

# London Borough of Southwark Unitary Development Plan



## Foreword

I am very pleased to introduce the Southwark Unitary Development Plan. It is an extremely important document and will form the basis of our development policies for the next decade. In recent years Development Plans have been given increased status by the Government in helping to reach planning decisions on all applications for development - for housing, office, industrial, shopping, community and other uses of the Borough's land and buildings. In addition Southwark's UDP provides a framework to guide investment and manage the best use of land and infrastructure, and its Proposals Map shows where changes are expected and what uses are preferred.

By making sure the right sort of development goes in the right place, its policies aim to benefit communities and neighbourhoods most in need, provide jobs and improve the transport system, enhance our environment and protect our heritage, and provide equality and opportunity to all.

The adoption of the UDP on 19 July 1995 was the culmination of an extensive period of plan preparation begun by the Council in 1989.

I am very grateful to everyone who took part in the plan preparation process - commenting on the Consultation Draft from March to November 1990, objecting to or supporting the Deposit Draft between July and September 1991, taking part in the Public enquiry held between June and August 1992 and responding to the Proposed Modifications over the period July to September 1994.

I am confident that this extensive exercise in public consultation has helped us to produce a development plan with the long-term vision essential to guide and control development in Southwark through to the twenty-first century.

A handwritten signature in black ink, appearing to read 'Dermot McNerney', with a long horizontal flourish extending to the right.

Councillor Dermot McNerney  
Chair Planning & [Traffic](#) Management Sub-Committee

## Introduction

If you have difficulties understanding the UDP in English and would like sections of the Plan translated/explained, please contact the Council at the address given at the end of this page and a meeting with an interpreter can be arranged.

Nếu quý vị không hiểu được nội dung trong Bản Kế Hoạch Phát Triển Đơn Nhất (UDP) được trình bày bằng tiếng Anh, và muốn phần nào đó của bản kế hoạch này được phiên dịch hay giải thích, thì hãy liên hệ với Hội Đồng Thị Khu theo địa chỉ ở cuối trang này, sau đó quý vị sẽ được sắp đặt một buổi gặp mặt với thông dịch viên.

તમને યુટીપી (એક જ એકમનાં બનેલાં વિકાસક્ષેત્રની યોજના) યુનિટરી ડિવેલોપમેન્ટ પ્લાન અંગ્રેજીમાં સમજવા માટે તકલીફ પડતી હોય તો અને યોજનાનાં ભાગ ભાષાતંત્ર/સમજાવેલા હોય તે જોવાતાં હોય તો, મહેરબાની કરીને આ પાનાનાં અંતમાં સરનામું આપેલું છે તેના પર કોન્ટેક્ટિસલનો સંપર્ક સાધો અને દુભાષિયા સાથે સભા યોજવામાં આવશે.

اگر آپ کو یوٹی پی (مجموعی ترقیاتی منصوبے) سمجھنے میں مشکل ہو اور آپ منصوبے کے کسی حصے کا ترجمہ یا تفصیل چاہتے ہیں تو برائے سہولتوں کونسل سے اس صفحے کے آخر میں دئے گئے پتے پر رابطہ کریں اور ترجمان سے ملاقات کا انتظام بھی کیا جاسکتا ہے۔

Şayet İngilizce yazılı UDP planı (Birleşik İyileştirme Planı) anlamada güçlük çekiyor ve plan içindeki bölümlerin çeviri/açıklama yapılmasını istiyorsanız, lütfen Belediye ile aşağıdaki adreste temas ediniz tercümanla görüşme sağlanabilir.

假如你不明白這份英文版的綜合拓展計劃的內容而需要部分章節得以翻譯或解釋，請依照這頁下方的地址與市政府聯絡，隨後你會得到安排與一位傳譯員見面。

Haddii ay dhibaato kugu tahay in aad fahamto waxa uu af ingiriisga ku yahay Mashruuca Wadijir Hore-u-marinta oo aad doonayso in qaybo ka mid ah Qorshaha laguu sharxo/tarjumo ,fadlan kala xidhiidh Kawnsalka cinwaanka boggan xaggisa hoose ku qoran ,in aad la kulanto qof kuu af celiyana waa laguu diyaarin doonaa.

ঐকিক উন্নতিমূলক পরিকল্পনা (ইউনিটারি ডেভেলপমেন্ট প্ল্যান) যদি আপনার ইংরাজী ভাষায় বুঝতে অসুবিধা হয় এবং এই প্ল্যানের কোনো অংশ বুঝতে চান অথবা অনুবাদ করতে চান তাহলে এই পৃষ্ঠার শেষে যে ঠিকানা আছে সেই ঠিকানায় কাউন্সিলের সাথে যোগাযোগ করুন। আপনার জন্য একজন দোভাষীর ব্যবস্থা করা হবে।

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# Chapter 1 - Strategic planning guidance and government policy

## PART ONE

### Strategic Planning Guidance for London

1.1 In 1989 the Secretary of State for the Environment issued Regional Planning Guidance: Strategic Guidance for London (RPG3). This provides a framework for the preparation of Unitary Development Plans by London Boroughs.

1.2 The objectives of Strategic Guidance to which Local Planning Authorities should have regard in preparing their plans are to:

- foster economic growth bearing in [mind](#) the importance for the national economy of London's continuing prosperity,
- contribute to revitalising the older urban areas,
- facilitate the development of transport systems which are safe, efficient and have proper respect for the environment,
- maintain the vitality and character of established town centres,
- sustain and improve the amenity of residential districts,
- allow for a wide range of housing provision,
- give high priority to the environment, maintain the Green Belt and Metropolitan Open Land, preserve fine views, conservation areas, surrounding countryside and the natural heritage.

1.3 Guidance says that London Boroughs should adopt a positive, flexible and realistic approach to business development throughout London, and should identify well-served, accessible sites for job-creating development. It advocates policies aimed at improving the attractiveness of East London to redress the economic imbalance with West London. The accommodation needs of small and growing businesses should be addressed. Used correctly, planning agreements can assist the best use of land and a properly planned environment.

1.4 On transport, the Government's approach is to provide alternative routes for through [traffic](#) around London; ensure London is properly linked to national and international transport networks; to make the best possible use of existing roads especially trunk roads and designated roads; to tackle congestion through traffic management and parking controls and improve conditions where transport problems are severe; and to promote safe, efficient and attractive public transport.

1.5 Guidance considers provision should be made for 260,000 additional dwellings in London between 1987 and 2001, including 6,000 within Southwark. Planning policies must provide for general housing needs and market demand, together with allowance for special needs housing. The importance of providing housing for lower and middle income households is recognised. UDPs need to contain policies for land supply, conversions and smaller dwellings. Guidance stresses the importance of protecting the environment of established residential areas. UDPs may include a general presumption against loss of housing, provided reasonable provision for business development is demonstrated.

1.6 Guidance suggests there is [scope](#) for "Green Chains" linking spaces across borough boundaries. It highlights the need to protect other open spaces, important views, areas of nature conservation importance and archaeological sites. Historic buildings and areas of distinctive architectural character and historic interest should be identified and conserved.

1.7 Existing town centres should continue to be the main focus for the provision of shopping facilities, the promotion of which should be aided by refurbishment and pedestrianisation. In considering major retail proposals account may be taken of the cumulative effect of other similar proposals and the effect on the vitality and viability of nearby town centres.

1.8 A positive approach to hotel development and mixed developments with tourism and leisure facilities should be followed in areas of Southwark with reasonable access to the Waterloo Channel Tunnel terminal.

1.9 Boroughs should give particular attention to the character of Thames-side developments and their effects on views and skylines. The value of the Thames and its shoreline for wildlife should be recognised. Public access along the River Thames should be maintained and improved, including the Thames Path, and account should be taken of the needs of commercial, recreational and transport uses of the River.

### **Race Relations Act and Sex Discrimination Act**

1.10 The Council, like every other local authority, is under statutory obligations, imposed by the Race Relations Act and the Sex Discrimination Act. The planning function in general, and this UDP in particular, can play an important role by facilitating proper provision for the needs of a multi-cultural area and addressing the specific needs of women, who form a majority of the population.

1.11 Section 71 of the Race Relations Act 1976 requires authorities "to make arrangements with a view to securing that their various functions are carried out with due regard to the need: (a) to eliminate unlawful discrimination, (b) to promote equality of opportunity, and good race relations between persons of different racial groups."

1.12 Section 29 of the Sex Discrimination Act 1975 applies to the services of any profession or trade, or any local or public authority in respect of goods, facilities, or services to the public or a section of the public, to discriminate against a woman who seeks to obtain or use those goods, facilities or services -

(a) by refusing or deliberately omitting to provide her with any of them or,

(b) by refusing or deliberately omitting to provide her with goods, facilities or services of the like quality, in the like manner and on the like terms as are normal in this case in relation to male members of the public or (where she belongs to a section of the public) to male members of that section."

### **LPAC STRATEGIC PLANNING ADVICE FOR LONDON**

1.13 In October 1988 the London Boroughs, through the London Planning Advisory Committee (LPAC), issued and sent to the Secretary of State the document "Strategic Planning Advice for London", which this Council has formally adopted. (LPAC recently issued their updated Strategic Planning Advice for London in April 1994 but this will not be formally adopted until the Government's revised Strategic Guidance is issued in 1996). It contains the borough's collective view of the planning context for UDP production, together with a "Fourfold Vision" of how London should develop through the 1990s

#### **LPAC's "Vision" for London**

1.14 LPAC's "Fourfold Vision" for London is as follows:

- London as a Civilised City offering a high Quality of Environment for all Londoners.
- London as a World Centre of International Trade and Business.
- London as a City of Opportunities for All.
- London as a City of Stable and Secure Residential Neighbourhoods, capable of sustained community development.

#### **LPAC's Objectives for London**

1.15 LPAC has proposed the following objectives for London:

(a) HOUSING: to increase the quantity of new dwellings; to improve the environmental quality of existing dwellings; to give increased emphasis to the provision of satisfactory housing at affordable prices, particularly for those on low incomes.

(b) ECONOMY AND EMPLOYMENT: to support and accommodate the economic and employment growth of all business and industrial sectors; to give an increased emphasis to the regeneration of Inner and East London; to ensure that the benefits of economic prosperity are shared by all Londoners, particularly for those with difficulties in gaining access to jobs.

(c) TRANSPORT: to improve substantially public transport capacity and accessibility, particularly to and within the growing employment areas of Central London and the Docklands; to restrain road traffic at the busiest places and the busiest times; to make selective road and public transport access improvements to Strategic Centres and Growth Points, particularly in Inner and East London.

(d) SHOPPING AND TOWN CENTRES: to develop the existing structure of Strategic and other important Town Centres and sustain their vitality and viability; to encourage their contribution to the regeneration of Inner and East London; to focus investment in commercial, shopping and community facilities on town centres; and to address their access and environmental deficiencies.

(e) OPPORTUNITIES FOR ALL: to ensure that development policies reflect the needs of all Londoners and reflect a priority to the most disadvantaged individuals, communities and neighbourhoods.

(f) ENVIRONMENT, CONSERVATION AND LEISURE: to protect and improve: the Metropolitan Green Belt, Metropolitan Open Land, and London's nature conservation, architectural, historical, urban and green landscapes, and other assets; the Thames, canals and other waterways; London's skylines, viewpoints and landmarks; and to maintain and develop sport, recreation, cultural and community facilities, particularly where areas of deficiency have been identified.

(g) INFRASTRUCTURE, URBAN RENEWAL AND INVESTMENT: to invest, on a substantially increased scale, in London's infrastructure and urban renewal; in Inner and East London to support urban regeneration and new potential growth; elsewhere to allow for renewal and to maintain and service existing commitments, and levels of activities.

## **SOUTHWARK UDP GENERAL POLICIES**

### **Southwark UDP General Aims**

- 1. To use the development planning system, in conjunction with other Council strategies, to help regenerate and revitalise economic, social and environmental conditions in Southwark**
- 2. To identify and meet the needs of people living in different areas and communities in the Borough, to bring planning issues to the attention of the community and to give people the opportunity of participating in the planning process**
- 3. To recognise Southwark's position as a deprived inner city borough located adjacent to the centre of a world capital, and the problems and opportunities that this gives rise to, and to recognise the importance of**

meeting local need whilst contributing to the stability and growth of London as a whole

4. To provide a distribution of economic, social and environmental services throughout the Borough which relates to the needs of Southwark's workers and residents
5. To assist all those residents whose opportunities are limited by discrimination and social or economic disadvantage to gain better access to jobs and services of all kinds
6. To encourage the provision of and access to housing which meets community need, including the need for special housing and the needs of homeless people
7. To address issues facing groups normally excluded by direct or indirect discrimination in the planning process (principally, but not exclusively, people from black and ethnic minority communities, women, lesbians and gay men), or by, the many forms of disadvantage built into the environment (principally, but not exclusively, people with disabilities and mobility difficulties, elderly people, carers, children, women and non-car owners)
8. To protect and enhance those existing employment and retail uses, open space, community and social facilities and housing which serve a valuable local function
9. To encourage investment in land and new buildings to meet community need for jobs, housing, and services and to improve and enhance the environment
10. To minimise the adverse social and economic impact of development in the Borough, to protect and improve safety and security for those who live and work in Southwark
11. To identify the need for and stimulate the provision of investment in transport infrastructure, to provide a basis for negotiation with public transport operators, and to manage traffic for the benefit of residents, essential traffic, and pedestrian and road safety
12. To protect and enhance the environment for public health, enjoyment and education, and for the benefit of nature conservation and to enhance ecological value

### **Southwark UDP Objectives**

#### **REGENERATION AND COMMUNITY NEED**

**R.1 COMMUNITY NEED: TO IDENTIFY AND MEET THE NEEDS OF DIFFERENT GROUPS OF PEOPLE AND RESIDENTIAL COMMUNITIES IN SOUTHWARK, AND TO SAFEGUARD AND ENHANCE NEIGHBOURHOOD STABILITY THROUGH FACILITATING A SATISFACTORY DISTRIBUTION OF LAND USE, PREMISES, SERVICES AND INFRASTRUCTURE**

**R.2 REGENERATION: TO STIMULATE AND DIRECT PRIVATE INVESTMENT, IN PARTNERSHIP WITH THE PUBLIC SECTOR, TO TARGETED AREAS OF SOUTHWARK, TO ASSIST THE LOCAL**

**ECONOMY, IMPROVE THE ENVIRONMENT AND MEET COMMUNITY NEED**

## **ENVIRONMENT**

**E.1. SAFETY AND SECURITY: TO PROVIDE A SAFE AND SECURE ENVIRONMENT WHERE THE OCCURRENCE AND FEAR OF CRIME IS REDUCED AS FAR AS POSSIBLE**

**E.2. URBAN DESIGN: TO CREATE ATTRACTIVE, WELL-DESIGNED BUILDINGS, STREETS, SQUARES AND OTHER URBAN SPACES AND TO ENSURE THE SATISFACTORY FUNCTIONING AND ACCESSIBILITY OF THE URBAN ENVIRONMENT TO EVERYBODY**

**E.3. ENVIRONMENTAL QUALITY: TO ENHANCE AND PROTECT THE QUALITY OF THE ENVIRONMENT AND THE AMENITY ENJOYED BY RESIDENTS**

**E.4. CONSERVATION: TO CONSERVE, PROTECT AND ENHANCE THE CHARACTER OF AREAS, BUILDINGS, ANCIENT MONUMENTS, HISTORIC AREAS, PARKS AND GARDENS OF ENVIRONMENTAL QUALITY, ARCHITECTURAL INTEREST, AND HISTORICAL IMPORTANCE**

**E.5 ARCHAEOLOGY: TO ENSURE THE PRESERVATION, PROTECTION, INVESTIGATION, RECORDING AND DISPLAY OF THE ARCHAEOLOGICAL HERITAGE**

**E.6 ECOLOGY AND TREES: TO PROTECT, ENHANCE AND CREATE SITES OF ECOLOGICAL VALUE, SITES OF NATURE CONSERVATION IMPORTANCE AND LOCAL NATURE RESERVES AND TO PROTECT TREES, FOR PUBLIC AMENITY, HEALTH AND EDUCATION, AND FOR THEIR OWN INTEREST AND VALUE**

**E.7 THAMES-SIDE: TO PROTECT AND ENHANCE VIEWS AND RIVERSIDE FEATURES, PUBLIC ACCESS TO AND ALONG AND THE ECOLOGY OF THE RIVER THAMES AND ITS SHORELINE COMMUNITY AND SOCIAL FACILITIES**

## **COMMUNITY AND SOCIAL FACILITIES**

**C.1 COMMUNITY FACILITIES: TO FACILITATE A SATISFACTORY ALLOCATION OF LAND AND PREMISES TO PROVIDE COMMUNITY FACILITIES IN ACCESSIBLE LOCATIONS TO SERVE SOUTHWARK'S POPULATION**

**C.2 SOCIAL, EDUCATIONAL AND HEALTH FACILITIES: TO FACILITATE THE PROVISION OF NECESSARY SOCIAL, EDUCATIONAL AND HEALTH FACILITIES TO MEET THE NEEDS OF SOUTHWARK'S RESIDENTS**

**C.3 PLACES OF WORSHIP AND CULTURAL FACILITIES: TO FACILITATE THE PROVISION OF RELIGIOUS AND CULTURAL FACILITIES TO MEET THE NEEDS OF DIFFERENT CULTURAL GROUPS WITHIN SOUTHWARK**

**C.4 LEISURE AND RECREATION: TO FACILITATE THE PROVISION OF A RANGE OF DIFFERENT TYPES OF LEISURE AND RECREATIONAL FACILITIES, TO MEET THE NEEDS OF SOUTHWARK RESIDENTS**



**C.5 OPEN SPACE: TO FACILITATE THE PROVISION OF A RANGE OF DIFFERENT TYPES OF OPEN SPACES TO MEET COMMUNITY NEED AND TO SAFEGUARD AND ENHANCE EXISTING PROVISION**

**C.6 ARTS, CULTURE, ENTERTAINMENT AND TOURISM: TO FACILITATE THE PROVISION OF NEW ARTS, CULTURAL, ENTERTAINMENT AND VISITOR FACILITIES WHICH MAXIMISE BENEFIT AND MINIMISE DISBENEFIT TO SOUTHWARK'S RESIDENTS**

**C.7 DESIGN AND SECURITY: TO ENSURE THAT THE DESIGN OF NEW AND EXISTING COMMUNITY, SOCIAL AND CULTURAL FACILITIES, AND OPEN SPACES, ADEQUATELY CATERS FOR ALL MEMBERS OF THE COMMUNITY BY REMOVING PHYSICAL BARRIERS TO ACCESS AND IMPROVING SAFETY AND SECURITY**

## **HOUSING**

**H.1. NEW AND EXISTING HOUSING: TO MAINTAIN AND INCREASE THE AMOUNT AND RANGE OF GOOD QUALITY HOUSING ACCOMMODATION THROUGH RETENTION OF EXISTING ACCOMMODATION AND NEW HOUSE BUILDING, TO MEET HOUSING NEED AND TO ADDRESS THE STRATEGIC REQUIREMENT FOR ADDITIONAL DWELLINGS OVER THE PERIOD 1987-2001**

**H.2. HOUSING CONDITIONS: TO SECURE THE REPAIR AND IMPROVEMENT OF ALL SUB-STANDARD HOUSING AND MAINTAIN THE EXISTING HOUSING STOCK IN GOOD REPAIR TO MEET SOUTHWARK'S HOUSING NEEDS**

**H.3 CONVERSIONS: TO ENSURE THAT CONVERSIONS RESULT IN SATISFACTORY HOUSING ACCOMMODATION, TO MEET HOUSING NEED AND ALSO TO MAINTAIN A RANGE OF DWELLING TYPES TO MEET COMMUNITY HOUSING NEED**

**H.4 ACCOMMODATION FOR PEOPLE WITH SPECIAL HOUSING NEEDS: TO ENSURE THE AVAILABILITY OF A RANGE OF HOUSING ACCOMMODATION TO MEET SPECIAL NEEDS**

**H.5 HOTEL AND TOURIST ACCOMMODATION: TO ENSURE THAT ACCOMMODATION FOR VISITORS IS LOCATED ON APPROPRIATE SITES AND DOES NOT HARM THE AMENITIES OF LOCAL RESIDENTS**

## **BUSINESS, INDUSTRY AND STORAGE**

**B.1 EMPLOYMENT PROTECTION: TO MAINTAIN AND PROTECT EXISTING BUSINESS, INDUSTRIAL AND STORAGE USES, IN ORDER TO PRESERVE A RANGE OF JOB OPPORTUNITIES FOR LOCAL PEOPLE**

**B.2 EMPLOYMENT ENCOURAGEMENT: TO ENCOURAGE INVESTMENT IN LAND AND BUILDINGS FOR BUSINESS, INDUSTRIAL AND STORAGE ACTIVITIES, IN ORDER TO SECURE A WIDE RANGE OF JOB OPPORTUNITIES FOR LOCAL PEOPLE**

**B.3 EMPLOYMENT FACILITIES: TO IMPROVE THE RANGE OF JOBS AVAILABLE TO LOCAL PEOPLE AND TO MAKE EMPLOYMENT OPPORTUNITIES MORE ACCESSIBLE TO PEOPLE WHO SUFFER DISADVANTAGE AND DISCRIMINATION IN THE LABOUR MARKET,**

**PARTICULARLY THE DISABLED, WOMEN AND PEOPLE FROM BLACK AND ETHNIC MINORITY COMMUNITIES**

## **SHOPPING**

**S.1 PROTECTION OF ESSENTIAL SHOPPING FACILITIES: TO ENSURE THAT ALL RESIDENTS OF SOUTHWARK HAVE ACCESS TO A RANGE OF SHOPS TO MEET THEIR REGULAR SHOPPING NEEDS**

**S.2 NEW RETAIL OUTLETS AND STREET MARKETS: TO IMPROVE THE VARIETY OF SHOPPING PROVISION AVAILABLE TO RESIDENTS**

**S.3 THE SHOPPING ENVIRONMENT: TO IMPROVE THE SHOPPING ENVIRONMENT FOR THE BENEFIT OF ALL SHOPPERS AND TRADERS**

## **TRANSPORT**

**T.1 LOCATION AND DESIGN OF NEW DEVELOPMENT: TO MINIMISE THE NEED FOR TRAVEL AND TO ENSURE THAT ALL NEW DEVELOPMENT IS COMPATIBLE WITH THE TRANSPORT NETWORK AND CONFORMS WITH THE COUNCIL'S PRIORITIES, STANDARDS AND CONTROLS**

**T.2 PEDESTRIANS: TO IMPROVE CONDITIONS FOR PEDESTRIANS**

**T.3 PUBLIC TRANSPORT: TO SUPPORT THE IMPROVEMENT OF PUBLIC TRANSPORT**

**T.4 CYCLISTS: TO ENCOURAGE CYCLING AND IMPROVE CONDITIONS FOR CYCLISTS**

**T.5 ROADS AND TRAFFIC: TO PROVIDE FOR THE NEEDS OF ESSENTIAL ROAD TRAFFIC, ENCOURAGE TRAFFIC RESTRAINT, REDUCE THE IMPACT OF ROAD TRAFFIC ON THE ENVIRONMENT AND TO ENHANCE ROAD SAFETY**

**T.6 PARKING: TO MAINTAIN AND ENSURE ADEQUATE LEVELS OF PARKING FACILITIES WITHIN THE REQUIREMENTS OF RESTRAINT AND ENVIRONMENTAL ACCEPTABILITY**

**T.7 FREIGHT MOVEMENT: TO DISCOURAGE INESSENTIAL ROAD FREIGHT AND REDUCE THE IMPACT OF FREIGHT MOVEMENT ON THE ENVIRONMENT, RESIDENTIAL AMENITY AND ROAD SAFETY**

**T.8 ENVIRONMENTAL IMPACT OF HELICOPTERS AND OTHER AIRCRAFT: TO REDUCE THE ENVIRONMENTAL IMPACT OF HELICOPTERS AND OTHER AIRCRAFT**

**T.9 RIVER TRANSPORT: TO MAKE FULLER USE OF THE RIVER FOR TRANSPORTATION**

## **AGENCIES AND RESOURCES**

### **Other Council Policies**

1.16 In addition to the Council's Planning Policies (Southwark UDP General Aims and Southwark UDP Objectives set out in the previous of Part One, and UDP policies set out in Part Two), other Council policies will make essential contributions to the regeneration of the Borough. These include the Council's Education, Housing, Employment and Environmental Health strategies and policies. The Transport Policy Programme (TPP) is related to UDP policies, and seeks appropriate investment in the transport infrastructure of the Borough.

1.17 The Council has approved a Regeneration Strategy which seeks to complement the UDP through a series of regeneration projects where the Council's assets and powers will be linked in partnership with the private sector's capital and development resources to assist both the local economy and the satisfaction of community needs.

1.18 The UDP is prepared within the Council's Equal Opportunities Policy. Equality of opportunity is a major planning issue not only because of the statutory obligation mentioned in paras 1.10 - 1.12, but also because of the many kinds of disadvantage and discrimination suffered by different parts of Southwark's population which have some clear manifestation as part of the planning process or the built environment.

1.19 The causes of inequality are economic, most importantly the prevalence of low incomes caused by job losses or lack of training and suitable new employment; they are social, as seen in attitudes towards the role of women or gay men and lesbians; they can be purely physical, for example the barriers encountered every day by people with disabilities or mobility difficulties; and they can have their roots in the racism which causes direct and indirect discrimination against members of black and ethnic minority communities.

1.20 An essential role of the UDP is therefore to provide suitable policies and proposals for those equality issues which can only or mainly be tackled via the planning process; for example, the redistribution of land uses to provide a more fitting mixture of social and community facilities, the support for developments which may provide employment, or the improvement of access to buildings and spaces, and movement within and between them.

1.21 It also has an important role in promoting positive action by assigning priority to groups who might benefit particularly via planning powers: for example, those normally excluded from the general decision making of local government or those who could benefit from specific physical changes in their surroundings.

### **The Urban Development Area (UDA) in Southwark**

1.22 A significant proportion of the northern part of Southwark, containing the Bermondsey Riverside area from London Bridge eastwards and the Rotherhithe peninsula as far as South Dock, formed part of the Urban Development Area (UDA) of the London Docklands Development Corporation (LDDC).

1.23 The statutory objective of the LDDC, set out in the Local Government Planning and Land Act 1980, is to secure the permanent regeneration of the UDA. This is to be achieved by bringing land and buildings into effective use, encouraging the development of existing and new industry and commerce, creating an attractive environment, and ensuring that housing and social facilities are available to encourage people to live and work in the area.

1.24 Since 31st October 1994 the Bermondsey Riverside area of the UDA has been dedesignated which means that Southwark is yet again the planning authority for the area. Land remaining within the LDDC's control (land to the east of Lower Road) is shown on Map 1: Southwark's Structure, in Chapter 2: Regeneration and Community Need, and is also shown on the Proposals Map. On 31st December 1996 the entire LDDC area will be passed into local authority control. The LDDC's corporate aims are:-

- Improving access
- Encouraging investment and development
- Developing the New City

1.25 The regeneration of the UDA is not yet complete and the LDDC's future programme will maintain investment in the social and economic infra-structure that is needed to underpin confidence and attract the additional investment necessary to complete the task of regeneration.

### **PLANNING GUIDELINES IN THE UDA**

1.26 The Council is the plan making authority for the whole of Southwark, including the UDA; however within the UDA the LDDC is the local planning authority for the purpose of determining planning applications.

1.27 The LDDC has established its own set of planning guidelines which are largely related to the proximity of the UDA to the riverside, and a series of site proposals. The key points in respect of the planning guidelines are :

- There is a need to continue the growth of inward investment to the UDA. The LDDC will actively encourage office development in appropriate locations, and will support the re-use of obsolete industrial premises and land.
- The LDDC welcomes the growth of tourism activities in the area, which can bring significant economic and employment benefits.
- The presence of water presents unparalleled development opportunities and the LDDC therefore encourages and supports proposals which exploit the potential of riverside and dockside sites and those which secure full public access to the water.
- The LDDC recognises the need for housing policies to allow a realistic response to locational circumstances and market changes, and therefore it will adopt a flexible approach in its application of the Part Two policies where development proposals raise no planning or amenity issues and which help secure the LDDC's regeneration objectives.
- The LDDC supports high standards of urban design.
- The conservation of Docklands heritage is a key part of the LDDC's regeneration strategy.
- These planning guidelines, in the absence of a statutory local plan for North Southwark, have been used to encourage appropriate new development to further the LDDC's statutory function and corporate aims. The LDDC formulated these guidelines for the purpose of guiding developers and others, and as such they have been applied in a non-statutory guise as guidance and not as policies.
- The main elements of LDDC planning guidelines have been incorporated into UDP policies where they do not conflict with the Council's aims and objectives.

## Resources

1.28 The Council will use its own resources to prime and encourage private sector investments, together with such mechanisms as capital funding approved by the Department of the Environment under the Single Regeneration Budget and other capital measures, and will enter into partnerships with the private sector for proposals involving land in Council ownership and which accord with the aims and objectives of the UDP. The LDDC is funded separately by the DOE.

1.29 The Council will enter into joint arrangements with the private sector and the public transport operators where there are opportunities for developers to fund improvements to the public transport system in the Borough.

## Chapter 2 - Regeneration & community need

2.1 Southwark is home to approximately 230,000 Londoners in 110,000 households. The diversity of its population in terms of gender, age, ethnic origin, income, employment, household composition and [housing](#) tenure means that within these various categories Southwark's residents have their own very distinct characteristics and resulting needs. Details of population and household characteristics are set out in Chapter 5: Housing, details of employment in Chapter 6: Business, Industry and Storage.

2.2 This diversity has major implications for land uses and activities in a Borough which has traditionally serviced the demands of a white able-bodied population with relatively uniform needs. For example, there is a large, mainly unmet, demand for religious, leisure, community and shopping facilities to meet the particular requirements of various ethnic minority groups.

2.3 Specific needs can be identified for women, the elderly and disabled people. There is a basic need for provision of childcare facilities to enable [carers](#) with children to use facilities already enjoyed by the rest of the population, and to enable women to enter the labour market. There are limits to what the UDP can do in this respect, but at least it can ensure that new buildings allocate space within them for such provision. However, the direct requirement to ensure new buildings are fully accessible to people with [disabilities](#) and mobility difficulties will benefit the elderly as well as the disabled, and assist hitherto excluded groups to take up employment opportunities should they arise.

2.4 The transformation of Southwark's economy from one traditionally dependent on manufacturing, storage and distribution to one largely dominated by service activities providing office related jobs has had a severe impact on employment prospects for the significant numbers of unemployed people who live in the borough. The Council can assist by safeguarding a range of jobs and promoting training initiatives.

2.5 The changes to the borough's structure and population are having consequential effects upon the quality of life. Many people are better housed and paid and enjoy an improved environment. However, a disturbingly high proportion of the community suffers from serious deprivation which is often exacerbated by changes in the local economy and land uses. Income is the most obvious measure of relative advantage and financial deprivation.

2.6 In 1985 one fifth of Southwark households were below the poverty line. In 1989 the situation remained the same, with relative affluence in the south but a high incidence of low incomes in the north associated with a high proportion of elderly people living in the area. The Peckham area contains the greatest concentration of low incomes. This low income coincides with high unemployment and a high proportion of black and ethnic minority community households.

2.7 Variations in health in Southwark mirror the pattern of social deprivation across the borough, the worst health being experienced by those residents who live in the most deprived areas.

2.8 The relationship is stronger for men than women. There is a striking variation in mortality across the borough: in Peckham mortality rates at all ages are about 25% higher than in Dulwich. Death rates for men are several percent higher than national rates. There is similar coincidence of low income and educational disadvantage.

2.9 Southwark's population lives in a borough containing areas of considerable geographical diversity, ranging from the city-fringe of the north west, the Docklands in the north east, and the vast housing estates around Peckham in the centre to the suburbia of Dulwich in the south. Map 1 illustrates the essential structural components of Southwark and the locations in which area-based policies, defined in this chapter, apply.

### COMMUNITY NEED

**OBJECTIVE R.1:  
TO IDENTIFY AND MEET THE NEEDS OF DIFFERENT GROUPS OF PEOPLE AND  
RESIDENTIAL COMMUNITIES IN SOUTHWARK, AND TO SAFEGUARD AND ENHANCE  
NEIGHBOURHOOD STABILITY THROUGH FACILITATING A SATISFACTORY  
DISTRIBUTION OF LAND USE, PREMISES, SERVICES AND INFRASTRUCTURE**

2.10 LPAC's Strategic Planning Advice for London advocates the designation of Areas of Community Need in and around Central London where the increase in land values is making it progressively more expensive and difficult to provide adequate community facilities. A priority is to secure residential communities and neighbourhoods, provide accommodation for services to meet community development needs, and focus environmental and infrastructure investment. These objectives are met by the designation of Southwark's Central Area of Community Need (see Policy R.1.1), and the provisions of Policy R.2.1 to target investment and resources into the Bankside and Elephant & Castle Regeneration Areas located within it.

