

## Appendix F – Saved UDP Policies

### Southwark Plan policies to be kept

There are a number of policies in the Southwark Plan that are up-to-date and will continue to be consistent with the new Core Strategy policies and objectives, as well as the London Plan and national policies. For example we are not changing our approach to designing out crime (Southwark Plan policy 3.14) or urban design (Southwark Plan policy 3.13). This means that we will continue using these policies once the Core Strategy has been adopted.

Core Strategy Preferred Options	London Plan policies and objectives	Southwark Plan policies and objectives	Area Action Plan/ area based supplementary planning document
<b>Vision</b>	No London Plan policy	Section 1.1	
<b>Central activities zone</b>	2A.4 The Central Activities Zone 5G.2 Strategic priorities for the CAZ	Section 7.2	
<b>River Thames</b>	4C (13) Thames Policy conservation areas	Section 7.3	Policy and up-to-date.
<b>Elephant and Castle</b>	2A.5 Opportunity Areas 2A.7 Areas for Regeneration	Section 8.2 Policy 6.1 Elephant and Castle Opportunity Area	A new Strategy policy. Elephant and Castle SPG
<b>Opportunity Area</b>	Regeneration 5D.2 Opportunity Areas in South east London		Elephant and Castle Enterprise Quarter SPD Walworth Road SPD
<b>Borough Bankside and London Bridge Opportunity Area</b>	2A.5 Opportunity Areas 2A.7 Areas for Regeneration 5D.2 Opportunity Areas in South east London	Section 8.3 Section 9.6 Policy 6.2 London Bridge Opportunity Area Policy 7.4 Bankside and Borough Action Area	Bankside, Borough and London Bridge SPD
<b>Canada Water (and Rotherhithe) Action Area</b>	2A.6 Areas for intensification 2A.7 Areas for Regeneration 5D.3 Areas for intensification in South East London	Section 9.4 Policy 7.2 Canada Water	Canada Water Area Action Plan

There are some Southwark Plan policies which can be kept, but which will apply to a revised area. For example we are not changing our approach to conservation areas or archaeology (Southwark Plan policies 3.16 and 3.19). However the areas which the policies will apply to will be revised on the Core Strategy proposals map.

**Table 1: Relationship between the Core Strategy and regional and local planning policies**

### Key

		<b>Action Area</b>	
<b>Peckham</b>	2A.7 Areas for Regeneration	Section 9.3 Policy 7.1 Peckham Action Area	Peckham and Nunhead Area Action Plan
<b>Nunhead</b>	2A.7 Areas for Regeneration	Section 9.13 Policy 7.10 Herne Hill, Nunhead and The Blue neighbourhood Areas	Peckham and Nunhead Area Action Plan
<b>Aylesbury action area</b>	2A.7 Areas for Regeneration	No Southwark Plan policy	Aylesbury Area Action Plan
<b>Herne Hill town centre</b>	3D.1 Supporting town centres	Section 9.13 Policy 7.10 Herne Hill, Nunhead and The Blue neighbourhood Areas	
<b>Camberwell town centre</b>	2A.7 Areas for Regeneration	Section 9.10 Policy 7.7 Camberwell Neighbourhood Area	Camberwell SPD
<b>The Blue</b>	3D.1 Supporting town centres	Section 9.12 Policy 7.10 Herne Hill, Nunhead and The Blue neighbourhood Areas	
<b>Dulwich town centre</b>	3D.1 Supporting town centres	Section 9.12 Policy 7.9 Dulwich Neighbourhood Area	Dulwich SPD
<b>Lordship Lane town centre</b>	3D.1 Supporting town centres	Section 9.11 Policy 7.8 Lordship Lane Neighbourhood Area	Dulwich SPD
<b>Old Kent Road regeneration area</b>	2A.7 Areas for Regeneration	Section 9.5 Policy 7.5 Old Kent Road Action Area	Old Kent Road SPD
<b>West Camberwell housing regeneration area</b>	2A.7 Areas for Regeneration	Section 9.8 Policy 7.6 West Camberwell Action Area	
<b>Bermondsey Spa</b>	2A.7 Areas for Regeneration	Section 9.7 Policy 7.5 Bermondsey Spa Action Area	
<b>Objective 1A</b>	Objective 3: To make London a more prosperous city with strong and diverse long term economic growth Objective 4: To promote social inclusion and tackle deprivation and discrimination	SP1 Sustainability, equality and diversity SP4 Removing barriers to employment SP5 Regeneration and creating employment	
<b>Objective 1B</b>	Objective 2: To make London and healthier and better city for people to live in	SP1 Sustainability, equality and diversity SP8 Anti-poverty SP9 Meeting community needs	
<b>Objective 1C</b>	Objective 2: To make London and healthier and better city for people to live in	SP1 Sustainability, equality and diversity SP9 Meeting community needs SP11 Amenity and environmental quality SP12 Pollution	

		SP15 Open space and biodiversity	
<b>Objective 1D</b>	Objective 3: To make London a more prosperous city with strong and diverse long term economic growth	SP1 Sustainability, equality and diversity SP7 Arts, culture and tourism	
<b>Objective 1E</b>	Objective 2: To make London and healthier and better city for people to live in	SP1 Sustainability, equality and diversity SP10 Development impacts SP11 Amenity and environmental impacts	
<b>Objective 2A</b>	Objective 2: To make London and healthier and better city for people to live in	SP1 Sustainability, equality and diversity SP6 Accessible services SP14 Sustainable buildings SP17 Housing	
<b>Objective 2B</b>	Objective 6: To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well designed and green city	SP1 Sustainability, equality and diversity SP12 Pollution SP14 Sustainable buildings SP16 River Thames SP18 Sustainable transport SP19 Minimising the need to travel	
<b>Objective 2C</b>	Objective 2: To make London and healthier and better city for people to live in	SP1 Sustainability, equality and diversity SP17 Housing	
<b>Objective 2D</b>	Objective 3: To make London a more prosperous city with strong and diverse long term economic growth	SP1 Sustainability, equality and diversity SP5 Regeneration and creating employment SP6 Accessible services SP7 Arts, cultural and tourism SP8 Anti-poverty	
<b>Objective 2E</b>	Objective 6: To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well designed and green city Objective 5: To improve London's accessibility	SP1 Sustainability, equality and diversity SP3 Quality and accessibility SP18 Sustainable transport	
<b>Objective 2F</b>	Objective 6: To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well designed and green city	SP1 Sustainability, equality and diversity SP13 Design and heritage SP15 Open space and biodiversity SP16 River Thames	
<b>Objective 3A</b>	Objective 4: To promote social inclusion and	SP1 Sustainability, equality and diversity	

	tackle deprivation and discrimination	SP6 Accessible services	
<b>Objective 4A</b>		SP1 Sustainability, equality and diversity SP3 Quality and accessibility SP10 Development impacts	
<b>Policy 1 – Sustainability assessment</b>	2A.1 Sustainability criteria 3A.17 Addressing the needs of London’s diverse population 3A.28 Social and economic impact assessments 4A.3 Sustainable design and construction 6A.5 Planning obligations	Policy 3.3 Sustainability Assessment	
		Policy 3.12 Quality in design	
		Policy 2.5 Planning obligations	
<b>Policy 2 – Sustainable transport</b>	3C.1 Integrating transport and development 3C.4 land for transport 3C.21 Improving conditions for walking 3C.22 Improving conditions for cycling 3C.23 Parking strategy 3C.24 Parking in town centres	Policy 5.1 Locating developments	
		Policy 5.2 Transport impacts	
		Policy 5.4 Public transport improvements	
		Policy 5.3 Walking and cycling	
		Policy 5.5 Transport development areas	
		Policy 5.6 Car parking	
		Policy 5.7 Parking standards for disabled people and the mobility impaired	
		Policy 5.8 Other parking	
<b>Policy 3 – Shopping , leisure and entertainment</b>	2A.8 Town centres 3D.1 Supporting town centres 3D.3 Maintaining and improving retail facilities	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	
<b>Policy 4 – Places to learn and enjoy</b>	3A.18 Protection and enhancement of social infrastructure and community facilities 3A.21 Locations for health care	Policy 2.1 Enhancement of community facilities	
		Policy 2.2 Provision of new community facilities	
		Policy 2.3 Enhancement of educational	

	3A.24 Education facilities 3A.25 High and further education 6A.5 Planning obligations	establishments Policy 2.4 Educational deficiency Policy 2.5 Planning obligations	
<b>Policy 10 – Jobs and Businesses</b>	2A.10 Strategic Industrial Locations 3B.2 Office demand and supply 3B.4 Industrial locations 3B.8 Creative industries 3B.11 Improving employment opportunities for Londoners 3D.4 Development and promotion of arts and culture 3D.7 Visitor accommodation and facilities	Policy 1.1 Access to employment opportunities Policy 1.2 Strategic and local preferred industrial locations* Policy 1.3 Preferred office locations Policy 1.4 Employment sites Policy 1.5 Small business units Policy 1.6 Live-work units Policy 1.11 Arts, culture and tourism uses Policy 1.12 Hotels and Visitor accommodation	
<b>Policy 11 – Open spaces and wildlife</b>	3D.10 Metropolitan open land 3D.11 Open space provision in DPDs 3D.11 Open space provision in DPDs 3D.14 Biodiversity and nature conservation	Policy 3.25 Metropolitan open land Policy 3.26 Borough open land Policy 3.27 Other open space Policy 3.28 Biodiversity Policy 3.30 Protection of riverside facilities	
<b>Policy 12 – Design and conservation</b>	4B.1 Design principles for a compact city 4B.11 London's built heritage 4B.12 heritage conservation 4B.15 Archaeology 4B.9 Tall buildings – location 4B.10 Large-scale buildings – design and impact 4B.16 London View Management Framework	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 3.20 Tall buildings Policy 3.31 Strategic views Policy 3.22 Important local views Policy 3.23 Outdoor advertisements and	

		<p>signage</p> <p>Policy 3.24 Telecommunications</p> <p>Policy 3.29 development within the Thames Policy Area</p>	
<p><b>Policy 13 – High environmental standards</b></p>	4A.1 Tackling climate change	Policy 3.1 Environmental effects	
	4A.3 Sustainable design and construction	Policy 3.2 Protection of amenity	
	4A.4 Energy assessment	Policy 3.3 Sustainability assessment	
	4A.5 Provision of heating and cooling networks	Policy 3.4 Energy efficiency	
	4A.6 Decentralised energy: Heating, Cooling and Power	Policy 3.5 Renewable energy	
	4A.7 Renewable energy	Policy 3.6 Air Quality	
	4A.16 Water supplies and resources	Policy 3.7 Waste reduction	
	4A.13 Flood risk management	Policy 3.8 Waste management	
	4A.14 sustainable drainage	Policy 3.9 Water	
	4A.19 Improving air quality	Policy 3.10 Hazardous waste substances	
	4A.20 Reducing noise and enhancing soundscapes	Policy 3.31 Flood defences	
	4A.22 Spatial policies for waste management		
	4A.29 Hazardous waste		

1

# Part One

1

## OVERALL STRATEGY

3

### 1 Introduction

4

#### **1.1 The Vision**

5

The Southwark Plan (2006) sets out a vision for Southwark and explains how this vision will be achieved. The vision is:

6

- For Southwark to be a place with a thriving and sustainable economy where local people can have the full benefits of wealth creation, with access to choice and quality in the services and employment opportunities that are available.

7

- For Southwark to be a place where communities are given the ability to tackle deprivation through gaining maximum benefits from inward investment and regeneration.

8

- For Southwark to be a borough with high environmental quality, that is attractive, sustainable and performs well on environmental measures.

9

- Southwark as a place with a diverse housing mix that exemplifies high quality design and accessibility for existing and incoming residents.

10

- Southwark as a place where access to work, shops, leisure and other services for all members of the community is quick and convenient, and where public transport systems, the road network, walkways and cycle ways enable people to travel quickly, conveniently, safely and comfortably to and from their destination, causing minimum impact on local communities and the environment.

11

#### **1.2 Influencing Development**

12

The Plan sets out how Southwark Council, as the Local Planning Authority (LPA) will use its planning powers to influence development. The Plan explains why planning decisions are made, and the objectives and targets that the LPA is seeking to achieve. It provides the framework for guiding Southwark's development, taking account of how much it has changed, and looking forward to how this may continue in the future.

13

The council, in its determination of planning applications, will have regard to the provisions of the development plan and to any other material considerations. Applications will be determined in line with the plan unless these considerations indicate otherwise. Conversely, applications which are not in accordance with relevant policies in the development plan will not be allowed unless material considerations justify the grant of planning permission. The council will accord due weight to each consideration in coming to its decision on whether to grant or refuse planning permission, in the attachment of any condition(s) and in seeking to enter into any planning obligation. The development plan comprises the adopted London Plan and the adopted Plan.

14

### 2 Plan Format

15 **2.1 The Plan**

16 The Plan is in two parts, Part One describes the LPA's overall strategic direction until 2016 for development within the local and wider contexts. Part Two expresses the LPA's objectives and strategies in more detail and defines the policies that the council will pursue for development control purposes until 2016. Part Two also provides background information for each objective and explains how the policies are delivering the Plan's strategic objectives. Each policy is then detailed, and the reasoning for the policy is explained. The links to the Proposals Map, other policies and Supplementary Planning Documents (SPD) are set out in the Policy Finder at the beginning of the Plan.

17 The Plan is:

- 18     ▪ Influenced by external and internal factors such as national and London guidance, the Community Strategy, neighbourhood renewal and the council's ongoing regeneration activities;
- 19     ▪ Explained by objectives, strategies, and targets in Part One which set the direction for the Part Two policies;
- 20     ▪ Illustrated in Part Two in the Key Diagram and Proposals Map;
- 21     ▪ Evaluated through regular monitoring of land use and planning decisions, the sustainability appraisal, and consultation statement.

22 **2.2 Area Action Plans and Supplementary Planning Documents (SPD)**

23 Further explanation of how the objectives of the Plan will be achieved and how the policies will be put into practice may be provided in Area Action Plans and Supplementary Planning Documents. They will usually be adopted by the council and may be material considerations in its determination of planning applications. Appendix 1 contains a list of Area Action Plans and SPDs.

24 **2.3 Changing to a Local Development Framework**

25 The Planning and Compulsory Purchase Act 2004 requires that this plan is replaced in due course by a Local Development Framework (LDF). This plan was prepared under the Town and Country Planning (Development Plan) (England) Regulations 1999 and the transitional provisions set out in Schedule 8 of the Planning and Compulsory Purchase Act 2004.

26 **3 External Influences**

27 3.1 London is one of the most important cities in the world for wealth creation. A vast range of opportunities exist for people to become prosperous and maintain a very high quality of life.

28 This is because of the large number of different types of employment, certain environmental qualities such as its architecture and heritage, parks and gardens, and the range and quality of services and cultural life. In some areas of Southwark though, only the disadvantages associated with city living seem to be apparent, such as few job prospects, low expectations, high crime rates and a poor environment. The Plan seeks to address these issues locally, within the context of national and London wide influences on the Plan that need to be taken into account.

29 **3.2 National Policy**

30 The Plan must comply with government policies including those set out in Planning Policy Guidance (PPG) and Planning Policy Statements (PPS), unless local circumstances justify a departure. One of the major planks of central government policy is sustainability particularly more re-use of previously - developed land, which



is detailed in Section 13. Three further areas of central government policy are particularly relevant:

- 31 i. The Government is seeking to increase the quality and supply of housing where it is needed and, in particular, to ensure that there is affordable housing in a range of tenures wherever it is needed. It also wants to see more re-use of developed land in cities for new housing and this will have the added advantage of reducing the need for new development in the open countryside. [PPS 3 — Housing];
- 32 ii. The Government's transport policies are intended to conserve energy and reduce pollution by reducing the need to travel. Cities should be planned so that more of people's needs can be met in such a way that they need to use private cars less. In inner London, where there is good public transport and sufficient numbers of people to support local services in a small area, many people can get by quite well without a car. Those that do choose to keep a car do not need to use them as much as people in the suburbs or countryside. (PPS 6 and PPG13);
- 33 iii. Central Government has also established the need for the expansion of the economy encouraging new enterprise and investment by setting out clear land use policies for industrial and commercial development, promoting mixed development and emphasising the need for environmental quality and the sensitive development of industrial and commercial land. (PPS 1 and PPG 4).
- iv. The Government has placed new duties on public authorities through the Race Relations (Amendment) Act 2000. This follows a reappraisal of the way the council responds to issues of race equality and is part of a wider programme of promoting community cohesion. All public authorities are obliged to publish a Race Equality Scheme to assess and consult on the likely impact of proposed policies on the promotion of race equality and to monitor policies for any adverse impact. The council has adopted the process and objectives of an Equalities Impact Assessment (EQIA) to establish whether a policy has an adverse effect and to establish the changes that should be made. The EQIA goes beyond race to include gender, disability, age, faith and sexual orientation.

### 34 **3.3 The London Plan**

35 At the same time as Southwark is preparing the Plan, the Mayor of London has produced a strategic plan for the whole of London, the Spatial Development Strategy, known as the London Plan. The main purpose of the London Plan is to ensure that all of the individual plans produced by the London boroughs work together to meet the priorities that are agreed for the whole London region. The London Plan is a major external influence on the Plan.

36 Six objectives are identified for the whole of London. These are:

- 37 i. Making the most sustainable and efficient use of space in London; encouraging intensification and growth in areas of need and opportunity;
- 38 ii. Making London a better city for people to live in;
- 39 iii. Making London a more prosperous city with strong and diverse economic growth;
- 40 iv. Promoting social inclusion and tackling deprivation and discrimination;
- 41 v. Improving London's transport; and
- 42 vi. Making London a more attractive, well-designed and green city.

43 The Plan has to take into consideration all of the London-wide strategies and policies making sure that the issues are being addressed in Southwark. The Plan cannot contain strategies or policies that are not in general conformity with the London Plan.

## 44 **4 Local Influences**

45 4.1 There are many local factors within Southwark that have a large influence on  
planning policies and decision making, most importantly the Community Strategy,  
and the Local Strategic Partnership.

## 46 **4.2 Community Strategy**

47 The Community Strategy sets out the Council's and its partners' vision and priorities  
for the borough for the next four years. It is a crucial influence on the Plan and has  
been prepared to provide an overview of the objectives that affect all of the  
Council's activities. The Community Strategy's vision is, 'To make Southwark a  
better place to live, to learn, to work and to have fun'.

48 It has the following five priorities:

- 49 i. Tackling Poverty;  
50 ii. Making Southwark Cleaner and Greener;  
51 iii. Cutting Crime and the Fear of Crime;  
52 iv. Raising Standards in our Schools;  
53 v. Improving the Health of the borough.

54 The Plan is used by the Council as a tool to deliver the physical and spatial aspects  
of the Community Strategy which cover all of the priorities above. The Council is  
committed to empowering local communities and residents, embracing diversity,  
boosting efficiency and tackling poverty. It is also seeking to create a cleaner,  
greener borough, taking the environment into account in every area of Council  
activity and decision-making.

## 55 **4.3 Southwark's profile**

56 Although Southwark is described as an 'inner city' borough it really covers areas of  
very diverse housing types, which have driven the changing demographic profile.  
The borough includes areas of 'leafy suburbia' as well as fashionable riverside flats  
and converted Victorian terraces, so population changes are heading different ways  
in adjacent neighbourhoods. In general there is a mix of increasingly expensive  
private sector housing mingled with large estates of social rented accommodation,  
which are often home to disadvantaged households.

57 Data from the 2001 Census of Population for Southwark reveal the following  
profile:-

- 58 • Although total social housing (council rented plus other registered social  
landlords) has fallen from its peak of nearly 70% in the 1970s it remains at  
around 53% of dwellings –nearly three times the national average and the  
second highest proportion amongst London boroughs;
- 59 • Owner occupation is now the tenure of 31% of Southwark households, still  
well below even Inner London's 40% average let alone the 70% national  
figure – while private renting, previously marginal here, has risen to 15% of  
all households;
- 60 • Population growth is dominated by "natural increase", with about 2.5 births  
for every death annually;
- 61 • Total population has risen by over 30,000 since 1981, mainly in the  
younger working age group – those in their 20s and 30s; the under 16s  
make up over 20% of all residents, similar to the national average and thus  
very different to the ageing profile of the 1970s; in contrast, the over-65s  
have fallen from 14% to a mere 10% of residents in the 1990s (they are  
16% of the population nationally);
- 62 • Over 51% of residents are women, as you would expect in a large city;

- 63       •     Around 10% of households are headed by lone parents (one of the highest levels in the country); about 38% are single persons, which is less than the average for Inner London (but well above the 30% national figure); only 28% of households include any under 16s;
- 64       •     During the 1990s the African communities, with over 16% of residents, overtook the Caribbean group (stable at 8%) as the largest ethnic minority category: Southwark has the largest African population of any authority in Britain, predominantly from Nigeria and other parts of West Africa; the South Asian and Chinese groups together are a little more than 5% of the population (compared to around 11% in Inner London);
- 65       •     In 2001 12.6% (an eighth) of residents claimed to have a 'limiting long term illness' -- used in the Census as a proxy for disability – but this is below the English average in line with a “young” population;
- 66       •     Over a third (35%) of residents have higher qualifications (degrees etc), which is nearly double the national norm;
- 67       •     Around 12% of residents are managers or senior professionals – 50% above the national figure, but less than the 14% Inner London figure;
- 68       •     In general Southwark residents tend to be on the move – in 2001, 2% of residents were newly arrived from abroad plus 7.5% from elsewhere in Britain (in the previous 12 months);
- 69       •     Southwark is home to 18,800 full time students, and 18,500 unpaid carers.
- 70     [source: 2001 Census, Copyright Office for National Statistics]

71     The following information is from non-Census sources:

72     Though changing definitions and demographic trends have led to Southwark moving down the league table of poverty, the most recent government estimates show it still in 17<sup>th</sup> position nationally for the extent of deprivation (out of 354 councils);

73     Unemployment remains nearly double the national average, and the 4th highest in London.

#### 74     **4.4 Local Strategic Partnerships and Neighbourhood Renewal**

75     The Southwark Alliance is the local strategic partnership for the borough. It brings together the Council, other statutory organisations (for health, police, schools, and employment), with voluntary, business, faith and community sector organisations. Its role is to set the vision for the borough through the Community Strategy and to drive and monitor its implementation.

76     A key area of work for Southwark Alliance is to target improvements in the most deprived neighbourhoods as part of the government's national programme. There are sixteen priority neighbourhoods in Southwark, ranging from those with major regeneration schemes, like the Elephant and Castle and Aylesbury, to others where renewal is targeting particular service improvements related to crime reduction, educational achievement, better health and local improvements to housing and the physical environment. The Southwark Plan seeks to provide the strategic planning guidance to deliver this overarching framework and has identified the neighbourhoods as Regeneration Areas in Figure 3.

77     More information about the work of Southwark Alliance and all the Priority Neighbourhoods is available through the website at: [www.southwarkalliance.org.uk](http://www.southwarkalliance.org.uk).

