

CDS5



Peckham and Nunhead Area Action Plan

Updated Infrastructure Background Paper

May 2013

CONTENTS

SECTION	PAGE
1. INTRODUCTION	2
2. POLICY BACKGROUND	4
3. BOROUGH-WIDE RESEARCH AND INFRASTRUCTURE PLANS	11
4. DEVELOPING THE POLICIES	14
5. RESEARCH AND IMPLICATIONS FOR OUR PLANNING POLICIES	46
6. REFERENCES	97

1. INTRODUCTION

- 1.1 Our Core Strategy vision is to make sure that Southwark improves as a place where local facilities, the transport network and infrastructure is supporting the change in the growth areas. The Core Strategy identifies Peckham and Nunhead as one of the growth areas, and the Peckham and Nunhead AAP sets out the detailed policies to deliver the overarching Core Strategy vision and the detailed vision in the AAP.
- 1.2 The AAP sets out that we expect a minimum of 2,000 new homes to be delivered over the next 10-15 years, and that there is capacity for around 8,000sqm of new retail floor space and 4,000sqm of business floor space. To deliver growth on this scale, necessary improvements to infrastructure must be provided at the right time and in the right locations. We rely on partnership working with many organisations, the local community and developers to deliver the improvements needed to enable growth. The Core Strategy and this AAP set out our commitment to continuing to working with all these different organisations.
- 1.3 This paper covers the infrastructure background and research that has informed the policies in the Peckham and Nunhead Area Action Plan (AAP) and the supporting text contained within the document. It sets out:
- The policy context to delivering infrastructure
 - Key borough-wide research that has informed our approach
 - How we have developed our AAP policies and strategy for infrastructure provision
 - A summary of current provision and outline future plans. For each element of infrastructure, we also identify any implications for planning policy and explain how these are provided for.
- 1.4 This paper provides information on how we developed our approach to infrastructure and the key AAP policies which will help deliver the required infrastructure. It covers the following sections and policies of the AAP:
- Policy 7: Community facilities
 - Policy 8: Schools
 - Policy 9: Health facilities
 - Policy 10: Sports facilities
 - Policy 11: Active travel
 - Policy 12: Public transport
 - Policy 13: The road network
 - Policy 14: Parking for shoppers and visitors
 - Policy 19: Open spaces and sites of importance for nature conservation (SINCS)
 - Policy 20: Trees
 - Policy 21: Energy

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- Policy 48: Section 106 planning obligations and Community Infrastructure Levy
 - Section 7: working together to make it happen

1.5 This paper covers the following infrastructure:

- Energy
- Green infrastructure
- Leisure, culture and entertainment facilities
- Health
- Schools
- Community facilities
- Transport
- Emergency services – police, fire and ambulance
- Utilities

1.6 Information relating to the timing, funding and delivery of infrastructure in Peckham and Nunhead is summarised in Appendix A.

1.7 Much of the infrastructure needed to deliver the growth proposed in the AAP has been looked at through the preparation of the Core Strategy as much of the infrastructure is looked at through a borough-wide approach. Thus this background paper should be read alongside the Core Strategy infrastructure background paper (CDI1).

2 POLICY BACKGROUND

- 2.1 This section sets out the key national, regional and local plans and policies. It should be read alongside the Core Strategy infrastructure background paper (CDI1), with this section only setting out information on policies adopted more recently than the Core Strategy background paper, or those not referred to within the Core Strategy paper.

NATIONAL

National Planning Policy Framework (NPPF) (2012) (CDN1)

- 2.2 The National Planning Policy Framework (NPPF) was published in March 2012. The NPPF consolidates and replaces previous national guidance that was contained in Planning Policy Guidance Notes (PPG) and Planning Policy Statements (PPS).
- 2.3 It sets out that the core function of the planning system is to contribute towards delivering sustainable development and the guidance contained within the NPPF expresses the Government's views as to how this should be achieved in England. It establishes that sustainable development has an economic role, a social role and an environmental role and that interpreting and achieving this needs to be based on understanding local needs. The NPPF stresses that planning should be plan-led and that people should have an opportunity to shape their surroundings, stating that *"local plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities"* (paragraph 150). Amongst the core planning principles detailed in the NPPF, it states that planning must proactively deliver the infrastructure and thriving local places that the country needs (paragraph 17).
- 2.4 The NPPF makes specific reference to the need to plan for infrastructure improvements as part of the plan making process. Paragraph 156 sets out a range of strategic priorities that should be addressed in Local Plans, to include:
- The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)
 - The provision of health, security, community and cultural infrastructure and other local facilities
- 2.5 In addition, paragraph 157 states that *"crucially, Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the [National Planning Policy] Framework"*

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- 2.6 Paragraph 158 sets out that local plans should be based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area.
- 2.7 Paragraph 162 sets out that local planning authorities LPAs should work with other authorities and providers to:
- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management and its ability to meet forecast demands; and
 - Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas (para 162)
- 2.8 The NPPF also provides guidance on the Community Infrastructure Levy (CIL). Paragraph 175 sets out that “where practical, Community Infrastructure Levy charges should be worked up and tested alongside the Local Plan. The Community Infrastructure Levy should support and incentivise new development, particularly by placing control over a meaningful proportion of the funds raised with the neighbourhoods where development takes place.

Community Infrastructure Levy Regulations 2010 (CDN12)

- 2.9 The introduction of the Community Infrastructure Levy (CIL) Regulations 2010 amended the way in which planning obligations could be used to help fund infrastructure. As of April 2014, any local planning authority wishing to continue to part-fund new infrastructure by requiring developments to make a financial contribution towards its costs will need to introduce a CIL.

REGIONAL

The London Plan (2011) (CDR1)

- 2.10 The London Plan is the spatial development strategy for Greater London setting out an integrated social, economic and environmental framework for future development over the next 15-20 years.
- 2.11 The provision of infrastructure to support London’s growth is a central theme in the context to the London Plan. Section 1.38 highlights the need for cooperation between different agencies to ensure that the infrastructure to support growth is provided. This is a cross-cutting theme throughout the London Plan, with references to providing physical infrastructure, transport infrastructure, social infrastructure and green infrastructure. The following key policies are all linked to the provision or improvement of different types of infrastructure that are referred to in the London Plan as required to support growth and create sustainable communities.

Policy 3.16	Protection and enhancement of social infrastructure
Policy 3.17	Health and social care facilities
Policy 3.18	Education facilities
Policy 3.19	Sports facilities
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.10	Urban greening
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.17	Waste capacity
Policy 6.1	Strategic approach [to transport]
Policy 6.7	Better streets and cycling
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 7.5	Public realm
Policy 7.17	MOL
Policy 7.18	Protecting local open space and addressing local deficiency
Policy 7.19	Biodiversity and access to nature
Policy 7.21	Trees and woodland
Policy 7.22	Land for food
Policy 7.23	Burial spaces
Policy 7.27	Blue ribbon network: supporting infrastructure and recreational use
Policy 7.28	Restoration of the blue ribbon network
Policy 7.29	The River Thames
Policy 7.30	London's canals and other rivers and waterspaces
Policy 8.2	Planning Obligations
Policy 8.3	CIL

Land for Industry and Transport SPG (2012) (CDR5)

- 2.12 The Land for Industry and Transport Supplementary Planning Guidance sets out guidance to supplement the policies in the 2011 London Plan relating to land for industrial type activities and transport. The SPG provides advice on how to implement these policies, in particular Policy 2.17 on Strategic Industrial Locations, Policy 4.4 on Managing Industrial Land and Premises; and Policy 6.2 on Providing Public Transport Capacity and Safeguarding Land for Transport.
- 2.13 The SPG provides guidance on industrial land requirements as well as on possibilities, appropriate processes and suitable locations for release of any surplus industrial land. The SPG discusses how the requirements of different sectors can be addressed to enhance their competitiveness, and to carrying forward the Mayor's broader concerns for improvements to the overall quality of London's environment by emphasising the importance of good design for industrial development. The SPG also provides guidance to identify and protect land for

transport functions including sites and routes which could be critical in developing infrastructure to widen transport choice

All London Green Grid SPG (2012) (CDR6)

- 2.14 The All London Green Grid takes the principles of the East London Green Grid and applies them across London. A 'Green Grid' is an integrated network of green and open spaces together with the Blue Ribbon Network of rivers and waterways. The concept is at the centre of the London Plan's approach to the provision, enhancement and management of green infrastructure (Policy 2.18).
- 2.15 The All London Green Grid SPG aims to promote the concept of green infrastructure, and increase its delivery by boroughs, developers, and communities. This SPG provides guidance on the implementation of all the relevant policies in the London Plan to local neighbourhoods, boroughs, developers and other delivery partners and sets out a vision and spatial framework for London-wide green infrastructure. The SPG promotes partnership working across 11 Green Grid Areas within London and beyond via Green Arc Partnerships and identifies strategic green infrastructure opportunities.

Accessible London: Achieving an inclusive environment (2004) (CDR7)

- 2.16 Accessible London provides detail on the policies in the London Plan which promote inclusive design and access to the building environment for disabled people, including policies on accessible housing. The SPG 'Accessible London: achieving an inclusive environment' published in 2004 provides advice on implementing the inclusive design policies contained in the previous London Plan. The GLA is now updating this advice and mainstreaming it into the new SPGs being published on particular topics.

Shaping Neighbourhoods: Play and informal recreation SPG (2012) (CDR8)

- 2.17 Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance (SPG) updates and replaces the Mayor's SPG on Providing for Children and Young People's Play and Informal Recreation published in 2008. The guidance supports the implementation of the London Plan Policy 3.6 on 'Children and Young People's Play and Informal Recreation Facilities,' and other policies on shaping neighbourhoods. It promotes an approach that supports the presence of children and young people in the built environment/public realm and encourages the creation of 'shared' public and communal space used by adults and children at the same time.

LOCAL

Core Strategy (2011) (CDL1)

- 2.18 The Core Strategy sets the vision and strategic policies for development borough-wide up to 2026. Strategic policy 14 – Implementation and delivery, is the key policy relating to infrastructure and sets out how we will deliver the vision, objectives and policies in the Core Strategy. The policy sets out a number of ways in which we will implement the policies including:
- Working with partners, local communities and developers
 - Working with local communities, developers, landowners and other partners
 - Working with infrastructure providers to identify and deliver elements of infrastructure required to support growth and deliver environmental improvements at the right time
 - Using planning obligations to reduce or mitigate the impact of developments
- 2.19 Within the “we are doing this because” section of Core Strategy policy 14, we set out that new development needs to be supported by adequate infrastructure., setting out some of the key types of infrastructure such as schools, health, transport and green infrastructure. Table 1 of the Core Strategy set out detail on the proposed delivery of each of the Core Strategy policies setting out: the target, delivery and infrastructure, phasing, and who will be involved. Table 2 sets out detail for each of the growth areas, including Peckham and Nunhead action area. It sets out: target, delivery and infrastructure, phasing, who will be involved and funding. It includes possible infrastructure projects such as building the new Tuke School, improving Peckham Rye Station and the forecourt, and the East London Line extension.
- 2.20 As the provision of infrastructure is a cross-cutting theme, many of the other Core Strategy policies as well as policy 14 also set out requirements for infrastructure. These include:
- Strategic Policy 2 – Sustainable transport. This includes policies on safeguarding land for public transport improvements, and planning places with priority for walking and cycling.
 - Strategic Policy 4 – Places for learning, enjoyment and healthy lifestyles. This sets out the overarching policy for providing a wide range of well used community facilities. It includes policies on ensuring development provides flexible community spaces that can be shared by many groups, building new schools, supporting new facilities that encourage physical activity, and ensuring development provides for increases in local health facilities and the provision of education.
 - Strategic Policy 11- Open spaces and wildlife, sets out our approach to improve, protect and maintain a network of open spaces and green corridors.