**Central Area of Community Need**

**POLICY R.1.1:**

***Throughout the Central Area of Community Need the Council will welcome proposals which seek to safeguard and enhance residential communities and secure the provision of community services and facilities. In determining development proposals within the Central Area of Community Need, the Council will be guided by the following principles and associated UDP policies:***

***(i) the Council will protect existing housing (see policy H.1.1: Protection of Existing Housing Accommodation), and encourage the provision of new housing within mixed use schemes, subject to compliance with the provisions of Policy H.1.3: New Housing;***

***(ii) the Council will protect existing shopping provision (see Policy S.1.1: Primary Shopping Frontages, Policy S.1.2: Secondary Shopping Frontages, and Policy S.1.4: Shops Outside Primary and Secondary Shopping Frontages), and encourage the provision of new shops (see Policy S.2.1: New Retail Outlets Under 2000 sq.m.);***

***(iii) the Council will encourage proposals to bring the upper floors of shops into uses beneficial to the vitality of shopping centres, including residential and community facilities (see Policy S.1.7: Upper Floors of Shops);***

***(iv) the Council will seek to retain and encourage the provision of locally based facilities (see Policy T.1.1: Locally Based Facilities);***

***(v) The Council will protect existing employment generating uses (see Policy B.1.1: Protection of Employment Areas and Identified Sites) but will steer proposals for new employment generating uses, which are not redevelopments of existing uses, to designated Employment Areas and Sites.***

**Reason:**

2.11 The area of Southwark contained within the Central Area of Community Need, as defined on the Proposals Map, meets the criteria set out by LPAC in Strategic Planning Advice for London for the designation of Areas of Community Need, namely, high land values and the consequential difficulty of providing facilities to meet the needs of neighbouring residential communities. This is consistent with Strategic Guidance objectives to revitalise

older urban areas, maintain the vitality and character of established town centres and sustain and improve the amenity of residential districts.

**Implementation:**

2.12 By the application of the Council's statutory development control powers, and where appropriate, through planning agreements with applicants (see Policy R.2.2: Planning Agreements). The Central Area of Community Need is shown on the Proposals Map (Proposal 3) and illustrated on Map 1. All other UDP policies apply where appropriate to proposals within the Central Area of Community Need.

## REGENERATION

**OBJECTIVE R.2:  
TO STIMULATE AND DIRECT PRIVATE INVESTMENT, IN PARTNERSHIP WITH THE PUBLIC SECTOR, TO TARGETED AREAS OF SOUTHWARK, TO ASSIST THE LOCAL ECONOMY, IMPROVE THE ENVIRONMENT AND MEET COMMUNITY NEED**

2.13 Strategic Guidance stresses the need for UDPs to contribute to the revitalisation of older urban areas. Whilst this description could prescribe policies which could readily apply to most of the Borough, the Council recognises that in an era of decreasing public resources and selective private investment it is necessary to concentrate regeneration initiatives in areas which display a concentration of need and possess opportunities for renewal.

2.14 Strategic Guidance states that "London's future depends on the initiative and energy of the private sector and individual citizens and effective co-operation between public and private sectors". The Regeneration Strategy seeks to do this by partnership between the Council assets and powers and the private sector's capital and development resources.

2.15 This partnership will proceed through a series of Regeneration Projects. The Council will promote and steer investment and seek to assist both the local economy and the satisfaction of community needs through that investment and its consequences.

2.16 The LDDC has a statutory duty to secure the regeneration of its area. This consideration will therefore be expected to influence the implementation of Part II UDP policies in the area where the LDDC is the local planning authority for the purpose of determining planning applications.

### Regeneration Areas

**POLICY R.2.1:**

***In designated Regeneration areas at Bankside, Elephant and Castle, Old Kent Road and Peckham and within the London Docklands Area (the UDA), as originally designated in 1981, investment will be welcomed and public/private sector partnerships encouraged. In these Regeneration Areas, or others which may be designated later, planning permission will normally be granted for proposals which:***

- (i) generate employment;***
- (ii) improve the environment;***
- (iii) meet the needs of local residents;***
- (iv) bring back into the beneficial use vacant land or buildings;***

***Unless environmental or amenity considerations suggest otherwise.***

**Reason:**

2.17 London's planning guidance stresses the need for UDPs to contribute to the revitalisation of older urban areas. Whilst this requirement could pertain to most of the Borough, the Council recognises that, in an era of decreasing public resources and selective private investment, it is necessary to focus regeneration initiatives on areas which display a concentration of need and possess opportunities for renewal.

2.18 In 1989 the Council agreed a Land and Investment Strategy (now termed the Regeneration Strategy) to co-ordinate the use of Council land and strategic powers in key areas of the Borough. These areas were defined by examining on the one hand, indices of multiple deprivation to establish areas of need, and on the other hand, private sector investment activity to establish areas of opportunity.

2.19 The strategy seeks to promote and steer investment to targeted areas in partnership with the private sector, using appropriate Council assets and powers (for example, ownership of key sites, control of development, implementation of infrastructure) to attract inward investment, and aims to assist both the local economy and satisfaction of community needs through that investment and its consequences.

2.20 Peckham has been afforded the status of Southwark's Strategic Centre, as advocated by LPAC's Strategic Planning Advice for London, in recognition of its central location in the Borough, and its cultural focus for people from black and minority communities.

2.21 A significant proportion of the northern part of Southwark, containing the Rotherhithe peninsula as far as South Dock, forms part of the Urban Development Area (UDA) of the LDDC. The LDDC has a statutory duty to secure the regeneration of the UDA. Land remaining in the LDDC's control will pass back into local authority control in 1996.

#### **Implementation:**

2.22 By application of the Council's statutory development control powers, through planning agreements with applicants through the provisions of Policy R.2.2: Planning Agreements, through public/private partnerships and initiatives involving the promotion of available Council land and financial resources, the preparation of planning and development briefs, and consultation with the public and the private sector including local employers.

2.23 Designated Regeneration Areas are shown on the Proposals Map (Proposals 4, 49, 59, 104, and 112), and then illustrated on Map 1. The following policies are pertinent to the implementation of initiatives in particular Regeneration Areas: Policy R.1.1: Central Area of Community Need (Bankside and Elephant & Castle); Policy E.3.4: Upgrading the Environment (all); Policy C.6.1: New Arts, Entertainment and Visitor Facilities (all); Policy B.2.1: Employment Areas and Sites (Bankside and Elephant & Castle); Policy S.2.1: New Retail Units Under 2,000 sq.m. (Bankside, Elephant & Castle and Peckham); Policy T.2.1: Measures for Pedestrians (Elephant & Castle and Peckham) and Policy T.3.1: Safeguarding and Improving the Quality of Public Transport Services and Facilities (Elephant & Castle and Peckham).

#### **Planning Agreements**

POLICY R.2.2: Where the Council considers it appropriate it will seek to enter into planning agreements with applicants, to assist in securing the best use of land, a properly planned environment, and the implementation of plan policy, with any planning permission granted. The range of potential matters for agreement should be related to the scale of development and might include the following:

***(i) improvement of the public transport system, particularly at stations, interchanges and termini, when the proposal will generate journeys to work using these facilities;***

***(ii) provision of special benefits in the form of buildings, open space, play space, pedestrian access and other facilities for the use of the public, related to the development itself or the pedestrian movements***



*which are generated or attracted;*

*(iii) improvements to the environment to compensate for disbenefit caused by the development;*

*(iv) redevelopment of areas of poor layout or design;*

*(v) conservation of buildings or places of historic or architectural interest;*

*(vi) carrying out archaeological investigations and excavations, and preserving, recording and publishing the results (see Policy E.5.1: Sites of Archaeological Importance);*

*(vii) conservation, creation and enhancement of areas of plant and wildlife habitat (see Policy E.6.3: Protection and Creation of Sites of Ecological Importance);*

*(viii) the provision of on-site and off-site recreational facilities related to the development;*

*(ix) in the case of small developments, a contribution to nearby sport and recreation or open space provision;*

*(x) alternative provision when recreational land or open space is lost;*

*(xi) securing the complete implementation of mixed developments;*

*(xii) provision of small suites of offices, business units or workshops available on a rental basis;*

*(xiii) provision of industrial sites or units for rent to firms which may be displaced by the proposal;*

*(xiv) improvement of vehicular, pedestrian and cyclist access to the site;*

*(xv) provision of affordable housing in conjunction with the development (see Policy H.1.4: Affordable Housing);*

*(xvi) restricting the occupation of affordable housing to people falling within the particular categories of need (See Policy H.1.4);*

*(xvii) the construction, improvement, adaptation or repair of housing for persons nominated by the Council or to meet the requirements of people with special housing needs;*

*(xviii) provision of education and training projects which will better equip the local labour force to provide skills for jobs likely to be available on the site (see Policy B.3.2: Employment Facilities and Conditions);*

*(xix) the provision of childcare and other indoor community facilities related to the development (see Policy B.3.2: Employment Facilities and Conditions and Policy S.3.1: Customer Facilities);*

*(xx) recycling installations for products used or traded by occupants of the development, e.g. paper, cans, bottles;*

***(xxi) any other matter related to the site which would overcome a planning objection or objections to the development.***

***When considering the materiality of any planning obligation made or offered under the Town and Country Planning Act 1990, or any other act, the Council will have regard to the practicality of enforcing the obligation and/or the likelihood of the obligation being performed.***

**Reason:**

2.24 The Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, states that any person interested in land may enter into a planning obligation restricting the development or use of land in any way, requiring specified operations or activities to be carried out in, on, under or over the land, requiring the land to be used in any specified way, or requiring a sum or sums of money to be paid to the authority on a specified date, or dates, or periodically.

2.25 Legal agreements are a useful mechanism to enable adverse impacts of a development to be offset, to enhance positively the physical environment in which they will operate and to contribute to measures that enable local people to take advantage of employment and housing opportunities generated.

2.26 Such provision will ensure that such developments comply with the aims and objectives of Strategic Planning Guidance (RPG3), PPG3, PPG17 and Strategic Planning Advice.

**Implementation:**

2.27 By application of the Council's statutory development and control powers and under the provision of Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991) and Section 278 of the Highways Act 1980, and other appropriate legislation. Agreements will be considered in relation to employment generating proposals under Policy B.2.3: Class B1 Business Proposals; Policy S.2.2: New Retail Units over 2000 sq.m; Policy S.3.1: Customer Facilities; and for new housing, leisure and other significant developments as appropriate.

## Chapter 3 - Environment

3.1 This chapter covers a wide range of policies. It is concerned with buildings and spaces, how people feel about their surroundings, what these surroundings look like, what they contain and how they function.

3.2 Note: This chapter includes policies on Ecology (see Objective E.6: Ecology and Trees). For policies on Open Space, see Chapter 4: Community and Social Facilities (Objective C.5: Open Space).

### ENVIRONMENT POLICIES

#### SAFETY AND SECURITY

**OBJECTIVE E.1:  
TO PROVIDE A SAFE AND SECURE ENVIRONMENT WHERE THE OCCURENCE AND  
FEAR OF CRIME IS REDUCED AS FAR AS POSSIBLE.**

3.3 The fear of crime is a major problem affecting the quality of life of people in Southwark, especially women, elderly people and people from the black and ethnic minority communities. In recent surveys fear of crime came out top in a list of problems in Southwark and was the main reason why people did not go out as much as they would like. The design of residential areas, shopping areas and parks can have a major effect on the real and perceived danger of crime; for example people do not want to walk through dark, secluded areas with poor lighting. People's concern about their personal safety or the security of their homes can be affected by a range of design issues.

#### Safety and Security in the Environment

***POLICY E. 1.1: Where possible new developments and refurbishments must be designed to enhance safety and security in the environment and the Council will seek improvements to existing areas in the following ways:***

- (i) increase the overlooking of public areas;***
- (ii) prevent the creation of dark or secluded areas;***
- (iii) provide and maintain adequate lighting;***
- (iv) make a clear distinction between public and private space and provide 'defensible space';***
- (v) prevent the creation of secure enclaves which do not contribute to the security of the area as a whole;***
- (vi) make houses and flats secure;***
- (vii) increase the use of public areas by encouraging mixed land uses;***
- (viii) maintain or improve pedestrian and road safety.***

#### Reason:

3.4 The design of buildings, streets, housing estates and parks can all affect the sense of safety and security which people have when using them. The incidence and fear of crime is a

major drawback to inner city living for many people especially women, particularly black women, and the elderly. An awareness of these problems at an early stage in the design process can help to overcome many of the problems facing Southwark's resident's people working in the borough and visitors.

**Implementation:**

3.5 By application of the Council's statutory development control powers. By carrying out and encouraging others to carry out remedial works in areas with particular problems. By producing and updating general design guidance and design advice and briefs for particular sites or areas. Design advice is set out in Supplementary Planning Guidance.

**URBAN DESIGN**

**OBJECTIVE E.2:  
TO CREATE ATTRACTIVE , WELL-DESIGNED BUILDINGS, STREETS, SQUARES AND OTHER URBAN SPACES AND TO ENSURE THE SATISFACTORY FUNCTIONING AND ACCESSIBILITY OF THE URBAN ENVIRONMENT TO EVERYBODY.**

3.6 The appearance of the environment in Southwark is constantly changing as buildings are altered or demolished and replaced, new housing and office schemes are built, whilst older estates and industrial premises are remodelled and renovated. There is concern that familiar and pleasing streets and views should not be spoilt by insensitively designed or out of scale development.

3.7 The needs of people with disabilities have, in many instances, been neglected in the past. For example accessibility is denied to some buildings, streets, and open spaces. Rectifying this situation wherever possible, and ensuring that all future developments treat the needs of people with disabilities as one of the highest priorities, is considered essential.

3.8 **Note:** See also Policies E.4.2 & E.4.3: Proposals Affecting Conservation Areas; and Policy E.4.6: Proposals Affecting Listed Buildings.

**Layout and Building Line**

**POLICY E.2.1:**

***New developments should respect the established traditional street layouts of Southwark by making a clear distinction between public and private areas and creating a suitable sense of enclosure. In most cases, the building line should be maintained with buildings facing onto a street or square.***

**Reason:**

3.9 Improvements to the environment can be achieved by ensuring that new buildings respect the character of the surrounding area in terms of scale and layout, as well as in quality of detailing and materials.

**Implementation:**

3.10 By application of the Council's statutory development control powers, and by producing and updating general design guidance, design advice and design briefs for particular sites. Design advice is set out in Supplementary Planning Guidance. Whilst imaginative, original design is to be welcomed, there are certain principles which new developments must adhere to with respect to safety and security, as set out in Policy E.1.1: Safety and Security in the Environment.

**Heights of Buildings**

**POLICY E.2.2:**

***Southwark is not considered to be an appropriate area for high buildings. New developments should normally be of an appropriate height to:***

*(i) fit in with their surroundings;*

*(ii) create or retain a suitable sense of enclosure*

*(iii) avoid excessive overshadowing;*

*(iv) prevent microclimate problems (e.g, wind tunnel effects);*

*(v) respect existing landmarks and historic and important views, with particular regard to the strategic views of St. Paul's Cathedral and The Palace of Westminster, as identified in the Secretary of State's guidance in RPG3 (Annex A) 1991, in particular:*

*(a) planning permission will normally be refused for developments which encroach above 30 metres above ordnance datum (AOD) before Tower Bridge and 50m AOD thereafter to St. Paul's Cathedral, within the viewing corridor protecting the Strategic View of St. Paul's Cathedral from Greenwich Park;*

*(b) the Council, in consultation with local authorities and other relevant bodies affected by the views, will normally resist developments above 30 metres AOD before Tower Bridge, (and 50m AOD thereafter to St. Paul's Cathedral). within the wider setting and background consultation area for the Strategic View of St. Paul's Cathedral from Greenwich Park;*

*(c) planning permission will normally be refused for developments which encroach above the development plane within the viewing corridors protecting the Strategic Views of St. Paul's Cathedral from Blackheath Point, Richmond Park and Westminster Pier;*

*(d) the Council will consult local authorities and other relevant bodies affected by the views on proposals which encroach above the heights given below for each Strategic View:*

- *Developments in the background consultation area for the Strategic View of St. Paul's Cathedral from Parliament Hill, Primrose Hill, Kenwood and Alexandra Palace over 50 metres AOD.*
- *Developments in the background consultation area for the Strategic View of the Palace of Westminster from Primrose Hill over 40 meters AOD.*
- *(e) the Council will seek the improvement of Strategic Views of St. Paul's Cathedral and the Palace of Westminster where there are proposals to redevelop existing buildings of inappropriate height within the areas defined in (a), (b), (c) and (d)*

**Reason:**

3.11 To enhance and create a more attractive environment which will benefit all Southwark residents, people working in the borough and visitors. To contribute towards London's unique visual and historic environment by protecting strategic views of St. Paul's and the Palace of Westminster from and across the borough, as advocated by Strategic Guidance.

3.12 While the policy does not define the term 'high buildings' it will be interpreted by comparison with individual sites or locations in the borough. Further advice will be provided by way of Supplementary Planning Guidance.

**Implementation:**

3.13 By application of the Council's statutory development control powers. In exceptional

cases, such as parts of Surrey Docks outside the restricted areas specified in 5 (a) and (b) above, high buildings which are architecturally distinguished can make a positive contribution to the development of the area.

3.14 The Proposals Map and Schedule identify the following: Backdrop Consultation Zone for St. Paul's Cathedral (Proposal 6), Protected View Greenwich to St. Paul's Cathedral (Proposal 25), and Backdrop Consultation Zone for The Palace of Westminster (Proposal 103).

### **Aesthetic Control**

#### **POLICY E.2.3:**

***All new developments, refurbishments and alterations to existing buildings will be expected to display a high standard of design having particular regard to:***

***(i) established horizontal and vertical visual rhythms;***

***(ii) providing façades reflecting features of nearby buildings where appropriate;***

***(iii) use of good quality materials appropriate to the location;***

***(iv) visual interest at street or pedestrian level which does not impair road safety.***

#### **Reason:**

3.15 Developing sites piecemeal with little regard for the form of surrounding development has, in many cases, led to a poor and incoherent urban form. The creation of buildings of good and imaginative design will result in a more attractive environment for Southwark's residents, workers and visitors.

#### **Implementation:**

3.16 By application of the Council's statutory development control powers. By producing and updating general design guidance, design advice and design briefs for particular sites. Visual interest can also be created through murals, sculptures and other forms of public art.

### **Access and Facilities for People with Disabilities**

#### **POLICY E.2.4:**

***In cases of appropriate new developments and refurbishments requiring grant of planning permission, the Council will seek to negotiate access provision for people with disabilities. The Council will also undertake and encourage other agencies to undertake works to existing buildings, streets, parks etc. to provide adequate access, facilities and information for all people with disabilities, and mobility difficulties. All developments must comply with the Council's standards as set out in Supplementary Planning Guidance.***

#### **Reason:**

3.17 Many buildings, streets, parks and gardens are inaccessible to some people because they have been built ignoring the needs of people with disabilities. The Council is committed to improving the existing environment wherever possible and ensuring that all future developments take into account fully the needs of people using wheelchairs, or who are otherwise restricted in their mobility or who are visually impaired. Such improvements will also benefit all residents, workers and visitors to buildings.

#### **Implementation:**

3.18 By application of the Council's statutory development control powers and by ensuring its own developments meet the required standards. By initiating and encouraging other agencies to initiate schemes to remedy defects in the design of the environment.

3.19 By providing and updating general design guidance, design advice and briefs. The Council's standards, controls and guidance are set out in Supplementary Planning Guidance.

## **External Space**

### **POLICY E.2.5:**

***New developments and refurbishments should display a high standard of landscape and townscape design compatible with safety and security, to include, where conditions permit:***

***(i) landscape proposals co-ordinated with overall design at an early stage;***

***(ii) new tree planting, set where possible into underplanting, including a proportion of native species and, where appropriate, others of ecological value;***

***(iii) incorporation of existing planting and other features worthy of retention;***

***(iv) creation and retention of naturalistic landscapes of nature conservation interest including such features as hedges, copses, ponds and meadows making use of native plants or others of conservation value;***

***(v) good design and quality of materials for fences, walls and hard landscapes (including pavements and parking areas);***

***(vi) well designed street furniture, lighting and signposting;***

***(vii) graffiti and vandal-resistant materials;***

***(viii) commitment to maintenance and replacement following damage to hard and soft landscapes;***

***(ix) safety and security measures (see Policy E.1.1: Safety and Security in the Environment);***

***(x) accessibility for people with disabilities (see Policy E.2.4: Access and Facilities for People with Disabilities).***

### **Reason:**

3.20 The quality of the environment created by new development depends not only on the design of buildings but also on the design of landscaping (e.g. tree planting), the conservation of existing trees and other features of merit, the choice of materials for hard surfaces, fences, walls and the design of signposting and street furniture. These aspects need to be co-ordinated with one another and with the design and layout of new buildings.

### **Implementation:**

3.21 By application of the Council's statutory development control powers. By providing and updating general design guidance, design advice and design briefs.

## **Advertisement Hoardings and Panels**

### **POLICY E.2.6:**

***Advertisement hoardings and panels will not normally receive advertisement consent, except as a security measure or for reasons of amenity, on the boundary of a vacant site or a vacant building and then only for the period of vacancy.***

**Reason:**

3.22 There has been a great increase in poster advertising lately, often disfiguring the street scene. There are, however, a few locations in commercial areas where advertisement panels can add interest and colour.

**Implementation:**

3.23 By application of the Council's statutory development control powers and in accordance with its standards and controls, set out in Supplementary Planning Guidance. In line with the Council's equal opportunities policy, the display of advertisements of a sexist or racist nature will be discouraged. The Council will seek to control the content of advertisements on Council owned land through a clause in the hoarding licence prohibiting the display of any sexist or racist image.

**ENVIRONMENTAL QUALITY**

**OBJECTIVE E.3:  
TO ENHANCE AND PROTECT THE QUALITY OF THE ENVIRONMENT AND THE  
AMENITY ENJOYED BY RESIDENTS**

3.24 Protecting the environment from the harmful effects of inappropriate development is a major priority. The Council has a range of powers including the ability to refuse or control, through planning conditions, developments which may cause nuisance or loss of amenity to Southwark's residents and workers. The provision of additional information on the effects of particular developments will help the Council and the public assess their environmental impact.

**Protection of Amenity**

***POLICY E.3.1: Planning permission for any development or change of use will not normally be granted where it would involve nuisance or loss of amenity to adjacent users, residents and occupiers or the surrounding area.***

**Reason:**

3.25 To protect the amenity of an area and of people living, or working in, or visiting the area.

**Implementation:**

3.26 By application of the Council's statutory development control powers.

**Environmental Assessment**

***POLICY E.3.2:  
For major development proposals or developments in sensitive locations where there are potentially significant environmental effects, developers may be required to submit a comprehensive environmental statement covering those environmental matters deemed by the Council to be necessary for an adequate assessment of the environmental impact of the proposal.***

**Reason:**

3.27 The preparation of comprehensive environmental statements for major development proposals can assist in assessing the proposals themselves and the impact they may have on localities, communities and the environment in general.

**Implementation:**

3.28 By application of the Council's statutory development control powers, in accordance with the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, DOE Circular on Environmental Assessment 15/88, and DOE guidelines to the procedures, HMSO 1988.



## Uses which Adversely Affect the Environment

### **POLICY E.3.3:**

**Where existing uses adversely affect the environment through noise, vibration, soot, grit, dust, smoke, fumes, smells, vehicular obstruction, excessive [traffic](#) generation or other environmental problems, the Council will seek to reduce the problem. It will do so by:**

- (i) seeking to reduce the problem in situ;**
- (ii) encouraging relocation where appropriate;**
- (iii) refusing planning permission for proposals which would result in a consolidation or expansion of uses giving rise to environmental problems;**
- (iv) imposing conditions on planning permissions to regulate uses;**
- (v) taking enforcement action where appropriate.**

### **Reason:**

3.29 The operation of some uses, particularly industrial uses, causes environmental problems and harms residential amenity.

### **Implementation:**

3.30 By application of the Council's statutory development control powers and by providing help in finding alternative premises wherever possible. Where appropriate action will be taken under other statutory powers such as the Control of Pollution Act. In all cases, enforcement action should be regarded as a last resort, and the loss of amenity should be balanced against the benefits of the use of the service provided or of the employment generated.

## Upgrading the Environment

### **POLICY E.3.4:**

**The Council will encourage and carry out environmental works giving priority to schemes within the following areas:**

- (i) Regeneration Areas (see Policy R.2.1: Regeneration Areas);**
- (ii) the Central Area of Community Need (See Policy R.1.1: Central Area of Community Need);**
- (iii) Shopping Centres (see Policy S.3.2: Environment of Shopping Centres);**
- (iv) Council housing estates (see Policy H.2.1: Rehabilitation and Improvement to Housing);**
- (v) Employment Areas (see Policy B.2.1: Employment Areas and Sites);**

**All schemes will be designed to take into account the needs of people with disabilities (see Policy E.2.4: Access and Facilities for People with Disabilities).**

### **Reason:**

3.31 A great many areas suffer from a poor environment which affects the quality of life of people living, and working in, and visiting Southwark. Environmental improvements and other schemes are needed to improve the appearance of areas, encourage investment, benefit local people and further the aims of regeneration.

**Implementation:**

3.32 Through the Council's capital programmes and community group initiatives. As resources are limited, schemes will be carefully scrutinised and prioritised. Assessment of future maintenance implications is necessary to ensure that the improvement is sustained. This will include ease of [street cleansing](#), resistance to vandalism and graffiti and other safety and security implications. The Council will also encourage action by the private sector to upgrade the environment and will enter into partnerships to achieve this.

3.33 Proposal reference nos. for Regeneration Areas are listed under Policy R.2.1, for the Central Area of Community Need under Policy R.1.1, and Employment Areas and Sites under Policy B.2.1.

**Vacant Sites and Buildings****POLICY E. 3.5:**

***The Council will initiate and encourage the use of vacant sites and buildings particularly for use for nature conservation or other appropriate uses.***

**Reason:**

3.34 A major concern of residents is the unpleasant appearance of vacant sites and buildings. Bringing them into use, if only temporarily, will reduce unsightliness and may enhance safety and security. There is a demand for the use of vacant land for allotments, temporary open space and sites for nature conservation.

**Implementation:**

3.35 Through Council, private and community initiatives such as the preparation of a schedule of vacant and derelict land. See also Policy E.6.3: Protection and Creation of Sites of Ecological Value and Policy C.1.1: Premises for Community Facilities.

3.36 Note: Community uses are also covered in Chapter 4: Community and Social Facilities.

**CONSERVATION****OBJECTIVE E.4:**

**TO CONSERVE, PROTECT AND ENHANCE THE CHARACTER OF AREAS, BUILDINGS, ANCIENT MONUMENTS, HISTORIC AREAS, PARKS AND GARDENS OF ENVIRONMENTAL QUALITY, ARCHITECTURAL INTEREST AND HISTORICAL IMPORTANCE.**

3.37 Southwark has many street scenes, parks and open spaces and buildings of high quality, which contribute to the quality of life of the Borough's residents, workers and visitors. Such areas and buildings are considered worth enhancing and should not be allowed to decline. Generally, they will be protected by planning and other powers. However, this should not result in change being prohibited, but should ensure that new developments will enhance these areas and preserve their character. The historic buildings of Southwark are of London-wide and nationwide importance, and any loss of this heritage is therefore of local and national concern.

**Conservation Areas****POLICY E.4.1:**

***Where appropriate, the Council will designate new conservation areas and extend conservation areas. The Council will seek to preserve and enhance the character and appearance of conservation areas. The Council will prepare guidelines to identify their special qualities. Identification of the special architectural and historic qualities of an area will be based on detailed analysis of the area. This will include the architectural and historic quality, character and coherence of the buildings and the contribution which they make to the special interest of the area.***

**Reason:**

3.38 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires Councils to

preserve and enhance conservation areas. Recent legal cases have made this a more positive requirement together with the need for very stringent consideration of proposals in conservation areas.

**Implementation:**

3.39 The designation of new conservation areas is likely to be more limited while concentration is given to implementing measures to preserve and enhance existing conservation areas. The preparation of guidelines is important both as a guide to enhancing these areas and also to assist applicants in designing new buildings and alterations to existing buildings. Conservation areas and extensions to existing areas will be designated after consideration of advice from interested groups such as the Conservation Areas Advisory Group and following consultation with local groups and residents.

3.40 **Note:** Existing conservation areas are shown on Map E2.

**Proposals Affecting Conservation Areas**

**POLICY E.4.2:**

***Conservation Area Consent for demolition in conservation areas will not normally be granted except where certain conditions are met. These conditions are as follows:***

***(i) consent will not normally be given for the redevelopment of, or demolition or partial demolition of buildings, or part of buildings which make a positive contribution to the character or appearance of the conservation area;***

***(ii) there are acceptable and detailed plans for the site of the building to be demolished or partially demolished. Demolition is not to be undertaken before a contract for the carrying out of the works of redevelopment has been made, and planning permission granted for the redevelopment.***

**Reason:**

3.41 Full information is needed before consideration can be given to proposals to ensure that these preserve and enhance the character and appearance of the conservation areas. In addition, care is needed to ensure that there are suitable proposals when demolition is proposed.

**Implementation:**

3.42 By application of the Council's statutory development control powers. On occasions it may be appropriate to relax other policies or standards (e.g. car parking or sound insulation) if these result in an unsatisfactory scheme in a conservation area. Where necessary the Council will take enforcement action against unauthorised alterations and developments if these harm the character of a conservation area. For proposals involving trees in conservation areas, see Policy E.6.2: Trees Subject to Tree Preservation Orders and Trees in Conservation Areas.

3.43 **Note:** Existing conservation areas are shown on Map E2.

**POLICY E.4.3:**

***Planning permission for proposals affecting conservation areas will not normally be granted except where certain conditions are met. These conditions are as follows:***

***(i) the design of any new development or alteration demonstrates that a high priority has been given to the objective of positively preserving or enhancing the character or appearance of the conservation area;***

***(ii) proposals should pay special regard to historic building lines, scale, height, and massing, traditional patterns of frontages, vertical or horizontal emphasis, plot widths and detailed design e.g. the scale and***

*spacing of window openings, and the nature and quality of materials;*

*(iii) schemes should be drawn up in detail (outline applications will normally not be accepted);*

*(iv) drawings of the proposal should show the proposed development in its setting and indicate any trees to be retained, lost or replaced;*

*(v) a proposal for a site adjacent to or outside a conservation area will be unacceptable if it would have a significant adverse impact on the character and appearance of the conservation area;*

*(vi) the proposed use will not adversely affect the character or appearance of the conservation area.*

**Reason:**

3.44 Full information is needed before consideration can be given to proposals to ensure that these preserve or enhance the character or appearance of the conservation area.

**Implementation:**

3.45 By application of the Council's statutory development control powers. ON occasions it may be appropriate to relax other policies or standards (e.g. car parking) if these would result in an unsatisfactory scheme in a conservation area. Where necessary the Council will take enforcement action if unauthorised alterations and developments harm the character or appearance of a conservation area. The Council will consult the Conservation Areas Advisory Group on applications which may affect the character or appearance of a conservation area. For proposals involving trees in conservation areas, see Policy E.6.2: Trees Subject to Tree Preservation Orders and Trees in Conservation Areas.

## **Protection of Buildings of Special Architectural or Historical Interest**

**POLICY E.4.4:**

***The Council will make recommendations to the Department of National Heritage to statutorily list buildings, structures, monuments and other elements of the built environment of special architectural or historic interest and will serve Building Preservation Notices to protect those buildings and structures in danger of demolition or alteration.***

**Reason:**

3.46 To protect and preserve buildings, structures and other elements of the built environment of special architectural or historic interest within the borough, and to encourage their retention, preservation and restoration. The Council will serve Preservation Notices to protect buildings where inappropriate demolition or alteration is threatened.

**Implementation:**

3.47 Through the Council's statutory planning powers.

## **Demolition of Listed Buildings**

**POLICY E.4.5:**

***Consent will not be granted for the demolition or partial demolition of a listed building other than in exceptional circumstances, and then only when a suitable redevelopment scheme has received planning permission. Demolition will only be authorised when a contract has been let for the new development. Redevelopment proposals which entail unacceptable demolition will not be granted planning permission.***

**Reason:**

3.48 To protect listed buildings and to ensure that there will be a replacement development that is acceptable. DOE advice indicates a presumption in favour of preservation.

**Implementation:**

3.49 By application of the Council's statutory development control powers.

**Proposals Affecting Listed Buildings****POLICY RE.4.6:**

**Listed Building Consent, and planning permission for listed buildings and for developments which affect the setting of a listed building will not normally be granted except where certain conditions are met. These conditions are:**

*(i) external alterations or extensions to listed buildings or works within the curtilage of such buildings must respect the architectural or historic references of the building and be sympathetic to the character and appearance of the building or of any group of buildings of which it forms a part;*

*(ii) internal alterations to listed buildings, and any changes of use, must be sympathetic to the character and appearance of interiors and retain all internal features of interest;*

*(iii) proposals, including changes of use, which affect the setting of a listed building must not do so adversely;*

*(iv) schemes should be drawn up in detail (outline applications will not normally be accepted);*

*(v) drawings of the proposal must show the proposed development in its context and setting.*

**Reason:**

3.50 To ensure that the character of listed buildings is preserved.

**Implementation:**

3.51 By application of the Council's statutory development control powers. On occasions it may be appropriate to relax other policies or standards (e.g. car parking or sound insulation - see Appendix A1 and Supplementary Planning Guidance) if these would result in an unsatisfactory scheme for a listed building. Where necessary the Council will take enforcement action if unauthorised alterations and developments harm the character of a listed building.

