

Saved Southwark Plan policies

April 2013

This document contains policies in the Southwark Plan (2007) which have been saved. Policies and background text which have been deleted have been struck through.

Please note that some of the policies included in this document have been part replaced by the Core Strategy. Where this is the case, a text box has been included with the policy setting out which parts have been replaced by the core strategy.

It should be noted that the following schedules in the appendices have been updated to take account of the adopted Aylesbury and Canada Water area action plans and the Core Strategy:

The Schedule of Proposals Sites
The Schedule of Shopping Frontages
The Schedule of Conservation Areas
The Schedule of Archaeological Priority Zones
The Schedule of Open Spaces (containing Metropolitan Open Land, Borough Open Land and Other Open Space)
The Schedule of Sites of Importance for Nature Conservation

The updated versions are available separately on the council's website.

Deleted Southwark Plan policies

Policy	Deleted	Reason
SP 1 Sustainability, equality and diversity	April 2011	Replaced by core strategy policies
SP 2 Participation	April 2011	Replaced by core strategy policies
SP 3 Quality and accessibility	April 2011	Replaced by core strategy policies
SP 4 Removing barriers to employment	April 2011	Replaced by core strategy policies
SP 5 Regeneration and creating employment	April 2011	Replaced by core strategy policies
SP 6 Accessible services	April 2011	Replaced by core strategy policies
SP 7 Arts, culture and tourism	April 2011	Replaced by core strategy policies
SP 8 Anti-poverty	April 2011	Replaced by core strategy policies
SP 9 Meeting community needs	April 2011	Replaced by core strategy policies
SP 10 Development impacts	April 2011	Replaced by core strategy policies
SP 11 Amenity and environmental	April 2011	Replaced by core strategy

quality		policies
SP 12 Pollution	April 2011	Replaced by core strategy policies
SP 13 Design and heritage	April 2011	Replaced by core strategy policies
SP 14 Sustainable buildings	April 2011	Replaced by core strategy policies
SP 15 Open space & biodiversity	April 2011	Replaced by core strategy policies
SP 16 River Thames	April 2011	Replaced by core strategy policies
SP 17 Housing	April 2011	Replaced by core strategy policies
SP 18 Sustainable transport	April 2011	Replaced by core strategy policies
SP 19 Minimising the need to travel	April 2011	Replaced by core strategy policies
Policy 1.3 Preferred Office Locations	April 2011	Replaced by core strategy policies
Policy 1.8 Location of developments for retail and other town centre uses	March 2013	Replaced by NPPF and London Plan policy 4.7
Policy 3.5 Renewable energy	July 2010	Not saved – superseded by London Plan 2008
Policy 3.21 Strategic views	July 2010	Not saved – superseded by London Plan 2008
Policy 4.1 Density of Residential Development	April 2011	Replaced by core strategy policies
Policy 4.8 Travellers and Gypsy Sites	April 2011	Replaced by core strategy policies
Policy 5.5 Transport Development Areas	April 2011	Replaced by core strategy policies
Policy 6.1 Elephant and Castle Opportunity Area	April 2011	Replaced by core strategy policies
Policy 6.2 London Bridge Opportunity Area	April 2011	Replaced by core strategy policies
Policy 7.1 Peckham Action Area	April 2011	Replaced by core strategy policies
Policy 7.2 Canada Water Action Area	April 2011	Replaced by core strategy policies
Policy 7.3 Old Kent Road Action Area	April 2011	Replaced by core strategy policies
Policy 7.4 Bankside and The Borough Action Area	April 2011	Replaced by core strategy policies
Policy 7.5 Bermondsey Spa Action Area	April 2011	Replaced by core strategy policies
Policy 7.6 West Camberwell Action Area	April 2011	Replaced by core strategy policies
Policy 7.7 Camberwell Neighbourhood Area	April 2011	Replaced by core strategy policies
Policy 7.8 Lordship Lane Neighbourhood Area	April 2011	Replaced by core strategy policies
Policy 7.9 Dulwich Neighbourhood Area	April 2011	Replaced by core strategy policies
Policy 7.10 Herne Hill, Nunhead and The Blue Neighbourhood Areas	April 2011	Replaced by core strategy policies

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Part One Overall strategy

1 Introduction

1.1 The Vision

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

- 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.
- For Southwark to be a place where communities are given the ability to tackle deprivation through gaining maximum benefits from inward investment and regeneration.
- For Southwark to be a borough with high environmental quality, that is attractive, sustainable and performs well on environmental measures.
- Southwark as a place with a diverse housing mix that exemplifies high quality design and accessibility for existing and incoming residents.
- 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.

1.2 Influencing Development

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.

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.

2 Plan Format

2.1 The Plan

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.

The Plan is:

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

2.2 Area Action Plans and Supplementary Planning Documents (SPD)

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.

2.3 Changing to a Local Development Framework

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.

3 External Influences

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.

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.

3.2 National Policy

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:

- 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];
- 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);
- 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.

3.3 The London Plan

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.

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

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

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.

4 Local Influences

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.

4.2 Community Strategy

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'.

It has the following five priorities:

- i. Tackling Poverty;

- ii. Making Southwark Cleaner and Greener;
- iii. Cutting Crime and the Fear of Crime;
- iv. Raising Standards in our Schools;
- v. Improving the Health of the borough.

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.

4.3 Southwark's profile

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.

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

- 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;
 - 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;
 - Population growth is dominated by "natural increase", with about 2.5 births for every death annually;
 - 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);
 - Over 51% of residents are women, as you would expect in a large city;
 - 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;
 - 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);
 - 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;
 - Over a third (35%) of residents have higher qualifications (degrees etc), which is nearly double the national norm;
 - Around 12% of residents are managers or senior professionals – 50% above the national figure, but less than the 14% Inner London figure;
 - 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);
 - Southwark is home to 18,800 full time students, and 18,500 unpaid carers.
- [source: 2001 Census, Copyright Office for National Statistics]

The following information is from non-Census sources:

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 17th position nationally for the extent of deprivation (out of 354 councils);

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

4.4 Local Strategic Partnerships and Neighbourhood Renewal

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.

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.

More information about the work of Southwark Alliance and all the Priority Neighbourhoods is available through the website at: www.southwarkalliance.org.uk

5 The Southwark Plan Policies

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.

5.2 Strategic Policies

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.

The strategic policies are:

Strategic Policy (SP) 1 Sustainability, equality and diversity

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;

SP 2 Participation

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;

SP 3 Quality and accessibility

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.

5.3 Strategic issue based policies

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:

The strategic issue based policies are:

SP 4 Removing barriers to employment

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

SP 5 Regeneration and creating employment

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;

SP 6 Accessible services

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;

SP 7 Arts, culture and tourism

All developments should, where appropriate, support regeneration and wealth creation through arts, culture and tourism uses;

SP 8 Anti-poverty

All developments should, where appropriate, reduce poverty, alleviate concentrations of deprivation and increase opportunities;

SP 9 Meeting community needs

All developments should, where appropriate, enable growth and development of education, community and welfare services in line with the community's needs;

SP 10 Development impacts

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.

SP 11 Amenity and environmental quality

All developments should protect and improve amenity and environmental quality and encourage sustainable development;

SP 12 Pollution

All developments should, where appropriate reduce pollution and improve the environmental performance of buildings especially for energy, water and waste management;

SP 13 Design and heritage

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

SP 14 Sustainable buildings

All development should promote the efficient use of land, and be of high quality and where appropriate, include a mix of uses;

SP 15 Open space & biodiversity

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.

SP 16 River Thames

Developments should protect and enhance the River Thames and its environs and, where appropriate, incorporate measures to protect against flooding.

SP 17 Housing

All developments should, where appropriate, provide more high quality housing of all kinds, particularly affordable housing;

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;

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.

SP 20 Development site uses

The "uses required" within the (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.

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.

Please note: Since the Southwark Plan was adopted, further proposals sites have been adopted through the Aylesbury Area Action Plan and the Canada Water Area Action Plan. The Schedule of Proposals Sites lists all adopted proposals sites. These are also shown on the Adopted Policies Map, 2012.

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

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.

6.2 The Key Diagram and Proposals Map

6.2.1 Key Diagram

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.

6.2.2 Proposals Map

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.

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

- i. Special Policy Areas which have a regional significance. They are London South Central, The Thames and Transport Development Areas;
- ii. Opportunity Areas which are designated by the London Plan as areas for regeneration and growth;
- iii. Local Policy Areas where regeneration, growth and enhancement opportunities are concentrated. These are Action Areas and Neighbourhood Areas;
- 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
- v. Specific development sites (Appendix 3 contains a Schedule of the designated Proposals Sites).

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.

Figure 1. Key Diagram Map

7 Special Policy Areas

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.

7.2 London South Central

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.

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.

The main priorities are:

- i. To remove barriers to employment and improve the skills of local people;
- 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.

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.

7.3 The Thames Policy Area

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.

7.4 Transport Development Areas

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.

8 Opportunity Areas

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.

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.

8.2 Elephant and Castle (including Walworth Road) Opportunity Area

8.2.1. London Plan Guidance

The London Plan states:

'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)

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.

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.

8.2.2 The Vision

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

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.

8.3 London Bridge

8.3.1. London Plan Guidance

The London Plan states:

'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'.

(London Plan paragraph 5.33)

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.

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.

8.3.2 The Vision

Southwark's vision for London Bridge is for:

'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.'

9 Local Policy Areas

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.

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

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

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.

9.2 Action Areas

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.

9.3 Peckham Action Area

The vision for Peckham is for:

'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'.

9.4 Canada Water Action Area

The vision for Canada Water is for:

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

The vision for Old Kent Road Action Area is for:

'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

The vision for Bankside and The Borough is for:

'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

The vision for Bermondsey Spa is for:

'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

The vision for West Camberwell is for:

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

9.9 Neighbourhood Areas

Neighbourhoods are important because shopping and commercial centres often define a neighbourhood, providing a focus for the community. They provide a wide range of shops and other services used by local communities. Generally there are few large development sites within the neighbourhood centres. The focus of planning guidance is on protecting, improving, and bringing back into use retail and residential uses, especially above shops.

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

The vision for Camberwell is for:

'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

The vision for Lordship Lane is for:

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

9.12 Dulwich Neighbourhood Area

The vision for Dulwich Village is for:

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

9.13 Herne Hill, Nunhead and The Blue

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

'Vibrant neighbourhoods providing essential services for local people'.

10 Southwark Spatial Strategy

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.

10.2 Tackling Poverty and encouraging Wealth Creation

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.

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.

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

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

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:

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

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:

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

10.3. Life Chances

10.3.1 Community and Health Services

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.

10.3.2 Raising Educational Standards

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.

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.

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.

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.

10.4 Clean and Green

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.

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.

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

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.

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.

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.

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.

10.5 Housing

10.5.1 London Plan Requirements

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.

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

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.

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

10.5.2 Southwark Housing Provision

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.

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.

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.

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.

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.

The council intends to secure affordable housing in two ways:

- 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
- 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.

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.

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.

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.

10.6 Sustainable Transport

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.

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.

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.

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.

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.

10.7 Residential Density and Parking Zones

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.

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.

11 Implementing the Plan

11.1 The Plan

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.

11.2 Supplementary Planning Documents

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.

11.3 Planning Briefs

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.

11.4 Masterplans or Development Frameworks

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.

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.

12 Sustainability

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.

12.2 Sustainability Objectives

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.

The sustainability objectives will be implemented in two ways:

- i. The sustainability appraisal of the Plan to ensure that the Plan is a framework for achieving the sustainability objectives; and
- 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.

12.3 Sustainability Appraisal and Equalities Impact Assessment of the Plan

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

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.

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.

12.4 Sustainability Assessment of Planning Applications

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.

Part Two

Section 1 Tackling Poverty And Encouraging Wealth Creation

Strengthening Enterprise And Creating Prosperity

VISION

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.

STRATEGIC ISSUE BASED POLICIES FROM PART ONE

SP 4 Removing barriers to employment

Developments should, where appropriate, help REMOVE THE BARRIERS TO EMPLOYMENT AND IMPROVE ACCESS TO JOBS AND TRAINING OPPORTUNITIES FOR LOCAL PEOPLE;
SP 5 REGENERATION AND CREATING EMPLOYMENT

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;

SP 6 ACCESSIBLE SERVICES

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;

SP 7 ARTS, CULTURE AND TOURISM

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

SP 4 REMOVING BARRIERS TO EMPLOYMENT

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

Background

~~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

Policy 1.1 – Access to Employment Opportunities

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:

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

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.

SP 5 REGENERATION AND CREATING EMPLOYMENT

~~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~~

Background

~~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.~~

~~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.~~

~~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.

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.

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.

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.

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.

Policy 1.2 – Strategic and Local Preferred Industrial Locations

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.

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 high or higher than all Southwark's neighbouring boroughs.

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.

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.

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.

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.

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.

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.

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.

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.

~~Policy 1.3 — Preferred Office Locations~~

~~Within the Preferred Office Locations (POLs) planning permission will be granted for large scale office (Class B1) development.~~

~~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:~~

- ~~i. The proposal is for the provision of an active frontage at ground floor level; or~~
- ~~ii. The proposal involves the provision of arts, cultural and tourism uses;~~

~~Where an increase in floorspace is proposed for any site, the additional floor space may be used for suitable mixed or residential use.~~

~~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.~~

Reason

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.

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.

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.

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.

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.

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.

Policy 1.4 –Employment Sites outside the Preferred Office Locations and Preferred Industrial Locations

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:

- 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.

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:

- 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

- 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.

Where an increase in floorspace is proposed, the additional floor space may be used for suitable mixed or residential use.

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.

Please note: Following the adoption of the core strategy in April 2011 the Preferred Office Location and Public Transport Accessibility Zone designations no longer exist. However, the following have been added to the list of criteria in points i-iv:

- Town and local centres
- Action area cores
- Camberwell Action Area

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.

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.

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.

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.

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.

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.

Policy 1.5 - Small Business Units

The LPA will protect and encourage appropriate business and commercial developments which meet the needs of small businesses in the following ways:

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;

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; A planning condition will be imposed to ensure that such units are not converted or extended to form larger work spaces.

Please note: Following the adoption of the core strategy in April 2011 Policy 1.3 has been deleted.

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.

Policy 1.6 – Live/Work Units

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:

- 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
- 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).

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

Reasons

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.

~~SP6 ACCESSIBLE SERVICES~~

~~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~~

~~Background~~

~~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.~~

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.

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.

Policy 1.7 –Development within town and local centres

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):

Major Town Centres:

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

District Town Centres:

- iii. Canada Water;
- iv. Bankside and The Borough;
- v. London Bridge;
- vi. Camberwell; and
- vii. Lordship Lane.

Local Centres:

- viii. Herne Hill;
- ix. The Blue;
- x. Dulwich Village; and
- xi. Nunhead.

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:

- 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
- ii. The proposal will not harm the vitality and viability of the centre; and
- iii. A mix of uses is provided where appropriate; and
- 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
- v. The proposal would not materially harm the amenities of surrounding occupiers; and
- 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
- 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
- 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

- ix. The proposal provides amenities for users of the site such as public toilets, where appropriate.

Please note: Following the adoption of the core strategy in April 2011, Canada Water is now designated as a major town centre and Herne Hill is designated as a district town centre in the town centre hierarchy

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.

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.

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.

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.

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.

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.

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

~~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:~~

- ~~i. A need for the development can be demonstrated; and~~
- ~~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~~
- ~~iii. The vitality and viability of the town and local centres will not be harmed; and~~
- ~~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~~
- ~~v. The proposal will be accessible by a choice of means of transport.~~

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.~~

Policy 1.9 - Change of use within protected shopping frontages

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:

- i. The proportion of units within any protected shopping frontage in A1 Use Class does not fall below 50%; and
- 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
- iii. The proposal would not result in a material loss of amenity for surrounding occupiers; and
- iv. The proposed use provides a service involving visits to the premises by members of the public; and
- v. The proposal would not harm the vitality or appearance of the protected shopping frontage.

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.

Please note: The Schedule of Protected Shopping Frontages lists all protected shopping frontages. These are also shown on the Adopted Policies Map, 2012

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

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:

- i. The proposed use would not materially harm the amenities of surrounding occupiers; and
- 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
- 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.

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

SP7 ARTS, CULTURE AND TOURISM

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

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.~~

Policy 1.11 - Arts, Culture and Tourism Uses

i. Existing Facilities:

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:

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

ii. New Facilities:

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

- a) Where the character of an area within a Strategic Cultural Area is not unacceptably compromised; and
- 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
- c) All new visitor attractions will be expected to provide and implement a visitor management strategy to mitigate local impact on amenity.

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.

Policy 1.12 - Hotels and Visitor Accommodation

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

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.

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.

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

Section 2 Life Chances

~~Preserving And Creating Community Assets~~

VISION

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

~~STRATEGIC POLICIES FROM PART ONE~~

SP8 ANTI-POVERTY

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

SP9 MEETING COMMUNITY NEEDS

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

SP10 DEVELOPMENT IMPACTS

~~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.~~

Background

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.

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.

Policy 2.1 – Enhancement of Community Facilities

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

- 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
- 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.

Policy 2.2– Provision of new Community Facilities

Planning permission will be granted for new community facilities provided:

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

Reasons

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

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

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.

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

Policy 2.3 - Enhancement of Educational Establishments

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

- 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.

Policy 2.4 - Educational Deficiency – Provision of new Educational Establishments

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

- 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.

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.

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

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

Policy 2.5 – Planning Obligations

The LPA will seek to enter into planning obligations to:

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

Obligations may secure one or more of the following:

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

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.

Appendix 6 sets out further details of Planning Obligations.

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

Section 3 Clean and Green Protecting and Improving Environmental Quality
VISION

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

STRATEGIC POLICIES FROM PART ONE

SP-11 AMENITY AND ENVIRONMENTAL QUALITY

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

SP-12 POLLUTION

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

SP-13 DESIGN AND HERITAGE

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;

SP-14 SUSTAINABLE BUILDINGS

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

SP-15 OPEN SPACE AND BIODIVERSITY

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

SP-16 RIVER THAMES

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

Background

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

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.

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.

Policy 3.1 - Environmental Effects

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.

Reasons

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.

Policy 3.2 – Protection of Amenity

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.

Reasons

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

Policy 3.3 – Sustainability Assessment

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.

Reasons

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

- i. Ensure that their environmental, social and economic impacts are assessed and balanced to find the most sustainable option for the development;
- ii. Demonstrate the impacts of developments and how they are being mitigated; and
- iii. Meet government requirements in terms of Environmental Impact Assessments and Transport Assessments.

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

SP12 POLLUTION

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

~~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.~~

Policy 3.4 – Energy Efficiency

All developments must be designed to maximise energy efficiency and to minimise and reduce energy consumption and carbon dioxide (CO₂) 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.

Reasons

In view of the need to achieve more sustainable forms of development to reduce energy consumption and CO2 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 CO2 emissions. Unless more sustainable sources of energy are used, this will result in negative impacts on global warming and climate change.

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

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

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.

Policy 3.5 – Renewable energy

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.~~

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

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 CO2 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.~~

~~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.~~

~~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.~~

Policy 3.6 – Air Quality

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

Reasons

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.

Policy 3.7 – Waste Reduction

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.

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:

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

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.

Policy 3.8 – Waste Management

i. Existing Facilities

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

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

ii. New Facilities

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.

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

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.

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.

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.

Designated Facilities

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.

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.

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.

Policy 3.9 – Water

All developments should incorporate measures, to:

- i. Reduce the demand for water; and
- ii. Recycle grey water and rainwater.