## 78     5 The Southwark Plan Policies

79 5.1 There are three strategic and sixteen issue based policies for guiding development decisions within Southwark. These policies provide the basis for the overall strategy, targets, implementation, more detailed policies in Part Two, and the SPDs.

## 80 **5.2 Strategic Policies**

81 The strategic policies of the Plan set out the overall direction for the physical and spatial aspects of the Community Strategy. As outlined earlier, the Community Strategy is working towards reducing deprivation, improving accessibility and achieving sustainable development in Southwark. Sustainable development is defined as improving people's living and working conditions without harming the quality of life for future generations. Accessibility is defined as the methods by which people with a range of needs especially those from the six 6-equalities target groups (race, gender, age, faith, sexuality and disability) find out about and use services and information. For disabled people, access in London means the freedom to participate in the economy, in how London is planned, in the social and cultural life of the community, as well as physical access. The term is also used to describe how easy a location is to get to by public or private transport.

82 The strategic policies are:

### 83 **Strategic Policy (SP) 1 Sustainability, equality and diversity**

84 ~~All land use decisions must achieve or contribute towards sustainable development that meets the needs of Southwark's diverse population and the economy whilst improving accessibility and quality of life. In particular planning applications development must ensure that the six equality target groups are not disadvantaged and seek to remove or suitably mitigate any adverse effects on them;~~

### 85 **SP 2 Participation**

86 ~~All development decisions should enable people from all communities especially those from the six equalities target groups to have meaningful opportunities to participate fully in planning decisions that affect their quality of life, their ability to participate in wealth creation and the quality of their environment, and to remove barriers which hinder accessibility to that process;~~

### 87 **SP 3 Quality and accessibility**

88 ~~All developments should be accessible, improving people's life chances by achieving the highest possible quality developments with all of the infrastructure required to meet people's needs within Southwark.~~

## 89 **5.3 Strategic issue based policies**

90 These sixteen strategic issue based policies are derived from external and internal influences, especially the Community Strategy, and through consultation. They are further detailed by the policies in Part Two:

91 The strategic issue based policies are:

### 92 **SP 4 Removing barriers to employment**

93 ~~Developments should, where appropriate, help remove the barriers to employment and improve access to jobs and training opportunities for local people;~~

### 94 **SP 5 Regeneration and creating employment**

95 ~~Developments should, where appropriate, contribute towards strong, diverse long term economic growth, facilitate regeneration, and increase the number and range of employment opportunities available within Southwark;~~

### 96 **SP 6 Accessible services**

- 97 All developments should, where appropriate, improve the range and quality of services available in Southwark and ensure that they are easily accessible by all sections of the community, particularly by foot, cycle and public transport;
- 98 **SP 7 Arts, culture and tourism**
- 99 All developments should, where appropriate, support regeneration and wealth creation through arts, culture and tourism uses;
- 100 **SP 8 Anti-poverty**
- 101 All developments should, where appropriate, reduce poverty, alleviate concentrations of deprivation and increase opportunities;
- 102 **SP 9 Meeting community needs**
- 103 All developments should, where appropriate, enable growth and development of education, community and welfare services in line with the community's needs;
- 104 **SP 10 Development impacts**
- 105 All Developments should ensure that they contribute positively to the character and quality of their surroundings, thereby making places better for people to live in and improving the communities to which they belong.
- 106 **SP 11 Amenity and environmental quality**
- 107 All developments should protect and improve amenity and environmental quality and encourage sustainable development;
- 108 **SP 12 Pollution**
- 109 All developments should, where appropriate reduce pollution and improve the environmental performance of buildings especially for energy, water and waste management;
- 110 **SP 13 Design and heritage**
- 111 All developments should be of a high standard of design and where appropriate should preserve or enhance the character or appearance of the historic environment
- 112 **SP 14 Sustainable buildings**
- 113 All development should promote the efficient use of land, and be of high quality and where appropriate, include a mix of uses;
- 114 **SP 15 Open space & biodiversity**
- 115 All developments should, where appropriate, create, preserve and enhance open spaces, green corridors, traffic free routes, and biodiversity. The benefits of open space include those associated with health, sport, recreation, children's play, regeneration, the economy, culture, biodiversity and the environment.
- 116 **SP 16 River Thames**
- Developments should protect and enhance the River Thames and its environs and, where appropriate, incorporate measures to protect against flooding.
- 117 **SP 17 Housing**
- 118 All developments should, where appropriate, provide more high quality housing of all kinds, particularly affordable housing;
- 119 **SP 18 Sustainable transport**
- All developments should promote more sustainable transport choices for all

members of the community, in order to reduce congestion, pollution and increase ease of movement;

120 **~~SP 19 Minimising the need to travel~~**

~~All developments should reduce congestion and pollution within Southwark by minimising the need to travel, especially by car.~~

122 **SP 20 Development site uses**

123 The “uses required” within the Proposals Map Schedule (Appendix 3) must be included within any development on sites designated on the proposals map. Planning permission may be granted for “other acceptable uses” within this schedule provided that development for the ‘uses required’ is, has been, or is thereby, secured. A temporary planning permission may be granted to allow good use to be made of a vacant site prior to the commencement of a permanent scheme.

124 Development sites have been designated on the Proposals Map to meet the strategic objectives of this plan. Appendix 3 contains a Schedule of all designated Proposal Sites.

125 **6 Setting out the Strategy for the Use and Development of Land**

126 6.1 The Plan sets out a spatial strategy for the borough. This is a strategy for the use of land and buildings to provide for the needs of the local area and for the borough to play its part in meeting the needs of the whole Greater London region and beyond. Southwark's spatial strategy is summarised on the Key Diagram and Proposals Map.

127 **6.2 The Key Diagram and Proposals Map**

128 **6.2.1 Key Diagram**

129 The Key Diagram is a diagrammatic representation of the Plan's main strategic areas of activity and programmes for the protection, development and use of land as illustrated in Figure 1. It provides an illustrated overview of how these areas and programmes relate to each other, and to the major development areas in adjoining boroughs and is effectively a summary of the Proposals Map.

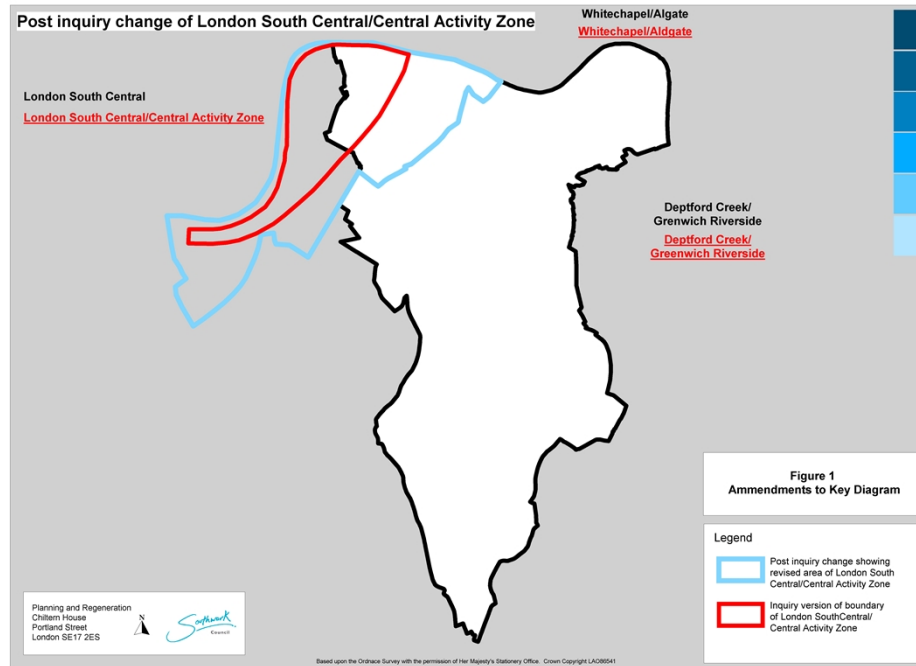
130 **6.2.2 Proposals Map**

131 The Proposals Map designates certain parts of the borough for particular types of land uses and identifies areas where particular planning policies will apply. These designations are either limiting or facilitating change. Certain of these designations are drawn from the London Plan, and others are locally identified and defined.

132 Designations on the Proposals Map are categorised and described as follows:

- 133 i. Special Policy Areas which have a regional significance. They are London South Central, The Thames and Transport Development Areas;
- 134 ii. Opportunity Areas which are designated by the London Plan as areas for regeneration and growth;
- 135 iii. Local Policy Areas where regeneration, growth and enhancement opportunities are concentrated. These are Action Areas and Neighbourhood Areas;
- 136 iv. Protection Areas for particular types of land use which allow certain areas to continue to fulfil an important function. These include: Archaeological Priority Zones, Conservation Areas, employment, open spaces and transport; and
- 137 v. Specific development sites (Appendix 3 contains a Schedule of the designated Proposals Sites).

138 The council will be prepared to use compulsory purchase powers where necessary to ensure that land is made available for development when it is necessary to meet Southwark's strategic regeneration objectives.



## 139 7 Special Policy Areas

140 7.1 Two Special Policy Areas have been identified in the London Plan, as having a regional significance. These are London South Central and The Thames Policy Area.

### 141 7.2 London South Central

142 This is a strategic regeneration priority area identified in the London Plan. It stretches across the northern part of the three boroughs of central London south of the Thames (Southwark, Lambeth and Wandsworth) and contains four distinct Opportunity Areas, two of which are in Southwark (London Bridge and the Elephant and Castle). The whole area is likely to experience general intensification of development over the lifetime of the Plan.

143 Area based regeneration initiatives are coordinated across the borough in partnerships which include the City of London and the City of Westminster to the north.

144 The main priorities are:

- 145 i. To remove barriers to employment and improve the skills of local people;
- 146 ii. To promote business development;
- iii. To make improvements to the public realm which improve conditions for business and visitors, and enhance the quality of life for residents; and
- iv. To tackle transport problems which hinder business competitiveness, limit access to jobs and reduce the quality of life for local residents.

147 The LPA will also seek to protect and extend the cultural, entertainment and leisure facilities offered in London South Central, both to meet the needs of local people and of London as a whole, recognising this sector's contribution to the local economy and to improve the quality of life of the growing number of people who live in, work in and visit London South Central.

### 148 7.3 The Thames Policy Area

149 The River Thames is a feature of major significance to most of London, defining its character and unifying different areas. The Thames Policy Area (TPA) has been



identified on the Proposals Map to allow special control of developments adjacent to the riverside, and to create and capitalise on opportunities to enhance the character of the area and ensure continued and improved access to the river.

#### 150 **7.4 Transport Development Areas**

151 Transport Development Areas are designated where an integrated land use/transport approach is required for new development. They operate around urban public transport interchanges or nodal points well served by public transport where a more specific relationship between development density and public transport service level is required. Two Transport Development Areas have been identified in Southwark, these are the Elephant and Castle and London Bridge Opportunity Areas.

## 152 **8 Opportunity Areas**

153 8.1 Opportunity Areas are within the Central Activity Zone and are designated in the London Plan. They are undergoing or about to undergo a great deal of change. This change will need to be carefully planned and co-ordinated.

154 The London Plan identifies two areas where major changes are possible and desirable to help meet London's strategic objectives: the Elephant and Castle (including Walworth Road) and London Bridge. These areas require planning guidance, which will guide the preparation of master plans.

### 155 **8.2 Elephant and Castle (including Walworth Road) Opportunity Area**

#### 156 **8.2.1. London Plan Guidance**

157 The London Plan states:

158 'Elephant and Castle: The planning framework for the area around the Elephant and Castle should draw on its good public transport accessibility, closeness to the Central Activities Zone and relatively affordable land. This could be a suitable location to meet some of Central London's longer term needs for extra office space and is generally suitable for tall buildings. Large scale, car-based retail development should not be encouraged. The framework should seek a significant increase in housing and integrate this with a more efficient transport interchange. Environmental and traffic management improvements are crucial to the successful redevelopment of this southern gateway to central London'. (The London Plan paragraph 5.36)

159 The London Plan sets minimum targets for homes and jobs to be achieved up to 2016 in areas of opportunity. For the Elephant and Castle, within an identified area of 23 hectares, the targets are 4,200 new jobs, and 4,200 new homes.

160 The Elephant and Castle is identified in the London Plan as part of the Central Activity Zone, and as an area of mixed uses with a strong academic character due to the presence of London South Bank University and the London College of Printing.

#### 162 **8.2.2 The Vision**

163 Southwark's vision for the Elephant and Castle is for:

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

### 165 **8.3 London Bridge**

#### 166 **8.3.1. London Plan Guidance**

167 The London Plan states:

168 ~~'London Bridge: Among the larger opportunities, and complementing the area's heritage and environmental character, the riverside between London Bridge station and Tower Bridge can accommodate a significant increase in office stock. Redevelopment and intensification of London Bridge station and its environs are proposed together with improved public transport and interchange facilities and better pedestrian integration with the surrounding area. This is a good location for a tall, landmark mixed use development. The planning framework should draw visitors eastwards along the riverside'.~~  
169 ~~(London Plan paragraph 5.33)~~  
170 ~~The London Plan sets minimum targets for homes and jobs to be achieved by 2016 in areas of opportunity. For London Bridge, within an identified area of 30 hectares, the targets are 24,000 new jobs and 500 new homes.~~  
171 ~~London Bridge is identified as part of the Central Activity Zone and as an area of mixed uses with a strong arts and cultural character.~~

### 172 **8.3.2 The Vision**

173 ~~Southwark's vision for London Bridge is for:~~  
174 ~~'A successful central London mixed use district town centre, full of vitality and providing commercial activity, jobs, an evening economy and high quality homes, supported by thriving tourism, arts, entertainment and cultural activity and a very accessible, integrated public transport system within a unique historical area.~~

## 175 **9 Local Policy Areas**

176 ~~9.1 Local policy areas should be mixed use areas of activity providing jobs, homes, shops, services, schools, health and leisure facilities which are all accessible, being well served by public transport.~~

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

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

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

### 180 **9.2 Action Areas**

181 ~~9.2.1 The London Plan requires LPAs to identify areas where changes (sometimes with intensification) are expected in the coming years to work towards meeting London's strategic objectives. Six areas: Peckham, Canada Water, Old Kent Road, Bankside and The Borough, Bermondsey and West Camberwell are identified as requiring further strategies to guide these changes. Each action area has a vision to guide development and help manage change.~~

### 182 **9.3 Peckham Action Area**

183 ~~The vision for Peckham is for:~~

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

### 185 **9.4 Canada Water Action Area**

186 ~~The vision for Canada Water is for:~~

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

### **9.5 Old Kent Road Action Area**

188 The vision for Old Kent Road Action Area is for:

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

### **9.6 Bankside and The Borough Action Area**

190 The vision for Bankside and The Borough is for:

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

### **9.7 Bermondsey Spa Action Area**

193 The vision for Bermondsey Spa is for:

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

### **9.8 West Camberwell Action Area**

196 The vision for West Camberwell is for:

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

### **9.9 Neighbourhood Areas**

199 Neighbourhoods are important because shopping and commercial centres often  
200 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.

201 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. Camberwell Green, Lordship Lane, Dulwich, Herne Hill, Nunhead and The Blue are designated as neighbourhood centres. Like the action areas, the neighbourhood areas also have a vision to guide future development.

### **9.10 Camberwell Neighbourhood Area**

202 The vision for Camberwell is for:

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

### **9.11 Lordship Lane Neighbourhood Area**

205 The vision for Lordship Lane is for:

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

### **9.12 Dulwich Neighbourhood Area**

208 The vision for Dulwich Village is for:

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

### **9.13 Herne Hill, Nunhead and The Blue Neighbourhood Area**

211 The vision for Herne Hill, Nunhead and The Blue is for:  
212

213 ~~'Vibrant neighbourhoods providing essential services for local people'~~

## 214 10 Southwark Spatial Strategy

215 10.1 As detailed in Section 4, the Plan is delivering the land use element of the community strategy priorities aimed at meeting the needs of people who live in, work in, and visit Southwark. The reasons for the overall strategy and priorities of the Plan are explained below.

### 216 **10.2 Tackling Poverty and encouraging Wealth Creation**

217 Southwark currently ranks as the eighth largest economy in London with 160,000 jobs and the nineteenth largest economy in Britain. It benefits from close links with the dynamic economy of the City and the West End and is increasingly being seen as part of central London. It has experienced significant growth in recent years with a 34% increase in VAT registered stock between 1994 and 2002. Local people however have not always benefited from this growth. Between 1991 and 2002 total employment grew by 30% but unemployment remains unacceptably high.

218 There are nearly 11,000 businesses in Southwark of which 9,000 are small businesses. These are very diverse in their nature and reflect the social and ethnic diversity of the borough. The presence of a large number of very diverse small businesses helps to bring local opportunities to people in the more deprived parts of the borough. The presence of small businesses also reflects an entrepreneurial culture and the importance of the role of business start-up and self employment as an effective means for many of overcoming the barriers to work and providing a way out of poverty.

219 The Mayor of London's vision is to develop London as an exemplary sustainable world city. This is based on three interlocking elements:

- 220 1. Strong and diverse economic growth;
- 221 2. Social inclusivity to allow all Londoners to share in London's future; and
- 222 3. Fundamental improvements in environmental management and the use of resources.

223 Tackling poverty is one of the five priorities of the Southwark Community Strategy. One of the main ways in which this will be achieved is to continue to encourage wealth creation and create more jobs. This is developed in Southwark's Enterprise Strategy which has four main objectives:

- 224 1. To build an entrepreneurial culture;
- 225 2. To retain and support existing businesses and promote inward investment;
- 226 To enhance enterprise opportunities in the key business districts and town centres; and
- 227 3. To promote a safe, high quality and accessible environment for business.

228 The Southwark Plan provides the land use and development policies to support this. It seeks to maintain the provision of a range of business premises to suit the needs of all business sectors, including small businesses. In particular:

- 229 i Opportunities for major investment in the London South Central area are identified;
- 230 ii Areas are designated where industrial and office uses are protected;
- 231 iii Mixed uses including employment generating uses are encouraged throughout the borough, retaining and enhancing jobs close to where people live;
- 232 iv The role of town centres in providing local employment and thereby reducing the need to travel is fully recognised;
- 233 v The roles of cultural industries and tourism are taken into account with policies to encourage such development where appropriate; and
- 234 vi Small businesses are given special consideration in the plan.

- 235 **10.3. Life Chances**
- 236 **10.3.1 Community and Health Services**
- 237 Southwark's Community Strategy and the London Plan highlight the importance of facilities to enable local communities to become more cohesive, and the important role of voluntary organisations in building communities, reducing social problems and assisting local people with planning issues. Southwark needs more health services to provide for the growth in population and to improve health provision for local people delivering national, London-wide and local objectives and strategies. Community and healthcare provision is a key requirement in Sections 8 and 9 policies for all developments within Opportunity and Action Areas where the largest growth in population is predicted to take place. Community facility and health provision should be an integral part of masterplans and larger developments. The type and quantity of provision should be set through discussions with local community and health providers especially the Local Strategic Partnership, Strategic Health Authority, Primary Care, Acute and Foundation Trusts and hospitals. This will be measured as a requirement of the sustainability assessment policy, which requires consideration of health and community issues in the context of the social, economic and environmental impacts of major developments. There is a general change in health provision towards more healthy living centres, doctors and satellite hospital facilities within residential areas serving the local population in addition to the large centralised sites.
- 238 **10.3.2 Raising Educational Standards**
- 239 Raising standards in our schools is one of the five priorities identified in the Community Strategy 'Southwark 2016'. An essential element of improving educational standards is raising the educational capital in the borough and specifically within communities. Educational achievement in Southwark is low - but it is improving. Lasting prosperity will be achieved through the provision of good quality education. The strategy requires high quality schools serving the whole of their community through provision of education to children of statutory school age and facilities that can be accessed by the community for lifelong learning. The development of community facilities on school sites will help to establish a greater connection between schools and their communities, offering opportunities for all members of those communities to contribute to improvements in educational attainment.
- 240 Additionally, the Community Strategy identifies tackling poverty and cutting crime and the fear of crime. Schools have a part to play in delivering these Community Strategy priorities. Better out of school hours provision will contribute to crime reduction and provide opportunities for members of local communities to increase their employability. Furthermore, the expansion of school provision and community activities on school sites will, in themselves, provide employment opportunities.
- 241 The Southwark Plan designates land for new schools and school expansions and accommodates new ways of managing education with a collegial approach. This includes clustering of schools to promote interschool collaboration and specialisation on the extended school principle.
- 242 Provision for schools has been planned to take into account projected population changes up to 2023 so that although growth in the school population may be slow in many parts of the borough for the next few years a substantial growth in demand has been identified over the longer term. Many of the older schools will need to be completely rebuilt over this period.
- 243 **10.4 Clean and Green**
- 244 The Community Strategy places the environment at the top of its agenda to ensure that Southwark is a safe, healthy and attractive place. The policies in this plan aim to control development in a way that positively contributes to achieving sustainability.

245 All developments have the potential to adversely affect the environment. The policies in this plan seek to ensure that these potential impacts are identified so that amenity is protected and that detrimental environmental effects are minimised.

246 One of the ways that this can be achieved is through the protection and conservation of certain areas and land uses within the borough.

247 Conservation Areas, Archaeological Priority Zones and areas of special character such as the Thames Policy Area have been designated to ensure that the heritage of the borough is protected.

248 As part of improving the amenity of the borough the Plan encourages a high standard of design in all developments including incorporating measures to improve the sustainability of buildings. The main tool for ensuring that sustainability is considered is requiring that all major developments complete a sustainability assessment.

249 Open spaces significantly contribute to the character of the borough, contributing to nature conservation and providing space for leisure and recreation activities. Open spaces have been given three tiers of protection: Metropolitan Open Land (MOL), Borough Open Land (BOL) and Other Open Space all of which are identified on the Proposals Map. Sites of Importance for Nature Conservation and Local Nature Reserves are also protected.

250 National and regional targets have been set with regard to a presumption in favour of more sustainable methods of waste disposal [as set out in the waste hierarchy]. This includes the reduction in waste taken to landfill and the increase in the amount of waste recycled. To ensure that Southwark has adequate capacity to deal with the borough's waste, and that sustainable waste management practices can be enhanced, the Old Kent Road Gas Works site has been designated for waste management purposes.

## 251 **10.5 Housing**

### 252 **10.5.1 London Plan Requirements**

253 The London Plan sets a minimum target of 29,530 additional residential units in Southwark between 1997 and 2016. This includes at least 19,148 new homes. The remaining additional units can also include non self-contained accommodation and bringing vacant homes back into use. Overall, approximately 1,500 additional units are required each year.

254 ~~Within Southwark Opportunity Areas, the Mayor has set targets for a total of 4,700 new dwellings between 1997 and 2016. Other significant housing sites are designated within the Action Areas. Estimated numbers of new dwellings for Action Areas are set out below:~~

Action Area	Estimated number of dwellings (1997-2016)
Canada Water	3378-5008
Bermondsey Spa	1526-2335
Peckham	736-1717

255 These, together with mixed-use sites throughout the borough, will deliver a significant proportion of housing. However, much of the housing will also be provided outside Local Policy Areas, by intensification, particularly where there is better access to public transport, by reusing previously developed land and existing buildings, and by bringing empty homes back into use.