**Preservation and Restoration of Listed Buildings and Other Structures of Architectural or Historic Merit****POLICY E.4.7:**

**The Council will seek to ensure that listed buildings and other structures of architectural, historic or townscape importance are kept in a good state of repair.**

**Reason:**

3.52 To protect and preserve the character of historic buildings and other structures such as bridges and monuments (including funerary monuments) which have architectural merit.

**Implementation:**

3.53 By use of the Council's statutory listed building powers, including the serving of repair notices, by giving advice on repairs and grants, and advice on design materials. Other structures will be considered on their architectural or historic importance and their contribution to the heritage of Southwark.

**Architectural Salvage**

**POLICY E.4.8:**

***The Council will normally resist the removal of artefacts from historic buildings. If, exceptionally, listed building or conservation area consent is granted for demolition or part demolition, the Council will encourage the removal, storage, restoration and re-use of suitable elements.***

**Reason:**

3.54 To ensure that artefacts are retained in historic buildings, and in exceptional circumstances, are re-used in appropriate buildings.

**Implementation:**

3.55 By application of the Council's statutory development control powers and by giving advice.

**Article 4 Directions**

**POLICY E.4.9:**

***Where appropriate, the Council will make use of its powers under Article 4 of the General Permitted Development Order 1955 to control alterations and additions to residential and other properties, where it is felt that unsympathetic alteration would damage the character of conservation areas or other homogeneous areas, or unlisted buildings of exceptional group value.***

**Reason:**

3.56 In areas of specific character, unsympathetic replacement of windows and doors, installation of satellite dishes, addition of porches, poorly designed extensions and out-buildings can detract from the overall character. The requirement to submit a planning application for these alterations will allow the Council to protect the character of such areas.

**Implementation:**

3.57 By application of the Council's powers under Articles 4 and 5 of the General Permitted Development Order 1995.

**Scheduled Ancient Monuments**

**POLICY E.4.10:**

***The Council will protect scheduled ancient monuments and no development will be allowed if the monument or its setting are adversely affected.***

**Reason:**

3.58 To protect ancient monuments.

**Implementation:**

3.59 By application of the Council's statutory development control powers, and the Secretary of State's powers under the Ancient Monuments and Archaeological Areas Act 1979.

**Historic Parks and Gardens**

**POLICY E.4.11:**

***Planning permission will not normally be granted for any development which adversely affects the character, or the setting of the registered historic parks and gardens of [Dulwich Park](#), [Belair](#), [Southwark Park](#), [Peckham Rye](#) and [Nunhead Cemetery](#). The Council will also seek to restore these historic parks and gardens.***

**Reason:**

3.60 Dulwich Park, Belair, Southwark Park, Peckham Rye and Nunhead Cemetery have been identified and registered as historic parks and gardens by English Heritage. In addition, Southwark Council has designated Lettsom Gardens an historic park and garden. These parks have a high landscape, garden history, and nature conservation value.

**Implementation:**

3.61 By application of the Council's statutory development control powers, through its own parks maintenance and management programmes, and consultation with English Heritage. The Council will adopt the same approach in considering planning applications affecting the character or setting of any additionally registered historic parks and gardens. See Proposal 135.

## ARCHAEOLOGY

### **OBJECTIVE E.5: TO ENSURE THE PRESERVATION, PROTECTION, INVESTIGATION, RECORDING AND DISPLAY OF THE ARCHAEOLOGICAL HERITAGE**

3.62 The archaeological heritage of the borough includes historic centres and ancient monuments, archaeological sites and areas of geology and topography especially attractive for early settlement and is of national international significance. Many sites and finds in Southwark, particularly those from the Roman, Medieval and Elizabethan periods are very well known, and the Council will do all that it can to assist in their preservation, protection and display for all to enjoy.

### **Sites of Archaeological Importance**

#### **POLICY E.5.1:**

***The Council will seek to conserve and protect the borough's archaeological heritage and to enhance the knowledge of its historical development. The policy will apply to sites of potential archaeological importance, where ancient remains are threatened by development.***

***(i) The Council will expect the applicant to provide information to enable an assessment of the impact of a proposed development on the potential archaeology of the site. This would usually be desk-based information and would be expected prior to the determination of a planning application.***

***(ii) Where there are likely to be important remains on a site, which may merit preservation in situ, then the results of an archaeological field evaluation will, if feasible, be required prior to the determination of a planning application.***

***(iii) Where the evaluation reveals important remains their protection and preservation will be the primary objective. This can be achieved by redesigning the proposed development and by foundation modification.***

***(iv) Where important archaeological remains cannot be preserved, or where remains do not merit preservation, then the Council will use planning conditions to ensure excavation and recording of the remains prior to redevelopment, i.e. preservation by record.***

***(v) Archaeological investigations are to be undertaken by recognised archaeological field unit to a written specification. These will need to be approved by the Council prior to commencement of any work.***

#### **Reason:**

3.63 To protect Southwark's archaeological heritage, which includes remains of national importance. These remains are under constant threat from proposed developments and the policy will ensure their protection through the planning process. The Council considers that the archaeology of the borough is a community asset and that its preservation is a legitimate objective, against which the needs of development must be balanced and assessed.

**Implementation:**

3.64 By application of the Council's statutory development control powers and by planning and other legal agreements. This policy applies to all sites within the defined Archaeological Priority Zones and, in addition, the Council will apply this policy as appropriate to sites of potential archaeological importance outside these zones. The Department of the Environment has also issued comprehensive guidance (Planning Policy Guidance 16, "Archaeology and Planning" November 1990). See also Policy R.2.2: Planning Agreements.

3.65 The Proposals Map and Schedule identify Archaeological Priority Zones at: Borough/Bermondsey/Riverside (Proposal 1); Old Kent Road (Proposal 51); Elephant & Castle/Kennington Park Road (Proposal 60); Walworth (Proposal 63); Camberwell (Proposal 102); Peckham (Proposal 113); Dulwich Village (Proposal 152).

**ECOLOGY AND TREES**

**OBJECTIVE E.6:  
TO PROTECT, ENHANCE AND CREATE SITES OF ECOLOGICAL VALUE, SITES OF NATURE CONSERVATION IMPORTANCE, AND FOR LOCAL NATURE RESERVES, AND TO PROTECT TREES, FOR PUBLIC AMENITY, HEALTH AND EDUCATION AND FOR THEIR OWN INTEREST AND VALUE.**

3.66 Southwark has a rich heritage of trees and numerous sites which are of significance for nature conservation, visual amenity and their broader ecological value. Many of these are locally important sites which are rich in wildlife despite their Inner London location. Other sites are of borough-wide significance, while wooded areas in the south are of metropolitan significance. All these sites need appropriate management, protection and interpretation.

**Tree Preservation Orders****POLICY E.6.1:**

*The Council will make tree preservation orders in the interests of amenity and where particular trees, groups of trees, hedges, copses or woods are threatened, or whilst considering planning applications or the preparation of landscape proposals.*

**Reason:**

3.67 To ensure the retention and careful management of trees which have an amenity value and to encourage the application of good standards of protection during development.

**Implementation:**

3.68 By the application of the Council's powers under S.198 of the Town and Country Planning Act 1990 and by reference to standards contained in BS 5837 "Trees in Relation to Development Sites". The Council will also prepare a Register of Historic Trees. See Also Policy E.4.11: Historic Parks and Gardens.

**Trees Subject to Tree Preservation Orders and Trees in Conservation Areas****POLICY E.6.2:**

*Approval will not be given for the complete removal, felling, substantial thinning or new pollarding of a tree subject to a Tree Preservation Order, or situated within a conservation area, except in exceptional circumstances. When a tree is lost, there will be a requirement to replace it. Approval will normally be given for work which involves reasonable thinning, removal of specific branches or re-pollarding.*

**Reason:**

3.69 Trees which are the subject of TPOs or are within conservation areas are of value both in themselves and in the contribution they make to the environment. Care should be taken that they are protected and retained and not wilfully removed or damaged.

**Implementation:**

3.70 By application of the Council's statutory planning powers requiring prior notification of all



works to TPO trees and trees in conservation areas, and its powers to refuse, amend or attach replanting conditions to such proposals.

3.71 Note: existing conservation areas are shown on map E.2.

### **Protection and Creation of Sites of Ecological Importance**

#### **POLICY E.6.3:**

***The Council will encourage the preservation, conservation and interpretation of existing areas of woodland and other habitats of ecological importance and will seek to create new areas where there are deficiencies. It will do so by:***

***(i) identifying and evaluating sites, features and areas of ecological importance and maintaining an up-to-date schedule of such sites;***

***(ii) defining areas which are ecologically deficient where new habitats and facilities for nature conservation and environmental education are to be established, particularly where there is vacant land;***

***(iii) designating local nature reserves and sites of nature conservation importance;***

***(iv) promoting awareness, appropriate use and management of sites of ecological importance in conjunction with schools, local environmental and community groups and other appropriate organisations;***

***(v) encouraging opportunities for direct experience of working with soil, plants and animals, and understanding the built and social environment by supporting facilities such as city farms, urban studies centres and community gardens;***

***(vi) entering into management agreements where appropriate.***

#### **Reason:**

3.72 There are ancient semi-natural woodlands at Sydenham Hill and newer broadleaved woodland at Dulwich Upper Wood and Nunhead Cemetery. There are new ecological and environmental education facilities throughout the borough, such as at [Lavender Pond](#) and Pumphouse, the Wildlife Garden Centre, Walworth City Farm and the Surrey Docks City Farm. Such areas offer opportunities for the conservation of wildlife, observing and understanding what grows and lives around us, and fosters an understanding of local, national and global ecological issues.

#### **Implementation:**

3.73 Where areas and features of ecological value are owned by Southwark, the Council will endeavour to enhance their ecological value. In areas not within the Council's ownership, conservation will be primarily through planning agreements and voluntary community and private initiatives. Private developers will be encouraged to preserve sites of ecological value through legal agreements. The Council can assist by leasing suitable land in its own ownership to establish nature gardens or to conserve existing wildlife areas. The Council will continue to liaise with the London Ecology Unit, the London Wildlife Trust and local conservation groups in identifying sites of ecological value and promoting appropriate management and interpretation. See Policy E.6.4: Local Nature Reserves and Sites of Nature Conservation Importance for guidance on proposals which affect local nature reserves and sites of nature conservation importance.

3.74 The Proposals Map and Schedule identify the following: Sites of Nature Conservation Importance (Proposals 22, 29, 31, 138, 143, 145, 158, 160, 166, 168, 170, 171, 173, 174, 175, 177 193, 194, 196, 197, 198, 199) and Local Nature Reserves (Proposals 30, 135, 140, 172, and 179).

## Local Nature Reserves and Sites of Nature Conservation Importance

### **POLICY E.6.4:**

***Planning permission will not normally be granted for any proposal that would result in the loss of or damage to designated Local Nature Reserves or Sites of Nature Conservation Importance.***

### **Reason:**

3.75 To protect these defined sites which possess significant ecological value.

### **Implementation:**

3.76 By application of the Council's statutory development control powers. See Policy E.6.3: Protection and Creation of Sites of Ecological Importance for other measures to protect and enhance local nature reserves and sites of nature conservation importance.

3.77 The Proposals Map and Schedule identify the following: Sites of Nature Conservation Importance ( Proposals 22, 29, 31, 138, 143, 145, 158 160, 166, 170, 171, 173, 174, 175, 177, 193, 194, 196, 197, 198 and 199)and Local Nature Reserves (Proposals 30, 135, 140, 172 and 179).

## THAMES-SIDE

### **OBJECTIVE E.7:**

**TO PROTECT AND ENHANCE VIEWS AND RIVERSIDE FEATURES OF, PUBLIC ACCESS TO AND ALONG, AND THE ECOLOGY OF THE RIVER THAMES AND ITS SHORELINE**

3.78 Southwark enjoys a unique position on the south bank of the River Thames, with fine view across to the historic buildings and landmarks in the City of London and further eastward. Opportunities still exist for new developments on Southwark's river frontage which can enhance views and provide public access to and along the River Thames, as well as enhancing the appearance of the river frontage itself.

3.79 **Note:** see also Policy T.9.1: Use of the Thames in Chapter 8: Transport, which covers passenger and freight use of the river.

### **Riverside Townscape, Thames Path and Public Access to Thames Frontage and Shoreline.**

### **POLICY E.7.1:**

***New riverside developments should wherever possible allow for the following components:***

***(i) the maintenance of and increase in public access to the Thames riverside and shoreline, including full access for people with disabilities;***

***(ii) the completion of the Thames Path along the riverside;***

***(iii) the highest standards of design and landscaping, including the creation of new wildlife habitats and green spaces, to improve the appearance of the river frontage when viewed from both within and outside Southwark;***

***(iv) views of the River Thames from public streets, buildings and spaces including the creation of new prospects of the river and the opposite bank;***

***(v) protection of views of the Tower of London World Heritage Site, as designated by UNESCO.***

**Reason:**

3.80 To implement the Thames Path with the maximum recreational, visual, and wildlife benefit and to preserve and enhance the south bank of the Thames as a valuable resource in terms of townscape and public access.

**Implementation:**

3.81 By the Council's and the LDDC's statutory development control powers, in liaison with the Countryside Commission, and through planning agreements with applicants.

Developments will also be expected to comply with Policy E.1.1: Safety and Security in the Environment, and Policies E.2.1 to E.2.5 under Objective E.2: Urban Design, and policies elsewhere in the UDP which relate to the proposed use.

3.82 The Thames Path is shown on the Proposals Map and Schedule as Proposal 5. See also Proposal 201.

**Water Environment****POLICY E.7.2:**

*The Council, in association with the National Rivers Authority, will seek to:*

*(i) secure maintenance of the river wall by ensuring that no development adversely affects the integrity of the tidal defences;*

*(ii) conserve existing areas of ecological value and to restore and enhance the ecological elements of the river, shoreline and adjacent areas;*

*(iii) ensure that no development adversely affects the quality of underground and surface water and support initiatives which result in improvements to water quality;*

*(iv) encourage public access to the river, shoreline and water related recreation;*

*(v) encourage public access to open water in the Docks for recreation and community use;*

**Reason:**

3.83 To encourage use of the river whilst maintaining its special natural environment. Large areas of Southwark would be liable to flooding if the flood defences were not maintained adequately.

**Implementation:**

3.84 Through the Council's and the LDDC's statutory development control powers and by early and close consultation with the Environment Protection Agency (All works within 16 metres of tidal defences require the Environment Protection Agency's consent), and liaison with the Countryside Commission over the Thames Path.

**Stationary Vessels and Structures In or Over the Thames****POLICY E.7.3:**

*Proposals for river - based activities which involve the stationing of vessels or the erection of structures in or over the river will be considered favourably where they:*

*(i) encourage the use of the Thames for freight or passenger traffic and result in net environmental and transport benefits;*

*(ii) encourage the recreational use of the river by the public;*

*(iii) are designed appropriate to the river and are kept in good repair;*

***(iv) do not interfere with the navigation of the river or cause siltation problems;***

***(v) minimise impact on riverside ecology and nature conservation;***

***(vi) minimise noise, pollution and refuse generation;***

***(vii) are acceptable in terms of traffic generation, parking and /or servicing on dry land in the vicinity.***

**Reason:**

3.85 The principal functions of the river are to transport passengers and goods as well as to be an important recreational and amenity resource for London. Structures within or over the river and stationary vessels should encourage the public use of the river whilst avoiding giving rise to environmental problems.

**Implementation:**

3.86 By the application of the Council's and the LDDC's statutory development control powers and in association with the Port of London Authority (PLA) and the Environment Protection Agency.

## Chapter 4 - Community & social facilities

4.1 This chapter contains a range of policies to protect the existing and to ensure the future supply of community and social facility provision. It addresses issues around the quantity and disposition of buildings, land and open spaces, and the quality of services provided within them. The essential aim is to meet the needs of every section of Southwark's population, and to deal with the inequalities of provision which currently exist.

4.2 **Note:** This chapter includes policies on Open Space (see Objective C.5). For policies on Ecology, see Chapter 3: Environment (Objective E.6: Ecology and Trees).

### COMMUNITY AND SOCIAL FACILITIES POLICIES

#### COMMUNITY FACILITIES

**OBJECTIVE C.1:  
TO FACILITATE A SATISFACTORY ALLOCATION OF LAND AND PREMISES TO  
PROVIDE COMMUNITY FACILITIES IN ACCESSIBLE LOCATIONS TO SERVE  
SOUTHWARK'S POPULATION**

4.3 Community facilities such as meeting places, [advice centres](#), [day centres](#), childcare facilities, and doctors' and dentists' surgeries are required in accessible locations for Southwark's population. There is a need to reflect population characteristics in terms of age structure, gender, race and religion, which is not currently the position for past protectionist policies have not assisted their establishment, and thus made it extremely difficult for some community groups to find suitable premises.

4.4 This section contains policies to protect existing provision and to give clear guidance on the circumstances in which new provision of premises for community facilities will be allowed.

#### Premises for Community Facilities

##### **POLICY C.1.1:**

***Planning permission will normally be granted for advice centres, meeting places, doctors' and dentists' surgeries, [day centres](#) and similar community facilities.***

***Changes of use to the above facilities will normally be granted in the following circumstances:***

***(i) from residential, where the premises would otherwise remain vacant, but excluding residential premises built or adapted for people with disabilities or for other special needs groups, subject to the provisions of Policy H.1.1: Protection of Existing Housing Accommodation;***

***(ii) from retail, excluding Primary Shopping Frontages, and subject to the conditions set out in Policy S.1.2: Secondary Shopping Frontages and in Policy S.1.4: Shops outside Primary and Secondary Shopping Frontages;***

***(iii) from a non-retail service, subject to the provisions set out in Policy S.1.5: Change of Non-Retail Uses;***

***(iv) within the upper floor of a shop, subject to the conditions set out in Policy S.1.7. Upper Floors of Shops;***

***New developments and changes of use should not result in severe loss of amenity to adjacent users, residents and occupiers or the surrounding area, or cause [traffic](#), parking, pedestrian or road safety problems. All proposals should meet the Council's Environmental Health, Social Services and Education standards as appropriate.***

**Reason:**

4.5 To meet the demand for community facilities from residents in Southwark, particularly from those who have experienced difficulties in obtaining premises in the past.

**Implementation:**

4.6 By application of the Council's statutory development control powers, and through planning agreements with applicants. Planning conditions are likely to be applied to minimise potential nuisance and to monitor the operation of the proposed uses. Policy S.3.1: Customer Facilities, Policy B.3.2: Employment Facilities and Conditions and Policy H.1.3: New Housing set out the circumstances under which childcare facilities and other community facilities will be sought in new shopping, employment-generating and housing developments, through the provisions of Policy R.2.2: Planning Agreements.

4.7 The Proposals Map and Schedule identify the following as being suitable for the provision of community facilities together with other identified uses: Proposals 18, 26, 27, 37, 114, 186 and 188.

### **Day Nurseries and Crèches in Residential Areas**

**POLICY C.1.2:**

***Planning permission will normally be granted for the provision and expansion of day nurseries and crèches in residential areas, whether provided by statutory, voluntary or private agencies, provided the following criteria are met:***

***(i) The proposal should not involve nuisance or loss of amenity and privacy to adjacent residents and occupiers;***

***(ii) The resulting traffic generation and parking would not add to congestion nor impair pedestrian or road safety.***

**Reason:**

4.8 Nursery facilities which provide essential support to women returning to work, lone parents and families with young children are severely restricted by lack of provision. Residential areas near local facilities and services, where public transport accessibility is good, can provide suitable locations for nursery facilities and minimise traffic generation.

**Implementation:**

4.9 By application of the Council's statutory development control powers. Proposals will be expected to conform to Council standards applicable to the care of children.

### **Retention of Existing Community Facilities and Public Buildings**

**POLICY C. 1.3:**

***Planning permission will not normally be granted for a development which results in the loss of an existing community facility, where a need for these facilities locally has been shown, unless:***

***(i) the facility is incorporated, or replaced within the new development;***  
***or***

***(ii) the facility is relocated to a more appropriate building or to a location which improves its accessibility to potential users.***

**Reason:**

4.10 The shortage of an appropriate range and distribution of community facilities means that any loss would worsen an already poor situation. However, it is appreciated that not all the existing buildings being used as community facilities are suitable for such a use, and where this is the case relocation is desirable.

**Implementation:**

4.11 By application of the Council's statutory development control powers and through planning agreements with applicants.

**SOCIAL, EDUCATIONAL AND HEALTH FACILITIES**

**OBJECTIVE C.2: TO FACILITATE THE PROVISION OF NECESSARY SOCIAL, EDUCATIONAL AND HEALTH FACILITIES TO MEET THE NEEDS OF SOUTHWARK'S RESIDENTS**

4.12 Policies in this section cover facilities provided as a statutory duty (by statutory undertakers, Area Health Authorities, the Council's Education and Social Services Departments and other public provision) and provision by the voluntary and private sectors. On 1st April 1990 the Council became a local education authority following the abolition of ILEA. Approximately 150 education sites were transferred from ILEA. Under the Education School Premises Regulations 1981 the Council is now responsible for bringing the recreational area of primary and secondary schools up to the Department of Education and Science playspace standards.

**Provision by Statutory Bodies**

**POLICY C.2. 1:**

***The Council will liaise with statutory providers of services and actively assist in securing land and premises to meet the requirements of statutory undertakers and of public authorities with a statutory duty to provide educational, training, health, social, and similar needs of the community in consultation with the voluntary sector and community organisations, where appropriate.***

**Reason:**

4.13 The Council will support measures to maintain and increase the provision of facilities provided as a statutory duty which would meet the needs of the borough's population.

**Implementation:**

4.14 By application of the Council's statutory development control powers and through its powers as a landowner.

4.15 The Proposals Map and Schedule identify the following: health centre (Proposal 8), education (Proposal 56).

4.16 **Note:** This policy does not include transport facilities which are addressed in policies in Chapter 8: Transport, due to their very different land use implications.

**Health, Social and Educational Facilities**

**POLICY C.2.2:**

***Planning permission will normally be granted for new health, social and educational facilities, whether proposed by the Council, Area Health Authorities, the private sector or voluntary sector, provided that they meet the following criteria:***

***(i) it can be shown that the proposal would directly benefit disadvantaged groups in Southwark,***

*(ii) there would be no significant loss of amenity to nearby occupiers;*

*(iii) the proposal would not conflict with any other plan policy;*

*(iv) that where appropriate, provisions are made to ensure that the facility can be used by all members of the community (for example there is access for people with disabilities and child care facilities are provided);*

*(v) the proposal should normally be located within close proximity to the area it is intended to serve;*

*(vi) the proposal meets Social Services or Education standards where appropriate.*

**Reason:**

4.17 Health, social and educational facilities provided by the Health Authorities and the Council, or by the voluntary and private sectors should benefit all Southwark's residents, be well located with respect to their users and clients, and be accessible to all members of the community, particularly people with mobility difficulties or disabilities.

**Implementation:**

4.18 By application of the Council's statutory development control powers. The Council may take into account proposed management arrangements, and will establish whether the applicant is a recognised body in relation to the facility to be provided.

4.19 Proposal reference nos. relevant to this policy are shown under Policy C.2.1: Provision by Statutory Bodies.

**PLACES OF WORSHIP AND CULTURAL FACILITIES**

**OBJECTIVE C.3: TO FACILITATE THE PROVISION OF RELIGIOUS AND CULTURAL FACILITIES TO MEET THE NEEDS OF DIFFERENT CULTURAL GROUPS WITHIN SOUTHWARK**

4.20 Cultural and religious groups have found difficulty in finding suitable sites and buildings to provide places of worship. Muslim groups, amongst others, have experienced opposition to proposals to build new religious buildings.

4.21 In many circumstances, existing religious buildings can be retained for a new religious purpose. It is appreciated, however, that existing church buildings will not always meet the needs of other religious and cultural groups, in which case they should be put to other community or social uses.

**Retention of Existing Religious Buildings**

**POLICY C.3.1:**

***Planning permission will not normally be granted for any development or change of use which would result in the loss without replacement of a church or other religious premises, or would not retain the site/premises for other community use, where there is a need.***

**Reason:**

4.22 There is much demand for religious buildings, and buildings which have served this purpose in the past can make a useful contribution towards satisfying this demand.

**Implementation:**



4.23 By application of the Council's statutory development control powers. The Proposals Map and Schedule identifies Proposal 70.

### **New Religious Buildings**

**POLICY C.3.2:**

***Planning permission will normally be granted for new religious buildings unless the proposal would result in severe problems in terms of loss of amenity, car parking and noise.***

**Reason:**

4.24 Established religious buildings are an accepted part of the community, and are most frequently located in residential areas. New buildings are required to meet the religious needs of Southwark's diverse population.

**Implementation:**

4.25 By application of the Council's statutory development control powers.

### **LEISURE AND RECREATION**

**OBJECTIVE C.4:  
TO FACILITATE THE PROVISION OF A RANGE OF DIFFERENT TYPES, OF LEISURE  
AND RECREATIONAL FACILITIES TO MEET THE NEEDS OF SOUTHWARK'S  
RESIDENTS**

4.26 Formal leisure and recreational provision in Southwark is dominated by facilities which cater for able-bodied men, for example football pitches and sports grounds, and often offer little opportunity for women, the elderly, or people with disabilities to participate.

4.27 This section contains policies to protect existing provision and to ensure new provision addresses the leisure and recreational needs of all residents in Southwark.

### **Protection of Existing Recreational Facilities**

**POLICY C.4.1:**

***Planning permission will not normally be granted for a development or change of use which would result in the loss of recreational facilities unless they do not meet community need.***

**Reason:**

4.28 Recreational facilities are a valuable resource for the local community. However, they are sometimes located in inaccessible locations, or in old, obsolete or rundown premises. In such circumstances replacement, relocation or enhancement of existing facilities is necessary.

**Implementation:**

4.29 By application of the Council's statutory development control powers and through planning agreements with applicants.

### **New Leisure and Recreational Facilities**

**POLICY C.4.2:**

***Planning permission for new and improved leisure and recreation provision will normally be granted and will be particularly welcomed in those areas of the borough where there is underprovision.***

**Reason:**

4.30 Most formal leisure and sports facilities, especially playing fields, are orientated towards able bodied men, and recreational provision is dominated by sports activities. Facilities are needed for all sections of the community, especially women and Asian people who consider

existing facilities inadequate for their needs. There are also parts of the borough which are poorly provided with sports facilities, and proposals to supplement the Council's provision will generally be welcomed.

**Implementation:**

4.31 Through the Council's statutory development control powers, and its powers as a landowner, through encouraging private sector and voluntary sector initiatives, and through public/private sector partnerships.

4.32 The Proposals Map and Schedule identify the following for leisure and recreational facilities: Proposals 7 and 78.

**OPEN SPACE**

**OBJECTIVE C.5:  
TO FACILITATE THE PROVISION OF A RANGE OF DIFFERENT TYPES  
OF OPEN SPACE TO MEET COMMUNITY NEED AND TO SAFEGUARD  
AND ENHANCE EXISTING PROVISION**

4.33 Open space provision in Southwark has developed in a piecemeal fashion in recent years. Cuts in public expenditure have had an adverse impact on the maintenance of Council parks and gardens as well as revenue support for the ongoing maintenance of community-initiated environmental improvements.

4.34 The priority now is to formulate and implement a strategy to supply a network of good quality open areas which provide a range of formal and informal open air experiences to meet the needs of all sections of Southwark's population, as well as safeguarding and enhancing nature conservation. The aim is to improve the quality of the environment, enhance the quality of life of all residents and promote the image of the Borough as a good place in which to live, work and invest.

4.35 This section contains policies to protect and enhance play spaces for children, encourage community use of open space, protect and enhance recreational open space, safeguard allotments, and protect and make the best use of Metropolitan Open Land, including Green Chains, to bring London-wide and local benefits.

**Open Space Provision**

**POLICY C.5.1:**

***Within an Open Space Strategy, the Council will seek to:***

***(i) protect and enhance the quality of existing public parks, playing fields and formal gardens which meet community need;***

***(ii) provide new open spaces in areas deficient in publicly accessible open space;***

***(iii) identify alternative uses for areas of open space which do not meet community need and to consult publicly and widely if this involves any loss of public open space.***

**Reason:**

4.36 Southwark has many temporary open spaces, which have developed in a piecemeal fashion, some maintained by the Council and some by the voluntary or private sectors. The length of life of these spaces needs to be judged in a borough-wide context, balancing development pressure on individual sites against the requirement for open space provision to meet community need. New open space provision, and improvements to Council owned open space need to be assessed in relation to continuing restrictions on the finance available for maintenance purposes.

4.37 The Council will take these factors into account in decision making, basing provision standards on those contained in the Planning Policy Guidance on Sport and Recreation. The Council has a duty to publicise any proposed disposals or changes of use of public open space (Map CI).

**Implementation:**

4.38 By application of the Council's statutory development control powers, and through the Council's capital programme as resources allow. The Open Spaces Strategy will be developed in liaison with the London Planning Advisory Committee, adjoining boroughs, the voluntary sector and Southwark residents. A number of open spaces have statutory protection from development in addition to protection under Policy C.5.4. Map C3 shows all open spaces in the plan area which are protected from development under the London Squares Preservation Act (1933) or under the Commons Registration Act (1965). Also shown on Map C3 are some open spaces which are established under a Local Act. Not shown are public open spaces which are former disused burial grounds, although statutory provisions normally apply to constrain their development. The Proposals Map and Schedule identify the following: new open space (Proposals 19, 39, 78, 100 and 101), and new open space together with other identified uses (Proposals 8, 17 and 26).

### Protection of Play Spaces and Facilities for Children

**POLICY C.5.2:**

***Planning permission will not normally be granted for a development which would result in the loss of, or adversely affect the quality, access or safety of formal or informal play space or any other open spaces designated for use by children, unless alternative provision is created or significantly enhanced nearby.***

**Reason:**

4.39 Play spaces and open spaces provide the greatest benefit to children if they are supervised, safe, well maintained, accessible and near to demand. However, there is a severe shortage of quality supervised and unsupervised play spaces throughout the Borough and children frequently use a wide range of lesser quality play spaces which should be enhanced to maintain or improve provision wherever the opportunity arises, particularly if a nearby development is approved.

**Implementation:**

4.40 By application of the Council's statutory development control powers, its powers as a landowner, and through planning agreements with applicants.

### Community Open Space

**POLICY C.5.3:**

***Planning permission will normally be granted for community play space, community gardens, city farms, nature gardens, wildlife sites and associated features.***

**Reason:**

4.41 Existing city farms, community gardens and community play spaces are popular and can upgrade the quality of the environment. The council wishes to encourage community involvement in the sensitive and appropriate use and management of open space.

**Implementation:**

4.42 By application of the Council's statutory development control powers, its powers as a landowner and through voluntary and private sector initiatives and partnerships with the Council. See also Policy E.6.3: Protection and Creation of Sites of Ecological Importance.