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

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.

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.

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.

Policy 3.10 Hazardous Substances

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.

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.

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.

~~SP13 DESIGN, AND HERITAGE~~

~~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.~~

~~SP 14 SUSTAINABLE BUILDINGS~~

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

Background

~~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.~~

Policy 3.11 - Efficient Use Of Land

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

- i. Protecting the *amenity* of neighbouring occupiers or users; and
- ii. Ensuring a satisfactory standard of accommodation and *amenity* for future occupiers of the site; and
- iii. Positively responding to the local context and complying with all policies relating to design; and
- iv. Ensuring that the proposal does not unreasonably compromise the development potential of, or legitimate activities on, neighbouring sites; and
- v. Making adequate provision for servicing, circulation and access to, from and through the site; and
- vi. Ensuring that the scale of development is appropriate to the availability of public transport and other infrastructure.

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

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.

Policy 3.12 – Quality in Design

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.

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.

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.

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.

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.

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.

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.

Policy 3.13 – Urban Design

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.

In designing new developments, consideration must be given to:

- 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;
- 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;
- 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 active frontages;
- 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;
- 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;
- vi. Landscaping – Where appropriate, developments should include landscape design that enhances the area and biodiversity, for example through the use of green roofs; and
- vii. Inclusive Design – All developments must incorporate suitable access for people with disabilities or those who are mobility impaired.

Reasons

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.

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

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.

Policy 3.14 –Designing Out Crime

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

Design solutions should incorporate:

- i. Natural surveillance - designing buildings with windows overlooking places such as parks and streets, courtyards and parking areas whilst taking into consideration landscaping;
- 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;
- iii. Clear and uniform signage that informs, making it safer and more attractive for people to use public transport and the public domain;
- iv. Effective street lighting that illuminates, enabling natural surveillance and avoiding the creation of dark, shadowed areas;
- 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.

Reasons

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.

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.

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.

Policy 3.15 – Conservation of the Historic Environment

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.

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.

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.

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, 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.

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

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

Policy 3.16 - Conservation Areas

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

New Development, including Alterations and Extensions

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

- i. Respect the context of the Conservation Area, having regard to the content of Conservation Area Appraisals and other adopted Supplementary Planning Guidance / Documents; and
- ii. Use high quality materials that complement and enhance the Conservation Area; and
- 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
- iv. 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;

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.

Demolition

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:

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

Implementation

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.

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 38 Conservation Areas (refer to the schedule of Conservation Areas in Appendix 7). These areas help define the local environment, providing a sense of place and enriching the townscape.

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

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.

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.

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.

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.

Please note: The Schedule of Conservation Areas lists all conservation areas. These are also shown on the Adopted Policies Map, 2012.

Policy 3.17 - Listed Buildings

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

Alterations and extensions

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

- i. There is no loss of important historic fabric; and
- ii. The development is not detrimental to the special architectural or historic interest of the building; and
- 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
- iv. Existing detailing and important later additional features of the building are preserved, repaired or, if missing, replaced.

Demolition

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:

- 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
- ii. Real efforts have been made to continue the current use or find a viable alternative use for the building; and
- iii. There will be substantial planning benefits for the community from redevelopment which would decisively outweigh the loss from the resulting demolition.

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.

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.

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.

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.

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.

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

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

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

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.

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

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

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.

Policy 3.19 – Archaeology

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.

Reasons

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.

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

Please note: The Schedule of Archaeological Priority Zones lists all archaeological priority zones. These are also shown on the Adopted Policies Map, 2012.

Policy 3.20 – Tall Buildings

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

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

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

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.

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.

Policy 3.21 – Strategic views

~~The LPA will seek to protect and enhance the strategic views of St Paul's Cathedral illustrated on the Proposals map.~~

~~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:~~

- ~~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~~

- ii. ~~Above 52.6 metres above ordnance datum within the Landmark Lateral Assessment Areas to St Paul's from Greenwich Park or Blackheath Point.~~

~~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:~~

- 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;~~
- ii. ~~The Landmark Lateral Assessment Areas to St Paul's from Greenwich Park or Blackheath Point.~~

~~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.~~

Policy 3.22 - Important Local Views

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.

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.

Local views will be identified in development plan documents.

Policy 3.23 - Outdoor Advertisements and Signage

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

- i. Do not harm *amenity* or compromise safety, including security; and
- 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
- 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
- iv. Do not cause light pollution.

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;

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

Reasons

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.

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.

Policy 3.24 – Telecommunications Development Under the General Permitted Development Order (GPDO)

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.

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.

Developments Requiring Full Planning Permission

In respect of telecommunications equipment requiring full planning permission the LPA will not permit proposals which:

- i. Have an unacceptable appearance by virtue of its siting or design; or
- 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
- iii. Where the applicant has not demonstrated a network need for the proposal; or
- 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
- 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
- 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.

All telecommunications equipment should be sited as far as practicably possible away from educational and community uses.

Reasons

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.

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.

SP15 OPEN SPACE AND BIODIVERSITY

~~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*~~

~~Background~~

~~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.~~

Policy 3.25 - Metropolitan Open Land (MOL)

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

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

- i. Agriculture and forestry; or
- 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
- 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
- iv. Replacement of an existing dwelling, providing that the new dwelling is not materially larger than the dwelling that it replaces.

Reasons

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:

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

Appendix 9 contains a Schedule of Metropolitan Open Land.

Please note: The Schedule of Open Spaces lists all spaces designated as Metropolitan Open Land. These are also shown on the Adopted Policies Map, 2012.

Policy 3.26 – Borough Open Land (BOL)

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

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

Reasons

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.

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.

Appendix 10 contains a Schedule of Borough Open Land.

Please note: The Schedule of Open Spaces lists all spaces designated as Borough Open Land. These are also shown on the Adopted Policies Map, 2012.

Policy 3.27 – Other Open Space (OOS)

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

- i. It is ancillary to the enjoyment of Other Open Space; and
- ii. It is small in scale; and
- iii. It does not detract from the prevailing openness of the site or from its character; and
- iv. It positively contributes to the setting and quality of the open space; and
- v. Where appropriate, it enhances public access to open spaces; or
- 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.

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.

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.

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;

Appendix 13 contains a Schedule of Other Open Space.

Please note: The Schedule of Open Spaces lists all spaces designated as Other Open Space. These are also shown on the Adopted Policies Map, 2012.

Policy 3.28 – Biodiversity

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.

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.

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*.

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.

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.

Sites of Importance for Nature Conservation and Local Nature Reserves are listed in Appendix 14

Please note: The Schedule of Sites of Importance for Nature Conservation lists all spaces designated as sites of importance for nature conservation and local nature reserves. These are also shown on the Adopted Policies Map, 2012.

SP-16 RIVER THAMES

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

~~Background~~

~~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.~~

Policy 3.29 - Development within the Thames Policy Area

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.

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

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:

- i. Integrate successfully with the waterspace in terms of use, appearance and physical impact;
- ii. Preserve or enhance the historic character and appearance of buildings and of areas and buildings of historical or architectural significance;
- 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;
- 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;
- 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;
- 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;
- 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;
- viii. Incorporate sustainable design and construction techniques, in particular a precautionary approach to flood risk; and
- ix. Protect the biodiversity and nature conservation interests of the River Thames.

Policy 3.30 - Protection of Riverside facilities

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:

- i. Access points to and alongside the river, including stairs, piers and the Thames Path;
- ii. Sport and Leisure facilities;
- iii. Docks, including protection against partial or complete infilling;
- iv. Walking and Cycling routes;
- v. Mooring facilities; and
- vi. Facilities for passenger and tourist traffic.

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.

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.

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.

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

Policy 3.31 - Flood Defences

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.

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.

~~Section 4 Housing Creating Choice and Quality in Housing~~

~~VISION~~

~~SOUTHWARK AS A PLACE WITH A DIVERSE HOUSING MIX THAT EXEMPLIFIES HIGH QUALITY DESIGN AND ACCESSIBILITY FOR EXISTING AND INCOMING RESIDENTS.~~

~~STRATEGIC POLICIES FROM PART ONE~~

~~SP 14 Sustainable buildings~~

~~All developments should PROMOTE THE EFFICIENT USE OF LAND, and be of HIGH QUALITY AND where appropriate, include A MIX OF USES;~~

~~SP 17 Housing~~

~~All developments should where appropriate PROVIDE MORE HIGH QUALITY HOUSING OF ALL KINDS, PARTICULARLY AFFORDABLE HOUSING; AND~~

~~SP14 Sustainable buildings~~

All developments should PROMOTE THE EFFICIENT USE OF LAND, and be of HIGH QUALITY AND where appropriate, include A MIX OF USES.

Background

The Mayor has set a target in the London Plan for the provision of 29,530 additional residential units in Southwark during the 20 years up to 2016. That implies 1480 or so annual completions. In doing so, it will be necessary to make the most of development opportunities and to find innovative solutions to provide high quality living environments while increasing the intensity of development. Housing opportunities will also include mixed use developments that enable people to live nearer to their place of work and local services and reduce the need to travel.

Southwark's location in inner London, combined with a predicted increase in its population, presents an opportunity to provide more housing and a range of housing choices to address housing need and establish a balanced and integrated community.

Policy 4.1 – Density of Residential Development

Residential density will be expected to comply with the following ranges, taking into account the quantity and impact of any non-residential uses:

- i. Central Activity Zone – 650 to 1100 habitable rooms/hectare;
- ii. Urban Zone – 300 to 700 hr/h;
Medium density – 200 to 700 habitable rooms/hectare in areas with predominantly four or more storeys and a public transport accessibility level of 4 to 6;
Lower density – 200 to 450 habitable rooms/hectare in areas with predominantly two to three storeys and a public transport accessibility level of 2 to 3.
- iii. Suburban Zone – 200 to 350 hr/h; and
- iv. Public Transport Accessibility Zones (Canada Water, Walworth Corridor, Bermondsey Spa and Peckham) – may exceed 700 hr/h if the development provides; an exemplary standard of design, with an excellent standard of living accommodation; and a significant contribution to environmental improvements in the area particularly relating to public transport/cycle/pedestrian movement, safety and security and public realm improvements.

Appendix 2 sets out further details on Residential Density Standards.

Reasons

Efficient use of land will facilitate a continuous supply of housing and assist in overcoming the shortage of housing in London, meeting the strategic housing targets in the London Plan and meeting housing need as identified in the Council's Housing Needs Survey. However, this housing must be of high quality to make the borough a pleasant and healthy place to live. The need for housing must also be balanced against the need for other uses which also contribute to quality of life.

In mixed use schemes, measures of residential density will need to take into account other uses in order to assess the overall efficient use of land and the impact of the building on other relevant factors such as amenity.

Policy 4.2 - Quality of Residential Accommodation

Planning permission will be granted for residential development, including dwellings within mixed-use schemes, provided that they:

- i. Achieve good quality living conditions; and
- ii. Include high standards of:
 - Accessibility, including seeking to ensure that all new housing is built to Lifetime Homes standards;
 - Privacy and outlook;
 - Natural daylight and sunlight;

- Ventilation;
- Space including suitable outdoor/green space;
- Safety and security; and
- Protection from pollution, including noise and light pollution.

Reasons

Good quality housing is necessary to provide for the accommodation needs of the borough, while also meeting the health, safety, quality of life and amenity needs of current and future residents.

SP 14 Housing

~~All developments should where appropriate PROVIDE MORE HIGH QUALITY HOUSING OF ALL KINDS, PARTICULARLY AFFORDABLE HOUSING.~~

Background

~~There is a need to provide opportunities for new housing in Southwark to meet the targets set by the London Plan. A range of housing types is needed to house all sectors of the community, including larger households, the mobility impaired and those needing affordable housing. This will support the objectives of the Council's Housing Strategy to regenerate and improve housing across all tenures and to meet housing needs and promote affordable housing choices in Southwark.~~

~~The failure to secure adequate new social housing leads to social exclusion and homelessness and has serious negative impacts on health. Additionally, there is an increasing need for intermediate housing in London as a result of a dramatic rise in residential property prices in recent years. This reduces quality of life, places undue pressure on the transport network and compromises the financial competitiveness of London as a whole and the local economy.~~

~~The most up to date Housing Needs Survey identifies larger housing units and wheelchair accessible units as the greatest housing need within Southwark.~~

Policy 4.3 - Mix Of Dwellings

All major residential new-build development and conversions should provide a mix of dwelling sizes and types to cater for the range of housing needs of the area.

This will include the following:

- i. The majority of units should have two or more bedrooms, and developments of 15 or more dwellings will be expected to provide at least 10% of the units with three or more bedrooms with direct access to private outdoor space; and
- ii. The number of studio flats must not exceed 5% of the total number of dwelling units within a development. Studio flats are not suitable for meeting affordable housing need; and
- iii. At least 10% of all major new residential developments should be suitable for wheelchair users, except where this is not possible due to the physical constraints of the site.

Permission will not be granted for the conversion of a single dwelling house of 130 square metres or less original net internal floorspace into 2 or more dwelling units.

Please note: Following the adoption of the core strategy in April 2011, the proportion of units which must have 2 or more bedrooms and 3 or more bedrooms has been superseded by Strategic Policy 7 of the core strategy. The reference to direct access to private outdoor space remains extant.

Reasons

There is a need to ensure that a range of dwelling sizes and types are provided to help meet housing need within Southwark, as identified in the Housing Needs Survey. The LPA will require a mix of dwellings, particularly those capable of accommodating families multi-adult households incorporating BME needs. Also to address the chronic shortage of housing which is suitable for those with disabilities or mobility impairment. A mix of dwelling sizes and types promotes mixed and balanced communities and improves accessibility for all.

Policy 4.4 - Affordable Housing

The LPA will endeavour to secure 50% of all new dwellings provided in Southwark as affordable in accordance with the London Plan. As part of private development, the LPA will seek to secure the following provision of affordable housing:

- i. Within the Urban and Suburban Density Zones and within the Elephant and Castle Opportunity Area, at least 35% of all new housing as affordable housing, for all developments capable of providing 15 or more additional dwelling units or on sites larger than 0.5 hectare, except in accordance with Policy 4.5; and
- ii. Within the Central Activities Zone excluding the Elephant and Castle Action Area, at least 40% of all new housing as affordable housing, for all developments capable of providing 15 or more additional dwelling units or on sites larger than 0.5 hectare, except in accordance with Policy 4.5;
- iii. For all schemes capable of providing 10, 11, 12, 13 and 14 dwellings, on site provision or, a payment in lieu contribution towards affordable housing calculated by the proportions outlined in Table 4.4 or, a payment in lieu contribution towards affordable housing;

No. of Units	10	11	12	13	14
Proportion of affordable units	1	2	3	4	5

Table 4.4 Affordable Housing Requirements for 10 to 14 Unit Developments

- iv. The affordable housing provided must be an appropriate mix of dwelling type and size to meet the identified needs of the borough,
- v. The affordable housing should not be distinguishable from the private housing development; and
- vi. A tenure mix of 70:30 social rented: intermediate housing ratio except as stated below for opportunity and local policy areas:

Area Designation	Social Rented (%)	Intermediate (%)
Central Activities Zone	70	30
Urban Zone	70	30
Suburban North and South Zones	70	30
Elephant and Castle Opportunity Area	50	50
Peckham Action Area	30	70
Old Kent Road Action Area	50	50
West Camberwell Action Area	50	50
Camberwell Neighbourhood Area	50	50

Table 4.5: Tenure Mix for Affordable Housing

Applicants will also be encouraged to contribute to the provision of affordable housing as part of all new development, and at higher levels than those referred to above.

Please note: Following the adoption of the core strategy in April 2011 the first two points of this policy (points i and ii) have been superseded by Strategy Policy 6 of the core strategy. The Peckham Action area has been changed to the Peckham and Nunhead Action area, Camberwell Neighbourhood area designation has also been removed and the West Camberwell Action area has been replaced with the Camberwell Action Area.

Reasons

A continuous supply of affordable housing is required to meet the needs of the borough. The most up-to-date Housing Needs Survey demonstrates that there is an annual shortfall of about 1,900 affordable homes every year. This is a significant and serious shortfall that must be addressed. The council intends to address this need in two ways.

Firstly, the LPA will seek to secure affordable housing as part of private residential development. This should be the maximum level of affordable housing and the maximum number of sites. Secondly, The council will carry out its own affordable housing developments and encourage and support affordable housing developments by housing associations. These developments will be funded by public subsidy, and therefore public subsidy will not normally be available for private developers. This ensures the most effective distribution of public subsidy. This will make up the shortfall between the levels of affordable housing and the 50% affordable housing target.

The private sector plays an important role in integrating new affordable housing into all areas and creating mixed and balanced communities. It also encourages sustainable patterns of transport use by allowing more people to live closer to their work and the services and facilities they need.

All new affordable housing will be expected to provide for the identified range of housing need, with particular regard given to providing housing suitable for larger households and those with mobility difficulties.

Policy 4.5 - Wheelchair Affordable Housing

For every affordable housing unit which complies with the wheelchair design standards, one less affordable habitable room will be required than otherwise stated in Policy 4.4.

Reason

There is a chronic shortage of affordable dwellings suitable for people in wheelchairs. Therefore the loss of one habitable room overall is desirable to encourage the provision of these units and offset their additional floorspace requirements.

Policy 4.6 - Loss of Residential Accommodation

Development will not be permitted where it results in a net loss of residential floorspace, except where:

- i. The environment is unsuitable for housing or the existing standard of accommodation is unsatisfactory, and where improvements to overcome these problems are not possible; or
- ii. The residential accommodation is on a site which is designated for a different use in preference to housing; or
- iii. The replacement of the existing residential floorspace would otherwise contravene one or more of the criteria i to vi in Policy 3.10 Efficient Use of Land and exceeds the densities in Appendix 3.

Development will not be permitted where there is a net loss of wheelchair accessible housing. Any replacement wheelchair accessible housing, will be required to comply with the current wheelchair design statements.

Please note: Following the adoption of the core strategy in April 2011 adopted policy on density is contained in Strategic Policy 5 of the core strategy.

Reasons

The Housing Needs Survey shows that there is a significant need for housing within Southwark which is reflected in the challenging targets set for the provision of new housing units. In order to maximise the amount of housing within Southwark, existing housing stock must be protected.

However, there are some circumstances where the loss of housing might be acceptable, either because the standard of accommodation is poor, or because a reduction in the net residential floorspace would have wider benefits to the community.

Policy 4.7 - Non Self- Contained Housing for Identified User Groups

Appropriate new development or changes of use which provide non self-contained residential accommodation will normally be permitted where:

- i. The need for, and suitability of, the accommodation can be demonstrated by the applicant;
- ii. Its provision does not result in a significant loss of amenity to neighbouring occupiers;
- iii. There is adequate infrastructure in the area to support any increase in residents; and
- iv. The development provides a satisfactory standard of accommodation, including shared facilities. Provision must be made within the development for adequate amenities and facilities to support the specific needs of the occupiers, including staffing, servicing and management arrangements, with particular consideration given to the specific needs of children.

Reasons

Houses and flats are unsuitable for some groups within the community, and accommodation must be provided to meet the specific needs of these groups.

Non self-contained accommodation might include hostels, houses in multiple occupation, 'cluster flats', or residential institutions such as a care home. It may include facilities that provide care or support for occupiers such as the elderly, or accommodate specific groups on a temporary basis such as students, nurses and NHS workers, homeless people and asylum seekers. The LPA must seek to house all sectors of the community, and therefore provision must be made for alternative accommodation arrangements.