256 Fifty percent of new dwellings should be affordable. This will include social rented and intermediate housing including homes for key workers.

- 257 **10.5.2 Southwark Housing Provision**
- 258 Approximately 9427 new homes have been completed between 1997 and the end of 2005. Around 3,067 of these homes were non-self contained accommodation or through bringing empty homes back into use.
- 259 Between 1997 and the end of 2005, approval was given for approximately 4201 additional units over the number of units required by the London Plan during this period. The majority of these units were approved on windfall sites, or by the intensification of existing housing sites.
- 260 This Plan will ensure the continued delivery of housing in the following ways; Firstly, sites have been specifically allocated for housing to give this priority over other uses such as car parking. Secondly, the LPA has reassessed all previously designated sites, particularly employment sites. Approximately 100 hectares of land previously designated for employment have been released for housing or mixed use. Policies relating to employment protection outside designated areas have also been revised so employment uses are only protected in the most appropriate locations. This removes the uncertainty for windfall sites and establishes the expected balance of uses between employment and housing. Thirdly, density policies have been included to maximise the efficient use of land and therefore secure the greatest number of units appropriate on any one site. Estimates of housing capacity are set out in Appendix 3 for all of the sites specifically designated on the Proposals Map. In many cases, these estimates show a broad range of potential capacity based on the site size and the residential density standards applicable to that site. Where relevant, other required uses on the site as part of a mixed-use development, and the PTAZ designations have also been taken into account. Although they are estimates, the figures set out in Appendix 3 are a good indication of the capacity of development sites to contribute towards achieving the overall target of 29,530 new homes between 1997 and 2016.

Year	Number of units constructed (net)	Estimated number of dwellings likely to come forward from proposals sites (per year)	Estimated number of Dwellings likely to come forward from windfall sites (per year)
1997	1537		
1998	567		
1999	491		
2000	654		
2001	717		
2002	855		
2003	1375		
2004	1461		
2005	1170		
2006 – 2016		1243 (per year)	747 (per year)
TOTAL	8,827	13,673	8,217

This table indicates the number of units constructed per year since 1997 and the number of units expected to come forward from proposals sites and windfall sites over the plan period, expressed as an average figure per year.

- 261 Outside areas that have been designated for other uses, any site is considered to be suitable for housing, provided an acceptable living environment is achievable and this use does not compromise existing legitimate uses.
- 262 **10.5.3 Affordable Housing Provision**

The most recent Housing Needs Survey indicates that around 1,900 new affordable housing units are required every year to eliminate the existing backlog and meet newly arising need. This exceeds the overall housing target, and shows that the highest level of affordable housing must be sought from the maximum number of developments. The greatest need for affordable housing is units with 3 or more bedrooms, as well as affordable units for those in wheelchairs.

263 The council intends to secure affordable housing in two ways:

- 264 i By the most efficient distribution of public subsidy to build developments with a very high percentage of or wholly affordable housing. These may be built by the council or by Housing Associations. The council intends to spend the majority of public subsidy in this way to get the best value for money; and
- 265 ii The council will secure affordable housing as part of private development. The affordable housing sought from private development must be at a level which ensures the viability of housing development throughout Southwark.

267 The LPA has lowered the threshold at which developments must provide affordable housing to any schemes of 10 or more dwellings, as explained more fully in Policy 4.4. The threshold is set at this level to secure a reasonable level of affordable housing to meet the London Plan targets and contribute to meeting local and regional need. Research demonstrates that major housing and mixed use developments of 10 or more dwelling units, over a range of sites can support a proportion of affordable housing, with no public subsidy, at the levels stated within the Plan.

268 Valuation research shows that developments within Southwark can support the levels of affordable housing given in Policies 4.4 and 4.5. To ensure the continued supply of new housing, the Plan gives developers clear policy direction to inform their financial decisions, including the level and type of affordable housing developers will be expected to provide. Where the council has identified some lower value areas, it will negotiate a different proportion of social to intermediate units to enable development to proceed. In exceptionally low value areas, or where other site circumstances make it impossible to deliver the required amount of affordable housing as demonstrated by an open book economic appraisal, and where residential development can not be secured by adjusting the tenure mix, the council will consider other means to ensure that residential development remains viable.

269 Of all new dwellings currently delivered by major residential development, up to 50% in any one year are from schemes of 10 - 14 dwellings. These have not been subject to any requirement to provide affordable housing, and represent a major potential source of affordable housing. Valuation research shows that these developments can make a contribution to affordable housing without slowing the overall supply and pace of housing development. As noted above, in order to meet affordable housing the LPA must seek to secure the maximum level of affordable housing from the maximum number of sites. By lowering the threshold, and requiring a contribution from developments of 10 - 14 units, the LPA will increase the supply of affordable housing. It is also noted that, in the past, the level of affordable housing provided by housing associations has been supported by payments in lieu from larger developments. As large developments now make on-site provision, a new funding stream is necessary to replace this and therefore achieve the target of 50% of all new housing as affordable.

## 270 **10.6 Sustainable Transport**

271 To improve London's accessibility is one of the six fundamental objectives of the London Plan and reflects the Mayor's vision of London as an accessible city with fast, efficient and comfortable means of transport and access to affordable homes, education and training, health, leisure and recreation. The London Plan also promotes the most efficient use of land in areas with high public transport accessibility to make the best use of existing and proposed resources.



272 Southwark's Community Strategy priorities include tackling poverty and making the borough cleaner and greener and safe. Efficient transport and providing services locally to reduce the need to travel are key to achieving these objectives. The approach of the Mayor and of the LPA are fully supported by government strategies the planning implications of which are set out in Planning Policy Guidance Note 13.

273 The Plan sets out ways to achieve these objectives by integrating development with public transport to ensure that there is a proper fit between development and the capacity of the public transport network that serves it; taking appropriate opportunities to intensify the use of land where current or future transport capacity allows. In addition, provision for new public transport infrastructure such as the Cross River Tram and the East London Line Extension will aim to increase the capacity of public transport by fifty percent, enabling parts of Southwark to become more easily accessible in relation to central London. This will increase employment opportunities and reduce the need to travel by car.

274 There are currently high levels of congestion and pollution within Southwark. The Plan tackles congestion through levels of restraint of car use appropriate to the density and parking zones described below. The provision of alternatives, including better and safer facilities for pedestrians and cyclists, is also required as is the provision of the sustainable movement of freight within and around London, including the use of water and rail.

275 Two Transport Development Areas have been identified, these being the Elephant and Castle and London Bridge Opportunity Areas, which contain the major transport interchanges in the borough, and the Canada Water, Walworth Corridor, Bermondsey Spa and Peckham Action Areas. Within these areas, there is significant opportunity to improve the integration of development with the existing public transport, walking and cycling networks.

## 276 **10.7 Residential Density and Parking Zones**

277 The borough has been divided into central, urban and suburban areas, as proposed by the London Plan, for the purposes of determining appropriate residential densities and car parking standards.

278 For each zone a broad range of residential densities measured in habitable rooms per hectare has been defined. An additional zone has designated in areas that have better access to public transport, the Public Transport Accessibility Zone. Within this zone, densities are assessed on a case-by-case basis. However, higher densities will only be allowed subject to conditions relating to design and planning obligations. This is explained in Appendix 2. The purpose is to encourage the efficient use of land and maximise the supply of good quality new housing. The housing density guidelines will be a factor to be taken into account in assessing the suitability of a housing scheme for a particular site.

## 279 **11 Implementing the Plan**

### 280 **11.1 The Plan**

281 The main way in which the Plan will be implemented will be through the consideration of applications for planning permission. The Plan is a Unitary Development Plan in that it contains an overall strategy (Part I) as well as the detailed policies to implement it (Part II). Together with the London Plan it will be the main guide for planning decisions whether made by the LPA or by the Mayor (who may direct refusal of planning permission based on strategic issues in some circumstances), or by the Secretary of State, who makes the final decision when a proposal has been called in or is the subject of an appeal.) The LPA will take enforcement action to require the breach of planning control to be remedied where it considers it expedient to do so in accordance with relevant legislation.

## 282 **11.2 Supplementary Planning Documents**

283 The Southwark Plan may be supported by Supplementary Planning Documents (SPDs) that provide further explanation of the policies, and clarification such as examples of the measures that will be required from developers to ensure that their applications for planning permission meet the requirements in the Plan's policies. In planning decisions they do not have the legal status or weight of the formally adopted plan. Where relevant, SPDs will be treated as material considerations in the determination of planning applications with greater weight being accorded to them when, following appropriate consultation, they are adopted by the LPA. They must comply with all of the policies and proposals in the Plan, and should have been subject to public consultation in order to have more weight in the planning process. Southwark has indicated its intention to prepare SPDs on a number of different themes and on a number of specific geographical areas to support this plan.

## 284 **11.3 Planning Briefs**

285 For individual sites, the council will, from time to time, produce planning briefs. These will provide more detailed planning guidance on matters such as the range of uses or the form of new buildings that are likely to be considered appropriate for the site in order that all of the provisions of the Plan are satisfied. They will be prepared as SPD.

## 286 **11.4 Masterplans or Development Frameworks**

287 The council may also produce from time to time more detailed action plans for wider areas in the form of master plans or development frameworks.

288 These may include references to the council's aspirations for the area when it is acting as a regeneration agency in partnership with other organisations and landowners. These master plans or frameworks will not set planning policy for an area but must reflect it.

# 289 **12 Sustainability**

290 12.1 The Plan should improve people's living and working conditions without harming the quality of life for future generations. This is called sustainable development, and the policies in the Plan are working towards achieving this goal.

## 291 **12.2 Sustainability Objectives**

292 The LPA is committed to achieving sustainability objectives and aims to raise awareness of sustainability principles as part of the planning process. These sustainability objectives have been produced by the council in consultation with a wide range of people within Southwark. They are the objectives that the whole Plan is trying to achieve, as detailed in 5.2.

293 The sustainability objectives will be implemented in two ways:

- 294 i. The sustainability appraisal of the Plan to ensure that the Plan is a framework  
for achieving the sustainability objectives; and
- 295 ii. The sustainability assessment required for individual development proposals  
at the planning application stage to make sure that all major developments  
are achieving the sustainability objectives.

296 **12.3 Sustainability Appraisal and Equalities Impact Assessment of the Plan**

297 A sustainability appraisal has been carried out to evaluate how well the Plan  
supports the sustainability objectives.

298 This evaluated how this second draft of the Plan will contribute to the achievement  
of sustainable development through individual policies, sections and as a whole.  
The assessment sets out to identify any conflicts between policies. This was to  
ensure that the objectives and chapters are compatible and that they are working  
towards a co-ordinated approach to sustainability.

299 The sustainability appraisal was carried out on each of the 65 policies and 5 five  
Sections of the Plan, against 33 sustainable development objectives. The appraisal  
was devised by Forum for the Future in partnership with the LPA. It was based on  
the London Plan Sustainability Appraisal, and Southwark's Community Strategy.  
The appraisal was carried out at each stage of the Plan's production to provide  
guidance for improving and refining policies. A separate Equalities Impact  
Assessment of the Plan was also undertaken to assess its likely impact on the six  
equality target groups. Further details of the process can be found in appendix 4.

300 **12.4 Sustainability Assessment of Planning Applications**

301 Major applications for planning permission will also be required to be accompanied  
by a Sustainability Assessment. This will encourage developers to consider the  
impacts of their developments on social and economic issues as well as on the  
environment. This will in turn help to identify improvements to make the  
development more sustainable through mitigation of impacts on the environment  
and local communities.

302 **Section 1 Tackling Poverty And Encouraging Wealth  
Creation**

303 Strengthening Enterprise And Creating Prosperity

304 VISION

305 For Southwark to be a place with a thriving and sustainable economy where local people can have the full benefits of wealth creation, with access to choice and quality in the services and employment opportunities that are available.

306

~~STRATEGIC ISSUE BASED POLICIES FROM PART ONE~~

307 ~~SP 4 REMOVING BARRIERS TO EMPLOYMENT~~

308 ~~DEVELOPMENTS SHOULD, WHERE APPROPRIATE, HELP REMOVE THE BARRIERS TO EMPLOYMENT AND IMPROVE ACCESS TO JOBS AND TRAINING OPPORTUNITIES FOR LOCAL PEOPLE;~~

309 ~~SP 5 REGENERATION AND CREATING EMPLOYMENT~~

310 ~~DEVELOPMENTS SHOULD, WHERE APPROPRIATE, CONTRIBUTE TOWARDS STRONG, DIVERSE, LONG TERM ECONOMIC GROWTH, HELP FACILITATE REGENERATION AND INCREASE THE NUMBER AND RANGE OF EMPLOYMENT OPPORTUNITIES AVAILABLE WITHIN SOUTHWARK;~~

311 ~~SP 6 ACCESSIBLE SERVICES~~

312 ~~ALL DEVELOPMENTS SHOULD, WHERE APPROPRIATE, IMPROVE THE RANGE AND QUALITY OF SERVICES AVAILABLE IN SOUTHWARK AND ENSURE THAT THESE ARE EASILY ACCESSIBLE BY ALL SECTIONS OF THE COMMUNITY, PARTICULARLY BY FOOT, CYCLE AND PUBLIC TRANSPORT;~~

313 ~~SP 7 ARTS, CULTURE AND TOURISM~~

314 ~~ALL DEVELOPMENTS SHOULD, WHERE APPROPRIATE, SUPPORT REGENERATION AND WEALTH CREATION THROUGH ARTS, CULTURE AND TOURISM USES.~~

315

~~SP 4 REMOVING BARRIERS TO EMPLOYMENT~~

316 ~~DEVELOPMENTS SHOULD, WHERE APPROPRIATE, HELP REMOVE THE BARRIERS TO EMPLOYMENT AND IMPROVE ACCESS TO JOBS AND TRAINING OPPORTUNITIES FOR LOCAL PEOPLE.~~

317 **Background**

318 Southwark currently ranks as the eighth largest economy in London and benefits from close links with the dynamic economy of the City and the West End. However, despite the considerable economic growth which Southwark has experienced in the past 10 years and its proximity to central London, high levels of unemployment, low incomes and deprivation persist in the borough because of certain barriers to employment that people experience, most notably the lack of skills that are required in the jobs market. When development takes place, the LPA will seek to put in place measures to overcome barriers to employment. This may be achieved through planning obligations to provide training or other support for people entering the workforce, provision of childcare or other services to help local people obtain work.

Figure 2

319 **Policy 1.1 – Access To Employment Opportunities**

320 For all developments creating over 1000 square metres of new or improved  
floorspace, that provide or generate employment, the LPA will seek to enter into  
planning obligations to:

- 321 i. Target the training and employment opportunities toward local unemployed,  
disadvantaged people, and school children, including mentoring schemes in  
local schools,
- 322 ii Secure childcare facilities, either as part of the development or off-site,
- 323 iii Secure improved facilities and infrastructure within the public realm for people  
with disabilities,

324

**Reason**

The existing dynamic economy in London and Southwark and any future  
developments which will enhance the range and number of jobs may not directly  
benefit local people unless action is taken to reduce the barriers to employment  
experienced by much of the population. A targeted approach is required to  
improve employment participation within Southwark and promote an  
entrepreneurial approach to business, especially amongst young people.

325 **~~SP 5 REGENERATION AND CREATING EMPLOYMENT~~**

326 ~~DEVELOPMENTS SHOULD, WHERE APPROPRIATE, CONTRIBUTE  
TOWARDS STRONG, DIVERSE, LONG TERM ECONOMIC GROWTH, HELP  
FACILITATE REGENERATION AND INCREASE THE NUMBER AND RANGE  
OF EMPLOYMENT OPPORTUNITIES AVAILABLE WITHIN SOUTHWARK~~

327 **Background**

328 In recent years the number of jobs in Southwark has steadily increased. Much of  
the recent growth has taken place in the north of the borough where many of the  
functions of Central London are becoming firmly established. The London Plan  
identifies the north west corner of the Southwark as part of the Central Activities  
Zone. It also identifies 'London South Central' as an area with opportunities for  
general intensification of development, including distinct Opportunity Areas  
located around transport interchanges where growth in jobs and population can  
be accommodated. Two of these Opportunity Areas are within Southwark, at  
London Bridge and Elephant and Castle. Action Areas have also been identified  
as a focus for growth, regeneration and inward investment.

329 Southwark benefits from having a significant share of the regional office market.  
Preferred Office Locations (POLs) around London Bridge, Bankside and The  
Borough have been designated areas in which large scale office development will  
be promoted.

330 Although the numbers have declined, factories and warehouses also continue to  
provide a significant proportion of the jobs in Southwark and play an important  
role in supporting the economy of central London. Low vacancy rates and high  
rental growth rates suggest that demand for industrial and warehousing space is  
strong. However, industrial and warehousing land is also under considerable  
pressure from other higher value land uses, particularly housing, and the supply  
has fallen in recent years.

331 Much of the industrial and warehousing land in Southwark is located within the  
Preferred Industrial Locations (PILs). These play an important part in ensuring  
that a supply of accommodation, which is suitable for the special needs of these  
industrial and warehousing businesses, is protected. The council will seek to  
rationalise and consolidate the PILs and improve their accessibility and  
infrastructure. The boundaries of PILs have been reviewed and those sites which

- are no longer suitable for industrial and warehousing development have been released for other uses.
- 332 It is recognised that over the lifetime of the Plan, structural changes in the economy and an intensification in use on existing sites, may reduce the land required for industrial and warehousing uses. In addition to the land released from PILs, Southwark has also released employment land on some of the scattered sites throughout the borough, where this land has poor access or is compromised by surrounding uses. On sites which have good access or which are located in central areas with good public transport accessibility however, the LPA will require the retention of employment floorspace within mixed use schemes.
- 333 The creative industries also play an increasingly important part in Southwark's economy. London is a world centre for the creative industries and the predominant centre in the UK, hosting around 30% of the UK's employees in the sector. It is estimated that one in five jobs generated in London is in the creative industries. It is likely that employment generated by the creative industries in the South Westminster and Bankside and The Borough areas will increase from the current level of 20,700 to 34,000 by 2015, with growth driven by publishing of journals and periodicals, hotels and bars, advertising and radio and television activities. Demand for premises in Southwark is driven by the availability of high quality accommodation at substantially lower levels of rents compared to the West End and the City. Also easy access to both, due to recent transport improvements including the Jubilee Line extension and the Millennium footbridge.
- 334 Of the 11,000 businesses within Southwark, 9,000 are Small Businesses. These Small Business Units are, in general, more likely to employ local people than many larger operations and so they are of particular importance to Southwark's prosperity.
- 335 **Policy 1.2 – Strategic and Local Preferred Industrial Locations**
- 336 In Preferred Industrial Locations, planning permission will only be granted for developments falling within the B Use Class, and sui generis use class industries which are inappropriate in residential areas.
- 337 **Reason**  
The LPA has undertaken a strategic assessment of the supply of and demand for business space. Between 2000 and 2003 Southwark lost 10.8% of its industrial floorspace and 1.7% of its warehousing floorspace. Demand for industrial and warehousing land in Southwark however remains strong. The LPA's survey of industrial and warehousing premises undertaken in November 2004 found a vacancy rate of 6.1%, a figure significantly below the London rate of 8.2%. Rental values for prime industrial and warehousing space in Southwark of £9.75 per square foot (2004) are as high, and in most cases higher than in neighbouring boroughs. Rental value growth is also high in Central London and particularly high in Southwark. Indeed, Southwark has experienced the highest rental growth value in Central London in the 3, 5 and 10 year periods prior to 2002. Land values for prime industrial and warehousing land in Southwark of around £1 million per hectare are as higher or higher than all Southwark's neighbouring boroughs.
- 338 Industrial and warehousing land is also under intense pressure from higher value land uses, especially housing. The July 2004 Valuation Office Agency (VOA) report notes that typical residential values in Southwark lie around £12 million per hectare.
- 339 The LPA has designated Strategic Preferred Industrial Locations in South East Bermondsey and Old Kent Road. Outside the Preferred Office Locations (POLs), these areas have the largest concentration of employment uses in the borough. Between them they contain 70.33 ha of industrial and warehousing land and they are designated in the London Plan as Strategic Employment Locations.

- 340 These have been safeguarded to ensure that a range of industrial and storage functions can continue in the borough and to maximise the diversity of the economy. In addition to providing a significant number of employment opportunities, the Preferred Industrial Locations of strategic importance provide land and accommodation for businesses which play an important role in supporting the functions of Central London. Industrial and warehousing floorspace in Central London is particularly attractive to companies servicing the West End and City retail and financial and business services industries.
- 341 In the light of strategic and local assessments of demand and supply, the LPA has also identified two Local Preferred Industrial Locations. These are Parkhouse Street and Mandela Way which provide an additional 19 ha of industrial and warehousing land.
- 342 Preferred Industrial Locations of local importance protect significant clusters of industrial and warehousing type activities. Businesses within these areas benefit from their location within an industrial and commercial environment and provide an important source of local employment opportunities within wards which have high levels of unemployment. They also provide an important source of business accommodation for Small Business Units.
- 343 Because of the limited supply of industrial and warehousing land in Southwark and the strong demand which is referred to above, Policy 1.2 applies to both Strategic and Local Preferred Industrial Locations.
- 344 It is considered important to protect land for industrial and warehousing purposes so that businesses which require segregation from other uses can operate without adversely affecting the amenity of surrounding sensitive land uses, such as residential uses.
- 345 There are also many yard based industries, such as car repairers, scrap yards, skip hire yards, waste transfer stations etc. which provide important economic functions. While these are frequently defined as sui generis uses, they are more appropriately located in the PILs, and will be permitted where appropriate.
- 346 **Policy 1.3 – Preferred Office Locations**
- 347 ~~Within the Preferred Office Locations (POLs) planning permission will be granted for large scale office (Class B1) development.~~
- 348 ~~Within these areas, development of sites or floorspace with an established employment use will be permitted, provided that the proposal would not result in a net loss of floorspace in Class B use. An exception may be made where:~~
- 349 ~~i. The proposal is for the provision of an active frontage at ground floor level; or~~
- 350 ~~ii. The proposal involves the provision of arts, cultural and tourism uses;~~
- 351 ~~Where an increase in floorspace is proposed for any site, the additional floor space may be used for suitable mixed or residential use.~~
- 352 ~~Temporary planning permission for a period of up to 24 months may be granted for changes of use of existing sites or floorspace in employment use to suitable non-Class B use excluding residential use, provided that the applicant can demonstrate that the premises have been vacant for a period of 12 months and that convincing attempts to dispose of them have been unsuccessful. The premises must revert to employment use upon cessation of the temporary permission.~~
- 353 **Reason**
- 354 ~~The London Plan seeks an increment in office space within the CAZ and strategically specified locations in London. The London Office Policy Review 2004 indicates that demand for office space in the areas around Blackfriars Road and London Bridge is likely to be strong in both the short and medium term. The review also forecasts that Southwark will need to provide an additional 374,000 sqm of office floorspace by 2016 in order to meet projected demand. In addition to helping meet London's strategic demand, office employment in Southwark also~~



performs an important function in the local economy, providing many employment opportunities for local people.