**Local Open Space  
(Policies C5.4/C5.5)\***

**Public Open Space**

A1 Coin Street Park  
A2 Hatfields Gardens  
A3 Christchurch Gardens  
A4 Blackfriars Bridge Gardens  
A5 Bankside Gardens  
A6 Thames Path, Bankside  
A7 Cathedral Gardens  
A8 [Marlborough Playground](#)  
A9 [Redcross Gardens](#)  
A10 Little Dorrit Playground  
A11 St. George's Church  
A12 All Hallow's Church Gardens  
A13 [Mint Street](#) Park & Adventure Playground  
A14 Grotto Playground & seat garden  
A15 Nelson Square Playground  
A16 Ufford Street Gardens  
A17 Harmsworth Park  
A18 [West Square](#) Gardens  
A19 St. Mary's (Newington) Church Gardens  
A20 Elephant Road Park  
A21 [Bermondsey Square](#) Garden  
A22 Locksfield Open Space  
A23 [Nursery Row](#) Open Space  
A24 [Paragon Gardens](#)  
A25 [Victory Community Park](#)  
A26 [David Copperfield Gardens](#)  
A27 [Dickens Fields](#) Open Space & Adventure Playground  
A28 Falmouth Community Garden  
A29 [Newington Gardens](#) Park  
A30 Tabard Gardens Park  
A31 Hankey Place Garden  
A32 Mayflower Gardens  
A33 Nelson Recreation Ground  
A34 Leathermarket Gardens  
A35 [Bermondsey Playground](#)  
A36 St. Mary Magdalen Churchyard Gardens  
A37 Long Lane Recreation Ground  
B1 Potter's Fields Park  
B2 [Cherry Gardens](#)  
B3 [Southwark Park](#)  
B4 St. John's Church Gardens & Playground  
B5 Dr. Salter's Playground  
B6 St. James/Grace Kimmins Gardens  
& Adventure Playground  
B7 King's Stairs Gardens  
B8 St. Mary's (Rotherhithe) Gardens & Playground  
B9 [Knot Garden](#)  
B10 [Neptune Street Garden](#)  
B11 King George's Field Park  
B12 Trident Street Adventure Playground  
B13 Canada Water/Surrey Water & canal walk  
B14 Russia Dock Woods & walks and OS N. of Gland Dock & Beatson Walk (S)  
B15 St. Paul's Sports Ground & Beatson Walk  
B16 [Lavender Pond](#) & Pumphouse  
B17 Pearson Park  
B18 Durand's Wharf Park

B19 Holy Trinity Church Gardens  
B20 Salter Road parkways & walks  
B21 Stave Hill Ecology Park  
B22 Stave Hill & approaches  
B23a Docklands Settlement Open Space  
B24 Proposal C41  
B25 Quebec Way Community Open Space  
B26 Nelson Walk  
C1 Patterson/Bricklayers Park & Ecology Area  
C2 St. Anne's Garden  
C3 [Bermondsey Spa](#) Park  
C4 Shuttleworth Gardens & Playground  
C5 Leroy Street Open Space  
C6 [Faraday Gardens](#)  
C7 Bethwin Road Adventure Playground  
C8 Surrey Gardens Park  
C9 [Sutherland Square](#)  
CID Pelier Park & Playground  
C11 Amelia Street  
D1 [Brimmington Park](#)  
D2 Bird-in-Bush Open Space & BMX track  
D3 Leyton Square Park  
D4 [Burgess Park](#) (Metropolitan)  
D5 Burgess Park (NE)  
D6 Surrey Square Park  
D7 St. Mary's Community Garden  
D8 [Montague Square](#)  
D9a [Nunhead Cemetery](#) (pt) & Brockley Footpath  
D10/11 [Peckham Rye Park](#) & Common and Piermont Green  
D12a [Camberwell Old Cemetery](#) (pt)  
D13 [Brenchley Gardens](#)  
D14 [One Tree Hill](#)  
D15 Honor Oak Park  
D16 Dawson's Heights Open Space  
D17 Holly Grove Gardens  
D18 Highshore Gardens  
Dig [Lyndhurst Square](#)  
D20 [Warwick Gardens](#)  
D21 [Goose Green](#) Common & Playground  
D22 Cossal Park  
D23 [Consort Park](#)  
D24 [Nunhead Green](#)  
D25 Rosemary Gardens  
E1 [Camberwell Green](#)  
E2 [Brunswick Park](#)  
E3 St. Giles' Churchyard Gardens  
E4 [Lucas Gardens](#)  
E5 [Dog Kennel Hill](#) Open Space & Adventure Playground  
E6 Green Dale Public Footpath  
E7 St. Francis' Park  
E8 [Sunray Gardens](#)  
E9 Memorial Gardens  
E10 Dulwich Village Green  
E11 [Belair Park](#)  
E12 [Dulwich Park](#)  
E13 [Dulwich Library](#) Gardens  
F1 Dulwich Upper Wood  
F2 Dulwich Wood Common  
F3 Kingswood House Lawns  
F4 Sydenham Hill Woods & Cox's Walk  
F5 Lapsewood

**Private Open Space of Benefit to the Community**

B23b Docklands Settlement Courts  
B27 Surrey Docks City Farm  
C12 Varcoe Road Gardens  
C14 [Eveline Lowe School](#) & Community Garden  
C15 Sutherland Walk Community Garden  
D9b Nunhead Cemetery (pt)  
D12b Camberwell Old Cemetery (pt)  
D26 Wildlife Garden Centre  
D31 Camberwell New Cemetery & Crematorium  
E14 Lettsom Community Gardens & Allotments  
E26 Dulwich Picture Gallery Grounds  
E27 War Memorial Gardens  
E28 Dulwich Village Graveyard  
F6 Dulwich Wood  
F22 Hitherwood

**Playing Fields & Sports Grounds**

B28 Fisher Athletic Grounds  
B29 Mellish Sports Ground  
B30 Greenland Dock & Water Sports Centre  
D28 Ivydale Road Sports Ground  
D29 Homestall Road Playing Field  
D30 Aquarius Golf Course  
E15 Greendale Playing Field  
E16 St. Olave's Playing Field  
E17 School Playing Fields West of Green Dale  
E18 School Playing Fields North of Townley Road  
E19 Calton Avenue Playing Fields/Sports Ground  
E20 [Herne Hill Stadium](#)  
E21 Herne Hill Sports Ground  
E22 Burbage Road Playing Fields/Sports Ground  
E23 Turney Road Playing Fields/Sports Ground  
E24 West Gallery Road Playing Fields/Sports Ground  
E25 East Gallery Road Playing Fields/Sports Ground  
F7 Dulwich College Grounds Playing Field  
F8 Mary Datchelor Playing Field, Hunt Slip Road  
F9 College Sports Ground, North Grange Road  
F10 College Sports Ground, South Grange Road  
F14 Marlborough Cricket Club  
F15 Camber Tennis Club  
F17 Playing Fields/Sports Ground West of Grove House  
F18 Dulwich & Sydenham Hill Golf Course  
F19 Old Alleynians' Sports Ground  
F20 Southwark Council Club Sports Ground  
F21 Pinner's Sports Ground

**Allotments**

C13 Lynton Road Allotments  
D32 Honor Oak Allotments  
D27 Nunhead Allotments  
F11 Grange Road (S) Allotments  
F12 Grange Road (N) Allotments  
F13 Coxs Walk Allotments  
F16 Dulwich Common (S) Allotments

\*This list is not intended to be exhaustive.

## Protection of Private and Public Urban Open Space

### **POLICY C.5.4:**

***Planning permission will not normally be granted for either a development or change of use that would result in the loss of or damage to:***

- (i) public open space including public parks and gardens;***
- (ii) playing fields and sports grounds whether publicly or privately owned;***
- (iii) private open space which is of benefit to the local community;***
- (iv) disused burial land.***

***Where there is a loss of open space, significant improvements to existing open space or provision of new open space will be required. In areas of deficiency new open space will be required.***

***Facilities ancillary to the enjoyment of recreational open space, such as cafes, toilets, play buildings and pavilions, will normally be permitted.***

#### **Reason:**

4.43 As well as serving an important environmental function, much of the open space in the Borough is used for leisure and recreational purposes, providing an essential service and resource to Southwark's residents and workforce.

#### **Implementation:**

4.44 By application of the Council's statutory development control powers, and through planning agreements with applicants. The Council envisages that only in exceptional circumstances will urban open space be lost to development. Where this occurs it is imperative that existing open space be enhanced with improved tree planting, nature conservation value, or improved access, or that alternative open space be provided. Much of the Open Space falling into categories (i) to (iv) is shown on Map C1, although this is not exhaustive. Map C3 is prepared under Policy C.5.1. See also Policy E.6.3: Protection and Creation of Sites of Ecological Importance, Policy C.5.6: Metropolitan Open Land and Policy C.5.7: Use of Metropolitan Open Land and Green Chain Walk.

## Allotments

### **POLICY C.5.5:**

***Planning permission will not normally be granted for a development or change of use that would result in the loss of existing permanent allotments. Where permanent allotments are lost through development, replacement allotments or another facility providing the same benefits will be required in the vicinity.***

#### **Reason:**

4.45 Allotments are an important and popular outdoor facility in the borough and there is a continuing high demand, especially due to the large amount of accommodation in flats without gardens.

#### **Implementation:**

4.46 By application of the Council's statutory development control powers, and through planning agreements with applicants.

## Metropolitan Open Land

### **POLICY C.5.6:**

***Planning permission will not normally be granted for either a development or change of use that would result in the loss of Metropolitan Open Land.***

**Reason:**

4.47 Strategic Guidance for London, LPAC's Strategic Advice and English Nature endorse the concept of Metropolitan Open Land (MOL) as advocated in the Greater London Development Plan 1976. MOL contains features or landscape of historic, recreational, nature conservation or scientific interest worthy of protection on account of their value nationally, or to the whole or part of London. The presumption against development in the Green Belt applies equally to MOL.

**Implementation:**

4.48 By application of the Council's statutory development control powers.

4.49 The Proposals Map and Schedule identify the following: Metropolitan Open Land (Proposals 23, 28, 79, 81, 83, 141, 142, 144, 148, 151, 154, 157, 159, 162, 165, 167, 168, 169, 178, 191 and 195).

**Use of Metropolitan Open Land and Green Chain Walk**

***POLICY C. 5.7.***

***The Council will seek to enhance the open nature and character of Metropolitan Open Land by increasing, wherever possible, its:***

***(i) use for open recreational activities;***

***(ii) public access, including access for people with disabilities;***

***(iii) environmental quality, in particular through protection and enhancement of nature conservation; and Heritage Land (as defined by the Countryside Commission);***

***(iv) accessibility, through the creation of a Green Chain Walk, links with the Thames Path and Green Chain Walks in adjoining Boroughs;***

***and planning permission will not normally be granted for uses detrimental to those indicated in sub-clauses (i) to (iv) above.***

**Reason:**

4.50 The proposals map identifies Metropolitan Open Land as strategic open land of significance to London as a whole and as such it should be protected and well utilised. It also has much to offer local people if properly managed to their benefit. There is increasing demand for green links across the Borough for reasons of access, nature conservation, quiet enjoyment and recreation.

4.51 Appropriate uses which can be considered for Metropolitan Open Land are (i) public and private open space and playingfields, (ii) agriculture, woodland and orchards, (iii) golf courses (iv) allotments and nursery gardens, (v) cemeteries and crematoria, (vi) nature conservation, (vii) streams, ponds, lakes, reservoirs and covered reservoirs, (viii) large grounds attached to schools and institutions, and (ix) Heritage Land (as defined by the Countryside Commission).

**Implementation:**

4.52 By application of the Council's statutory development control powers, and through agreements, including management agreements where practicable, with the private sector and voluntary groups. The Green Chain Walk will be implemented by the Council, in liaison with the voluntary and private sectors, and adjoining Boroughs. The Countryside Commission has defined Dulwich Common and its environs as Heritage Land.

4.53 The Proposals Map and Schedule identify the Green Chain Walk as Proposal 24. Proposal reference nos. for Metropolitan Open Land are listed under Policy C.5.6.

## Burgess Park

### **POLICY C.5.8:**

***The Council will seek to complete the development of Burgess Park as a metropolitan-scale park serving Borough-wide and local catchments, offering a range of leisure, recreational and community facilities within a predominantly open landscape. The Council will develop the park in an ecologically conscious manner.***

### **Reason:**

4.54 Burgess Park is a park of metropolitan significance. Its development was initiated by the London County Council and continued by the Greater London Council to overcome the open space deficiency in South London. Following the G.L.C.'s abolition, the layout of Burgess Park is being completed by the Council.

### **Implementation:**

4.55 By the Council in partnership with private sector leisure and recreational developers.

4.56 The Proposals Map and Schedule identify the following for Burgess Park: Proposals 78 (open space and new leisure facilities) and 79 (Metropolitan Open Land).

## ARTS, CULTURE, ENTERTAINMENT AND TOURISM

### **OBJECTIVE C.6:**

**TO FACILITATE THE PROVISION OF NEW ARTS, CULTURAL, ENTERTAINMENT AND VISITOR FACILITIES WHICH MAXIMISE BENEFIT AND MINIMISE DISBENEFIT TO SOUTHWARK'S RESIDENTS**

4.57 Southwark has several visitor attractions of metropolitan significance located close to the Thames. New arts, entertainment and tourist facilities that link into this heritage should be located where there will be minimum disbenefit to residents, and maximum benefit to Southwark people. The Council welcomes the provision of arts and entertainment facilities in the Peckham area where they can contribute to the establishment of Peckham as a cultural focus of the Borough with particular emphasis on black and ethnic minorities communities, and assist in the Council's regeneration objectives.

### **New Arts, Cultural, Entertainment and Visitor Facilities**

#### **POLICY C.6.1:**

***Planning permission will normally be granted for new arts, cultural, entertainment and visitor facilities such as museums, galleries, theatres, cinemas, exhibition and conference centres whether provided by new development or change of use, provided certain conditions are met. These conditions are as follows:***

***(i) the proposal is for a site located close to Thames-side, or within a Regeneration Area (see Policy R.2.1: Regeneration Areas);***

***(ii) the site is close to existing public transport facilities;***

***(iii) the site is on or adjacent to the secondary road network;***

***(iv) the proposal would not result in a loss of amenity to nearby occupiers or the area in general by virtue of noise, traffic generation, parking or servicing activity;***

***(v) the proposal must provide full access and facilities for people with disabilities and mobility difficulties, including people with wheelchairs;***

***(vi) there should be adequate signing and lighting of routes to the facility, particularly from railway and tube stations, bus stops, and***

*where appropriate, the Thames Path;*

*(vii) there should be public access to toilets and cafeterias;*

*(viii) in the case of exhibition or conference centres adequate space must be provided within the curtilage of the site for the turning and parking of coaches.*

***The Council will consider favourably proposals which enhance Thameside (see Policy E. 7.1: Riverside Townscape, Thames Path and Public Access to Thames Frontage and Shoreline) and where a historic building will be brought back into use.***

**Reason:**

4.58 Southwark has several visitor attractions of metropolitan significance such as Southwark Cathedral, the Design Museum, the Imperial War Museum and Dulwich Gallery, as well as the forthcoming attractions of the Rose Theatre remains and the International Shakespeare Globe Centre. However, the Borough is particularly deficient in arts, cultural and entertainment facilities which serve a specifically local function. It is important that all new facilities are appropriately located with respect to transport facilities, and where nuisance, loss of amenity to residents and traffic congestion are kept to a minimum. New facilities at Peckham will be of benefit to people from the black and ethnic minority communities, and also to the wider population in Southwark.

**Implementation:**

4.59 By application of the Council's statutory development control powers, planning agreements with applicants and through public, private and voluntary sector partnerships and initiatives. The Council wishes to encourage the provision of facilities which are of direct benefit and minimal disbenefit to residents of the Borough, and which provide jobs for local people. The Council especially welcomes the provision of facilities in the Peckham area to act as a cultural focus for the Borough with particular emphasis on facilities for black and ethnic minority communities. See also Policy R.1.1: Central Area of Community Need and Policy R.2.2: Planning Agreements.

4.60 The Proposals Map and Schedule identify Proposal 26 for entertainment use together with other identified uses.

**DESIGN AND SECURITY**

**OBJECTIVE C.7: TO ENSURE THAT THE DESIGN OF NEW AND EXISTING COMMUNITY, SOCIAL AND CULTURAL FACILITIES, AND OPEN SPACES ADEQUATELY CATERS FOR ALL MEMBERS OF THE COMMUNITY BY REMOVING PHYSICAL BARRIERS TO ACCESS AND IMPROVING SAFETY AND SECURITY.**

4.61 The improvement of the physical access to and the safety and security of all facilities, premises and open spaces covered in this chapter will not only remove barriers to the participation of women and people with disabilities, but will contribute to the quality of life of all residents. It is recognised, however, that these are physical measures and participation also depends upon the management and quality of the facility itself.

**Accessibility**

**POLICY C.7.1:**

***The Council will seek to ensure that all community, social, leisure, recreational and cultural facilities, and open spaces, provide adequate access, facilities and information for people with disabilities, elderly people and carers with children.***

**Reason:**

4.62 Certain groups within the community have been excluded from using community, leisure and recreational facilities in the borough either because there are barriers which prevent them physically getting into or around buildings, or because there are inadequate facilities, for



example those which cater for children, inside the building.

**Implementation:**

4.63 By application of the Council's statutory development control powers, planning and management agreements with applicants, and initiatives and partnerships with the voluntary and private sectors. The Council's standards and controls are set out in Appendix A1 and Supplementary Planning Guidance.

**Safety and Security**

**POLICY C. 7.2:**

***The Council will seek to ensure that new community, social, leisure, recreational and cultural facilities, and open spaces, are designed to maximise safety and security for users, and that the safety and security aspects of existing provision are improved without compromising its amenity or environmental quality.***

**Reason:**

4.64 One of the reasons why facilities and open spaces are underused is the fear of crime of potential users, particularly after dark. Those groups particularly vulnerable to attack and crime are women, the elderly, and people from black and ethnic minority communities. People's concerns can be reduced by adequate lighting and sensitive design of buildings and routes to them (see Policy E.1.1: Safety and Security in the Environment) and by making parks and open spaces better lit and more attractively planted to encourage greater use, for example by increasing overlooking and setting planted schemes away from through routes.

**Implementation:**

4.65 By application of the Council's statutory development control powers, and the provision of design guidance. The Council will also review the safety and security aspects of its own parks and gardens and will initiate a programme of improvements where appropriate.

## Chapter 5 - Housing

5.1 The development of responsive policies for housing development requires an analysis of population and household size and characteristics, and the characteristics of the existing housing stock. The main points are summarised below.

5.2 After a long period of rapidly declining population, particularly between 1971-81, the borough's population stabilised at just under 220,000 and then gently increased to an estimate of 227,200 in 1991 (some 9,000 more than the final Census estimate, due to problems of under-counting in inner urban areas). Post-1991 Census estimates and forecasts differ in detail (the latest Mid Year Estimate is 228.8 thousand for 1994), but all agree on a rising trend due to both natural increase and migration as well as extensive new house-building and conversion in recent years. Forecasts for 2001 range up to nearly 240,000 and for 2011 up to the 250,000 mark though this is of course speculative and depends on the capital's economy as well as migration to/from other areas.

5.3 The 1991 Census showed some 24% of the population identified themselves in the Black, Asian and 'Other' ethnic minority categories, the largest groups being Black Caribbeans and Black Africans. There are also increasing numbers of smaller groups, such as Bangladeshis and Vietnamese. It should be stressed that this figure does not include members of ethnic minorities who chose the 'White' option - such as most of the Irish and Cypriots in particular, and southern and eastern Europeans.

5.4 In contrast to the long standing pattern of an 'ageing' population profile, it seems that people in their teens and twenties are increasingly coming to Southwark to study or work. Many families with young children have moved into the extensive new estates in Bricklayers' Arms and the Docklands, while childless professionals have typically gone to new flatted developments. On the other hand, many residents of older years (40 plus) are choosing to move out to the suburbs or Outer South East; thus the expected rise in the elderly population has been replaced by a forecast long-run decline, except in the 85 plus age group.

5.5 By the turn of the century there will be rather more school age residents than in the 1970s/80s, but relatively less in their 20s on account of the low birth rate in the 1970s. In 1991, around 39% of households contained only one person and only a quarter contained children. The trend to single parenting and living alone has continued to cut the average household size (2.25 in 1991). The implications for housing supply involve the need to both meet a demand for small units by single people and childless couples yet recognise the need to provide larger dwellings to ease the problems of overcrowding among those with large families - particularly some of the ethnic minority groups.

5.6 The other factor is of course the characteristics of the existing housing stock, which is dominated by flats in Council ownership. "Right-to Buy" legislation has not had a drastic impact on the overall housing stock, but the number of Council houses, as opposed to flats, has significantly diminished, reducing the supply of housing which is realistically affordable by most Southwark residents and of units which can cater for larger families.

5.7 The 1991 Census found that some 5.4% of households in Southwark (over 5,200 in total) had over one person per habitable room, and some 1,600 of these were at more than 1.5 persons per habitable room. There may be currently anywhere between 8 - 30,000 concealed households that is, potential households living as part of someone else's household.

5.8 There is a growing gulf between those who rent their accommodation and those who can afford to buy. Before the recent collapse of the housing market, Southwark experienced the highest house price rise in Greater London (42%). Prices are still beyond the reach of the great majority of tenants. In 1985 a survey established that 51% of all households estimated their savings to be nil.

5.9 Strategic Planning Guidance for London requires Southwark to ensure that there is provision for 6,000 net dwelling completions (new build, conversions and changes of use)

between 1 January 1987 and 31 December 2001. This figure took into account LPAC advice on housing capacity at borough level.

## HOUSING POLICIES

### NEW AND EXISTING HOUSING

**OBJECTIVE H.1: TO MAINTAIN AND INCREASE THE AMOUNT AND RANGE OF GOOD QUALITY HOUSING ACCOMMODATION THROUGH RETENTION OF EXISTING ACCOMMODATION AND NEW HOUSE BUILDING, TO MEET HOUSING NEED AND TO ADDRESS THE STRATEGIC REQUIREMENT FOR ADDITIONAL DWELLINGS OVER THE PERIOD 1987-2001**

5.10 The Council accepts, in line with Strategic Guidance, a clear need for additional dwellings over the plan period. Most of this will come, indeed has already come, from new house building, with the remainder from conversions. There is also a requirement to safeguard and protect existing housing, except where it is unfit for habitation, or where in certain circumstances vacant housing can be put to limited community use, and to identify sites for housing use.

5.11 There is also a requirement to consider carefully the types of new dwellings provided, so that they can best address the characteristics of people in housing need - in terms of household size (via dwelling mix), affordability, provision of gardens, internal quality and effect on the environment, equality (via mobility/wheelchair standards) and provision to meet the immediate needs of the homeless.

#### Protection of Existing Housing Accommodation

##### **POLICY H.1.1:**

***Planning permission will not normally be granted for a change of use that would result in the loss of housing accommodation, except where one or more of the following circumstances exist:***

***(i) the accommodation is too small, in relation to the Council's floorspace standards, to be used as a satisfactory dwelling and cannot be linked to any adjoining accommodation to form a satisfactory dwelling;***

***(ii) the accommodation is classified as unfit for human habitation and cannot easily be brought back to a fit state;***

***(iii) the accommodation is lacking in basic amenities (such as a bath or internal WC) and these cannot be provided in a satisfactory manner;***

***(iv) where the surrounding environment is so adversely affected by a combination of severe problems of noise, airborne pollution and the absence of natural daylight that the housing accommodation could not, despite adaptation, provide a satisfactory standard of dwelling,***

***(v) where the proposal is for an essential community or social facility for one or more of the Council's identified Priority Groups, and where the accommodation would otherwise remain vacant, the proposal must comply with the provisions of Policy C.1.1: Premises for Community Groups.***

**Reason:**

5.12 There is a severe housing shortage in Southwark, with many people living in temporary accommodation or in overcrowded conditions, sharing with friends or relations, or living on the street. Over the plan period demand for housing will increase with projected increases in population size and decreases in household size. Strategic Guidance has identified the requirement to provide 6000 additional dwellings by the year 2001. Whilst this will be sought through new development and house conversions, it is important that wherever possible the existing stock is not depleted.

**Implementation:**

5.13 By application of the Council's statutory development control powers.

**Replacement of Housing Accommodation****POLICY H.1.2:**

***Where a development proposal involves demolition of housing accommodation, the Council will normally require the accommodation to be replaced in the new development, except:***

***(i) where the surrounding environment is unsuitable for housing use and the housing development cannot be satisfactorily designed to overcome the environmental problems, and no other reasonable measures can be taken to remove or alleviate the environmental problems;***

***(ii) where the replacement of high density housing would make a reduction of housing accommodation desirable.***

**Reason:**

5.14 To ensure that the range and amount of housing accommodation available to the community is not reduced.

**Implementation:**

5.15 By application of the Council's statutory development control powers. In each case, the Council will wish to be assured that the circumstances are sufficiently exceptional to justify non-replacement of existing housing accommodation. All new housing developments should meet the Council's current standards and controls, as set out in Appendix A1 and Supplementary Planning Guidance. This means that where tall blocks of flats or other high density housing is demolished, it may not be possible to replace all the lost housing accommodation.

**New Housing****POLICY H.1.3:**

***The Council will continue to identify sites in both public and private ownership which are suitable for housing development, and in this respect will seek to ensure that developments comply with provisions of other relevant plan policies.***

5.16 The Council will also encourage the provision of housing within mixed use schemes, particularly within the Central Area of Community Need (See Policy R.1.1: Central Area of Community Need), and on the upper floors of shops, subject to the provisions of Policy S.1.8: Upper Floors of Shops.

**Reason:**

5.17 In addition to protecting existing housing use wherever possible, the Council will encourage new housing on appropriate sites and within development schemes. There is a continuing need for modern housing accommodation to meet residents' expectations, and in order to rehouse people living in substandard or undesirable conditions and homeless people, and to comply with the strategic requirement to make provision for additional dwellings by 2001.

5.18 Most of Southwark's households have well below average incomes and do not have the option of owner occupation. People of Afro-Caribbean origin and households headed by women have restricted access to owner occupation and are proportionally more reliant on rented accommodation.

The Council recognises the need to provide affordable housing within the means of local people and will welcome initiatives to this end, particularly rented accommodation.

**Implementation:**

5.19 By the application of the Council's statutory development control and housing powers, through housing association and private initiatives, and through negotiation, planning agreements and partnership wherever possible. See also Policy R.2.2.: Planning Agreements

5.20 The Proposals Map and Schedule identify the following: housing sites (Proposals 13, 43, 53, 58, 97, 98, 120, 121, 122, 123, 155, 164, 189 and 202), and mixed use sites where housing would be acceptable together with other identified uses (Proposals 7, 8, 17, 18, 26, 36, 37, 44, 45, 54, 57, 100, 101, 131, 186 and 188).

### Affordable Housing

**Policy H. 1.4:**

***The Council will seek to ensure, through negotiation and agreement, that proposals for all new housing development on a substantial scale (over 20 dwellings) will contain a proportion of affordable housing. It will seek to negotiate the maximum reasonable proportion of affordable housing having regard to all circumstances and any compelling reasons for not providing affordable housing balanced against the level of housing need in the borough.***

**Reason:**

5.21 The great majority of Southwark's households have well below average incomes, do not have the option of owner occupation and are particularly reliant on rented accommodation. There is a need to provide affordable housing within the means of local people.

**Implementation:**

5.22 By application of the Council's statutory development control powers and housing powers. In accordance with Planning Policy Guidance 3 (March 1992), the Council may reasonably seek to negotiate with developers for the inclusion of affordable housing within new housing schemes and the willingness of the developer to comply with this is a material consideration in considering an application for new housing. Guidance as to the proportion of affordable housing to be negotiated will be set out in Supplementary Planning Guidance.

5.23 The Council has an ongoing programme of sites within its ownership for disposal to housing associations for development for affordable housing. In consequence there are close working relationships with specific recognised housing associations for the management and provision of affordable housing in the borough. The Council will encourage and assist any developer complying with this policy to provide affordable housing through the agency of the recognised housing associations or through housing trusts and co-operatives known to the Council and affiliated to the Housing Corporation. This would meet the objective of the benefit of affordable housing being enjoyed by successive as well as initial occupiers of the property. Planning agreements will be used to secure the proportion of affordable housing once negotiated.

5.24 In certain circumstances the affordable housing may appropriately be identified through legal agreements for occupation by particular disadvantaged groups, or particular categories of residents.

### Dwelling Mix of New Housing

**POLICY H.1.5:**

***The Council will expect new residential developments to include a mix of dwelling sizes to cater for both family and non-family households. The Council will seek to ensure that:***

- (i) the majority of units on each site have 2 or more bedrooms;***
- (ii) all dwellings are self-contained,***
- (iii) units with 3 or more bedrooms have direct access to private garden space;***
- (iv) some provision is made for larger units suitable for large families.***

***Exceptions to the policy may be made where:***

- (i) a scheme is designed for special needs housing;***
- (ii) a mix of dwelling sizes would be inappropriate due to the location of the site, its external environment or the limitations of the site itself.***

**Reason:**

5.25 It is important to encourage the provision of a mixture of housing types within Southwark. Such provision will help to meet local deficiencies of particular dwelling types and will create a varied residential environment. Some sectors of Southwark's community are particularly reliant on housing which is suitable for large families; for example there is a high proportion of families with children and extended families within the black and ethnic minority communities.

**Implementation:**

5.26 By application of the Council's statutory development control powers. The Council will liaise with housing associations, housing co-operatives and other agencies to ensure that new developments achieve a mix of dwellings which meet the requirements of people in housing need. In considering proposals, account will be taken of the provision of the Council's Supplementary Planning Guidance.

5.27 Proposal reference nos. for sites suitable for housing development are shown under Policy H.1.3: New Housing.

**Sites Suitable for Houses with Gardens**

**POLICY H.1.6:**

***The Council will encourage the provision of houses with gardens on suitable sites. In assessing the suitability of a site, account will be taken of.***

- (i) the size, shape, and level of off-street parking required, and other constraints of the site;***
- (ii) the character of the surrounding developments.***

**Reason:**

5.28 The majority of dwellings in Southwark are in the form of flats without gardens. Gardens benefit everyone, but particularly households with children. Only a limited number of sites suitable for houses with gardens are likely to become available during the plan period, so every opportunity should be taken to secure this type of development.

**Implementation:**

5.29 By the application of the Council's statutory development control powers and through the Council's own development programme. All proposals should comply with the provisions of Policy H.1.8: Standards for New Housing, and all gardens should meet the Council's

minimum size requirements as set out in Supplementary Planning Guidance.

5.30 Proposal reference nos. for sites suitable for housing development are shown under Policy H.1.3: New Housing.

### **Density of New Residential Development**

#### **POLICY H.1.7:**

***Planning permission for new residential development suitable for families will normally only be granted within the established density range of 175-210 habitable rooms per hectare.***

***Sites in the following locations may be suitable for a higher density of development:***

***(i) within the Central Area of Community Need and where locations are unsuitable for houses with gardens because of environmental conditions, particularly where there is no established residential character or density and the proposal fulfils all other residential and environmental standards;***

***(ii) sites covered by approved planning briefs where the Council has indicated that higher densities may be acceptable;***

***(iii) mixed use schemes where housing is a subsidiary use to another main use such as retail or business development.***

#### **Reason:**

5.31 The Council acknowledges that residential density can be a valuable planning control which can be used to preserve the special character of particular areas, maintain a range of dwelling types and guarantee a satisfactory residential environment. On sites greater than 0.5 hectares in area, density will always be a major consideration but on smaller sites the importance of density standards compared to other considerations will usually reduce, in proportion to the size of the site. Density is rarely an appropriate consideration for very small infill development sites.

#### **Implementation:**

5.32 By application of the Council's statutory development control powers.

### **Standards for New Housing**

#### **POLICY H.1.8:**

***In considering schemes for new housing development, extensions, and improvements to existing dwellings, the Council will apply the standards, controls and guidelines set out in Appendix 1 and Supplementary Planning Guidance.***

***These cover: density, layout, parking, access, egress, design and materials, overlooking, sunlighting, daylighting, gardens, amenity space, play areas, minimum dwelling and room sizes, internal arrangement and circulation space, provision for people with disabilities, energy conservation, noise levels, sound insulation, and refuse storage.***

#### **Reason:**

5.33 To ensure that new housing developments, extensions, and improvements result in satisfactory units of accommodation for those who occupy them, the quality of the housing stock is improved and the environment is upgraded.

#### **Implementation:**

5.34 By application of the Council's statutory development control powers. The Council's standards and controls are set out in Appendix A1 and in Supplementary Planning Guidance. They may be reviewed during the plan period. In the case of schemes for hostels, temporary

housing, and emergency housing the Council will apply in addition the standards and guidelines of the Environmental Health and Housing Departments.

5.35 **Note:** Standards for the conversion of houses into flats are given in Policy H.3.4: Standards for Conversions. Proposal reference nos. for sites suitable for housing development are shown under Policy H.1.3: New Housing.

### **Housing Infrastructure**

#### **POLICY H.1.9:**

***Where necessary, in view of the need to be satisfied that new housing development does not overload the sewerage or another basic infrastructure, the Council will control development by imposing phased construction to ensure that adequate capacity can be provided before development proceeds, where sewerage, flooding, a public health risk or environmental pollution would otherwise result.***

#### **Reason:**

5.36 New housing development in Southwark may require service providers to uprate service capacities and services. Sufficient lead time would therefore be required to enable these services to be provided before development proceeds so that the existing systems are not overloaded to the detriment of any part of the community.

#### **Implementation:**

5.37 By application of the Council's statutory development control powers. The Council envisages that only in exceptional circumstances of rapid housing supply would it be necessary for such a condition to be included in planning permissions for new housing development.

### **Provision of Housing to Mobility and Wheelchair Standards**

#### **POLICY H.1.10:**

***The Council will encourage the provision of Mobility and Wheelchair housing in all new housing development on physically suitable sites, such as those located close to shops and public transport and in areas of level ground. Except in special circumstances (e.g. single storey houses and small scale development) the Council will seek to negotiate at least 25% of new units to Mobility Standards, of which at least 5% should be specifically designed to, or capable of easy adaptation to, wheelchair standards.***

#### **Reason:**

5.38 There is a widely acknowledged need for housing which caters for people with a range of disabilities. The Council has also found from experience that homes built to mobility and wheelchair standards also benefit the able-bodied, elderly people and parents with young children. Most people have to cope with mobility impairment or some form of disability at some stage in their life.

#### **Implementation:**

5.39 By application of the Council's statutory development control powers. Mobility and wheelchair standards are laid down by the Department of the Environment. In exceptional circumstances the physical characteristics of a site may make it impossible to meet these requirements at reasonable expense.

5.40 Proposal reference nos. for sites suitable for housing development are shown under Policy H.1.3: New Housing.

### **Housing for Homeless People**

#### **POLICY H.1.11:**

***The Council will encourage the provision of a full range of emergency and interim housing, built or adapted to meet the needs of statutory and non-statutory homeless people, and proposals for accommodating homeless families will be particularly***



**welcomed. Planning permission will normally be granted for emergency and interim accommodation to house homeless people, through new development or change of use, provided the site is close to existing public transport facilities and other essential public and community services such as schools, as appropriate.**

**Reason:**

5.41 Homelessness in Southwark is increasing. There is a pressing need to provide emergency housing for homeless families, women and single young people. Members of homeless families comprise 78% of Southwark's total homeless. In the borough 52% of homeless applicants are from black and ethnic minority communities, and 66% of the heads of homeless households are aged under 30, confirming that homeless households are often those which have traditionally suffered racial discrimination and experienced low economic status.