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- Strategic policy 13 – High environmental standards sets out policy requirements to help reduce pollution and damage to the environment. It includes requirements for development to meet the highest possible environmental standards, designing all developments to require as little energy as possible and minimising waste and water use.

Southwark Transport Plan (2011) (CDI9)

2.21 The Southwark Transport Plan (2011) sets out how we will improve travel to, within and from the borough and contribute to the wider economic, social and environmental objectives of the council. The plan sets our vision for transport, our long term goals and transport objectives for the borough, targets and outcomes to show how we are delivering the Transport Plan. The plan also incorporates the requirements of Southwark's Local Implementation Plan 2 in helping to deliver the Mayor's Transport Strategy.

2.22 The 8 main objectives of the Transport Plan are:

1. Manage demand for travel and increase sustainable transport capacity
2. Encourage sustainable travel choices
3. Ensure the transport system helps people to achieve their economic and social potential
4. Improve the health and wellbeing of all, by making the borough a better place
5. Ensure the transport network is safe and secure for all and improve perceptions of safety
6. Improve travel opportunities and maximise independence for all
7. Ensure that the quality, efficiency and reliability of the highway network is maintained
8. Reduce the impact of transport on the environment

2.23 The Transport Plan guides transport priorities and projects and this plan details our three year programme of investment (2011/12 to 2013/14).

Community Infrastructure Levy

2.24 The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. CIL is a mandatory charge levied on most new developments that involve an increase of 100sqm or more of net additional internal floorspace or development that involves the creation of a new residential unit or more.

2.25 The gross floorspace of any existing buildings on a site that are going to be demolished may be deducted from the calculation of the CIL liability. Similarly the gross floorspace arising from development to the

interior of an existing building (i.e. mezzanine) may be disregarded from the calculation of the CIL liability. The deductions in respect of demolition or change of use will only apply where the existing building has been in continuous lawful use for at least six months in the 12 months prior to the development being permitted.

- 2.26 The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods need. The benefits are increased certainty for the funding and delivery of infrastructure, increased certainty for developers and increased transparency for local people.
- 2.27 To charge CIL we must produce and adopt a Charging Schedule setting out the levy rates. We have consulted on the first stage, the preliminary draft CIL charging schedule, during the summer 2012 which sets out the amount of CIL to be paid (pounds per square metre of new floorspace) and an explanation of the method to be used to work out how much should be paid in each case. A further round of consultation on the draft CIL Charging Schedule (CDL13) was undertaken between 20 February 2013 and 3 April 2013. We plan to submit our draft CIL Charging Schedule for independent examination in summer 2013. It is anticipated that the CIL will be brought into effect in late 2013. Our proposed CIL levy is supported by evidence, including a study of the economic viability of new development and Southwark's infrastructure needs.
- 2.28 The CIL Charging Schedule will eventually replace the section 106 standard charges set out in the adopted Section 106 planning obligations supplementary planning document (SPD). Section 106 planning obligations will continue to be used for affordable housing and anything required just for the specific site (like a new access road). We will consult on a revised Section 106 planning obligations/CIL SPD in mid 2013.
- 2.29 The Charging Schedule sits alongside the Core Strategy (or Local Plan), and helps deliver our development objectives.

3 BOROUGH-WIDE RESEARCH AND INFRASTRUCTURE PLANS

3.1 This section provides an overview of three of the key existing Southwark-wide research documents and plans which have informed our infrastructure strategy for the AAP. They are cross-cutting across many different types of infrastructure. There are also many pieces of research that relate to specific types of infrastructure which we discuss in section 5.

Central London Infrastructure Study (2009) (CDI2)

3.2 URS produced this study which is an assessment of the strategic infrastructure needs across the central London areas covered by Central London Forward. Southwark is one of the Central London Forward boroughs. The study assesses the infrastructure needs of central London for the next 15-20 years.

3.3 The study looks at the existing baseline for each of the types of infrastructure identified, looks at estimations of future demand, identifies planned investment and costs, identifies gaps, and sets out a summary including priorities going forward.

3.4 The study looks in detail at three different types of infrastructure: hard infrastructure, transport infrastructure and social infrastructure.

3.5 It includes the following within its assessment of hard infrastructure.

- Electricity
- Gas
- Sustainable energy: heating, cooling and power
- Telecommunications
- Water
- Sewerage
- Flood risk
- Waste management

3.6 Within the assessment on transport infrastructure it focuses on rail and tube infrastructure.

3.7 Within the assessment on social infrastructure it looks at:

- Adult learning and education
- Higher education
- Primary healthcare
- Secondary healthcare
- Police
- Fire
- Ambulance

Core Strategy infrastructure background paper (2010) (CDI1)

- 3.8 Southwark's overall approach to growth is set out in the Core Strategy. To ensure there is adequate infrastructure to support the increase in number of people living, working and visiting Southwark, we prepared a Core Strategy infrastructure background paper. Much of the research we put together for the Core Strategy also applies to Peckham and Nunhead, and we have set out within this background paper where this is the case.
- 3.9 This paper summarises our evidence for key elements of infrastructure in Southwark. It provides research and information on the following types of infrastructure.
- Early years facilities
 - Schools
 - Facilities for children and young people
 - Community buildings and active citizenship
 - Faith premises
 - Leisure facilities
 - Cultural facilities
 - Health
 - Emergency services (police, fire, ambulance)
 - Power
 - Gas
 - Water
 - Sewerage
 - Telecommunications
- 3.10 For each type of infrastructure it identifies the current situation, any implications for the borough as a result of projected growth and explains how any needs that are likely to arise will be provided for.

Southwark draft Infrastructure Plan and Community Infrastructure Levy (CDL12 and CDL13)

- 3.11 In July 2012 we began consultation on a draft infrastructure plan. The Infrastructure Plan sets out the strategic infrastructure that will be required across the borough as growth takes place over the next 10-15 years.
- 3.12 The infrastructure plan is linked to the development of our borough-wide community infrastructure levy (CIL). As of April 2014, we will no longer be able to pool section 106 planning obligations to fund new and improved infrastructure in the borough. Instead, Government regulations have established that such payments must be made via a CIL. The community infrastructure levy will be a standard charge that is paid by the majority of new development to help fund new and improved infrastructure. In July 2012 we also consulted on our

Preliminary Draft CIL Charging Schedule, which sets out the range of charges that we intend to introduce for different types of development, in different areas of the borough. In February 2013 we consulted on a revised Draft CIL Charging Schedule (CDI13) and an updated Infrastructure Plan.

- 3.13 Our borough-wide Infrastructure Plan (CDI12) will be a 'living document' that will be regularly updated as projects are completed and new priorities are identified. This will take place as part of the preparation of our Authority Monitoring Report (AMR). The Infrastructure Plan is currently only a draft, but we anticipate it being adopted in late 2013.
- 3.14 Further information linked to the introduction of the CIL in Southwark is set out above in paragraphs 2.24-2.29

4 DEVELOPING THE AAP POLICIES

- 4.1 This section sets out how we developed our approach to infrastructure and the key AAP policies which will help deliver the required infrastructure. We set out what we consulted on at each stage of the preparation of the AAP and how the sustainability appraisal and equalities analysis informed the strategy. Our consultation report (CD5) sets out information on the consultation responses we received on each of these policies.
- 4.2 It covers the following sections and policies of the AAP.
- Policy 7: Community facilities
 - Policy 8: Schools
 - Policy 9: Health facilities
 - Policy 10: Sports facilities
 - Policy 11: Active travel
 - Policy 12: Public transport
 - Policy 13: The road network
 - Policy 14: Parking for shoppers and visitors
 - Policy 19: Open spaces and sites of importance for nature conservations (SINCS)
 - Policy 20: Trees
 - Policy 21: Energy
 - Policy 22: Waste, water, flooding and pollution
 - Policy 48: Section 106 planning obligations and Community Infrastructure Levy
 - Section 7: working together to make it happen

Policy 7: Community facilities

The options

Vision paper (March 2008) (CD15)

- 4.3 The vision paper identified a number of issues that the AAP would look at. One of these was community facilities; community centres, youth centres and leisure facilities.
- 4.4 The vision paper also set out that we need to deliver the vision by making it happen with the involvement of a residents, organisations and groups.
- 4.5 The vision paper also identified a number of opportunity sites for major redevelopment. Within the site described as Peckham Square, Peckham Pulse and Peckham Wharf, the paper identified more opportunities for leisure and entertainment development around the Peckham Pulse and at Peckham Wharf.

Issues and options (2009) (CD16)

4.6 The issues and options paper set out the need to support the community. Page 26 of the paper set out that we will need to make sure that there are enough facilities and services to support the community. It sets out a number of things that we will consider doing, including making better use of the community buildings we already have and allowing public access to sports and leisure facilities outside schools hours as part of the Extended Schools Programme.

4.7 The issues and options took forward the sites identified in the vision paper, and identified further sites within the core action area and the wider area. For each site the paper set out three options for growth: high growth, low growth and limited growth. For some of the sites it identified community use as one of the options for the site, mostly under the high growth option and sometimes within the other two growth options. Some of the largest sites with community use identified within at least one of the options were: Choumert Grove car park, Copeland Road car park, land between the railway line, Cator Street and the former Kennedy Sausage Factory.

Towards a preferred option (2011) (CD17)

4.8 We set out our likely preferred option for community facilities at the towards a preferred option stage of consultation. Policy 10: community facilities set out that we would provide community facilities to meet the needs of an increasing population by a number of ways including:

- Locating facilities in the action area core or where there is a particular need.
- Encouraging better use of community facilities so that different groups can share the spaces.
- Requiring section 106 planning obligations.
- Supporting the provision of a new community home for Peckham Settlement.
- Providing a new community centre in Nunhead.

4.9 The towards a preferred option took forward the sites identified for development from the vision paper and the issues and options paper and identified some further sites. For some of these sites we identified community use (Class D) as either a 'required' land use or an 'other acceptable' land use. Some of the largest sites we identified community use within included the Aylesham Centre, the cinema/multi-storey car park, Copeland Industrial Park and the site of the former Wooddene estate. We also included the Nunhead community centre and housing (previously Nunhead Early Years Centre) as a development site, identifying community use as a required land use with an estimated capacity of 220sqm.

Preferred Option (2012) (CD18)

4.10 At this stage we refined the towards a preferred option policy in policy 7: community facilities. We set out that our strategy is to locate local

facilities together so that services are provided in accessible locations. The draft policy set out that we will:

- Locate facilities in Peckham core action area.
- Where facilities are needed outside the core action area they will be in accessible locations.
- Encouraging better use of under-used facilities so that different groups can share the space.
- Bring together and promote a borough-wide offer of play opportunities
- Requiring section 106 planning obligations or Community Infrastructure Levy.

