the links to flooding
8. Traffic congestion
9. The links to the Core Strategy

COMMENTS RECEIVED

This is a summary of comments received from the Dulwich Society and Burbage Road Residents Association and our initial observations on the comments.

1. Dulwich Society

COMMENT RECEIVED	PLANNING POLICY RESPONSE
Section 2.2 The SPD should be amended to recognise that East Dulwich does not fall within the Dulwich Estate	The SPD can be changed to reflect this.
Section 2.2 (paragraph 2) should be amended to state that the Dulwich Estate also requires a licence "for the removal or cutting back of trees, the alterations to the design of front and rear gardens and the installation of front drives"	The SPD can be changed to reflect this.

Section 2.3 reference to overground trains is negative and there is no distinction between East Dulwich (which is well served by public transport) and other parts of Dulwich	The SPD can be changed to reflect this
Section 3.1 the reference to buildings of up to ten storeys should be removed	This has already been removed from the SPD after Planning Committee.
Section 3.5 needs to take into account the considerable flooding problems experienced in parts of Dulwich and any new development should seek to minimise additional load on the existing drainage system	Comments to follow at Dulwich Community Council based on changes to the General Permitted Development Order. The Core Strategy and Sustainable Design and Construction SPD also covers drainage.
Section 3.6 the sentence "development might be appropriate to upgrade or improve buildings on site or provide new facilities to ensure the viability of the site in exceptional circumstances" should be replaced with "refurbishment will be appropriate to upgrade or improve buildings on site but should be restricted to the existing built area on the site"	This could be changed to say both of this.
Section 3.8 There should be protection against the demolition of existing medium sized properties on large sites and replacement with larger properties	This could be changed in the SPD.
Section 3.9 Paragraph 2 is inaccurate and requires clarification regarding the Schools for the Future programme	Officers will seek further clarification on this.
Section 3.9 should refer to the large number of private sports clubs in the area and the fact that several of the public schools allow local residents to use their sports facilities	This could be changed in the SPD
Section 3.10 should refer specifically to the problem with congestion linked to private schools in the area. New development proposals should require a green travel plan	. The SPD already considers schools specifically however the SPD could be amended to state the requirement for a green travel plan to be submitted with any new proposal.
Section 3.13 should encourage proposals that will integrate the Kingswood Estate area into Dulwich as a whole	The SPD could be changed to reflect this.
Section 3.15 (paragraph 2) should be changed to say "Any proposals for this site should only be ancillary to its use as a venue for cycling. Any development should be restricted to the current built area on the site, reflecting the site's Metropolitan Open Land status in the Southwark Plan. In addition any development proposals should not have a negative impact on the residential amenity of the existing surrounding properties. New buildings should be of good design and generally restricted to a single storey."	This could be made more clear in the SPD, that the development must be ancillary to the use of the site as a velodrome and that development must be linked to this.
S G Smith Site should be considered as an opportunity site in the SPD for redevelopment that is primarily residential with emphasis on the possibility of providing sheltered accommodation for the elderly	Officers will look into including this site. More information to be obtained on this site.
The SPD should also restrict redevelopment of the Kings College Site to residential or educational uses once Kings College leave	Officers will look into including this site. More information to be obtained on this site.

2. Burbage Road Residents Association

COMMENT RECEIVED	PLANNING POLICY RESPONSE
It is beyond the expressed purpose of the SPD to anticipate a specific future proposal for the Herne Hill Velodrome site therefore the sentence in section 3.15 "Proposals for this site could include a health or leisure facility with ancillary offices and hospitality uses" should be deleted	It could be made more clear in the SPD that all uses will be ancillary and linked to the main use as a velodrome and as Metropolitan Open Space
Section 3.15 should make clear that any proposed development with additional functions on the site must satisfy Policy 1.8 and 5.1 of the Southwark Plan. In particular it should be stated that development will not be permitted unless a need can be demonstrated and the site is accessible by a choice of means of transport.	The SPD could be amended to reflect this.
The Herne Hill Velodrome site has a low PTAL and therefore the SPD should state that a sustainability assessment will be required that sets out how sustainable transport options will be available for site users	All planning applications must submit of sustainability assessment that will consider the impacts of the proposed development on traffic and parking in the area. This could be set out in the SPD.
The SPD wording should be amended to reflect the principles of development on the site in relation to MOL	The SPD could be amended to reflect this.
The proposal to "increase footpaths and cycleways from the site into the surrounding areas" is inconsistent with advice in Southwark's Designing Out Crime	. Improving links between the Velodrome and the surrounding area will seek to promote safe walking routes and improve the access to and from the site without adding to congestion problems in the surrounding area.
Paragraph 15 of the SPD should refer to amenity as set out in Policy 3.1 of the Southwark Plan as opposed to the more qualified concept of residential amenity	Residential amenity as referred to in the SPD is not restrictive and refers to all aspects of residential life.
The SPD should refer to the fact the Herne Hill Velodrome is within Dulwich Village Conservation Area and that any development proposal must demonstrate that a high priority has been given to the objective of preserving or enhancing the character of the conservation area	The SPD could be changed to reflect this.

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Draft

Dulwich

Supplementary planning document

March 2009

www.southwark.gov.uk



Timetable for consultation

Consultation on sustainability scoping report	9 March to 13 April 2009
Consultation on draft Dulwich Supplementary Planning Document, sustainability appraisal and equalities impact assessment	23 March to 26 June 2009
Adopt final version of the Dulwich SPD	November 2011

Contact us with any questions or for copies of this document

If you have any queries regarding this document please call Planning Policy. Comments can be returned by post, fax or email to:

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Copies are also available at libraries and one stop shops.

Need help with this document or putting your response together?

The Willowbrook Centre is an independent charity that helps community groups, residents and small businesses understand planning. They can help you with any questions that you have about this document, the planning process or putting a response together.

They can be reached on 020 7732 8856 or at <http://www.willowbrookcentre.org.uk/>

You can comment between 23 March and 16 June 2009. All comments must be received by 5pm Monday 16 June 2009. There will be an informal draft for the first 6 weeks and then a formal draft for consultation from 5th May to 16th June 2009.

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1. Introduction

1.1 The role and purpose of this document

This document is known as a supplementary planning document (SPD). It provides guidance on how new development in Dulwich should occur so that it maintains and enhances the area's unique character. It covers the following topics:

- the height, scale and character of new development
- what uses should be included in new development
- traffic and parking issues and providing for pedestrians and cyclists
- protecting and improving open spaces

This SPD does not create new policy, but provides detailed guidance on how our current planning policies will be applied to different types of development. Our current policies are set out in the London Plan (consolidated with alterations) 2008, the Southwark Plan 2007 and our draft core strategy. This guidance further protects the current low density in the area. The main types of development will be small infill housing. Open space, conservation and shopping areas will continue to be protected. The planning policies that this SPD relates to are set out in appendices 1 and 2.

The core strategy is currently being prepared and some of the guidance contained in it and now issued for consultation is based on possible changes in the core strategy which will be made over the coming year. This guidance will only apply in full when the core strategy replaces the Southwark Plan. This cannot be used as the main basis for planning decisions at present. However, the SPD is important (a material consideration) and will have some influence over decisions on planning applications.

2. Background to this document

2.1 What development does it apply to?

This document applies to all planning applications that take place in Dulwich, see figure 1. This area includes College, Village and East Dulwich wards as well as a small area on the edge of the Peckham Rye ward that shares similar characteristics to the rest of the area.