- 355 The council is seeking to encourage the growth of office based businesses in the borough. To this end, the POLs, which benefit from excellent public transport services, a Central London location and existing clusters of commercial activities, are considered suitable for the consolidation and expansion of further office uses.
- 356 Other uses however can also contribute towards the character and vibrancy of the POLs. The POLs are located within London's Central Activities Zone in which the London Plan seeks to encourage a range of uses in order to protect and expand London's role as a world city. Policy 3B.4 of the London Plan states that within the CAZ, where increases in office floorspace are proposed, provision should be made for a mix of uses, including housing. Housing plays an important role in creating sustainable communities and will be permitted in the POLs, provided that proposals would not result in any loss of office or employment space.
- 357 In addition to residential uses, arts, culture and tourism uses are growing in Southwark, particularly in the area around Bankside, The Borough and London Bridge, which has been designated a Strategic Cultural Area. These uses provide facilities and services which complement commercial activities in the POLs.
- 358 With the exception of a small area to the east of Borough High Street, the POLs are also located within the town centres of Bankside and The Borough and London Bridge (refer to Policy 1.7). Retail uses and ground floor active frontages uses serve to reinforce the vitality of the POLs and town centres. In accordance with Policy 1.7, the provision of retail or other active frontage uses will be sought as part of mixed use redevelopment schemes where this would be appropriate.
- 359 In order to reduce the likelihood of employment floorspace lying unoccupied for long periods, the LPA will consider granting temporary planning permission for non-B Use Classes for a period of up to two years. After this period, the premises should revert to the original use to avoid prejudicing the long-term supply of office floorspace.
- 360 Policy 1.4 –Employment Sites outside the Preferred Office Locations and Preferred Industrial Locations
- 361 Outside Preferred Industrial Locations and Preferred Office Locations, on sites which have an established B Class Use and which meet any of the following criteria:
- 362 i. The site fronts onto or has direct access to a classified road; or  
ii. The site is in a Public Transport Accessibility Zone; or  
iii. The site is within the Central Activities Zone; or  
iv. The site is within a Strategic Cultural Area.
- 363 Development will be permitted provided that the proposal would not result in a net loss of floorspace in Class B use. An exception to this may be made to this where:
- 364 a) The applicant can demonstrate that convincing attempts to dispose of the premises, either for continued B Class use, or for mixed uses involving B Class, including redevelopment, over a period of 24 months, have been unsuccessful; or
- 365 b) The site or buildings would be unsuitable for re-use or redevelopment for B Class use or mixed uses including B Class use, having regard to physical or environmental constraints; or
- c) The site is located within a town or local centre, in which case in accordance with policy 1.7, suitable Class A or other town centre uses will be permitted in place of Class B uses.

- 366 Where an increase in floorspace is proposed, the additional floor space may be used for suitable mixed or residential use.
- 367 On employment sites outside the POLs and PILs and where criteria i-iv above do not apply, a change of use from an employment use to suitable mixed or residential uses will be permitted.
- 368
- Reasons
- Outside the POLs and PILs, there are many sites which have an established employment use. Businesses on these sites contribute to Southwark's economy and provide valuable employment opportunities for local people.
- 369 There are areas in which it is particularly important that employment floorspace is retained. Within the Central Activities Zone and Strategic Cultural Areas the council is seeking to encourage a range of uses and the retention of employment uses will contribute to this diversity. Moreover, the CAZ and SCAs, together with the public transport accessibility zones, have higher public transport accessibility levels. The retention of businesses in locations which have good accessibility from surrounding residential areas can help reduce the need to travel. Finally, access onto the main road network is important for many businesses and that locational advantage should be protected.
- 370 Outside these locations, releasing employment sites for other uses can contribute towards the wider regeneration objectives of the borough, including the need to provide additional housing.
- 371 In exceptional circumstances, the council will permit a loss of employment floorspace in the locations set out in criteria i – iv. This is to ensure that redundant employment land is re-used and to facilitate the provision of active uses in town centres. The scale and nature of proposals for retail and town centre uses should be appropriate for the location, in accordance with Policy 1.7.
- 372 When an application is made under criterion a, applicants should demonstrate that the site has been actively marketed on realistic terms over a period of at least 24 months. In considering the adequacy of the marketing which has been undertaken, the LPA will take account of the methods used, the price at which it has been marketed, and the nature of the response.
- 373 There may be some sites, which due to physical constraints associated with access, the size of the site or its relation to surrounding properties, or other environmental factors, make them unsuitable for continued B use either as sole use or within a mixed use scheme.
- 374 **Policy 1.5 - Small Business Units**
- 375 The LPA will protect and encourage appropriate business and commercial developments which meet the needs of small businesses in the following ways:
- 376 Any proposals for the change of use or redevelopment of employment sites which include small business units and to which Policies 1.2, 1.3 or 1.4 apply shall make equivalent provision for small units within the replacement floorspace for Class B uses unless the existing Small Business Units have been vacant for 12 months or there is comparable alternative provision provided by the applicant;
- 377 Railway arches outside Preferred Industrial Locations may be used for A, B, and D Use Classes, provided that the proposed use would not have an unacceptable impact on the amenities of neighbouring occupiers, or on car parking, traffic congestion and road safety;
- 378 A planning condition will be imposed to ensure that such units are not converted or extended to form larger work spaces.

379

### **Reasons**

Small Business Units are an important feature of a sustainable local economy as they provide employment opportunities and services for local, often socially excluded residents, stimulate enterprise, and reduce the need to travel. Small business premises are often vulnerable to displacement by other uses and therefore need special protection and support. Because of their size and physical constraints, railway arches and viaducts make an important contribution towards providing employment space for small businesses. Criterion ii relating to railway arches will take precedent over Policy 1.4 , where proposals for a change of use of railway arches are made. Policy 1.5 also applies to any proposal for Class A Use.

380

### **Policy 1.6 – Live/Work Units**

381

Live/work units will be permitted on sites where both employment and residential uses are acceptable. Live/work units will only be permitted if they meet the following criteria:

382

i. At least 40sqm of useable work space (B1 Use Class) must be separately defined within the unit. This must be capable of accommodating a range of business activities and a number of staff in isolation from the living space; and

383

ii. Taking into account the need to provide a useable workspace, the living space (C3 Use Class) should provide a satisfactory standard of residential accommodation (see Policy 4.2).

384

A condition will be attached to any planning permission to protect the employment and residential floorspace.

385

### **Reasons**

386

Live/work units are an important source of employment floorspace for small businesses and start-up companies, providing local employment and reducing the need to travel. In order to protect their employment potential, the different uses must be separately defined and capable of operating independently.

387

### **~~SP6 ACCESSIBLE SERVICES~~**

388

~~ALL DEVELOPMENTS SHOULD WHERE APPROPRIATE, IMPROVE THE RANGE AND QUALITY OF SERVICES AVAILABLE IN SOUTHWARK AND ENSURE THAT THESE ARE EASILY ACCESSIBLE BY ALL SECTIONS OF THE COMMUNITY, PARTICULARLY BY FOOT, CYCLE AND PUBLIC TRANSPORT~~

389

### **Background**

390

To participate in the prosperity that is available in London and enjoy a good quality of life, people require access to a wide range of services. These include basic requirements such as convenience shopping and other services such as leisure facilities, entertainment and cultural uses (such as theatres and galleries), health centres, personal, professional and financial services and places of worship. In a world city such as London, people can reasonably expect almost boundless choice and the highest quality of services.

391

This UDP seeks to provide the widest possible choice of services to people in their local area. Locating services in town centres and local centres that are well served with public transport and facilities for pedestrians and cyclists will go a long way towards spreading the benefits of choice and quality in services to the widest range of people. Lively centres that meet many of people's needs are important for defining the quality of an area as being a desirable place to live.

Different centres serve differing sets of needs: some concentrate on providing day-to-day food shopping, others provide a choice of shops for larger purchases. More and more are becoming centres for entertainment with restaurants and bars and all may have some sort of building of cultural or community significance such as a library or place of worship. The Southwark Plan will also seek to prevent developments that reduce the range of relevant services in a town centre.

392 Outside town centres, a certain basic level of convenience shopping together with  
other basic requirements such as doctor's surgeries may be provided locally. This  
is particularly important in those parts of the borough that are more remote from the  
established town centres.

393

#### Policy 1.7 –Development within town and local centres

394 Most new developments for retail and other town centre uses should be  
accommodated within the existing town centres and local centres which are (in  
descending order of significance):

395 Major Town Centres:

- 396 i. Elephant & Castle (including Walworth Road); and
- 397 ii. Peckham

398 District Town Centres:

- 399 ~~iii.~~ Canada Water;
- 400 iv. Bankside and The Borough;
- 401 v. London Bridge;
- 402 vi. Camberwell; and
- 403 vii. Lordship Lane.

404 Local Centres:

- 405 viii Herne Hill;
- 406 ix The Blue;
- 407 x Dulwich Village; and
- 408 xi Nunhead.

409 Within the centres, the LPA will permit developments providing a range of uses,  
including retail and services, leisure, entertainment and community, civic, cultural  
and tourism, residential and employment (Class B1) uses, where the following  
criteria are met:

- 410 i. The scale and nature of the proposal is appropriate to the character and  
function of the centre and the catchment area it seeks to serve; and
- 411 ii. The proposal will not harm the vitality and viability of the centre; and
- 412 iii. A mix of uses is provided where appropriate; and
- 413 iv. Any floorspace currently in A Class use should be retained or replaced,  
unless the proposed use provides a direct service to the general public and  
the proposal would not harm the retail vitality and viability of the centre  
(where the proposal site is located within a protected shopping frontage, the  
proposal should comply with Policy 1.9); and
- 414 v. The proposal would not materially harm the amenities of surrounding  
occupiers; and
- 415 vi. Where developments which are likely to attract a lot of people are  
proposed, the site should be highly accessible by sustainable modes of  
transport; and
- 416 vii. The road network has sufficient capacity to take any additional servicing  
traffic generated by the proposal without causing adverse effects on the  
environment, traffic circulation, or air quality; and
- 417 viii. The development addresses the street, provides an active frontage on  
pedestrian routes and would not erode the visual continuity of a shopping  
frontage; and
- 418 ix. The proposal provides amenities for users of the site such as public toilets,  
where appropriate.

419

#### Reasons

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.

- 420 The continued attractiveness and viability of Southwark's centres and shopping parades depends on the range and critical mass of retail services on offer being maintained.
- 421 When appropriately located, shops generate activity on the street, therefore increasing safety. They also reduce the need to travel by providing amenities in close proximity to transport infrastructure, residential development, and employment areas.
- 422 A range of uses will be supported within the centres. These include residential and employment uses, which can be particularly appropriate on upper floors and can also contribute towards the vitality of the centres. In order to maintain the retail/service function of centres, the retention of floorspace in Class A uses, or uses, which provide a direct service to the public, will be required. Changes of use between Class A uses should be carefully considered to ensure that proposals would not result in an over-dominance of one particular use or a deficiency in A1 use, which again might impact on the vitality and viability of the centre. Large scale development should be phased to avoid blight and ensure that local provision of retail facilities is maintained.
- 423 New developments will be expected to enhance the pedestrian environment by addressing the street and active frontages will generally be required. In order to increase the attractiveness of Southwark's centres, large developments should provide amenities for users such as baby changing facilities and public toilets.
- 424 The role and function of each of Southwark's town centres in fulfilling the borough's retail needs was assessed in the 2003 Southwark Retail Study. The study found that a high proportion of residents carry out their main food shopping in stores and centres within the borough and that capacity for growth in convenience retailing in either the medium or long term is very modest and that the limited need identified can be accommodated within the existing centres.

Southwark's centres are not however fulfilling their role in meeting the comparison retail needs of the borough's residents. The study found that Southwark's centres retain only 9.9% of comparison goods expenditure generated from within the study area, a situation which if allowed to persist could, in the long term, harm the vitality and viability of the centres. It estimated that Southwark could realistically seek to increase its market share of expenditure to 50% without impacting significantly on existing centres in other boroughs. This would require the provision of 96,000 sqm of new comparison goods floorspace over the Plan period. In addition to contributing to a more sustainable pattern of development in Southwark, this provision of additional retail floorspace could also help address the strategic need for retail floorspace projected for Central London, estimated by the Mayor's 2004 London Town Centres Assessment to be in the region of 430,000 sq.m.

Peckham has some scope to provide a limited amount of retail development within the centre and potential sites are designated on the Proposals Map. Elephant and Castle has capacity to accommodate significant growth and the redevelopment proposals for the area could provide up to 75,000 sqm of new retail and leisure floorspace over the lifetime of the Plan. If this new floorspace is provided, it will consolidate Elephant and Castle (including Walworth Road) as a major town centre. ~~Of the district centres, Canada Water also has some capacity to accommodate retail and leisure growth, although to a significantly lesser degree than Elephant and Castle.~~ Retail and leisure provision will also be encouraged in other centres, providing that the scale and nature of provision is appropriate to the character and role of the centre and the catchment it serves. Given their characteristics, local centres will generally be inappropriate locations for large-scale developments for retail and town centre uses.

425

### Policy 1.8 –Location of Developments for Retail and other Town Centre Uses

426 Outside of the town and local centres, developments for retail, leisure, entertainment and other town and local centre uses, will only be permitted if the following criteria are met:

- 427 i. A need for the development can be demonstrated; and
- 428 ii. There are no suitable sites available in town and local centres, in which case preference will be given to edge-of-centre sites with good pedestrian access to the town and local centres and then out-of-centre sites close to and potentially linked to the town or local centre; and
- 429 iii. The vitality and viability of the town and local centres will not be harmed; and
- 430 iv. The applicants can demonstrate that they have been flexible about the format, scale, design and parking provision in the sequential search for sites; and
- 431 v. The proposal will be accessible by a choice of means of transport.

432

#### Reasons

The development of retail and town and local centre uses, outside the town and local centres can harm the vitality and viability of the town and local centres and adversely effect efforts to reduce the need to travel by car. Where proposals are received for developments sited outside the town and local centres, including proposals for extensions to existing stores, or changes in the range of goods sold, in accordance with PPS 6. Applicants will be required to demonstrate a need for development. If evidence of need is accepted, then a sequential test must be applied when selecting sites.

433

### **Policy 1.9 - Change of use within protected shopping frontages**

434 Planning permission for a change of use from A1 Use Class within protected shopping frontages, as set out in Appendix 5, will be granted provided that the following criteria are met:

- 435 i. The proportion of units within any protected shopping frontage in A1 Use Class does not fall below 50%; and
- 436 ii. The premises have been vacant for a period of at least 12 months with demonstrated sufficient effort to let, or have not made a profit over a 2 year period; and
- 437 iii. The proposal would not result in a material loss of amenity for surrounding occupiers; and
- 438 iv. The proposed use provides a service involving visits to the premises by members of the public; and
- 439 v. The proposal would not harm the vitality or appearance of the protected shopping frontage.

440

#### Reasons

Certain shopping areas within Southwark (refer to Appendix 5) have been designated as protected shopping frontages on the proposals map. The continued viability of these shopping areas is important as they provide local services people expect within easy distance of their homes, therefore increasing amenity and reducing the need to travel. In some areas there is pressure to convert retail premises to food and drink uses and this needs to be managed in order to ensure a mix of services is maintained.

441

### **Policy 1.10 Small scale shops and services outside the town and local centres and protected shopping frontages**

442

- 443 Outside town centres, local centres and protected shopping frontages, development will only be permitted for a proposal for a change in use between A Use Classes or from A Use Classes to other uses, when the applicant can demonstrate that:
- 444 i The proposed use would not materially harm the amenities of surrounding occupiers; and
- 445 ii. The use that will be lost is not the only one of its kind within a 600m radius and its loss would not harm the vitality and viability of nearby shops or shopping parades; or
- 446 iii. The premises have been vacant for a period of at least 12 months with demonstrated sufficient effort to let, or have not made a profit over a two year period.

447

448 **Reasons**

It is important for a range of essential local services to be available within easy walking distance of as many residences as possible, in order to minimise journeys by car. Local shopping parades, corner shops and amenities such as neighbourhood pubs provide a valuable service to the community they serve. The LPA will seek to protect these local uses where they are the last available use of their type within a 600m catchment area.

449

450 **SP7 ARTS, CULTURE AND TOURISM**

451 ~~ALL DEVELOPMENTS SHOULD WHERE APPROPRIATE SUPPORT REGENERATION AND WEALTH CREATION THROUGH ARTS, CULTURE & TOURISM USES~~

452 **Background**

The identification of Strategic Cultural Areas recognises the concentration of existing attractions within the north of the borough and links with other attractions in Lambeth, Westminster, the City and Tower Hamlets. The larger of the two Strategic Cultural Areas extends along the River Thames to include the Shad Thames area, and south to Union Street and Bermondsey Square. It also includes Potter's Fields, whose redevelopment will include a major new arts or cultural use of London or nation-wide importance. This is to enhance this stretch of the river as a destination in its own right and complement other visitor attractions which already exist in the area. A smaller Strategic Cultural Area has been designated around St Mary's Church in Rotherhithe. In addition to St Mary's Church, this area includes Mayflower Wharf, and the Brunel Engine House Museum.

The designation of the Strategic Cultural Areas will encourage the movement of visitors eastward along the river as stated in the London Plan.

453 **Policy 1.11 - Arts, Culture and Tourism Uses**

454 i. Existing Facilities:

455 Changes of use from arts, cultural and tourism uses will not be permitted unless the applicant demonstrates a lack of requirement for the facility and either:

- 456     ▪ a) The site's use for an alternative arts, culture or tourist activity is not possible; or
- 457     ▪ b) A facility with similar or enhanced provision is provided locally.

458 ii. New Facilities:

459 Planning permission will be granted for new arts and cultural and tourism uses if they meet the following criteria:

- 460     ▪ a) Where the character of an area within a Strategic Cultural Area is not unacceptably compromised; and
- 461     ▪ b) Outside the Strategic Cultural Area, where the activity does not have a significant detrimental effect on the environment or local amenity, and has good public transport accessibility; and

- 462           ▪ c) All new visitor attractions will be expected to provide and implement a visitor management strategy to mitigate local impact on amenity.

463           **Reasons**

Bankside, The Borough, London Bridge and St Mary's Church, Rotherhithe, have been designated Strategic Cultural Areas to protect and enhance the provision of arts, culture and tourism. These attractions generally increase the popularity of an area which can cause environmental problems for residents. However if successfully managed, arts, culture and tourism can complement and stimulate office and mixed use areas. This is through a combination of investment and spending, employment generation and improved public and business perception. Development of the tourism sector has significant local economic benefits through employment, regeneration and visitor spending in other local businesses. However, these developments must focus on effective visitor management and accessibility for all

465           **Policy 1.12 - Hotels and Visitor Accommodation**

466           Hotels and other visitor accommodation will be encouraged in areas with high public transport accessibility

467           Smaller hotels and visitor accommodation will be permitted in areas with good access to public transport, where the scale of the proposal is appropriate to the context and location.

468           Hotels and visitor accommodation will not be permitted where they would result in a loss of existing residential accommodation, or an over dominance of visitor accommodation in the locality.

469           **Reasons**

The provision of visitor accommodation within Southwark contributes to local job opportunities and prosperity, as well as promoting Southwark as a tourist destination. This accommodation must be near public transport to reduce travel by private car, and to be of greatest benefit to visitors. Dominance by single uses such as visitor accommodation detracts from the vitality of an area and reduces the range of other services available to residents and visitors.



Figure 3

470

# Section 2 Life Chances

471

Preserving And Creating Community Assets

472

## **VISION**

473

~~FOR SOUTHWARK TO BE A PLACE WHERE COMMUNITIES ARE GIVEN THE ABILITY TO TACKLE DEPRIVATION THROUGH GAINING MAXIMUM BENEFITS FROM INWARD INVESTMENT AND REGENERATION.~~

474

~~STRATEGIC POLICIES FROM PART ONE~~

475

## **SP8 ANTI-POVERTY**

476

~~ALL DEVELOPMENTS SHOULD, WHERE APPROPRIATE, REDUCE POVERTY, ALLEVIATE CONCENTRATIONS OF DEPRIVATION AND INCREASE OPPORTUNITIES;~~

477

## **SP9 MEETING COMMUNITY NEEDS**

478

~~ALL DEVELOPMENTS SHOULD, WHERE APPROPRIATE, ENABLE GROWTH AND DEVELOPMENT OF EDUCATION, COMMUNITY AND WELFARE SERVICES IN LINE WITH THE COMMUNITY'S NEEDS;~~

479

## **SP10 DEVELOPMENT IMPACTS**

480

~~ALL DEVELOPMENTS SHOULD ENSURE THAT THEY CONTRIBUTE POSITIVELY TO THE CHARACTER AND QUALITY OF THEIR SURROUNDINGS, THEREBY MAKING PLACES BETTER FOR PEOPLE TO LIVE IN AND IMPROVING THE COMMUNITIES TO WHICH THEY BELONG.~~

481

## **Background**

482

There are many linked causes and consequences of poverty such as low educational achievement, poor health, a low skills base, high levels of crime and disempowerment. There is a need to provide more choice and better quality educational facilities, health facilities, hospitals, health satellite sites and community facilities within the vicinity of people's homes both individually and as an essential component of regeneration schemes. A significant number of schools in Southwark were built in the 19th century. They were designed for the education practice of that time. Young people in Southwark need a learning environment suited to the demands of 21st Century teaching and learning. Sometimes this can be met through remodelling of existing schools but often a new school is required.

483

While Southwark supports regeneration and growth, new development has the potential to create significant adverse effects. The negative impact of development may be environmental, social or economic, and is most often a combination of the three. Provisions in the Town and Country Planning Act (1990) allow applicants to enter into planning obligations to avoid or mitigate these adverse impacts. Planning obligations can be used to address matters outside of the development site, to protect specific uses such as affordable housing, employment floorspace or small business units, or to regulate groups who are not involved at planning application stage. There are constraints on the use of planning obligations to ensure the planning process remains transparent and fair, as outlined in Section 106 of the Town and Country Planning Act 1990, Circular 5/05 and established by case law.

484

## **Policy 2.1 – Enhancement of Community Facilities**

485 Planning permission for a change of use from D class community facilities will not  
be granted unless:

486 i. The applicant demonstrates to the satisfaction of the LPA that the  
community facility is surplus to requirements of the local community and  
that the replacement development meets an identified need; or

487 ii. The applicant demonstrates that another locally accessible facility with  
similar or enhanced provision can meet the identified needs of the local  
community facility users.

#### 488 **Policy 2.2– Provision of new Community Facilities**

489 Planning permission will be granted for new community facilities provided:

490 i. Provision is made to enable the facility to be used by all members of the  
community; and

491 ii. The facility is not detrimental to the amenity of present and future occupiers  
of the surrounding area in compliance with Policies 3.2 and 5.2; and

492 iii. Where developments will generate more than 20 vehicle trips at any one  
time a Transport Assessment will be required in compliance with Policies  
3.3 and 5.2.

#### 493 **Reasons**

494 Community facilities encompass a wide range of uses, which are essential to meet  
diverse, local needs.

495 Infrastructure is required to enable high quality and effective health, leisure,  
educational, training, youth and general community provision.