4.11 Within the development sites, we continued to set out community uses as required or acceptable land uses for a number of the proposals sites. We also set out more detailed guidance for many of the proposals sites including the Nunhead community centre and housing site.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

4.12 The AAP policy is consistent with strategic policy 4 in the Core Strategy, helping to facilitate a network of community facilities that meet the needs of local communities.

4.13 Saved Southwark Plan policies 2.1: Enhancement of community facilities, and 2.2: Provision of community facilities will be used alongside the strategic Core Strategy policy 4 and AAP policy 7 to determine applications for new community facilities or which propose a loss of D class community facilities.

Sustainability appraisal (CD2)

4.14 The SA showed positive or neutral scores for the community facilities policy against all indicators. In particular, the policy was considered to promote social inclusion and community cohesion by seeking to better use existing assets and through providing a new community centre in Nunhead to meet an identified need. Locating any new facilities in accessible locations was considered to promote sustainable transport and reduce the need for travel by car. The positive impacts were considered to improve over time as investments in the public realm and in public transport are delivered. Also, the policy was deemed to contribute to tackling poverty and encouraging wealth creation, in light of the positive impact community facilities can have socially and on people's quality of life through offering support to local groups and organisations.

4.15 The impact of community facilities on reducing vulnerability to flooding was uncertain since this would depend on the location of any facility and any specific mitigation measures that were proposed.

Equalities

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- 4.16 The policy on community facilities encourages the co-location of local facilities where possible, and a focus on sites in the Peckham town centre, Nunhead local centre and other accessible locations. The equality analysis identified that this approach would be particularly beneficial for young people, older people and disabled people, who in many cases have reduced mobility. This approach is particularly important in Peckham given the relatively low levels of car ownership.
- 4.17 By encouraging better use of under-used facilities, the policy in the AAP aims to accommodate the needs of as many local groups as possible. We acknowledge that there are a large number of faith groups in the Peckham area and that this generates demand for premises to meet their needs. Although there is no commitment at this stage to provide new premises in Peckham, seeking to better utilise existing facilities could have a positive impact on religious and faith groups.

Policy 8: Schools

The options

Vision paper (March 2008) (CD15)

- 4.18 The vision paper identified a number of issues that the AAP would look at. It did not identify schools as a specific issue but it did identify a more broad issue of community facilities.

Issues and options (2009) (CD16)

- 4.19 The issues and options paper set out the need to support the community. Page 26 of the paper set out that we will need to make sure that there are enough facilities and services to support the community. It set out a number of things that we would consider doing including allowing public access to sports and leisure facilities outside school hours as part of the Extended Schools Programme.
- 4.20 It set out information on the improvements already made to local schools and that the council will be investing in education through the borough wide Southwark Schools for the Future initiative. It also set out that additional day care and nursery provision will be developed in line with growing demand and that we will consider incorporating provision into new development and developers may contribute to funding for this.
- 4.21 The issues and options took forward the sites identified in the vision paper, and identified further sites within the core action area and the wider area. For each site the paper set out three options for growth: high growth, low growth and limited growth. It identified education as a use within all three options for the site at Cator Street.

Towards a preferred option (2011) (CD17)

4.22 We set out our likely preferred option for schools at the towards a preferred option stage of consultation. Policy 11: schools set out that we would facilitate well performing schools and deliver improvements to schools by working with our partners. We set out a number of ways in which we will do this including:

- Protecting schools where there is a need.
- Building and improving existing schools.
- Supporting schools to promote and provide services for the community.
- The schools where redevelopment and/or improvements would be taking place.

4.23 The towards a preferred option also set out a broad policy (policy 12) on young people, setting out how we would improve activities for young people through actions to include bringing together play opportunities and supporting schools to promote and provide services for the community.

Preferred Option (2012) (CD18)

4.24 At this stage we refined the towards a preferred option policies 11 and 12, and within policy 8 set out our preferred option for schools. We set out that we will:

- Protect schools where there is a need.
- Provide additional places at primary school.
- Build new and improve existing schools and the paper sets out the schools where this would be happening.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

4.25 The AAP policy is consistent with strategic policy 4 in the Core Strategy, which sets out that we will:

- Protect schools where there is a long-term need.
- Build new schools and improve existing schools.
- Ensuring development provides for new school places.

4.26 Saved Southwark Plan policies 2.3: Enhancement of educational establishments, and 2.4: Educational deficiency – provision of new educational establishments, will continue to be used alongside the Core Strategy and AAP policy 8 to determine applications for a change of use from education and for new education premises.

Sustainability appraisal (CD2)

4.27 The SA showed positive or neutral scores for the schools policy against all indicators. In particular, the policy scored a major positive impact against the indicator on improving the education and skills of the population. This is based on the assumption that the outlined programme of school redevelopment and refurbishment, as well as plans to increase capacity, will vastly improve the quality of school facilities, creating an improved learning environment that will ultimately lead to higher attainment. Similarly, the policy was considered to have

major positive impacts in terms of helping to tackle poverty and encourage wealth creation.

- 4.28 The policy also sets out that we will encourage schools to promote and provide services for the wider community outside of school hours. In light of the outlined programme of investment in school facilities and the potential benefits for pupils and the wider community, the policy was assessed as having a major positive impact on promoting social inclusion and community cohesion.

Equalities

- 4.29 The equality analysis identified that whilst improvements to the quality and capacity of local schools would benefit young people, supporting and encouraging schools to make their facilities available to the wider community would benefit other groups as well.

Policy 9: Health facilities

The options

Vision paper (March 2008) (CD15)

- 4.30 The vision paper identified a number of issues that the AAP would look at. One of these was health issues; specific health problems in the area and provision of health facilities.
- 4.31 The vision paper also set out that we need to deliver the vision by making it happen with the involvement of residents, organisations and groups, and identified the primary care trust as one of these organisations.

Issues and options (2009) (CD16)

- 4.32 The issues and options paper set out the need to support the community. Page 26 of the paper set out that we will need to make sure that there are enough facilities and services to support the community. It sets out that the primary care trust are considering building a new health facility in the town centre that will provide a range of different health services and reduce the need for hospital visits.

Towards a preferred option (2011) (CD17)

- 4.33 Policy 13 of the towards a preferred option set out our preferred option for health. It set out that we would work with NHS Southwark to improve the health of current and new residents through a number of actions:
- Identifying the Lister Health Centre as the preferred centre for development.
 - Considering other opportunities to improve local health services presented by new developments.
 - Supporting GPs to promote and provide services for the community.

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- Requiring section 106.

Preferred Option (2012) (CD18)

- 4.34 The preferred option refined the approach set out within the towards a preferred option, shortening the policy to set out that we will work with NHS Southwark to improve the health of new and existing residents by:
- Considering opportunities to improve local health services presented by new developments.
 - Supporting and encouraging GPs to promote and provide services for the community.
- 4.35 The supporting text set out that the Lister Health Centre operates as a health hub.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

- 4.36 The AAP policy is consistent with strategic policy 4 in the Core Strategy, helping to facilitate a network of community facilities that meet the needs of local communities. Core Strategy policy 4 also set out that is supports the retention and improvements of facilities which encourage physical activity to help promote healthy lifestyles, as well as ensuring development provides for an increase in local health facilities in partnership with NHS Southwark.
- 4.37 AAP policy 9 follows this approach, and has been developed in conjunction with NHS Southwark.
- 4.38 Saved Southwark Plan policies 2.1: Enhancement of community facilities, and 2.2: Provision of community facilities will be used alongside the strategic Core Strategy policy 4 and AAP policy 7 to determine applications for new community facilities (including health facilities) or which propose a loss of D class community facilities (including health facilities).

Sustainability appraisal (CD2)

- 4.39 Our health facilities policy focuses on working closely with NHS Southwark to ensure the provision of adequate, quality health facilities. The policy was scored as having a major positive impact in relation to the sustainability objective on improving the health of the population. Similarly, helping to improve health services in the area has also been assessed as having a major positive impact in terms of promoting social inclusion, because people with improved mental and physical well-being will generally have an improved quality of life. The policy is also deemed to have a major positive impact in terms of helping tackle poverty and encourage wealth creation by leading to a healthier workforce and by helping to create jobs through the provision of new and improved facilities.
- 4.40 The impact on water resources was deemed to be uncertain because although we can assume increased demand for health facilities as development takes place, at present the quantum and type of health

facilities that will be required to respond to this over the lifetime of the AAP is unclear. The impact of health facilities on reducing vulnerability to flooding was also uncertain since this would depend on the location of any facility and any specific mitigation measures that were proposed.

Equalities (CD3)

- 4.41 The equality analysis identified that by working closely with NHS Southwark to ensure the provision of sufficient, high quality health facilities, we can address persisting health problems in the action area. This includes high rates of childhood obesity, lower life expectancy in Nunhead and high levels of cardio-vascular disease and diabetes across the action area. This approach will have a positive impact on children and young people, families and older people, who tend to be prone to ill-health.

Policy 10: Sports facilities

The options

Vision paper (March 2008) (CD15)

- 4.42 The vision paper identified a number of issues that the AAP would look at. One of these was community facilities; community centres, youth centres and leisure facilities. Another of the issues identified was open space, including children's play areas.
- 4.43 The vision paper also identified a number of opportunity sites for major redevelopment. Within the site identified as Peckham Square, Peckham Pulse and Peckham Wharf, the paper identified more opportunities for leisure and entertainment development around the Peckham Pulse and at Peckham Wharf.

Issues and options (2009) (CD16)

- 4.44 The issues and options paper set out the need to support the community. Page 26 of the paper set out that we will need to make sure that there are enough facilities and services to support the community. It set out a number of things that we would consider doing including allowing public access to sports and leisure facilities outside school hours as part of the Extended Schools Programme.
- 4.45 The issues and options also set out three growth dependant options: high growth, low growth and limited growth. Within the high growth option more improvements to open spaces and playgrounds could be made; within the low growth there could be some improvements to open spaces and playgrounds; and within the limited growth extra improvements would be ad hoc and subject to funding being found.

Towards a preferred option (2011) (CD17)

- 4.46 The towards a preferred option set out our preferred option for leisure and sports facilities within policy 14. It set out that we would locate facilities within the core action area, encouraging better use of under-

used facilities, and require section 106 planning obligations. It also set out some of the improvements planned such as a new play area on Peckham Rye and a new One'O'Clock club.

Preferred Option (2012) (CD18)

- 4.47 At this stage we refined the policy, with policy 10 setting out our approach for sports facilities. It set out:
- Locating facilities in Peckham core action area.
 - Making sure new sports facilities provided in schools are made available to the community outside school hours.
 - Where play and sports facilities will be improved including Peckham Rye Homestall Road, Bells Garden and the Damilola Taylor Centre.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

- 4.48 Core The AAP policy is consistent with strategic policy 4 in the Core Strategy, helping to facilitate a network of community facilities that meet the needs of local communities.
- 4.49 Saved Southwark Plan policies 2.1: Enhancement of community facilities, and 2.2: Provision of community facilities will be used alongside the strategic Core Strategy policy 4 and AAP policy 7 to determine applications for new community facilities or which propose a loss of D class community facilities.