It is noted, however, that non self-contained housing is unsuitable for general needs housing, and should only be developed for those whose needs can't be met by the provision of self-contained accommodation.

4.8 Travellers and Gypsy Sites

~~Planning permission will be granted for improvements to established Traveller and Gypsy sites provided that the scheme would not cause harm to the living conditions of neighbouring occupiers.~~

Reasons

~~There are a number of established permanent sites in the borough for travellers and gypsies at Burnhill Close, SE15, Springtide Close, SE15, Brideale Close, SE15 and Ilderton Rd, SE16. The LPA will keep their needs under regular review in order to comply with Circular 1/94 and any other relevant legislation or policy guidance.~~

Section 5 Sustainable Transport

Improving Access and Convenience

VISION

~~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.~~

~~STRATEGIC POLICIES FROM PART ONE~~

~~**SP6 ACCESSIBLE SERVICES**~~

~~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;~~

~~**SP18 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; AND~~

~~**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.~~

Background

~~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.~~

~~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.~~

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

~~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

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.

Reasons

The most effective way to reduce travel by car is to locate larger developments with significant trip generating characteristics near major public transport nodes.

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.

Policy 5.2 - Transport Impacts

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.

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.

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.

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.

Policy 5.3 – Walking and Cycling

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
- 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
- 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
- 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.

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.

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.

Policy 5.4 - Public Transport Improvements

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

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

These schemes are safeguarded on the Proposals Map.

[1] The course of the proposed route has been identified on the Key Diagram with consultation zones in Elephant and Castle, Peckham and Burgess Park. The detailed route may change from the original proposal. Furthermore the route will be clarified within the consultation zones. 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.

Reasons

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

They will:

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

Policy 5.5 – Transport Development Areas

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

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

Reasons

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.”

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.

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).~~

Policy 5.6 - Car Parking

All developments requiring car parking should minimise the number of spaces provided. Maximum standards are set out in Appendix 15.

Where more than 20 surface parking spaces are proposed, applicants must demonstrate why this cannot be provided underground or within the building.

All developments will be expected to include justification for the amount of car parking sought, taking into account:

- i. Public Transport Accessibility Levels set out in Appendix 15; and
- ii. The impact on overspill parking; and
- iii. The demand for parking within the Controlled Parking Zones. The LPA will restrict permit provision where necessary.

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.

Reasons

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.

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.

Appendix 16 contains a Schedule of existing Controlled Parking Zones.

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.

Policy 5.7 – Parking Standards for Disabled People and the Mobility Impaired
Developments (subject to site constraints) must provide adequate parking for disabled people and the mobility impaired. The following will be required:

- i. A minimum of one accessible car parking space per development, where associated car parking is not provided; or
- ii. A minimum of two accessible car parking spaces in circumstances where associated parking is provided.

Reasons

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.

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).

Policy 5.8 – Other Parking

Planning permission will be granted for development provided:

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

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.

Section 6 Opportunity Areas

VISION FOR THE OPPORTUNITY AREAS

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.

London Bridge Opportunity Area

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.

Background

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.

Policy 6.1 – Elephant and Castle Opportunity Area

Development at the Elephant and Castle should seek to:

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;

Increase in the number and diversity of new job opportunities, and to encourage the development of an enterprise culture and inward investment;

Provide for the economic, educational, social and cultural needs of a diverse mix of residents; including life long learning opportunities;

Provide a range of high quality recreation, entertainment, and leisure facilities;

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;

Integrate development with public transport nodes and walking and cycling routes within the Transport Development Area;

Give priority to pedestrians, cyclists and public transport users rather than the private car;

Create an improved and highly efficient public transport interchange;

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;

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;

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;

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;

Maximise and extend ecological diversity and biodiversity in existing and new open spaces;

Create buildings which are sustainable, well designed and flexible;

Create buildings that deal efficiently and appropriately with waste, water and energy use;

Encourage the restoration and beneficial re-use of buildings that contribute to the architectural and historic character and sense of place of their surroundings;

Preserve or enhance the historic character of the Conservation Areas; and

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;
- 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;
- Intensification on key sites around the transport nodes with developments that provide exemplary design and transport improvements;
- 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
- 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:
 - i. A new two form entry primary school;
 - ii. A new six form entry secondary school (designated on the current leisure centre site);
 - iii. A healthy living centre;
 - iv. New and improved leisure, health and nursery provision;
 - v. A library;
 - vi. A life long learning centre;
 - 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
 - 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.

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.

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.

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.

Policy 6.2 – London Bridge Opportunity Area

Development at London Bridge should seek:

- i. The best use of land and transport resources, developing high density, sustainable buildings on key sites;
- ii. To protect and expand cultural, arts and entertainment uses;
- iii. An improved and highly efficient public transport interchange;
- iv. To integrate development with public transport nodes and walking and cycling routes within the Transport Development Area;
- 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;
- 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;
- vii. To improve London Bridge's retail base, concentrating on areas around the station, and encouraging a range of unit sizes;
- viii. Improvements to the environment, especially the public realm and pedestrian environment;
- ix. Improvements to the distribution and quantity of public open space whilst also seeking to maintain its quality;

- x. To increase employment especially of local people in commercial, tourism, health and retail activities;
- 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;
- xii. To protect and expand health functions and associated businesses;
- xiii. To preserve or enhance the historic character of the area, especially Conservation Areas;
- xiv. That all developments meet the highest urban design standards;
- xv. That all developments contribute to achieving improved air quality;
- 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
- 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.

Reasons

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.

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.

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.

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.

Section 7 Local Policy Areas

VISION FOR THE LOCAL POLICY AREAS

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.

Canada Water Action Area

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.

Old Kent Road Action Area

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.¹

Bankside and The Borough Action Area

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.

Bermondsey Spa Action Area

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.

West Camberwell Action Area

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

Camberwell Neighbourhood Area

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.

Lordship Lane Neighbourhood Area

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

Dulwich Neighbourhood Area

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

Herne Hill, Nunhead and The Blue Neighbourhood Areas

Vibrant neighbourhoods providing essential services for local people.

Background

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.

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

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

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.

Policy 7.1 – Peckham Action Area

Development at Peckham should seek:

- 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;
- ii. The improvement and enhancement of Rye Lane and Peckham High Street, especially public realm, pedestrian links and active frontages;
- 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;
- 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;
- v. To promote excellence in design, including safety and security, and having regard to the historic features and Conservation Areas of the area;
- 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;
- 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;
- viii. The retention and creation of high quality offices and retail and businesses to increase employment opportunities, particularly for small business units;
- 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;
- 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
- 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;
- 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;
- xiii. To provide leisure and community uses, especially around Peckham Square and Wharf to increase vitality; and
- 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.

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.

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.

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.

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.

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.

Policy 7.2 – Canada Water Action Area

Development at Canada Water should seek:

- i. To create a new focus for community and commercial activity for the Rotherhithe Peninsula and neighbouring areas;
- 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;
- 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;
- iv. To improve accessibility to and around the area, particularly for pedestrians, cyclists and users of public transport;
- v. To better integrate Canada Water station into the local street network and increase permeability and accessibility to the station, shops and community facilities;
- 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;
- vii. To link Canada Water and Surrey Quays tube stations with a direct pedestrian spine;
- viii. To protect and enhance Canada Water dock basin and its value for wildlife and other special environmental features of the area;
- ix. To create employment opportunities and improve access for local people to the opportunities that are created;
- x. To retain and support existing businesses and promote inward investment;

- 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
- xII. To extend and improve the existing shopping centre and maintain its viability whilst expanding the range and variety of retail activity;
- xIII. To identify suitable locations for new public buildings;
- xIV. To create an attractive, safe and secure public realm;
- xV. To enhance existing environmental assets to create a distinctive sense of place; and
- xVI. To carry out improvements to services through increasing the number and quality of community and health facilities.

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.

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.

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.

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.

More specifically the London Plan spatial priorities that have an impact on Canada Water are:

- 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.

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:

- Congestion on the local highway network;
- Severance of pedestrian links by busy roads;
- Peak-hour congestion on Jubilee Line services;
- The poor range of destinations currently served directly by the East London Line; and
- The poor quality of many pedestrian routes and the presence of major barriers to pedestrian movement.

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.

Policy 7.3 – Old Kent Road Action Area

Development in Old Kent Road should seek:

- i. Retention and creation of high quality housing, including affordable housing with a 50:50 ratio of social rented and intermediate housing;
- ii. Creation of high quality housing which does not compromise the integrity of the Preferred Industrial Location;
- 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;
- iv. Compact forms of development which provide a high standard of urban design and which help create a sense of place; and
- v. Improved safety and accessibility for pedestrians, new improvements to public transport, access nodes, public spaces, cycling and walking opportunities.

Reasons

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.

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.

Policy 7.4 – Bankside and The Borough Action Area

Development in Bankside and The Borough should seek:

- i. To protect and expand cultural, arts and entertainment uses;
- ii. To protect and enhance retail, office, residential, culture and tourism uses;
- 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;
- iv. Active frontages that encourage footfall, improve safety and further create a sense of place;
- v. To achieve very high urban design standards that encourage exemplary design and vibrancy that enhances the local character of the area;
- vi. Protection of the heritage, amenity, open spaces, general environment and special qualities of the area;
- vii. To improve access through increasing and improving public transport, cycling and walking infrastructure; and
- viii. To encourage improvements to services by increasing the number and quality of community and health facilities.

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.

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.

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.

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:

- 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
- 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.

Policy 7.5 – Bermondsey Spa Action Area

Development at Bermondsey Spa should seek:

- 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;
- ii. Improvements to integrated transport linkages both within the area and to central London;
- iii. Safe access to public transport and along pedestrian thoroughfares and cycleways;
- iv. Retention and increase of businesses and employment with public realm and infrastructure improvements, especially in and around the railway archways;
- v. Active frontages that encourage pedestrian flow, improve safety and further create a sense of place;
- vi. Very high urban design standards that encourage exemplary design and vitality that enhances the local character of the area;
- vii. Protection and enhancement of the heritage, amenity and environment of the area;
- viii. Public Transport Accessibility Zone intensification on key sites around the transport nodes that provide exemplary design and transport improvements;
- ix. Protection from development of St James's Churchyard and Bermondsey Spa Gardens open spaces; and
- x. Improvements to services through increasing the number and quality of community and health facilities.

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.

Policy 7.6 – West Camberwell Action Area

Proposed development in West Camberwell should seek:

- 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;
- ii. Public Transport Accessibility Zone intensification on key sites around the transport corridors with developments that provide exemplary design and transport improvements;
- iii. Safe access to public transport and along pedestrian thoroughfares and cycleways;
- iv. Protection and enhancement of heritage, amenity and the public realm; and
- v. Improvements to services by increasing the number and quality of community and health facilities.

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.

Policy 7.7 – Camberwell Neighbourhood Area

Proposed development in Camberwell Neighbourhood Area should seek:

- i. Public Transport Accessibility Zone intensification on key sites around the transport corridors with developments that provide exemplary design and transport improvements;
- ii. To improve the quality and range of services in the area enhancing the arts, cultural, leisure and retail provision;
- iii. To generally encourage residential uses above shops;
- iv. Active frontages to increase vitality, safety, footfall and create a sense of place;
- 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;
- vi. To improve access through increasing and improving public transport, cycling and walking infrastructure;
- vii. To encourage investment in existing buildings and the public realm to maintain the local character and safety of the area;
- viii. To protect and improve Camberwell Green as a local open space; and
- ix. To improve services by increasing the number and quality of community and health facilities

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.

Policy 7.8 – Lordship Lane Neighbourhood Area

Proposed development in Lordship Lane Neighbourhood Area should seek:

- i. To generally encourage residential uses above the shops;
- ii. To protect the cohesive shopping frontage and facades;
- iii. To require active frontages to increase vitality, safety, footfall and create a sense of place;
- iv. To improve access to the centre through public transport, cycling and walking opportunities;
- v. To encourage investment in existing buildings and the public realm to maintain the local character and safety of the area; and
- vi. Improvements to services by increasing the number and quality of community and health facilities.

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.

Policy 7.9 – Dulwich Neighbourhood Area

Proposed development in Dulwich Neighbourhood Area should seek:

- 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
- ii. Improvements to services by increasing the number and quality of community and health facilities.

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.

Policy 7.10 – Herne Hill, Nunhead and The Blue Neighbourhood Areas

Proposed development in Herne Hill, Nunhead and The Blue should seek:

- i. To generally encourage residential uses above the shops;
- ii. To protect the cohesive shopping frontage and facades;
- iii. Active frontages to increase vitality, safety, footfall and create a sense of place;
- iv. Improved access to the centre through public transport, cycling and walking opportunities;
- v. To encourage investment in existing buildings and the public realm to maintain the local character, permeability and safety of the area; and
- vi. To improve services by increasing the number and quality of community and health facilities.

Reasons

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.

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APPENDIX 1 List of Local Development Framework Documents
This list will be updated as new documents are prepared

Area Action Plans

Peckham Area Action Plan

Aylesbury Area Action Plan

Supplementary Planning Documents

Affordable Housing Supplementary Planning Document

S.106 Planning Obligations Supplementary Planning Document

Design and Access Supplementary Planning Document

Sustainability Assessment Supplementary Planning Document

Residential Design Standards

Transport Supplementary Planning Document

Tall Buildings Supplementary Planning Document

120-138 Walworth Road Supplementary Planning Document

Bankside and The Borough Supplementary Planning Document

Enterprise Quarter Supplementary Planning Document

123 Grove Park Supplementary Planning Document

Sustainable Design and Construction Supplementary Planning Document

Old Kent Road Supplementary Planning Document

Camberwell Supplementary Planning Document

Dulwich Supplementary Planning Document

London Bridge Supplementary Planning Document

Heritage Conservation Supplementary Planning Document

Signage Supplementary Planning Guidance

Telecommunications Supplementary Planning Guidance

Other documents

Local Development Scheme

Southwark Statement of Community Involvement

Annual Monitoring Report

APPENDIX 2 Residential Density Standards

- 506 **2.1** There are four density standards for residential development within Southwark, which are based on the general character of the area and its accessibility by public transport. The three areas of Central Activities Zone, Urban Zone and Suburban Zone lie in broad bands across the borough, while the Public Transport Accessibility Zones are discrete locations. These zones reflect the Density Location and Parking Matrix in the London Plan.
- 2.2 Central Activities Zone**
- 507 This density applies to the area within the Central Area Activities Zone as defined in the London Plan and on the Proposals Map. This area has excellent public transport accessibility, and is already characterised by larger scale development.
- 508 Within this zone, developments should achieve densities of 650 to 1100 *habitable rooms* per hectare. Development could typically be 6 to 8 storeys high, however there will be sites where taller buildings are appropriate. The type of development will usually be flats, and will often be part of a mix of uses.
- 509 Within this zone, it is particularly important to find imaginative ways to provide amenity space for residents. Roof terraces, winter gardens, atria, decked gardens over car parking and generous balconies should be integrated into the overall design where appropriate.
- 2.3 Urban Zone**
- 510 The Urban Zone includes the majority of the borough. The zone is characterised by lower scale development, often with an established grain of Victorian and Edwardian terraces, broken up by post-war estates, *town centres* and some newer housing development.
- 511 Within this zone, developments should achieve densities of 200 to 700 *habitable rooms* per hectare, although in accordance with Policy 4.1, the upper part of the range will not be appropriate in lower density areas.
- 512 It is important that the design and scale of development within this zone responds positively to the local context. Appropriate density ranges are related to location, setting in terms of existing building form and massing, and the index of public transport accessibility. In many cases the most efficient development of a site will be flats, maisonettes and terraced houses rather than semi-detached, detached or linked houses with gardens. In these developments, larger units should be provided at ground floor level wherever possible, to ensure access to private outdoor amenity space. Alternatively, where there is commercial development on the ground floor, access to private outdoor amenity space should be provided above it at first floor level. Imaginative solutions should be found to provide outdoor amenity space for all residents, including those outlined in the Central Activities Zone above. In addition, loft spaces should be used, wherever possible, to increase the amount of internal residential floorspace.
- 2.4 Suburban Zone**
- 513 Housing within this zone should retain a more open character, with larger gardens often associated with houses rather than flats. Within this zone, developments should achieve densities of 200 – 350 *habitable rooms* per

hectare.

2.5 Public Transport Accessibility Zone (PTAZ)

514 As well as the three main density zonings, four PTAZs have been identified. These are areas that have better access to public transport, significant potential for new development and investment, and a *mixed use* character including retail development. The four PTAZs are Canada Water, the Walworth Corridor, Bermondsey and Peckham.

515 Within these areas, densities may exceed those for the Urban Zone on some sites where the increased scale of development is appropriate in terms of design and amenity. Where the Urban Zone densities are exceeded, the development must provide:

- i. An exemplary standard of design, with an excellent standard of living accommodation; and
- ii. A significant contribution to environmental improvements in the area, particularly relating to public transport/cycle/pedestrian movement, safety and security and *public realm* improvements.

2.6 Density Calculations

516 The following guidance advises how densities should be calculated, both for residential developments, and also *mixed use* developments that include an element of residential:

- i. For residential only development, density is the number of *habitable rooms* divided by the site area.

Summary Calculation:

$$D = HR/Ha$$

(Density = *Habitable rooms* per Hectare);

- ii. For mixed-use development where the majority of floorspace is residential the calculation should be:

The non-residential floorspace, divided by 27.5 sqm, plus;

The number of residential *habitable rooms*;

All divided by the site area.

Summary calculations

$$(D = (NRsqm/27.5) + HR/Ha);$$

(Density = Non-Res floorspace divided by 27.5 sqm, plus the number of residential *Habitable rooms*,

all divided by size in hectares).

27.5 sqm is the average area required to create one *habitable room*, including shared circulation space, and non-*habitable rooms*.

For a full definition of Habitable Rooms — see Glossary

- iii. For mixed-use development where the majority of floorspace is non-residential a method of calculation should be agreed with the LPA to illustrate how the development meets policy 3.11 and the contribution to housing delivery.

In cases (ii) and (iii) comparison with the density levels in 3.2, 3.3, 3.4 and 3.5 will take into account the form of the development and the relevant advice on plot ratios in the London Plan.

Figure 9
APPENDIX 3 Proposals Sites Schedule

- 517 The Schedule of Proposals and Proposals Map illustrate where specific uses are sought, and where there are constraints on development, together with other factors to be taken into account when development is proposed. (Refer to Figure 7 for a Map of the Proposals Sites Schedule). The estimates of residential capacity are a general indication of capacity based on the size of the site and density levels for that area. They do not take priority over other material considerations when considering proposals for designated sites. All figures are gross and do not take into account any existing residential development on the site.
- 518 **Strategic Policy 20**
 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.
- 519 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.

Please note: There are additional proposals sites in the Aylesbury Area Action Plan, 2010 and the Canada Water Area Action Plan, 2012. The Schedule of Proposals Sites available separately on the council’s website contains an up-to-date list all adopted proposals sites. These are also shown on the Adopted Policies Map, 2012.

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
1P	5-11 Sumner Street	A and D Use Class C3 Use Class	B1 Use Class				229 residential units.

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
2P	Tate Modern	Cultural uses of national and international significance	C3 and B1 use classes that are subordinate to the main arts or cultural use, including up to 30% C3 use Retail use at ground floor.	Any other uses		Not yet available
3P	Adjacent to Cannon Street Railway Bridge	Footbridge over the River Thames	None	Any other uses		N/A
4P	London Bridge	Transport Development	Any other uses compatible with improved public transport	Any other uses		N/A
5P	Potters Field coach park	A comprehensive mixed use scheme including large arts and/or cultural use(s) of London or nation-wide importance and maximisation of residential development compatible with such arts and/or cultural use(s)	i. D1 Use class ii. A Use classes at ground floor only iii. B1 Use Class	Any other uses		386 residential units.