496 Due to the intense pressure on land for development, it is important that the LPA  
protects and takes opportunities to provide community facilities where there is an  
identified need.

497 PPS 12 paragraph 2.10 stipulates that Development Plans should make provision  
for health facilities, places of worship and other community facilities.

#### 498 **Policy 2.3 - Enhancement of Educational Establishments**

499 Planning permission for a change of use from D class educational establishments  
will not be granted unless:

500 i. Similar or enhanced provision within the catchment area is secured; and

ii. Opportunities are taken wherever possible to ensure that provision is made  
to enable the facility to be used by all members of the community.

#### 501 **Policy 2.4 - Educational Deficiency – Provision of new Educational Establishments**

502 Planning permission will be granted for new educational establishments especially  
in areas of demonstrated educational deficiency provided:

503 i. Opportunities are taken wherever possible to ensure that provision is made  
to enable the facility to be used by all members of the community.

#### 504 **Reasons**

To address the causes and consequences of poverty it is essential to provide high  
quality educational establishments throughout Southwark. These educational  
establishments will provide the infrastructure required to enable effective education  
and basic skills training for local children and adults.

505 Due to the intense pressure on land for development, it is important that the LPA  
takes opportunities to protect and provide educational facilities.

506 PPS 12 requires development plans to make provision for schools and higher  
education.

507

## Policy 2.5 – Planning Obligations

508 The LPA will seek to enter into planning obligations to:

- 509 i. Avoid or mitigate the adverse impacts of development which can not  
510 otherwise be adequately addressed through conditions;  
511 ii. Secure or contribute towards the infrastructure, environment or site  
management necessary to support the development; or  
511 iii. Secure an appropriate mix of uses within a development.

512 Obligations may secure one or more of the following:

- 513 i. A financial contribution (either one-off or on-going);  
514 ii. Works in kind;  
515 iii. Restriction on development; and/or use of all or part of a development;  
and/or  
516 iv. Preparation and implementation of a mitigation strategy; and/or  
517 v. Any other measure required to mitigate the impact of the development.

518 In all cases, the obligation must fairly and reasonably relate in scale and kind to  
the proposed development, and will be identified through Policies within the Plan.

519 Appendix 6 sets out further details of Planning Obligations.

### 520 **Reasons**

Planning obligations are a necessary part of the planning process to ensure that any adverse effect arising from a development is taken into account and mitigated, or, where possible, fully rectified or suitably replaced / substituted by way of a legal agreement in accordance with Circular 2-05/2005 and/or any other relevant guidance. Key matters which planning obligations may address include affordable housing, sustainable transport, social inclusion, safety and security, any loss of a community or employment resource, and pressure on local facilities and infrastructure.

Figure 4

521 Section 3 Clean and Green

522 Protecting and Improving Environmental Quality

523

~~VISION~~

524 ~~FOR SOUTHWARK TO BE A BOROUGH WITH HIGH ENVIRONMENTAL QUALITY, THAT IS ATTRACTIVE, SUSTAINABLE AND PERFORMS WELL ON ENVIRONMENTAL MEASURES.~~

525

~~STRATEGIC POLICIES FROM PART ONE~~

526 ~~**SP 11 AMENITY AND ENVIRONMENTAL QUALITY**~~

527 ~~ALL DEVELOPMENTS SHOULD PROTECT AND IMPROVE AMENITY AND ENVIRONMENTAL QUALITY AND ENCOURAGE SUSTAINABLE DEVELOPMENT;~~

528 ~~**SP 12 POLLUTION**~~

529 ~~ALL DEVELOPMENTS SHOULD WHERE APPROPRIATE REDUCE POLLUTION AND IMPROVE THE ENVIRONMENTAL PERFORMANCE OF BUILDINGS ESPECIALLY FOR ENERGY, WATER AND WASTE MANAGEMENT;~~

530 ~~**SP 13 DESIGN AND HERITAGE**~~

531 ~~ALL DEVELOPMENTS SHOULD PRESERVE OR ENHANCE THE CHARACTER AND VITALITY OF SOUTHWARK THROUGH EXCELLENCE IN DESIGN, AND THE PROTECTION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT;~~

532 ~~**SP 14 SUSTAINABLE BUILDINGS**~~

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

534 ~~**SP 15 OPEN SPACE AND BIODIVERSITY**~~

535 ~~ALL DEVELOPMENTS SHOULD WHERE APPROPRIATE CREATE, PRESERVE AND ENHANCE OPEN SPACES, GREEN CORRIDORS, TRAFFIC FREE ROUTES AND BIODIVERSITY. THE BENEFITS OF OPEN SPACE INCLUDE THOSE ASSOCIATED WITH HEALTH, SPORT, RECREATION, CHILDREN'S PLAY, REGENERATION, THE ECONOMY, CULTURE, BIODIVERSITY AND THE ENVIRONMENT; AND~~

536 ~~**SP 16 RIVER THAMES**~~

537 ~~DEVELOPMENTS SHOULD PROTECT AND ENHANCE THE RIVER THAMES AND ITS ENVIRONS. AND WHERE APPROPRIATE INCORPORATE MEASURES TO PROTECT AGAINST FLOODING.~~

538

Background

539 A high priority for the council is ensuring a safe, healthy and attractive environment for everyone.

540 Any new development has the potential to adversely affect *amenity* (meaning the natural or physical qualities that make the environment pleasant or enjoyable), or to harm the environment through pollution or excessive consumption of resources. Some examples of environmental effects are: increases in traffic, air pollution, noise, dust or odour, changes to the character of the street or landscape, loss of daylight, sunlight or privacy, degradation of historical or cultural sites, vegetation loss and decreases in water quality or quantity.

541 These potential impacts and effects need to be taken into account in all planning

decisions and mitigation requirements sought where appropriate to ensure that developments are positively contributing to achieving sustainability across the borough by balancing environmental, social and economic needs. The Sustainability Assessment is the main tool for ensuring the sustainability of all *Major Developments*. It provides the framework for the delivery of other policies such as energy, waste, air quality and transport.

542

#### Policy 3.1 - Environmental Effects

543

Planning permission for the establishment of uses that would cause material adverse effects on the environment will not be granted, and proposals for activities that will have a material adverse impact on the environment and quality of life will be refused.

544

#### Reasons

545

All new development has some kind of effect on the environment. This includes effects on ecosystems, natural resources (land, air and water), buildings and people. Effects can be temporary, permanent or cumulative. All effects need to be considered in assessing a planning application to determine whether the proposal is acceptable and whether any adverse effects will be able to be avoided or mitigated.

546

#### Policy 3.2 – Protection of Amenity

547

Planning permission for development will not be granted where it would cause loss of *amenity*, including disturbance from noise, to *present and future* occupiers in the surrounding area or on the application site.

548

#### Reasons

549

To protect the amenity of an area and the quality of life for people living, or working in, or visiting the borough.

550

#### Policy 3.3 – Sustainability Assessment

551

Planning permission will not be granted for Major Development unless the applicant demonstrates that the economic, environmental and social impacts of the proposal have been addressed through a Sustainability Assessment. The level of detail required in the Sustainability Assessment should correspond to the scale and complexity of the development.

552

#### Reasons

Sustainability Assessment are required in order to assess the most sustainable option to:

553

i. Ensure that their environmental, social and economic impacts are assessed and balanced to find the most sustainable option for the development;

554

ii. Demonstrate the impacts of developments and how they are being mitigated; and

555

iii. Meet government requirements in terms of Environmental Impact Assessments and Transport Assessments.

556

Further details setting out the format of the Sustainability Assessment are set out in the Sustainability Assessment Supplementary Planning Document.

557 **SP12 POLLUTION**  
558 ALL DEVELOPMENTS SHOULD WHERE APPROPRIATE REDUCE  
POLLUTION AND IMPROVE THE ENVIRONMENTAL PERFORMANCE OF  
BUILDINGS ESPECIALLY FOR ENERGY, WATER AND WASTE  
MANAGEMENT.

559 **Background**  
The built environment, including its design and construction, is responsible for  
the consumption of a significant level of resources and increases in pollution.  
Those that are involved with the development and use of the built environment  
have the potential to make a positive difference to our environment both at a  
local and global level. This can be done by ensuring that buildings are developed  
sustainably in terms of resource consumption, waste management and pollution  
minimisation, making Southwark a healthier and more pleasant place in which to  
live and work and to visit. When determining planning applications based on this  
set of policies, the extent of the requirement should correspond to the scale and  
complexity of the development.

560 **Policy 3.4 – Energy Efficiency**  
561 All developments must be designed to maximise energy efficiency and to  
minimise and reduce energy consumption and carbon dioxide (CO<sub>2</sub>) emissions.  
Major Developments will be required to provide an assessment of the energy  
demand of the proposed development (such as those contained within the  
BREEAM and EcoHomes Schemes). These should also demonstrate how the  
Mayor’s energy hierarchy will be applied.

562 **Reasons**  
In view of the need to achieve more sustainable forms of development to reduce  
energy consumption and CO<sub>2</sub> emissions, *energy efficiency* is an increasingly  
important design consideration. Buildings in use account for 50% of energy use  
and the projected increase in housing and office floorspace in London will place  
additional upward pressure on London’s energy consumption, which will  
increase CO<sub>2</sub> emissions. Unless more sustainable sources of energy are used,  
this will result in negative impacts on global warming and climate change.

563 As well as providing wider benefits by creating a cleaner, less polluted  
environment, energy efficient design can have further benefits. These are:

564 i. Reducing the impacts of global warming and climate change;  
565 ii. A significant reduction in the running costs of buildings; and  
566 iii. Improving the internal conditions of a building and people’s health.

567 Examples of achieving more energy efficient buildings include the careful  
consideration of the location, layout and orientation of buildings to minimise  
energy loss and maximise the use of natural daylight, heat and ventilation.

568 **Policy 3.5 – Renewable Energy**  
569 **Planning permission will not be granted for development unless:**  
i. It incorporates renewable energy technology and design where this  
would not adversely affect the viability of the development; and  
ii. Where it is a Major Development outside a conservation area, it  
draws at least 10% of the energy requirements from renewable  
energy production equipment on-site or renewable energy sources.

570 The extent of renewable energy technology should correspond to the type of  
development proposed, its scale, location and complexity.



571

### Reasons

~~Buildings in use account for 50% of energy use and the projected increase in housing and office floorspace in London will place additional upward pressure on London's energy consumption and will increase CO<sub>2</sub> emissions. Unless more sustainable sources of energy are used, this will result in negative impacts on global warming and climate change. Appropriate design, orientation and layout can maximise the efficiency of performance of renewable technologies. Major Developments provide the opportunity for the on-site generation of a significant proportion of the development's heat or electricity to be renewable sources, and for Combined Heat and Power and Community Heating Schemes. The London Plan encourages the greater use of renewable energy as well as providing wider benefits by creating a cleaner, less polluted environment. The use of renewable energy can also significantly reduce the running costs of buildings.~~

572

~~The council acknowledges the contribution that small wind turbines can make to local energy requirements, and accepts that there may be some scope for mounting them on existing or proposed buildings, subject to usual development control criteria like amenity and disturbance.~~

573

~~In the application of this Policy, the council will pay special attention to the orientation of buildings within a proposed scheme in order to take advantage of solar energy.~~

574

### Policy 3.6 – Air Quality

575

Planning permission will not be granted for development that would lead to a reduction in air quality.

576

### Reasons

577

The Air Quality Management Area (AQMA) identifies where in Southwark levels of air quality are below national standards. The LPA has a responsibility to reduce activities which cause air pollution in order to contribute to achieving national air quality objectives. Southwark's Air Quality Strategy and Improvement Plan contains policies and measures to improve the air quality in Southwark including measures that address the emissions from industry, construction, domestic properties and traffic. The Strategy also promotes modal shifts towards public transport and low and zero emission vehicles and raises awareness of air quality issues. It identifies planning policies to be a key action in improving local air quality through influencing developments to consider air quality impacts.

578

### Policy 3.7 – Waste Reduction

579

All developments are required to ensure adequate provision of recycling, composting and residual waste disposal, collection and storage facilities. The design of waste and recycling facilities must be easily and safely accessible, improving local amenity.

To demonstrate how the waste management hierarchy will be applied during construction and after the development is completed, the council will require major development proposals to be supported by a sustainability assessment.

580

### Reasons

Together with traffic, growing waste production and the need for better waste management are recognised as the largest environmental problems facing London. National Government has set targets for Southwark Council to increase recycling rates and reduce the amount of waste going to landfill and incineration, to ensure that the waste hierarchy is taken into consideration. The Mayor of London has set further requirements for waste management within his Municipal Waste Management Strategy and the London Plan. The Council's Waste Management Strategy (2003-2021) sets out the approach to the management of waste in the borough, which is based on the following principles:

- 581           i.       To reduce total waste arising through the promotion of waste  
                  minimisation;
- 582           ii.       To recover value from waste materials that would otherwise be  
                  disposed of in landfill; and
- 583           iii.       To minimise the social, environmental and financial impacts of waste  
                  management.

584       Better design of buildings to incorporate appropriate waste management facilities can assist with the sustainable management of rubbish produced in Southwark contributing to meeting the objectives of the Council's Waste Management Strategy and regional and national targets for waste management. Details of information required are set out in the Sustainability Assessment SPD.

585

### Policy 3.8 – Waste Management

586       i. Existing Facilities

587       Existing waste sites will be protected. Planning permission will not be granted for the change of use of a waste management facility unless:

- 588           • The applicant demonstrates that it is surplus to requirements; or
- 589           • The applicant provides another facility with similar or enhanced provision within the borough.

590       ii. New Facilities

591       All new waste management facilities, other than sites for the storage of recyclables and small scale composting facilities and temporary on-site construction and demolition waste management facilities, should be located within Preferred Industrial Locations. All proposals for new and extended waste management facilities must demonstrate how the best environmental practicable option and principles of sustainable waste management have been applied.

592       All proposals for new and extended waste management facilities are subject to a detailed Sustainability Assessment.

593

### Reasons

As well as a need to identify land for new waste management facilities there is also a need to safeguard existing facilities in appropriate locations to ensure that sufficient sites are available to deal with all waste arisings. In 2003/2004, the Council managed 134,714 tonnes of municipal waste. Over the period up to 2010, municipal waste arisings in Southwark are projected to grow by between 2% and 3% per year. The London Plan encourages boroughs to identify sites in suitable locations for waste management. The Old Kent Road site will provide the infrastructure to enable Southwark to achieve the objectives of the Council's Waste Management Strategy and national and regional targets for municipal waste management.

594       The Old Kent Road site will also be suitably designed and a *Sustainability* Assessment will be undertaken to ensure minimal negative impact to the surrounding area and environment.

595 The council believes that all waste management facilities, including the site designated at the Old Kent Road, should adhere to the principles of sustainable waste management to ensure that for each waste management facility, the most sustainable and practicable options for waste management are developed.

596 Designated Facilities

597 The LPA will provide the appropriate facilities with adequate capacity to sort and process waste produced in Southwark in the most sustainable manner in accordance with the waste hierarchy.

598 For municipal waste this will mainly be achieved through the provision of a new Waste Management Facility at Old Kent Road. Land is allocated for this purpose and shown on the Proposals Map. The existing Manor Place Depot will be retained until the facility at Old Kent Road is fully operational. The council will encourage the enhancement of existing facilities.

599 The Council is committed to the requirements of the London Plan Policies 4A.1 and 4A.2 and undertakes to work with other waste planning authorities to identify sub-regional requirements for waste management facilities and will develop a core strategy and promote sites to manage the non-municipal controlled waste arising within Southwark.

600

#### Policy 3.9 – Water

601 All developments should incorporate measures, to:

602 i. Reduce the demand for water; and

603 ii. Recycle grey water and rainwater.

604 In addition, all new developments must use preventative measures to ensure that they do not lead to a reduction in water quality.

605 New developments should not result in an increase in surface run-off, which could result in increased flood risk and pollution. Problems arising from surface run-off can be significantly reduced in the first instance through the careful design of developments. The LPA will require Major Developments to incorporate sustainable methods of drainage, unless it can be demonstrated that this is not practical.

606

#### Reasons

Water resources need to be protected and used in an effective way. The LPA seeks to protect the water environment by limiting the waste and the pollution of this resource. Wastage can be reduced by improved design of buildings and consideration of water issues before developments take place.

607 Surface water run-off can increase with the level of non-permeable surfaces, such as roads, paving and buildings created by development. Water run-off can cause water pollution and also increases the risk of flooding. The run-off from developments needs to be managed in a more sustainable way to prevent increases in flooding and water pollution.

608

#### Policy 3.10 Hazardous Substances

609 Planning permission for developments involving hazardous substances, and development in the vicinity of sites where hazardous substances are used, stored or transported, will only be granted if it can be demonstrated that such development will not materially harm or put at risk the health, safety or amenity of users of the site, neighbouring occupiers or the environment.

610

## Reasons

The Planning (Hazardous Substances) Act 1990 introduced planning controls over the storage and use of hazardous substances and over development in the vicinity of installations handling or storing hazardous substances and explosives. The Seveso II Directive (1999) requires that land use policies take into account the prevention of major accidents involving hazardous substances and limiting their consequences for people and the environment.

611

The Council will consult the Environment Agency and Health and Safety Executive on proposals for development involving hazardous substances and development within the vicinity of any existing site in which hazardous substances are used or stored.

612

### **~~SP13 DESIGN, AND HERITAGE~~**

613

~~ALL DEVELOPMENTS SHOULD PRESERVE OR ENHANCE THE CHARACTER AND VITALITY OF SOUTHWARK THROUGH EXCELLENCE IN DESIGN AND THE PROTECTION OR ENHANCEMENT OF THE HISTORIC ENVIRONMENT.~~

614

### **~~SP 14 SUSTAINABLE BUILDINGS~~**

615

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

616

## Background

617

Southwark has a wide variety of built environments, from the densely urban commercial areas of London South Central, to the more spacious suburban areas in the south of the borough. The quality of the built environment plays an important role in defining the character of an area and how people experience it. Some areas of Southwark are likely to experience much redevelopment in the future and it is important that this is carried out in a way that improves the way the environment looks as well as how it functions. Southwark also has a rich legacy of historic buildings and artefacts and it is important that this heritage is preserved.

618

## Policy 3.11 - Efficient Use Of Land

619

All developments should ensure that they maximise the efficient use of land, whilst:

620

i. Protecting the *amenity* of neighbouring occupiers or users; and

621

ii. Ensuring a satisfactory standard of accommodation and *amenity* for future occupiers of the site; and

622

iii. Positively responding to the local context and complying with all policies relating to design; and

623

iv. Ensuring that the proposal does not unreasonably compromise the development potential of, or legitimate activities on, neighbouring sites; and

624

v. Making adequate provision for servicing, circulation and access to, from and through the site; and

625

vi. Ensuring that the scale of development is appropriate to the availability of public transport and other infrastructure.

626

The LPA will not grant permission for development that is considered to be an unjustified underdevelopment or over-development of a site.

627

### Reasons

Urban land is an important resource, which must be efficiently used to reduce pressure on rural land and open spaces. Increasing density, especially in Central London and around transport nodes, is a key requirement for the sustainable use of land. By increasing the number of people who visit, work in and live in an area, more services and facilities can be supported thereby reducing the need to travel and contributing to the vitality of an area. However, densities that are too high have a negative impact on the environment and on quality of life and are therefore a poor use of land.

628

### Policy 3.12 – Quality in Design

629

Developments should achieve a high quality of both architectural and urban design, enhancing the quality of the built environment in order to create attractive, high *amenity* environments people will choose to live in, work in and visit. New buildings and alterations to existing buildings should embody a creative and high quality appropriate design solution, specific to their site's shape, size, location and development opportunities and where applicable, preserving or enhancing the historic environment.

630

MOD F25

A Design Statement must be submitted with planning applications for all development except for:

- i. A material change in the use of land or buildings, unless it involved operational development; or
- ii. Engineering or mining operations; or
- iii. Development of an existing dwelling house, or development within the curtilage of a dwelling house for any purpose incidental to the enjoyment of the dwelling house, where no part of the dwelling house or its curtilage is within a conservation area; or
- iv. Applications relating to advertisement control, tree preservation orders or storage of hazardous substances.
- v.

This statement should explain how the site and its context have been considered when designing the development and how the proposal will affect the surrounding environment. The level of detail required in the statement should correspond to the scale and complexity of the development.

631

The statement should also include an access statement, showing how the principles of inclusive design, including the specific needs of disabled people or the mobility impaired, have been addressed, and how inclusion will be maintained and managed.

632

### Reasons

The importance of good design is underlined in the Government's Planning Policy Statement 1 (PPS1). High quality places and buildings are important as they contribute to creating an environment that people enjoy living in, as well as attracting investment and visitors. High quality design will help make Southwark a more attractive place in which to live and work, contributing to the success of regeneration projects. It is also important that new developments are designed to make the public realm safe and accessible to the whole community, which contributes to increasing the life chances of residents.

633

The purpose of the requirement to include a design statement with planning applications is to encourage applicants to think carefully about the preferred design solution for their development and to enable a faster and effective assessment of the proposal by the LPA.

634 The London Plan requires access statements to be included with all planning applications, to demonstrate how the development will meet the requirements of the Disability Discrimination Act 1995, which requires anyone providing premises open to the public, or facilities in which people are employed or educated to make appropriate provision for people with disabilities or mobility impairment.

635

### Policy 3.13 – Urban Design

636 Principles of good urban design must be taken into account in all developments. Urban design is the relationship between different buildings and streets, squares, parks and waterways and other spaces that make up the public domain; the nature and quality of the public domain itself; the relationship of one part of an urban area to another; and the pattern of movement and activity.

637 In designing new developments, consideration must be given to:

- 638 i. Height, scale and massing of buildings – Designing a building that is appropriate to the local context and which does not dominate its surroundings inappropriately;
- 639 ii. Urban structure, space and movement – Proposals should have regard to the existing urban grain, development patterns and density in the layout of development sites;
- 640 iii. Townscape, local context and character – Proposals should be designed with regard to their local context, making a positive contribution to the character of the area and ~~provide~~ providing active frontages;
- 641 iv. Site layout – Building location, public spaces, microclimate, and outlook, site access and servicing, permeability, safety and ease of movement including vehicular, pedestrians and cyclists;
- 642 v. Streetscape – A high quality of design and materials will be required for the street environment including street furniture, planting and public art. This should be coordinated wherever possible, to avoid unnecessary clutter, and ensure a safe, informative and attractive environment;
- 643 vi. Landscaping – Where appropriate, developments should include landscape design that enhances the area and biodiversity, for example through the use of green roofs; and
- 644 vii. Inclusive Design – All developments must incorporate suitable access for people with disabilities or those who are mobility impaired.

645

### Reasons

646 It is important to take the principles of urban design into consideration when designing new development in order to ensure that the new development fits within its environment and that the development also functions well internally.

Good urban design is essential for regeneration as it improves the streetscape, creates a sense of place and vibrant, pleasant environments that people will take pride in.

647 An inclusive environment enables everyone regardless of disability, age or gender to participate equally, confidently and independently in mainstream activities with choice and dignity.