Sustainability appraisal (CD2)

- 4.50 The sustainability appraisal identified mainly positive impacts and some neutral impacts for our policy on sports facilities. The focus on improving existing sports facilities was considered to have major positive impacts in relation to indicators including improving health of the population, through encouraging more physical activity, and on tackling poverty and encouraging wealth creation, because of the positive impact on people's quality of life.
- 4.51 The policy also states that we will encourage new facilities to be located in accessible locations, such as Peckham core action area, and that we will encourage wider community access to new facilities in schools. These parts of the policy aim to ensure that sports facilities are available and accessible for as many people as possible in the action area. This was deemed to have a positive impact on the sustainability indicator linked to promoting social inclusion and also on the promotion of sustainable transport.
- 4.52 The impact of new and improved sports facilities on flood risk was considered uncertain because it would depend on whether new facilities were indoor or outdoor; the types of surfacing proposed and whether any specific mitigation measures were incorporated into the design of new facilities.

Equalities

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- 4.53 The equality analysis identified that our policy of supporting improvements to local sports facilities would have positive impacts for the various equality groups. Given the proportion of young people that are overweight or obese in Southwark, this will have a strong positive impact on younger people.
- 4.54 During consultation we received a number of comments in support of, and also against, improvements at Homestall Road. Those in favour highlighted that sports clubs could have a beneficial impact on community cohesion, which extends beyond those directly involved in sport. Objectors however pointed out that associated noise pollution and traffic would have a detrimental impact on local residents, particularly those with reduced mobility such as the elderly.

Policy 11: Active travel

The options

Vision paper (March 2008) (CD15)

- 4.55 The vision paper identified transport, including walking and cycling as one of the issues that the AAP would look at.

Issues and options (2009) (CD16)

- 4.56 Section 3 of the paper highlighted that there is no direct cycle link through the town centre and that walking and cycle links between the town centre and surrounding areas could be improved. Within the vision we set out that Peckham would be an accessible place where and it will be an easier place to access in particular by public transport, cycling and walking.
- 4.57 It set out that there are big decisions to be made on major transport infrastructure and housing. It also set out the growth dependant options: high growth, low growth and limited growth. Within the section on better streets and public spaces it set out options to improve walking and cycling routes across the town centre and through surrounding areas – with more routes identified within the higher growth options. Figure 8 illustrated where some of these routes could be improved.

Towards a preferred option (2011) (CD17)

- 4.58 The towards a preferred option established the preferred option through policy 15: walking and cycling. It set out that we will reduce the reliance on cars and increase travel by walking and cycling through a number of measures. These included requiring developments to provide and promote linkages for pedestrians and cyclists. Figure 19 illustrated the existing pedestrian and cycle links, and figure 20 set out the proposed pedestrian and cycle links, showing the forthcoming cycle superhighway, cycle networks and pedestrians routes.

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- 4.59 Policy 15 also set out the requirement for development to include cycle parking as well as contributing to improvements through community infrastructure levy and section 106 planning obligations.
- 4.60 It also set out that we would look support and look for opportunities to fund cycling and pedestrian improvements, work with TfL and lobby for the extension of the Mayor's cycle hire scheme.
- 4.61 Within section 3 on areas within Peckham and Nunhead, we also set out the strategy to improve pedestrian and cycle links within and between each area.

Preferred option (2012) (CD18)

- 4.62 Towards a preferred option policy 11 was taken forward and developed further through policy 11: active travel of the preferred option. The policy set out that we will work with TfL, developers and other stakeholder to provide a high quality network to support active travel. It set out a number of ways in which we would do this to include working with partners to deliver the cycle superhighway, lobbying for the extension of the Mayor's cycle hire scheme and looking for further opportunities to fund cycling and pedestrian improvements. It also set out that we would prioritise improvements to links between key destination, and removed the figures from the towards a preferred option which showed existing and proposed pedestrian and cycle link.
- 4.63 Within the character area policies in section 5 we also set out the preferred option to improve pedestrian and cycle links, setting out the link places to link for each area, such as Peckham Rye Park and Common within the preferred option for Peckham South character area.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

- 4.64 Core Strategy strategic policy 2 establishes the borough-wide strategy for transport. The AAP policy is consistent with this approach, specifically the Core Strategy requirement to plan places and development with priority for walking and cycling and improving access to mixed use town and local centres.
- 4.65 Saved Southwark Plan policy 5.3: Walking and cycling will also continue to be used alongside the Core Strategy and AAP policy 11 to ensure that there is adequate provision for walking and cycling and that better routes are promoted.

Sustainability appraisal (CD2)

- 4.66 Our policy on active travel was assessed as having a positive impact against the majority of the sustainability indicators. The policy states that we will work with partner organisations to develop a high quality network of walking and cycling routes in throughout the action area. In particular it was considered to have major positive impacts in terms of improving the health of the population, reducing contributions to

climate change, helping to improve air quality in Southwark, promoting more sustainable forms of transport and providing necessary infrastructure to underpin sustainable development in the action area.

4.67 This final point is however contingent on funding for walking and cycling routes being made available as new development takes place; either through providing facilities as part of the development or by providing funding for improvements via section 106 planning obligations or community infrastructure levy.

4.68 Uncertain impacts were identified for indicators on conserving and enhancing the historic environment and protecting and enhancing the quality of landscape and townscape. This was because precise impacts will depend on the location and scale of improvements to the walking and cycling routes.

Equalities

4.69 Our aim to support and encourage walking and cycling in the action area should be beneficial for the majority of people. Widening travel choice will have a positive impact for those without access to private car, such as young people.

4.70 The equality analysis also noted that supporting more walking and cycling would help to improve health and well-being of the local population. Obesity, diabetes and cardio-vascular disease are all prevalent in Peckham and Nunhead, particularly amongst certain age groups and certain BME communities.

Policy 12: Public transport

The options

Vision paper (March 2008) (CD15)

4.71 The vision paper identified transport, including the Cross River Tram, buses and trains as one of the issues that the AAP would look at.

4.72 The vision paper identified a number of opportunity sites, including Peckham Rye Station, identifying that that station will be improved.

Issues and options (2009) (CD16)

4.73 The issues and options set out that there are big decisions to be made on major transport infrastructure and housing. Within the major transport infrastructure section it identified that:

- Bus travel will remain the main public transport mode for some time into the future.
- Funding has been secured for the East London Line extension.
- We need to make sure that there is the right transport infrastructure to support increase in housing and jobs.

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- That TfL had recently announced that they will not fund the Cross River Tram and that the council is exploring what alternatives exist.
 - That land will be needed to build these major transport improvements. We set out that we are proposing other options for the land around Bournemouth Road which was previously identified as a possible tram depot site.
 - We also identified the land off Sumner road as a possible location for a terminus and transport interchange with buses.

4.74 The issues and options took forward the sites identified in the vision paper and also identified more sites in and around the core action area. Specifically in terms of public transport improvements and opportunities it identified Peckham Rye Station and surrounding land, land to the west of Queens Road Station and land off Sumner Road.

Towards a preferred option (2011) (CD17)

4.75 Based on the feedback received through consultation and further work carried out in developing our Transport Plan, the towards a preferred option introduced policy 16: public transport. It set out that to facilitate a highly accessible public transport network we would work with TfL and continue to support a number of key public transport priorities. It set out that we would continue to support:

- London Overground network
- The extension of the Bakerloo line through to Peckham and Camberwell
- The Cross River Tram

4.76 Policy 17: safeguarding land for further public transport development further developed the major options identified in the issues and options paper. It set out two options for safeguarding land:

1. Continue to protect and safeguard land at the south of Sumner Road (Flaxyards site) as a possible terminus for the Cross River Tram or an alternative.
2. To develop this site for mixed use.

4.77 Within the sites in Peckham and Nunhead section of the towards a preferred option we set out two options for site 11: land at south of Sumner Road (Flaxyards) for either safeguarding it as a terminus or developing it as a mixed use scheme.

4.78 We also amended the designation of Southwark Plan proposals site 71P, which previously had been safeguarded in the Southwark Plan as a tram depot. We chose not to “save” this designation when applying to the Secretary of State in 2010 to save the majority of the Southwark Plan and proposals sites. Within the towards a preferred option we set out a new boundary and requirement for part of this site through new proposals site 4: Copeland Industrial Park which allows a range of uses and does not safeguard the site for a tram depot.

Preferred option (February 2012) (CD18)

- 4.79 At the preferred option stage we considered responses received through consultation, the findings of the interim sustainability appraisal and wider evidence information to develop the preferred option. Policy 12: public transport set out that we will continue to work with TfL, Network Rail and other stakeholders to improve public transport.
- 4.80 The preferred option set out our key priorities for public transport to include:
- The extension of the Bakerloo line to Peckham and Camberwell.
 - The Cross River Tram.
- 4.81 Within the preferred options for proposals sites we amended the site designation for PNAAP 9: land at south of Sumner Road (Flaxyards) to set out that the required land use is a possible terminus, and the other acceptable land use if the site is not required is for mixed use.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

- 4.82 Core Strategy strategic policy 2 establishes the borough-wide strategy for transport. The AAP policy is consistent with this approach, specifically the Core Strategy requirements to maximise the use of public transport, safeguard land for planned public transport improvements, and maximising cycle parking.
- 4.83 The Core Strategy set out that we would like the Cross River Tram to come to Southwark and safeguarded a possible public transport corridor through north Peckham to Peckham town centre. Paragraph 5.19 of the Core Strategy set out that we would consider the need for safeguarding land for any such project in the Peckham and Nunhead AAP. We have considered this throughout the AAP preparation and as set out in policy 12 of the AAP we are safeguarding site PNAAP9 (Flaxyards) as a terminus for a possible tram or alternative high quality public transport. We set out that if this is not required for a terminus the site will be developed for mixed use development. The policy also sets out that we will continue to protect potential route adopted through the Core Strategy on the adopted policies map.
- 4.84 Saved Southwark Plan policy 5.4: Public transport improvements will be used alongside the Core Strategy and AAP policies. With reference to Peckham and Nunhead, policy 5.4 sets out that development will not be permitted that would prejudice the implementation of the Cross River Transport Tram Proposal, and the East London Line extension to Peckham, Dulwich and beyond. The East London Line extension will be operating from late 2012, running to both Peckham Rye and Queens Road stations. As set out above, the AAP is also continuing to protect the route and protect a new site as a possible terminus for the Cross River Tram, consistent with the saved Southwark Plan policy. We did not saved proposals site 71P which previously allocated the site

for a tram depot, and parts of this site are not covered by new proposals site designations in the AAP.

Sustainability appraisal (CD2)

- 4.85 Our policy on public transport states that we will work with providers to improve the frequency, quality and reliability of public transport. The policy also sets out that our priorities include the extension of the Bakerloo line and provision of the Cross River Tram. Investing and improving public transport provision in the area is an integral part of our vision for development in the action area and an important means of addressing the volume of traffic on the roads over the lifetime of the AAP.
- 4.86 The policy was considered to have a number of positive impacts and several uncertain ones. Improving public transport would enable residents to more readily access employment opportunities without relying on owning a car, so would have a major positive impact on the indicator on tackling poverty and encouraging wealth creation and, for the same reasons, the indicator on improving education and skills. Improving the efficiency and reliability of the public transport network was also considered to promote a more sustainable transport network, by providing better alternatives to private car use. The policy was also considered to have a relatively positive impact against indicators on improving air quality and reducing contributions to climate change, when compared to an alternative pattern of growth that was reliant on private car use.
- 4.87 Uncertain impacts were noted for indicators linked to the protection of the historic environment, protection and enhancement of the landscape and townscape and on protecting open space and biodiversity. This is because the location of infrastructure required to support public transport is currently unclear, particularly in terms of the potential for the extension of the Bakerloo line and the Cross River Tram proposal, both of which would require significant engineering works.