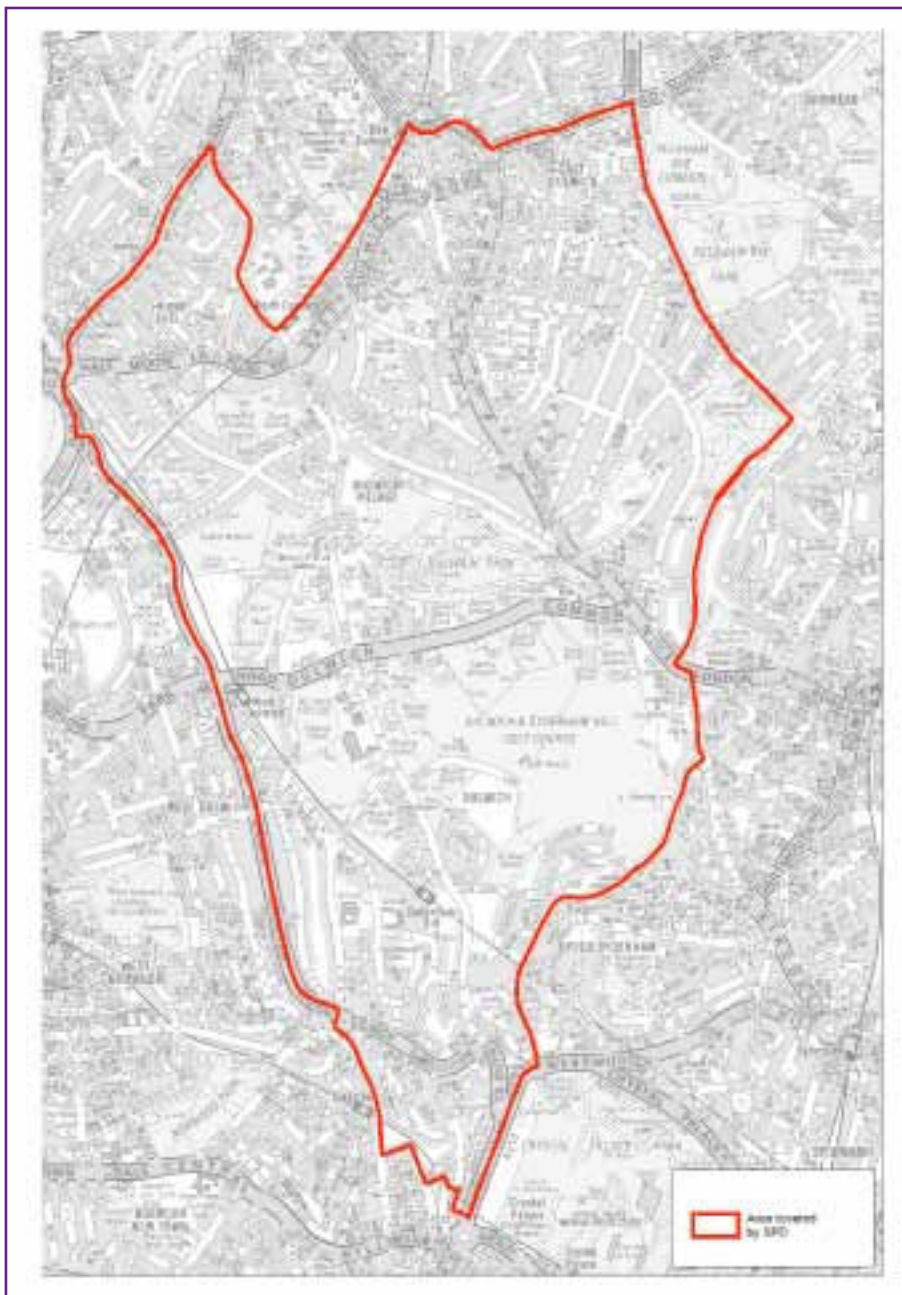


Figure 1: Area covered by the SPD

Appendix 8: The Sunray Estate conservation area appraisal

2.2 The Dulwich estate

The Dulwich Estate manages 1500 hectares of land on which there are approximately 5800 properties. Much of this land is contained within the boundaries of this SPD. The Dulwich Estate operates a scheme of management that acts towards maintaining the heritage of Dulwich including buildings, trees and open spaces and its unique character. The Dulwich Estate established a scheme of management that covers a large amount of land in Southwark (figure 2). It 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 should consult the Dulwich Estate scheme of management before submitting a planning application.

Figure 2: Land in Southwark covered by the Dulwich estate scheme of management



2.3 Local population and economic characteristics

Characteristics of Dulwich;

- There are large areas of open space surrounded by residential neighbourhoods.
- The type of residential accommodation is predominantly houses (52%). This is very different from the rest of Southwark where only 26% of residential accommodation is houses. The remainder is a mix of purpose built and converted flats.
- The majority of the residential accommodation in the area is owner occupied (59%) with only 23.6% of people living in social housing. This is very different from the rest of Southwark where 54% live in social housing.
- The population of Dulwich declined between 1991 and 2001 especially within College and Village wards. Latest Greater London Authority estimates suggest a low population growth of 2% (about 100 a year) since 2001, and a current total approaching 34,000 residents.
- There is a low proportion of people from ethnic minorities living in the area (22.5%) compared to the rest of the borough which is over 37%. Black Caribbean is the largest ethnic minority group making up 6.7% of the total population and 5.6% Black Africans. White groups total 77.5% of the population.
- Dulwich has a low level of unemployment compared to other areas of the borough (under 4% in 2005) 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 (about two-thirds of households) and use within Dulwich. Around 30% of people travel to work by car or van. There are poor links to the underground system and some areas suffer a lack of convenient bus routes serving central London. Thus the most popular way of getting to work is by the overground trains, used by around a third of people.

2.4 Structure of this document

Sections 1 and 2 provide background information on what this document is and how it will be used. Section 3 explains what sort of place we want Dulwich to be in the future, including guidance for specific neighbourhoods and general design principles that all development should follow. There are a number of appendices which provide further information on a range of issues.

2.5 Links to other planning documents

This SPD refers to policies set out in the Southwark Plan (2007). A list of policies referred to in this document is set out as appendix 2. The policies will be referred to by number only throughout the SPD, please refer to appendix 2 for the list of policies. For the full details of each policy please refer to the Southwark Plan.

This SPD should also be used along with other planning documents that provide guidance on other aspects of development, including:

- Sustainable Design and Construction Supplementary Planning Document: this document sets out the environmental standards and design principles for the new development in the area;
- Sustainability Assessment Supplementary Planning Document: this document explains the information that will be required to demonstrate the environmental impact of a development and how this will be balanced with other sustainability objectives;
- Design and Access Statements Supplementary Planning Document: this document explains how to prepare design and access statements, which need to be submitted with most planning applications;
- Residential Design Standards Supplementary Planning Document: this document explains minimum design standards for residential development to ensure it is of a high quality and meets housing need in the borough;
- S106 Planning Obligations Supplementary Planning Document: this document sets out the common planning obligations the council will seek to help make developments more sustainable;
- Transport SPD: sets out requirements for transport plans and assessments.

Please make sure that you check our website to ensure you use our most up-to-date planning policies and guidance:

www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy

3. What will Dulwich be like in the future?

The vision for Dulwich SPD (in the Southwark Plan 2007) is;

'A suburban area where the existing character and form of buildings is maintained. The area's large open spaces will be protected. There will be successful local centres providing a range of shops and services at Herne Hill, Lordship Lane and Dulwich Village. New development will not make parking and traffic congestion in the area worse.'

3.1 Scale and design of new development

Parts of Dulwich are leafy, open and green making up an area of south-east London that is rich in history with many of its original buildings. This is a rarity so close to central London where there are high demands for development. The area contains suburban Victorian housing. This is mainly detached and semi-detached housing with some modern, higher density private residential estates. There are modern infill developments. A significant area is designated as open space or conservation area and there are no major regeneration programmes planned. As a result most development will be smaller, in-fill developments.

Where new development is proposed:

- Local design characteristics, scale and height of existing buildings should be considered;
- Tall buildings (buildings considered to be larger than the current height) are unlikely to be acceptable;
- The existing building line should be followed;
- The principles of designing out crime should be included;
- Development should be in line with the density zones. Most of the area is suburban with the northern strip being urban.
- A design statement must be submitted with planning applications for all new developments and also significant alterations or extensions to existing buildings.

Relevant policies include Policy 3.13, 3.14, 3.15, 3.16, 3.17, 3.18, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6 and 4.7. More information is set out in the Design and Access Statements SPD and Residential Design Standards SPD.

Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.2 Changing density in Dulwich

Density is calculated by the number of habitable rooms in a development divided by the site area. There are four density standards for residential development within Southwark, described as ‘zones’, which are based on the general character of the area and its accessibility by public transport. Transport for London have analysed all of London, including Southwark, for accessibility and allocated a Public Transport Accessibility Level (PTAL) rating for each geographic area ranging from 0 to 6. This is based on distance to public transport and frequency of service.

PTAL SCORE	RATING
0-2	Low
3-4	Medium
5-6b	High

The central activities zone, urban zone and suburban density zones lie in broad bands across the borough, while the public transport accessibility zones (PTAZ) are discrete locations. These zones reflect the density location and parking matrix in the London Plan. PTAZs are based on those areas with PTAL levels ranging from 4 to 6 which are found in the north of the borough. There are no PTAZs in Dulwich.

The central area activities zone is an area which has excellent public transport accessibility, and is already characterised by larger scale development. Developments should achieve densities of between 650-1100 habitable rooms per hectare. There is no central activities zone within the SPD area.

The Urban Zone includes the majority of the borough. The zone is characterised by lower-scale development, often with an established grain of Victorian and Edwardian terraces, broken up by post-war estates, town centres and some newer housing development. Densities of between 200-700 habitable rooms per hectare are expected in this zone; however the upper part of the density range will not be appropriate in lower density areas which are characterised by

with predominantly 2-3 storey development and a public transport accessibility level of 2-3. A small section of the SPD area to the north falls within the urban density zone.

The suburban zone contains a more open character, with larger gardens often associated with houses rather than flats. Densities of 200 to 350 habitable rooms per hectare are expected in this zone. The PTAL of this area is generally 0-2. The majority of Dulwich falls within this zone.