**Implementation:**

5.42 By application of the Council's statutory development control powers. Through the Council's own development programme and those of other social service and voluntary agencies, by housing associations, housing cooperatives and by private initiatives. All proposals should comply with the provisions of Policy H.1.10: Provision of Housing to Mobility and Wheelchair Standards and conform to the standards and controls set out in Appendix A1 and Supplementary Planning Guidance. In general the Council favours small scale proposals for the homeless rather than large scale institutional projects. This policy covers emergency hostels, move-on accommodation and short stay accommodation.

5.43 The Council will take the following factors into consideration: staffing levels, night and daytime management arrangements, policies for referrals and length of stay, move-on arrangements and equal opportunity policies.

**HOUSING CONDITIONS**

**OBJECTIVE H.2:  
TO SECURE THE REPAIR AND IMPROVEMENT OF ALL SUB STANDARD HOUSING  
AND MAINTAIN THE EXISTING HOUSING STOCK IN GOOD REPAIR TO MEET  
SOUTHWARK'S HOUSING NEEDS**

5.44 In both the private and public sectors, there is a growing problem of disrepair. The rate of deterioration was outpacing the renewal effort in Southwark even before the cuts in capital investment resources. Serious disrepair is to be found mainly in the older housing stock, but there is also recently built housing with faults, including condensation and lack of amenities such as adequate heating.

**Rehabilitation and Improvement of Housing**

**POLICY H.2.1:**

***Planning permission will normally be granted for proposals that involve the improvement or rehabilitation of dwellings. The Council will seek to improve its own substandard dwellings and continue its estate improvement programme.***

**Reason:**

5.45 Sub standard properties should be improved and older housing maintained to prevent further accommodation becoming unfit for occupation in the future. The repair of those properties, rather than their piecemeal redevelopment, will ensure that the character of these areas is maintained. Households from the black and ethnic minority communities, particularly Asian households are more likely to live in housing which is in bad repair, lacking in amenities or overcrowded.

5.46 A significant proportion of the Council's own housing stock is in need of repair or improvement. Works carried out to dwellings and programmes of estate improvement, such as the installation of central heating, formation of pitched roofs, and creation of private garden space, can only enhance and render the housing stock more comfortable to live in. Such

major works will also help to prevent any future maintenance problems. Households from the black and ethnic minority communities are disproportionately represented in the worst local authority housing.

**Implementation:**

5.47 By application of the Council's statutory development control powers, from the Council's own resources and capital receipts as they arise, and through Government grant aid.

5.48 The Council can provide advice, and where finance permits, grants to encourage house repair and renovation. The Environmental Health Service is also active in combating poor housing conditions and enforces this by the use of statutory notices. In addition the Council will be introducing a [home improvement agency](#) service for private sector households which are vulnerable, poor or disadvantaged.

5.49 In addition Policy E.3.4: Upgrading the Environment specifies Council housing estates as a priority for the targetting of environmental improvements.

## HOUSE CONVERSIONS

**OBJECTIVE H3:  
TO ENSURE THAT CONVERSIONS RESULT IN SATISFACTORY HOUSING  
ACCOMMODATION, TO MEET HOUSING NEED AND ALSO TO MAINTAIN A RANGE OF  
DWELLING TYPES TO MEET COMMUNITY HOUSING NEED**

5.50 The conversion of houses into flats has been a common phenomenon in most residential streets. Strategic Guidance sees conversions as a continuing means of increasing the stock of housing units, and contributing to the requirement to provide an additional 6,000 dwellings over the period 1987 to 2001. However, there is a need to retain a range of dwelling types, especially dwellings of a size to meet the requirements of large families. There is also a need to reduce the impact of conversions on the surrounding environment, in particular, in increased on-street parking and its knock-on effect on road safety and to ensure that adequate facilities are provided for the storage and collection of rubbish.

### Retention of Small Houses

**POLICY H.3.1:**

***Permission will not normally be granted for the conversion of a single dwelling house with a floor area of less than 130 square metres (net internal floor area of original dwelling house) to two or more dwellings.***

**Reason:**

5.51 The Council wishes to resist the conversion of small houses with gardens into flats, as this would reduce the availability of a type of housing accommodation for which there is a strong demand in Southwark. Large and extended family households are more common within black and ethnic minority communities who suffer particularly from the lack of family sized dwellings.

**Implementation:**

5.52 By the application of the Council's statutory development control powers. Exceptions may be considered where non-self-contained accommodation is being converted around long standing tenants and these tenants are being retained on completion, and, in other respects, the Council's standards are being complied with.

### Environmental Effects of Conversions

**POLICY H.3.2:**

***Planning permission will not be granted, except in exceptional circumstances, for conversions which create an adverse environmental impact upon neighbouring properties and the surrounding area, or result in undue loss of garden space in the front of the property, or are likely to result in excessive on-street parking, or impair road safety.***

**Reason:**

5.53 The Council wishes to resist conversions which would create an undesirable environmental effect such as unmanageable parking problems. Proposals for conversions often include alterations and extensions to the dwelling which can result in problems of loss of light to neighbouring properties and over dominant and inappropriately designed extensions. There is also a growing problem of on-street parking problems in roads where there are already a considerable number of conversions.

**Implementation:**

5.54 By application of the Council's statutory development control powers. The Council will identify and produce a list of streets where on-street parking is already excessive and where further conversions will not be permitted. This list will be reviewed during the plan period. All proposals should comply with the provisions of Policy H.3.4: Standards for Conversions.

**Dwelling Mix for Conversions****POLICY H.3.3:**

*In considering schemes for house conversions, the Council.*

*(i) will seek to negotiate an element of family housing, particularly where there exists a reasonable-sized garden and where the physical layout is suitable;*

*(ii) will expect, wherever possible, family-sized units to have direct access to private garden space and be located on the lower floors of the building. All applications should provide garden or amenity space for future residents, which should be clearly identified and retained for residents' use on completion of the development.*

Exceptions to this policy will be:

*(a) where a scheme is designed to meet the requirements of a special needs group;*

*(b) where a different mix is necessary in order to meet the needs of existing occupants of the building, who will remain on completion;*

*(c) where the location is unsuitable for family-sized accommodation due to a very poor external environment and an acute lack of opportunity to provide sufficient amenity space;*

*(d) in exceptional cases, where a different mix of units is essential to achieve improvements to a statutory listed building.*

***The Council will, however, need to be satisfied that the interests of existing tenants are protected.***

**Reasons:**

5.55 Although there is an acute shortage of large family dwellings in Southwark, some housing is too large for average-sized households, and in these cases, it may be better to convert these to smaller dwellings and increase the variety of housing accommodation available. However, whilst the average household's size has declined sharply and conversions inevitably concentrate on providing smaller units, many families have difficulty in getting accommodation in Southwark, particularly less expensive housing.

5.56 Southwark's black and ethnic minority communities have a higher proportion of families with children and extended families and thus have a specific need for family-sized dwellings. It is therefore important to incorporate family-sized units within conversions where possible. Bed-sits rarely provide a satisfactory form of permanent residential accommodation and will

be resisted in conversion schemes, unless exceptional circumstances prevail.

**Implementation:**

5.57 By application of the Council's statutory development control powers. All proposals should comply with the provisions of Policy H.3.4: Standards for Conversions.

**Standards for Conversions**

**POLICY H.3.4:**

***In considering schemes for house conversions, the Council will apply the standards and controls as set out in Appendix A1 and in Supplementary Planning Guidance.***

**Reason:**

5.58 To ensure that house conversions result in satisfactory units of occupation for those who occupy them.

**Implementation:**

5.59 The Council will use its statutory development control powers to ensure that floorspace and sound insulation standards are met and that conversions of dwellings result in satisfactory units of accommodation. Account will also be taken of the Council's guidelines for housing conversions set out in Supplementary Planning Guidance. The Council accepts that in some conversions it will not be possible to provide wheelchair access to all flats created, but a high standard of internal accessibility will still be expected to cater for residents with other mobility difficulties (e.g. appropriate corridor and door widths, no unnecessary changes of floor levels, and a sensible arrangement of rooms).

5.60 Note: Standards for new housing development are given in Policy H.1.8: Standards for New Housing.

**Houses in Multiple Occupation**

**POLICY H.3.5:**

***The Council will normally resist proposals for the conversion into self-contained accommodation of houses in multiple occupation meeting a known and established need and which comply with, or are capable of reaching, Council standards and controls and the provisions of the Housing Acts.***

**Reason:**

5.61 The private rented sector performs an important function in the housing market, especially in meeting a need for lower cost housing. This sector has experienced decline due to the conversion into flats for sale of houses in multiple occupation. The Council recognises that certain types of accommodation meet a specific need and will not normally favour proposals which involve the loss of such accommodation.

**Implementation**

5.62 By application of the Council's statutory development control powers, reference to the Housing Acts, and the standards of the Environmental Health Department on Houses in Multiple Occupation.

**ACCOMMODATION FOR PEOPLE WITH SPECIAL HOUSING NEEDS**

**OBJECTIVE H.4:  
TO ENSURE THE AVAILABILITY OF A RANGE OF HOUSING ACCOMMODATION TO MEET SPECIAL NEEDS**

5.63 With the requirement for care within the community for people and children with special needs there is a growing demand for accommodation to meet their needs.

5.64 The Council is now legally bound to draw up plans for the Government's Community Care scheme and must ensure that adequate provision is made for people who were

previously living in residential homes or institutions. There is a continuing requirement to make provision for dwellings designed to meet the needs of elderly people and to identify and allocate sites for travellers.

### **Housing for Special Needs Groups**

#### **POLICY H.4.1:**

***The Council will encourage the provision of a full range of housing built or adapted to meet the requirements of people with special housing needs, including elderly people, people with disabilities, people with learning difficulties and people in need of support. Planning permission will normally be granted for housing accommodation suitable for special needs groups, except where:***

***(i) the development would result in a severe loss of amenity;***

***(ii) the development would result in a high concentration of special needs housing in a particular area;***

***(iii) the resultant accommodation is not of a satisfactory standard, for example it lacks supporting facilities.***

#### **Reason:**

5.65 There is a need for specially adapted housing accommodation in order to meet the aim of developing self-care and independence within the community. At present there is insufficient housing suitable for people with special requirements. The provision includes small self-contained dwellings, supportive housing, refuges and hostels. In general, the Council will favour small scale schemes rather than large institutional type projects.

#### **Implementation:**

5.66 By the application of the Council's statutory development control powers. Accommodation may also be provided through the Council's own development programme and by housing associations, housing cooperatives or through private initiatives. New housing schemes should comply with the provisions of Policy H.1.10: Provision of Housing to Mobility and Wheelchair Standards, the standards and requirements of the Council Environmental Health Department, and standards set out in Appendix A1 and Supplementary Planning Guidance.

### **Sheltered Housing**

#### **POLICY H.4.2:**

***The Council will seek to ensure the provision of sheltered housing and residential homes for elderly people with disabilities in locations with good access to local amenities, including public transport and shops.***

#### **Reason:**

5.67 The elderly have special needs. These justify the requirements for sheltered housing with detailed attention being paid to site location, security and design features, as well as the provision of communal facilities and good scheme management. The Council will also seek to ensure that adequate provision is made under the community care scheme for elderly people who were previously living in residential homes or institutions.

#### **Implementation:**

5.68 By application of the Council's statutory development control powers, through the Council's development programme and through the encouragement of housing associations, housing co-operatives and private initiatives. All housing should meet the standards set out in Appendix A1 and Supplementary Planning Guidance.

### **Travellers**

#### **POLICY H.4.3:**

***The Council will seek to make provision for the needs of travellers through identification, allocation and equipping of sites suitable for temporary or permanent accommodation of travellers. Sites should be provided with basic amenities and services such as water, lighting, refuse storage, and sufficient offstreet parking, and should be located where possible near to local facilities for transportation, shops and schools.***

**Reason:**

5.69 There is a severe shortage of permanent official sites for travellers in London. As a result, many travellers are forced to live on unofficial sites which often lack the most basic facilities.

5.70 The Council is committed to providing adequate facilities in the form of permanent sites for travellers residing in the borough. The site at Ilderton Road is evidence of this commitment. However, as there are other travellers in the borough on temporary sites, there is a need for further permanent sites.

**Implementation:**

5.71 Through the Council's development programme and in association with other bodies and departments. Council policy targets borough-wide provision at 60 pitches in the form of permanent sites for travellers residing in or resorting to the borough.

## **HOTEL AND TOURIST ACCOMMODATION**

**OBJECTIVE H.5:  
TO ENSURE THAT ACCOMMODATION FOR VISITORS IS LOCATED ON APPROPRIATE SITES AND DOES NOT HARM THE AMENITIES OF LOCAL RESIDENTS**

### **New Visitor Accommodation**

**POLICY H.5.1:**

***The development of hotels, bed and breakfast accommodation, and guest houses, through new development or change of use, will be encouraged provided it does not give rise to [traffic](#) or environmental problems. In determining planning applications for such development regard will be had to the following criteria:***

***(i) access to the site, including its proximity to existing public transport facilities and the main road network;***

***(ii) the effect of the proposal on the amenities of the locality and on adjoining properties;***

***(iii) where possible, provision within the site for vehicle loading, servicing and turning;***

***(iv) the form of on-site parking facilities including, for premises of more than 100 bed spaces, provision that all hotel traffic should be capable of being contained within the site;***

***(v) the standard of design, which shall be sensitive to the scale and character of the surrounding area.***

**Reason:**

5.72 DoE Strategic Guidance RPG3 considers that the development of Waterloo Channel Tunnel terminus will create demand for hotels in the surrounding locality, and calls for a positive approach to hotel development in areas adjacent to or having reasonable access to the terminus. Tourism is widely acknowledged to be a vital element of the national economy and a significant source of employment. However, locally, hotels and bed and breakfast accommodation and guest houses may generate a level of activity which can cause particular

environmental problems and amenity loss to local residents. In seeking a balance between any potential positive and negative factors, the Council's policy is rather to guide hotel development towards areas well served by the transport network and away from areas predominantly residential in character.

**Implementation:**

5.73 By application of the Council's statutory development control powers.

5.74 Proposal 7 is identified in the Proposals Map and Schedule as suitable for hotel and other uses.

**Change of Use from Hotels**

**POLICY H.5.2:**

***Planning permission for change of use or redevelopment of existing hotel accommodation will not normally be granted except where:***

***(i) the change of use is to permanent residential accommodation and the building is capable of providing self-contained units which satisfy in all respects the Council's residential standards;***

***(ii) the existing hotel premises provide an unsatisfactory standard of accommodation and are incapable of being upgraded to a satisfactory standard at reasonable expense;***

***(iii) the existing hotel is in a predominantly residential area and is materially affecting the amenities of neighbouring residents.***

**Reason:**

5.75 The loss of existing hotel accommodation may increase pressure for new hotel development in the area. Therefore a change of use of existing hotels of a satisfactory standard will not normally be permitted. However, where hotels are situated in residential areas or have detrimental effects on local amenities the Council will consider changes to alternative uses to which the Council accords a high priority.

**Implementation:**

5.76 By application of the Council's statutory development control powers.

## Chapter 6 - Business, industry & storage

6.1 Over the past 20 years Southwark has experienced a dramatic restructuring of its local economy. The manufacturing, processing and warehouse sectors, previously major local employers, have declined substantially. Traditional local industries such as printing, food processing, and brewing have been decimated. In this, Southwark has reflected London-wide trends, although the changes have been less gradual and, in recent years, more dramatic.

6.2 In contrast to this decline in industry, the service sector has expanded rapidly to become a major employer. Office uses, particularly financial and business services, have taken advantage of North Southwark's city fringe location to develop substantial office buildings along the river. Although this trend is less obvious in Mid and South Southwark, the importance of the service sector as an employer has increased throughout the Borough.

6.3 The UDP provides a framework for investment in employment generating uses. The Council recognises that Southwark is a borough which has a mixture of business, office, industry and storage uses. This is held to be a desirable state of affairs as it gives local people a variety of job opportunities and makes the local economy less vulnerable to any future structural changes. This mixture can be safeguarded by designating areas for particular employment-generating uses. These principles are coupled with policies which seek to improve the access of local people into all types of employment, particularly those who have traditionally been discriminated against in the labour market. This will be achieved through training measures, childcare provision, assisting small businesses and appropriate homeworking, and making the workplace fully accessible to people with [disabilities](#).

6.4 This chapter contains policies which relate to the 'B' use classes principally Class B1 (offices, research and development and light industrial), Class B2 (general industrial) and Class B8 (storage and distribution). Clearly other activities have major employment effects - the health service, local government, retailing and transport. These are either dealt with in other chapters of the UDP or referred to specifically in this chapter. Unless specified otherwise, the term "employment use" in this chapter refers to Use Classes B1-B8.

### BUSINESS, INDUSTRY AND STORAGE POLICIES

#### EMPLOYMENT PROTECTION

**OBJECTIVE B.1:  
TO MAINTAIN AND PROTECT EXISTING BUSINESS, INDUSTRIAL AND STORAGE  
USES, IN ORDER TO PRESERVE A RANGE OF JOB OPPORTUNITIES FOR LOCAL  
PEOPLE**

6.5 It is important that Southwark retains a mixture of business, industrial and storage uses, providing local people with a variety of job opportunities. The decline in traditional industries has meant that skills which exist in the local community are not being tapped. Further industrial decline and service sector rationalisation may lead to continuing local unemployment, and existing industry should be supported and safeguarded wherever possible. However, the deregulation of planning controls through the Use Classes Order 1987 and the General Development Order 1988 has given the Council less control over changes from one type of employment-generating use to another. In certain circumstances, there is no control over the office use of industrial or storage buildings. Office based employment can provide a significant number of jobs for Southwark residents, particularly women and school leavers. The only instance in which the loss of an existing business, industrial or storage use will be considered outside existing concentrations of such activity and identified sites, is where the activity is causing loss of amenity or nuisance to adjoining residents, or where a site has remained vacant for 24 months.



## Protection of Employment Areas and Identified Sites

### **POLICY B.1.1:**

***Within Employment Areas and Sites Identified under Policy B.2.1, planning permission will normally only be granted for proposals where the proposed use falls within Class B.***

#### **Reason:**

6.6 It is imperative that the borough retains a range of business, industrial and storage activities to maximise total job opportunities. High levels of unemployment among the workforce mean that, in appropriate areas of employment-generating activity and on identified sites, employment uses must take priority.

#### **Implementation:**

6.7 By application of the Council's statutory development control powers.

## Protection Outside Employment Areas and Sites

### **POLICY B.1.2:**

***Outside Employment Areas and sites identified under Policy B.2.1 planning permission will normally be granted for development proposals which involve the loss of business, general industrial or storage uses only where the following conditions are met:***

***(i) the existing use creates an unavoidable nuisance to adjoining properties by reason of noise, vibration or traffic generation; or***

***(ii) the site or premises has remained vacant for at least 24 months, and there is evidence to show that attempts have been made to sell or let the site to a business, general industrial or storage occupier.***

#### **Reason:**

6.8 It is vital that Southwark retains a range of employment-generating activities to maximise job opportunities for local people. However, outside existing concentrations of employment-generating activity and away from sites identified for such activity in the UDP, there may be circumstances where the community would benefit from an alternative use, for example [housing](#).

#### **Implementation:**

6.9 By application of the Council's statutory development control powers.

## Protection of Warehouses

### **POLICY B.1.3:**

***Where there are purpose built warehousing buildings which are capable of meeting modern storage requirements, possess good service access and are well located with respect to the secondary road network, the Council will not normally grant planning permission for development proposals or changes of use away from Class B8 storage and distribution unless the proposed development would have greater employment generating potential, or be otherwise beneficial to the local economy.***

#### **Reason:**

6.10 Warehouses provide a valuable service to the functioning of the borough and Central London, provide local employment and require safeguarding.

**Implementation:**

6.11 By application of the Council's statutory development control powers.

**EMPLOYMENT ENCOURAGEMENT****OBJECTIVE B.2:  
TO ENCOURAGE INVESTMENT IN LAND AND BUILDINGS FOR BUSINESS,  
INDUSTRIAL AND STORAGE ACTIVITIES, IN ORDER TO SECURE A WIDE RANGE OF  
JOB OPPORTUNITIES FOR LOCAL PEOPLE**

6.12 Land use policies in Southwark seek to regulate structural changes in the local economy by guiding office development to locations close to the public transport network in appropriate areas and protecting industrial activity, in order to meet local employment need. Although office based services can increase the total number of jobs in the borough, they can also, if located in inappropriate areas, have harmful environmental effects on local communities. This can be especially unacceptable if the offices are speculative and remain unoccupied.

6.13 As well as protecting existing employment-generating uses in the borough, the Council has a duty to create the conditions under which investment in new activities can take place. Central to this strategy is the definition of Employment Areas - where concentrations of industry, offices and warehousing already exist and where further new development would be appropriately located - together with policies to give guidance for industrial, business, office and warehousing development proposals.

6.14 Small firms are likely to have significant implications for employment growth. Contained also in this section are policies that seek the provision of small business units and provide guidance on homeworking.

**Employment Areas and Sites****POLICY B.2.1:**

***The Council will support the development of new employment-generating activity through the identification of sites for business, office, general industrial and storage uses within defined Employment Areas and in other appropriate locations, and through encouragement of the re-use of vacant buildings.***

**Reason:**

6.15 The Department of the Environment's Planning Policy Guidance 4 requires development plans to state clearly where different kinds of businesses can be readily located and to ensure that there is sufficient land available for industry and commerce. LPAC's Strategic Planning Advice stresses the need to support and accommodate the economic and employment growth of all business and industrial sectors, with provision and protection of industrial sites, and expansion of business uses in specific locations in order to divert pressures away from [residential](#) areas adjacent to them. Strategic Planning Guidance requires the identification of well serviced, accessible sites for job creating development in East London; the provision of good quality sites for general industry where it continues to be centred in London; and provision for warehouse accommodation except where this would lead to the loss of good quality industrial land.

**Implementation:**

6.16 By application of the Council's statutory development control powers, the preparation of planning briefs, promotion of partnership initiatives in Regeneration Areas, and through development of Council owned land. This policy applies to proposals for Class B1, B2 and B8 development. The Proposals Map and Schedule shows Employment Areas and other appropriate sites which have been defined and identified according to the principles set out above, with particular attention being paid to the recognition of existing clusters of employment generating uses and their relationships to adjoining or nearby residential areas.

6.17 The Proposals Map and Schedule identify the following: Employment Areas (Proposals 2, 15, 32, 38, 48, 65, 75, 82, 84, 99, 105, 118, 128, 134, 146 and 204), and sites for general

industrial uses (Proposals 42 and 125), general industrial/storage uses (Proposals 64, 85, 86, 87, 89, 94, 96, 126 and 127), business uses (Proposals 20 and 76), business together with other identified uses (Proposals 18, 26, 27, 36, 44, 54, 55, 56, 70, 95, 107, 114, 131 and 190), offices (Proposals 14 and 187) and offices together with other identified uses (proposals 7, 9, 12, 17, 45 and 57).

6.18 **Note:** Policy E.3.4: Upgrading the Environment, identifies Employment Areas as targets for environmental improvement initiatives.

### **Class B2 General Industrial Proposals.**

#### **POLICY B.2.2:**

**Planning permission for Class 82 general industrial use development and changes of use will normally be granted where all the following conditions are met:**

***(i) the proposal is for a site identified for general industrial, or for a site within an Employment Area (see Policy B.2.1: Employment Areas and Sites);***

***(ii) the proposal does not conflict with other UDP proposals and policies, particularly environment, housing and shopping;***

***(iii) the proposal would not result in a loss of amenity to nearby occupiers or the area in general through the process involved, traffic generation, parking or servicing activity;***

***(iv) the scale of the design of the development should be appropriate to the location and surrounding development;***

***(v) the proposal complies with the Council's standards and controls (as set out in Appendix A1 and Supplementary Planning Guidance);***

***(vi) the design provides a safe and secure environment for workers, visitors and surrounding occupiers;***

***(vii) the proposal allows access and use by people with disabilities, and mobility difficulties;***

***(viii) applications for full planning permission must show details of parking, servicing and arrangements for the storage and collection of refuse.***

#### **Reason:**

6.19 To ensure that industrial developments are appropriately located and designed to provide for functional efficiency and as a suitable workplace for all potential employees.

#### **Implementation:**

6.20 By application of the Council's statutory development control powers. Applications for full planning permission must show parking, servicing, access, arrangements for refuse storage/disposal, and access and [toilets](#) for people with disabilities. These are essential space requirements and cannot be treated as reserved matters.

6.21 The Proposals Map and Schedule identify the following: sites for general industrial use (Proposals 42 and 125), and general industrial/ storage use (Proposals 64, 85, 86, 87, 89, 94, 96, 126 and 127). Proposal reference nos. for Employment Areas are listed under Policy B.2.1.

6.22 **Note:** Class B2 General Industrial proposals of less than 500 sq.m. are covered by the provisions of Policy B.2.4: Small Scale Industry and Offices.

## **Class B1 Business Proposals**

### **POLICY B.2.3:**

**Planning permission for Class B1 Business development and changes of use will normally be granted if the following conditions are met:**

**(i) the proposal is for a site identified for Employment use or for a site within an Employment Area (see policy B.2.1: Employment Areas and Sites), and the site is closely located to the public transport network (with sufficient capacity to carry passenger traffic generated by the proposal); (ii) the proposal does not conflict with other UDP proposals and policies, particularly housing and shopping; (iii) the proposal would not result in a loss of amenity to nearby occupiers or the area in general through servicing activity; (iv) the scale of the design of the development should be appropriate to the location and surrounding development;**

**(v) where appropriate the development should be designed flexibly so as to accommodate the servicing and parking requirements of the whole range of uses within Class B1 Business;**

**(vi) the proposal complies with the Council's standards and controls (as set out in Appendix A1 and Supplementary Planning Guidance);**

**(vii) the design provides a safe and secure environment for workers, visitors and surrounding occupiers;**

**(viii) the proposal allows access and use by people with disabilities and mobility difficulties, and potential employees;**

**(ix) applications for full planning permission must show details of parking, servicing and arrangements for the storage and collection of refuse;**

**(x) the proposal complies with the provisions of Policy B.3.2: Employment Facilities and Conditions, Policy R.2.2: Planning Agreements.**

**The Council particularly welcomes proposals for Class B1 Business development which provide a range of unit sizes to meet the needs of small businesses.**

**Where major office developments are proposed, the site must be located close to the public transport network (with sufficient capacity to carry passenger traffic generated by the proposal).**

### **Reason:**

6.23 To ensure that business developments are appropriately located and designed to provide for functional efficiency and as a suitable workplace for all. Strategic Planning Guidance requires UDPs to provide for flexibility within the Business Use Class (B1), and it is important that this is reflected in the design of development which should be capable of meeting the servicing and parking requirements of the full range of Class B1 Business uses where appropriate. Strategic Guidance further identifies circumstances under which community benefit (or 'planning gain') can assist in securing the best use of land and a properly planned environment when secured through a planning agreement under Section 106 of the Town and Country Planning Act 1990, and other appropriate legislation.

### **Implementation:**

6.24 By application of the Council's statutory development control powers and through planning agreements with applicants. Applications for full planning permission must show

parking, servicing, access, arrangements for refuse storage, and wheelchair access and toilets for people with disabilities. These are essential space requirements and cannot be treated as reserved matters. The proposals map identifies Employment Areas and designates sites for business use.

6.25 The Proposals Map and Schedule identify the following: sites for business (Proposals 20 and 76), and business together with other identified uses (Proposals 18, 26, 27, 36, 44, 54, 55, 56, 70, 95, 107, 114, 131 and 190). Proposal reference nos. for Employment Areas and Sites are listed under Policy B.2.1.

6.26 **Note:** Class B1 Business proposals of less than 500 sq.m. are covered by the provisions of Policy B.2.4: Small Scale Industry and Offices.

### **Small Scale Industry and Offices**

#### **POLICY B.2.4:**

***Planning permission for small scale industrial and office proposals (Class B1 Business, B2 General Industrial and Class A2 Financial and Professional Services) will normally be granted within Employment Areas (see Policy B.2.1: Employment Areas and Sites). Outside Employment Areas such proposals will normally be granted where the following conditions are met:***

***(i) the proposal is for a site located outside the Central Area of Community Need (see Policy R.1.1: Central Area of Community Need);***

***(ii) the proposal is for a building of less than 500 sq.m. gross floorspace;***

***(iii) the proposal complies with the provisions of conditions (ii) to (iv), and (vi) to (ix) of Policy B.2.3: Class B1 Business Proposals.***

#### **Reason:**

6.27 Small scale industrial and office developments can assist in meeting the needs of small businesses for suitable premises. This can contribute to the Council's aim of securing local jobs, through enabling women and people from black and ethnic minority communities to start their own businesses, which may then go on to employ local people. It is appropriate that throughout most of the borough the location of small scale schemes is not constrained to Employment Areas, provided there is compliance with the residential amenity and other conditions specified above. Within the Central Area of Community Need, however, where high land values would tend to favour B1 uses at the expense of community services, it is appropriate that all B1 uses are restricted to Employment Areas and identified sites.

#### **Implementation:**

6.28 By application of the Council's statutory development control powers.

6.29 Proposal reference nos. for Employment Areas and Sites are listed under Policy B.2.1.

### **Homeworking**

#### **Policy B.2.5:**

***Homeworking activities which require planning permission will normally be granted where the following conditions are met:***

***(i) where the proposal involves the operation of environmentally intrusive machinery, only one machine per dwelling will be permitted,***

***(ii) adequate sound proofing is provided,***

***(iii) the proposal does not result in loss of amenity to nearby occupiers, the area in general through the process involved, traffic generation, parking or servicing activity;***

***(iv) the scale of the activity does not constitute a material change of use of a substantial part of the dwelling, contrary to the provisions of Policy H.1.1: Protection of Existing Housing Accommodation.***

**Reason:**

6.30 Home-working provides a valuable source of employment at home to residents who cannot go out to work (for example women with caring responsibilities, people from black and other ethnic minority communities and disabled people), and can assist with the establishment of small businesses, as encouraged by Planning Policy Guidance 4 (PPG4).

**Implementation:**

6.31 By application of the Council's statutory development control powers. The Council may apply a personal condition or a temporary time period to ensure that the dwelling reverts wholly to residential use in the long term. Whether home-working requires planning permission or not is largely a matter of the scale of activities concerned. This policy is intended to assist individuals working at a very small scale and does not apply to larger scale "home-working" activities which would lead to environmental and amenity difficulties or take the dwelling out of residential use.

### **Car Repair Workshops and Garages**

***POLICY B.2.6:***

***Planning permission will normally be granted for car repair workshops and garages, where the following conditions are met:***

***(i) there would be no adverse impact on surrounding occupiers by way of noise, smell, or other nuisance;***

***(ii) there is adequate off-street parking and vehicle storage space and there would be no on street parking resulting from the use;***

***(iii) the use is adequately screened from surrounding residential occupiers;***

***(iv) the proposal does not conflict with other UDP proposals and policies, particularly shopping.***

**Reason:**

6.32 These types of activity can sometimes give rise to nuisance and complaints when they are unsuitably located or operated in an inconsiderate manner. When these problems are addressed, however, such activities can provide a much needed local service and a valuable source of employment, particularly to the black community.

**Implementation:**

6.33 By application of the Council's statutory development control powers. Planning permission is likely to be subject to the imposition of conditions to regulate operations in an acceptable manner, such as limiting hours of operation, and measures for sound and pollution control.

### **EMPLOYMENT FACILITIES**

**OBJECTIVE B.3:  
TO IMPROVE THE RANGE OF JOBS AVAILABLE TO LOCAL PEOPLE AND TO MAKE  
EMPLOYMENT OPPORTUNITIES MORE ACCESSIBLE TO PEOPLE WHO SUFFER  
DISADVANTAGE AND DISCRIMINATION IN THE LABOUR MARKET, PARTICULARLY  
THE DISABLED, WOMEN AND PEOPLE FROM BLACK AND ETHNIC MINORITY  
COMMUNITIES**

6.34 Generally, local people have not been able to acquire jobs in the office sector in sufficient numbers to compensate for the decline in traditional activities. Many existing skills are now redundant and re-training has been inadequate.

6.35 Unemployment in the borough has remained significantly high since the drastic restructuring of the 1970's. The unemployment rate (Southwark male rate 16.3%, DES January 1991) hides pockets of extremely high unemployment among certain groups, such as young people, people from the black and ethnic minority communities, and people with disabilities. It is also extremely unevenly spread across the borough: for example, Rye Ward (Dulwich) 5.1%, Liddle Ward (Peckham) 21.3%, and Chaucer Ward (Southwark & Bermondsey) 39.1% (male rates, DES 1991). Long-term unemployment is a particular problem. The provision of adequate and relevant training facilities is vital to tackle these problems. The Council can assist by ensuring that new business and office developments provide space for and contribute to childcare and training measures, enabling local people, particularly women and people from black and ethnic minority communities to enter the labour market.