648 Landscaping contributes to the character and appearance of all developments. It should form an integral part of the development and be appropriately designed and located having regard for long-term sustainability, microclimate impacts and local biodiversity. Landscaping can be provided within the public realm, within semi-private spaces such as front gardens and within private amenity spaces such as courtyards, rear gardens and roof terraces. Green roofs and brown roofs can also be considered as other forms of landscaping.

649

### Policy 3.14 –Designing Out Crime

650

Development in both the private and public realm, should be designed to improve community safety and crime prevention.

651

Design solutions should incorporate:

652

i. Natural surveillance - designing buildings with windows overlooking places such as parks and streets, courtyards and parking areas whilst taking into consideration landscaping;

653

ii. Street network designs, pedestrian routes, footpaths and cycle paths that are easy to navigate, permeable, direct routes that provide good visibility and avoid sharp or blind corners, tunnels and hidden alcoves;

654

iii. Clear and uniform signage that informs, making it safer and more attractive for people to use public transport and the public domain;

655

iv. Effective street lighting that illuminates, enabling natural surveillance and avoiding the creation of dark, shadowed areas;

656

v. Clearly defined boundaries between public, semi public, semi private and private spaces, which reduces the likelihood of anti-social behaviour by establishing ownership and responsibility for a particular space; and

vi. Other measures dictated by site context or type of development.

657

### Reasons

658

Designing out crime is the process whereby streetscape, open spaces, buildings and transport infrastructure are positively influenced by practical design solutions to reduce the occurrence of crime and provide a safer and more attractive urban environment. Small changes such as creating well-lit, overlooked spaces, can significantly reduce opportunities to commit crime as well as fear of crime.

659

Creating and maintaining a safe environment is extremely important as people who live in, work in or visit the borough have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes. It is important also to address the community's 'fear of crime', whether this is a real or perceived threat, because this also influences people's behaviour patterns about how they interact in public spaces. Improving community safety involves designing the urban environment to enable the community to assume an ownership role for the guardianship of their local space. This helps inspire a sense of pride and encourages community use of public spaces and appropriate interfaces with the private realm. Implementing this policy will contribute to the LPA meeting its obligations under Section 17 of the Crime and Disorder Act 1998 and Circular 5/94 Planning Out Crime.

660

PPS1 (paragraph 37) states that in planning for high quality and inclusive design, local authorities should have regard to good practice guides e.g. Safer Places – The Planning System and Crime Prevention (ODPM/Home Office), Feb 2004.

661

### Policy 3.15 – Conservation of the Historic Environment

662

Development should preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance. Planning proposals that have an adverse-effect on the historic environment will not be permitted.

663 The character and appearance of Conservation Areas should be recognised and respected in any new development within these areas. Article 4 directions may be imposed to limit permitted development rights, particularly in residential areas.

664 In this policy the term historic environment includes Conservation Areas, listed buildings, scheduled monuments, protected London Squares, historic parks and gardens and trees that are protected by Tree Preservation Orders, trees that contribute to the character or appearance of a Conservation Area and ancient hedgerows.

665

#### Reasons

666 The council recognises the importance of Southwark's built heritage as a community asset and will seek the adequate safeguarding of this asset. Southwark has around 2500 listed buildings, 38 Conservation Areas, seven scheduled monuments and a rich archaeological heritage. These historic features define the local environment, providing a sense of place and enriching the townscape.

667 PPS 1 states that control of external appearances is important in Conservation Areas and areas where the quality of the environment is particularly high.

668 PPG 15 requires local authorities to include policies for the protection and enhancement of the historic environment.

#### 669 **Policy 3.16 - Conservation Areas**

670 Within Conservation Areas, development should preserve or enhance the character or appearance of the area.

671 New Development, including Alterations and Extensions

672 Planning permission will be granted for new development, including the extension or alteration of existing buildings provided that the proposals:

673 ii Respect the context of the Conservation Area, having regard to the content of Conservation Area Appraisals and other adopted Supplementary Planning Guidance / Documents; and

674 ii Use high quality materials that complement and enhance the Conservation Area; and

675 iii. Do not involve the loss of existing traditional features of interest which make a positive contribution to the character or appearance of the Conservation Area; and

676 v. Do not introduce design details or features that are out of character with the area, such as the use of windows and doors made of aluminium, uPVC or other non-traditional materials;

677 ***Where appropriate development in Conservation Areas may include the use of modern materials or innovative techniques only where it can be demonstrated in a design and access statement that this will preserve or enhance the character or appearance of the Conservation Area.***

678 *Demolition*

679 Within Conservation Areas, there will be a general presumption in favour of retaining buildings that contribute positively to the character or appearance of the Conservation Area. Planning permission will not be granted for proposals that involve the demolition or substantial demolition of a building that contributes positively to the character or appearance of the Conservation Area, unless, in accordance with PPG15 or any subsequent amendments, it can be demonstrated that:

680 i. The costs of repairs and maintenance would not be justified, when assessed against the importance of the building and the value derived from its continued use, providing that the building has not been deliberately neglected; and



- 681 ii. Real efforts have been made to the continue the current use or find a viable  
alternative use for the building; and
- 682 iii There will be substantial planning benefits for the community from  
redevelopment which would decisively outweigh loss from the  
demolition; and
- 683 iv. The replacement development will preserve or enhance the character or  
appearance of the conservation area and has been granted planning permission.

684 **Implementation**

685 Submission of details demonstrating that a contract for the construction of the  
replacement development has been let will be required prior to implementation of  
the development.

686

**Reasons**

687 The council recognises the importance of Southwark's built heritage as a  
community asset and will seek the adequate safeguarding of this asset.  
Southwark has 39-38 Conservation Areas (refer to the schedule of Conservation  
Areas in Appendix 7 8). These areas help define the local environment,  
providing a sense of place and enriching the townscape.

688 PPS 1 states that control of external appearances is important in Conservation  
Areas and areas where the quality of the environment is particularly high.

689 PPG15 requires local authorities to include policies for the protection and  
enhancement of the historic environment. It includes specific criteria and tests  
that should be applied to development proposals affecting the historic  
environment, including Section 4, which deals specifically with Conservation  
Areas.

691 The council's adopted Conservation Area Appraisals include detailed evaluations  
of the character and special features of each conservation area and provide  
additional supplementary guidance for developments affecting Conservation  
Areas.

692 The council is keen to encourage a high quality of design in Conservation Areas.  
This may include the use of modern materials or innovative techniques on new  
developments as they can preserve or enhance the character or appearance of  
the area.

693 Outline planning applications are not usually suitable for developments  
within Conservation Areas. The LPA will make use of its powers under  
Article 3(2) of the Town and Country Planning (General Development  
Procedure) Order 1995 to require the submission of any of the reserved  
matters needed to make a proper decision on the effect that a  
development would have on the character or appearance of the  
conservation area.

All applications for development within Conservation Areas will be accompanied  
by a design statement, including details of any trees to be retained, lost or  
replaced.

694 **Policy 3.17 - Listed Buildings**

695 Development proposals involving a listed building should preserve the building  
and its features of special architectural or historic interest.

696 **Alterations and extensions**

697 Planning permission for proposals which involve an alteration or extension to a  
listed building will only be permitted where:

- 698 i. There is no loss of important historic fabric; and

- 699 ii. The development is not detrimental to the special architectural or historic  
interest of the building; and  
700 iii. The development relates sensitively and respects the period, style, detailing  
and context of the listed building or later alterations of architectural or historic  
interest; and  
701 iv. Existing detailing and important later additional features of the building are  
preserved, repaired or, if missing, replaced.

702

### Demolition

703 There will be a general presumption in favour of the retention of listed buildings.  
Planning permission will not be granted for proposals that involve the demolition  
or substantial demolition of a listed building, unless, in accordance with PPG15  
or any subsequent amendments, it can be demonstrated that:

704 i. The costs of repairs and maintenance would not be justified, when assessed  
against the importance of the building and the value derived from its continued  
use, providing that the building has not been deliberately neglected; and

705 ii Real efforts have been made to ~~the~~ continue the current use or find a viable  
alternative use for the building; and

706 iii There will be substantial planning benefits for the community from  
redevelopment which would decisively outweigh the loss from the  
resulting demolition.

707 Listed building consent must be applied for contemporaneously with an  
application for planning permission for a redevelopment scheme. Submission of  
details demonstrating that a contract for the construction of the replacement  
development has been let will be required prior to implementation of the  
development.

708

### Reasons

The Council recognises the importance of Southwark's built heritage as a  
community asset and will seek the adequate safeguarding of this asset.  
Southwark has around 2500 listed buildings. These historic features define the  
local environment, providing a sense of place and enriching the townscape.

709 PPG15 requires local authorities to include policies for the protection and  
enhancement of the historic environment. It includes specific criteria and tests  
that should be applied to development proposals affecting the historic  
environment, including Section 3, which deals specifically with listed building  
control.

710 Outline planning applications are not usually suitable for developments  
involving listed buildings. The LPA will make use of its powers under  
Article 3(2) of the Town and Country Planning (General Development  
Procedure) Order 1995 to require the submission of any of the reserved  
matters needed to make a proper decision on the effect that a  
development would have on the special architectural or historic interest of  
the building.

711 All applications for listed building consent will require a design statement,  
including details of the protection of any retained fabric, and a detailed statement  
setting out the justification, design approach and methods of any building work to  
the listed building.

712 Policy 3.18 - Setting of Listed Buildings, Conservation Areas and World Heritage  
Sites

713 Permission will not be granted for developments that would not preserve or  
enhance:

714 i. The immediate or wider setting of a listed building; or

- 715 ii. An important view(s) of a listed building; or
- 716 iii. The setting of the Conservation Area; or
- 717 iv. Views into or out of a Conservation Area; or
- 718 v. The setting of a World Heritage Site; or
- 719 vi. Important views of /or from a World Heritage Site.

720 Reasons

The council recognises the importance of Southwark's built heritage as a community asset and will seek the adequate safeguarding of this asset. Southwark has around 2500 listed buildings. These historic features define the local environment, providing a sense of place and enriching the townscape.

721 *PPG 1* states that control of external appearances is important in Conservation Areas and areas where the quality of the environment is particularly high.

722 *PPG15* requires Local Authorities to include policies for the protection and enhancement of the historic environment.

723

724 Outline planning applications are not usually suitable for development affecting the setting of Listed Buildings, Conservation Areas and World Heritage Sites. The Council will use its powers under Article 3 (2) to require the submission of reserved matters needed to make a decision on the effect of the development on settings and views.

725

Policy 3.19 – Archaeology

726 Planning applications affecting sites within Archaeological Priority Zones (APZs), as identified in Appendix 8, shall be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development. There is a presumption in favour of preservation in situ, to protect and safeguard archaeological remains of national importance, including scheduled monuments and their settings. The in situ preservation of archaeological remains of local importance will also be sought, unless the importance of the development outweighs the local value of the remains. If planning permission is granted to develop any site where there are archaeological remains or there is good reason to believe that such remains exist, conditions will be attached to secure the excavation and recording or preservation in whole or in part, if justified, before development begins.

727

Reasons

728 Southwark has an immensely important archaeological resource. Increasing evidence of those peoples living in Southwark before the Roman and medieval period is being found in the north of the borough and along the Old Kent Road. The suburb of the Roman provincial capital (Londinium) was located around the southern bridgehead of the only river crossing over the Thames at the time and remains of Roman buildings, industry, roads and cemeteries have been discovered over the last 30 years. The importance of the area during the medieval period is equally well attested both archaeologically and historically. Elsewhere in Southwark, the routes of Roman roads (along the Old Kent Road and Kennington Road) and the historic village cores of Peckham, Camberwell, Walworth and Dulwich also have the potential for the survival of archaeological remains.

729 *PPG16* requires the Council to include policies for the protection, enhancement and preservation of sites of archaeological interest and of their settings.

730

Policy 3. 20 – Tall Buildings

- 731 Planning permission may be granted for buildings that are significantly taller than their surroundings or have a significant impact on the skyline, on sites which have excellent accessibility to public transport facilities ~~and are located in the Central Activities Zone (particularly in Opportunity Areas) outside landmark viewing corridors~~. Proposals for tall buildings should ensure that there are excellent links between the building(s) and public transport services. Any building over 30 metres tall (or 25 metres in the Thames Policy Area) should ensure that it :
- 732 i. Makes a positive contribution to the landscape; and
- 733 ii. Is located at a point of landmark significance; and
- 734 iii. Is of the highest architectural standard; and
- 735 iv. Relates well to its surroundings, particularly at street level; and
- 736 v. Contributes positively to the London skyline as a whole consolidating a cluster within that skyline or providing key focus within views.
- 737 All planning applications for tall buildings will require a design and access statement, a transport assessment and a sustainability assessment
- 738
- Reasons**
- Tall buildings, if designed thoughtfully, can be an important component in raising population density around transport nodes, avoiding urban sprawl and contributing to an area's regeneration. There is continuing pressure from developers for the construction of tall buildings at various locations throughout the borough. Tall buildings can look out of place in their surroundings and cause unpleasant environmental effects, especially on the micro-climate.
- 739 Policies 4B.8 and 4B.9 of the London Plan and the English Heritage/CABE Guidance on Tall Buildings give additional information on the suitable locations and design of such buildings.
- 740
- Policy 3.21 – Strategic Views**
- 741 The LPA will seek to protect and enhance the Strategic Views of St. Paul's Cathedral illustrated on the Proposals Map.
- 742 Planning permission will be refused for developments that fail to preserve or enhance the ability to recognise and appreciate St Paul's and/or that are overly intrusive or prominent to the detriment of the view:
- 743 i. Above 52.6 metres above ordnance datum within the landmark Viewing Corridors protecting the Strategic View of St. Paul's from Greenwich Park and/or Blackheath Point; and
- 744 ii. Above 52.6 metres above ordnance datum within the Landmark Lateral Assessment Areas to St Paul's from Greenwich Park or Blackheath Point.
- 745 The LPA will consult local authorities and other relevant bodies affected by the views on proposals, which encroach above 52.6 metres above ordnance datum within:
- 746 i. The Landmark Background Assessment Area for the Strategic View of St Paul's from Parliament Hill, Primrose Hill, Kenwood (Hampstead Heath) and Alexandra Palace:
- 747 ii. The Landmark Lateral Assessment Areas to St Paul's from Greenwich Park or Blackheath Point.
- 748 The LPA will seek the improvement of Strategic Views of St Paul's Cathedral where there are proposals to redevelop existing buildings that cross the height threshold within the areas defined above.

749

### Reasons

The borough is crossed by a number of Strategic Views. The Mayor requires management of these views in accordance with London Plan Policies 4B.15, 4B.16 and 4B.17. These Strategic Views consist of the Landmark Viewing Corridor itself, the Lateral Assessment Areas on either side of the corridor and Landmark Background Assessment Areas, which are the backdrop to views to St Paul's Cathedral from North London. Proposals for tall buildings in London are becoming increasingly common and it is important to protect the integrity of these corridors in order to preserve these views. The LPA is required to consult with relevant bodies for tall buildings proposed in the Landmark Background Assessment Areas and Landmark Lateral Assessment Areas.

750

### Policy 3.22 - Important Local Views

751 The LPA will seek to protect and enhance identified views, panoramas, prospects and their settings that contribute to the image and built environment of the borough and wider London. Developments that would impact negatively on important local views will not be granted.

752

### Reasons

Important local views, panoramas and prospects contribute significantly to the image and built environment of London and can encompass historic or notable buildings, vistas or broader, more general views. The protection and identification of local views from damaging development proposals is necessary in order to maintain the image and environmental quality of London. These features may be damaged through inappropriate development including high buildings. The designation and management of local views will be based on Policies 4B.15, 4B.16 and 4B.17 of the London Plan.

753

Local views will be identified in development plan documents.

754

### Policy 3.23 - Outdoor Advertisements and Signage

755 Outdoor advertisements and signage (including all hoardings and shroud hoardings) will be permitted provided they:

- 756 i. Do not harm *amenity* or compromise safety, including security; and
- 757 ii. Do not obscure highway sightlines and allow the free movement along the public highway by all its users, including people with disabilities especially the visually impaired; and
- 758 iii. Are designed (including size, type and any illumination) to be appropriate within the context of the site and to be an integral and unobtrusive part of the character and appearance of the site and surrounding area; and
- 759 iv. Do not cause light pollution.

760 Planning permission for shroud hoardings and hoardings more than 3.1 metres high, and 12.1 metres long, will be permitted where they make a positive contribution to the appearance of the site and surrounding area, and only;

- 761 i. Around construction sites on a temporary basis, or
- 762 ii Within protected shopping frontages fronting onto a classified road ;or
- 763 iii In predominantly commercial areas where the scale of the existing buildings can accommodate hoardings without adverse effect on visual amenity.

764

### Reasons

- 765 Appropriate signage is essential to the economy, and often provides necessary and important information. Signage can have a disproportionate impact on the environment and must be carefully controlled to avoid detriment to the streetscape. The increasing use of hoardings can cause such adverse effects but in some circumstances, can be positively used around construction sites to add interest and colour on a temporary basis. As many signs are located within or beside the highway, care must also be taken to ensure that safety and free movement within the highway are protected.
- 766 Some advertisements do not require planning permission. PPG 19 and a booklet called “Outdoor Advertisements and Signs – A Guide for Advertisers” provides further information about these advertisements.
- 767
- 768 **Policy 3.24 – Telecommunications**
- 770 **Development Under the General Permitted Development Order (GPDO)**
- 771 In exercising its powers under Part 24 of the GPDO for telecommunications equipment the LPA will not permit proposals which have an unacceptable appearance by virtue of their siting or design.
- 772 The LPA will not permit proposals under Part 24 of the GPDO which, by virtue of their siting and design, have any adverse impact on listed buildings or Conservation Areas, regardless of whether or not the equipment is within a Conservation Area or the curtilage of a listed building.
- 773 **Developments Requiring Full Planning Permission**
- 774 In respect of telecommunications equipment requiring full planning permission the LPA will not permit proposals which:
- 775 i. Have an unacceptable appearance by virtue of its siting or design; or
- 776 ii. Have any adverse impact on listed buildings or Conservation Areas, regardless of whether or not the equipment is within a Conservation Area or the curtilage of a listed building; or
- 777 iii. Where the applicant has not demonstrated a network need for the proposal; or
- 778 iv. Where the applicant has not demonstrated an absence of alternatives, including, but not only the possibility of sharing of existing masts and sites; or
- 779 v. Where the applicant has not provided self certification to the effect that a mobile phone base station when operational will meet the ICNIRP guidelines; or
- 780 vi. Where the applicant has not provided a statement for each site indicating its location, the height of the antenna, the frequency and modulation characteristics and details of power output and where a mobile phone base station is added to an external mast or site, confirmation that the cumulative exposure will not exceed the ICNIRP guidelines.
- 781 All telecommunications equipment should be sited as far as practicably possible away from educational and community uses.
- 782
- 783 **Reasons**
- 784 Effective telecommunications networks make an important contribution to business, commercial and home life, and have benefits for safety and security. However, inappropriately sited telecommunications installations can be unsightly in particular when situated close to historic buildings or places. They are frequently the subject of public controversy. When installing equipment, operators must avoid locations near sensitive sites. Government guidance on the siting of telecommunications equipment is provided in PPG8.

782 Where telecommunications equipment has been installed under Part 24 of the  
GPDO which does not as far as practical minimise its effect on the external  
appearance of the building, the LPA will require the relocation of the installed  
equipment to a position which in the view of the LPA represents the minimal  
effect on the external appearance of the buildings.

783 **SP15 OPEN SPACE AND BIODIVERSITY**

784 ~~ALL DEVELOPMENTS SHOULD WHERE APPROPRIATE CREATE,  
PRESERVE AND ENHANCE OPEN SPACES, GREEN CORRIDORS, TRAFFIC  
FREE ROUTES AND BIODIVERSITY. THE BENEFITS OF OPEN SPACE  
INCLUDE THOSE ASSOCIATED WITH HEALTH, SPORT, RECREATION,  
CHILDREN'S PLAY, REGENERATION, THE ECONOMY, CULTURE,  
BIODIVERSITY AND THE ENVIRONMENT.~~

785

### Background

786 Open Spaces make a significant contribution to the landscape of Southwark and  
provide a valuable resource to those living in, working in and visiting the  
borough. It is important to provide and protect a network of open spaces of a  
high quality that cater for a variety of needs including leisure, recreation and  
sport, and that these are accessible to all members of the community. Natural  
areas also provide important habitats for a wide variety of plants and animals.  
These habitats must be preserved to ensure biodiversity is protected. The  
council's Open Spaces Strategy contains a needs analysis and provides a clear  
framework for investment priorities and action. The strategy identifies land for  
protection, which is designated in this UDP as well as an operational plan for  
creating and enhancing open space to improve provision and reduce  
deficiencies. The different types of protection are Metropolitan Open Land,  
Borough Open Land and Other Open Spaces.

787 **Policy 3.25 - Metropolitan Open Land (MOL)**

788 There is a general presumption against inappropriate development on  
Metropolitan Open Land.

789 Within Metropolitan Open Land, planning permission will only be permitted for  
appropriate development which is considered to be for the following purposes:

- 790 i. Agriculture and forestry; or
- 791 ii. Essential facilities for outdoor sport and outdoor recreation, for  
cemeteries, and for other uses of land which preserve the openness  
of MOL and which do not conflict with the purposes of including land  
within MOL; or
- 792 iii. Extension of or alteration to an existing dwelling, providing that it  
does not result in disproportionate additions over and above the size  
of the original building; or
- 793 iv. Replacement of an existing dwelling, providing that the new dwelling  
is not materially larger than the dwelling that it replaces.

794

### Reasons

795 Areas of Metropolitan Open Land need to be protected, especially in areas of  
development pressure. These sites are of strategic importance to London  
enhancing its 'World City' image. Metropolitan Open Land performs a number of  
valuable strategic functions including:

- 796 • Protecting open space to provide a clear break in the urban fabric and  
contributing to the character of London;
- 797 • Protecting open space to serve the needs of Londoners outside their local  
area;
- 798 • Protecting open space that contains a feature of landscape of national or  
regional significance; and

- 799 • Protecting open space that contains a feature of landscape or nature conservation of national or regional significance.

780 Appendix 9 contains a Schedule of Metropolitan Open Land.

781 **Policy 3.26 – Borough Open Land (BOL)**

782 Within Borough Open Land planning permission will not be granted for development unless:

- 783 i. It is ancillary to the use of the open space; and,  
784 ii. It is small in scale; and,  
785 iii. It does not detract from the site's open nature and character; and  
786 iv. It is required to enhance activities associated with the particular open space; and  
787 v. It positively contributes to the setting and quality of the open space.

788

**Reasons**

789 Southwark has a number of open spaces that are considered important but are inappropriate for designation as Metropolitan Open Land due to their size or catchment area but are of intrinsic value to Southwark and to people that live in, work in and visit the borough.

790 Sites that have been identified as Borough Open Land are of strategic importance to Southwark and need strong protection. The London Plan recommends that London boroughs should include appropriate designations to protect local open spaces.