Equalities

- 4.88 Broadening public travel choice will have a positive impact on the majority of people living, working or visiting Peckham and Nunhead. This is particularly the case given the relatively low levels of car ownership in the area. No impacts were identified for any of the groups with protected characteristics.

Policy 13: The road network

The options

Vision paper (March 2008) (CD15)

- 4.89 The vision paper identified transport, including cars and parking as one of the issues that the AAP would look at.

Issues and options (2009) (CD16)

- 4.90 Section 3 of the paper highlighted that many people feel Peckham is too dominated by the car and that there are problems with car parking and rat running through residential streets. It highlighted that Peckham High Street and Rye Lane are busy roads with few places to cross safely.
- 4.91 The issues and options set out that there are big decisions to be made on major transport infrastructure and housing. It set out two options for the major decisions: major change, faster regeneration, and minor change, slower regeneration. Within the two options for traffic and deliveries it sets out that within the major change option there could be a review of town centre traffic systems and loading arrangements. Within both options it set out that there could be directional signage and restrictions on delivery times to evenings and early mornings.

Towards a preferred option (2011) (CD17)

- 4.92 The toward a preferred option established our preferred option through policy 18: the road network. It set out some general principles we will follow to improve the road network to include working with TfL and requiring section 106/76 planning obligations and the community infrastructure levy to fund improvements.
- 4.93 It also set out some of the road improvements we were proposing.

Preferred Option (2012) (CD18)

- 4.94 At the preferred option we further refined this policy in policy 13L the road network. We set out that proposals must make sure that they can be adequately serviced and that they mitigate their impact on the highway network. We also set out that we will continue to work with TfL and require section 106 planning obligations and community infrastructure levy to fund improvements.
- 4.95 Within the policies for the character areas we set out some of the road network improvements we were looking at.

Core Strategy (CDL1) and saved Southwark Plan (CDL2)

- 4.96 Core Strategy strategic policy 2 establishes the borough-wide strategy for transport. The AAP policy is consistent with this approach, specifically the Core Strategy requirement to require a transport assessment with applications to show that schemes minimise their impacts.
- 4.97 Saved Southwark Plan policy 5.2: Transport impacts, will also continue to be used alongside AAP policy 13. The saved Southwark Plan policy sets out a number of circumstances in which planning permission will not be granted including:
- There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and/or

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- Adequate provision has not been made for servicing, circulation and access to, from and through the site.

Sustainability appraisal (CD2)

- 4.98 The policy on the road network focuses on working with TfL and other partners to ensure that the road network operates as efficiently as possible, reducing congestion and identifying specific strategic and local interventions that will help achieve this.
- 4.99 Although the impacts of the policy are mainly positive, there are a number of uncertain impacts and also a negative.
- 4.100 Although our transport policies support alternatives to private car use, a number of residents will still choose to use private cars to commute to work or simply to get around the area. Our equality analysis also identified that some groups are more reliant on private cars, such as the elderly and disabled, and to focus solely on alternatives to the car could effectively isolate them. The policy therefore scored positively in terms of the indicator on promoting social inclusion.
- 4.101 Conversely, improving the functioning of the network could be interpreted as encouraging more private car use and as a result a minor negative impact has been assigned against the indicator for promoting sustainable transport. It is important to note that the policy is one of several transport policies in the AAP and that any negative impacts will be mitigated against if other improvements are secured for alternate forms of travel, including investing in walking and cycling routes and improving the public transport offer.
- 4.102 Uncertain impacts were identified for indicators on reducing contributions to climate change and improving air quality on the basis that improving the efficiency of the road network could encourage more people to use cars, but interventions to address congestion could reduce overall journey times and so reduce emissions. Uncertain impacts were also identified for indicators on conserving and enhancing the historic environment and protecting and enhancing the quality of landscape and townscape because the precise impacts will depend on the location and scale of improvements that are being undertaken. This will be considered in more detail when individual schemes are determined.

Equalities

- 4.103 Certain groups are more reliant on car use, such as families with young children, women during pregnancy, the elderly or disabled people. Although our approach is to prioritise alternatives to private car use, this policy aims to improve efficiency of the local road network; to reduce congestion and improve circulation of traffic, and will have a positive impact on these groups.

Policy 14: Parking for shoppers and visitors

The options

Vision paper (March 2008) (CD15)

- 4.104 The vision paper identified transport, including cars and parking as one of the issues that the AAP would look at. It also identified a number of opportunity sites including the multi-storey car park on Rye Lane.

Issues and options (2009) (CD16)

- 4.105 The issues and options set out that there are big decisions to be made on major transport infrastructure and housing. It took forward the sites identified in the vision paper and identified further development sites; setting out high growth, low growth and limited growth options for each sites. Specifically sites which referred to car parking included Choumert Grove Car Park, Copeland Road car park, cinema/multi-storey car park, Bellenden Road retail park and Netto supermarket. .

Towards a preferred option (2011) (CD17)

- 4.106 The towards a preferred option consulted on three options for town centre car parking. Option 1 was to maintain all six car parks, as shown in figure 23. Option 2 was to consolidate the existing car parks, use the car park at the Aylesham Centre and possibly develop a town centre car park on an alternative site. Option 3 was to maintain the existing car parks and develop above them.
- 4.107 Within the development sites, we identified the Copeland Road car park as a development site for mixed use and Choumert Grove car park as potential residential and retail use.

Preferred Option (2012) (CD18)

- 4.108 Policy 14 set out our preferred option for parking. Based on the many comments and a petition we received on the towards a preferred option, we decided to remove Choumert Grove car park from being a development site. Policy 14 set out that we will retain Choumert Grove as a car park.
- 4.109 The policy also set out that we would support the redevelopment of car parks which are currently underused, and allow the existing multi-storey car park and the Copeland Road car park to be developed for alternative uses. The proposals site policies set out the required and acceptable uses on these sites.
- 4.110 The policy also set out that development on the Aylesham Centre, Asda and Bellenden Retail Park need to take into account the need for car parking for town centre uses.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

- 4.111 Core Strategy strategic policy 2 establishes the borough-wide strategy for transport. The AAP policy is consistent with this approach, specifically the Core Strategy requirement to minimise car use and

requiring schemes to submit a transport assessment to show that schemes minimise their impacts including minimising car parking.

- 4.112 Saved Southwark Plan 5.6: Car parking and policy 5.8: Other parking set out the borough-wide requirements for car parking as part of new developments. This will continue to be used alongside AAP policy 14 for town centre parking for shoppers and visitors. AAP policy 15: Residential car parking replaces the residential car parking standards in appendix 15 of the saved Southwark Plan for the area covered by the AAP.

Sustainability appraisal (CD2)

- 4.113 Our policy on car parking in Peckham town centre sets out those car parks that will be maintained and those that can be redeveloped. The policy was mainly considered to give rise to positive impacts.
- 4.114 Car parks are being proposed for redevelopment in light of our town centre parking survey, which highlighted that a number of car parks are underused. Redeveloping surplus sites could therefore contribute to the vitality of the town centre and provide a range of employment opportunities. The policy was therefore considered to have a major positive impact in the medium to long term, by which point development of these sites is more likely to have progressed. By reducing the number of car parking spaces, we anticipate that more people will be encouraged to use public transport to access the town centre, which will have a beneficial impact in terms of improving air quality and reducing contributions to climate change. Removing surplus car parking spaces and encouraging the use of other forms of transport will also help contribute to a more sustainable transport system and so the policy has been deemed to have a positive impact in this respect.
- 4.115 Consultation has revealed that underused car parks can give rise to a perceived lack of safety and increased fear of crime in the immediate vicinity. This is particularly been highlighted with regard to the cinema/multi-storey car park. Removing surplus parking spaces in favour of new development will therefore have a positive impact in terms of reducing the fear of crime.

Equalities

- 4.116 Certain car parks in Peckham town centre are underused. Surveys have highlighted that the cinema/multi-storey car park in particular is very underused, with a perceived lack of safety one of the main reasons. Redeveloping the site will have a positive impact on some vulnerable groups, such as the elderly.
- 4.117 Certain groups reliant on car use and the policy notes the need for continued provision of car parks in the town centre. Where these are surface level, they could create have safety implications for the elderly, young children, pregnant women or disabled people with mobility

issues or visual impairment. The policy therefore requires developers to submit a parking management strategy to address such issues.

- 4.118 The analysis identified that removing car parking spaces could make the town centre less accessible for some residents that are reliant on their cars, particularly the elderly or disabled. This could have the effect of making them feel more isolated and be detrimental to their health and well-being. The policy notes that we will review parking provision over the lifetime of the AAP to ensure sufficient parking is available to serve the town centre.

Policy 19: Open space and sites of importance for nature conservation (SINCS)

The options

Vision paper (March 2008) (CD15)

- 4.119 The vision paper identified a number of issues that the AAP would look at. One of these was open space; biodiversity, types of open space and children's play areas.

Issues and options (2009) (CD16)

- 4.120 The issues and options set out that the level of growth that takes place will open up different sets of options. It sets out three options: high growth, low growth and limited growth and identifies options for the natural environment which includes open spaces. It sets out that within the high growth and low growth options more street trees and more green links between open spaces can be created. Within the low growth option it sets out that more streets trees could be planted.
- 4.121 Within the high growth option more improvements to open spaces and playgrounds could be made; within the low growth there could be some improvements to open spaces and playgrounds; and within the limited growth extra improvements would be ad hoc and subject to funding being found.

Towards a preferred option (2011) (CD17)

- 4.122 In the towards a preferred option we set out our preferred option for open spaces in policy 9. Policy 9 set out that we would seek to provide open space to a good standard as a network of accessible, high quality open spaces for residents and visitors to enjoy that strengthen local character, promote nature conservation, exercise and food growing.
- 4.123 Policy 9 also set out that we would continue to protect Metropolitan and Borough open land and other open space from inappropriate development. We also set out that we would seek to protect the following additional open spaces from inappropriate development as other open space:
- Brimington Estate Allotments;
 - Calypso Gardens;

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- Central Venture Park;
 - Brayards Green;
 - Buchan Hall sports pitch;
 - Jowett Street Park; and
 - Cossall Park extension.

4.124 Although we did not set out a standard for provision of open space at this stage, we set out an aspiration to increase the quality and accessibility of open spaces.

4.125 At this stage, we set out a separate policy for sites of importance for nature conservation. Policy 28 set out we were proposing to protect existing sites of importance for nature conservation in Peckham and Nunhead. This policy also set out how we were proposing to designate two new sites of importance for nature conservation;

- Surrey Canal Walk; and
- Warwick Gardens.

Preferred Option (2012) (CD18)

4.126 At this stage we set out our preferred option for open spaces and sites of importance for nature conservation in policy 19. Policy 19 set out how we would protect and improve open space and sites of importance for nature conservation in Peckham and Nunhead. We set out how we would seek to provide an accessible, high quality green infrastructure network for residents and visitors to enjoy that strengthens local character, promotes nature conservation, exercise and food growing opportunities.