In preparing the Southwark Plan, a study was undertaken to identify and define density characteristics within the borough. This involved looking at the predominant housing type within an area, the average plot size and the openness of the area. The character was then compared against the relevant categories of density and accessibility within the London Plan and classified accordingly. Overall, the characteristics of the density zones in Southwark have been compared to paragraph 3.23 and Table 3A.2 of the London Plan. As such the density ranges within Southwark are considered to be in line with the relevant categories of Table 3A.2. The characteristics of much of Dulwich fall within the description of 'suburban' found in the London Plan. The predominant housing types for Dulwich are detached and semi-detached. There are also significantly larger average plot sizes in and around Dulwich and there are large areas of open space. Some parts of Dulwich have PTAL ratings which fall between 0-2. These characteristics all indicate that the area is lower density and fits the London Plan description of suburban density. Within the suburban zone that covers much of Dulwich, the recommended density range of new development is 200-350 habitable rooms per hectare. The density range for the urban zone which covers some of the north of the SPD area is 200-700 habitable rooms per hectare. However each site is judged on a site by site basis and the actual density that would be acceptable on a site will depend upon an assessment of the specific local context surrounding the site. Additionally a development will also have to comply with Southwark Plan Policy 3.11 to ensure the land is being used efficiently. Density Policy 4.1 and Policy 3.11 help highlight the generally appropriate range of density for an area, which can then be further assessed, ensuring there is no further impact on neighbouring amenity and uses.

As part of the preparation of the core strategy development plan document we will be looking at whether the density boundary for the Suburban Zone should be extended north to cover all of the SPD boundary area. This would mean that lower scale development will be encouraged across all of Dulwich.

Fact box: Public Transport Accessibility Levels (PTALs)

Public Transport Accessibility Levels have been adopted by TfL to produce a consistent London-wide public transport mapping facility to assist boroughs with locational planning and assessment of appropriate parking provision in new development. PTALs provide a consistent framework, allowing different levels of public transport access in different locations to be taken into account when considering these issues. In essence, car parking provision at a new development should reduce as public transport accessibility increases and vice-versa.

3.3 Subdivision of large properties

In the core strategy there may be a presumption against subdivision of large properties throughout the borough due to the loss of family accommodation and saturation of car parking on the street as a result of additional occupants within the property.

The housing needs survey (which informed the preparation of the Southwark Plan) identified that there is a general need for more family housing in the borough. Policy 4.3 of the Southwark plan seeks to address this shortfall, with the requirement for the majority of dwellings to be two bedrooms and above and a 10% requirement for three bedroom dwellings. Criteria will be needed to assess conversions of family dwellings, to ensure that inappropriate conversions do not happen and to retain the larger family properties in the borough. A car parking study will be required from the applicant in order to demonstrate that the street is not saturated to assess planning applications for the conversion of a single dwelling house into separate units. In addition, any proposal for conversion will need to follow the criteria within the Residential Design Standards SPD paragraph 3.3.

3.4 Heritage

Dulwich has a rich historic and cultural heritage, which gives the area a strong identity. The Southwark Plan sets out the policies to preserve and enhance the character of conservation areas. Dulwich has a number of conservation areas including Dulwich Village, Dulwich Wood, Stradella Road, the Sunray Estate and The Gardens. The character of each conservation area is defined in the conservation area appraisals and these should be referred to for further guidance.

Dulwich Wood is a large green conservation area surrounded by housing. It was designated to protect the open and natural character including public parkland, playing fields and sports grounds, the golf course and allotments. More information is set out in the Dulwich Wood conservation area appraisal (see appendix 4 of this document).

Dulwich Village is in the south of the borough and was one of the first conservation areas to be designated in Southwark. It is mostly housing with shops, restaurants and a village pub at its heart. There is a strong sense of openness largely due to the many playing fields, parks, tree-lined roads and large gardens. More information is set out in the Dulwich Village conservation area appraisal (see appendix 5 (parts 1-3) of this document).

Stradella Road in the west of the borough is made up of late Victorian/early Edwardian style housing. The houses are semi-detached on two storeys with attic rooms. There are long straight streets and short front gardens resulting in uniform building lines. More information is set out in the Stradella Road conservation area appraisal (see appendix 6 of this document).

The Gardens conservation area covers the area to the west of Peckham Rye Common and covers a square of 3 storey brick houses surrounding a central green space and a number of nearby streets. The relationship to Peckham Rye Common is particularly important because it provides a large open space for local people to use. More information is set out in The Gardens conservation area appraisal (see appendix 7 of this document).

The Sunray Estate to the south east of Denmark Hill is a small area of cottage housing with a distinct uniform layout and rural setting. There are mature tree lined streets, cul-de-sacs and large front gardens. More



information is set out in the Sunray Estate conservation area appraisal (see appendix 8 of this document).

Where new development in conservation areas is proposed it must maintain or enhance the character and appearance the historic environment:

- There is a general presumption in favour of keeping buildings which make a positive contribution to the character or appearance of the conservation area;
- Permission has to be obtained for some changes to a property in a conservation area that would not normally be required elsewhere to ensure that any alterations do not detrimentally affect the appearance or character of the area's appearance;
- All trees within conservation areas have a level of protection as they make a significant contribution to the character of the local environment. The Council has to be notified of any proposals to cut down, top or lop a tree to ensure that the Council 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;
- The historic area of Dulwich Village is designated as an Archaeological Priority Zone (APZ). Planning applications affecting archaeological potential should be accompanied by an archaeological assessment and evaluation of the site. 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;
- The guidance set out in the conservation area appraisals covering Dulwich Wood, Sunray Estate, The Gardens, Dulwich Village and Stradella Road areas should be followed. They are attached as appendices (4-8).



Dulwich also contains many historic locations and key landmark buildings including Dulwich Village, Dulwich College, Dulwich Picture Gallery, Belair House and Kingswood House. Dulwich Village has Georgian houses and fine Victorian and Edwardian terraces that sit alongside 1930s family homes. There are also examples of Victorian and Georgian institutional buildings, such as Dulwich College designed by Charles Barry the younger. Dulwich picture gallery opened to the public

in 1814, it was designed by Sir John Soane and is England's oldest purpose-built art gallery. Belair House in west Dulwich is a Georgian grade II listed building surrounded by Southwark's only Grade II* listed landscape, Belair Park. The house was built in 1785 in the style of, or possibly by, the architect Robert Adam. Kingswood House is a grade II listed mansion sometimes called 'The Castle' by local residents. It contains a library, function rooms for weddings, commercial and other events, offices, and rooms for community events.



Relevant policies in the Southwark Plan are Policy 3.15, 3.16, 3.17, 3.18 and 3.19. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.5 Sustainable design and construction

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. Development will be expected to meet the requirements in the Sustainable Design and Construction SPD. This includes not increasing the amount of hard standing areas or paving over of gardens in the area.

All development proposals are required to demonstrate how adverse effects on ecology will be avoided during construction and that the development will not have a detrimental effect on the ecology of the site and its surroundings. All large schemes of more than 9 homes or 1000sqm will require a Sustainability Appraisal. More information is provided in the Sustainability Assessments SPD.

Relevant policies in the Southwark Plan are Policy 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8 and 3.9. More information is set out in the Sustainable design and construction SPD and the Sustainability Assessments SPD. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.