6.36 People with disabilities suffer higher levels of unemployment than the borough's average. Opportunities are often restricted by the physical design of buildings which makes access difficult or impossible. Ensuring that buildings are accessible will open up the range of employment opportunities available to people with disabilities.

#### **Access for People with Disabilities**

**POLICY B.3.1:**

***All new Class B1 business and Class B2 general industrial developments, including refurbishment of existing buildings where practicable, should be designed to allow access for and use by people with disabilities and mobility difficulties including people with wheelchairs.***

**Reason:**

6.37 Making developments accessible to people with disabilities and mobility difficulties not only opens up employment opportunities to people by removing physical barriers to entering and moving around buildings, but also improves the working environment for everyone.

**Implementation:**

6.38 By application of the Council's statutory development control powers. Standards and controls are set out in Appendix A1 and Supplementary Planning Guidance.

#### **Employment Facilities and Conditions**

**POLICY B.3.2:**

***In new employment-generating schemes, where appropriate, having regard to the size and scale of the proposed development, the Council will encourage the provision of space for training facilities, workplace crèches and other childcare facilities to make employment more accessible for local people.***

**Reason:**

6.39 Unemployment in Southwark remains unacceptably high, with particular concentrations among young people, people from black and ethnic minority communities, and women. Training and childcare measures can enable unemployed local people to take better advantage of employment opportunities generated by new employment development.

**Implementation:**

6.40 By application of the Council's statutory development control powers, planning agreements with applicants, and advice and assistance from the Council's employment and education services. See Policy R.2.2: Planning Agreements.



## Chapter 7 - Shopping

7.1 Almost everyone goes shopping, but not everyone uses their shops in the same way or with the same frequency. Shops are often the focal point of a variety of community activities. They also provide a range of part-time and full-time jobs, particularly for women, and play an important part in how the environment looks. The shops and services in Southwark reflect the multi-racial and multi-cultural make-up of the population, a factor which increases the variety of goods and services on offer.

7.2 Strategic Guidance embodies the main thrust of both national and regional guidance (PPG6 and RPG3 - Strategic Planning Guidance for London). It emphasises that existing town centres should be the main focus for shopping facilities and encourages planning policies which promote their modernisation and refurbishment. Pedestrianisation together with other [traffic](#) management measures and the importance of public transport should be given full consideration.

7.3 In Southwark over the past ten years the trend has been towards at least one supermarket being located within the main shopping centres (Walworth Road, Camberwell and Peckham). These supermarkets can act as magnets for other shops and services and can have positive effects on their immediate locality, but further away food shopping can die out. New indoor shopping malls such as at Surrey Quays Centre in Rotherhithe, can have similar effects. While they can offer much needed new facilities, they also threaten existing smaller centres. These positive and negative effects are important planning considerations. Recent years have also seen the growth in London of specialist centres serving the needs of city workers and tourists - Hay's Galleria at London Bridge is the prime example within Southwark. People's shopping habits are not, of course, restricted by borough boundaries and competition from centres in Lambeth, Lewisham and Croydon plays an important part in determining the shopping trips of Southwark's residents, as does the enormous variety of retailing offered in the West End.

7.4 The Council recognises that the overall quality of shopping provision in Southwark is relatively poor. The borough lacks both the superstores to be found in neighbouring boroughs, and the variety of provision for black and ethnic minority communities to be found, for example, in Lambeth. It is unlikely, therefore, that the traditional hierarchy of local and district centres in Southwark will be altered radically within the lifetime of the UDP, and this is reflected in the policies. The Council's main commitment is therefore to protect and improve existing facilities and ensure that the shopping environment is safe, secure and accessible to all.

### SHOPPING POLICIES

#### PROTECTION OF ESSENTIAL SHOPPING FACILITIES

**OBJECTIVE S.1:  
TO ENSURE THAT ALL RESIDENTS OF SOUTHWARK HAVE ACCESS TO A RANGE OF SHOPS TO MEET THEIR REGULAR SHOPPING NEEDS**

7.5 Shopping facilities are scattered throughout Southwark and differ greatly in size, function and appearance. The larger centres are generally accessible by public transport and provide a range of goods and services. The smaller centres, parades and corner shops provide an important complementary role, particularly when located in areas poorly served by public transport.

7.6 For many people it is vital that shops are within easy walking distance. People without cars have to make more frequent shopping trips and local shops are particularly important to

people on low incomes, women who have caring responsibilities, elderly people and people with disabilities. Adequate local shopping facilities are particularly important to people living in new housing developments.

7.7 Policies in this section identify Primary Shopping Frontages where no loss of shops will be allowed, Secondary Shopping Frontages where a mix of retail and non-retail activities will be allowed, and Southwark's remaining local shopping parades and isolated shops which will be safeguarded as far as possible, particularly where they serve a local need. There are policies which also deal with hot food outlets and the upper floors of shops.

### **Primary Shopping Frontages**

#### ***POLICY S1.1:***

***Within Primary Shopping Frontages, planning permission for development proposals and changes of use away from Class A1 retail will not normally be granted.***

#### **Reason:**

7.8 By resisting the loss of retail shops in identified key shopping frontages the Council seeks to protect shops which meet the daily essential shopping requirements of local residents. The protection of local shops is of particular benefit to those on low income and without work, and people in the community who are less mobile, such as those without a car, elderly people, disabled people and carers for dependants, most of whom are women.

#### **Implementation:**

7.9 By application of the Council's statutory development control powers and through the Council's letting of its own properties.

7.10 The Proposals Map and Schedule identify Primary Shopping Frontages as Proposals 10, 16, 33, 40, 46, 61, 66, 77, 92, 108, 115, 136 and 176. Addresses are listed in Appendix A2.

### **Secondary Shopping Frontages**

#### ***POLICY S.1.2:***

***Within Secondary Shopping Frontages, planning permission for development proposals and changes of use away from Class A1 retail will not normally be granted except where the following conditions are met:***

***(i) The retail character and vitality of the frontage within which the shop unit is situated would not be adversely affected and retail uses would still form the greater proportion of the length of the designated frontage;***

***(ii) the proposed use should be appropriate to a shopping frontage, including those identified in Policy C.1.1: Premises for Community Facilities, Class A2 Financial and Professional Services or Class A3 Food and Drink (subject to the provisions of Policy S.1.6: Hot Food Outlets);***

***(iii) the proposed use would not involve nuisance or loss of amenity to adjacent residents and occupiers, or the surrounding area;***

***(iv) the resulting traffic generation and parking would not add to congestion nor impair pedestrian or road safety.***

Applications which would result in the designated length of frontage in non A1 uses rising above 50% would be subject to particularly careful scrutiny.

**Reason:**

7.11 Secondary Frontages contain a mix of retail and non-retail services appropriate to a shopping frontage. This policy recognises that appropriate non-retail services can contribute to the functioning of a shopping centre or parade, but seeks to limit them to 50% of a designated length of the Secondary Frontage in order to safeguard the range and variety of shopping provision for local people.

7.12 In circumstances where the balance of 50% between Class A1 and non-Class A1 uses has been achieved and planning permission is sought for a non-Class A1 use the Council will consider how the proposal positively contributes to the character, attractiveness and vitality of the frontage for shoppers.

**Implementation:**

7.13 By application of the Council's statutory development control powers, and through the Council's letting of its own properties.

7.14 The Proposals Map and Schedule identify Secondary Shopping Frontages as Proposals 11, 21, 34, 35, 41, 47, 52, 62, 67, 73, 74, 80, 90, 91, 109, 111, 116, 117, 119, 133, 137, 139, 147, 149, 150, 153, 156, 161, 163, 180, 181, 182, 183, 184, 185, 192, 200 and 203. Addresses are listed in Appendix A2.

7.15 The Proposals Map shows "designated length of shopping frontage" referred to in Policy S.1.2: Secondary Shopping Frontages (see Condition (i)). To assist identification each designated length of frontage is listed separately in Appendix A2: Shopping Frontages.

7.16 To determine "predominance", calculate the proportion of the designated length of Secondary Shopping Frontage in Class A1 retail and non-Class A1 retail use. Any vacant frontage is classified under its authorised use and included in the calculation.

**Replacement of shopping floorspace on redevelopment****POLICY S.1.3:**

***Within Primary and Secondary Shopping Frontages there will normally be a requirement to replace the net shopping floorspace lost in redevelopment, unless the proposal is for premises located within a Secondary Shopping Frontage and all the conditions of Policy S.1.2: are satisfied.***

**Reason:**

7.17 In order that the amount of shopping floorspace does not decrease and to safeguard the future of shopping centres and frontages whilst not hindering the redevelopment and improvement of premises.

**Implementation:**

7.18 By application of the Council's statutory development control powers. Primary and Secondary Frontages are shown on the proposals map and schedule, and listed in Appendix A2.

7.19 Proposal reference nos. for Primary and Secondary Shopping Frontages are listed under Policy S.1.1 and Policy S.1.2. Addresses are listed in Appendix A2.

**Shops Outside Primary and Secondary Shopping Frontages****POLICY S.1.4:**

***Planning permission for development proposals and changes of use in shops outside Primary and Secondary Shopping Frontages away from Class A1 retail at ground floor level will normally be granted where the following conditions are met:***

***(i) the reduction in shopping provision caused by the proposal should not seriously impair the retail service provided to local residents;***

**OR**

**(ii) the ground floor of the premises should have been vacant for 24 months and there is evidence to show that attempts have been made to find a retail occupier;**

**Provided conditions (i) or (ii) are satisfied:**

**(iii) the proposed use should be appropriate to a shopping frontage, including those identified in Policy C.1.1: Premises for Community Facilities, or Class A2 Financial and Professional Services, Class A3 Food and Drink (subject to the provisions of Policy S. 1. 7 Hot Food Outlets), residential or Class 81 business uses;**

**(iv) the proposed use would not involve nuisance or loss of amenity to adjacent residents and occupiers, or the surrounding area;**

**(v) the resulting traffic generation and parking would not add to congestion nor impair pedestrian or road safety.**

**Approved non-retail services will be expected to maintain a shop style window and display at ground floor level where appropriate. The elevation to the street should be in accordance with the scale and character of adjoining premises.**

**Reason:**

7.20 Shops outside Primary and Secondary Shopping Frontages can play a vital role in serving local shopping needs, particularly in providing a variety of goods for people from different ethnic communities, and assisting people whose mobility is reduced through caring responsibilities for young children or the elderly, mobility impairment, or through not having access to a car. Women are particularly reliant on local shopping provision.

7.21 The Council recognises, however, that it may not be possible to retain all the shops in the borough, and the above policy specifies the circumstances in which a loss of retail units would be allowed. Alternative uses may be more appropriate than the prospect of long-term vacancy, particularly where additional employment opportunities are on offer and when no harm to the nearby shopping centres or parades is foreseen. Residential uses may consolidate the position of the more robust local shops.

**Implementation:**

7.22 By application of the Council's statutory development control powers, and through the Council's letting of its own properties. This policy applies to all shops outside Primary and Secondary Shopping Frontages, including non-designated parades, small groups of shops, corner shops and other isolated shops. When assessing the effect of a proposal on the retail service provided to local residents, the Council will take into consideration the service supplied to people from black and ethnic minority communities. Shopfront design advice is set out in Supplementary Planning Guidance.

### **Change of Non-Retail Uses**

**POLICY S.1.5:**

**Within all shopping frontages changes of use away from a non-Class A1 retail use will normally be granted to:**

**(a) a Class A1 retail use;**

**(b) a non-Class A1 retail use appropriate to a shopping frontage, including those identified in Policy C.1.1: Premises for Community Facilities, Class A2 Financial and Professional Services and Class A3 Food and Drink (subject to the provisions of Policy S.1.6: Hot Food Outlets), residential and Class B1 uses,**

**provided the following conditions are satisfied:**

***(i) the proposed use would not involve nuisance or loss of amenity to adjacent residents and occupiers, or the surrounding area;***

***(ii) the resulting traffic generation and parking would not add to congestion nor impair pedestrian or road safety.***

***Approved non-retail services will be expected to maintain a shop-style window and display at ground floor level where appropriate. The elevation to the street should be in accordance with the scale and character of adjoining premises.***

**Reason:**

7.23 It is recognised that a range of uses are to be expected in shopping centres and parades. Appropriate uses which enhance the centre or parade, improve convenience, and also provide local employment will be welcomed. In particular the Council is concerned that the shopping service to and employment needs of people from the black and ethnic minority communities are met. Uses such as hot food outlets, ethnic minority banks and other professional services, and mini-cab offices are important in this respect.

**Implementation:**

7.24 By application of the Council's statutory development control powers and through the Council's letting of its own properties. This policy applies to all units in non-Class A1 retail use, whether in designated or non-designated frontages, or in smaller parades or groups of shops. Shopfront design advice is set out in Supplementary Planning Guidance.

**Hot Food Outlets**

**POLICY S.1.6:**

***Any proposal incorporating the preparation of hot food (e.g. cafe, takeaway, restaurant) will need to ensure that there will be adequate provision for.***

***(i) flue and ventilation ducting to ensure the hygienic emission of fumes and smells, to safeguard amenity;***

***(ii) storage of bulk refuse and customers' litter;***

***(iii) customers' off-street car parking where practicable;***

***(iv) road safety. a proposal should not cause conflict with road junctions, pedestrian crossings, or bus stops etc (see Policy T.1.2: Location of Development in Relation to Transport Network);***

***(v) access for people with disabilities and mobility difficulties.***

***The Council will use planning conditions to control hours of operation.***

**Reason:**

7.25 Hot food outlets are generally appropriate to shopping centres and parades, and frequently provide jobs to people from black and ethnic minority communities. By ensuring adequate operational arrangements before the use begins, any environmental problems associated with such uses can be minimised.

**Implementation:**

7.26 By application of the Council's statutory development control powers, its environmental health powers and letting of its own properties. In determining applications for Class A3 use the Council will need to be satisfied that the premises can accommodate flues, ventilation ducts and refuse storage arrangements. Details of these must therefore be shown on plans accompanying applications for planning permission, and will not be dealt with by condition.

**Upper Floors of Shops**

**Policy S.1.7:**

**The Council will encourage proposals to bring the upper floors of shops into uses beneficial to the vitality of shopping centres, and will welcome proposals for residential use. Where upper floors of shops are unsuitable for residential use, or cannot realistically be adapted for residential use, planning permission for other uses will normally be granted provided certain conditions are met. These conditions are as follows:**

**(i) the proposal should comply with the provisions of Policy H.1.1: Protection of Existing Housing Accommodation;**

**(ii) the proposal is for a use appropriate to the upper floors of a shop, including those identified in Policy C.1.1: Premises for Community Facilities, Class A2 Financial and Professional Services and Class 81 business use;**

**(iii) the proposed use would not involve nuisance or loss of amenity to adjacent residents and occupiers, or to the surrounding area;**

**(iv) where practicable all parking and servicing should be contained within the curtilage of the site.**

**Proposals for the residential use of upper floors of shops must comply with the provisions of Policy H.3.2: Environmental Effects of Conversions, Policy H.3.3: Dwelling Mix for Conversions and Policy H.3.4: Standards for Conversions.**

**Reason:**

7.27 The re-use of upper floors of shops for residential purposes is a Council priority. Where this is not possible, directing non-retail services which prefer a shopping centre location to upper floors of shops can result in the maintenance of retail uses on the ground floor and a more productive use of some of the vacant or under-used upper floors. The Council recognises, however, that such uses will be less accessible to people with mobility difficulties than if they were located at street level.

**Implementation:**

7.28 By application of the Council's statutory development control powers, and through the Council's letting of its own properties. This policy applies only to the upper floors of shops. Proposals which involve the ground floors of shops should comply with the provisions of policies elsewhere in the Shopping Chapter.

**NEW RETAIL OUTLETS AND STREET MARKETS**

**OBJECTIVE S.2:**

**TO IMPROVE THE VARIETY OF SHOPPING PROVISION AVAILABLE TO RESIDENTS**

7.29 New shopping provision will be steered into existing centres, the Central Area of Community Need and Peckham Regeneration Area, where the aim is to increase the variety of retail provision available to shoppers in Southwark. Larger facilities will be encouraged to locate in existing centres, and only outside them where the Council is satisfied that there will be no adverse effect on the viability and vitality of nearby centres.

**New Retail Outlets Under 2,000 sq.m.**

**POLICY S.2.1:**

**Planning permission for new retail outlets under 2,000 sq.m. net retail floorspace, and the redevelopment of existing shops, will normally be granted. Proposals will be particularly welcomed in:**

- (a) Peckham Regeneration Area (see Policy R.2.1);**
- (b) throughout the Central Area of Community Need (see Policy R.1.1);**
- (c) within Primary and Secondary Shopping Frontages (see Policies S.1.1 and S.1.2);**
- (d) in association with new housing developments;**

**Provided the following conditions are satisfied:**

- (i) the proposal is in accord with the scale and character of adjoining properties, and where appropriate, the shopping centre;**
- (ii) where redevelopment of existing shops is proposed, the proposal must incorporate at least the net retail floorspace lost in the redevelopment;**
- (iii) the proposal is fully accessible to people with disabilities and mobility difficulties.**

**Reason:**

7.30 A greater variety of retail uses will benefit existing shoppers and could attract more shoppers, particularly within defined Primary and Secondary Shopping Frontages, and throughout the Central Areas of Community Need and Peckham Regeneration Area, where the Council aims to enhance the quality of life of local residents, and promote the successful revitalisation and stabilisation of local communities, and in association with new housing developments where the influx of residents makes existing retail facilities inadequate.

**Implementation:**

7.31 By application of the Council's statutory development control powers, and public/private sector initiatives and partnerships.

7.32 The Proposals Map and Schedule identify sites for new shops under 2,000 sq. m. together with other identified uses (Proposals 7, 9, 12, 18, 26, 27, 44, 50, 131, 186 and 190).

**New Retail Units Over 2,000 sq.m.**

**POLICY S.2.2:**

**Planning permission for new retail stores over 2,000 sq.m. net retail floorspace outside town centres, protected shopping frontages and local parades, will normally be granted unless either individually or cumulatively with other out of centre proposals, recent or proposed, it would be seriously detrimental to the viability of a nearby town centre as a whole or have a significant adverse effect on the local environment. Consideration will also be given to the following criteria:**

- (i) the proposed site should be adequately served by public transport;**
- (ii) the existing road networks should have sufficient capacity to take any additional vehicular traffic or movement generated by the proposal;**
- (iii) the proposal should include adequate off-street car parking and servicing facilities;**
- (iv) the proposal should not impair road or pedestrian safety;**
- (v) the proposal should not involve the nuisance or loss of amenity to adjacent residents and occupiers, or to the surrounding area;**

***(vi) the proposal should comply with the provisions of Policy S.3.1: Customers' Facilities, and Policy R.2.2: Planning Agreements.***

**Reason:**

7.33 Large new stores can provide a wide choice of goods at competitive prices and can be particularly beneficial if they are also accessible to residents without cars. When considering a new proposal the Council needs to be satisfied that existing shopping centres are not seriously threatened.

7.34 This policy is consistent with Government advice as contained in RPG3 and PPG6. Paragraph 72 of RPG3 says 'existing town centres should continue to be the main focus for the provision of shopping facilities'; PPG6 (revised 1993) seeks to set retail development clearly in the context of town centre vitality and viability, while continuing to encourage competition between different types of shopping provision.

**Implementation:**

7.35 By application of the Council's development control powers, planning agreements with applicants and, where appropriate, partnership with the private sector. The policy applies to such retail outlets as superstores, hypermarkets, discount warehouses, retail warehouses, retail cash and carry stores, and nursery/garden centres. Details of parking requirements and servicing are provided in Appendix A1.

7.36 The Proposals Map and Schedule identify the following: retail warehouses (Proposals 88 and 95).

**Markets**

***POLICY S.2.3:***

***Planning permission for new off-street, covered or street markets, or individual market stalls, may be granted where certain conditions are met. These conditions are as follows:***

***(i) the proposal should not involve nuisance or the loss of amenity to adjacent residents and occupiers, or to the surrounding area;***

***(ii) the proposal should not have an adverse effect on the viability and vitality of existing shops;***

***(iii) the existing road networks and footpaths should have sufficient capacity to take any additional vehicular or pedestrian traffic generated by the proposal;***

***(iv) the proposal should not impair pedestrian or road safety;***

***(v) the proposal should include adequate arrangements for customers' and traders' parking, servicing, refuse storage and storage of stalls;***

***(vi) all new barrows or stalls should be to Council approved design and maintained to a good standard;***

***(vii) the Council must be satisfied that there is sufficient capacity (publicly or privately) to fully undertake all the cleansing requirements of the market.***

**Reason:**

7.37 Markets are a popular form of retailing which meet local shopping needs, but they can cause environmental problems such as noise, litter, traffic congestion and parking.

**Implementation:**



7.38 By application of the Council's statutory development control powers and its licensing and leasing powers.

## THE SHOPPING ENVIRONMENT

### **OBJECTIVE S.3: TO IMPROVE THE SHOPPING ENVIRONMENT FOR THE BENEFIT OF ALL SHOPPERS AND TRADERS**

7.39 The Council believes that ensuring that shopping centres and major stores address the particular needs of women with children, and people with disabilities and mobility difficulties, will produce improved environments which will benefit all shoppers.

#### **Customer Facilities**

##### **POLICY S.3.1:**

***The Council will seek to ensure the provision of the following customer facilities in retail proposals exceeding 2,000 sq.m. net floorspace, and will encourage such provision in smaller developments:***

- (a) full access for people in wheelchairs, people with double buggies and people with mobility difficulties;***
- (b) wide parking spaces for people with disabilities;***
- (c) customer seating;***
- (d) customer and wheelchair accessible toilets;***
- (e) nappy changing area and baby feeding area;***
- (f) a supervised crèche for use by customers and employees;***
- (g) provision and maintenance of litter bins;***
- (h) recycling facilities.***

##### **Reason:**

7.40 These facilities should be accessible to all customers. As well as obvious benefits for people in wheelchairs, carers with prams and buggies, young children and the elderly (and women who comprise the majority of carers and the elderly), such benefits will assist all people who use the retail facility and significantly enhance its attractiveness to shoppers.

##### **Implementation:**

7.41 By application of the Council's statutory development control powers and through planning agreements with applicants. See also Policy S.2.2: New Retail Units Over 2,000 sq.m., and Policy R.2.2: Planning Agreements.

#### **Environment of Shopping Centres**

##### **POLICY S.3.2:**

***The council will seek to maintain and improve the environment and functioning of shopping centres in terms of pedestrianisation schemes, access for people with disabilities, service access to shops, landscaping, the appearance of buildings and the provision of seating, public toilets (including wheelchair accessible toilets), vehicle parking spaces for people with disabilities, cycle parking facilities, litter bins and recycling facilities. Where traffic movements are curtailed in areas of high pedestrian activity the Council will ensure that any existing bus access is maintained or improved. Where a pedestrianisation scheme excludes all vehicular traffic, alternative acceptable***

***bus routing will be provided.***

**Reason:**

7.42 To improve the amenity, safety and security of shopping centres for shoppers and traders, and to safeguard the future of shopping centres.

**Implementation:**

7.43 By application of the Council's statutory development control powers, through public sector funding and partnerships with the private sector. See also Policy T.2.1: Measures for Pedestrians, Policy T.3.1: Safeguarding and Improving the Quality of Public Transport Services and Facilities, Policy T.5.1: Traffic Restraint, Policy T.5.5: Traffic Management Road Safety, Policy T.6.2: Off-Street Parking, Policy R.2.2: Planning Agreements, and Policy E.3.4: Upgrading the Environment which identifies shopping centres as a priority for environment and people.

7.44 The Proposals Map and Schedule identify proposals for the safeguarding of rear service access to shops (Proposals 68, 110, 114 and 132).

**Shopfront Design**

***POLICY S.3.3***

***Proposals for new and redesigned shopfronts and signs will be expected to display a high standard of design having particular regard to the Council's Standards and Controls set out in Supplementary Planning Guidance. In particular,***

***(i) access for people with disabilities must be provided for in new shopfront design;***

***(ii) where security blinds are used these should be in the form of grilles and not shutters.***

**Reason:**

7.45 Commercial pressures mean that shopping streets can be subjected to rapid changes as shops are modernised, new styles of retailing are introduced and new styles are proposed. Changes should contribute positively to the appearance of shopping parades as a whole and not lead to the creation of clutter and eyesores. Shops should be protected by grilles rather than shutters to avoid the depressing and soulless appearance of shopping streets after trading hours, and to contribute to the aims of Policy E.1.1: Safety and Security in the Environment.

**Implementation:**

7.46 By application of the Council's statutory development control powers and by producing and updating design guidance. Standards, controls and guidance are set out in Appendix A1 and Supplementary Planning Guidance.

## Chapter 8 - Transport

8.1 Getting to work, the shops, school and other facilities or visiting friends and family nearly always requires people to travel, whether this is by foot, public transport, wheelchair, car or cycle. At the same time industry and commerce depend on the movement of goods and materials.

### TRANSPORT POLICIES

#### LOCATION AND DESIGN OF NEW DEVELOPMENT

**OBJECTIVE T.1:  
TO MINIMISE THE NEED FOR TRAVEL AND TO ENSURE THAT ALL NEW  
DEVELOPMENT IS COMPATIBLE WITH THE TRANSPORT NETWORK AND CONFORMS  
WITH THE COUNCILS PRIORITIES, STANDARDS AND CONTROLS.**

8.2 Land use and transport are inextricably linked. Maintaining the local provision of shops, community and health facilities reduces the cost and need for travel by users and the pressure on the transport network. Badly located development generates unnecessary and wasteful journeys, makes inefficient use of the transport network, causes avoidable environmental nuisance and pollution and can pose a threat to safety, create congestion and inconvenience and delay essential [traffic](#).

#### Locally Based Facilities

**POLICY T.1.1:**

***The Council will seek to retain and encourage the provision of locally based facilities, whilst resisting proposals for these facilities at locations which would not be easily accessible to local people.***

**Reason:**

8.3 Locally based facilities are defined as basic facilities such as shops, health, social or community centres etc. whose primary source of patronage comes from people living or working within a 400m catchment area. They are usually located close to or within existing town, district or neighbourhood centres.

8.4 The rationalisation of these services often increases the distance people must travel to make use of them. This encourages greater use of the motor car, with all its attendant problems. For those without access to a car, this often means an inconvenient, longer and more expensive journey.

**Implementation:**

8.5 By application of the Council's statutory development control powers, the preparation of development briefs, particularly within Regeneration Areas, and [advocacy](#). This policy applies to proposals for community and social facilities, and retail uses (see Chapters 4 and 7), and is particularly relevant to proposals within the Central Area of Community Need (see Policy R.1.1: Central Area of Community Need).

#### Location of Development in Relation to the Transport Network

**POLICY T.1.2:**

***The Council will ensure that all new development is appropriately located in relation to the transport network, taking into account:***

***(i) contribution to traffic generation and impact on network capacity, congestion and parking, including the primary road network,***

***(ii) environmental impact;***

***(iii) safety and personal security;***

***(iv) the Council's UDP aims, objectives, policies, standards and controls, including regeneration objectives;***

***(v) traffic restraint;***

***(vi) support for public transport and improved conditions for pedestrians, cyclists and people with disabilities and mobility difficulties;***

***(vii) accessibility;***

***(viii) additional demands placed on the transport network;***

***(ix) present and potential availability of public transport and its capacity to meet increased demand.***

***In particular:***

***(a) development generating significant passenger traffic should be located close to public transport and with good access onto the secondary road network;***

***(b) wherever feasible, development generating significant levels of freight traffic should have good access to rail or river freight handling facilities and should always have good access onto the secondary road network;***

***(c) proposals which generate significant traffic and/or short term parking (e.g. mini-cab operators and hot food take-aways) should not be located close to traffic junctions, or in other locations likely to create problems of safety, congestion, servicing or interference with buses;***

***(d) all new employment, retail, community and social facilities should be located so as to be well served by the transport network, particularly public transport.***

***New development should, where justified, provide for necessary consequential and accommodation works and upgrading of the transport network.***

**Reason:**

8.6 Careful location of new developments is likely to generate high levels of traffic can encourage use of public transport, support traffic restraint, and ensure that road safety is not impaired. Use of rail and river to move freight may reduce road congestion, environmental nuisance and pollution generally.

**Implementation:**

8.7 By application of the Council's development control powers and where necessary planning agreements with applicants. Where development places an additional burden on the surrounding network, funding by the applicant will be sought for the necessary accommodation works such as traffic management, or upgrading of facilities by the applicant may be justified. See Policy Planning Agreements.

**Design of Development and Conformity with Council Standards and Controls**

**POLICY T.1.3:**

**Planning permission will not normally be granted for any new development or change of use which does not meet the Council's standards and controls for:**

**(i) off-street parking, including provision for vehicles of people with disabilities, and cycle parking;**

**(ii) servicing, refuse storage and removal.**

**In particular, access arrangements for residential, shopping and other social and community uses should give clear priority to pedestrian safety, convenience and amenity over general traffic movement whilst allowing satisfactory access for essential vehicular traffic.**

**Reason:**

8.8 The Council's standards and controls are variously designed to maintain traffic flows, enhance road safety, avoid worsening problems of on-street parking, meet the operational needs of businesses and other users, meet the needs of people with disabilities and mobility difficulties, support traffic restraint and create safe, secure, pleasant and convenient environments for pedestrians.

**Implementation:**

8.9 By application of the Council's statutory development control powers and preparation of development and planning briefs. Standards and controls are contained in Appendix A1 and Supplementary Planning Guidance.

**PEDESTRIANS**

**OBJECTIVE T.2:  
TO IMPROVE CONDITIONS FOR PEDESTRIANS**

8.10 The needs of pedestrians have tended to be overlooked in the past yet everyone becomes a pedestrian at some stage of their journey and walking is the most important means of travel for many disadvantaged groups.

**Measures for Pedestrians**

**POLICY T.2.1:**

**The Council will maintain existing measures and continue to introduce new measures to improve pedestrian safety, security, convenience and accessibility. It will ensure that all new traffic management, highway, public transport, environmental and development schemes give the needs of pedestrians a high priority, in particular the needs of people with disabilities and mobility difficulties. Priorities will include:**

**(i) town centres, including completion of Elephant & Castle subway upgrading, and improved facilities at Peckham;**

**(ii) Regeneration Areas and the Central Area of Community Need;**

**(iii) major pedestrian routes;**

**(iv) areas adjacent to important public facilities;**

**(v) dangerous road crossings, particularly where used by children, elderly people and people with disabilities;**

**(vi) the development of the Thames Path and the Green Chain Walk,**

**(vii) improving access to and within insecure and inconveniently**

***designed major housing estates; and***

***(viii) the implementation of the Council's programme of dropped kerbs and protected crossings.***

**Reason:**

8.11 To make walking more pleasant, safe, secure and convenient for all members of the community and to recognise its importance as a means of travel, particularly for disadvantaged groups. Walking can also be a realistic alternative to car travel for short journeys and should be encouraged for the consequent traffic and environmental benefits.

**Implementation:**

8.12 By application of the Council's statutory development control powers, its powers as a highway and traffic authority, through the preparation of planning briefs, petitioning, safeguarding and the Council's and other authorities' capital programmes as resources permit. Examples of possible measures include pedestrian crossings, speed restrictions and pedestrian islands. Detailed proposals are set out in the Council's Transport Policies and Programme (TPP). See also Policy R.1.1: Central Area of Community Need, Policy R.2.1: Regeneration, Policy E.1.1: Safety and Security in the Environment. Policy E.3.4: Upgrading the Environment, Policy E.7.1: Riverside Townscape, Thames Path and Public Access to Thames Frontage and Shoreline, Policy C.5.7: Use of Metropolitan Open Land and Green Chain Walk, Policy H.2.1: Rehabilitation and Improvement to Housing and Policy S.3.2: Environment of Shopping Centres.

**PUBLIC TRANSPORT**

**OBJECTIVE T.3:  
TO SUPPORT THE IMPROVEMENT OF PUBLIC TRANSPORT**

8.13 Public transport is of vital importance to Southwark. Most people who live in the borough, especially disadvantaged groups, rely on it to go to work or to generally move about. At the same time, by offering an alternative to excessive car use it can be seen as the key to a better environment and economy. It is for this reason that the promotion of accessible and integrated public transport including provision of new links, better interchanges, higher frequencies, and better reliability and coverage forms a central part of the Council's overall transport policy.

8.14 The Council has worked closely with London Transport and the various transport operators who, despite having access to limited resources, have attempted to significantly improve public transport. It will continue to develop this partnership approach in order to ensure that the needs of local people are met.