791 Appendix 10 contains a Schedule of Borough Open Land.

792 **Policy 3.27 – Other Open Space (OOS)**

793 Development on Other Open Space will only be permitted if it meets the following criteria:

- 794 i. It is ancillary to the enjoyment of Other Open Space; and  
795 ii. It is small in scale; and  
796 iii. It does not detract from the prevailing openness of the site or from its character; and  
797 iv. It positively contributes to the setting and quality of the open space; and  
798 v. Where appropriate, it enhances public access to open spaces; or  
799 vi. Land of equivalent or better size and quality is secured within the local catchment area for similar or enhanced use before development commences, provided that this would not result in the creation of or an increase in district or local park deficiency as identified in Appendices 11 and 12.

802

**Reasons**

Open spaces provide an essential amenity and recreational resource for people living and working in Southwark. It is the council's responsibility to ensure that there is an adequate supply of high quality open spaces that cater for a variety of needs. Open spaces should also be easily accessible to all members of the community; therefore, any loss of Other Open Space needs to be replaced within a local catchment area, which is generally considered to be within a 400 m radius.

The Council's Open Spaces Audit consisted of a comprehensive audit of open space and in addition a quality assessment applied to all sites in Southwark over 0.3ha.

803 The audit considered physical, social and aesthetic qualities of each space including local need and the value of existing open space for cultural,



educational, structural, amenity, health and biodiversity value. The Council's Open Spaces Strategy underlines the Council's view that provision and good management of open spaces makes a major contribution to urban regeneration by enhancing the environment, promoting social inclusion, contributing to healthy living and providing educational opportunities.

804 The council recognises the importance of smaller areas of open spaces, usually lying within residential areas. These include children's play areas, pocket parks, allotments, and other open spaces. They are valued by the local communities, play important part in the pleasantness of the neighbourhoods that they serve and contribute towards residential amenity. They are listed in the Council's Open Spaces Audit.

805 Appendix 13 contains a Schedule of Other Open Space.

806

#### Policy 3.28 – Biodiversity

807 The LPA will take biodiversity into account in its determination of all planning applications and will encourage the inclusion in developments of features which enhance biodiversity, requiring an ecological assessment where relevant.

808 Developments will not be permitted which would damage the nature conservation value of Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs) and/or damage habitats, populations of protected species or priority habitats/species identified in the United Kingdom, London or the Southwark Biodiversity Action Plan. Where, exceptionally, such developments are permitted, the Council will seek mitigation and/or compensation for the damage to biodiversity.

809 Where new Sites of Importance for Nature Conservation and Local Nature Reserves are identified, these sites will be afforded protection under this Policy and Policy 3.27, *Other Open Spaces*.

811

#### Reasons

The council has an obligation to protect biological diversity under national and international legislation, including the Convention on Biological Diversity (1992), The Habitats Directive (1992), National Parks and Access to the Countryside Act (1949) and the Wildlife and Countryside Act (1981). The council has a responsibility to protect and enhance biodiversity throughout Southwark and particularly to protect areas of nature conservation. Due to the intense pressure on land for development, it is important that areas of nature conservation value or ecological importance are identified and the flora and fauna associated with these areas are protected and enhanced as outlined in the Council's Biodiversity Action Plan.

812 Access to wildlife also enables people to experience wildlife in an otherwise intensely urban environment, and promoting well-being and providing a number of educational benefits.

813 Sites of Importance for Nature Conservation and Local Nature Reserves are listed in Appendix 14 9,10 and 13.

814 **SP 16 RIVER THAMES**

815 **DEVELOPMENTS SHOULD PROTECT OR AND ENHANCE THE RIVER THAMES AND ITS ENVIRONS AND WHERE APPROPRIATE INCORPORATE MEASURES TO PROTECT AGAINST FLOODING.**

816

## Background

817 The Thames Policy Area consists of the River Thames and its hinterland. Its highly significant value in historical and environmental terms in both Southwark and London contexts must be preserved. Competing demands need to be balanced so as to make best use of the inherent assets and advantages of the Thames Policy Area.

819

## Policy 3.29 - Development within the Thames Policy Area

820 All developments within the Thames Policy Area must reflect the strategic importance of the River Thames and its hinterland, protecting and enhancing the area. Proposals that will have an adverse impact on the Thames and/or the Thameside area, or adversely impact on the character of the Thameside area, will not be acceptable.

821 The LPA will enhance the Thameside amenity through requiring a particularly high standard of architectural and urban design in all new developments.

822 All development should reflect local character, meet general principles of good urban design (see Policy 3.13) and improve the quality of the built environment. Development should:

- 823 i. Integrate successfully with the waterspace in terms of use, appearance and physical impact;
- 824 ii. Preserve or enhance the historic character and appearance of buildings and of areas and buildings of historical or architectural significance;
- 825 iii. Include a mix of uses appropriate to the waterspace, including public uses and open spaces, to ensure an inclusive accessible and active waterside and ground level frontage;
- 826 iv. Integrate into the public realm, especially in relation to walking and cycling routes and borough open space strategies. Public art will often be appropriate in such locations as well as clear signage, information and lighting to promote the use of waterside spaces by all;
- 827 v. Incorporate built form that has a human scale of interaction with the street, public spaces and waterside and integrates with existing communities and places;
- 828 vi. Recognise the opportunity to provide landmarks that are of cultural and social significance along the river, providing orientation points and pleasing views without causing undue harm to the cohesiveness of the water's edge;
- 829 vii. Relate successfully in terms of scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank and those seen in the same context with the river or other locally identified prospects and views. Such juxtaposition of buildings should take into account river meanders and the impact these can have on how buildings may be seen together;
- 830 viii. Incorporate sustainable design and construction techniques, in particular a precautionary approach to flood risk; and
- 831 ix. Protect the biodiversity and nature conservation interests of the River Thames.

832

## Policy 3.30 - Protection of Riverside facilities

833 Within the Thames Policy Area, the LPA will protect and enhance existing facilities that support and increase the use and enjoyment of the Thames and functions and activities associated with the Thames including:

- 834 i. Access points to and alongside the river, including stairs, piers and the Thames Path;

- 835 ii. Sport and Leisure facilities;
- 836 iii. Docks, including protection against partial or complete infilling;
- 837 iv. Walking and Cycling routes;
- 838 v. Mooring facilities; and
- 839 vi. Facilities for passenger and tourist traffic.

840 Developments and facilities that support the use and enjoyment of the Thames will be encouraged and new access points should be provided where possible, especially in areas of deficiency. All new developments adjacent to the river will be required to continue or establish the Thames Path along the water frontage.

841 New mooring facilities will only be permitted if they will not have any detrimental effects on navigation, biodiversity or the existing character of the Thames Policy Area. Proposals for new mooring facilities will not be permitted if it is an attempt to be used as an extension of developed land or where it would result in a continuous line of moored craft.

842

### Reasons

The River Thames and its hinterland comprise the Thames Policy Area. The Thames Policy Area makes an important historical and environmental contribution to Southwark and London enabling significant recreation, tourism, nature conservation and open space provision. This is a busy tourist area, which is environmentally sensitive and subject to intense development pressure. The competing demands need to be balanced within a framework for the Thames Policy Area to ensure that they enhance rather than reduce the river's potential assets.

843 The London Plan requires riparian local authorities to include policies for the protection and enhancement of the Thameside environment.

845

### Policy 3.31 - Flood Defences

846 Planning permission will not be granted for development sited adjacent to the River Thames unless it is set back at a suitable distance from the river wall to allow for the replacement/repair of flood defences and for any future raising to be undertaken in a sustainable and cost effective manner. Nor will permission be granted for any scheme that would undermine or breach flood defences in any way.

847

### Reasons

Much of the borough is in the floodplain of the River Thames and the need to protect existing and further development is at its most acute in the Thames Policy Area. Therefore, applicants are strongly urged to discuss their proposals for development in the area with the council and the Environment Agency at an early stage. A flood risk assessment is likely to be required, particularly for proposals on land close to the River Thames.

This assessment is likely to include an appraisal of the condition of existing flood defences, measures to improve them so as to increase their life to equate with that of the proposal, suitable levels for living accommodations and the ability to raise the level of the defences in the light of climate change by at least 600mm.

Information on the Environment Agency's Thames Tideway Encroachment Policy is available on its website at <http://www.environment-agency.gov.uk>, The Environment Agency (Thames Region) (2002) Policy on Encroachment of the

Tidal Marshes. It states that the Agency will resist works on the Thames tideway between Teddington and Crayford Marshes that would, for example reduce the storage volume of the river or cause damage to flood defences, foreshore, banks and fisheries.

930 **Section 5 Sustainable Transport**

931 **Improving Access and Convenience**

932 **VISION**

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

934 **STRATEGIC POLICIES FROM PART ONE**

935 **SP6 ACCESSIBLE SERVICES**

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

937 **SP18 Sustainable Transport**

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

939 **SP 19 MINIMISING THE NEED TO TRAVEL**

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

941 **Background**

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

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

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

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

**Policy 5.1 - Locating Developments**

- 946 The location of development throughout the borough must be appropriate to the size and trip-generating characteristics of the development. Major Developments generating a significant number of trips should be located near transport nodes. Where new Major Developments are not located within easy access of public transport nodes, applicants must demonstrate that sustainable transport options are available to site users. Where these are not available, applicants must propose measures to promote sustainable travel.
- 947 **Reasons**
- 948 The most effective way to reduce travel by car is to locate larger developments with significant trip generating characteristics near major public transport nodes.
- 949 Developments that are not near major public transport nodes can still be sustainable if they introduce other measures to reduce car use, especially those which implement a Green Travel Plan. Examples of these measures include the introduction of car clubs, car sharing, safe routes to schools, improvements to cycle, pedestrian and public transport networks and scooter pools.
- 950 **Policy 5.2 - Transport Impacts**
- 951 Planning permission will be granted for development unless:
- i. There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and/or
  - ii. Adequate provision has not been made for servicing, circulation and access to, from and through the site; and/or
  - iii. Consideration has not been given to impacts of development on the Bus Priority Network and the Transport for London Road Network.
- 952 Where a development proposal is likely to have significant transport implications applicants will be asked to submit a Transport Assessment (TA), which includes a Travel Plan with their application. A Transport Assessment will form part of the Sustainability Assessment.
- 953 **Reasons**
- Land use development and transport are strongly linked. New development has the potential to increase the negative impacts of transport networks, through increased congestion, reduced safety, increased pollution etc. Effects can be temporary, permanent or cumulative.
- 954 All effects on transport networks need to be considered in assessing a planning application to determine whether the proposal is acceptable and whether any adverse effects will be able to be avoided or mitigated. The submission of a TA and Travel Plan alongside a development application will assist the LPA in assessing an application.
- 955 **Policy 5.3 – Walking and Cycling**
- 956 Planning permission will be granted for development provided:
- i. There is adequate provision for pedestrians and cyclists within the development, and where practicable within the surrounding area; and/or
  - 957 ii. There is good design, location and access arrangements, including restrictions on parking, and the promotion of walking and cycling, with particular emphasis on disabled people and the mobility impaired; and/or
  - 958 iii. The development creates or contributes towards more direct, safe and secure walking and cycling routes, integrating with surrounding networks where possible, furthering the delivery of the London Cycle Network Plus and strategic walking routes (including the Jubilee Walkway and the Thames Path); and
  - 959 iv. There is provision of convenient, secure and weatherproof cycle parking to the minimum cycle parking standards set out in Tables 15.3 and 15.4 in Appendix 15.
- 960 **Reasons**

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

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

#### 962 **Policy 5.4 - Public Transport Improvements**

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

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

972 These schemes are safeguarded on the Proposals Map.

973 [\[1\] The course of the proposed route has been identified on the Key Diagram with consultation zones in Elephant and Castle, Peckham and Burgess Park. The detailed route may change from the original proposal. Furthermore the route will be clarified within the consultation zones. These zones will be the subject of extensive consultation with the local community and statutory bodies as part of adopting the tram route under the Transport and Works Act 1992.](#)

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

#### 974 **Reasons**

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

975 They will:

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

#### 979 **Policy 5.5 – Transport Development Areas**

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

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

987 **Reasons**  
988 Transport Development Areas, as defined in the London Plan are “well-designed, higher density, mixed-use areas, situated around good public transport access points in urban areas. Within a TDA, permission may be granted for higher density development compared with existing development plan policy.”  
989 There are two Transport Development Areas designated in Southwark. These include the London Bridge and Elephant and Castle Opportunity Areas. These areas have been designated because it is considered that development in these areas can be successfully integrated with public transport, walking and cycling.  
990 Application of the Transport Development Area concept can contribute to achievement of sustainable development through reducing the need to travel, particularly by car, improving accessibility and quality of major transport interchanges, promoting social inclusion and maximising use of the most accessible sites, as encouraged in PPG 13 (Transport).

991 **Policy 5.6 - Car Parking**

992 All developments requiring car parking should minimise the number of spaces provided. Maximum standards are set out in Appendix 15.  
993 Where more than 20 surface parking spaces are proposed, applicants must demonstrate why this cannot be provided underground or within the building.  
994 All developments will be expected to include justification for the amount of car parking sought, taking into account:  
995 i. Public Transport Accessibility Levels set out in Appendix 15; and  
996 ii. The impact on overspill parking; and  
997 iii. The demand for parking within the Controlled Parking Zones. The LPA will restrict permit provision where necessary.  
998 Parking for retail and leisure uses within town centres should be shared with public parking, not reserved for customers of a particular development. Maximum stay restrictions are required for all retail and leisure town centre parking.

999 **Reasons**

1000 Too many cars cause problems with congestion and pollution, increasing travel times and expense as well as causing health problems. With fewer car parking spaces available people will seek alternative modes of transport to the private car, subsequently reducing congestion and pollution.  
1001 Access to services, leisure, shops and a range of amenities by public transport and other alternative modes of transport to the private car must be considered when providing less car parking in order to ensure efficiency and social inclusion. Measures to control overspill parking are necessary in order to prevent or mitigate loss of amenity including inconvenience to local residents caused by overspill car parking and increased pressure on on-street spaces.  
1002 Appendix 16 contains a Schedule of existing Controlled Parking Zones.  
1003 PPS3, PPG 4, PPG 5 and PPG 13 recommend the restriction of private car use to either housing or employment sites and improved accessibility through the encouragement of modes of transport other than the private car.

1004 **Policy 5.7 – Parking Standards for Disabled People and the Mobility Impaired**

1005 Developments (subject to site constraints) must provide adequate parking for disabled people and the mobility impaired. The following will be required:  
1006 i. A minimum of one accessible car parking space per development, where associated car parking is not provided; or  
1007 ii. A minimum of two accessible car parking spaces in circumstances where associated parking is provided.



1008

Reasons

1009

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

1010

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

1011

Policy 5.8 – Other Parking

1012

Planning permission will be granted for development provided:

1013

i. Developments likely to attract significant numbers of visitors (such as C1, C2, D1 and D2 uses) include adequate taxi and coach parking facilities including space for stopping and manoeuvring; and

1014

ii. A mini-cab office would not create traffic problems or harm residential amenity.

1015

Reasons

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

1016

**Section 6 Opportunity Areas**

1017

**VISION FOR THE OPPORTUNITY AREAS**

1018

1019

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

1020

~~London Bridge Opportunity Area~~

1021

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

1022

**Background**

1023

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

1024

**Policy 6.1 – Elephant and Castle Opportunity Area**

1025

~~Development at the Elephant and Castle should seek to:~~

1026

~~Establish and maintain a high quality, vibrant, safe and integrated mix of uses including homes, shops, commerce, offices, leisure, schools, cultural, community and other public facilities to support the current and new residents, workers and other visitors;~~

- 1027 Increase in the number and diversity of new job opportunities, and to encourage the development of an enterprise culture and inward investment;
- 1028 Provide for the economic, educational, social and cultural needs of a diverse mix of residents; including life long learning opportunities;
- 1029 Provide a range of high quality recreation, entertainment, and leisure facilities;
- 1030 Provide a balanced and integrated mix of residential accommodation across the full range of private, social, key worker and other affordable housing, with a target ratio within the affordable element of new schemes of 50:50 for social rented and intermediate housing;
- 1031 Integrate development with public transport nodes and walking and cycling routes within the Transport Development Area;
- 1032 Give priority to pedestrians, cyclists and public transport users rather than the private car;
- 1033 Create an improved and highly efficient public transport interchange;
- 1034 Limit and mitigate the effects of traffic, reduce pollution, and provide a minimum level of parking consistent with a high density public transport rich location;
- 1035 Contribute directly to the creation of a lively, safe and attractive public realm comprising streets and spaces with active frontages, high quality landscaping and priority for use by pedestrians, cyclists and public transport users;
- 1036 Enable the area to have its own clear and positive identity which builds on the strengths of the area and reflects its function as a major new destination in London South Central;
- 1037 Support an integrated network of high quality, safe, urban spaces and public routes into the surrounding districts that will draw people into and through the area, encourage activity and improve its appearance;
- 1038 Maximise and extend ecological diversity and biodiversity in existing and new open spaces;
- 1039 xiii. Create buildings which are sustainable, well designed and flexible;
- 1040 Create buildings that deal efficiently and appropriately with waste, water and energy use;
- 1041 Encourage the restoration and beneficial re-use of buildings that contribute to the architectural and historic character and sense of place of their surroundings;
- 1042 Preserve or enhance the historic character of the Conservation Areas; and
- 1043 Encourage the following uses and activities will be within the core of the Opportunity Area:
- A Transport Development Area comprising a highly efficient public transport hub at the heart of the area to serve the needs of the existing and new development. This will include: an improved new Northern Line station; improved conditions for buses; the accommodation of the Cross River Tram within a safeguarded route; a refurbished railway station; and an improved interchange between the various modes;
- 1044
- Up to 75,000sqm of new retail uses together with additional complementary town centre uses to include cultural and entertainment uses, leisure, offices, hotels and public facilities arranged around a new high street extension north of the Walworth Road;
- 1045
- Intensification on key sites around the transport nodes with developments that provide exemplary design and transport improvements;
- 1046
- A network of new and improved open spaces and public places, including a new civic space, town park, market square, and the enhancement of St. Mary's churchyard; and
- 1047
- Improvements to the range, quality and accessibility of community facilities in the area; these will include a range of social, educational, health and leisure facilities to serve the existing and new population. The priorities will be:
- 1048 i. A new two form entry primary school;

- 1049 ii. A new six form entry secondary school (designated on the current leisure centre site);
- 1050 iii. A healthy living centre;
- 1051 iv. New and improved leisure, health and nursery provision;
- 1052 v. A library;
- 1053 vi. A life long learning centre;
- 1054 vii. No fewer than 5, 300 mixed tenure new homes, including 1,100 to replace those lost through the demolition of the Heygate estate; and
- 1055 viii. A minimum of 45,000 sqm of class B1 Use space, including incubator units, managed workspace and accommodation for small businesses, social enterprises and the cultural industry sector.

1056 **Reasons**

The Elephant and Castle (Proposals Site 39P) will undergo major redevelopment in the coming years to take advantage of its important position as a transport interchange on the southern boundary of Central London. It will be one of the main areas for population and employment growth, and also community services especially higher education.

The Elephant and Castle provides an opportunity for more homes and shopping facilities in the borough. High quality places to live are a priority and new residential schemes should include a suitable proportion of affordable, intermediate and key worker housing in line with the council's affordable housing policies. Many of the sites that are expected to deliver this housing are designated on the Proposals Map. Currently, Southwark has a low level of shopping provision, which means that an unusually large number of comparison shopping trips made by people in Southwark are to centres outside the borough, particularly to the West End. Providing more shopping locally will mean people will have less need to travel.

- 1057 The new retail centre at the Elephant and Castle and the Walworth Road will expand the range, quality and quantity of retail and other town centre uses significantly to provide a place that people want to live in and visit for goods, leisure and services. Bearing in mind the expected growth in the population, employees, and their spending power, substantial growth will be sustainable.
- 1058 The Elephant and Castle provides an excellent location for this growth given its designation as a Transport Development Area, existing public transport links and the expected improvements with the proposed tram. This will enable growth to take place in a mainly car free centre rather than have it distributed to less well-connected centres. An initial retail impact assessment undertaken for the council has concluded that the proposed increase in retail floorspace at the Elephant and Castle will not adversely affect the viability and vitality of other centres. The LPA will however require further impact assessments when detailed proposals are submitted to monitor the affects on the viability and vitality of other existing town centres both within Southwark and surrounding boroughs. The anticipated growth in retail floorspace will change the position of the Elephant and Castle in the hierarchy of town centres in London from being a district centre to a major town centre.

1059 **Policy 6.2 - London Bridge Opportunity Area**

1060 Development at London Bridge should seek:

- 1061 i. The best use of land and transport resources, developing high density, sustainable buildings on key sites;
- 1062 ii. To protect and expand cultural, arts and entertainment uses;
- 1063 iii. An improved and highly efficient public transport interchange;
- 1064 iv. To integrate development with public transport nodes and walking and cycling routes within the Transport Development Area;
- 1065 v. To secure major improvements through the development process to public transport to increase capacity and promote ease of use for all groups including people with a mobility disability;

- 1066 vi. That proposals for tall or large scale buildings respect the setting of the proposed London Bridge Tower, and are of exceptional design quality, and located within a planned strategy for the siting of tall buildings with reference to the London Plan;
- 1067 vii. To improve London Bridge's retail base, concentrating on areas around the station, and encouraging a range of unit sizes;
- 1068 viii. Improvements to the environment, especially the public realm and pedestrian environment;
- 1069 ix. Improvements to the distribution and quantity of public open space whilst also seeking to maintain its quality;
- 1070 x. To increase employment especially of local people in commercial, tourism, health and retail activities;
- 1071 xi. Active frontages to encourage footfall, improve safety and further create a sense of place. There is an additional requirement for retail as the predominant ground floor use along Tooley Street and Borough High Street;
- 1072 xii. To protect and expand health functions and associated businesses;
- 1073 xiii. To preserve or enhance the historic character of the area, especially Conservation Areas;
- 1074 xiv. That all developments meet the highest urban design standards;
- 1075 xv. That all developments contribute to achieving improved air quality;
- 1076 xvi. That developments create new high quality residential units to deliver 40% of additional conventional homes as affordable housing, the tenure mix should be 70% social rented and 30% intermediate housing; and
- 1077 xvii. The Thames Policy Area (TPA) (which has been identified on the Proposals Map to allow special control of developments adjacent to the riverside), creates and capitalises on opportunities to enhance the character of the area and ensures continued and improved access to the river.

1078 **Reasons**

1079 London Bridge is one of the most historic areas in London where culture, history, converted historical buildings, warehouses, business, Guy's and St Thomas' Hospital, King's College and other health facilities, London government, offices, a crown court, tourist attractions and clusters of supporting businesses and retail co-exist within a medieval street pattern. London Bridge has been an area of intense development for the past twenty-five years. Development has been positive changing redundant warehouses and surrounding infrastructure along and behind the river into high quality office and residential use with supporting retail in Hay's Galleria, Borough High Street and along the Thames Path. This development has transformed London Bridge into a major office location with considerable tourism activity. This has been compounded with the development of More London and the thousands of workers and associated spending that it brings into the area. Therefore London Bridge is very important for provision of employment within Southwark (the area within the CAZ provides over a third of Southwark's employment) and has been designated a Preferred Office Location.