4.127 Policy 19 also set out how we would continue to protect Metropolitan, Borough Open Land and Other Open Space from inappropriate development and improve the quality of these open spaces where they are of below average quality.

4.128 At this stage, we set a standard of public park provision of at least 0.76ha per 1000 people.

4.129 We also set out in Policy 19 how we would seek to protect additional open spaces from inappropriate development as Other Open Space or Borough Open Land. Further detail was set out within the character area policies in section 5 of the AAP as set out below;

Policy 34

4.130 New designations;

- Brayards Green – we proposed this site for protection as other open space
- Buchan Hall sports pitch – we proposed this site for protection as other open space

4.131 Other changes;

- This policy also set out how we were proposing to amend the boundaries of Peckham Rye Common and Peckham Rye Park boundary to mark the distinction between the two parts of Peckham Rye and to include two small parts of Peckham Rye Park and Common as protected open space. We also proposed to protect these two additional parts of Peckham Rye Park and Peckham Rye Common as Sites of Importance for Nature Conservation.
- We also proposed to amend the boundary for Harris Girls Academy, East Dulwich (Formerly Waverley School) and Aquarius Golf Course boundary.

Policy 38

4.132 New designations;

- Lyndhurst Square – we proposed this site for protection as other open space
- Warwick Gardens – we proposed to protect this sites as a Site of Importance for Nature Conservation

Other changes;

- We are also amending the names of two protected open spaces, OS 106 would be changed from North House community garden to Bellenden Road Tree Nursery and OS 112 would be changed from Bellenden Road Tree Nursery to Highshore Open Space.
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Policy 41

4.133 New designations;

- Calypso Gardens – proposed site for protection as other open space
- Central Venture Park – proposed site for protection as other open space
- Jowett Street Park – proposed site for protection as other open space
- Surrey Canal Walk - we proposed to protect this sites as a Site of Importance for Nature Conservation

Policy 44

4.134 New designations;

- Brimington Estate Allotments – we proposed this site for protection as other open space
- Montague Square – we proposed this site for protection as other open space
- Kirkwood Road Nature Garden Site of Importance – we proposed to protect an additional section as a Site of Importance for Nature Conservation at the Kirkwood Road Nature Garden.

4.135 Other changes;

- We proposed to reintegrate the northern section of Cossall Park (part of the Woods Road site, site PNAAP 15) to the existing protected open space.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

4.136 Core Strategy policy 11 establishes our borough-wide strategic approach to open spaces and wildlife. AAP policy 19 is consistent with this approach, providing more detail specific to Peckham and Nunhead, and setting a standard for provision of public parks which was developed through the Open Spaces Strategy after the adoption of the Core Strategy.

4.137 Saved Southwark Plan policies 3.25, 3.26, 3.27 and 3.28 will continue to be used alongside the AAP policies to protect our open spaces and sites of importance for nature conservation (SINCS). Appendices 9 (Metropolitan Open Land), 10 (Borough Open Land), 13 (Other Open Spaces) and 14 (Sites of Importance for Nature Conservation) list all the open spaces and SINCS currently protected on the adopted policies map through the saved Southwark Plan. The new open spaces and SINCS proposed for protection through the AAP will be added to each schedule once adopted and allocated on the adopted policies map.

Sustainability appraisal (CD2)

4.138 Our policy on open space and sites of importance for nature conservation was considered to have positive impacts on the majority of the sustainability objectives. The policy scored a major positive in terms of the objective to protect and enhance open spaces. Use of open spaces can have a big impact on people's physical and mental health, so the policy was also considered to have a major positive impact on improving the health of the population. Open spaces provide opportunities for people to meet to undertake a range of activities and often are a focus for local interest groups, so the policy will also play an important role in supporting community cohesion.

4.139 Minor positive impacts were noted for the majority of other indicators, including those relating to improving air quality, reducing contributions to climate change and reducing vulnerability to flooding. It was noted that some open spaces in the area, such as Surrey Canal Walk and Peckham Rye Park, provide important green links that support walking and cycling and make an important contribution to a more sustainable transport network in Peckham and Nunhead.

Equalities

4.140 In general, protecting and improving open spaces was considered to give rise to positive impacts on local people. Improving biodiversity was noted as having a positive impact on children and young people in terms of providing an educational resource. Investing and improving

open spaces could have a positive impact on disabled people by improving access, whilst improvements to the general design of open spaces could make them feel safer and less intimidating for older people and vulnerable groups.

Policy 20: Trees

The options

Vision paper (March 2008) (CD15)

- 4.141 The vision paper identified a number of issues that the AAP would look at. One of these was open space; biodiversity, types of open space and children's play areas.

Issues and options (2009) (CD16)

- 4.142 The issues and options set out that the level of growth that takes place will open up different sets of options. It sets out three options: high growth, low growth and limited growth and identifies options for the natural environment which includes open spaces. It sets out that within the high growth and low growth options more street trees and more green links between open spaces can be created. Within the low growth option it sets out that more streets trees could be planted.

Towards a preferred option (2011) (CD17)

- 4.143 At this stage we did not set out a specific policy in relation to trees as it was incorporated into the broader open spaces policy. The vision for Peckham and Nunhead is to ensure new development will help bring improvements to streets and public spaces, making them greener, more pleasant, accessible and safe. Within Policy 30 we set out how we would encourage more green spaces and green routes in the different character areas.

Preferred Option (2012) (CD18)

- 4.144 At this stage, we set out in policy 19 how we would require new development to improve the overall greenness of the area including through planting street trees.
- 4.145 We also set out a specific policy in relation to trees, policy 22 set out we would seek to protect existing trees wherever possible as part of new development and seek to maintain and improve the provision of street trees.
- 4.146 We set out how we would expect development to retain and enhance trees and canopy wherever possible as part of the urban forest. Where trees are lost, they should be replaced by new trees which result in a net improvement in canopy cover as measured by stem girth. If this is not possible, s106 planning obligations would be sought to improve tree planting elsewhere in the opportunity area.

4.147 This policy also stated that the valuation of trees should be calculated using the Capital Asset Value for Amenity Trees (CAVAT) methodology and that a tree survey should be submitted with all development proposals where trees are affected both on and adjacent to the site.

Core Strategy (CDL1) and saved Southwark Plan (CDL2)

4.148 Core Strategy policy 11 establishes our borough-wide strategic approach to open spaces and wildlife. AAP policy 19 is consistent with this approach, specifically the policy to protect woodland and trees and improve the overall greenness of places. .

4.149 Saved Southwark Plan policies 3.28: Biodiversity will continue to be used along the AAP policy, and the AAP policy provides more detailed specific policy on protecting, maintaining and improving the provision of trees.

Sustainability appraisal (CD2)

4.150 Our policy on trees states that developers should retain trees as part of their developments, unless adequate compensation can be provided, and encourages the 'greening' of streets.

4.151 The policy was considered to give rise to mainly positive impacts, particularly in relation to the more environmental sustainability objectives. Major positive impacts were identified in relation to objectives on reducing contributions to climate change and improving air quality, as well as protecting and enhancing open spaces, green corridors and biodiversity.

4.152 By intercepting rainwater and slowing surface water run-off, trees can also make a contribution to reducing the vulnerability to flooding. Trees can also make an important contribution to the character of particular streets and neighbourhoods, so their protection was identified to have a positive impact on the objective linked to protecting and enhancing the quality of the landscape and townscape.

Equalities

4.153 No particular impacts were identified for our policy on trees.

Policy 21: Energy

The options

Vision paper (March 2008) (CD15)

4.154 The vision paper identified a number of issues that the AAP would look at. One of these was the environment to include the use of energy and resources.

Issues and options (2009) (CD16)

4.155 The issues and options set out that the level of growth that takes place will open up different sets of options. It sets out three options: high

growth, low growth and limited growth and identifies options for the natural environment.

- 4.156 Within the high growth option it sets out that we would:
- Require new development to meet the highest environmental standards, including being carbon neutral.
 - We would develop a combined heat and power network around the town centre.
 - We will encourage the use of renewable energy generation on existing buildings.
- 4.157 Within the low growth and limited growth options it sets out that we would:
- Require new development to meet high environmental standards.
 - Encourage the use of renewable energy generation on existing buildings.

Towards a preferred option (2011) (CD17)

- 4.158 As part of the towards a preferred option, we set out our preferred option for energy in policy 29. This policy set out how we would seek to create an efficient, effective energy network for Peckham and Nunhead by requiring all new developments to reduce carbon emissions through implementing the energy hierarchy.

Preferred Option (2012) (CD18)

- 4.159 At this stage, we set out our preferred option in policy 20 of the AAP. We set out how we would require new development to meet high environmental standards helping to reduce the impact of development on climate change. Policy 20 set out how we would seek to reduce the energy use of new developments and support the provision of an efficient energy network for Peckham and Nunhead.
- 4.160 We set out how we would expect all development to apply the energy hierarchy as set out in the London Plan and requiring all major developments to evaluate the feasibility of connecting to existing heating and cooling networks and Combined Heat and Power (CHP) systems. Where a new CHP system is appropriate proposals would also be required to assess the feasibility of extending the system beyond the site boundary to adjacent sites.
- 4.161 In line with Core Strategy policy 13, we would require all development to be future proofed and designed to be capable of connecting to a future CHP/communal heating network.

Core strategy (CDL1) and saved Southwark Plan (CDL2)

- 4.162 Core Strategy policy 13 establishes our borough-wide strategic approach to achieving high environmental standards. It requires development to:

-
- Minimise greenhouse gas emissions.
 - Be designed to require as little energy as possible to build and use.
 - Major developments to set up/be able to connect to local energy generation networks where possible.
 - Buildings to be more energy efficient and use low and zero carbon sources of energy.

4.163 AAP policy 21 set out more detail to require developments to meet these borough-wide requirements.

4.164 Saved Southwark Plan policy 3.4: Energy efficiency will continue to be used alongside AAP policy 21.

Sustainability appraisal (CD2)

4.165 Our approach to energy is to encourage new developments to reduce energy use and support the implementation of an efficient energy network in Peckham and Nunhead. The policy highlights that development should connect to, or have the potential to connect to, combined heat and power systems.

4.166 The policy was assessed as having a number of positive impacts against the environmental objectives, such as reducing contributions to climate change and improving air quality. It also was considered to make a positive impact in terms of providing the necessary infrastructure to support existing and future development in the action area. A more efficient energy system could help to reduce the cost of energy for local residents and businesses and so also contribute to tackling poverty and encouraging wealth creation.

4.167 Uncertain impacts were noted against objectives that focus on the protection and enhancement of the quality of landscape and townscape, as well as the conservation and protection of the historic environment. This is because ensuring that schemes connect to, or can connect to, heat and power networks could have visible impacts on the form of new development and overall design of schemes. This will need to be considered carefully through the development management process to ensure that any negative impacts can be mitigated as far as possible.

Equalities

4.168 The equality analysis highlights that fuel poverty can be an issue, since some parts of Peckham and Nunhead have higher levels of deprivation. Fuel poverty is noted to have a greater impact on the elderly, who often require more heating in the winter. Our energy policy supports a more efficient energy network, which could help reduce fuel poverty as well as reducing CO2 emissions. This is identified as having a positive impact on those on lower incomes and older people.