3.6 Open Spaces

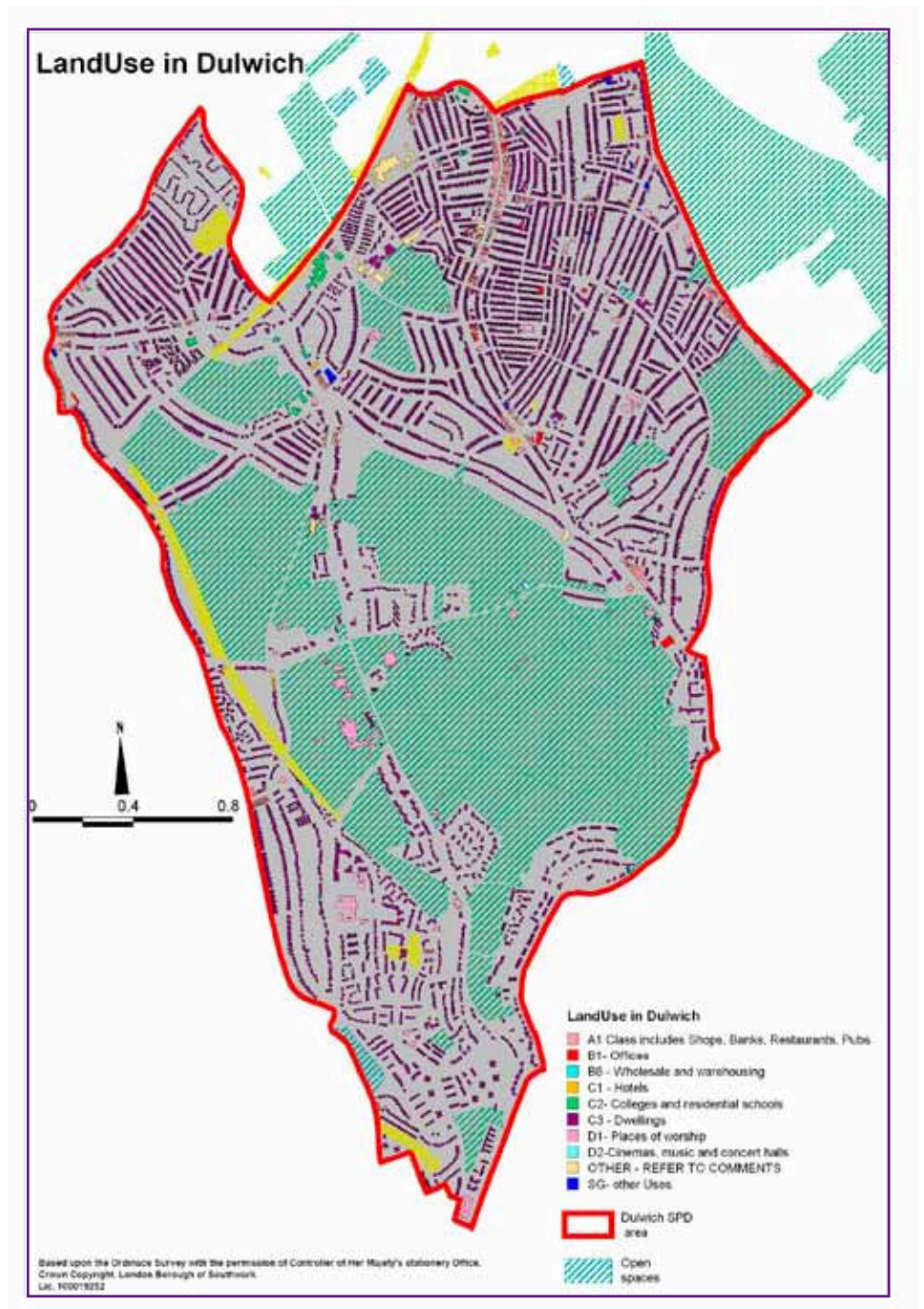
33% of the Dulwich SPD area is open space as illustrated in figure 3 which makes the place suburban, open and pleasant. Open spaces include Belair Park which is Southwark's only Grade II* listed landscape, Dulwich Park which covers a significant area and has lots of historic features and areas of historic woodland such as Sydenham Hill. Much of the open space is good quality and provides a range of functions from public parks to private sports fields, nature reserves to a golf course. Open spaces are also used for allotments, sport pitches and community places such as the Scouts hut. There is a skateboard park in Belair Park and football pitches in Dulwich Park for young people. Dulwich Park is the main focus for community activity and is in the centre of Dulwich Village. Dulwich Park and Belair Parks are highly valued by the local community and provide a range of activities for all groups in the community.

Many of the open spaces within Dulwich are also designated as Sites of Importance for Nature Conservation (SINC) to protect the ecological importance value of the sites. Dulwich and Sydenham Hill Woods are designated because of the ancient woodlands, ponds and bats in the area among other protected species. Other SINC's include Dulwich and Sydenham Hill golf course, Dulwich Upper Wood, Sunray Gardens and Belair Park. Dulwich Woods is also one of the boroughs few Local Nature Reserves and is adjoined by Cox's Walk which provides an important pedestrian route through many of the area's open spaces. Most open space is protected by the metropolitan open land, borough open land or other open space designations which place a strong presumption against any development on this land. These are protected in policies 3.25 to 3.27 of the Southwark Plan (2007). Despite these protections open space can still be subject to development pressure. Where new development is proposed:

- On playing fields, development might be appropriate to upgrade or improve buildings on site or provide new facilities to ensure the viability of the site in exceptional circumstances;
- New development should contribute to the existing open character of the area by enhancing links between the existing open spaces creating further opportunities for footpaths and cycle ways as well as providing important wildlife corridors that will increase local biodiversity.
- Development will need to consider the impacts on ecology on the surrounding area especially on sites close to areas with protected species and should encourage and protect high levels of biodiversity.



Figure 3: Land uses

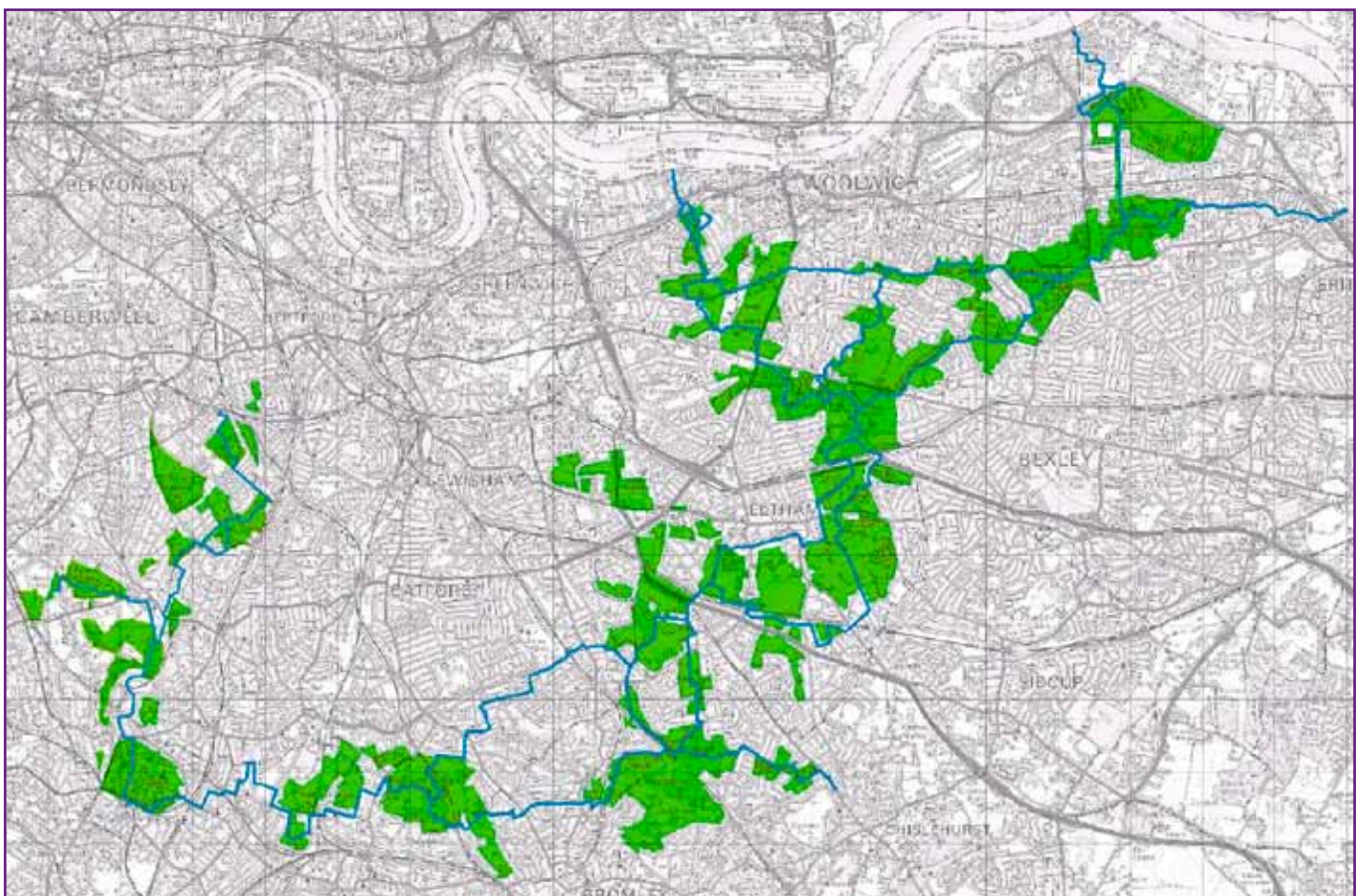


Relevant policies in the Southwark Plan are Policy 3.2, 3.25, 3.26, 3.27 and 3.28. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.7 Green Chains

In 1977 around 300 open spaces in South East London were designated as Green Chain open spaces (Figure 4) to give extra protection against inappropriate development in the London Boroughs of Bexley, Bromley, Greenwich and Lewisham. In 2008 Southwark joined the partnership. The open spaces all have a strategic value as they are connected to form a 20-mile long swathe of land through South East London. Within the Green Chain open spaces can be found ancient woodlands, historic parks and landscapes, commons, heath, farmland and recreation grounds. This continues as a collaborative initiative between these 5 boroughs.

Figure 4: Map to show South East London Green Chain Walk



The Green Chain is managed by a Working Party comprised of council officers from planning, highways, and leisure services departments of the five funding boroughs. The actions of the Working Party are monitored by the councillor-level Joint Committee.