1080 There is a great deal of existing tourism activity along the river from Bankside, through London Bridge, to Shad Thames. This area contains some of the most important historical sites in London such as Tower Bridge, London Bridge, Southwark Cathedral and Borough Market along with other very popular tourist attractions such as the London Dungeon, HMS Belfast, Britain at War Museum and Hays Galleria. London Bridge has been designated as a Strategic Cultural Area to further enhance this area as an historical and tourist location within the context of the Conservation Areas. Potter's Fields is the last riverside, historic, strategic site within the London Bridge area. A comprehensive mixed use scheme of world class design including large arts and/or cultural use(s) of London or nationwide importance which would act as a significant attraction, and maximisation of residential development compatible with such arts and/or cultural use(s) would be the most appropriate development to complement existing attractions in the area to complete this stretch of the riverside and provide an attraction for local people, workers and visitors. This would meet one of the London Plan requirements for this Opportunity Area to draw visitors eastwards

along the riverside.

- 1081 London Bridge is a major transport interchange and is now the fifth busiest station in Britain. There is the potential for considerable further growth by redeveloping sites in and around the station. A proportion of this potential will be realised when the London Bridge Tower, a 305 metre high mixed use tower, granted planning permission by the Secretary of State in November 2003, is built. London Bridge is a suitable location for this growth given its designation as a Transport Development Area. However this area is the focus of further intense development interest with two major proposals for the station alone.
- 1082 All new development will be required to achieve the highest standards of design. This could transform the area into one of London's key commercial and visitor locations. This will only be achieved if the issues around poor public realm, regenerating the railway arches and access are resolved to ensure that the local environment complements the new high quality buildings making London Bridge a place where people want to work, visit and live.

1083 **Section 7 Local Policy Areas**

1084 **VISION FOR THE LOCAL POLICY AREAS**

1085 **Peckham Action Area**

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

1086 **Canada Water Action Area**

1087 A mixed use district town centre providing an attractive public realm and community facilities, new retail and leisure outlets, increased employment opportunities, additional residential dwellings with a range of sizes and tenures, and transport improvements to encourage sustainable modes of travel.

1088 **Old Kent Road Action Area**

1089 A mixed use area providing housing and employment, local retailing and other town centre uses, with improved accessibility for pedestrians, cyclists and public transport users, and an enhanced public realm which creates a stronger sense of place.<sup>1</sup>

1090 **Bankside and The Borough Action Area**

1091 A unique location combining an historic character with the best attributes of new developments. Bankside and The Borough should be a mixed use district town centre full of vitality with a range of housing and employment opportunities, cultural and visitor attractions, increased densities, high quality services and improved transport infrastructure.

1092 **Bermondsey Spa Action Area**

1093 An accessible area with an integrated mix of high quality homes, shops, offices, public spaces and community facilities around a spine of employment uses along the railway line.

1094 **West Camberwell Action Area**

1095 A high quality housing area providing a mixture of dwelling tenure and type.

1096 **Camberwell Neighbourhood Area**

1097 An easily accessible district town centre that provides a range of arts, leisure and retail services, some specialist shopping opportunities, community facilities, homes, and local employment.

1098 **Lordship Lane Neighbourhood Area**

1099 A district town centre, serving the local community and providing local employment.

1100 **Dulwich Neighbourhood Area**

1101 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.

1102 **Herne Hill, Nunhead and The Blue Neighbourhood Areas**

1103 Vibrant neighbourhoods providing essential services for local people.

1104 **Background**

1105 Local policy areas should be mixed use areas of activity providing jobs, homes, shops, services, schools, health and leisure facilities which are all accessible, being well served by public transport.

1106 There are two types of local policy areas, each providing different roles:

- 1107 ~~Action Areas are designated by the LPA in line with London Plan requirements. These areas are also undergoing or are about to undergo significant change; and~~
- 1108 ~~Neighbourhood Areas are designated by the LPA. There is a need to protect and increase the vitality and quality of retail and other services as these areas provide an important function for local people.~~
- 1109
- Policy 7.1 – Peckham Action Area
- 1110 Development at Peckham should seek:
- 1111 MOD F32a i. ~~The retention of high quality housing and creation of between 736-1717 new high quality homes, with a mix of tenure and encouraging the provision of flats above shops. Of the affordable housing that is secured, the tenure mix should be 70% intermediate housing and 30% social rented housing;~~
- 1112 ii. ~~The improvement and enhancement of Rye Lane and Peckham High Street, especially public realm, pedestrian links and active frontages;~~
- 1113 iii. ~~Improvements to the railway station site to regenerate the area making it an attractive focus for the town centre, including accessibility, safety and security and public realm;~~
- 1114 iv. ~~To create an urban environment of the highest standards to enhance the quality of life for existing and future residents and users of the action area and surrounding community;~~
- 1115 v. ~~To promote excellence in design, including safety and security, and having regard to the historic features and Conservation Areas of the area;~~
- 1116 vi. ~~To improve provision of safe, secure and accessible car parks by making better use of multi-storey and underground car parking and encourage shared parking for town centre services;~~
- 1117 vii. ~~To improve the diversity of shopping provision within the town centre so as to provide a range of high quality shops attractive to Peckham's diverse communities and over time decrease geographical concentration of lower quality shops selling similar products;~~
- 1118 viii. ~~The retention and creation of high quality offices and retail and businesses to increase employment opportunities, particularly for small business units;~~
- 1119 ix. ~~To enable Public Transport Accessibility Zone intensification on appropriate sites around the Peckham Rye railway station and the bus interchange with developments that provide exemplary design and transport improvements;~~
- 1120 x. ~~The promotion and enabling of the Cross River Tram proposal within the safeguarded route and consultation zone, including safeguarding the CRT terminus and split site depot at Bournemouth Road, while allowing other compatible uses that enhance the town centre;~~
- 1121 xi. ~~Improved accessibility throughout the Action Area for cyclists, pedestrians, the mobility impaired and disabled people, including keeping pavements free of obstruction, and increasing pedestrian flows during the evenings and at night within the town centre without encouraging anti-social behaviour;~~
- 1122 xii. ~~To ensure the protection and enhancement of open spaces, public realm and other features of development linking them together with buildings, within a design strategy for the area;~~
- 1123 xiii. ~~To provide leisure and community uses, especially around Peckham Square and Wharf to increase vitality; and~~
- 1124 xiv. ~~To establish stronger pedestrian and public realm links between Rye Lane and the Bellenden Road shopping area, including extending the focus on public art and realising the potential of Choumert Market.~~
- 1125
- Reasons

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

- 1126 As an Action Area, Peckham also has the potential to provide additional new housing (some sites have been designated on the proposals map), which will provide a mix of market, affordable and intermediate housing in accessible locations.
- 1127 The main commercial areas extend along Rye Lane and Peckham High Street and serve a large catchment area with around 400 businesses. These are predominantly retail and associated services.
- 1128 However, the current range and quality of retail and other services available is limited, and improving the retail offer, public realm, safety and security and accessibility are essential to enable Peckham to achieve its full potential, together with supporting black and minority ethnic businesses which contribute to the special character of this shopping area. This must also be coupled with exemplary design and enhancement of existing buildings throughout the Action Area. Unemployment is currently high in Peckham. Protecting and enhancing small businesses to provide local employment, and encouraging an enterprise culture are priorities, as are the provision of education, health and community facilities to provide places for people to learn and receive services for local communities. Sites for improved community and childcare facilities are required (and some have been designated on the Proposals Map) to ensure that local people and new residents can gain access to education and employment. The proposed Cross River Tram will greatly improve accessibility to Peckham unlocking its potential as a shopping and leisure destination and redefining the character, and role within London. A site for the tram terminus has been designated on the Proposals Map together with other transport and town centre uses.
- 1129 The Bellenden Road area has developed into an important part of Peckham with local shops and a strong cultural character which has been particularly successful in attracting people from a very wide area to visit as well as providing essential services for local people. This success must be extended to the Rye Lane area, being implemented in a way that acknowledges the special cultural and ethnic character of Rye Lane, and the importance of markets to the shopping area.
- 1130 **Policy 7.2 – Canada Water Action Area**
- 1131 Development at Canada Water should seek:
- 1132 i. To create a new focus for community and commercial activity for the Rotherhithe Peninsula and neighbouring areas;
- 1133 ii. To create an urban environment of the highest standards to enhance the quality of life for existing and future residents and users of the Action Area;
- 1134 iii. To develop a mixed use area with appropriate densities of development to enable the most efficient use of land and to reduce the need to travel;
- 1135 iv. To improve accessibility to and around the area, particularly for pedestrians, cyclists and users of public transport;
- 1136 v. To better integrate Canada Water station into the local street network and increase permeability and accessibility to the station, shops and community facilities;
- 1137 vi. To create an integrated public transport interchange, which maximises the ease of changing between trains, buses and other sustainable forms of transport and increases ease of movement within the area;
- 1138 vii. To link Canada Water and Surrey Quays tube stations with a direct pedestrian spine;



- 1139 viii. To protect and enhance Canada Water dock basin and its value for wildlife and other special environmental features of the area;
- 1140 ix. To create employment opportunities and improve access for local people to the opportunities that are created;
- 1141 x. To retain and support existing businesses and promote inward investment;
- 1142 xi. To provide between 3378-5008 new high quality homes which will include housing to meet a range of needs, including affordable housing as a 35% proportion of the total number of additional units. Of the affordable housing that is secured, the tenure mix should be 70% social rented and 30% intermediate housing and provide housing for larger families; and
- 1143 xii. To extend and improve the existing shopping centre and maintain its viability whilst expanding the range and variety of retail activity;
- 1144 xiii. To identify suitable locations for new public buildings;
- 1145 xiv. To create an attractive, safe and secure public realm;
- 1146 xv. To enhance existing environmental assets to create a distinctive sense of place; and
- 1147 xvi. To carry out improvements to services through increasing the number and quality of community and health facilities.
- 1148 **Reasons**  
Canada Water contains a number of development opportunities of borough wide significance. It has the potential to become an important commercial centre serving the local community and the wider area due to the excellent good accessibility it now enjoys through the Jubilee Line and East London Line. It will also be an important location for new housing.
- 1149 Key sites in Canada Water have been designated on the Proposals Map for particular uses. It is necessary to protect these sites for particular uses to create the type of place outlined above. The form of development at Canada Water should be at an appropriate density to make the best use of the highly accessible previously developed sites and be sufficient to support local public transport infrastructure and facilities. However, development should be sensitive to the scale and character of the local area. The Canada Water Action Area includes the existing Surrey Quays Shopping Centre.
- 1150 Redevelopment of the area provides the opportunity to improve the retail offer in the area and to integrate the design of the shopping area with the surrounding streets and other uses.
- 1151 In the London Plan, Canada Water is identified as a district shopping centre. New development should relate to the scale of retail, commercial and leisure development in the centre and to perceived need.
- 1152 More specifically the London Plan spatial priorities that have an impact on Canada Water are:
- 1153
- Living in London – opportunities for additional housing will be in town centre redevelopment and near public transport interchanges; and
  - Enjoying London – encouraging leisure uses in town centres, which contribute to London’s evening economy and ensure that town centres remain lively beyond shopping hours.
- 1154 The East London Line and the Jubilee Line, together with the location on major roads, make Canada Water potentially very accessible. It is defined as a Public Transport Accessibility Zone. However, local conditions currently prevent its full potential from being achieved. Specific issues of concern include:
- 1155
- Congestion on the local highway network;
  - 1156 ▪ Severance of pedestrian links by busy roads;
  - 1157 ▪ Peak-hour congestion on Jubilee Line services;
  - 1158 ▪ The poor range of destinations currently served directly by the East London Line; and

- 1159       ▪     The poor quality of many pedestrian routes and the presence of major barriers to pedestrian movement.
- 1160     Southwark Council is a major land owner in the Canada Water area. The Council is able to promote the regeneration of the area by making land in its control available for development wherever appropriate. Since 2000, Southwark Council has worked with local stakeholder groups and consultants to produce a development brief and masterplan for the 16 hectares (40 acres) of potential development land in the Canada Water Action Area. This masterplan must be in accordance with the Plan.
- 1161     **Policy 7.3 – Old Kent Road Action Area**
- 1162     Development in Old Kent Road should seek:
- 1163       i.     Retention and creation of high quality housing, including affordable housing with a 50:50 ratio of social rented and intermediate housing;
- 1164       ii.    Creation of high quality housing which does not compromise the integrity of the Preferred Industrial Location;
- 1165       iii.   Notwithstanding Policy 1.8, to maintain and increase a range of employment and small scale town centre uses, including community and health uses, in mixed use developments which provide active frontages at ground level;
- 1166       iv.    Compact forms of development which provide a high standard of urban design and which help create a sense of place; and
- 1167       v.     Improved safety and accessibility for pedestrians, new improvements to public transport, access nodes, public spaces, cycling and walking opportunities.
- 1168     **Reasons**
- 1169     Old Kent Road is primarily a major thoroughfare that links the centre of London with south-east London and Kent. It contains several major multiple retailers, providing, mainly bulky comparison goods, and a number of parades of smaller mainly independent shops. Together, the major retailers and smaller independent shops provide valuable local employment.
- 1170     However, Old Kent Road does not use land efficiently, and comprises mainly low density, one storey retail sheds that sprawl with large car parking areas. It is difficult to move around, with a lack of connectivity for residents and shoppers. Significant change is required in the coming years to improve the shopping environment and to create a sense of place. Mixed use developments of an urban density, that create retail on the lower floor with residential above, and car parking that is predominantly underground will be encouraged. These new developments should be part of an integrated plan for the area creating a sense of place.
- 1171     **Policy 7.4 – Bankside and The Borough Action Area**
- 1172     Development in Bankside and The Borough should seek:
- 1173       i.     To protect and expand cultural, arts and entertainment uses;
- 1174       ii.    To protect and enhance retail, office, residential, culture and tourism uses;
- 1175       iii.   To provide a mixture of tenures in high quality housing including affordable housing delivering 40% of additional homes as affordable housing, with a 70:30 split between social rented and intermediate housing;
- 1176       iv.    Active frontages that encourage footfall, improve safety and further create a sense of place;
- 1177       v.     To achieve very high urban design standards that encourage exemplary design and vibrancy that enhances the local character of the area;
- 1178       vi.    Protection of the heritage, amenity, open spaces, general environment and special qualities of the area;
- 1179       vii.   To improve access through increasing and improving public transport, cycling and walking infrastructure; and
- 1180       viii.   To encourage improvements to services by increasing the number and quality of community and health facilities.
- 1181     **Reasons**

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

- 1182 This is an area of intense development interest for a range of land uses. Over a third of development in Southwark since 1995 has taken place here. This interest has resulted in opportunities for change that have been very positive, enabling high quality, mainly office, retail, cultural and tourism based developments with some residential and mixed use in the area north of Southwark Street. This area has attracted a great deal of investment often bringing empty industrial buildings and vacant sites back into use. Most of the available sites along the River Thames have been developed; the main pressure is now on the sites set back from the Thames. The area containing predominantly offices has been designated as a Preferred Office Location to protect and enhance employment opportunities. This is an area of district park open space deficiency and many of the small open spaces have been designated as Borough Open Land (BOL) to provide increased protection of open spaces that are important for local people.
- 1183 Future developments will need to create a mixed use area with retail, housing, office and cultural and tourism uses on industrial, previously developed and under-utilised sites, protecting and enhancing Bankside and The Borough as a desirable place to live, work and visit.
- 1184 The Thames, its riverbank and pathway are a focus for prestigious residential and office developments, new and existing tourist attractions and associated retail provision. The following tourist attractions are situated in clusters around transport links:
- 1185
- Tate Modern and Shakespeare's Globe Theatre are located next to the Millennium Bridge and within walking distance of Blackfriars railway station and Southwark underground. This area has been designated on the Proposals Map as a Cultural Area where cultural and tourism uses will be encouraged. All developments will be required to take the special context and character of this historical, cultural place, and the requirements of the TSPA into account; and
- 1186
- Southwark Cathedral, Borough Market, the Clink Museum, Vinopolis and Stoney Street shops (that include specialist retailers) are all located close to London Bridge Station. These cultural and tourist attractions are also within the Strategic Cultural Area and Thames Policy Area designations.
- 1187 **Policy 7.5 – Bermondsey Spa Action Area**
- 1188 Development at Bermondsey Spa should seek:
- 1189
- i. To provide between 1526-2335 new high quality homes with a mix of tenures and types, including delivering 35% of additional homes as affordable housing. Of the affordable housing that is secured, the tenure mix should be 70% social rented and 30% intermediate housing;
- 1190
- ii. Improvements to integrated transport linkages both within the area and to central London;
- 1191
- iii. Safe access to public transport and along pedestrian thoroughfares and cycleways;
- 1192
- iv. Retention and increase of businesses and employment with public realm and infrastructure improvements, especially in and around the railway archways;
- 1193
- v. Active frontages that encourage pedestrian flow, improve safety and further create a sense of place;
- 1194
- vi. Very high urban design standards that encourage exemplary design and vitality that enhances the local character of the area;
- 1195
- vii. Protection and enhancement of the heritage, amenity and environment of the area;
- 1196
- viii. Public Transport Accessibility Zone intensification on key sites around the transport nodes that provide exemplary design and transport improvements;

- 1197 ix. Protection from development of St James's Churchyard and Bermondsey Spa Gardens open spaces; and
- 1198 x. Improvements to services through increasing the number and quality of community and health facilities.

1199 **Reasons**

1200 Bermondsey Spa is characterised by a predominance of local authority housing. Additional uses include small areas of private housing, vacant industrial properties, industry, educational facilities, offices, local shops and a variety of community facilities. Bermondsey Spa Park is designated as Borough Open Land (BOL) and provides open space for local people and workers to use. There is an excellent opportunity for redevelopment at Bermondsey Spa which could act as a catalyst for the regeneration of the surrounding area by attracting a diverse mix of uses. Part of this area has been designated as a Public Transport Accessibility Zone which encourages efficient use of land with exemplary design of higher density buildings around areas with good accessibility to public transport.

1201 **Policy 7.6 – West Camberwell Action Area**

1202 Proposed development in West Camberwell should seek:

- 1203 i. High quality housing with a mix of tenures and types, including affordable housing delivering 35% of additional homes as affordable housing, with a 50:50 ratio of social rented to intermediate housing;
- 1204 ii. Public Transport Accessibility Zone intensification on key sites around the transport corridors with developments that provide exemplary design and transport improvements;
- 1205 iii. Safe access to public transport and along pedestrian thoroughfares and cycleways;
- 1206 iv. Protection and enhancement of heritage, amenity and the public realm; and
- 1207 v. Improvements to services by increasing the number and quality of community and health facilities.

1208

**Reasons**

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

1209 **Policy 7.7 – Camberwell Neighbourhood Area**

1210 Proposed development in Camberwell Neighbourhood Area should seek:

- 1211 i. Public Transport Accessibility Zone intensification on key sites around the transport corridors with developments that provide exemplary design and transport improvements;
- 1212 ii. To improve the quality and range of services in the area enhancing the arts, cultural, leisure and retail provision;
- 1213 iii. To generally encourage residential uses above shops;
- 1214 iv. Active frontages to increase vitality, safety, footfall and create a sense of place;
- 1215 v. To retain and increase the quantity and quality of homes especially those with multiple bedrooms, including affordable housing with a 50:50 social rented to intermediate housing ratio;
- 1216 vi. To improve access through increasing and improving public transport, cycling and walking infrastructure;
- 1217 vii. To encourage investment in existing buildings and the public realm to maintain the local character and safety of the area;
- 1218 viii. To protect and improve Camberwell Green as a local open space; and

- 1219 ix. To improve services by increasing the number and quality of community and health facilities
- 1220 Camberwell Neighbourhood Area is a successful district town centre with small and medium sized local businesses, anchored in the centre by the Butterfly Walk shopping mall. The size and catchment of the town centre is strongly influenced by its location between Brixton and Peckham, which are major town centres. There is a very high proportion of independently run shops and services, particularly those run by black and minority ethnic operators, which help to give Camberwell its special character. It is also enriched by the artistic influence and creativity clustering around Camberwell Arts College, which should be encouraged. The major medical institutions in the area make an important contribution to the local economy. Safety and security are prominent concerns of local residents and all developments should use principles of designing out crime on site and in the surrounding area. Street improvements should also focus on reducing the impact of high traffic volume through the town centre.
- 1221 **Policy 7.8 – Lordship Lane Neighbourhood Area**
- 1222 Proposed development in Lordship Lane Neighbourhood Area should seek:
- 1223 i. To generally encourage residential uses above the shops;
- 1224 ii. To protect the cohesive shopping frontage and facades;
- 1225 iii. To require active frontages to increase vitality, safety, footfall and create a sense of place;
- 1226 iv. To improve access to the centre through public transport, cycling and walking opportunities;
- 1227 v. To encourage investment in existing buildings and the public realm to maintain the local character and safety of the area; and
- 1228 vi. Improvements to services by increasing the number and quality of community and health facilities.
- 1229 Lordship Lane has a distinct identity as a district town centre with a pleasant environment providing a wide range of local services and goods that meet the needs of the local catchment area. This includes a predominance of small niche businesses, cafes and restaurants in Lordship Lane, many with distinct frontages.
- 1230 **Policy 7.9 – Dulwich Neighbourhood Area**
- 1231 Proposed development in Dulwich Neighbourhood Area should seek:
- 1232 i. To maintain the unique character of Dulwich Village Local Centre. There is little scope for new development or any increased designation of retail frontages in this area, however existing retail frontages should be protected and where possible upgraded to cater for the needs of local residents; and
- 1233 ii. Improvements to services by increasing the number and quality of community and health facilities.
- 1234
- Reasons**
- Dulwich is a local centre with a strong village character. It is primarily a residential area with shops, restaurants and a pub at its heart. It is located within the Dulwich Village Conservation Area which is characterised by buildings of the mid 18th to the 21st centuries, with excellent examples of domestic architecture ranging from grand houses to humble terraces. It has a fine urban grain and traditional high quality shop frontages.
- 1235 **Policy 7.10 – Herne Hill, Nunhead and The Blue Neighbourhood Areas**
- 1236 Proposed development in Herne Hill, Nunhead and The Blue should seek:
- 1237 i. To generally encourage residential uses above the shops;
- 1238 ii. To protect the cohesive shopping frontage and facades;
- 1239 iii. Active frontages to increase vitality, safety, footfall and create a sense of place;

- 1240 iv. ~~Improved access to the centre through public transport, cycling and walking opportunities;~~
- 1241 v. ~~To encourage investment in existing buildings and the public realm to maintain the local character, permeability and safety of the area; and~~
- 1242 vi. ~~To improve services by increasing the number and quality of community and health facilities.~~
- 1243 **Reasons**
- 1244 ~~Herne Hill, Nunhead and The Blue are local centres which provide a range of shopping and leisure facilities which serve a localised need. These facilities should be protected and appropriate new facilities encouraged, to reinforce their vitality and function.~~