Policy 22: Waste, water, flooding and pollution

The options

Vision paper (March 2008) (CD15)

- 4.169 The vision paper identified a number of issues that the AAP would look at. One of these was the environment; use of energy and resources, reducing water use, waste and pollution, climate change.

Issues and options (2009) (CD16)

- 4.170 The issues and options set out that the level of growth that takes place will open up different sets of options. It sets out three options: high growth, low growth and limited growth and identifies options for the natural environment.
- 4.171 Within the high growth option it sets out that we would:
- Require new development to meet the highest environmental standards, including being carbon neutral.
 - Source water locally if possible and require grey water reuse and/or rainwater harvesting.
- 4.172 Within the low growth and limited growth options it sets out that we would:
- Require new development to meet high environmental standards.

Towards a preferred option (2011) (CD17)

- 4.173 At this stage we did not set out a specific policy in relation to waste, water, flooding or pollution as we relied on the Core Strategy and saved Southwark Plan policies

Preferred Option (2012) (CD18)

- 4.174 We set out our preferred option for waste, water, flooding and pollution in policy 21 of the AAP to reflect feedback from consultation which raised that we should specify policies for Peckham and Nunhead. Policy 21 states that development would be required to meet the highest possible environmental standards, in line with Core Strategy strategic policy 13.
- 4.175 This policy also set out how we would require development to reduce water use and use water as efficiently as possible. We also set out how we would require developments to help reduce flood risk by reducing water run-off and use sustainable urban drainage systems.
- 4.176 Policy 21 would require development to include adequate provision of recycling, composting and residual waste disposal, collection and storage facilities.

4.177 We would require high standards of development as set out in the Core Strategy and supporting measures for reducing air, land, water, noise and light pollution and avoiding amenity and environmental problems.

Core Strategy (CDL1) and saved Southwark Plan (CDL2)

4.178 Core Strategy policy 13 establishes our borough-wide strategic approach to achieving high environmental standards. This includes requirements for recycling and composting and minimising waste and water use. It also requires development to have high standards to reduce pollution and to help reduce flood risk. AAP policy 22 to consistent with this strategic policy, setting out more detail for Peckham and Nunhead.

4.179 The AAP policy will be used alongside saved Southwark Plan policies: 3.6: air quality, 3.7: Waster reduction, 3.8: Waste management, 3.9: Water and 3.10: Hazardous substances.

Sustainability appraisal (CD2)

4.180 The policy focuses on ensuring high environmental standards in new development; reducing pollution, encouraging recycling and reducing flood risk. It has been assessed as largely having positive impacts against the sustainability objectives. Major positive impacts were identified for the objectives focussing on reducing contributions to climate change, improving air quality and encouraging the sustainable use of water resources. This is due to specific policy criteria that require new buildings to be designed to be environmentally sustainable, in accordance with the principles of the Code for Sustainable Homes and BREEAM.

4.181 Uncertain impacts were identified in relation to the quality of the landscape and townscape and the conservation of the historic environment since impacts against both objectives will be determined as new development comes forward at the planning application stage. Any negative impacts will need to be mitigated as part of the development management process.

Equalities

4.182 No specific equality impacts were identified for the policy on waste, water, flooding and pollution. The policy focuses on reducing pollution, encouraging recycling and reducing flood risk. This should benefit all residents in the action area, with any differing impacts being because of location rather than the different protected characteristics that are covered in the equality analysis.

Policy 48: Section 106 planning obligations and Community Infrastructure Levy

The options

Vision paper (March 2008) (CD15)

4.183 The vision paper identified a number of issues that the AAP would look at. One of these planning obligations; where and how money collected from developers is spent.

Issues and options (2009) (CD16)

4.184 The issues and options set out that the level of growth that takes place will open up different sets of options. It sets out three options: high growth, low growth and limited growth and identifies options for delivery information. Within the high growth option it sets out the funding for many of the improvements will come from private developers and that allowing a higher scale of development will help encourage development. Within the low growth option it set out that it may be harder to encourage developers to build in the area and we would have to try and find more funding from other sources. Within the limited growth it set out that less funding would be available to make improvements.

Towards a preferred option (2011) (CD17)

4.185 The towards a preferred option included a section on delivering and working together. Section 6.2 set out that at the next stage of consultation we would provide a clear preferred approach to the use of section 106 planning obligations.

4.186 Within some of the draft policies we also set out where we would require developers to contribute towards infrastructure improvements through section 106 planning obligations and community infrastructure levy, such as for the transport policies and health policy.

Preferred Option (2012) (CD18)

4.187 At the preferred option we set out a draft policy on section 106 planning obligations and community infrastructure levy. Policy 48 set out that we will use section 106 and CIL to ensure the delivery of key infrastructure and to mitigate the impact of development. The supporting text also referred to the fact that we would be carrying out the first stage of our CIL consultation later in the year.

Core Strategy (CDL1) and saved Southwark Plan (CDL2)

4.188 Core Strategy strategic policy 14 sets out that we will use planning obligations to reduce or mitigate the impact of developments.

4.189 Saved Southwark Plan policy 2.5: Planning obligations sets out more detail, which is supported by our adopted section 106 planning obligations SPD (2007). AAP policy 48 will be used alongside this policy, which we will be updated through the preparation of our Local Plan and our Community Infrastructure Levy.

Sustainability appraisal (CD2)

4.190 The policy on Section 106 planning obligations and Community infrastructure levy is all about helping to deliver new and improved infrastructure as new development takes place in the action area. It

was assessed as having positive impacts against the majority of the sustainability objectives, particularly the objective that addresses the delivery of infrastructure.

Equalities

- 4.191 No specific equalities impacts were identified for this policy. Impacts will largely arise depending on the type of infrastructure that is funded or the particularly mitigation measures that are carried out through s106/CIL

Section 7: working together to make it happen

The options

Vision paper (March 2008) (CD15)

- 4.192 The vision paper identified that we need to develop a vision for Peckham. It identified we need to develop the vision with the widest level of support and involvement of residents, schools, local traders, local businesses, community groups and voluntary organisations. It also set out that to deliver the vision we need to work with many different individuals, groups and organisations including residents, schools. Community groups. Registered social landlords, the primary care trust and transport operators.

Issues and options (2009) (CD16)

- 4.193 The issues and options set out that the level of growth that takes place will open up different sets of options. It sets out three options: high growth, low growth and limited growth and identifies options for delivery information. Within the high growth option it sets out the funding for many of the improvements will come from private developers and that allowing a higher scale of development will help encourage development. Within the low growth option it set out that it may be harder to encourage developers to build in the area and we would have to try and find more funding from other sources. Within the limited growth it set out that less funding would be available to make improvements.

Towards a preferred option (2011) (CD17)

- 4.194 At the towards a preferred option, section 6 set out information on how we will deliver the vision and emerging policies. We set out information on how we will work with our partners, planning obligations, and that at the next stage we would develop an infrastructure plan.
- 4.195 We also set out we would develop monitoring indicators to be monitored in our AMR at the next stage of consultation.

Preferred Option (2012) (CD18)

- 4.196 The preferred option expanded the information set out in the towards a preferred option. Section 7 set out information on:
- Progressing committed developments

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- Bringing forward our own sites for development
 - Partnership working
 - Infrastructure plan and that at the next stage we would set out a detailed plan
 - Section 106 and CIL
 - How we review our policies and that at the next stage we would set out a monitoring framework.

Core Strategy (CDL1) and saved Southwark Plan (CDL2)

4.197 Section 6 of the Core Strategy sets out our borough-wide approach to implementation and delivery. Strategic policy 14 sets how we will develop our strategic vision and objectives including working with our partners, using planning obligations, and monitoring the progress of our plans. The AAP follows this approach, setting out more detail on how we will do this.

5 RESEARCH AND IMPLICATIONS FOR OUR PLANNING POLICIES

- 5.1 This section sets out the existing infrastructure in the action area and highlights how the need for infrastructure is projected to change over the lifetime of the AAP as a result of population changes and/or the level of growth that is proposed in the AAP. Information on the timing, funding and delivery of the infrastructure referred to below is summarised in Appendix A.
- 5.2 In many cases, the provision of new and improved infrastructure is to serve a strategic, borough-wide need rather than specific to the Peckham and Nunhead action area. As set out in section 3, the overall level of growth for Southwark is already set out and justified through the Core Strategy (CDL1) and the Core Strategy infrastructure background paper (CDI1).
- 5.3 For each type of infrastructure we set out:
- Whether the topic is covered in the Core Strategy background papers.
 - A summary of the existing infrastructure provision and the evidence and information informing this.
 - Implications for our planning policies. We set out issues for each type of infrastructure and set out how our planning policies take this into account. As well as the AAP policies we also refer to the Core Strategy, saved Southwark Plan and supplementary planning documents where appropriate.

ENERGY

- 5.4 The Core Strategy Environmental Performance Feasibility Study 2010 sets out the justification of the borough-wide approach to seeking a higher level of environmental performance than the then Building Regulations. It includes research and background to energy efficiency, efficient energy supply and renewable energy generation.
- 5.5 The existing energy consumption and projected energy requirement for new and existing development in Peckham and Nunhead is set out in our energy study for Peckham and Nunhead (CDEN3). AECOM carried out a strategic level energy study to inform the policies in the plan.
- 5.6 The principle aims of the energy study were to:
- Identify the baseline energy use and CO₂ emissions from existing buildings and planned development within the PNAAP area.
 - Assess the opportunities and constraints for undertaking energy efficiency measures and using decentralised, low and zero

carbon energy technologies to reduce energy consumption and CO2 emissions from buildings within the PNAAP area.

- Test the proposed planning policies within the PNAAP aimed at promoting the use of low and zero carbon energy technologies and reducing CO2 emissions.
- Identify potential project opportunities, from individual small scale schemes to large community infrastructure projects that could be implemented or supported by the Council to help to reduce CO2 emissions from new and existing buildings.
- Provide guidance on the approach to delivering and funding the opportunities identified.

5.7 The study concluded that policies within the AAP should support the implementation of a District Heating Network in Peckham. The energy study provides further support for policy within the PNAAP to require developers to create or connect to district heating systems.

5.8 Another possible longer term opportunity for the area was considered to be access to heat from a local waste combined heat and power (CHP) plant (SELCHP). The majority of the proposed developments area could be linked to a district heating network utilising waste heat from the CHP to provide low carbon heat to buildings.

District Heat Networks

5.9 The AAP includes a vision for the creation of a local energy network within Peckham. The energy study includes technical and financial feasibility work to provide further support for the policies proposed in the AAP that seek to deliver this vision as well as providing the early stage work in the process of delivering a scheme.

5.10 Previous work undertaken for both Southwark and the GLA has identified Peckham as a priority location for the development of a district heating network. District heating systems deliver heat from a central energy centre to multiple buildings. Rather than separate buildings having their own boilers the hot water is distributed from the energy centre using a network of insulated pipes to heat exchangers within each of the buildings. These heat exchangers act as an interface to the system and deliver the heat to the properties using the normal wet system and the heat used is metered and billed in the same way. The primary benefit of district heating is the significant CO2 reductions that it can deliver for both new and existing buildings. By aggregating the heating demands these systems enable the use of more efficient low carbon energy technologies (such as combined heat and power systems (CHP) that are not viable at smaller scales. Such schemes can be attractive to developers because they can help developments to meet the challenging future regulations and policies in a cost effective way. They can also offer the potential to deliver significant financial savings and/or profits as well as attracting inward investment based on the availability of low carbon energy.