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Not Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
6P	St Paul's Sports Ground and Beaston's Walk	Retention of a playing field on part of the site. D Use class with Community and School ground facilities as the priority	None	Any other uses		N/A
7P	Downtown	D Use classes including a Community Centre and a Health Centre C3 Use Class	None	Any other uses		251 residential units
8P	Manna Ash House, Pocock Street	C3 Use Class	None	Any other uses	Please note the boundary change:	58 Residential units (Phasing for development between 2006-2010) (part of total for 39P)
9P	Library Street Neighbourhood housing office and land between Library Street, St James Street, Milcote Street and Davidge Street	C3 Use Class	None	Any other uses		46 residential units (Phasing for development between 2006-2010) (part of total for 39P)
10P	21 and 25-29 Harper Road	C3 Use Class	None	Any other uses		60 residential units (Phasing for development between 2006-2010) (part of total for 39P)

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
11P	Lupin Point Parking Structure	C3 Use Class	B1 or A Use Classes	Any other uses			18 residential units (Phase Three 2005-2007)
12P	Giles House, Carlton House, Darney House between Jamaica Road, Abbey Street and Marine Street.	C3 Use Class A1/A2 Use Class on ground floor occupying the entire ground floor excluding residential lobbies and access ways on the Jamaica Road and Old Jamaica Road frontages. D Use Classes (with priority for Youth Centre) providing the same or greater floorspace as existing.	B1, D1 or D2 Use Classes				264 residential units (Phase Three 2005-2007)
13P	Casby House Parking Structure	C3 Use with A Use Class occupying the entire ground floor excluding residential lobbies and access ways	D Use Classes				37 residential units (Phase Three 2005-2007)

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Not Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
14P	St James's School	D1 Use Class (Education)	C3 Use only as part of mixed use development with D Use Classes occupying the majority of the ground floor	Any other uses	'Other acceptable uses' only to be allowed on site if this land is not required to meet additional school provision identified in the Schools Organisation Plan	N/A
15P	Neckinger Estate	C3 Use Class	None	All other Uses		139-325 residential units
16P	Land bounded by Abbey Street, Old Jamaica Road, Rouel Street, Frean Street, Spa Road, Thurland Road, Dockley Road and Enid Street	B1 or B8 Use Class	C3 Use only on sites not in existing B Use	Any other uses		N/A
17P	Land Bounded by Old Jamaica Road, Rouel Road, Frean Street and Thurland Road	C3 Use Class D1 Use Class (health centre) on ground floor				185 residential units (Phase One 2004-2006, phase Two 2005-2007)
18P	Land bounded by Frean Street, Thurland Road, Spa Road and Ness Street.	C3 Use Class	i. D1 Use Class ii. B1 Use Class as part of live/work unit.			100 residential units (Phase One 2004-2006)
19P	St James's Road Open space	D Use class which prioritises community uses and C3	None	Any other uses		49 residential units (Phasing for development between 2005-2007)

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
20P	Land bounded by Spa Road, Neckinger, Grange Walk and The Grange	C3, D Use Classes (with priority for health uses), and B1 Use Class	A Use Classes	Any other uses		483-1127 residential units
21P	82-92 Spa Road and 94-118 Spa Road	Mixed use of C3 with A1 Use Class	D Use Classes	Any other uses		32-75 residential units
22P	Land bounded by Dunlop Place, Spa Road and Rouel Street	C3 Use Class	D1 (Community facility) B1 Use Class			75-174 residential units
23P	89 Spa Road	C3 Use Class	A1 Use Class on ground floor	Any other uses		192 residential units
24P	Land bounded by Grange Road, Grange Road car park and Bermondsey Spa Park	D Use Classes (Community)	None	Any other uses		N/A
25P	Grange Road Car Park bounded by Grange Road and Alscot Street	i. C3 Use Class ii. Ground floor A and D Use Classes occupying the entire ground floor excluding ground floor residential lobbies and access ways	A1 and/or A2 Use Class			74 residential units (Phasing for development between 2004-2006)

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
26P	Land between 1 and 45 Alscot Road	C3 Use Class	None	Any other uses			17-40 residential units

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
27P	Site A Canada Water	C3 Use Class	D and A Use Classes	Any Other Uses		This site could be considered for PTAZ densities	596 residential units from Phase 1 2006-2009 on (see also site 28P)
28P	Site B Canada Water	C3 Use Class D1 or D2 Use Class	B Use Class, A use Class			This site could be considered for PTAZ densities	232 residential units from Phase 1 2006-2009 on (see also site 27P)
29P	Site C Canada Water	A Use class D1 or D2 Use Class occupying the entire ground floor excluding residential lobbies and access ways and C3 Use Class	B1 Use Class	Any Other Uses		This site could be considered for PTAZ densities	580 residential units from Phases 2 & 3 2009-2016 (see also site 30P)
30P	Site D Canada Water	C3 Use Class	B1 Use Class D1 or D2 Use Class	Any Other Uses		This site could be considered for PTAZ densities	242 residential units from Phases 2 & 3 2009-2016 (see also site 29P)
31P	Site E Canada Water	B Use Class C3 Use Class	A/D Use Classes	Any Other Uses		Exemplary design would need to focus on the local character and context. An employment buffer would be expected between site 33P and any new C3 Use Class	200 residential units.

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
32P	Mulberry Business Park	<i>B Use Class</i> <i>C3 Use Class</i>	A/D Use Classes	Any Other Uses		Exemplary design would need to focus on the local character and context. An employment buffer would be expected between site 33P and any new <i>C3 Use Class</i>	300 residential units.
33P	Harmsworth Quays	<i>B Use class</i>	<i>C3 Use Class</i>			No net loss of employment floorspace is permitted. Exemplary design would need to focus on the local character and context.	N/A
34P	Land bounded by Redriff Road, Quebec Way, St Elmo's Road and Russia Dock Woodlands	<i>D1 Use class</i> with Education as the priority	Any Other Uses may be permitted in advance of construction of the education use provided that the local planning authority is satisfied that the balance of the site left is of sufficient size and shape for the education use.			Exemplary design would need to focus on the local character and context. Proposals must demonstrate that noise impacts can be mitigated to ensure that future school users enjoy a reasonable standard of amenity.	N/A
35P	Site F Canada Water	<i>B1 Use Class</i>	<i>C3 Use Class</i> and <i>D Use Class</i>	Any Other Uses		This site could be considered for PTAZ densities	N/A

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
36P	Site G Canada Water	A Use class C Use class D1 or D2 Use Class B1 Use Class	None	Any Other Uses		Exemplary design would need to focus on the local character and context	800-1860 Residential units
37P	Land bounded by Redriff Road, Quebec Way, Surrey Quays Road and Harmsworth Quays	D2 Use Class A3 Use Class	A1/2 and C3 Use Class providing there is no net loss of non-residential floorspace	Any Other Uses		A Cinema should be located on this site unless provided elsewhere within the Canada Water Action Area. Exemplary design would need to focus on the local character and context. A buffer comprising non-residential uses would be expected between site 33P and any new C3 Use Class. Proposals must demonstrate that noise impacts can be mitigated to ensure that future residential occupiers enjoy a good quality living environment (refer to policy 4.2)	428-998 residential units

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
38P	Prospect House Playground, St George's Road	C3 Use Class	None	Any other use			14 residential units (Phasing for development between 2006-2010) (part of total for 39P)
39P	Elephant and Castle Core Area	i. A range of D Use classes including social, educational, health, community and leisure facilities a new secondary school, a healthy living centre, leisure centre, a library and new nursery provision. No fewer than 5,300 mixed tenure new homes, including 1,100 to replace those lost through the demolition of the Heygate estate.	None	Any other uses			4200 residential units for this site (see also sites 8P to 10P, 38P, 40P, 42P to 44P, 51P to 53P, and 58P) (Phasing for development between 2006-2010)

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
39P (continued)		<p>Up to 75,000sqm of new retail and A Use Class together with additional complementary town centre uses to include cultural/entertainment uses, leisure, offices, hotels and public facilities arranged around a new high street extension north of the Walworth. A minimum of 45,000 sqm of B1 space, including incubator units, managed workspace and accommodation for small businesses and the cultural industry sector” (Copy of text from part 1 section 8.2)</p>				39P (continued)	

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
39P (continued)		A highly efficient public transport 'hub'; Redevelopment of the Elephant and Castle overland railway station; The Cross River Tram Programme within the safeguarded route.					
40P	Albert Barnes House, New Kent Road	C3 Use Class	None	Any other uses			42 residential units (Phasing for development between 2006-2010) (part of total for 39P)
41P	Elephant and Castle Leisure Centre	D1 Use classes with Education as the priority	None	Any other uses			Part of total for 39P
42P	153-163 Harper Road	C3 Use Class	None	Any other uses			102 residential units (Phasing for development between 2006-2010) (part of total for 39P)
43P	Thornton House, Beckway Street and Comus Place.	C3 Use Class	None	Any other uses			46 residential units (Phasing for development between 2006-2010) (part of total for 39P)

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not	Notes	Estimated Residential Capacity – illustrative not indicative
44P	Land to the south west of Stewart House, bound by Leroy and Aberdour Street.	C3 <i>Use Class</i>	None	Any other uses			20 residential units (part of total for 39P)
45P	17-29 Blue Anchor Lane and 20 Bombay Street	i. B1 <i>Use Class</i> ii. C3 <i>Use Class</i>	Any other uses			Either no loss of B <i>Use Class</i> floor space or at least 30% of gross floor area to be provided for B <i>Use Class</i>	23-45 residential units
46P	1-13 Bombay Street, 41-47 Blue Anchor Lane and 51-53 Blue Anchor Lane	i. B1 <i>Use Class</i> ii. C3 <i>Use Class</i>	Any other uses			Either no loss of B <i>Use Class</i> floor space or at least 30% of gross floor area to be provided for B <i>Use Class</i>	17-40 residential units
47P	Water sports centre	D <i>Use Class</i> : Leisure regeneration of water sports centre.	None	Any other use			N/A
48P	Yard in association with marina	Boatyard uses associated with marina including the construction, repair and storage of boats, yacht chandlery, and toilet and shower facilities	A1/ A3/ A4/ Laundrette	Any other use			N/A
49P	Manor Place Depot Manor Place	C3 <i>Use Class</i>	A/B/D use classes within railway arches	Any other use			212-493 residential units

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Not Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
50P	Land bound by Brandon Street and Larcom Street South west	C3 Use Class	None	Any other uses		18 residential units (Phasing for development between 2006-2010)
51P	Nursery Row Park car parks, Wadding and Brandon Street.	C3 Use Class	A1 Use class	Any other uses	Retaining access to Nursery Row Park	253 residential units (Phasing for development between 2006-2010) (part of total for 39P)
52P	The Crown, Brandon Street	C3 Use Class	None	Any other uses		Part of total for 51P (Phasing for development between 2006-2010) (part of total for 39P)
53P	Nursery Row Park, Brandon Street	C3 Use Class	None	Any other uses	Retaining access to Nursery Row Park	Part of total for 51P (Phasing for development between 2006-2010) (part of total for 39P)
54P	Welsford Street garages/parking area south of Thorburn Square	C3 Use Class	None	All other uses	Early housing site for the Elephant and Castle redevelopment	48 residential units (Phasing for development between 2006-2010)
55P	Royal Road – former social services day centre	C3 Use Class	None	All other Uses	Early housing site for the Elephant and Castle redevelopment	76 residential units (Phasing for development between 2006-2010)
56P	Old Kent Road Gas Works Site	Waste Management Facilities	B Use Class, and any other sui generis use class industries, which are inappropriate in residential areas	Any other use		N/A

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
57P	6-28 Sylvan Grove	i. B1 Ground Floor Use ii. <i>Small business units</i>	<i>C3 Use Class</i> including 50% Affordable housing and 50% 3 bedroom housing by floorspace with outdoor amenity space at 1st floor level	Any other uses	Residential must include condition for PPG24 Noise survey, which takes the guise of Sylvan Grove as Access to a Waste Transfer Station and Implementing mitigation for traffic noise.	26-64 residential units
58P	Land immediately located to the south east of Bolton Crescent and Camberwell New Road intersection.	<i>C3 Use Class</i>	None	Any other uses		110 residential units (Phasing for development between 2006-2010) (part of total for 39P)
59P	272-304 Camberwell Road	i. A Use Classes, D1 Class on ground floor ii. <i>C3 Use Class</i>	B1 Use Class	None	Further guidance in 272-304 Camberwell Road Planning Brief	42-99 residential units
60P	Units 1-31 Samuel Jones Industrial Estate	<i>C3 Use Class</i>	None	Any other uses		151-353 residential units
61P	Oliver Goldsmith School Extension	D1 <i>Use Class</i> with Education as the priority	None	Any other uses		N/A
62P	Cator Street, Commercial Way	D1 <i>Use class</i> with priority for Education Children's Centre Community Centre	<i>C3 Use class</i>	Any other uses		106-248 residential units

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
63P	Sumner House	C3 Use Class D1 Use class with priority for i. Community Use	Any other uses	None			37-87 residential units
64P	Flaxyard Site, 1-51 Peckham High Street	A Use class which are Small business units fronting Peckham High Street	i. Civic and community uses ii. Residential iii. A Use Class	None		Tram route protection along frontage	142-330 residential units
65P	Peckham Wharf, Peckham Hill Street	D1 or D2 Use Class	i. Civic and community uses ii. Residential	i All other uses ii. Casinos		Culture and leisure uses which promote evening activity without resulting in anti-social behaviour are particularly appropriate.	39-91 residential units
66P	Camberwell Station Road SE5 9JN	Potential site for the redevelopment of Camberwell station.	A/B/D use classes within railway arches	Any other uses			N/A
67P	Former Mary Datchelor School Site	C3 Use Class Existing tennis courts are to be refurbished and retained for use by residents and the local community.	None	Any other uses		Further guidance in Former Mary Datchelor School Planning Brief	122-284 residential units

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Allowed	Not Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
68P	Peckham Rye Station Environs including all of Station Way, 2-10 Blenheim Grove, 3 Holly Grove and 74-82a Rye Lane	Improvements to existing, and creation of new, public realm. Improved access to and visibility of station entrance, including provision for disabled people and the mobility impaired.	Any other use not specifically excluded	B2 and B8 Use			26-61 residential units
69P	Cinema Site and multi-storey car park, Moncrieff Street	A Use class; Uses which contribute towards footfall in evenings	i. Residential, ii. D Uses	0	Night-clubs, public houses, amusement arcades, casinos	Only following the appropriate relocation of both the cinema and the multi-storey car park to meet the same need or provide improved facilities.	84-195 residential units
70P	Tuke School and 2 Wood's Road	C3 Use Class	None	Any other uses		Subject to the relocation of Tuke School	95-222 residential units

Ref No.	Address	Uses Required	Other Acceptable Uses	Uses Not Allowed	Notes	Estimated Residential Capacity – illustrative not indicative
71P	Copeland Road bus garage, 117-149 Rye Lane, 1-27 Bournemouth Road, 133-151 Copeland Road	Transportation including tram route, split-site tram depot and ancillary facilities as required by the Cross River Tram scheme, bus garage depot and car parking. Active retail frontage to Rye Lane	Any A Use class B1 Use class C3 Use Class D1 Use Class Health centre and/or crèche D2 Use Class Gymnasium	All other uses		182-425 residential units
72P	Copeland Road car park, and site on corner of Copeland Road and Rye Lane	C3 Use Class	None	All other uses	Only following improvements to or provision of car parking facilities elsewhere to meet parking need, including meeting the parking needs of businesses in the southern end of Rye Lane	51-119 residential units (please refer to the figure 25)
73P	Dulwich Hospital, East Dulwich Grove	Community Hospital	Ancillary D and B1 use class. C3 Use class	Any other uses		N/A

APPENDIX 4 Sustainability Appraisal and Equalities Impact Assessment of the Southwark Plan

520 The Southwark Plan has undergone a sustainability assessment at each stage of its production. This involved assessing the Plan against a set of sustainable development objectives. At each stage, a report has been produced (these can be accessed at www.southwark.gov.uk/udp) and these provide a critical commentary of the Plan, identifying where the Plan is undermining sustainability, and where there are missed opportunities to progress sustainability through the Plan. The content of these reports was then used where necessary to make revisions to the Plan at the first and second deposit and pre-inquiry stages, thereby ensuring that the final document has considered and integrated the principles of sustainability.

521 The sustainable development objectives were modified slightly following the introduction of the Race Relations Amendment Act 2000 and the requirement for Equalities Impact Assessments for all council documents. A separate Equalities Impact Assessment of the Plan was also undertaken on its likely impact on the six equality target groups. This involved assessing the Plan against a set of equality objectives. The purpose of this assessment is to assess how successfully the Plan helps to meet the Council's commitments under the Race Relations Amendment Act 2000. It also aimed to identify areas for improvement and ensure that appropriate revisions have been made to promote and support the Council's corporate policies on equalities. A report has been produced which can be accessed at www.southwark.gov.uk/udp.

What does Sustainability mean for Southwark?

522 A definition of sustainability is, 'A dynamic process which enables all people to realise their potential and improve their quality of life in ways which simultaneously protect and enhance the Earth's life support systems'.

523 This type of definition has been refined to be appropriate to Southwark's needs, and has been defined in the Plan in the following way:

- i. To achieve sustainable development that meets the needs of people from all cultures and the economy whilst improving the environment;
- ii. To enable people to have meaningful opportunities to participate fully in important 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 access to that process;
- iii. To improve people's life chances by achieving the highest possible quality developments with all of the infrastructure required to meet people's needs within Southwark.'

524 The Community Strategy sets out the Council and its partners' vision and priorities for the borough until 2016. The Community Strategy's vision is working towards sustainability, aiming 'To make Southwark a better place to live, to learn, to work and to have fun'. It has the following five priorities:

- i. Tackling Poverty;
- ii. Making Southwark Cleaner and Greener;
- iii. Cutting Crime and the Fear of Crime;
- iv. Raising Standards in our Schools;
- v. Improving the Health of the Borough.

525 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 taking them into account in every area of Council activity and decision-making. By using the Community Strategy priorities as a basis for the sustainability appraisal, the Council is measuring the extent to which the UDP is delivering sustainability and the five priorities, and at the same time ensuring that there are no instances where the UDP is undermining them.

Sustainability Appraisal

526 The following methodology was used to carry out the sustainability appraisal:

Step 1: Evaluated whether Southwark’s Community Strategy sets the framework for delivering sustainability



Step 2: Developed a Sustainability Appraisal Framework based on the London Plan and Southwark Community Strategy



Step 3: Held a series of group sessions with Southwark Council officers and other stakeholders using the Sustainability Appraisal Framework to assess the UDP



Step 4: Compiled the results and drew out key observations, conclusions and recommendations



Step 5: Reviewed the Sustainability Appraisal Framework and reassessed the revised 2nd deposit and following stages of the UDP based on the amended framework



Step 6: Compiled results of the revised 2nd deposit and following stages of the UDP sustainability appraisal and drew out key comparisons with the previous appraisal, conclusions and recommendations.



Step 7: Reassessed the pre-inquiry changes and following changes to the UDP based on the amended framework which included separate Equalities Impact Assessment



Step 8: Final sustainability appraisal for adoption Compiled results of the previous appraisals, and drew out key comparisons and recommendations.