**Safeguarding and Improving the Quality of Public Transport Services and Facilities.**

**POLICY T.3.1:**

***The Council will continue to:***

***(i) encourage the public transport operators, the Department of Transport and where appropriate, other relevant organisations, to improve the quality of public transport services and facilities in relation to the following.***

***(a) reliability, frequency, convenience, comfort, safety, security, and accessibility;***

***(b) physical access for people with disabilities or mobility difficulties;***

***(c) affordability and integration of ticketing, including concessionary travel;***

***(d) information on public transport services;***

***(e) facilities at stops, stations and interchanges.***

***(ii) oppose proposals which threaten the quality of public transport services and facilities;***

***(iii) seek to safeguard the interests of public transport operators and passengers as appropriate in all new development, highway, traffic and environmental schemes;***

***(iv) The Council will initiate and assist with suitable schemes, in particular by introducing bus priority measures where opportunities arise and where justified.***

**Reason:**

8.15 The quality of existing services and facilities is often poor. Too frequently services and facilities are shabby, unsafe and difficult to use, especially for people with disabilities or parents with buggies. Overcrowding often extends beyond the rush hour and many services are slow, unreliable, and infrequent. Large scale improvements are needed urgently to correct these deficiencies and make public transport safe, attractive, and accessible to people with disabilities. Increased use of public transport can reduce motor car use with significant beneficial environmental effects.

**Implementation:**

8.16 Through lobbying, regular meetings and liaison with relevant operators, consultation with groups, use of the Council's powers as a planning, traffic and highway authority, and capital programme; making use of central government grant where available, planning agreements and Section 28 of the London Regional Transport Act 1984. Priorities would include improvements to services and facilities in shopping centres, in particular at Peckham and the Elephant & Castle, safety and security of passengers, improving access for people with disabilities and mobility difficulties, better information on services, and provision of bus priority measures. Detailed proposals are set out in the Council's Transport Policies and Programme (TPP).

## **New Public Transport Schemes and Services**

**POLICY T.3.2:**

***The Council will:***

***(i) support and encourage improvements and additions to the public transport network where these are acceptable in environmental terms, provide satisfactory local benefit and accord with local planning objectives;***

***(ii) urge the public transport operators and the Department of Transport as appropriate to progress suitable schemes for the following:***

***(a) extension of the Jubilee Line through North Southwark and Docklands;***

***(b) extension of the East London line south to Peckham and beyond, and to North London;***

***(c) extension of the Northern Line to Camberwell, Peckham and South London, and safety improvements to the existing Northern Line in the London Bridge area;***

***(d) extension of the Bakerloo or Victoria lines within the borough;***

***(e) development of a high quality orbital rail network;***

***(f) construction of new British Rail stations at Camberwell and Walworth;***

***(g) introduction of new bus services to serve areas which are deficient, and additional services for people with disabilities and mobility difficulties;***

***(h) improvements to public transport interchanges;***

***(i) development of an integrated high quality river bus service which meets local needs, including provision of piers;***

***(j) new light rail systems along strategic corridors.***

***(iii) initiate and assist with the progress of suitable public transport improvements where practicable;***

***(iv) only support BR proposals for Thameslink 2000 where the following conditions are met:***

***(a) satisfactory justification;***

***(b) no realistic alternative;***

***(c) acceptable local environmental impact;***

***(d) satisfactory local benefit.***

***(v) oppose or seek appropriate modifications to public transport schemes which fail to meet the Council's requirements set out elsewhere in this policy, as necessary.***

**Reason:**

8.17 Some areas of the borough remain poorly served by public transport. Improvements to the bus network and major extensions of rail services are needed to give residents quick and convenient access to employment, shopping and recreational opportunities within the borough, to Central London and the Docklands and assist with traffic restraint.

**Implementation:**

8.18 By advocacy, lobbying, petitioning and use of the Council's powers as a Planning, Traffic and Highway Authority, and S.28 of the London Regional Transport Act 1984. Where appropriate, the Council will help to safeguard routes. As rail infrastructure schemes have a long lead-in time the Council is pressing for an immediate programme of large scale bus improvements, in conjunction with the development of a strategic bus priority network. The patchy and infrequent bus services for people with disabilities require immediate expansion.

8.19 The Proposals Map and Schedule identify the following: BR Stations (Proposals 69 and 106) and East London Line extension (Proposal 124).

**Channel Tunnel Rail Link and Channel Tunnel Rail Services**

***POLICY T.3.3:***

***The Council will seek to minimise the impact of Channel Tunnel Rail services on the local environment and rail services.***

**Reason:**

8.20 The routing of Channel Tunnel railway services through the borough could have an



adverse impact on the local environment and the quality of, and [scope](#) to improve, local rail services.

**Implementation:**

8.21 Through liaison with the public transport operators and the provision of noise mitigation measures, subject to funding.

### Community Transport

**POLICY T.3.4:**

***The Council will actively promote community transport initiatives, especially those which are fully accessible, where current transport provision is not meeting community need, and will assist with funding where resources permit.***

**Reason:**

8.22 For many disadvantaged groups without access to a car, conventional public transport is unsafe or difficult, if not impossible to use. Community transport can help fill this gap by catering for a group's specific needs. In many cases provision does not meet demand or simply does not exist at all. People with disabilities are the group of people least catered for by public transport.

**Implementation:**

8.23 Through supporting community transport initiatives, encouraging the extension of Dial-a-Ride and mobility bus network and the use of developer funding contributions.

### CYCLISTS

**OBJECTIVE T.4:  
TO ENCOURAGE CYCLING AND IMPROVE CONDITIONS FOR CYCLISTS**

8.24 Cycling is a convenient, environmentally- friendly means of travel but conditions are often unsafe or unattractive because of other traffic and lack of special facilities.

### Measures for Cyclists

**POLICY T.4.1:**

***The Council will seek to improve conditions for cyclists by:***

***(i) ensuring all new traffic, highway, development and environmental schemes consider the needs of cyclists and make appropriate provision where practicable;***

***(ii) developing the cycle network in accordance with local priorities and the LPAC strategic network. Where justified and practicable, this will involve:***

***(a) introduction of cycle priority measures;***

***(b) use of cycle lanes;***

***(c) avoiding large roundabouts/dangerous gyratories and unsuitable roads;***

***(d) use of the Green Chain Walk, other open spaces and footpaths where this does not conflict with pedestrians' safety and convenience;***

***(iii) introducing remedial schemes to improve safety and convenience where justified and resources allow;***

***(iv) maintaining the quality of important cycle routes as resources permit.***

**Reason:**

8.25 The speed and volume of traffic on main roads, the lack of parking space for bicycles and the variable quality of road surfaces deter many potential cyclists, and pose a threat to cyclists' safety. Cycling is a convenient, healthy, non-polluting and non-congesting means of travel which should be encouraged. Positive action is needed to make it attractive, and, above all, safe.

**Implementation:**

8.26 The Council will continue to implement a network of cycle routes, in consultation with local groups and as opportunities and resources permit, which will integrate with the emerging London-wide network. Priority will be given to remedial schemes to improve cyclists' safety and to the development and completion of strategic schemes - a North-South, Thames side and an East-West route, concentrating initially on the East-West route. The Thames side route should avoid use of the Thames Path in the London Bridge City Development Area. Realisation of the network depends crucially on the provision of road crossing facilities to connect routes on quieter roads. Measures which will be undertaken to improve conditions include cycle priority at junctions, cycle parking facilities, signing and contra-flows, as appropriate and as resources permit. Routes will be safeguarded and revisions to bye-laws made as appropriate and justified. Current progress on schemes is shown in the TPP. Map T1 shows progress on the emerging cycle network. The Proposals Map and Schedule identify the cycle routes network map as Proposal 72.

## **ROADS AND TRAFFIC**

**OBJECTIVE T.5:**

**TO PROVIDE FOR THE NEEDS OF ESSENTIAL ROAD TRAFFIC, ENCOURAGE TRAFFIC RESTRAINT, REDUCE THE IMPACT OF ROAD TRAFFIC ON THE ENVIRONMENT AND TO ENHANCE ROAD SAFETY.**

8.27 With increases in traffic through the borough, congestion now regularly extends outside of peak hours, slowing up essential traffic. The cost of delays to business and buses is enormous. More cars on the roads also mean a worsening environment for people living or working in the Borough, deteriorating conditions for pedestrians and cyclists, and additional global pollution and resource depletion.

8.28 Priority will be given to essential traffic. Essential traffic can be defined in three ways:

- Vehicles which offer an alternative to excessive use of the private car thereby allowing more efficient or environmentally friendly use of road space, such as buses and taxis.
- Vehicles which are vital in meeting the operational needs of business and commerce, such as vans and lorries.
- Vehicles which support essential services such as ambulances, [street cleaning](#) units or other public utility services.

8.29 Traffic management and management of the road hierarchy can reduce the impact of rat-running and speeding traffic in sensitive areas and make the most efficient use of the road system. Only by traffic restraint measures designed to encourage people to leave their cars at home can long term relief be achieved and road space be re-allocated to the benefit of essential traffic.

8.30 Road schemes can only be justified in limited special cases, as a result of their environmental or local planning benefits and where alternative solutions are not practicable and overall network capacity is not increased for the benefit of commuter traffic. However,

major road building or widening is no general solution to traffic problems; experience in Inner London shows that this generates more traffic, is extremely costly and is environmentally highly disruptive. For strategic traffic restraint measures to be effective and fair, a corresponding improvement in public transport will be necessary.

## **Traffic Restraint**

### ***POLICY T.5.1:***

***The Council will continue to support and implement suitable traffic restraint measures designed to discourage inessential motor vehicle journeys at busy times when convenient public transport is available.***

#### **Reason:**

8.31 During the rush hour and at busy times, the road network cannot satisfactorily cope with the current levels of traffic. Congestion delays essential traffic, and results in pollution and rat-running. Further increases in traffic levels will aggravate these problems. Discouraging inessential vehicular traffic whose occupants could make their journey by an alternative mode or at a less busy time frees road space for use by essential traffic. Inessential vehicular traffic comprises journeys made by the use of the private motor car when reasonable alternatives are available to the user, or other road based transport which does not fulfil local needs set out in Objective T.5.

8.32 Current restraint measures based on parking controls are inadequate and further controls are needed to cope with rising traffic levels, congestion and pollution. Successful traffic restraint will allow for more environmental improvements, traffic management, and traffic calming measures to be introduced as well as making the most efficient use of available road space. Current restraint measures are inadequate and further controls are needed to cope with rising traffic levels, congestion and pollution.

#### **Implementation:**

8.33 Traffic restraint will continue to concentrate on off-street parking controls (see Policy T.6.2), on-street parking controls (see Policy T.6.1), and through the application of the Council's parking standards in new developments (see Policy T.6.3 and Standards and Controls [Appendix All]). Additional traffic restraints can be obtained through traffic management measures, see Policy T.5.2: Road Hierarchy and Policy T.5.5: Traffic Management.

## **Road Hierarchy**

***POLICY T.5.2: The Council will use the defined road hierarchy to:***

- (i) identify environmental areas;***
- (ii) form the basis for traffic controls, management and parking control;***
- (iii) assist In the development of priorities for highway, environmental and other works; and***
- (iv) form the basis for decisions on development control on adjoining/nearby land.***

#### **Reason:**

8.34 The Council wishes to manage the road system in the most efficient manner consistent with minimising environmental impact and the threat to road safety, traffic restraint, meeting the needs of those living or working in or visiting the borough, accommodating development and Local Plan policies and objectives. Defining a road hierarchy allows traffic to be channelled onto the roads most suitable to take it and the identification of environmental areas - i.e. sensitive areas suffering environmental and safety problems due to road traffic - where traffic calming measures will be concentrated (see Policy T.5.5).

**Implementation:**

8.35 The proposed hierarchy largely derives from the Mid-South Southwark Local Plan, the GLDP, and the Department of Transport's Strategic Road Network. This is shown in Map T2 and comprises:

- Primary Roads;
- Secondary Roads;
- District Distributor Roads;
- Local Distributor Roads;
- Local Access Roads;

8.36 Related policies and proposals for the management of the hierarchy will be implemented arising from the Council's powers as a traffic and highways authority, in consultation with the Department of Transport, the Traffic Director, the Police and emergency services, other bodies as appropriate, and the local community.

8.37 The Department of Transport is the highway authority for the South Circular Road (A205) which is a Red Route and a Trunk Road, and exercises control over a number of secondary roads identified as designated roads. Several secondary roads have also been identified by the Department of Transport as Red Routes (see Map T3).

8.38 Development control powers will be used to relate development to the road hierarchy, in consultation with the Department of Transport, the Traffic Director, other bodies as appropriate and the local community.

**Alterations to the Road Network*****POLICY T.5.3:***

***The Council will only support road schemes or new traffic control measures which:***

***(i) are consistent with traffic restraint or local planning objectives;***

***(ii) give priority to and improve safety and conditions for essential traffic ;***

***(iii) are acceptable in environmental and community impact terms, including impact on personal security.***

**Reason:**

8.39 In special circumstances some carefully designed limited alterations to the local road network can be justified.

**Implementation:**

8.40 Through the Council's own capital programme, participation in joint schemes and through the Council's highway, traffic and planning powers. Schemes conflicting with this policy will be opposed. The TPP sets out the current highway programme, including the following major schemes shown on the proposals map: Old Kent Road/Canal Bridge, Old Kent Road/Albany Road/Dunton Road, and Rye Lane Eastern Bypass.

8.41 The Proposals Map and Schedule identify the following: road closure/ realignment (Proposal 71), road widening/safeguarding (Proposal 93), road realignment and widening/safeguarding (Proposal 129)), and road extension/safeguarding (Proposal 130). Proposal reference Nos. for safeguarding for rear service access to shops are listed under Policy S.3.2: Environment of Shopping Centres.

**South Circular Road**

***POLICY T.5.4: The Council will support measures to improve conditions for pedestrians, cyclists, and other essential traffic, reduce the environmental impact of***

**traffic and upgrade public transport on the South Circular Road and its corridor.**

**Reason:**

8.42 The South Circular is a trunk road and a Red Route. Action is required to tackle congestion, improve safety, curb rat-running on nearby local roads, improve environmental conditions and give priority to essential traffic.

**Implementation:**

8.43 Through advocacy in conjunction with other boroughs and bodies and the powers vested in the Council as the planning authority, and highway and traffic authority on other roads.

**Traffic Management and Road Safety**

**POLICY T.5.5: The Council will continue to:**

*(i) introduce traffic management, road safety and other remedial measures designed to alleviate the impact of traffic in environmental areas, traffic hot-spots and other dangerous locations;*

*(ii) ensure such measures give priority to the needs of residents, pedestrians (especially children, elderly people, people with disabilities and mobility difficulties), cyclists and the improvement of amenity;*

*(iii) aim to safeguard the interests of public transport operators and passengers, emergency services and local businesses in the design of schemes.*

**Reason:**

8.44 Many areas of Southwark suffer from speeding or rat-running traffic and would benefit from traffic calming measures to slow down such traffic or divert it onto more suitable roads. This allows road space to be reallocated to benefit essential road users, and improve living and working conditions and safety. Remedial action is required to remove danger, nuisance and congestion caused by traffic at specific locations.

**Implementation:**

8.45 By the Council using highway, traffic and planning powers, including planning agreements and full use of central government grant. Environmental areas have been identified and are: the Docklands (including Albion Street), Tower Bridge Road, Harper Road, Walworth TSA/TA, Camberwell 1, Peckham Park Road, North East Peckham, Rye Lane, East Dulwich 1, East Dulwich 2, Herne Hill and Waverley 1. Examples of measures include speed humps, chicanes, speed restriction zones and pedestrian crossings. Details of schemes are contained within the TPP.

**PARKING**

**OBJECTIVE T.6:  
TO MAINTAIN AND ENSURE ADEQUATE LEVELS OF PARKING FACILITIES WITHIN  
THE REQUIREMENTS OF RESTRAINT AND ENVIRONMENTAL ACCEPTABILITY**

8.46 Parking control is the main available means of restraining car use and is therefore critical to reducing congestion and other traffic related problems. Hand in hand with this must go measures to restrict through traffic and encourage use of public transport. Parking space is however needed to assist the economic and social functioning of shopping and business areas and public facilities, and to meet the needs of residents.

**On-Street Parking Control**

**POLICY T.6.1:**

**The Council will introduce additional on-street parking controls and maintain existing on-street parking controls where needed to:**

- (i) support traffic restraint;**
- (ii) meet the parking requirements of local residents and people with disabilities, and reduce nuisance;**
- (iii) assist the functioning of town centres and employment areas;**
- (iv) improve the operation of buses and other essential traffic;**
- (v) improve road safety;**
- (vi) implement the Government's Red Route network.**

**and will seek to ensure road space released is used to benefit essential traffic, local residents and the achievement of local planning objectives, whilst safeguarding essential servicing requirements of businesses and shops.**

**Reason:**

8.47 Restrictions are required to alleviate problems caused by unregulated, heavy and inconsiderate on-street parking and enforce traffic restraint. Complementary measures may be required to ensure released road capacity is used in line with plan objectives.

**Implementation:**

8.48 Currently the Council is responsible for the declaration of controlled parking zones (CPZ), and on-street waiting restrictions. Enforcement is carried out by the Metropolitan Police. Under the 1991 Road Traffic Act, the Council assumed responsibility for the designation and enforcement of onstreet parking controls on much of the road network. Under the same Act the Council will also be drawing up in co-operation with the Traffic Director and other organisations, and in consultation with the local community, suitable parking control measures for Red Routes. Other priorities for parking controls are sensitive areas around railway stations, local town centres, the Inner London parking area, along main roads and junctions to protect capacity, and along important bus routes in conjunction with the development of a bus priority route network.

8.49 Current proposals for CPZs and possible future areas are shown on Map T3, together with the Government's emerging Red Route network, for which central area proposals are currently under review. Further details of parking proposals are included in the TPP. Proposals will be introduced as resources permit. All new CPZs should be self-financing.

## **Off-Street Parking**

**POLICY T.6.2:**

**Publicly/ Customer Available Off-Street Parking and Residents' Parking**

**The Council will:**

- (i) seek to ensure that there is sufficient and suitably managed public or customer off-street parking to meet the operational needs of town centres and public facilities, and the essential needs of commercial developments, taking into account:**
  - (a) existing parking provision including on-street controls;**
  - (b) local parking pressure and needs;**
  - (c) local amenity;**
  - (d) access to public transport;**

**(e) local planning objectives;**

**(f) special needs.**

**(ii) seek to meet deficiencies in residents' parking provision on Council estates where suitable opportunities arise;**

**(iii) where practicable and desirable, press for publicly available and customer parking to deter the long term parker, especially commuters;**

**(iv) press for appropriate provision for cyclists and people with disabilities in all public car parks;**

**(v) oppose proposals to provide temporary or permanent commuter car parks serving the Central Area, its fringe or other areas conveniently served by public transport (except where special need can be demonstrated), or which give rise to unacceptable safety, traffic or environmental problems;**

**(vi) consider favourably proposals to reduce existing excessive publicly available or customer off-street or non-operational parking where this would assist traffic restraint and is otherwise acceptable.**

**Reason:**

8.50 To enable areas and locations to function efficiently, consistent with traffic restraint and local policy, including on-street parking controls and to avoid the wasteful use of land.

**Implementation:**

8.51 Through pro-active measures including the provision and management of Council owned facilities, planning briefs and management agreements and through development control and planning agreements. Details of the Council's car parks are set out in the TPP.

### **Parking Space in New Developments**

**POLICY T.6.3:**

**Planning permission will not normally be granted for any development which does not make adequate provision for off-street parking in accordance with the Council's standards and controls. The Council will consider commuted payment by developers to upgrade transport facilities where suitable off-street parking is not possible and it is desirable to so do.**

**Reason:**

8.52 Many premises have inadequate space for their essential parking needs, relying on parking in nearby streets. This can be annoying for neighbours and detrimental to local amenity. Adequate provision must be made in all new developments consistent with traffic restraint.

**Implementation:**

8.53 By application of the Council's statutory development control powers and the standards and controls for parking set out in Appendix A1. Commuted payment would be a matter of planning obligation.

### **Overnight Lorry Parking Ban**

**POLICY T.6.4:**

**The Council supports the on-street overnight lorry parking ban and will ensure its continuance by providing adequate off-street lorry parking space.**

**Reason:**

8.54 To improve residential amenity.

**Implementation:**

8.55 The ban is enforced by the Metropolitan Police. The ban is dependent on adequate off-street parking space being provided for the displaced lorries. At present there is a lorry park at Mandela Way (Proposal 50). Signing will be an essential element in implementing this policy.

### **Coach Parking**

**POLICY T.6.5:**

***The Council seeks to ensure satisfactory provision for coach parking by:***

***(i) requiring new tourist and hotel developments to make provision in accordance with the Council's standards and controls;***

***(ii) taking measures to discourage on-street parking where this is a problem, and where practicable provision of meters;***

***(iii) provision of off-street parking facilities where necessary and practicable.***

**Reason:**

8.56 The importance of tourism on both sides of the river and elsewhere in the borough has attracted rising numbers of tourist coaches. Lack of suitable off-street parking facilities has led to problems of congestion, loss of on-street parking facilities for essential road users, and environmental nuisance. Proper provision needs to be made to cater for demand and to alleviate problems.

**Implementation:**

8.57 By application of the Council's statutory development control powers, the Council's powers as a traffic and highway authority, the use of parking controls, the continued provision of Council off-street parking facilities and route signing. By co-ordinated action with other Central and Inner London Boroughs, and consultation with coach operators. See also Policy C.6.1: New Arts, Cultural, Entertainment and Tourist Facilities.

### **FREIGHT MOVEMENT**

**OBJECTIVE T.7:**

**TO DISCOURAGE INESSENTIAL ROAD FREIGHT AND REDUCE THE IMPACT OF FREIGHT MOVEMENT ON THE ENVIRONMENT, RESIDENTIAL AMENITY AND ROAD SAFETY**

8.58 Rising levels of road freight traffic, in particular increasing numbers of heavy lorries, pose a serious threat to amenity, congestion and safety. A shift from road to rail and river, and use of existing road routes such as the M25, will reduce the impact of road and rail freight on residential communities.

### **Rail and River Freight**

**POLICY T.7.1:**

***The Council will encourage the use of rail and river for freight movement wherever environmentally acceptable.***

**Reason:**

8.59 A shift from road to rail and river for freight movement would reduce road congestion and improve road safety. Generally it will also substantially improve environmental conditions. However where this leads to a major intensification of the use of a particular railway line, problems of environmental nuisance can arise.

**Implementation:**



8.60 By use of the Council's statutory development control powers and through the preparation of development briefs. The Council will lobby for and support suitable environmental safeguards and other measures designed to minimise the impact of increased levels of rail freight.

### **Evening and Weekend Lorry Movement Ban**

#### **POLICY T.7.2:**

***The Council supports the London evening and weekend Lorry Ban.***

#### **Reason:**

8.61 This ban was introduced as a traffic management measure to improve the local environment. Under the scheme lorries of 17 tonnes or more unladen are banned from all roads in the borough (except trunk roads) during the night and much of the weekend unless specific noise reduction measures are taken.

#### **Implementation:**

8.62 The ban is enforced by the London Transport Committee and the Metropolitan Police.

### **ENVIRONMENTAL IMPACT OF HELICOPTERS AND OTHER AIRCRAFT**

#### **OBJECTIVE T.8:**

**TO REDUCE THE ENVIRONMENTAL IMPACT OF HELICOPTERS AND OTHER AIRCRAFT**

8.63 Helicopters and fixed wing aircraft can be a major source of environmental disturbance and pose a safety hazard.

#### **Aircraft Noise**

#### **Policy T.8.1:**

***The council will resist proposals for the development of helicopter or other aircraft facilities which:***

***(i) cannot demonstrate a genuine need; or***

***(ii) are detrimental to local amenity; or***

***(iii) impose a risk to safety; or***

***(iv) conflict with local plan objectives.***

#### **Reason:**

8.64 To safeguard amenity and protect the safety of the community.

#### **Implementation:**

8.65 By application of the Council's statutory development control powers, standards and controls, use of planning agreements, preparation of planning briefs, working with local groups and other organisations for legislative reforms and continued application of standards and controls by the Civil Aviation Authority.

### **RIVER TRANSPORT**

#### **OBJECTIVE T.9:**

**TO MAKE FULLER USE OF THE RIVER FOR TRANSPORTATION**

8.66 The River Thames is a much underused and undervalued transport route, and could provide an environmentally attractive alternative to road transport.

## Use of The Thames

### **POLICY T.9.1:**

***The Council will seek to protect existing river related uses such as working wharves and piers and will in addition promote the development of such uses on the Southwark river front where these do not conflict with other policies contained in the UDP.***

### **Reason:**

8.67 River passenger transport is increasing. Continued development of Canary Wharf is likely to depend upon an expanded river bus service supplementing the extension of the Jubilee Line. It is important that provision is made for additional passenger jetties to enable Southwark residents to take advantage of employment opportunities in the Docklands, to relieve congestion in areas such as Bankside, and to support local tourism. The use of the river for freight offers an environmentally attractive alternative to road transport, and can divert heavy freight traffic from the road network, reducing congestion and bringing amenity and environmental benefits.

### **Implementation:**

8.68 The Council will look sympathetically upon proposals which make fuller use of river transport potential and will work with the Port of London Authority, LDDC, London River Authority and other organisations to this effect, including identification of suitable sites for safeguarding.

## Chapter 9 - Proposals schedule

9.1 The **Schedule of Proposals** and [Proposals Map](#) (in three sections: North, Middle and South) show where development is welcomed and where there are constraints on development, together with other factors which need to be taken into account when development is proposed. With site proposals, the **Schedule** lists only those where schemes are likely to go ahead in the near future in order to reduce possible blight and uncertainty.

9.2 **Note:** proposals for sites of less than 0.2 ha [0.5 acres] are not shown.

9.3 New proposals will arise over the UDP period and there will be changes happening in the future which will need further planning studies. In all cases where there are changes to existing proposals and for new schemes, the Council will require these to be consulted on.

**CHAPTER 9 • Proposals Schedule**

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
1	Borough/Bermondsey/ Riverside Area	E.5.1	Archaeological Priority Zone	Private/LBS/ Museum of London
2	Borough Area	B.2.1	Employment Area	
3	Bankside/Riverside	R.1.1	Central Area of Community Need	Private/LBS
4	Bankside	R.2.1	Regeneration Area	LBS/Private
5	Along the Riverside	E.7.1	Thames Path	Private/LBS/LDDC
6	North Southwark	E.2.2	Strategic - Backdrop Consultation Zone [for St. Paul's Cathedral]	
7	Bankside Power Station	C.6.1, C.4.2 C.2.1, B.2.1 B.2.3, S.2.1 H.1.3, H.5.2	Mixed Use: Strategic Use of National or London-wide significance, offices, workshops, housing, hotel, community use, shopping and Class A3 use.	Nuclear Electric/ Private
8	Hatfields/Paris Gardens	H.1.3, C.2.1 C.5.1	Housing, Health Centre Open space	LBS/Area Health Authority/Private
9	Joiner Street	B.2.1, B.2.3 S.2.1	Offices & Shopping	Private
10	Borough High St.	S.1.1	Primary Shopping Frontages*	
11	Borough High St.	S.1.2	Secondary Shopping Frontages*	
12	Tooley St./Vine Lane	B.2.1, S.2.1	Offices, Retail [London Bridge City II]	Private
13	Tooley St./Tower Bridge	H.1.3	Housing	Private
14	70-78 St. Thomas St. Vinegar Yard	B.2.1, B.2.3	Office	Private
15	Bermondsey Street	B.2.1	Employment Area	
16	Great Suffolk Street	S.1.1	Primary Shopping Frontages*	
17	Jacob St. Bermondsey Wall West	B.2.1, B.2.3 H.1.3, C.5.1	Office, Residential, Open Space	Private
18	Chambers Wharf	B.2.1, B.2.3 C.1.1, S.2.1 H.1.3	Business, Housing Community, Shopping	LDDC/Private
19	100-108 George Row	C.5.1	Open Space	LBS/LDDC
20	140/154 Jamaica Rd: Land to rear	B.2.1, B.2.3	Business	LRT
21	Jamaica Road	S.1.2	Secondary Shopping Frontages *	
22	Southwark Park Shrubberies	E.6.3, E.6.4	Site of Nature Conservation Importance	

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
23	Kings Stairs Gardens/ Southwark Park	C.5.6, C.5.7	Metropolitan Open Land	
24	Borough Wike	C.5.7	Green Chain Walk	LBS
25	Rotherhithe	E.2.2	Strategic View - Protected Viewing Corridor (Greenwich to St. Paul's)	
26	Land north of Surrey Quays	B.2.1, B.2.3 C.6.1, H.1.3 S.2.1, C.1.1 C.5.1	Business, Entertainment, Housing, Shops Ancillary Open Space and Community Facilities	LDDC/Private
27	Island Yard, Salter Road	B.2.1, B.2.3 C.1.1, S.2.1	Office, Business, Community facilities, Shopping, Housing	LDDC/Private
28	Russia Dock Woodland & Sports Field	C.5.6, C.5.7	Metropolitan Open Land	
29	Stave Hill Ecology Park	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/LDDC/Vol Sector
30	Russia Dock Woods	E.6.3, E.6.4	Local Nature Reserve	LBS/LDDC/Vol Sector
31	Surrey Docks City Farm	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/LDDC/Vol Sector
32	Surrey Docks Area	B.2.1	Employment Area	
33	Surrey Quays Shopping Centre	S.1.1	Secondary Shopping Frontages*	
34	Lower Road	S.1.1	Primary Shopping Frontages*	
35	Lower Road/Plough Way	S.1.2	Secondary Shopping Frontages*	
36	247-305 (odd) Lower Road	H.1.3, B.2.1 B.2.3	Housing & Business	LBS/Private
37	Banyard Road/ Southwark Park Road	H.1.3, C.1.1	Housing & Community Use	LBS/Private/Housing Association
38	Bermondsey South	B.2.1	Employment Area	
39	Land at Old Jamaica Rd. & Freat Street	H.1.3, C.5.1	Community Open Space	LBS/Private
40	Southwark Park Rd.	S.1.1	Primary Shopping Frontages*	
41	Southwark Park Rd.	S.1.2	Secondary Shopping Frontages*	
42	Spa Road	B.2.1, B.2.2	Industry	LBS
43	Land at Willow Walk /Dunton Rd.	H.1.3	Housing	LBS/Private/Housing Association

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

**CHAPTER 9 • Proposals Schedule**

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
44	Bermondsey Sq Car Park, New Caledonian Market Site, Tower Bridge Rd	S.2.1, B.2.1 B.2.3, H.1.3	Shopping, Business, Workshops, Housing & Antique Market	LBS/Private
45	Former Trocette Site	H.1.3, B.2.1 B.2.3	Housing or Offices	Private
46	Tower Bridge Rd.	S.1.1	Primary Shopping Frontages*	
47	Tower Bridge Rd.	S.1.2	Secondary Shopping Frontages*	
48	Bricklayers	B.2.1	Employment Area	
49	Old Kent Road	R.2.1	Regeneration Area	LBS/Private
50	Land at Mandela Way and Dunton Road	T.6.4, S.2.1	Lorry Park/Shopping	LBS/Private
51	Old Kent Road	E.5.1	Archaeological Priority Zone	Private/LBS/ Museum of London
52	Old Kent Road/ East St.	S.1.2	Secondary Shopping Frontages*	
53	Leroy Street	H.1.3	Housing	Private
54	Aberdour Street, Tower Bridge Rd.	B.2.1, B.2.3 H.1.3	Business/Workshops, Housing	Private
55	106-120 Old Kent Rd.	B.2.1, B.2.3	Business/Workshops	Private
56	Vickers site/ Borough Road	B.2.1, B.2.3 C.2.1	Business, Education,	Private
57	Former Royal Eye Hospital/St George's Circus	B.2.1, B.2.3 H.1.3	Offices & Housing	Private
58	Land at Orient Street	H.1.3	Housing	LBS/Housing Association
59	Elephant & Castle	R.2.1	Regeneration Area	LBS/Private
60	Elephant & Castle/Kennington Park Road	E.5.1	Archaeological Priority Zone	Private /LBS/ Museum of London
61	Ground Floor, Elephant and Castle Shopping Centre	S.1.1	Primary Shopping Frontage*	
62	First Floor, Elephant & Castle Shopping Centre	S.1.2	Secondary Shopping Frontage*	
63	Walworth	E.5.1	Archaeological Priority Zone	Private/LBS/ Museum of London

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
64	Land at corner Amelia St and Crampton Street	B.2.1, B.2.2	General Industrial/Storage	LBS/Private
65	Walworth Road Area between Hampton Street and Carter Street (adj Railway Viaduct)	B.2.1	Employment Area	
66	Walworth Road	S.1.1	Primary Shopping Frontages*	
67	Walworth Road/ Camberwell Road/ East Street/ Westmoreland Rd.	S.1.2	Secondary Shopping Frontages*	
68	Land at rear of 278-290 (even) Walworth Road	S.3.2	Safeguarding for rear service access	LBS
69	Fielding Street	T.3.2	Walworth Railway Station	British Rail
70	Site at corner of Browning Street, King and Queen St	B.2.1, B.2.3 C.3.1	New Chapel and Business	Private
71	Stead Street & Wadding St	T.5.3	Closure of Wadding St and realignment of Stead Street	LBS
72	Brandon St, Portland St, Albany Rd., Wells Way, Benhill Rd., Wilson Rd., Graces Mews, Camberwell Grove Grove Hill, Champion Hill, Greendale, Colton Ave, Dulwich Village, College Road Fountain Drive	T.4.1	Cycle Route	LBS
73	Heygate Shops, Rodney Road	S.1.2	Secondary Shopping Frontages *	
74	East Street	S.1.2	Secondary Shopping Frontages *	
75	Parts of Fielding St, Emperor St, Pelier St, Dartford St, John Ruskin St, Grosvenor Terrace & Railway Archais	B.2.1	Employment Area	
76	Site bounded by Railway Viaduct, Dartford St, Walworth Rd., Grosvenor Ter.	B.2.1, B.2.3	Business	LBS/Private