The objectives of the Green Chain are

- to improve and encourage the provision of suitable recreational facilities with an emphasis on those serving a wide range of south east London and/or requiring open land;
- to safeguard the open land from built development and maintain its structural contribution in providing a visual break in the built up area of London;
- to conserve, enhance and raise public awareness of the visual amenity and ecological aspects of the landscape;
- to improve public access to and through the area;
- to promote an overall identity for the area in order to increase public awareness of available recreational facilities;
- to encourage the collaboration and co-operation of the various public and private agencies, owners, organisations, clubs, etc. in the area to achieve the above objectives.

We will consider designating the green spaces in figure 5 as green chains in the core strategy as part of the south east London green chain walk.

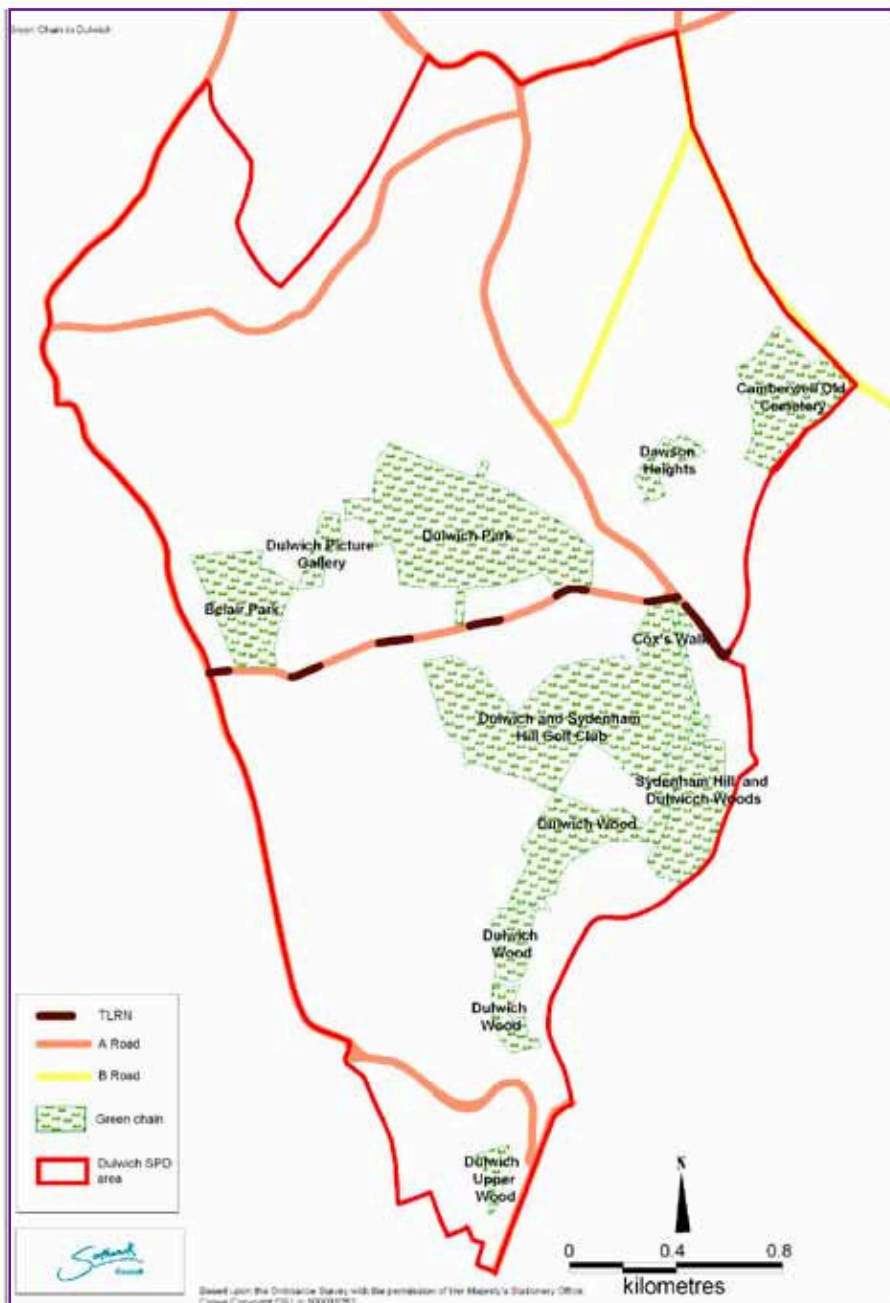


Figure 5: Potential Green chain areas in Dulwich

3.8 Back land development

Back land development is the development of new houses or garages in back gardens. Back land development can have a significant impact on amenity, neighbouring properties and the character of the area. Dulwich is not a suitable area for back land development due to the character of the area. Dulwich is characterised by being leafy, open and green, with mainly low-rise suburban buildings. Building new dwellings or gardens in back gardens would alter the character of Dulwich and harm the existing unique character of the area. More information is set out in section 3.9 of the residential design standards SPD.



3.9 Community facilities and schools

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, local sports grounds and a number of schools, including Dulwich College, James Allen's Girls School and Alleyn's School that allow the local community the use of their facilities often to those who pay fees to join clubs held on school premises. There are 5 secondary schools and 17 primary schools in the area, both public and private. Many of these schools were improved through the Building Schools for the Future Programme. This included the development of Kingsdale School. Additional improvements are being planned as part of the Southwark Schools for the Future programme. This includes renewal of kitchens at Dulwich Village School and a sixth form at Kingsdale School has now been agreed.

Dulwich Leisure Centre has served the local community since 1891. As part of the second phase of Southwark Council's refurbishment programme, £5 million has been allocated to Dulwich Leisure Centre to upgrade the building and facilities completely while preserving and enhancing the historical features.

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

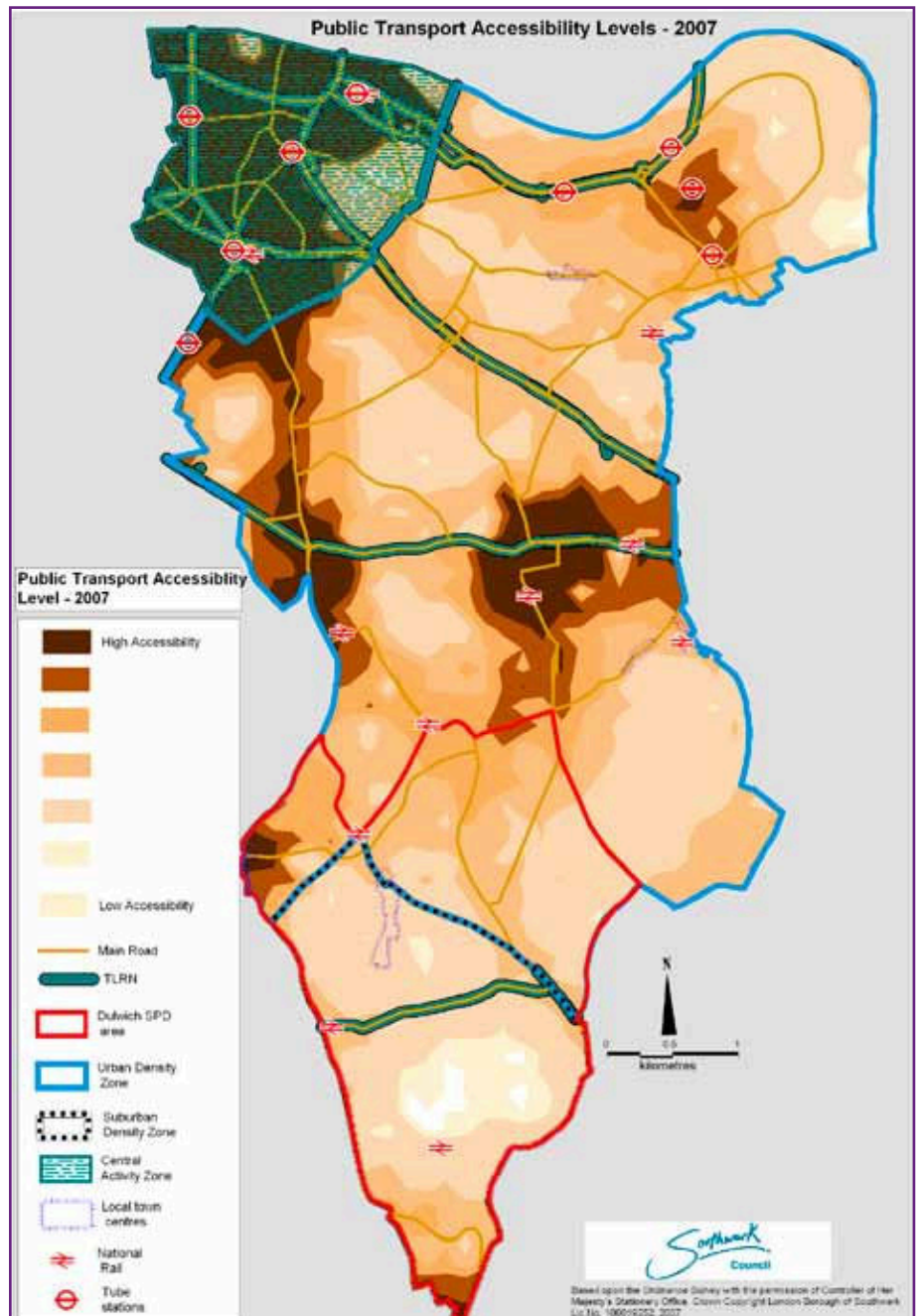
Relevant policies in the Southwark Plan are policy 2.1, 2.2 and 2.3. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.10 Traffic and parking