Conclusions

- 527
1. The Council is confident that London Borough of Southwark’s Community Strategy priorities represent *sustainability*, providing activities are devised with a long-term perspective and the priorities are delivered together (i.e. there is integration between social, economic and environmental issues).
 2. The London Borough of Southwark Plan is strong on promoting and progressing sustainable development.
 3. The policies seem to have been developed using *sustainability* as the overarching aim.
 4. Overall the Plan makes a positive contribution to improving well-being in the borough in the short and long-term.

~~5. The Plan performs particularly well in promoting social inclusion, improving housing quality and choice, attracting new investment to the borough, improving the provision of *open space*, protecting and improving the environment (both built and natural), improving facilities for culture and leisure and incorporating long term social issues into planning decisions.~~

~~6. Additionally we are encouraged that overall the Plan is focussed on retaining the positive elements of local distinctiveness.~~

~~7. The Sustainability Appraisal has shown that there are no instances where the UDP actively undermines *sustainability*.~~

~~8. The Equalities Impact Assessment has shown that the Plan performs acceptably in meeting the equalities objectives and that the Plan supports diversity, accessibility and inclusiveness within the borough.~~

APPENDIX 5 Schedule of Shopping Frontages

Please note: Since the Southwark Plan was adopted, further protected shopping frontages have been designated through the Core Strategy. The Schedule of Shopping Frontages available separately on the council's website contains an up-to-date list all adopted protected shopping frontages. These are also shown on the Adopted Policies Map, 2012.

Changes	No.	Property Address
	SF1.	1-14 (con) Milroy Walk, Stamford Street
	SF2.	50-62 (even) Hopton Street
	SF3.	33-55 (odd) The Cut
	SF4.	16-26 (even) Borough High Street 2-20 (even) Southwark Street 28-34 (even) Borough High Street 38-72 (even) Borough High Street 76-92 (even) Borough High Street 100-130 (even) Borough High Street 11-21 (odd) Borough High Street 27-111 (odd) Borough High Street 125, 127, 131 & 133-135 Borough High Street 141-149 (odd) Borough High Street 151-169 (odd) Borough High Street
	SF5.	37-44 (con) Railway Approach, Borough High Street
	SF6.	8-20 (con) Snowsfields 30-43 (con) Snowsfields 62-66 (even) Weston Street
	SF7.	187-235 (odd) Waterloo Road 19-49 (con) Waterloo Road
	SF8.	156-176 (even) Great Suffolk Street 101-109 (odd) Great Suffolk Street
	SF9.	23-55 (odd) Dockhead
	SF10.	125-151 (odd) Jamaica Road
	SF11.	150-254 (even) Jamaica Road
	SF12.	22-52 (even) Albion Street
	SF13.	18-40 Harper Road
	SF14.	66-100 (even) Tower Bridge Road 73-113a (odd) Tower Bridge Road 46-64 (even) Tower Bridge Road 104-116 (even) Tower Bridge Road

Changes	No.	Property Address
		25-71 (odd) Tower Bridge Road
	SF15.	198-256 (even) Southwark Park Road 193-221 (odd) Southwark Park Road 1-14 (con) Market Place, Southwark Park Road 186-194a (even) Southwark Park Road 258-270 (even) Southwark Park Road 251a-289 (odd) Southwark Park Road 177-191 (odd) Southwark Park Road
	SF16.	Ground Floor, Surrey Quays Shopping Centre
	SF17.	162-196 (even) Lower Road 126-160 (even) Lower Road 200-220 (even) Lower Road 187-215 (odd) Lower Road 229-243 (odd) Lower Road 1-15 (odd) Plough Way
	SF18.	199-345 (odd) Walworth Road 204-326 (even) Walworth Road 347-375 (odd) Walworth Road 330-354 (even) Walworth Road 358-374 (even) Walworth Road 1-83 (odd) East Street 2-92 (even) East Street
	SF19.	157-233 (odd) Old Kent Road 150-192 (even) Old Kent Road 303-311 (odd) East Street 342-356 (even) East Street
	SF20.	1-17 (odd) Ilderton Road
	SF21.	1-11 (odd) Maddock Way 2-14 (even) Maddock Way
	SF22.	1-21 (odd) Peckham Park Road 4-24 (even) Peckham Park Road
	SF23.	54-62 (even) New Church Road

Changes	No.	Property Address
	SF24.	334-354 (even) Camberwell New Road 8-76 (even) Denmark Hill 1-23 (odd) Denmark Hill (Units) 1-17 (con) Butterfly Walk 1-17 (con) Camberwell Green 19-25 (con) Camberwell Green 27 Camberwell Green and 3-23 (odd) Camberwell Church Street* 25-53 (odd) Camberwell Church Street 2-28 (even) Camberwell Church Street 30-58a (even) Camberwell Church Street 2-14 (even) Grove Lane 319-325 (odd) Camberwell New Road 25-43 (odd) Denmark Hill 2-8a (even) Coldharbour Lane
	SF25.	31-41 (odd) Vestry Road 72-88 (even) Vestry Road
	SF26.	43-125 (odd) Rye Lane Units 1-10 (con) & Units 12-18 (con), Aylesham Centre, Rye Lane 1-5 (con) Central Buildings, Rye Lane 2-82 (even) Rye Lane 2-10 (even) Blenheim Grove 3, 4, 5, 10, 12 & 14 Station Way, Rye Lane 1-51 (odd) Peckham High Street 18-38 (even) Peckham High Street 59-77 (odd) Peckham High Street 85-107 (odd) Peckham High Street 109-147 (odd) Peckham High Street 46-66 (even) Peckham High Street 74-130 (even) Peckham High Street 127-149 (odd) Rye Lane 151-175 (odd) Rye Lane 177-221 (odd) Rye Lane 84-114 (even) Rye Lane 116a-150 (even) Rye Lane 152-204 (even) Rye Lane
	SF27.	145-193 (odd) Queens Road
	SF28.	113-163 (odd) Bellenden Road 168-196 (even) Bellenden Road
	SF29	2-22 (even) Gibbon Road 46-64 (even) Gibbon Road
	SF30	2, 2a, 2b Kirkwood Road and 116-122 (even) Evelina Road* 113-133 (odd) Evelina Road 135-147 (odd) Evelina Road and 40-44 (even) Nunhead Green* 24-38 (even) Nunhead Green
	SF31	21-53 (odd) Grove Vale

Changes	No.	Property Address
		24-56 (even) Grove Vale 1-6 (con) Melbourne Grove
	SF32.	34-60 (even) East Dulwich Road
	SF33	6-20 (even) Crossthwaite Avenue
	SF34	1-27 (odd) Lordship Lane 29-43 (odd) Lordship Lane 45-91 (odd) Lordship Lane 93-115 (odd) Lordship Lane 117-131 (odd) Lordship Lane 133-155 (odd) Lordship Lane 157-171 (odd) Lordship Lane 98-106 (even) Grove Vale 2-6 (even) Lordship Lane 8-24 (even) Lordship Lane 26-44 (even) Lordship Lane 46-66 (even) Lordship Lane 68-94 (even) Lordship Lane 98-106 (even) Lordship Lane
	SF35	33-65 (odd) North Cross Road
	SF36	1-12 (con) Barry Road, Barry Parade
	SF37	63-77 (odd) Herne Hill
	SF38	1-27a (odd) Half Moon Lane 2a-6 (even) Half Moon Lane 12-24 (even) Half Moon Lane
	SF39	15-67 (odd) Norwood Road
	SF40	25-49 (odd) Dulwich Village and 1a-1d (con) Calton Avenue
	SF41	73-91 (odd) Dulwich Village 70-98 (even) Dulwich Village
	SF42	351-379 (odd) Lordship Lane 383-401 (odd) Lordship Lane 338-366 (even) Lordship Lane
	SF43	2-454 (even) Forest Hill Road
	SF44	92-106 (even) Forest Hill Road 110-126 (even) Forest Hill Road
	SF45	481-533 (odd) Lordship Lane
	SF46	2-12 (even) Croxted Road 80-96 (even) Park Hall Road
	SF47	30-41 (con) Seeley Drive

APPENDIX 6 Planning Obligations

- 528 This appendix is intended as a guide to planning agreements, but is not an exhaustive list of all possible obligations which may be sought in accordance with relevant legislation and guidance.
- 529 Planning agreements will be negotiated on a case by case basis, in accordance with the provisions of Section 106 of the Town and Country Planning Act and having due consideration for the guidance in Circular 5/2005 and other national guidance. The obligations outlined in shaded boxes will be sought to achieve the aims of policy for all development within the stated criteria, and take priority over other obligations.
- 530 The policies within the Plan which specifically refer to planning obligations are summarised, with obligations outlined in the following order:
- Table 6.1 Obligations which relate to all development;
 - Table 6.2 Obligations which apply to certain designated areas;
 - Table 6.3 Obligations relating to residential development;
 - Table 6.4 Obligations relating to business uses; -
 - Table 6.5 Obligations relating to retail and commercial uses; -
 - Table 6.6 Obligations relating to arts, culture and tourism uses. -
- Developers are encouraged to consult the council's project bank to identify specific area based projects which are appropriate for inclusion in a planning obligation, and would accord with Circular 5/2005 and any other relevant guidance.

Table 6.1 All Development

Changes	Impact of development	Planning obligation sought	Restriction on use or non-cash obligations	Policy reference
	Detrimental environmental impacts	Contributions towards the mitigation of adverse impacts to the environment and anti-pollution measures.	None	Policy 3.1
	Waste management infrastructure needed for development	Contribution towards the management of waste	None	Policy 3.7 Policy 3.8
	Detrimental effects to Water resources and/or quality	Contribution towards mitigation against adverse impacts to water resources and/or quality.	None	Policy 3.9
	Urban design matters which can only be addressed outside of the development	Contribution towards off-site works to address urban design matters	Works in kind may be appropriate	Policy 3.13
	Urban design matters or other matters	Provide, protect and/or maintain new public realm	Protection of public access to new public realm. Maintenance of	Policy 3.13

	which can be addressed through new public realm		public realm and other works in kind may be appropriate together with provision of land.	
	Safety and security matters which can only be addressed outside of the development	Contribution towards off-site provisions to address safety and security matters	Works in kind may be appropriate	Policy 3.14
	Safety and security matters which require on-going measures	Scheme to secure safety and security	Implementation of on-going safety and security measures recommended in scheme	Policy 3.14
	Development puts additional pressure on existing MOL, BOL or OOS	Contribution towards the creation of and/or maintenance of new open space or, links to or improvement and/or maintenance of existing <i>open space</i>	May include works in kind or provision and/or the maintenance of publicly accessible <i>open space</i> within the development	Policies 3.25, 3.26 and 3.27
	Biodiversity threatened by development	Contribution or measures to attract and sustain Biodiversity, including the enhancement or creation of green chains or corridors.	May include works in kind and/or protection of habitat	Policy 3.28
	Increase in non-renewable energy	The provision of renewable energy through on-site provision of renewable energy production equipment and/or from renewable sources such as green electricity.	The retention or replacement of onsite renewable sources to generate the equivalent or greater amounts of the site's heat and electricity needs	3.5 Renewable Energy
	Public transport infrastructure needed for development	Contribution towards transport infrastructure programme	None	Policies 4.1, 5.1, 5.2 and 5.4
	Increased pressure on public transport or access to it	Contribution towards improvements to public transport infrastructure or <i>accessibility</i>	Could include works in kind or new or improved public right of way across site	Policies 4.1, 5.1, 5.2 and 5.4
	Increased traffic generation by modes of transport other than walking,	Preparation and implementation of Green Travel Plan	Implementation of on-going site management measures recommended in scheme	Policy 5.1 and 5.2

	cycling and public transport.			
	Increased pressure on the highway network	Highway improvements to ease pressure on highway network	Could include works in kind	Policies 4.1, 5.1 and 5.2
	Negative impact on the safety and security of the highway network	Works to highway or related infrastructure to ensure safety and security	Could include works in kind	Policies 5.1 and 5.2
	Inadequate provision for pedestrians to promote walking as a means of transport	Contribution towards off-site promotion and support of walking, including highway works, creation of new routes, and safety and security measures, or on-site provision of new pedestrian routes	Could include works in kind or new or improved public right of way within site	Policy 5.3
	Inadequate provision for cyclists to promote cycling as a means of transport	Contribution towards off-site promotion and support of cycling, including highway works, creation of new routes, and safety and security measures, or on-site provision of new cycle routes	Could include works in kind or new or improved public right of way within site	Policy 5.3
	Existing car parking controls are inadequate to control effects of development	Contribution towards new parking controls or reassessment of existing parking controls	None	Policy 5.6
	Major development within a Local Policy Area or TSPA (moved from Table 7.2)	Contribution towards or provision of public art	May be provided on-site or within public realm	Policy 3.13
	Mobility car park to be provided on public highway	Contribution towards cost of creating disabled car park		Policy 5.7

Table 6.2 Development Within Specific Designated Areas

Changes	Designated Area	Planning obligation sought	Restriction on use or non-cash obligations	Policy reference
	Within the AQMA	Scheme to avoid or mitigate adverse	Implementation of recommendations in Air	Policy 3.6

		impact on air quality	Quality Management Scheme (examples given in SPG)	
	<i>Within the TSPA</i>	<i>Provide and protect new public realm (examples given in SPG)</i>	<i>Protection of public access to new public realm</i>	<i>Policies 3.29, 3.30, and 3.32</i>
	Within a Local Policy Area or TSPA with a scheduled or recently completed programme of public realm improvements	Contribution towards further public realm improvements	None	Policy 1.2 and 3.13
	Within TDAs where densities exceed those of the Urban Zone	Contribution towards environmental and transport infrastructure improvements	May include works in kind	Policy 4.1 and Appendix 4

Table 6.3 Residential Development

Changes	Type of development	Planning obligation sought	Restriction on use or non-cash obligations	Policy reference
	Fifteen or more new dwellings, and/or live/work units	<i>Affordable housing of appropriate mix and type</i>	Form of tenure and secure permanently for <i>affordable housing</i>	Policies 4.2, 4.4 and 4.5
	Fifteen or more non self-contained bed spaces	Affordable housing of appropriate mix and type	Form of tenure and secure permanently for affordable housing	Policies 4.2, 4.4 & 4.5
	Ten to fourteen new dwellings and/or live/work units	Contribution towards affordable housing	On-site provision of <i>affordable housing</i> is acceptable if offered	Policies 4.4 and 4.5
	Contributes towards additional pressure on educational facilities through additional housing that may accommodate children.	Contribution towards educational provision	None	Policy 4.1
	Insufficient GP registration spaces within easy walking distance	Contribution towards health provision	None	Policy 4.1
	Insufficient childcare spaces within easy walking distance	Contribution towards childcare provision	None	Policy 4.1
	Insufficient community facilities within local area	Contribution towards community facilities	None	Policy 4.1

	Requires off site provision to secure satisfactory quality of accommodation	Contribution towards or implementation of off-site mitigation	May include works in kind, such as highway works to address access or safety and security	Policy 4.2
	Development does not provide adequate outdoor space on site	Contribution towards the creation of new open space or links to or improvement of existing <i>open space</i>	May include works in kind or provision of publicly accessible <i>open space</i> within the development	Policies 3.25, 3.26, 3.27 and 4.2

Table 6.4 Business Uses – B Use Class

Changes	Type of development	Planning obligation sought	Restriction on use or non-cash obligations	Policy reference
	Over 1000 square metres additional floorspace	Target the training and employment opportunities toward local unemployed or disadvantaged people	See Employment and Enterprise SPG	Policy 1.1
	Over 1000 square metres additional floorspace	Childcare facilities	None	Policy 1.1
	Over 1000 square metres additional floorspace	<i>Public realm</i> improvements for those with disabilities	None	Policy 1.1
	Ten or more new live/work units and/or dwellings	Affordable housing of appropriate mix and type	Form of tenure and secure permanently for <i>affordable housing</i>	Policies 4.2, 4.4 and 4.5
	Ten to fourteen new dwellings and/or live/work units	Contribution towards <i>affordable housing</i>	On-site provision of <i>affordable housing</i> is acceptable if offered	Policies 4.4 and 4.5
	Increased pressure on <i>open space</i>	Contribution towards <i>open space</i> provision and enhancement	None	Policies 3.25, 3.26 and 3.27

Table 6.5 Retail and Commercial Uses – A Use Class

Changes	Type of development	Planning obligation sought	Restriction on use or non-cash obligations	Policy reference
	Over 1000 square metres additional floorspace	Contribution towards the training and employment opportunities toward local unemployed or disadvantaged people	May include scheme to provide training and other provisions to get local people into jobs.	Policy 1.1
	Over 1000 square metres additional floorspace	Childcare facilities	None	Policy 1.1
	Over 1000 square	<i>Public realm</i> improvements	None	Policy 1.1

	metres additional floorspace	for those with disabilities		
	Increased pressure on open space	Contribution towards open space provision and enhancement	None	Policies 3.25, 3.26 and 3.27

Table 6.6 Arts, Culture and Tourism Uses

Type of development	Planning obligation sought	Restriction on use or non-cash obligations	Policy reference
Arts, Culture and Tourism Uses	Provide and implement a visitor management strategy	Implement recommendations in visitor management strategy	Policy 1.11

APPENDIX 7 Conservation Areas Schedule

Please note: Since the Southwark Plan was adopted, further conservation areas have been adopted. The Schedule of Conservation Areas available separately on the council's website contains an up-to-date list of all conservation areas. These are also shown on the Adopted Policies Map, 2012.

Site No	Name of Conservation Area
CA1	Old Barge House Alley
CA2	Bear Gardens
CA3	Thrale Street
CA4	Borough High Street
CA5	Tooley Street (North and South)
CA6	Union Street
CA7	Bermondsey Street
CA8	Tower Bridge
CA9	St Saviours Dock
CA10	Alfred Salter (Wilson Grove)
CA11	St Mary's Rotherhithe
CA12	West Square
CA13	St George's Circus
CA14	Trinity Church Square
CA15	Pullens Estate
CA16	Pages Walk
CA17	Thorburn Square
CA18	Kennington Park Road
CA19	Sutherland Square
CA20	Liverpool Grove
CA21	Cobourg Avenue
CA22	Trafalgar Avenue
CA23	Glengall Road
CA24	Grosvenor Park
CA25	Addington Square
CA26	Caroline Gardens
CA27	Camberwell New Road
CA28	Camberwell Green
CA29	Sceaux Gardens
CA30	Camberwell Grove
CA31	Holly Grove
CA32	Nunhead Green
CA33	The Gardens
CA34	Nunhead Cemetery
CA35	Stradella Road
CA36	Dulwich Village
CA37	Honor Oak Rise
CA38	Dulwich Wood

APPENDIX 8 Archaeological Priority Zones Schedule

Please note: Since the Southwark Plan was adopted, further Archaeological Priority Zones have been adopted through the Core Strategy. The Schedule of Archaeological Priority Zones available separately on the council's website contains an up-to-date list of all archaeological priority zones. These are also shown on the Adopted Policies Map, 2012.

Site ref	Name of APZ
1A	Borough, Bermondsey and Rivers
2A	Kennington Road and Elephant and Castle
3A	Walworth Village
4A	Old Kent Road
5A	Camberwell Green
6A	Peckham Village
7A	Dulwich Village

Appendix 9: Metropolitan Open Land Schedule

Please note: Since the Southwark Plan was adopted, some of the MOL designations have been amended through the Canada Water Area Action Plan. The Schedule of Open Spaces available separately on the council's website contains an up-to-date list of all spaces designated as Metropolitan Open Land. These are also shown on the Adopted Policies Map, 2012.