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

**CHAPTER 9 • Proposals Schedule**

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
77	Maddock Way	S.1.1	Primary Shopping Frontages*	
78	Burgess Park	C.5.1, C.4.2	Open Space & New Leisure Facilities	LBS
79	Burgess Park/ Surrey Canal Linear Park & sites in Nile Terrace, Wille St, Giengall Terr & Giengall Rd.	C.5.6, C.5.7	Metropolitan Open Land	LBS
80	New Church Road	S.1.2	Secondary Shopping Frontage*	
81	New Church Road	C.5.6, C.5.7	Metropolitan Open Land	LBS/Vol Sector
82	Land bounded by Wells Way, Southampton Way	B.2.1	Employment Area	
83	New Church Road	C.5.6, C.5.7	Metropolitan Open Land	LBS/Vol Sector
84	Old Kent Road	B.2.1	Employment Area	
85	464-476 (even) Old Kent Road	B.2.1, B.2.2	General Industrial/Storage	Private
86	1-2 Ossory Road/ 15-19 Aulay St	B.2.1, B.2.2	General Industrial/Storage	Private
87	Corner of Olmar St & Malt St	B.2.1, B.2.2	General Industrial/Storage	Private
88	Old Kent Rd./ Bowles Rd./ Malt Street	S.2.2	Retail Warehousing	Private
89	589 Old Kent Rd. & land in Canal Grove	B.2.1, B.2.2	General Industrial/Storage	Private
90	Peckham Park Rd.	S.1.2	Secondary Shopping Frontages*	
91	Peckham Park Rd.	S.1.2	Secondary Shopping Frontage*	
92	Iderton Road	S.1.1	Primary Shopping Frontage*	
93	Iderton Rd. [W side]	T.5.3	Safeguarding for Road Widening	LBS
94	2-6 Sylvan Grv/ 11-13 Hillbeck Close	B.2.1, B.2.2	General Industrial/Storage	Private
95	Land bounded by Old Kent Road, Asylum Rd., Gervase St, Drivers Lane	B.2.1, B.2.3 S.2.2	Business or Retail Warehousing	LBS

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2



PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
96	Land bounded by Old Kent Rd./ Leo Street	B.2.1, B.2.2	General Industrial/Storage	LBS/Private
97	40-72 (even) Meeting House Lane	H.1.3	Housing	LBS/Private
98	Sites in Cator St & Commercial Way	H.1.3	Housing	LBS
99	Peckham Grove/ Blakes Rd./ Diamond St	B.2.1	Employment Area	
100	252-256 Southamton Way	H.1.3, C.5.1	Housing/Open Space	LBS
101	266-290 Southamton Way	H.1.3, C.5.1	Housing/Open Space	LBS
102	Camberwell	E.5.1	Archaeological Priority Zone	Private/LBS/ Museum of London
103	Camberwell	E.2.2	Strategic Views - Backdrop Consultation Zone (for Palace of Westminster)	
105	Land bounded by Camberwell New Rd., Denmark Rd., McDowell Rd., & Camberwell Str. Rd. & Rail Arches	B.2.1	Employment Area	
106	Camberwell New Road	T.3.2	Camberwell Railway Station	British Rail
107	Former Walworth Bus Garage, Camberwell New Road	B.2.1, B.2.3 T.3.2	Public Transport Facilities and Business	London Regional Transport/Private
108	Denmark Hill, Butterfly Walk Camberwell New Rd.	S.1.1	Primary Shopping Frontages*	
109	Camberwell Green, Camberwell Church St, Grove Lane, Camberwell New Road, Denmark Hill, Coldharbour Lane	S.1.2	Secondary Shopping frontages*	
110	Land at rear of 30-58a Camberwell Church Street	S.3.2	Safeguarding for Rear Services Access	LBS

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

**CHAPTER 9 • Proposals Schedule**

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
111	Vestry Rd.	S.1.2	Secondary Shopping Frontages*	
112	Peckham	R.2.1	Regeneration Area	LBS/Private
113	Peckham	E.5.1	Archaeological Priority Zone	Private/LBS/ Museum of London
114	Land bounded by Sumner Avenue, Canal Head r/o 1-83 (odd) Peckham High Street	B.2.1, B.2.3 S.2.1, C.1.1 S.3.2	Business, Workshops, Retail, Community Facilities and Safeguarding for Rear Services Access	LBS/Private
115	Rye Lane including Aylesham Centre, Blenheim Grove, Station Way	S.1.1	Primary Shopping Frontages*	
116	Peckham High Street	S.1.2	Secondary Shopping Frontages*	
117	Rye Lane (south)	S.1.2	Secondary Shopping Frontages*	
118	Area bounded by Peckham High St/ Staffordshire Street/ Goldsmith Road/ Meeting House Lane	B.2.1	Employment Area	
119	Queens Road	S.1.2	Secondary Shopping Frontage*	
120	Dundas Road (N)	H.1.3	Housing	LBS
121	St Mary's Road/ Dundas Road/ Ansdell Road	H.1.3	Housing	LBS
122	Ansdell Rd/Dundas Road	H.1.3	Housing	LBS
123	77-99 Brayards Rd.	H.1.3	Housing	LBS
124	Queens Rd/Peckham East Dulwich Railway Line & Stations	T.3.2	East London Line Extensions including Station Improvements	LUL
125	47-73 Consort Road	B.2.1, B.2.2	General Industrial	LBS
126	77-173 Consort Road	B.2.1, B.2.2	General Industrial/Storage	LBS
127	Site bounded by Copeland Road/ Goodman Rd./ Pilkington Rd./ Brayards Road	B.2.1, B.2.2	General Industrial/Storage	LBS
128	Bournemouth Road/ Railway Arches	B.2.1	Employment Area	

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
129	Clayton Road/ Copeland Rd. via Railway Arches/ Moncrieff St (Rye Lane Eastern By Pass)	T.5.3	Safeguarding for Road Realignment and Road Widening	LBS
130	Coely Road	T.5.3	Safeguarding for Road Extension	LBS
131	Tower Cinema Site, Rye Lane	B.2.1, B.2.3 H.1.3, S.2.1	Business, Retail, Housing	LBS/Private
132	Land r/o Rye Lane	S.3.2	Safeguarding for Rear Service Access	Private
133	Bellenden Road	S.1.2	Secondary Shopping Frontage*	
134	Chadwick Road	B.2.1	Employment Area	
135	Lettsom Gardens	E.6.3, E.6.4	Local Nature Reserve Historic Park & Garden	LBS/Vol Sector
136	Crossthwaite Avenue	S.1.1	Primary Shopping Frontage*	
137	Grove Vale, Melbourne Grove	S.1.2	Secondary Shopping Frontages*	
138	28 Marsden Road	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector
139	Kirkwood Road, Evelina Road, Nunhead Green	S.1.2	Secondary Shopping Frontages*	
140	Nunhead Cemetery	E.6.3, E.6.4	Local Nature Reserve	LBS/Vol Sector
141	Land east of Ivydale Road, Nunhead Cemetery, Borland Park Waterworks Land	C.5.6, C.5.7	Metropolitan Open Land	
142	Peckham Rye	C.5.6, C.5.7	Metropolitan Open Land	
143	Peckham Rye Park	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector
144	Camberwell New Cemetery, One Tree Hill, Brentley Gdns, Honor Oak Park	C.5.6, C.5.7	Metropolitan Open Land	
145	One Tree Hill	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector
146	East Dulwich Rd./ Crystal Palace Rd./ East Dulwich Trading Estate	B.2.1	Employment Area	

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

**CHAPTER 9 • Proposals Schedule**

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
147	Lordship Lane, Grove Vale, North Cross Road	S.1.2	Secondary Shopping Frontages*	
148	James Allen's Girls' Sch. Playing Fields, Groendale	C.5.6, C.5.7	Metropolitan Open Land	
149	Herne Hill	S.1.2	Secondary Shopping Frontage*	
150	Half Moon Lane, Norwood Rd (Herne Hill)	S.1.2	Secondary Shopping Frontages*	
151	Herne Hill Stadium and adj. sports ground	C.5.6, C.5.7	Metropolitan Open Land	
152	Dulwich Village	E.5.1	Archaeological Priority Zone	Private/LBS/ Museum of London
153	Dulwich Village, Canton Avenue	S.1.2	Secondary Shopping Frontages*	
154	Townley Rd Sports Ground/Alleyns Sch Playing Fields	C.5.6, C.5.7	Metropolitan Open Land	
155	228-240 Lordship Lane	H.1.3	Housing	LBS
156	Forest Hill Road	S.1.2	Secondary Shopping Frontages*	
157	Camberwell Old Cemetery	C.5.6, C.5.7	Metropolitan Open Land	
158	Camberwell Old Cemetery	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector
159	Dawsons Hill	C.5.6, C.5.7	Metropolitan Open Land	
160	Dawsons Hill	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector
161	Lordship Lane (The Plough)	S.1.2	Secondary Shopping Frontage*	
162	Burbage Road (W) Sports Ground	C.5.6, C.5.7	Metropolitan Open Land	
163	Lordship Lane (The Grove)	S.1.2	Secondary Shopping Frontage*	
164	The Woodyard r/o Dulwich Village	H.1.3	Housing	Private
165	Belair Park and adj. Sports Ground	C.5.6, C.5.7	Metropolitan Open Land	
166	Belair Lake	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
167	Land between Gallery & College Rd	C.5.6, C.5.7	Metropolitan Open Land	
168	Dulwich Park & Adjacent Sports Ground	C.5.6, C.5.7	Metropolitan Open Land	
169	Dulwich College Playing Fields, Dulwich and Sydenham Golf Course, Sports Ground on Dulwich Common, Dulwich Wood, Sydenham Hill Wood	C.5.6, C.5.7	Metropolitan Open Land	
170	Dulwich Mill Pond	E.6.3, E.6.4	Site of Nature Conservation Importance	Private/Vol Sector
171	Dulwich & Sydenham Golf Course	E.6.3, E.6.4	Site of Nature Conservation Importance	Private/Vol Sector
172	Cox's Walk & Sydenham Hill Wood	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector
173	Site of former Beechgrove House	E.6.3, E.6.4	Site of Nature Conservation Importance	Private/Vol Sector
174	Dulwich Woods	E.6.3, E.6.4	Site of Nature Conservation Importance	Private/Vol Sector
175	Sydenham Hill Station	E.6.3, E.6.4	Site of Nature Conservation Importance	British Rail/Vol Sector
176	Seeley Drive	S.1.1	Primary Shopping Frontages*	
177	Hitherwood	E.6.3, E.6.4	Site of Nature Conservation Importance	Private/Vol Sector
178	Dulwich Upper Wood	C.5.6, C.5.7	Metropolitan Open Land	
179	Dulwich Upper Wood	E.6.3, E.6.4	Site of Nature Conservation Importance	LBS/Vol Sector
180	Crosted Road, Park Hall Road	S.1.2	Secondary Shopping Frontages*	
181	Miray Walk, Stamford Street	S.1.2	Secondary Shopping Frontage*	
182	Hooton Street	S.1.2	Secondary Shopping Frontage*	
183	Snowsfield 52 Weston Street	S.1.2	Secondary Shopping Frontage*	
184	Dockhead	S.1.2	Secondary Shopping Frontage*	
185	Waterloo Road	S.1.2	Secondary Shopping Frontage*	

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

**CHAPTER 9 • Proposals Schedule**

PROP NO	SITE/LOCATION	POLICY REF	PROPOSAL	AGENCY
186	Rainbow Quay	C.1.1, H.3.1 S.2.1	Housing, Shopping Community Facilities	
187	Howland Quay	B.2.1, B.2.3	Offices	
188	St George's Wharf South Dock Passage	C.1.1, H.3.2 H.5.2	Hotel, Residential Community Facilities	
189	Pagaents Wharf	H.1.3	Housing	
190	Tooley Street	B.2.1, B.2.3 S.2.1	Business, Shopping	
191	Geraldine Mary Harmsworth Park	C.5.6, C.5.7	Metropolitan Open Land	
192	33-55 (odd) The Cut	S.1.2	Secondary Shopping Frontages	
193	St Mary Magdalene Church Gardens	E.6.3, E.6.4	Site of Nature Conservation Importance	
194	Part of Dulwich Park	E.6.3, E.6.4	Site of Nature Conservation Importance	
195	Potters Fields	C.5.6, C.5.7	Metropolitan Open Land	
196	Honor Oak Cuttings	E.6.3, E.6.4	Site of Nature Conservation Importance	
197	Sunray Gardens	E.6.3, E.6.4	Site of Nature Conservation Importance	
198	Grove Park Woods	E.6.3, E.6.4	Site of Nature Conservation Importance	
199	South Bermondsey Sidings	E.6.4, E.6.5	Site of Nature Conservation Importance	
200	18-40 Harper Road	S.1.2	Secondary Shopping Frontage*	
201	Blackfriars Bridge (Thames Path)	E.7.1	Pedestrian Underpass	LBS/City of London
202	Clarence Wharf	H.1.3	Housing	
203	22-52 (even) Albion Street	S.1.2	Secondary Shopping Frontage*	
204	Iderton Rd/ Rollins St/ Sharratt	B.2.1	Employment Area	

\* for the exact addresses of Primary and Secondary Shopping Frontages see Appendix A2

## Appendices

### Appendix A1 - Standards and controls

A1.1 The following Standards and Controls are provided as guidance as to how the Policies in the plan will be implemented. This is not an exhaustive list of Standards. Further Standards are contained within Supplementary Planning Guidance.

#### GENERAL STANDARDS APPLICABLE TO ALL DEVELOPMENTS

- A) Parking Standards
- B) Servicing and Refuse Storage Requirements

#### A. PARKING STANDARDS

A1.2 For all new developments, car parking spaces measuring approximately 4.8 metres x 2.4 metres with adequate access arrangements, to the approval of the Council's Director of Regeneration and Environment, must be provided within the curtilage of the site in accordance with standards set out in Table A1.1. Exceptions to these standards may be considered for small 'infill' developments where off-street provision may be impracticable and on-street parking is acceptable. Reduced standards may also be acceptable for housing association dwellings and residential accommodation for special needs groups. Further advice relating to parking spaces for people with disabilities and to the parking or storage of bicycles and motorcycles is set out within Supplementary Planning Guidance.

A1.3 Cycle parking provision should be provided to the standards contained in 'Cycle Parking Provision' (London Cycling Forum Advice Note 6). Cycle parking provision should normally take the form of Sheffield Stands, although well-rings can be used. Allocated lockers should be used for staff at workplaces and for cycle parking in residential developments. Long stay cycle parking should be covered.

**TABLE A1.1 CAR PARKING STANDARDS FOR NEW DEVELOPMENTS**

<p>1) All new housing (both public &amp; private sector) except those identified in (2) below.</p>	<p>a) one off-street parking space(*) per dwelling.</p> <p>b) Visitor parking to be provided at a level of one per 10 dwellings.</p> <p>(*) Minimum dimensions: Parking bay/space = 4.8m x 2.4m. Parking bay /space for disabled person = 4.8 m x 3.6m. Garage space (internal) 5.5m x 2.75 m.</p>
<p>2) Sheltered/elderly people's accommodation Stage 1 and 11 housing for homeless &amp; special needs</p>	<p>The total number of spaces will be calculated with reference to the number of staff employed, the number of residents and the number of visitors likely to attend. Each case will be treated on its merits but as a guide the following might apply:</p> <p>For staff: one space per two members of staff.</p> <p>For residents and visitors: one space per four residents. A lower figure of one space per 10 residents may be considered for elderly</p>

	persons' homes, children's homes and nursing homes. Provision should also be made for an ambulance or similar sized vehicle as appropriate.
3) Housing provided by conversions of existing buildings.	One off-street space for each additional residential unit created except where the Council considers local road capacity is sufficient to reasonably accommodate on-street parking There is no specific requirement where just two flats are created. However account will be taken of site constraints and the existing parking level on adjacent streets. Parking standards set out in (2) will generally apply to flat conversions for special needs housing.
4) Business Uses.	A maximum provision of one off-street car parking space per 500 sq.m. of gross floor area or per unit (whichever is the greater).
a) B1 Use in defined Employment Areas (except in Central Area).	A maximum provision of one off-street car parking space per 500 sq.m. of gross floor area or per unit (whichever is the greater).
b) B1 Use in the Central Area.	A maximum provision of one off-street car parking space per 1,150sq.m gross floor area. In addition, consideration will be given for one space per unit if it can be demonstrated that an exceptional operational need requires additional spaces.
c) B2 and B8 Uses.	Spaces to meet the operational needs of the business.  With regard to B1 uses on sites which are either above or immediately adjacent to railway stations and major public transport interchanges, which are served by more than one mode of public transport. a reduced provision of parking spaces to meet essential needs may be considered.
5) New retail units of 2,000 sq.m. gross floor area or greater.	Each case will be considered individually. Applicants will be expected to provide detailed trip generation figures together with parking demand estimates. A minimum parking standard of one space per 45 sq.m gross floor area will be required together with car parking spaces to meet the retailer's operational needs. In addition, the retailer may be required to enter a legal agreement with the Council to prohibit commuter car parking.
6) New retail units of less than 2,000 sq. m. gross floor area.	Spaces, if possible, to meet the operational needs of the retailer and to provide some spaces for shoppers (subject to location).
7) New Hotel/Hostel development.	Each case to be considered individually dependent on site location, public transport availability, etc. For large developments (in excess of 1,000 beds) off-street parking may be required.



8) Leisure Uses.	To be assessed on type of proposal, location, demand and public transport accessibility.
9) Operational premises of statutory undertakers (L.E.B., B.T., etc) and emergency services.	All operational parking to be contained within curtilage of site. Visitors/staff parking to be assessed individually

## B. SERVICING AND REFUSE STORAGE REQUIREMENTS

A1.4 Standards on refuse storage and servicing are based on the need to ensure that adequate provision is considered at an early stage in the design of new development, conversions and refurbishments. These have been framed in such a way as to accommodate, in a flexible manner, the diverse nature of development in Southwark. Appropriate conditions relating to servicing, waste storage and collection may be applied to planning permissions, but it should be recognised that the Council has controls under other legislation. The general requirements are as follows:

### Refuse Storage and Collection

A1.5 Facilities should be provided within the curtilage of all new development for the storage and collection of refuse. This includes conversions and changes of use. The level of provision will be assessed on the type and operational needs of the development. In all cases refuse containers should be sited at ground level at distances of not more than 10 metres from the collection vehicle.

A1.6 It is recognised that off-street [refuse collection](#) may not always be practicable, for instance in the conversion of existing buildings for residential, leisure or business uses. In such cases the refuse store should be located within 10 metres of the highway. This will be possible when the Director of Regeneration and Environment is satisfied that refuse collection can be undertaken from the public highway without disruption to [traffic](#) or causing a public safety hazard.

### Servicing

A1.7 The Council will normally require off-street servicing for all new development and will resist its loss in existing developments. With the possible exception of certain types of special needs housing, servicing relates to non-residential development. In these circumstances provision will be assessed on the individual needs of each case.

A1.8 Adequate space for loading, unloading and waiting of goods vehicles should be provided, normally within the curtilage of the development site. This provision should be in the ratio of one lorry space for every 500 sq.m. of gross floorspace. However a lesser level of provision will be acceptable if it can be demonstrated that this can meet the full potential demand for servicing which may reasonably be anticipated. Similarly additional provision may be required, for instance, for certain B8 developments, due to the nature of the vehicles associated with this type of use.

A1.9 The Council will also require that areas set aside for servicing requirements are designed in such a manner as to discourage their use for car parking and may require the incorporation of specific measures to prevent the parking of cars.

## Appendix A2 - Schedule of shopping frontages

### PRIMARY AND SECONDARY SHOPPING FRONTAGES

A2.1 The Proposals Map and Schedule (Chapter 9: Proposals Schedule) identify Shopping Frontages to which Policy S.1.1: Primary Shopping Frontages and Policy S.1.2: Secondary Shopping Frontages apply.

A2.2 This Appendix lists the exact addresses of Primary and Secondary Shopping Frontages.

### POLICY S.1.2: SECONDARY SHOPPING FRONTAGES

A2.3 Condition (i) of Policy S.1.2: Secondary Shopping Frontages requires that a proposal for non-Class A1 should not result in a predominance (i.e. more than 50%) of non-class A1 retail uses along a designated length of the Secondary Shopping Frontage at ground floor level.

A2.4 The Proposals Maps shows the "designated length of shopping frontage" referred to in condition (i) of Policy S.1.2: Secondary Shopping Frontages. To assist identification each designated length of frontage is listed separately in this appendix.

A2.5 To determine "predominance", calculate the proportion of the designated length of Secondary Shopping Frontage in Class A1 retail and non-Class A1 retail use. Any vacant frontage is classified under its authorised use and included in the calculation.

PRIMARY AND SECONDARY SHOPPING FRONTAGES		
Prop No:	Address	Type of frontage
10	16-26 (even) Borough High Street 11-21 (odd) Borough High Street 27-73 (odd) Borough High Street 125,127,131 +133-135 Borough High Street	Primary Primary Primary Primary
11	37-44 (con) Railway Approach, Borough High Street	Secondary
16	156-176 (even) Great Suffolk Street 101-109 (odd) Great Suffolk Street	Primary Primary
21	150-254 (even) Jamaica Road 125-151 (odd) Jamaica Road	Secondary Secondary
33	Ground Floor, Surrey Quays Shopping Centre	Secondary
34	162-196 (even) Lower Road	Primary
35	126-160 (even) Lower Road 187-215 (odd) Lower Road 229-243 (odd) Lower Road 1-15 (odd) Plough Way	Secondary Secondary Secondary Secondary
40	198-256 (even) <a href="#">Southwark Park</a> Road 193-221 (odd) Southwark Park Road 1-14 (con) Market Place, Southwark Park Road	Primary Primary Primary
41	186-194a (even) Southwark Park Road 258-270 (even) Southwark Park Road 251a-289 (odd) Southwark Park Road 177-191 (odd) Southwark Park Road	Secondary Secondary Secondary Secondary
46	66-100 (even) Tower Bridge Road 73-113a (odd) Tower Bridge Road	Primary Primary



111	31-41 (odd) Vestry Road 72-88 (even) Vestry Road	Secondary Secondary
115	43-125 (odd) Rye Lane Units 1-10 (con) & Units 12-18 (con), Aylsham 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	Primary Primary Primary Primary Primary
116	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	Secondary Secondary Secondary Secondary Secondary
117	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	Secondary Secondary Secondary Secondary Secondary Secondary
119	145-193 (odd) Queens Road	Secondary
133	113-163 (odd) Bellenden Road	Secondary
136	6-20 (even) Crossthwaite Avenue	Primary
137	21-53 (odd) Grove Vale 24-56 (even) Grove Vale 1-6 (con) Melbourne Grove	Secondary Secondary Secondary
139	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) <a href="#">Nunhead Green</a>	Secondary Secondary Secondary Secondary Secondary
147	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 33-65 (odd) North Cross Road	Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary Secondary
149	63-77 (odd) Herne Hill	Secondary
150	1-27a (odd) Half Moon Lane 2a-6 (even) Half Moon Lane 12-24 (even) Half Moon Lane 15-67 (odd) Norwood Road	Secondary Secondary Secondary Secondary

153	25-49 (odd) Dulwich Village and 1a-1d (con) Calton Avenue* 73-91 (odd) Dulwich Village 70-98 (even) Dulwich Village	Secondary Secondary Secondary
156	2-44 (even) Forest Hill Road 92-106 (even) Forest Hill Road 110-126 (even) Forest Hill Road	Secondary Secondary Secondary
161	351-379 (odd) Lordship Lane 383-401 (odd) Lordship Lane 338-366 (even) Lordship Lane	Secondary Secondary Secondary
163	481-525 (odd) Lordship Lane	Secondary
176	21-26 (con) Seeley Drive 30-40 (con) Seeley Drive	Primary Primary
180	2-12 (even) Croxted Road 80-96 (even) Park Hall Road	Secondary Secondary
181	1-14 (con) Milroy Walk, Stamford Street	Secondary
182	50-62 (even) Hopton Street	Secondary
183	37-42 (con) Snowsfields	Secondary
184	23-55 (odd) Dockhead	Secondary
185	187-235 (odd) Waterloo Road	Secondary
192	33-55 (odd) The Cut	Secondary
200	18-40 Harper Road	Secondary
203	22-52 (even) Albion Street	Secondary

\* These premises are in a single designated frontage length

## Glossary and index

### **1. AFFORDABLE HOUSING**

Housing which is attainable for purchase and/or rental to persons who are unable to rent or buy housing locally on the open market.

### **2. AOD: Above Ordnance Datum.**

Height above sea level.

### **3. ARCHAEOLOGICAL PRIORITY ZONE**

An area which is known to be of archaeological importance because of past findings, excavations or historical evidence. Where a site is proposed for development, the Council's Archaeology Policy will apply and the site will be assessed as to whether an archaeological evaluation should be undertaken.

### **4. AREA OF OPPORTUNITY**

An area which holds opportunities for change or improvement which will be of benefit to a large number of Londoners.

### **5. ARTICLE 4 DIRECTIONS**

Under Article 4 of the Town and Country Planning General Permitted Development Order (GDO) 1995, a local planning authority can make a Direction restricting the rights of development under that order.

### **6. BUILDING PRESERVATION NOTICE**

A special notice which the Council can ask the Secretary of State for the Environment to serve on a developer to stop them from demolishing a particular building - if it feels that the building is otherwise at risk of demolition and believes that it is sufficiently important to the local character and amenity of an area. Such a notice normally lasts for 6 months.

### **7. BUILDING REGULATIONS**

Nationally applied standards to ensure that buildings are safe and habitable.

### **8. COMMUNITY TRANSPORT**

Any transport service provided specifically to meet the needs of certain user groups such as people with disabilities, the elderly, youth groups, women and religious groups.

### **9. CONSERVATION AREA**

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

### **10. CONTROLLED PARKING ZONE (CPZ)**

An area in which on-street parking restrictions apply, usually typified by parking metres, residents permits etc.

### **11. DENSITY (RESIDENTIAL)**

A measure of the intensity of the residential use of a specific piece of land/ area expressed in habitable rooms per hectare. The density range for new residential development is 175-210 habitable rooms per hectare (HRH).

### **12. DERELICT LAND**

Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

### **13. DISCONTINUANCE ORDER**

A statutory notice which a Council can serve on a developer to stop work or order the removal of a building or use which the Council considers to be undesirable or unauthorised.

### **14. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)**

Technique for analysing and assessing the environmental effects of a development proposal, in order that the planning authority may evaluate these effects and the [scope](#) for modifying or mitigating them, prior to making a decision as to whether or not to permit the development.

#### **15. GENERAL DEVELOPMENT ORDER**

General Development Order 1988 (as amended). The GDO lists a number of operations to which planning permission is given automatically and where no application to the Planning Authority is required.

#### **16. GREEN CHAIN WALK**

A link of open spaces to form open space corridors as a recreational resource. These may exist within the borough or in a more strategic, cross-boundary scale. In Southwark the Green Chain Walk follows existing public right of ways.

#### **17. HABITABLE ROOM**

A room within a dwelling, the main purpose of which is for sleeping, living or dining. Habitable rooms include all separate living rooms, including bedrooms but excluding toilets, bathrooms, landings, halls and lobbies. Kitchens will be counted as habitable rooms where they have an overall floor area greater than 11sq.m.

#### **18. HABITABLE ROOMS PER HECTARE (HRA)**

Used as a measure of housing density. In calculating the density the definition of habitable rooms is used and the site area is taken to include half the road area - up to a maximum of six metres (20 ft.). The density range for new residential development is 175-210 habitable rooms per hectare - see Policy H.1.7)

#### **19. HOUSING ASSOCIATION**

A non-profit making organisation registered with the Housing corporation whose purpose is the provision, construction, improvement or management of houses for sale or rent.

#### **20. LOCAL NATURE RESERVE**

A local site of nature conservation interest that has statutory recognition once a formal designation process has been followed.

#### **21. LISTED BUILDINGS (STATUTORY)**

A building (and any other fixed object within its curtilage) of special architectural or historic interest which is on a list prepared by the Secretary of State for the Environment. These buildings are protected under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. Listed Building consent is required for any proposal to alter, extend or demolish the whole or part of the interior or exterior of any structure within the curtilage of the building.

#### **22. LONDON PLANNING ADVISORY COMMITTEE (LPAC)**

A statutory body set up under Section 5 of the Local Government Act 1985 as a consequence of the abolition of the Greater London Council -to advise all London Boroughs and the City Corporation , Government Departments and interested bodies such as the London and South East Regional Planning Conference (SERPLAN) on strategic planning and development issues.

#### **23. METROPOLITAN OPEN LAND (MOL)**

Areas of predominantly open land occurring within built-up areas, which are significant to London as a whole and are protected against development.

#### **24. MOBILITY HOUSING**

Residential units designed and built to meet the access requirements of people with disabilities.

#### **25. PERMITTED DEVELOPMENT RIGHTS**

Small-scale developments identified in the General development Order 1988 (as amended), which do not require planning permission.

**26. PERSONAL PERMISSION**

Planning permission granted specifically to one person or organisation.

**27. PLANNING AGREEMENT**

This normally involves the use of legal agreements between the Council and developers to secure community benefits for specific developments.

**28. PLANNING BRIEF**

A document prepared describing in broad terms how the Council envisage a particular site should be developed. The brief takes the form of notes on the mix of land uses, features to be retained and overall design work of development projects.

**29. PLANNING POLICY GUIDANCE NOTES (PPGs)**

Set out Government's policies on various planning policy matters and issued from time to time. Local Planning Authorities must take their content into account in preparing their development plans. The guidance may also be material to decisions on individual planning applications and appeals.

**30. SAFEGUARDING**

The reserving of land for a particular purpose so that land is not developed for another purpose.

**31. SHELTERED HOUSING**

Specially designed housing for people, usually over retirement age, with a resident warden.

**32. SITE OF NATURE CONSERVATION IMPORTANCE (SNCI)**

An area of local nature interest identified and safeguarded for the purpose of conserving flora and fauna, for public education and enjoyment.

**33. STATUTORY PLAN**

A Plan which has received ministerial approval or, in the case of Local Plans/Unitary Development Plans, has been adopted by the Local Planning Authority.

**34. STATUTORY UNDERTAKERS**

Providers of services whose functioning was originally aided and governed by private Acts of Parliament and later by state legislation and who have permitted development rights under the General Development Order 1996.

**35. STRATEGIC PLANNING GUIDANCE**

Issued by the Secretary of State for the Environment in July 1989 to provide a framework for the preparation of London Boroughs' Unitary Development Plans.

**36. SUSTAINABLE DEVELOPMENT/ SUSTAINABILITY**

Terms for which there are no clear accepted definitions but encompass the general concept of caring for our environment and taking care in what we do today to ensure that future generations can enjoy the same or better quality of life. In planning terms a sustainable development is one which in its location, design, construction and use makes best use of natural resources with minimal effect on the environment.

**37. [TRAFFIC CALMING MEASURES](#)**

Traffic management measures aimed at reducing environmental impact and vehicle speeds in residential and other sensitive areas.

**38. TRAFFIC GENERATION**

All associated traffic which a development or group of developments may generate, including servicing of developments and taxi trips.

**39. TRAFFIC MANAGEMENT**

Physical or other changes to roads to promote more efficient movement of traffic and /or



improve the environment of an area by slowing traffic, reducing traffic volumes, controlling the intersections, regulating times and places for parking, giving preferential treatment to certain users etc.

#### **40. TRANSPORT POLICY AND PROGRAMME**

A document prepared annually by the Council, which sets out transport policy for a five year period.

#### **41. TREE PRESERVATION ORDER (TPO)**

A Tree Preservation Order may be made to protect individual trees or group of trees. The order gives protection against unauthorised felling, lopping or other tree works.

#### **42. USE**

The activity taking place on land or in buildings.

#### **43. USE CLASSES ORDER (UCO)**

Town and Country Planning Use Classes Order 1987. A Government Order that Councils must use to decide whether or not proposals to change the use of particular buildings or land require planning permission. The Order categorises buildings of similar use within which certain changes of use may take place which will not require planning permission. There is a schedule of 16 Classes, comprising:

- A1 Shops
- A2 Financial and Professional Services
- A3 Food and Drink
- B1 Business
- B2 General Industrial
- B3-B7 Special Industrial
- B8 Storage and Distribution
- C1 Hotels and Hostels
- C2 Residential Institutions
- C3 Dwelling Houses
- D1 Non-residential Institutions
- D2 Assembly and Leisure

#### **44. VACANT LAND**

Land currently in use but not necessarily derelict.

#### **45. WAREHOUSE (Class B8)**

A building or land used primarily for the purpose of storage and/or distribution of goods.

#### **46. WHEELCHAIR HOUSING**

Housing specifically planned for people who require a wheelchair for independent mobility in all aspects of their day to day living.

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