There are six train stations serving the SPD area, North Dulwich, East Dulwich, Sydenham Hill and West Dulwich as illustrated in figure 6, all of which have regular services to central London together with Herne Hill and Gipsy Hill stations which are just outside the boundary of the SPD area and also have regular services to central London. Despite this, large parts of the area remain poorly served by public transport. Dulwich is served by twelve bus routes, seven of which serve central London. The levels of public transport are shown in figure 6. Access to public transport is much higher around the stations but other parts of Dulwich, especially to the south, have poor access. Herne Hill has good access to public transport compared with other parts of Dulwich whereas other parts of Village ward and parts of College ward suffer from a lack of access to public transport.



Figure 6: Southwark PTALs



The large expanses of open space affect the way traffic flows through the area. 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.

New development will promote walking, cycling, public transport and sustainable transport and not add to the existing congestion and parking problems as follows:

- Proposed developments that are likely to result in a significant transport impact will be required to provide a transport assessment. The Transport SPD provides more information on transport assessments.
- The subdivision of large properties into small units will generally not be supported as these tend to increase traffic congestion in local areas as discussed in section 3.3.
- New developments within Dulwich should not exceed the car parking and cycle parking standards set out in Policy 5.6 and appendix 15 of the Southwark Plan (2007). These standards are in accordance with the car parking standards set out in the London Plan. We expect to carry these standards over into the Core Strategy.
- 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.
- There are a significant number of cycle paths already in the SPD area. Where appropriate, new developments should contribute to increasing provision by linking up the existing path and improving facilities for cyclists throughout.
- Safe and secure cycle parking should be provided within residential development and in public areas. This will need to meet the requirements set out in appendix 15 of the Southwark plan and any new standards set out in the Core Strategy.
- Schools should generally provide on site parking for people using the school as a business where there is low public transport accessibility and high levels of traffic congestion on the streets.
- Development should contribute to transport infrastructure as identified in the boroughs Local Implementation Plan for Transport. This could include introducing 20 miles per hour zones.



Relevant policies in the Southwark Plan are 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7 and 5.8. More information is set out in the Sustainable Transport SPD. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.



3.11 Shopping areas

Lordship Lane, Dulwich Village and Herne Hill are designated as neighbourhood areas in the Southwark Plan as shown in figure 7. They are also district town or local centres providing a range of shopping and leisure facilities as well as employment opportunities. There are also a number of protected shopping frontages including Grove Vale, Half Moon Lane, Croxted Road and Forest Hill Road shopping areas.

Lordship Lane is designated as a district town centre in the Southwark Plan. It is a distinct and vibrant area with a variety of shops, cafe's and bars providing amenities for the local residents. The area has a high number of small niche businesses and many distinct frontages. Shops in Lordship Lane extend southwards beyond the area defined as the district centre in the Southwark Plan. This area also has an important role to play in the success of Lordship Lane as a district town centre.

Dulwich Village is designated a local centre in the Southwark Plan. Dulwich Village still contains the original shopping street and nearly all of its original 18th and 19th century buildings so it has a strong village character. It is primarily an area of housing with examples of domestic architecture ranging from grand houses to terraces.

Herne Hill is designated a local centre in the Southwark Plan and crosses the border with Lambeth with a community of just under 12,000 people. Many bus routes merge here and there is often traffic congestion. Herne Hill has a range of independent shops, art galleries, bars and restaurants. Herne Hill has good public transport links and would allow for higher scale development that is sensitive to heritage and design issues. There are a number of development opportunities in Herne Hill including the use of the railway arches. Although the arches currently provide employment uses they are not all in general conformity with the type of employment appropriate for the area. As part of the development of Herne Hill, the railway arches and some sites associated with them could present an opportunity for new niche businesses to locate in the area.

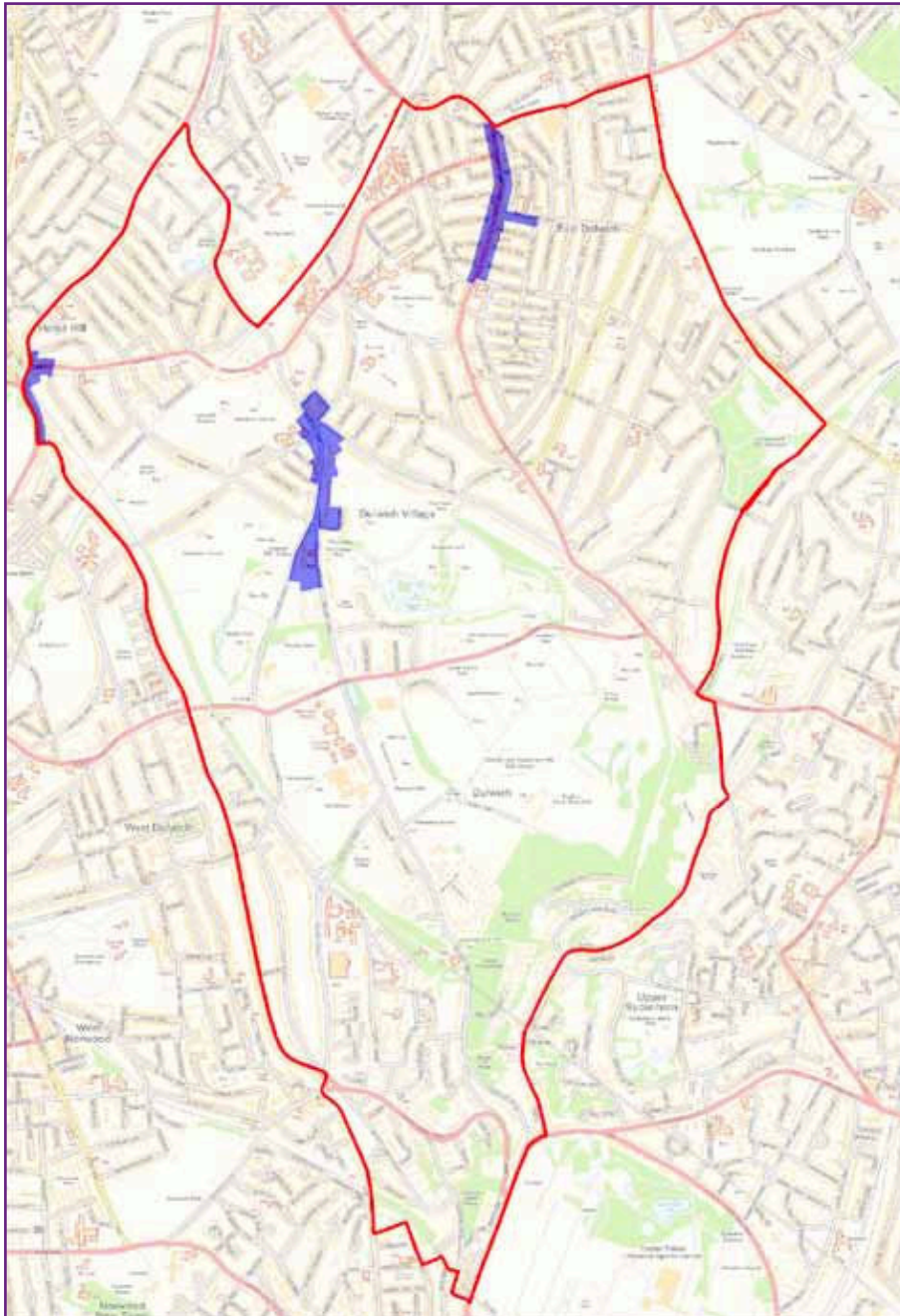


Figure 7: Map showing Neighbourhood areas in Dulwich

Where new development is proposed:

- Retail uses should be retained to provide choice and a range of local services;
- Vitality should be provided by encouraging housing or commercial uses on the upper floors;
- Developments should provide high amenity standards;
- Ground floor frontages should respect existing character of the local centre and should be designed to engage and attract pedestrians;
- 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;
- Any development of shop frontages in the local centres should be small scale, in keeping with the area's existing character and should be consistent with the design of surrounding retail uses;
- Shopping in the protected shopping frontages such as in the Kingswood Estate and South Croxted Road will be protected.

Fact box – Can planning control what shops locate in the town centre?