Site No.	Name of <i>Open space</i>	<i>Open space</i> Designation	Site of Importance for Nature Conservation	Detailed Typology	Area of open space – ha
OS 4	Potter's Field Park	MOL		River Front Site	3.46
OS 6	Surrey Docks Sports Ground (Pitch 1)	MOL		Sports Ground	1.51
OS 7	Surrey Docks Sports Ground (Pitches 2&3)	MOL		Sports Ground	2.98
OS 8	Lavender Pond	MOL	Borough Importance (Grade 1) and Local Nature Reserve	Ecological Site	0.98
OS 28	King's Stairs Gardens	MOL		Local Park	0.88
OS 36	Stave Hill	MOL		Green/Common	0.69
OS 37	Stave Hill Ecological Park	MOL		Ecological Site	2.17
OS 38	Russia Dock Woodlands	MOL	Borough Importance (Grade 1)	Ecological Site	9.67
OS 53	Southwark Park	MOL	Borough Importance (Grade 2)	Major Park	26.87
OS 56	Geraldine Mary Harmsworth Park	MOL	Local Importance	Local Park	6.37
OS 91	Burgess Park	MOL	Borough Importance (Grade 2)	Major Park	46.25
OS 98	Surrey Canal Walk	MOL		Green Link	4.48
OS 119	Dog Kennel Hill Open Space and Adventure Playground	MOL	Local Importance	Green/Common	1.24
OS 124	Peckham Rye Park and Common and Piermont Green	MOL	Borough Importance (Grade 1)	Major Park	42.23
OS 125	Nunhead Reservoir	MOL		Operational <i>Open space</i>	3.87
OS 126	Nunhead Cemetery	MOL	Metropolitan Importance Local Nature Reserve	Cemetery	20.14
OS 127	Ivydale Road Playing Field	MOL		Sports Ground	6.14

OS 128	Greendale Playing Field	MOL		Sports Ground	2.06
OS 129	Greendale Artificial Playing Pitch	MOL		Sports Ground	0.99
OS 132	Water Works	MOL		Operational <i>Open space</i>	0.31

Site No.	Name of Open space	Open space Designation	Site of Importance for Nature Conservation	Detailed Typology	Area of open space – ha
OS 133	Nunhead Allotments	MOL		Allotment/City Farm	3.45
OS 135	James Allen's Girls' School Playing Fields	MOL	Borough Importance (Grade II)	Institutional <i>Open space</i>	4.64
OS 136	Charter School	MOL		Institutional <i>open space</i>	4.07
OS 137	Waverley School	MOL		Institutional <i>Open space</i>	0.69
OS 139	James Allen's Girls' School Sports Club				1.03
OS 140	Alleyn's School Playing Field (North of Townley Road)	MOL	Borough Importance (Grade 2)	Sports Ground	4.69
OS 142	Homestall Road Playing Field	MOL		Sports Ground	1.60
OS 143	Aquarius Golf Course	MOL	Borough Importance (Grade 2)	Sports Ground	13.19
OS 144	Brenchley Gardens	MOL	Borough Importance (Grade 2)	Garden	3.16
OS 145	Camberwell New Cemetery and Grounds	MOL	Borough Importance (Grade 2)	Cemetery	17.52
OS 146	Herne Hill Cycle Stadium and Sports Ground	MOL	Local Importance	Sports Ground	8.10
OS 147	Alleyn's School Playing Pitch (Calton Avenue)	MOL		Sports Ground	3.88
OS 149	Camberwell Old Cemetery	MOL	Borough Importance (Grade 1)	Cemetery	11.70
OS 150	One Tree Hill	MOL	Borough Importance (Grade 1)	Ecological Site	6.64
OS 151	Honor Oak Allotments	MOL		Allotment/City Farm	2.21
OS 152	Honor Oak Sports Ground	MOL		Sports Ground	4.82
OS 153	Burbage Road Playing Fields	MOL		Sports Ground	6.10
OS 155	Dawson's Hill/Dawson Heights	MOL	Borough Importance (Grade 2)	Green/Common	2.26

Site No.	Name of <i>Open space</i>	<i>Open space</i> Designation	Site of Importance for Nature Conservation	Detailed Typology	Area of open space – ha
OS 156	Sydenham Hill Railway Cuttings	MOL	Borough Importance (Grade 2)		5.03
OS 157	Dulwich College Playing Fields and Sports Grounds (Turney Road and West Gallery Road)	MOL		Institutional <i>Open space</i>	14.88
OS 158	Dulwich Picture Gallery Grounds	MOL		Institutional <i>Open space</i>	1.86
OS 159	Dulwich Park	MOL	Borough Importance (Grade 1)	Major Park	30.59
OS 160	Belair Park	MOL	Borough Importance (Grade 2)	Local Park	10.61
OS 161	Dulwich College Playing Fields and Sports Ground (East Gallery Road)	MOL		Institutional <i>Open space</i>	4.64
OS 162	Southwark Sports Ground	MOL		Sports Ground	3.80
OS 163	Barclay Way	MOL		Housing Green Space	0.43
OS 164	Mill Pond	MOL	Borough Importance (Grade 2)	Institutional Open Space	0.85
OS 165	Pynners Close Playing Field	MOL		Sports Ground	3.80
OS 166	Old Alleynians Sports Ground	MOL		Sports Ground	5.15
OS 167	Honor Oak and Tulse Hill Playing Fields / Sports Grounds	MOL		Sports Ground	4.58
OS 168	Dulwich Common Allotments and Tennis Club	MOL		Institutional <i>Open space</i>	1.88
OS 169	Dulwich Common Sports Ground and Cricket Club	MOL		Sports Ground	3.64
OS 170	St Peter's Churchyard (Lordship Lane)	MOL		Churchyard	
OS 171	Dulwich College	MOL		Institutional <i>Open space</i>	17.49
OS 172	Dulwich College Sports Ground (North Grange Road)	MOL		Institutional <i>Open space</i>	8.89

Site No.	Name of <i>Open space</i>	<i>Open space</i> Designation	Site of Importance for Nature Conservation	Detailed Typology	Area of open space – ha
OS 173	Dulwich and Sydenham Hill Golf Club	MOL	Borough Importance (Grade 1)	Sports Ground	32.30
OS 174	Cox's Walk	MOL		Green Link	1.07
OS 175	Cox's Walk Allotments	MOL		Green Link	
OS 176	Mary Datchelor Playing Field	MOL		Sports Ground	4.25
OS 177	College Sports Ground (South Grange Road)	MOL		Sports Ground	
OS 178	Grange Road Allotments (South)	MOL		Allotments	4.27
OS 179	The Fort Camping Ground	MOL		Green/Common	2.99
OS 180	Grange Road Allotments (North)			Allotments	3.03
OS 181	Sydenham Hill and Dulwich Woods	MOL	Metropolitan Importance Local Nature Reserve	Ecological Site	27.99
OS 183	Countisbury House Lawns (Dulwich)	MOL	Borough Importance (Grade 2)	Garden	0.18
OS 185	Carlton Place Copse/Hitherwood	MOL	Borough Importance (Grade 2)	Garden	0.37
OS 187	Dulwich Upper Wood	MOL	Borough Importance (Grade 1) and Local Nature Reserve	Ecological Site	1.75
OS 188	College Road	MOL	Borough Importance (Grade 1)	Roadside Site	0.07

Appendix 10 Borough Open Land Schedule

Please note: Since the Southwark Plan was adopted, some of the BOL designations have been amended through the Canada Water Area Action Plan. The Schedule of Open Spaces available separately on the council's website contains an up-to-date list of all spaces designated as Borough Open Land. These are also shown on the Adopted Policies Map, 2012.

Site No.	Name of Open Space	Open Space Designation	Site of Importance for Nature Conservation	Detailed Typology	Area of Open Space – ha
OS 1	Christchurch Gardens	BOL		Churchyard	0.51
OS 2	Paris Gardens	BOL		Local Park	0.15
OS 3	Cathedral Precinct	BOL		Churchyard	0.11
OS 5	Surrey Water	BOL	Borough Importance (Grade 1)	Docks/Water Body	2.56
OS 9	Pearson Park Change text to BOL	BOL		Local Park	0.35
OS 10	Nelson Square Gardens	BOL		Square	0.40
OS 11	St Mary's Gardens, Rotherhithe	BOL	Local Importance	Churchyard	0.37
OS 12	Grotto Open space	BOL		Sports Ground	0.49
OS 13	All Hallows Churchyard	BOL		Churchyard	0.12
OS 14	Mint Street Park	BOL		Local Park	0.92
OS 15	Redcross Gardens	BOL		Garden	0.14
OS 16	Little Dorrit Park	BOL		Local Park	0.31
OS 17	Marlborough Playground	BOL		Playground	0.35
OS 18	St George's Churchyard and Gardens	BOL		Churchyard	0.42
OS 19	Guy Street Park	BOL		Local Park	0.39
OS 20	Leathermarket Gardens	BOL	Local Importance	Local Park	1.15
OS 21	Snowsfields Nature Garden	BOL	Local Importance	Ecological Site	0.12
OS 22	Bermondsey Playground	BOL		Local Park	0.85
OS 23	St John's Churchyard	BOL		Churchyard	0.97
OS 25	Cherry Gardens	BOL		River Front Site	0.41
OS 30	St Mary's Churchyard, Rotherhithe	BOL		Churchyard	0.27
OS 33	Brunel Pump House	BOL		River Front Site	0.12
OS 34	Deal Porters' Walk	BOL		Green Link	0.58
OS 35	Albion Channel	BOL	Borough Importance (Grade 1)	Green Link	1.16
OS 39	Holy Trinity Churchyard	BOL		Churchyard	0.53

OS 40	Durand's Wharf Change text to BOL	BOL		River Front Site	0.97
OS 41	Surrey Docks Farm	BOL	Borough Importance (Grade 2)	Allotment/City Farm	0.38
OS 42	Newington Gardens	BOL		Local Park	1.32
OS 43	Trinity Church Square			Square	0.10
OS 44	Dickens Square	BOL	Local Importance	Local Park	0.73
OS 45	Merrick Square	BOL		Square	0.14
Site No.	Name of Open Space	Open Space Designation	Site of Importance for Nature Conservation	Detailed Typology	Area of Open Space – ha
OS 46	Tabard Gardens	BOL	Local Importance	Local Park	1.75
OS 48	Long Lane Park	BOL		Playground	0.14
OS 49	St Mary Magdalen Churchyard	BOL	Local Importance	Churchyard	0.70
OS 52	St James' Churchyard	BOL		Churchyard	0.92
OS 54	King George's Field Park	BOL		Local Park	0.66
OS 55	Canada Water	BOL	Borough Importance (Grade 1)	Docks/Water Body	2.36
OS 57	West Square Garden	BOL		Square	0.36
OS 59	David Copperfield Gardens	BOL		Garden	0.22
OS 61	Bermondsey Spa Park	BOL		Local Park	2.21
OS 63	Aspenden Road Nature Garden	BOL	Local Importance	Ecological Site	0.04
OS 64	Greenland Dock	BOL	Borough Importance (Grade 2)	Docks/Water Body	11.16
OS 65	South Dock	BOL		Docks/Water Body	3.79
OS 67	St Mary's Churchyard, Newington	BOL		Churchyard	0.63
OS 68	Victory Community Park	BOL	Local Importance	Park/ Ecological Site	0.45-0.51
OS 69	Paragon Gardens	BOL		Garden	0.59
OS 71	St Anne's Churchyard	BOL		Churchyard	0.19
OS 74	Galleywall Road Nature Garden	BOL	Local Importance	Ecological Site	0.07
OS 77	Surrey Square	BOL	Local Importance	Local Park	1.17
OS 80	South Bermondsey Railway Embankments	BOL	Borough Importance (Grade 2)	Restricted Railway Cutting	3.33
OS 81	Walworth City Farm	BOL	Borough Importance (Grade 1)	Allotment/City Farm	0.08
OS 82	Surrey Gardens	BOL	Local Importance	Local Park	1.56
OS 83	Sutherland Square	BOL		Square	0.04
OS 85	Faraday Gardens	BOL		Local Park	1.23
OS 86	St Peter's Churchyard	BOL		Churchyard	0.36
OS 89	Varcoe Road Nature Garden	BOL	Local Importance	Ecological Site	0.2
OS 92	Kennington Park	BOL		Local Park	1.76

OS 94	Leyton Square	BOL		Local Park	1.03
OS 95	Bird-in-Bush Park	BOL	Local Importance	Local Park	.048
OS 96	Caroline Gardens	BOL		Housing Green Space	0.47
OS 97	Benhill Road Nature Garden	BOL	Local Importance	Ecological Site	0.20
OS 99	Brimmington Park	BOL		Local Park	1.79
OS 100	Camberwell Green	BOL		Green/Common	0.89
OS 101	Brunswick Park	BOL		Local Park	1.60
Site No.	Name of Open Space	Open Space Designation	Site of Importance for Nature Conservation	Detailed Typology	Area of Open Space - ha
OS 103	Goldsmith Road nature Garden	BOL	Local Importance	Ecological Site	0.2
OS 104	St Giles' Churchyard	BOL		Churchyard	1.05
OS 105	Lucas Gardens	BOL	Local Importance	Garden	1.73
OS 106	North House Community Garden	BOL	Local Importance	Ecological Site	0.08
OS 108	Nunhead Railway Embankments and Kirkwood Nature Gardens	BOL	Borough Importance (Grade 2)	Restricted Railway Cutting	3.08
OS 110	Grove Park and East Dulwich Railway cuttings and embankments	BOL	Borough Importance (Grade 2)	Restricted Railway Cutting	4.64
OS 111	Warwick Gardens	BOL		Local Park	1.53
OS-112	Bellenden Road Tree Nursery	BOL	Local Importance	Square	0.06
OS 113	Holly Grove Shrubbery	BOL		Garden	0.32
OS 114	Lettsom Gardens	BOL	Borough Importance (Grade 2)	Garden	0.80
OS 115	McDermott Grove Nature Garden	BOL	Local Importance	Ecological Site	0.13
OS 116	Consort Park	BOL	Local Importance	Local Park	0.34
OS 118	Nunhead Green	BOL		Green/Common	0.28
OS 121	London Wildlife Trust Centre for Wildlife Gardening.	BOL	Borough Importance (Grade 1)	Ecological Site	0.21
OS 122	Goose Green Common	BOL		Green/Common	1.51
OS 131	The Gardens Square	BOL		Garden	0.33
OS 134	Nairne Grove Nature Garden	BOL	Local Importance	Ecological Site	0.11
OS 138	Sunray Gardens	BOL	Borough Importance (Grade 2)	Local Park	1.58
OS 148	Plough Lane Pond	BOL	Local Importance	Ecological Site	0.04
OS 154	Dulwich Library Garden	BOL		Garden	0.34
OS 186	Gipsy Hill Railway Cutting	BOL	Borough Importance (Grade 2)	Restricted Railway Cutting	0.90

APPENDIX 11 (Figure 8)

APPENDIX 12 (Figure 9) District Park Deficiency

Appendix 13: Other Open Space Schedule

Site No.	Name of Open Space	Open Space Designation	Detailed Typology	Area of Open Space - ha
OS 11	Grotto Podiums	OOS	Roadside Site	0.03
OS 24	Dr Salter's Playground	OOS	Playground	0.22
OS 26	Angel Public House	OOS	River Front Site	0.06
OS 27	King Edward III Manor House	OOS	Green/Common	0.31
OS 29	Hope Sufferance Wharf	OOS	River Front Site	0.01
OS 32	Knot Garden	OOS	River Front Site	0.06
OS 47	Hankey Place Gardens	OOS	Garden	0.08
OS 50	Bermondsey Square	OOS	Square	0.02
OS 51	Beormond Environs Open Space.	OOS	Playground	0.07
OS 58	Falmouth Road Community Garden	OOS	Local Park	0.19
OS 60	Swanmead	OOS	Green/Common	0.46
OS 62	Lucey Way/Alexis Street	OOS	Local Park	1.57
OS 66	Lamlash Street Allotments	OOS	Allotment/City Farm	0.15
OS 70	Salisbury Row Park	OOS	Local Park	0.79
OS 72	St James' Road Allotments	OOS	Allotment/City Farm	0.30
OS 73	Shuttleworth Park	OOS	Local Park	0.27
OS 75	Pullens Gardens	OOS	Local Park	0.34
OS 76	Nursery Row Park	OOS	Local Park	1.76
OS 78	Patterson Park (Western part)	OOS	Local Park	1.84
OS 79	The Stables	OOS	Local Park	0.30
OS 84	Pelier Park	OOS	Local Park	0.28
OS 87	Evelina Lowe Nature Garden	OOS	Garden	0.19
OS 88	Bramcote Play Area	OOS	Playground	0.18
OS 90	Forsyth Gardens	OOS	Square	0.45
OS 93	Bethwin Road Open Space	OOS	Local Park	0.51
OS 102	Sumner Park	OOS	Local Park	0.37
OS 107	Cossal Park	OOS	Local Park	0.87
OS 109	St Mary Frobisher Gardens	OOS	Local Park	0.14
OS 117	Dr Harold Moody Park	OOS	Local Park	0.51
OS 120	St. Francis' Park	OOS	Local Park	0.92
OS 123	Goose Green Playground	OOS	Playground	0.40
OS 130	Dulwich Hamlet	OOS	Sports Ground	0.79
OS 141	Friern Road Allotments	OOS	Allotment/City Farm	0.16

OS 184	Long Meadow	OOS	Green/Common	1.46
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Appendix 14 Sites of Importance for Nature Conservation.

Please note: Since the Southwark Plan was adopted, further SINCs have been designated through the Canada Water Area Action Plan. The Schedule of Sites of Importance for Nature Conservation available separately on the council's website contains an up-to-date list all spaces designated as sites of importance for nature conservation and local nature reserves . These are also shown on the Adopted Policies Map, 2012.

Site No.	Name of Open space	Site of Importance for Nature Conservation	Detailed Typology	Area of open space - ha
RT 1	River Thames	Metropolitan Importance	Docks/Water Body	1.36
OS 5	Surrey Water	Borough Importance (Grade1)	Docks/Water Body	2.56
OS 8	Lavender Pond	Borough Importance (Grade 1) and Local Nature Reserve	Ecological Site	0.98
OS 11	St Mary's Gardens, Rotherhithe	Local Importance	Churchyard	0.37
OS 20	Leathermarket Gardens	Local Importance	Local Park	1.15
OS 21	Snowsfields Nature Garden	Local Importance	Ecological Site	0.12
OS35	Albion Channel	Borough Importance (Grade 1)	Green Link	1.16
OS 38	Russia Dock Woodlands	Borough Importance (Grade 1)	Ecological Site	9.67
OS 41	Surrey Docks Farm	Borough Importance (Grade 2)	Allotment/City Farm	0.38
OS 44	Dickens Square	Local Importance	Local Park	0.73
OS 46	Tabard Gardens	Local Importance	Local Park	1.75
OS 49	St Mary Magdalen Churchyard	Local Importance	Churchyard	0.70
OS 53	Southwark Park	Borough Importance (Grade 2)	Major Park	26.87
OS 55	Canada Water	Borough Importance (Grade 1)	Docks/Water Body	2.36
OS 56	Geraldine Mary Harmsworth Park	Local Importance	Local Park	6.37
OS 63	Aspinden Road Nature Garden	Local Importance	Ecological Site	0.04
OS 64	Greenland Dock	Borough Importance (Grade 2)	Docks/Water Body	11.16
OS 68	Victory Community Park	Local Importance	Park/ Ecological Site	0.51
OS 74	Galleywall Road Nature Garden	Local Importance	Ecological Site	0.07
OS 77	Surrey Square	Local Importance	Local Park	1.17
OS 80	South Bermondsey Railway Embankments	Borough Importance (Grade 2)	Restricted Railway Cutting	3.33

OS 81	Walworth City Farm	Borough Importance (Grade 1)	Allotment/City Farm	0.08
OS 82	Surrey Gardens	Local Importance	Local Park	1.56
OS 89	Varcoe Road Nature Garden	Local Importance	Ecological Site	0.2
OS 91	Burgess Park	Borough Importance (Grade 2)	Major Park	46.25
OS 95	Bird-in-Bush Park	Local Importance	Local Park	.048
OS 97	Benhill Road Nature Garden	Local Importance	Ecological Site	0.20
OS 103	Goldsmith Road nature Garden	Local Importance	Ecological Site	0.2
OS 105	Lucas Gardens	Local Importance	Garden	1.73
OS 106	North House Community Garden	Local Importance	Ecological Site	0.08
OS 108	Nunhead Railway Embankments and Kirkwood Nature Gardens	Borough Importance (Grade 2)	Restricted Railway Cutting	3.08
OS 110	Grove Park and East Dulwich Railway cuttings and embankments	Borough Importance (Grade 2)	Restricted Railway Cutting	4.64
OS-112	Bellenden Road Tree Nursery	Local Importance	Square	0.06
OS 114	Lettsom Gardens	Borough Importance (Grade 2)	Garden	0.80
OS 115	McDermott Grove Nature Garden – boundary change please see map	Local Importance	Ecological Site	0.13
OS 116	Consort Park	Local Importance	Local Park	0.34
OS 119	Dog Kennel Hill Open Space and Adventure Playground	Local Importance	Green/Common	1.24
OS 121	London Wildlife Trust Centre for Wildlife Gardening.	Borough Importance (Grade 1)	Ecological Site	0.21
OS 124	Peckham Rye Park and Common and Piermont Green	Borough Importance (Grade 1)	Major Park	39.72 42.23
OS 126	Nunhead Cemetery	Metropolitan Importance Local Nature Reserve	Cemetery	20.14
OS 134	Nairne Grove Nature Garden	Local Importance	Ecological Site	0.11
OS 135	James Allen's Girls' School Playing Fields	Borough Importance (Grade II)	Institutional Open space	4.64
OS 138	Sunray Gardens	Borough Importance (Grade 2)	Local Park	1.58
OS 140	Alley's School Playing Field (North of Townley Road)	Borough Importance (Grade 2)	Sports Ground	4.69
OS 143	Aquarius Golf Course	Borough Importance (Grade 2)	Sports Ground	13.19
OS 144	Brenchley Gardens	Borough Importance (Grade 2)	Garden	3.16
OS 145	Camberwell New Cemetery and Grounds	Borough Importance (Grade 2)	Cemetery	17.52

OS 146	Herne Hill Cycle Stadium and Sports Ground	Local Importance	Sports Ground	8.10
OS 148	Plough Lane Pond	Local Importance	Ecological Site	0.04
OS 149	Camberwell Old Cemetery	Borough Importance (Grade 1)	Cemetery	11.70
OS 150	One Tree Hill	Borough Importance (Grade 1)	Ecological Site	6.64
OS 155	Dawson's Hill/Dawson Heights	Borough Importance (Grade 2)	Green/Common	2.26
OS 156	Sydenham Hill Railway Cuttings	Borough Importance (Grade 2)		5.03
OS 159	Dulwich Park	Borough Importance (Grade 1)	Major Park	30.59
OS 160	Belair Park	Borough Importance (Grade 2)	Local Park	10.61
OS 164	Mill Pond	Borough Importance (Grade 2)	Institutional Open Space	0.85
OS 173	Dulwich and Sydenham Hill Golf Club	Borough Importance (Grade 1)	Sports Ground	32.30
OS 181	Sydenham Hill and Dulwich Woods	Metropolitan Importance Local Nature Reserve	Ecological Site	27.99
OS 183	Countisbury House Lawns (Dulwich)	Borough Importance (Grade 2)	Garden	0.18
OS 185	Carlton Place Copse/Hitherwood	Borough Importance (Grade 2)	Garden	0.37
OS 186	Gipsy Hill Railway Cutting	Borough Importance (Grade 2)	Restricted Railway Cutting	0.90
OS 187	Dulwich Upper Wood	Borough Importance (Grade 1) and Local Nature Reserve	Ecological Site	1.75
OS 188	College Road	Borough Importance (Grade 1)	Roadside Site	0.07

APPENDIX 15 - Parking Standards

All developments should ensure that there is adequate provision of parking facilities for people with mobility difficulties and for operational and servicing vehicles, allowing for appropriate space for these vehicles to manoeuvre. Please refer to Policy 5.6 Parking.

Table 15.1 – Maximum Commercial Car Parking Standards

Use Class	Central Activities Zone	Public Transport Accessibility Zone Urban Zone	Suburban Zone
A1, B2 and B1 (General industry and warehousing, Office and light industry.)	1 car parking space per 1500 m ² gfa	1 car parking space per 1000 m ² gfa	1 car parking space per 600 M ² gfa
A2 Financial and professional services, including banks, building societies, estate agencies, employment agencies, betting offices and professional and financial services. Note: A distinction is made between headquarters-style buildings of financial institutions and High Street banks, building societies etc, which will be treated as B1 office use.	No site-specific car parking	No site-specific car parking	No site-specific car parking
A3 Road side restaurants	No site-specific car parking	1 space per 10 M ² gfa.	1 space per 10 M ² gfa.
Fast food drive-through restaurants	No site-specific car parking	1 space per 10 M ² gfa. Where no seating is provided only essential operational parking is permitted.	1 space per 10 M ² gfa. Where no seating is provided only essential operational parking is permitted.
Pub restaurants	No site-specific car parking	1 space per 10 M ² gfa – up to and including 1,000 M ² gfa.	1 space per 10 M ² gfa – up to and including 1,000 M ² gfa.

		Over 1,000 M ² – 1 space per 20 M ² gfa	Over 1,000 M ² – 1 space per 20 M ² gfa
B8 (Storage or distribution, including wholesale warehousing, distribution centres and repositories) Any associated office accommodation should be treated as B1 <i>Use class</i> .	No site-specific car parking	1 lorry space per 200 M ² gfa (minimum of 1 lorry space) Car parking as B1	1 lorry space per 200 M ² gfa (minimum of 1 lorry space) Car parking as B1
C1 (hotels, including boarding houses and guest houses).	No site-specific car parking	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport Assessment)	1 space per bedroom (applied flexibly, to be assessed on an individual basis through Transport Assessment)
C2 (Residential institutions, including residential schools/colleges and hospitals and convenient nursing homes)	Parking standards applied flexibly, to be assessed on an individual basis through Transport Assessment	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport Assessment)	1 space per 2-4 beds (applied flexibly, to be assessed on an individual basis through Transport Assessment)
D1 (Non-residential institutions including: places of worship and religious halls, clinics, health centres, crèches, day nurseries and consulting rooms, museums, public halls, libraries, art galleries, exhibition halls and non- residential education and training facilities.)	No site-specific car parking	Parking standards applied flexibly, to be assessed on an individual basis through Transport Assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport Assessment
D2 (Leisure and recreation facilities), Cinemas and theatres, Bingo, Ten pin bowling, Indoor bowls, Squash courts, Fitness and	No site-specific car parking	Parking standards applied flexibly, to be assessed on an individual basis through Transport Assessment	Parking standards applied flexibly, to be assessed on an individual basis through Transport Assessment

sports clubs, Tennis and badminton, Swimming Pool, Conference facility, Clubs and dance halls.				
Outdoor sports grounds	No site-specific car parking	1 space per 4 players plus one space per 5 spectators	1 space per 3 players plus one space per 3.75 spectators (moved text)	
Golf Courses (18 hole)	No site-specific car parking	75 Spaces	100 Spaces	
Golf Driving Range	No site-specific car parking	0.75 spaces per tee	1 space per tee	
Riding centre	No site-specific car parking	0.75 spaces per loose box/horse	1 space per loose box/horse	
Caravan and Camping sites	No site-specific car parking	0.75 spaces per pitch	1 space per pitch	

Table 15.2 – Maximum Car Parking Standards for Town Centres

Retail Land Use	PTAL Rating				
	6 (Central Activity Zone)	6-5 (Other)	4	3	2-1 (Retail would not be appropriate)
	1 space per M ² gfa				
Smaller food store (up to 500m ² gfa)	No site-specific car parking	75m ²	50m ²	40m ²	N/A
Food supermarket (up to 2500m ² rfa/4000m ² gfa)	No site-specific car parking	45m ²	30m ²	24m ²	N/A
Food superstore (over 2500m ² rfa)	No site-specific car parking	38m ²	25m ²	20m ²	N/A
Non-food warehouse	No site-specific car parking	88m ²	58m ²	47m ²	N/A
Garden Centre	No site-specific car parking	63m ²	42m ²	33m ²	N/A
Local centre/shopping mall	No site-specific car parking	75m ²	50m ²	40m ²	N/A

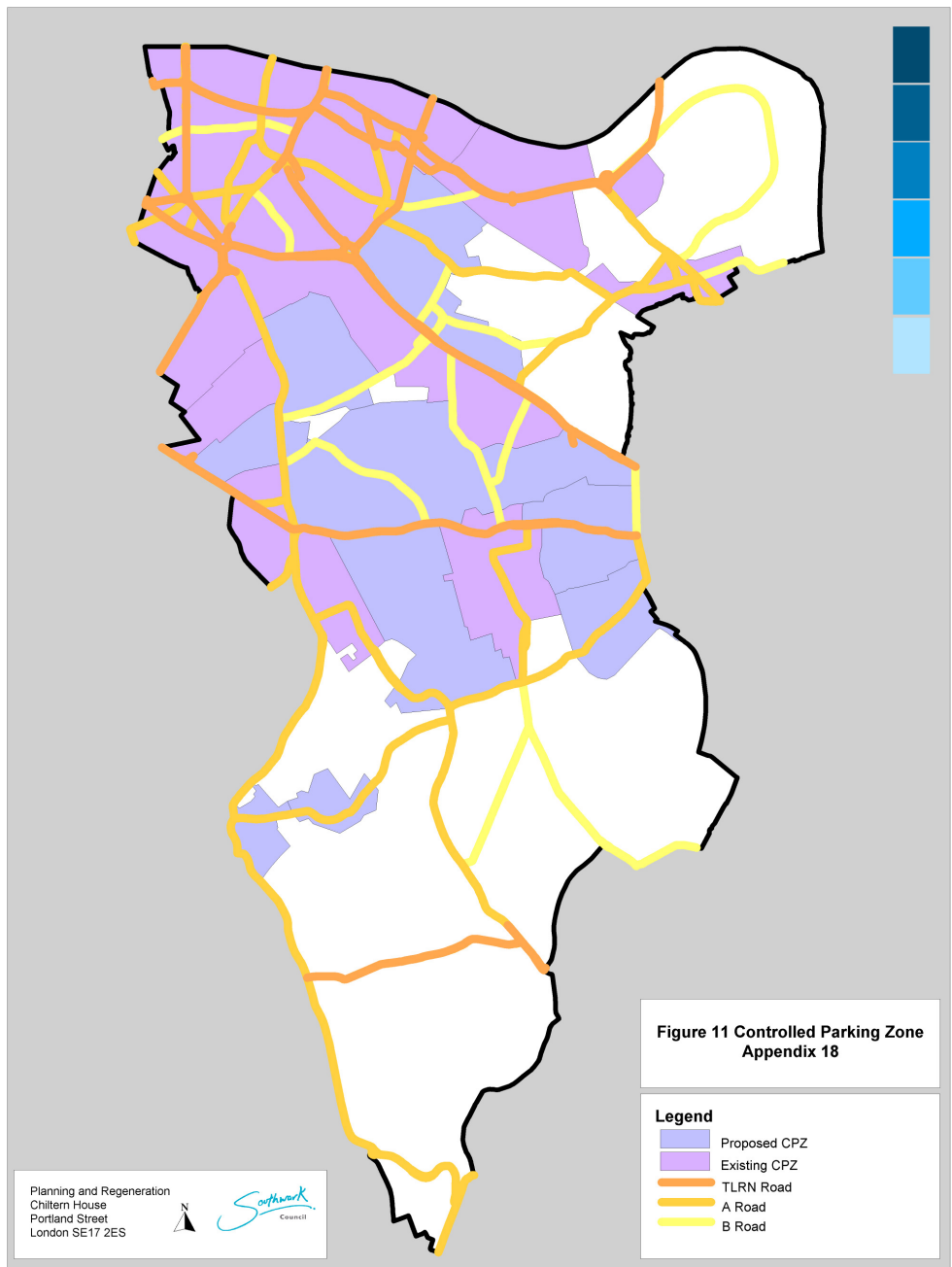
Table 15.3 – Minimum Cycle Parking Standards

Land Use	Cycle Parking Standard (Min)
A and B1	1 space per 250m ² , minimum 2 spaces
B2	1 space per 500m ² , minimum 2 spaces
B8	1 space per 500m ² , minimum 2 spaces

TABLE 15.4 Residential Parking Standards

Zone of Accessibility to Public Transport (Identified on Proposals Map)	Residential Car Parking Provision (Maximum)	Residential Cycle Parking Provision (Minimum)
Central Activity Zone (High Accessibility to Public Transport)	0.4 of a maximum space per unit. On street parking permits will not be available for residents for new developments. Car free if within a Controlled Parking Zone	1 space per unit plus visitor at 1 space per 10 units
Public Transport Accessibility Zone (High Accessibility to Public Transport)	1 maximum space per unit. Within controlled parking zones on street parking permits will not be available for residents of new developments.	1 space per unit plus visitor at 1 space per 10 units
Urban Zone (Medium Accessibility to Public Transport)	1 maximum space per unit	1 space per units plus visitor at 1 space per 10 units
Urban Zone (Low Accessibility to Public Transport)	1.5 maximum spaces per unit	1 space per units plus visitor at 1 space per 10 units
Suburban Zone South (Low Accessibility to Public Transport)	1.5 – 2 maximum spaces per unit	1 space per units plus visitor at 1 space per 10 units

———— **APPENDIX 16 (Figure 10) Public Transport Accessibility Levels**



APPENDIX 17 (Figure 11) Controlled Parking Zones – Proposed and Existing

Please note: There is an updated glossary available separately on the council's website

APPENDIX 18 – GLOSSARY

A1 Use Class ~~Shops and other retail uses where the service is to visiting members of the public, including sandwich bars as described in the Use Classes Order (see Use Classes Order).~~

A2 Use Class ~~Financial or professional services open to visiting members of the public, as described in the Use Classes Order (see Use Classes Order).~~

A3 Use Class ~~Food and drink uses such as restaurants, pubs, bars and take-aways, as described in the Use Classes Order (see Use Classes Order).~~

Accessibility ~~is defined as the methods by which people with a range of needs especially those from the 6 equality target groups (race, gender, age, faith, sexuality and disability) such as people with children and people whose first language is not English) 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.~~

Action Area ~~Geographical areas identified by the LPA that are expected to undergo significant strategic land use changes in the coming years. The six areas in Southwark are Peckham, Canada Water, Old Kent Road, Bankside and the Borough, Bermondsey and West Camberwell.~~

Active Frontages ~~Building facades designed to add interest and vitality to the public realm. Buildings with active frontages feature frequent doors and windows, with no blank walls, articulation of facades with projections such as bays and porches and, where appropriate, internal uses visible from the outside or spilling on to the street.~~

Affordable Housing ~~Housing that is accessible to those households who cannot otherwise afford the cheapest habitable dwelling with the same number of habitable rooms, available anywhere within the borough at market prices. This category includes low-cost homes ownership schemes and key worker housing.~~

Air Quality Management Area (AQMA) ~~An area designated for action where it is predicted that the Air Quality Objectives in the Council's AQMA Plan will be exceeded.~~

Ambient Noise ~~Ongoing sound in the environment such as from transport and industry, as distinct from individual events, such as a noisy all night party. Unless stated otherwise, noise includes vibration.~~

Amenity Pleasant or advantageous features enjoyed by a property or occupier, which can be affected by certain development proposals. Development can improve amenity as well as harm it.

Ancillary Primary uses of land often include one or more ancillary use, for example, storage space, offices and staff accommodation associated with a retail shop. Where all of these are closely linked and subservient to the primary use any planning permission for a particular use includes those ancillary uses.

Archaeology The study of man's past through analysis of the material remains of ancient cultures.

Archaeological Priority Zones The boundaries of Archaeological Priority Zones are designated on the Proposals Map. These are areas where there is potential for significant archaeological remains, and planning applications within these areas must be accompanied by an archaeological assessment and evaluation of the site, including the impact of the proposed development.

Area Action Plans Provide the framework for areas where significant change or conservation is needed and should have a strong focus on implementation. They should: deliver planned growth areas, stimulate regeneration, protect areas sensitive to change, resolve conflicting objectives in areas subject to development pressures, or focus the delivery of area based regeneration initiatives.

B1 Use Class Business uses such as offices, research and development and industrial uses that can be carried out in a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke etc, as described in the Use Classes Order.

B2 Use Class General industrial uses as described in the Use Classes Order (see Use Classes Order).

B8 Use Class Warehousing, distribution and storage uses, as described in the Use Classes Order (see Use Classes Order).

Best Practicable Environmental Option A procedure that establishes, for a given set of objectives, the option that provides the most benefits, or the least damage to the environment as a whole, at acceptable cost, in the long term as well as in the short term.

Biodiversity The diversity or variety of plants and animals and other living things in a particular area or region. It encompasses landscape diversity, eco-system diversity, species diversity, habitat diversity and genetic diversity.

Borough Open Land (BOL) Open space of local importance. BOL must meet all of the following criteria:

- i. An area of local importance to Southwark;
- ii. A clearly distinguishable public open space;
- iii. Land that contains features or landscapes of historic, recreational or nature conservation value at a borough level;

iv. It must not be MOL;

The following types of open space must be Borough Open Land:

- i. Borough sites of nature conservation;
- ii. Local parks and open spaces over 2 hectares that have public access;
- iii. Open spaces over 0.4ha that occur in areas of local open space deficiency as defined in Appendix 12;
- iv. Open spaces over 0.4ha that occur in areas of district open space deficiency as defined in Appendix 13;
- v. Open spaces protected under the London Squares Preservation Act;
- vi. Local historic sites of interest.

Buildings at Risk Any building included in 'Buildings at Risk: The Register (London)', published by English Heritage.

~~**Brownfield** Any land or premises which has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated.~~

~~**C1 Use Class** Hotels and boarding houses where no significant element of care is provided, as described in the Use Classes Order. It does not include hostels. (See Use Classes Order)~~

~~**C2 Use Class** Residential institutions such as nursing homes and other accommodation where a significant element of care is provided for the occupants, residential schools, colleges and training centres and hospitals as described in the Use Classes Order. (See Use Classes Order)~~

~~**C3 Use Class** A dwelling house (including a flat) where people live together as a single household, as described in the Use Classes Order. (See Use Classes Order)~~

~~**Central Activity Zone (CAZ)** The Central Activity Zone is the area within Central and East London where planning policy promotes finance, specialist retail, tourist and cultural activities.~~

Classified Road All A and B classified roads

Cluster Flat Non self-contained accommodation for temporary occupation by a specific user group such as students or nurses, where living and kitchen facilities are shared by a number of households.