Within planning, uses are grouped into use classes. There are different categories of uses for retail:

- Shops such as hairdressers, butchers, grocers, dry cleaners, travel agencies, boutiques and supermarkets are all in the same use class (Class A1).
- Banks, estate agents, betting shops are other businesses that provide services to visiting members of the public are a separate use class (Class A2).
- Restaurants and Cafes are Class A3.
- Pubs, bars and drinking establishments are Class A4.
- Hot food takeaways are Class A5.

We can control how much of each use class is in an area, but we cannot control which particular businesses from that use class locate there.

Convenience shopping is the provision of everyday essential items including food, drinks newspapers magazines and confectionary.

Comparison shopping is the provision of items that are bought on a less frequent basis such as clothing, footwear, household and recreational goods.

Relevant policies in the Southwark Plan are 1.1, 1.7, 1.8, 1.9, 1.10, 7.8, 7.9 and 7.10. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.12 Lordship Lane additional guidance for shops

The Southwark plan requires 50% of retail units in a shopping frontage to be an A1 shop. Our retail capacity study shows that we are exceeding this target as 56% of our town centres are in A1 use. We are discussing in the core strategy building on this success across the borough to require a higher amount of A1 uses in the local centres and protected shopping frontages to 60%. This will ensure lively centres that provide local shops and services throughout Southwark creating vibrant centres and reducing the need to travel.

This policy would be particularly appropriate for Lordship Lane. The retail capacity study highlighted that Lordship Lane has a convenience shopping provision that is just above the national average and includes a Somerfield supermarket and an Iceland. Services, particularly leisure services, are also well represented with pubs, bars, cafes, restaurants and takeaways. Lordship Lane district centre has lots of independent operators and the diversity of the shops distinguishes the centre from others and contributes to the uniqueness of its character. Of the 48 units for comparison shopping only four are multiples. Vacancy levels in Lordship Lane are below the national average. This all indicates that the centre is performing healthily and contributes to this area being an attractive retail centre with well maintained shop units, and a high quality built environment.

In addition to the existing health and vitality of the centre, the retail capacity study has also identified a need for further convenience superstore provision in the southern part of the borough. Therefore, by use of this policy, we are aiming to not only maintain the status quo for the centre, enabling it to continue to meet the needs of the local catchment, but to improve its health further and meet the existing need in the area by encouraging further A1 uses in this area and preventing their loss. This can be achieved through the requirement we are discussing of 60% of the units in this area to be in A1 use.



Relevant policies in the Southwark Plan are Policy 1.11, 2.1 and 2.2. Please refer to appendix 2 for the list of policies referred to in this SPD. For the full details of each policy please refer to the Southwark Plan.

3.13 The Kingswood Estate

The Kingswood Estate is in the south of the area and is a residential estate comprising several blocks of flats. Kingswood House is also in the estate. This was built in 1812 by William Vizard, but was substantially enlarged in 1892 by John C Johnston. Kingswood House is a former stately home that houses Kingswood Community Centre. The protected shopping frontage of Seeley Drive is in the centre of the estate, 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 use. Clearer links need to be made to Kingswood House to complement the use of this valuable community facility with commercial activity.

3.14 Dulwich Hospital Site

This site has been identified in the Southwark Plan for a community hospital with ancillary uses. The site is bounded by the railway line to the west, East Dulwich Grove to the south and Melbourne Grove to the east. The main hospital building dates from the 1880s. A number of additional buildings have been developed within the boundaries of the site in the 20th century. These are of varied age, design and quality.

The Southwark Primary Care Trust are currently consulting on a proposal for a health centre on this site. This site is designated for use as a community hospital in the current Southwark Plan.

Figure 8: Dulwich Hospital Site Diagram



DEVELOPMENT AIMS :

- The Dulwich Hospital Site is designated for use as a community hospital.
- The additional provision of ancillary D (community) and B1 (office) uses and C3 (residential) use classes would also be acceptable although they are not required.
- New buildings on the site should be of an appropriate height, scale and massing. Proposals for redevelopment should be of high quality design and respond to the character of the surrounding area in a sympathetic manner.
- Dulwich Hospital is within the Urban Zone and therefore residential development on the site should have densities of 200 – 350 habitable rooms per hectare (The Southwark Plan 2007). On this site it is considered more appropriate for density levels to be at the upper end of the scale due to the proximity to East Dulwich station and the higher levels of access to public transport relative to other areas in the suburban south zone.

- Boundary of Site
- - Pedestrian access
- ▬▬ Main vehicular routes
- ▬▬ Vehicular access
- ▬▬ Sources of Noise - trains
- Tree Preservation Overlay

3.15 Herne Hill Velodrome Site

The Herne Hill Velodrome is one of the oldest cycling track venues in the world built in 1891. It hosted the track cycle racing events in the 1908 and 1948 Summer Olympics. The grandstand originally dates from 1891 and still remains on the site although it is now boarded up. In the centre of the track is a football pitch and the Velodrome was home of Crystal Palace F.C. from 1914 until 1918, when the club then moved to The Nest opposite Selhurst Station. The site is poorly served by public transport and therefore means of transport and access to the site will need to be considered.

Proposals for this site could include a health or leisure facility with ancillary offices and hospitality uses. The existing Velodrome should be retained and proposals could be for high quality developments that are of exceptional design and would allow for refurbishment of the track and BMX track. Proposals should not have a negative impact on the residential amenity of the existing surrounding properties.



Figure 9: Herne Hill Velodrome Site Diagram

Development aims:

- Redevelop the site as a sports / leisure facility
- Retain and refurbish the existing velodrome track and turf
- Opportunity to redevelop the existing building as a new 2 to 3 storey
- Sports / leisure facility of exceptional design quality with ancillary offices and hospitality use
- Removal of the demountable buildings to the north of the site offers the opportunity to replace with new buildings of exceptional design quality providing additional leisure facilities
- Refurbish adjacent BMX track
- New development should increase footpaths and cycleways from the site into the surrounding areas

- Boundary of Site
- Pedestrian access
- Main vehicular routes
- Vehicular access

3.16 Other possible sites for development

If you know of any other site within the SPD area that you think should be included in this SPD please contact us.

3.17 Planning Obligations

Planning Obligations are agreements entered into by a developer to help address the impacts of a development. These are used to remove or reduce negative impacts of development proposals that are otherwise acceptable. They often involve making monetary payments to the council to pay for facilities which help overcome the negative impacts. The council's S106 Supplementary Planning Document on Planning Obligations (July 2007) explains the requirements for the types of development proposals that must pay S106 money to the council to remove or reduce the impacts of development, how much should be paid and what this will be spent on. Money paid towards improvements to transport can be divided into improvements to access on the site and improvements to public transport, walking and cycling in the wider area.

Local priorities for each of the community council areas in Southwark have been collated. Community councils act as forums for determining local area priorities, with democratic constitutions and regular community meetings administered by council officers involving the determination of planning applications. The community council areas are also identical to the education planning areas for the borough. Planning negotiations will be aiming to focus on achieving the top five priorities for each area.

The top five priorities for Dulwich are;

1. Traffic/transport improvements;
2. Reducing crime and improving community safety;
3. Increased availability of primary school places;
4. Public transport improvements in the south of the community council area;
5. Increased provision/facilities for young people.

3.18 Contacts

ACCESS

Accessibility Officer Tony Davies 020 7525 5489

DESIGN AND CONSERVATION

Design and Conservation team 0207 525 5448

HEALTH

Primary Care Trust (PCT) 020 7525 0400

HOUSING

Housing and Regeneration Initiatives Tim Bostridge 020 7525 1222

ENVIRONMENTAL HEALTH

Environment and Leisure Department Bill Legassick 020 7525 4253

OPEN SPACE

Environment and Leisure Department, LBS, Head of Parks 020 7525 0874

PUBLIC REALM

Environment and Leisure Department, LBS Head of Infrastructure 020 7525 2091

ARCHAEOLOGY

Regeneration Department, LBS Archaeology Officer 020 7525 2963

PLANNING OBLIGATIONS/ S106

Monitoring Officer 020 7525 5443

PLANNING AND EXECUTIVE COMMITTEE CLERK

Strategic Services, LBS Committee Clerk 0207 525 7055

PLANNING APPLICATIONS

Regeneration Department, LBS Duty Officer Helpline 020 7525 5403

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Willowbrook Centre
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Tel: 020 7732 8856
Fax: 020 7732 5888
Email: info@willowbrookcentre.org.uk
Website: www.willowbrookcentre.org.uk

3.19 References

Mayor of London, 2008 (with alterations) The London Plan. Spatial Development Strategy for Greater London
www.london.gov.uk/mayor/strategies/sds/index.jsp

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Southwark Alliance, 2006 Community Strategy 2006-2016
www.southwarkalliance.org.uk./documents/index.htm

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<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/DesignandAccessSPD.html>

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<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/AHSPD.html>

London Borough of Southwark, 2008 Sustainable Design and Construction SPD

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/SustainabilitySupplementaryPlanningDocu.html>

London Borough of Southwark, 2008 Sustainable Assessment checklist SPD

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/SPDsandSPGs/sustainabilityassessmentsupplementaryplanningdocum.html>

For the latest versions of the emerging core strategy and other LDF documents please visit

<http://www.southwark.gov.uk/YourServices/planningandbuildingcontrol/planningpolicy/localdevelopmentframework/>

Appendix 1: Planning Framework

National Framework

The new planning system exists to deliver positive social, economic and environmental outcomes, and requires planners to collaborate actively with the wide range of stakeholders and agencies that help to shape local areas and deliver local services. The Government is currently in the process of producing a series of Planning Policy Statements (PPS's) in accordance with the PCPA 2004 which will replace the current Planning Policy Guidance notes (PPGs) setting out the national planning framework.