~~**Community facilities** (statutory and non-statutory) are defined as:~~

- ~~i. Buildings used by voluntary sector groups;~~
- ~~ii. Libraries or public reading rooms;~~
- ~~iii. Social Service and Day Centres;~~

- iv. Places of public worship or religious instruction;
- v. Medical or health services, and Healthy Living Centres (except for the use of premises attached to the residence of the consultant or practitioner);
- vi. Facilities for youth provision;
- vii. Sport, leisure and Recreational facilities;
- viii. Arts and Culture facilities;
- ix. Creche, day nurseries or other childcare facilities; and
- x. Ancillary community uses.

Conservation Areas An area of special architectural or historic interest designated by the local planning authority under the provisions of the Planning (Listed Buildings and Conservation areas) Act 1990, the character or appearance of which it is desirable to preserve or enhance.

Controlled Parking Zones (CPZ) Areas in which on-street parking is managed, usually through a permit system, typically where demands for limited space from residents, commuters, shoppers and others are in conflict.

Creative industries incorporate those activities in the following sectors: visual art including painting and sculpture, crafts and creative design activities; performance based art; audio visual, encompassing interactive media, advertising and music; books and press, including publishing; sport, including health and fitness activities; heritage, including libraries, museums and archives; and tourism.

D1 Use Class Non-residential institutions including libraries, creches, schools, day-nurseries, museums, religious institutions as described in the Use Classes Order. (See Use Classes Order)

D2 Use Class Assembly and leisure uses such as cinemas, nightclubs, casinos, swimming baths and sports halls as described in the Use Classes Order. (See Use Classes Order)

Demolition

The Government introduced planning controls over the demolition of certain buildings on 27 July 1992.

The Town and Country Planning (Demolition – Description of Buildings) Direction 1995 excludes the demolition of certain types of buildings from planning controls. These exclusions fall into four categories:

- First, the Direction excludes listed buildings, buildings in Conservation Areas and scheduled monuments from the new controls. Such demolitions are already subject to control under other legislation (The Planning Listed Buildings and Conservation Areas Act 1990 and the Ancient Monuments and Archaeological Areas Act 1979).
- Secondly, demolition of a building less than 50 cubic metres (when measured externally) is not to be regarded as development.
- The third category of exclusion is every building that is not either itself a dwelling house, or adjoining a dwelling house. The definition of a dwelling house should be taken to include buildings in use as a dwelling and those, if not currently in use, last used for such purposes. It includes detached, semi-

~~detached or terraced houses, residential homes or hostels, and buildings containing one or more flats.~~

- ~~• The fourth category covers the demolition of the whole or part of a gate, fence, wall or other means of enclosure unless in a conservation area.~~

~~The planning controls therefore apply mainly to the demolition of dwelling houses and of buildings adjoining dwelling houses.~~

~~Under the Town and Country Planning (General Permitted Development) Order 1995 prior approval for demolition is not required where demolition is:~~

- ~~• urgently needed in the interests of health or safety, on a condition that the developer gives a written justification of the demolition to the local planning authority as soon as reasonably practicable after the demolition has taken place; or~~
- ~~• Taking place on land on which planning permission for redevelopment has been granted or deemed to be granted; or~~
- ~~• Required as a result of a demolition order, made under part IX of the Housing Act 1985, or in a clearance area declared under Section 289 of the same Act; or~~
- ~~• Required as a result of an enforcement notice issued under Part VII of the Town and Country Planning Act 1990; or~~
- ~~• Required as a result of an order requiring the removal of the building made under Section 102 of the Town and Country Planning Act 1990; or~~
- ~~• Required by virtue of a planning agreement or obligation made under Section 106 of the Town and Country Planning Act 1990; or required or permitted under any other legislation.~~

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

~~**District Centres** Recognisable in UDPs as providing a range and level of service immediately below that of a major *town centres* but above that of neighbourhood or more *local centres*.~~

~~**Disabled Persons** The Disability Discrimination Act (DDA) 1995 defines a disabled person as someone with a 'physical or mental impairment which has a substantial and long term adverse effect on his/her ability to carry out normal day-to-day activities'.~~

~~**Diversity** The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people. This term refers to differences between people and is used to highlight individual need.~~

~~**Educational establishments** For the purposes of the Plan, *educational establishments* are defined as:~~

- ~~i. Primary and secondary schools;~~
- ~~ii. Pre-schools and early years facilities;~~
- ~~iii. Further and Higher Education facilities;~~
- ~~iv. Supplementary and special schools;~~
- ~~iv. Pupil Referral Units;~~
- ~~v. Teacher training facilities; and~~
- ~~vi. Education Support facilities.~~

Employment Zones In these areas, local partnerships work within existing frameworks of benefits and other funding to develop flexible ways to support individuals aged 25 and over who have been out of work for one year or more.

Energy Conservation The use of less energy to maintain a given output of goods and services, and of comfort and convenience to the individual. This definition was first adopted by the House of Commons Select Committee [??] on Science and Technology in 1975 but has now been superseded by the term *energy efficiency*.

Employment uses Uses falling within Class B1, Class B2 and Class B8 of the Use Classes Order. (See Use Classes Order)

Energy Efficiency Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.

Energy Hierarchy A set of principles to guide decisions on energy while optimising environmental and economic benefits. These principles ideally, should be applied in sequence and considered alongside other social and economic costs and benefits.

- a) Use less energy
- b) Use renewable energy
- c) Supply energy efficiently

Environment Surrounding area or conditions in which something exists or lives.

Green Chains These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.

Green Corridors This refers to relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible. They may allow animals and plants to be found further in to the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Grey Water Household waste water collected from showers, baths, washing machines and sinks that can be used for uses that do not require potable water.

Gross Floor Area (GFA) The sum of the area of all floors (both above and below ground) of all buildings on a site measured from the outside walls on every floor and includes enclosed conservatories and enclosed decks but does not include open and covered decks.

Gross Habitable Floor Area (GHFA) The sum of the area of all residential floors (both above and below ground) as measured from the inside of all external walls, and includes all areas with a floor to ceiling height of at least 1.5 metres, all internal walls, conservatories and enclosed decks, but does not include external walls, areas with less than 1.5 metres floor to ceiling height such as loft or under stair spaces, chimney breasts or similar recesses in external walls, and open or covered decks.

Habitat The environment required to sustain animals, plants and other species. It includes air, water and soil, as well as other living things.

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

Heritage The evidence of the past, such as historical sites, buildings and the unspoilt natural environment, considered collectively as the inheritance of present-day society.

Home-working Working from a residential dwelling where there is no material change to the occupation as a residential dwelling.

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

House In Multiple Occupation Housing occupied by members of more than one household, such as student accommodation or bed-sits, where facilities such as kitchens and bathrooms are shared.

Inclusive Design Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

In-situ Defined as *'in its proper position'*.

Interim Local Implementation Plans (ILIP) This is the interim version of the Local Implementation Plan and is the current plan (See also Local Implementation Plan).

Intermediate Housing Affordable Housing made available to those households who cannot be accommodated within the capacity of the social housing provision, and cannot access market housing. This type of accommodation is often made available to key workers and other lower to medium income groups, and is typically provided through low-cost housing schemes such as shared ownership.

Key Worker Housing Housing that is reserved or allocated for people who are given priority by virtue of their employment to ensure that employees are retained in essential public services. This includes those who work in health, education, police and emergency services.

Lifetime Homes Are ordinary Homes designed to accommodate the changing needs of occupants throughout their lives, particularly loss of mobility.

Live – Work Units A dual use unit comprising separate but interconnected B1 use class and a residential dwelling. Both units must be able to operate in isolation. The concept of live – work units does not extend to home-working, which can be carried out from any residential dwelling within the C3 Use class.

Local Centre A small commercial grouping usually comprising a newsagent, general grocery store, a sub-post office and occasionally a pharmacy, a hairdresser and other small shops of a local nature.

Local Development Framework (LDF) This contains all the documents and policies adopted by a Local Planning Authority in order to determine planning applications within its area.

Local Implementation Plans (LIPs) Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.

Local Nature Reserves Nature reserves designated by local authorities under the 1949 National Parks and Access to the Countryside Act. May include sites important to people's quiet enjoyment of nature.

Local Policy Areas The local policy areas are:

i. Action Areas—

- Peckham;
- Canada Water;
- Old Kent Road;
- Bankside and The Borough; and
- West Camberwell; and
- Bermondsey Spa.

ii. Neighbourhood Areas

- Camberwell Green;
- Lordship Lane;
- Herne Hill;
- The Blue;
- Dulwich; and
- Nunhead.

Major Development Any residential or mixed use development creating 10 or more dwellings, if that is not known, where the site area is 0.5 hectares or more. For other types of development, a major site is one where the floorspace to be built is 1,000 square metres or more, or the site area is 1 hectare or more.

Massing The combined effect of the height, bulk and silhouette of a building or group of buildings.

Metropolitan Open Land (MOL) Strategic open land within the urban area that contributes to the structure of London. It carries the same general presumption against development as Green Belt.

Land designated as Metropolitan Open Land should satisfy one or more of the following criteria:

- i. Land that contributes to the physical structure of London by being clearly distinguishable from the built up area;
- ii. Land that includes open air facilities, especially for leisure, recreation, sport, arts, cultural activities and tourism which serve the whole or significant parts of London;
- iii. Land that contains features or landscapes of historic, recreational, nature conservation or habitat interest at a metropolitan or national level;
- iv. Land that forms part of a green chain and meets one of the above criteria.

The following types of open space must be MOL Metropolitan Open Land:

- i. Metropolitan sites of nature conservation
- ii. Sites that are on the register of parks and gardens of special historic interest in England;
- iii. Metropolitan parks
- iv. District parks
- v. Land that was designated Metropolitan Open Land in the 1995 UDP.

Acceptable uses for Metropolitan Open Land are:

- i. Public and private open spaces, playing fields and outdoor sport, including outdoor recreational facilities for which adequate provision cannot be made within the urban area;
- ii. Existing institutions standing in extensive grounds;
- iii. Woodlands and orchards;
- iv. Rivers, reservoirs, lakes, docks and other open water;
- v. Allotments and nursery gardens;
- vi. Cemeteries and associated crematoria;
- vii. Nature conservation.

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

Mobility Impaired Includes any person who may or may not be disabled, but has an impaired ability to access buildings, structures, or move within public areas. This can include those using child prams/buggies or shopping trolleys.

~~**Nature Conservation** Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats, the techniques that protect genetic diversity and can be used to include geological conservation.~~

Net Internal Floorspace The total internal floorspace with a floor to ceiling height of at least 1.5 metres, excluding all walls and chimney breasts, all shared corridors, lobbies, stairwells or and other shared areas.

~~**Non-residential development** The work part of live/work units as referred to in Policy 1.7; all uses which fall into any B, A or D Use Class, C1 or C2 Use Class or sui generis uses as defined in the Use Classes Order.~~

Non Self-Contained Accommodation Residential accommodation where occupiers of different households share living, kitchen or bathroom facilities, such as Houses in Multiple Occupation, nursing homes or hostels.

~~**Open Space** The term open spaces covers all land use in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. This definition covers a range of types of open space within the urban area, both in public or private ownership and whether access is unrestricted, limited or restricted.~~

~~**Opportunity Areas** Locations within London capable of accommodating large scale development to provide substantial numbers of new employment and housing, typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility. In Southwark, London Bridge and the Elephant and Castle have been identified as Opportunity Areas.~~

1 **Other Open Space (OOS)** Open Spaces that are not MOL or BOL, but meet one or more of the following criteria:

Allotments;

Public Open space including public parks and gardens;

Playing fields and sports grounds whether publicly or privately owned;

Private Open space which is of benefit to the local community;

Open space that has been created and secured through planning obligations;

Sites of ecological importance.

Other open space does not include open spaces that are ancillary to, and/or within the curtilage of a building.

~~**Planning Obligation** Obligations associated with the grant of planning permission under powers given by Section 106 of the Town & Country Planning Act 1990. The most common are planning agreements and unilateral undertakings.~~

Point of Landmark Significance For the purposes of policy 3.20 Tall Buildings, a point of landmark significance is where a number of important routes converge, where there is a concentration of activity and which is or will be the focus of views from several directions.

~~**Planning Policy Guidance notes / Planning Policy Statements (PPG / PPS).** Set out the Government's policies on various planning policy matters and are issued from time to time. Local Planning Authorities must take their content into account in preparing development plans. The guidance may also be material to decisions on individual planning applications and appeals.~~

Preferred Industrial Location (PIL) The borough has designated strategic and local PILs. Strategic PILs are identified in the London Plan. They are areas with a concentration of employment uses, particularly light industry (Class B1), general industry (Class B2) and warehousing (Class B8), which are of strategic importance to London's economy. Local PILs are significant clusters of industrial and warehousing activities of importance to Southwark's economy and which provide an important source of local employment opportunities.

Strategic and local PILs have been designated in the light of an assessment of the supply and demand for business floorspace and where they meet the following site

characteristics:

- i. The land is identified in the London Plan as a Strategic Employment Location; or
- ii. The land forms a significant portion of land or is part of a group of properties, that is being used for industrial purposes with little or no fragmentation of the industrial land use by other non-compatible land uses, such as residential;
- iii. There is good access to the strategic road network;
- iv. There is potential for in-situ expansion of existing industrial businesses;
- v. The land is well located to take advantage of existing or proposed infrastructure or economic development and regeneration funding;
- vi. The site offers potential for the provision of small industrial units serving local residential and commercial areas, particularly where there is little alternative provision in the local area;
- vii. The land contributes to local employment objectives and local economic diversity;
- viii. The land is not located within a conservation area;
- ix. There is a historical pattern of the land being utilised for employment purposes.

Preferred Office Location (POL) Contains significant concentrations of offices (Class B1a Use) which perform an important function in the global, national, regional and local economy.

Principles of Sustainable Waste Management

- i. Proximity principle – suggests that waste should generally be disposed of as near to its place of production as possible;
- ii. Self-sufficiency – dealing with wastes within the region or country where they arise;
- iii. Social, environmental and economic factors;
- iv. The waste management hierarchy.

Project bank A council held list of projects broadly organised by community council area which may be suitable for funding (all or in part) through planning obligations. The local community, ward members and council officers put projects forward for inclusion on the list. The list can then be used by development control officers and developers to identify specific area-based projects which the developer may wish to contribute towards as part of a planning obligation, in order to address the impact of their development.

Protected Shopping Frontages A frontage of shops where there is a concentration of retail activity. These frontages comprise a cluster of 10 or more retail shops.

Protection Areas Are defined geographic areas that provide protection for a specific objective or policy consideration. These areas are defined on the Proposals Maps and examples include the provision for Conservation Areas (CA), Preferred Office Locations (POL), Preferred Industrial Locations (PIL), and Metropolitan Open Land (MOL)

Public Realm The space between and within buildings that is publicly accessible or visible, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL) This measures ease of access to the public transport network and is based on distance to public transport and frequency of service. PTALs range between 0 and 6A, with 0-2 comprising a low PTAL, 3-4 a medium PTAL and 5-6A a high PTAL.

Public Transport Accessibility Zones (PTAZs) These are areas within the Urban or Suburban Zones, which have better access to public transport, significant potential for new development and investment, and a mixed use character including significant retail development. The four Public Transport Accessibility Zones are Canada Water, the Walworth Corridor, Bermondsey and Peckham.

Recycling Involves the reprocessing of wastes, either into the same material (closed-loop) or a different material (open-loop recycling). Commonly applied to non-hazardous wastes such as paper, glass, cardboard, plastics and metals. However, hazardous wastes (e.g. solvents) can also be recycled by specialist companies, or by in-house equipment.

Regeneration Lasting improvements to the economic, social and environmental conditions of an area and/or community that has been subject to urban deprivation.

Remediation The removal or neutralisation of harmful substances to prevent any adverse effects e.g. to health, safety or Biodiversity.

Renewable Energy Energy derived from a source which is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material. Although not strictly renewable, geothermal energy is generally included.

Secured by Design A police initiative to encourage the building industry to adopt crime prevention measures in development design to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. 'Secured by Design' is endorsed by the Association of Chief Police Officers (ACPO), and has the backing of the Home Office Crime Reduction Unit. It has been drawn up in consultation with the Department of Transport, Local Government and the Regions (DTLR) [now the Department of Communities and Local Government (DCLG)]

Sequential Test The sequential test applies to all town centre related activities and it states that, if possible, facilities should be accommodated in the centre, failing that on the edge of centre, and only in exceptional specified circumstances, out of the centre.

Sites of Importance for Nature Conservation A series of sites identified to represent the best wildlife habitats and emphasise the value of access for people. Sites are classified into Sites of Metropolitan, Borough and Local Importance for Nature Conservation.

Small Business Units Business units with a floorspace under 235 square metres.

Social Rented (Social Housing) Affordable Housing which is affordable by all those in housing need. This is typically provided as rented accommodation through the local authority or a Registered Social Landlord.

Special Policy Area Geographical areas that require specific and detailed policy guidance due to their identified importance to London. London South Central and the Thames have been identified as special policy areas in Southwark.

Studio Flat A no-bedroom residential unit which has a separate bathroom and kitchen but shared bedroom and living area.

Sui Generis (SG) A use which is of its own kind and does not fall within a Use Class defined in the Use Classes Order e.g. car showrooms and mixed uses. (See Use Classes Order)

Supplementary Planning Guidance / Documents (SPG / SPD) Guidance notes, additional and supplementary to the Unitary Development Plan, on how to implement the policies. They also contain background information applicants may find useful when preparing their planning applications.

Sustainability Taking social, environmental and economic factors into consideration to ensure that development meets the needs of the present without compromising the ability of future generations to meet their own needs.

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

Sustainable Transport Alternative modes of transport to the low-occupancy private car, including walking, cycling, public transport, car sharing, water transport and city car clubs.

Thames Policy Area (TPA) A special policy area defined by the LPA within which detailed appraisals of the riverside will be required. Planning applications affecting this area are subject to additional policy requirements.

Town Centres City, town and suburban district centres which provide a broad range of facilities and services and act as a focus for both the community and public transport. It excludes small parades of shops of purely local significance. In London and other large cities, outside the central area, the principal shopping centres usually perform the role of town centres and these are usually complemented by district centres.

Transport Development Areas These are well-designed, higher density, mixed-use areas, situated around good public transport access points, in urban areas. Within a TDA, boroughs may grant permission for higher density development, compared with existing development plan policy.

Transport Interchange Locations where more than one mode of transport is available, or where modes of transport can be changed e.g. bus stops, underground and overground rail stations.

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

Use Classes Order The Town and Country Planning (Use Classes) Order 1987 lists 16 classes of use of land or buildings. A change from one use to another use within the same class does not require planning permission.

Waste Management Hierarchy

~~1st **Reduce** This involves reducing the use of raw materials to avoid the creation of waste in the first place;~~

~~2nd **Reuse** This involves using an item again in the same form that might be subject to refurbishment i.e. Waste Electrical Materials;~~

~~3rd **Recovery** This involves the collection and reuse of waste, including recycling and composting and as a lesser priority, incineration. Recovered waste usually has to be reprocessed such as glass, textiles and metals whereas composted material must be biodegradable;~~

~~4th **Disposal** This option will only be used when all other options have been considered and are not possible.~~

~~**Waste Management Facilities** Facilities associated with various methods of managing different types of wastes including the accepting, refurbishing, sorting, bulking, composting, recycling, biologically treating of wastes.~~

~~**Wheelchair Affordable Housing** — This refers to homes built to meet standards set out in the National Wheelchair Housing Group report Wheelchair Housing Design Guide 1997.~~

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