The relevant PPGs and PPS's in relation to the Dulwich SPD are;

- PPS 1: Delivering Sustainable Development
- Supplement to PPS 1 - Planning and Climate Change
- PPG 2 Green Belts
- PPS 3 Housing
- PPS 6 Planning for Town Centres
- PPS 9 Biodiversity and Geological Conservation
- PPS 12 Local Spatial Planning
- PPG 13 Transport

PPG 15 Planning and the Historic Environment
PPG 16 Archaeology and Planning
PPG 17 Planning for Open Space, Sport and Recreation
PPS 22 Renewable energy
PPS 25 Development and Flood Risk

Regional Framework

The London Plan objectives are set out in Part 1 of the Southwark UDP (2007). This SPD 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

Local Framework

The relevant policies of the Southwark UDP (2007) are set out in appendix 2 and other SPGs and SPDs relevant to Dulwich are listed in section 10 of this SPD.

Lordship Lane, Dulwich and Herne Hill have been designated as Neighbourhood Areas under the UDP (2007). Neighbourhood areas are important because shopping and commercial centres often define a neighbourhood, providing a focus for the community. They provide a wide range of shops and other services used by local communities. Generally there are few large development sites within the neighbourhood centres. The focus of planning guidance is on protecting, improving, and bringing back into use retail and residential uses, especially above shops.

Each centre is unique and requires its own strategy to build on its strengths and improve the environment, quantity and range of services that it offers according to the needs of those who use the centre.

The visions identified in the UDP for the relevant areas are set out below;

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 Area

“Vibrant neighbourhoods providing essential services for local people”

The Southwark UDP (2007) also identifies Lordship Lane as a District Town Centre and Dulwich and Herne Hill as Local Centres. The London Plan describes a hierarchy of centres throughout London that have different levels of importance and, accordingly, different ranges of services. This hierarchy is based on the number and types of shops, and the distances people will travel to visit them. Town and local centres have been designated to protect and encourage shops, in order to improve the quality and quantity of service provision in accessible locations for surrounding catchment areas. New developments, which generate a large number of trips, should be located within existing town centres, in order to safeguard their vitality and viability and discourage car use.

Appendix 2: Southwark Plan Policies relating to this document:

Policy 1.1	Access to employment opportunities
Policy 1.5	Small Business Units
Policy 1.6	Live-Work Units
Policy 1.7	Development within town and local centres
Policy 1.8	Location of developments for retail and other town centre uses
Policy 1.9	Change of use within protected shopping frontages
Policy 1.10	Small scale shops and services outside the town and local centres and protected shopping frontages
Policy 1.11	Arts, Culture and Tourism Facilities

Policy 2.1	Enhancement of Community Facilities
Policy 2.2	Provision of new Community Facilities
Policy 2.3	Enhancement of educational establishments
Policy 2.5	Planning Agreements
Policy 3.1	Environmental Effects
Policy 3.2	Protection of Amenity
Policy 3.3	Sustainability Assessment
Policy 3.4	Energy Efficiency
Policy 3.5	Renewable Energy
Policy 3.6	Air Quality
Policy 3.7	Waste Reduction
Policy 3.8	Waste Management
Policy 3.9	Water
Policy 3.11	Efficient use of Land
Policy 3.12	Quality in Design
Policy 3.13	Urban Design
Policy 3.14	Designing out Crime
Policy 3.15	Conservation of the historic environment
Policy 3.16	Conservation areas
Policy 3.17	Listed buildings
Policy 3.18	Setting of listed buildings, conservation areas and world heritage sites
Policy 3.19	Archaeology
Policy 3.22	Important Local Views
Policy 3.23	Outdoor Advertisements and signage
Policy 3.24	Telecommunications
Policy 3.25	Metropolitan Open Land
Policy 3.26	Borough Open Land
Policy 3.27	Other open space
Policy 3.28	Biodiversity
Policy 4.1	Density of Residential Development
Policy 4.2	Quality of Residential Development
Policy 4.3	Mix of Dwellings
Policy 4.4	Affordable Housing
Policy 4.5	Wheelchair Affordable Housing
Policy 4.6	Loss of Residential Accommodation
Policy 4.7	Non Self-Contained Housing for Identified User Groups
Policy 5.1	Locating Developments
Policy 5.2	Transport Impacts
Policy 5.3	Walking and Cycling

Policy 5.4	Public transport improvements
Policy 5.6	Car Parking
Policy 5.7	Parking Standards for disabled people and the Mobility Impaired
Policy 5.8	Other Parking
Policy 7.8	Lordship Lane Neighbourhood Area
Policy 7.9	Dulwich Neighbourhood Area
Policy 7.10	Herne Hill, The Blue and Nunhead Neighbourhood Area

Appendix 3: Glossary

Affordable housing Housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in their borough. Affordable housing comprises social and intermediate housing.

Density A measure of the intensity of development of a residential site.

Development As defined by Section 55 of the Town and Country Planning Act 1990, development means carrying out building, engineering, mining or other operations in, on, over or under land, or changing the use of buildings or land.

Habitable room A room within a dwelling, the main purpose of which is for sleeping, living or dining. It is any room with a window that could be used to sleep in, regardless of what it is actually used for. This excludes toilets, bathrooms, landings, halls and lobbies, and also excludes kitchens with an overall floor area of less than 11 square metres.

Household One person living alone or a group of people (who may or may not be related) living or staying temporarily at the same address with common housekeeping.

Local Development Framework (LDF) A portfolio of documents including **Supplementary Planning Documents**, Development Plan Documents such as a Core Strategy and proposals maps, and the Statement of Community Involvement. Together the portfolio of documents covers the whole borough and gives comprehensive policy coverage at a detailed level.

London Plan A strategic plan for the whole of London produced by the GLA. The main purpose of the London Plan is to ensure that all the individual plans produced by the London boroughs work together to meet the priorities that are agreed for the whole London region. The Local Development Framework cannot contain strategies or policies that are not in general conformity with the London Plan.

Major developments Any residential or mixed use development creating 10 or more dwellings, or if that is not known, where the site area is 0.5 hectares or more. For other types of development, a major development is one where the floorspace to be built is 1000 square metres or more, or the site area is 1 hectare or more.

Mixed use Development comprising one or more activities within the same building or site, or across sites in close proximity to one another.

Planning obligations (or section 106 (s106) agreements) are an effective way of securing measures to overcome the negative impacts of generally acceptable development proposals on the environment, economy and community. This does not mean that planning obligations are a way of “buying” planning permission. Development that has significant negative impacts will not be approved, irrespective of planning obligations. Planning obligations may also be known as “planning agreements” and “planning contributions.” What can and cannot be the subject of planning obligations is the subject of extensive legal and government policy tests. This document seeks to provide detailed local policy guidance building upon that national and regional guidance.

Southwark Plan

Southwark Plan is the main set of planning policies for the borough, also known as the Unitary Development Plan (UDP), and this forms the core of the local development framework (LDF). It sets out a vision and policies for the sustainable use and development of land through protection and regeneration to deliver the Community Strategy over the next 10 years. The policies are used to determine applications for planning permission in the borough, along with the London Plan and other planning documents, such as supplementary planning documents.

Supplementary Planning Document (SPD)

Supplementary Planning Document (SPD) expands upon and provides further guidance on how planning policies in the Southwark Plan should be applied. Once adopted, an SPD will become a material consideration when considering planning applications in Southwark and is regularly monitored and reviewed.

Sustainability Appraisal/ Strategic Environmental Assessment

A systematic and interactive process undertaken during the preparation of a plan or strategy, which identifies and reports on the extent to which the implementation of the plan or strategy would achieve environmental, economic and social objectives by which sustainable development can be defined, in order that the performance of the strategy and policies is improved.

Sustainable Development Development that contributes towards the principles of sustainability. That is, development that does not cause environmental damage, contributes to the local economy and meets the needs of the local community.

Unitary Development Plans (UDPs) Statutory plans produced by each borough which integrate strategic and local planning responsibilities through policies and proposals for the development and use of land in their area.

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Spanish

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Agenda Item 17

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