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- 5.11 The work already undertaken to map the density of heat demand across Southwark has identified the centre of Peckham as the location with the most potential for establishing a district heating network within Peckham, based on both the existing and future heat demands.
- 5.12 Information on the heating demands of existing buildings has been taken from the data collected for the London-wide Decentralised Energy Mapping Project (DEMAP) and the estimated demands for the potential new developments identified within the PNAAP have been based on the building types and sizes indicated in the 'Towards a preferred option' document. This data has been used to map the location of the highest demands and then identify possible network options, produce high level network routes, size the system required to deliver the heat and then assess, at a basic level, the technical feasibility and financial viability of the schemes.
- 5.13 The energy study has identified three network options, one comprised only of existing buildings and two comprised of new and existing buildings but at different scales. All of the networks are located around the centre of Peckham and are linked to the new and public buildings with the highest heating demands. Locating an energy centre can be one of the most challenging aspects of creating a district heating network. To identify an indicative location, a short list from the list of strategic development sites in the PNAAP 'Towards a preferred option' document was identified and the sites were assessed against a selection of criteria, from which the Aylesham centre was identified as a suitable location for an energy centre.
- 5.14 Using in house modelling tools the impact of connecting the identified buildings to a district heating network served by gasfired CHP or biomass boilers were assessed. The results of the assessment of the three possible network options, including the CO₂ savings, capital costs and some key financial indicators, are set out below.

Network 1

- 5.15 This network option is base around the network suggested by Ramboll as part of the conclusions from their DeMAP study for Southwark. It consists of existing council-operated buildings only and is focussed around Peckham High Street.
- 5.16 As this option includes only Council-owned buildings it therefore represents a network option for which delivery would not be reliant upon new developments and which would present greater opportunities for control by the local authority. Connecting only existing local authority buildings however would mean that the authority would need to find all the capital funding for the project.



Network 2

- 5.17 This network option is based on a mix of existing and new buildings, selecting the existing buildings with the largest heat demand and the larger developments proposed as part of the PNAAP. As with Network Option 1 the cluster is focused around Peckham High Street where the majority of the larger demands are located.
- 5.18 The connection of new buildings could have a significant impact on the timing and phasing of a network but would enable part of the capital costs to be paid for through developer contributions. The mixture of existing and new buildings as well as Council-owned and private buildings will make it more likely that a third-party ESCo would be required to take a greater role in the operation of the system.



Network 3

- 5.19 This network option is based on a mix of existing and new buildings proposed as part of the PNAAP but with a lower heat demand threshold used to select buildings for inclusion and covering a much greater area. This option has been selected to show how the environmental and financial benefits change from a smaller focussed network (options 1 and 2) to a larger less dense network. In its entirety it is probably too large to be implemented in one go and is therefore likely to be representative of a future expanded version of the other networks rather than a separate option.
- 5.20 The district heat pipework route is chosen based on serving buildings with the largest heat demands that are close to a cluster of other buildings whilst not being located a prohibitively long distance from the trunk main of the district heat network on Peckham High Street.



5.21 All the network options show similar capital costs since the costs of installation are dominated by the mechanical and electrical works associated with the DH network rather than the plant within the energy centre. Of the 3 Options modelled, the best rate of return is for the use of gas-CHP on network options 2 and 3. More detailed information is set out in the Peckham and Nunhead energy Study.

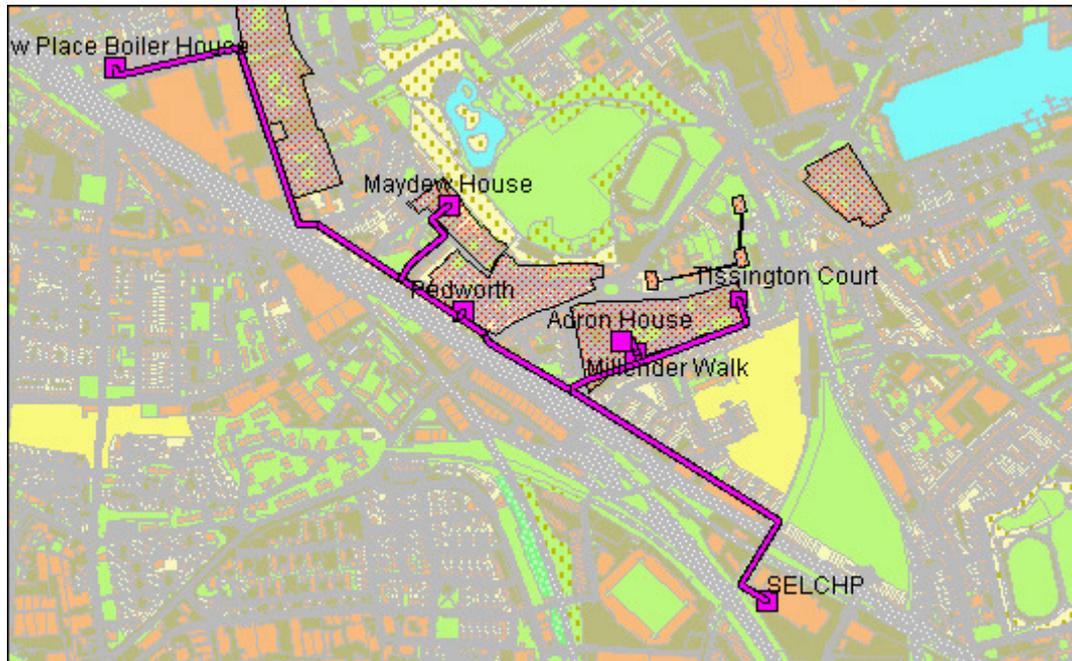
Energy from Waste Opportunities

5.22 In order to meet our waste management responsibilities, we have explored the borough for potential waste processing sites. One site that has been identified is the former gas works on the Old Kent Road. An Integrated Waste Management Facility has recently been built on the site. The contract to operate the facility has been let to Veolia. The plant will not produce electricity on site but will allow sorting for recycling. Residual waste will be sent for incineration at South East London Combined Heat & Power (SELCHP), in Lewisham.

5.23 SELCHP is a Waste to Energy Facility treating and combusting household and commercial waste, also managed by Veolia. The steam generated from the combustion process is used to power a 35 MW turbo-alternator and the electricity generated is supplied to the local distribution network. However there is currently no connected heat load and as such has a current efficiency of only approximately 21%. We are currently in negotiations with Veolia (who operate the SELCHP plant) (SELCHP) to connect the waste heat from the incinerator to district heating systems in several of the Council's housing estates. It is

proposed that the initial development phase (figure 1) would connect up Southwark estates to the north of SELCHP, supplying around 2,700 dwellings with heat.

Figure 1: Southwark Planned SELCHP Phase 1 District Heating Network



- 5.24 The S106 legal agreement for the Integrated Waste Management Facility secured what is in effect off-site renewable energy to meet the policy requirement. The agreement requires works to be carried out at SELCHP to enable heat to be provided from the waste process, and pipes and heat exchangers to be installed to carry the heat from SELCHP to the Southwark estates. This will result in the supply of low carbon heat to the Southwark housing estates. Whilst SELCHP has provided power from the incineration process the heat potential has never been delivered. A variation to Veolia's contract with the council will need to be made in order for the works at SELCHP to be carried out.
- 5.25 SELCHP has the potential to supply many more buildings than the 2,719 dwellings identified and therefore once the first phase of infrastructure is in place, the cost of expanding the heat supply network to other suitable areas would be reduced. It is therefore hoped that the proposal would act as a catalyst for the development of a larger district heating system that could help the borough and London meet CO₂ reductions.
- 5.26 Southwark's Climate Change Strategy discusses the 'need to explore the feasibility of a borough ESCo that could deliver sustainable energy in other development schemes'. The need for an ESCo to deliver the

energy strategy for Peckham and Nunhead will therefore need to be explored to deliver, manage and maintain the network.

Implications for our planning policies

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
<p>Planned provision for investment may not cover forecast demand.</p>	<p>Core strategy Policy 14 states that Southwark will work with partners, including infrastructure providers to deliver elements of infrastructure needed to support growth. Alongside other partners within the Central London Forward Partnership, will continue to lobby for better engagement with EDF</p> <p>Through the PNAAP a better understanding of projected heat and power demands for the area has been developed through the energy study. AAP paragraph 7.8.7 indicates that Southwark will continue to monitor development and share plans with infrastructure providers.</p>
<p>Reduce demand through encouraging greater energy efficiency, use of CHP and renewable technologies.</p>	<p>Core strategy policy 13 requires development to meet the highest environmental standards and implement the mayor’s energy hierarchy. Major development should achieve a 44% carbon reduction target beyond the building regulations (2006) requirement and use zero/low carbon technologies to secure a 20% reduction in CO2.</p> <p>Through the Peckham and Nunhead AAP the council has assessed potential for an energy network and the most practical means of securing it. New development will be obliged to connect. Three possible network options have been identified and the potential to establish a SELCHP connection into Peckham and Nunhead will need to be explored in more detail.</p> <p>The sustainable design and construction SPD provides further guidance on minimising energy consumption, increasing energy efficiency and renewable energy provision.</p>

GREEN INFRASTRUCTURE

- 5.27 Our research and evidence on open spaces is set out in our Open Space Strategy 2013 (CDEN1). This sets out information on both the existing provision of green infrastructure and requirements for the future. Atkins produced our open space strategy in accordance with the requirements of Planning Policy Guidance Note 17 (Planning for Open Space, Sport and Recreation, July 2002) and its Companion Guide (September 2002). This guidance has subsequently been replaced by the National Planning Policy Framework (CDN1). The strategy also draws upon the Mayor of London/CABE Space Open Space Strategies Best Practice Guidance 2009.
- 5.28 The study helps us to develop and deliver our planning policies and manage our many open spaces by providing detailed understanding of the quality, quantity and accessibility of open space provision in Southwark.
- 5.29 Our AAP Open Spaces designation background paper (CD19) provides further information on the development and justification for the identification of new open spaces for protection.

What does the open spaces strategy tell us?

- 5.30 Southwark is a borough that has a wealth of open space of different types including woodland, parks, community farms, Thames-side paths, and sports pitches. With a projected population increase of 19% over the next fifteen years, and limited opportunities for the creation of new space, it will be for us to maintain and improve the existing network of high quality open spaces to ensure that those that live and work in the borough experience the wide range of positive benefits associated with health and well-being, quality of life and cohesive communities that open space provides.
- 5.31 In Southwark a total of 211 open spaces have been identified in the open space strategy which equates to some 597.2ha of land within the borough. This figure represents 20.6% of the total land area in Southwark (2886ha).
- 5.32 The following sub-sections set out information from the strategy and evidence base about different types of open spaces in Peckham and Nunhead.

Parks

- 5.33 Public parks are the most abundant form of open space provision in the borough representing 44% of the total open space. These spaces include the large Metropolitan Parks of Southwark Park, Dulwich Park and Peckham Rye Park and Peckham Rye Common as well as the District Parks of Russia Dock Woodland and Burgess Park, and a large number of smaller parks distributed throughout the borough.

5.34 Southwark has 90 public parks including 3 Metropolitan Parks and 2 District parks. The table below shows the total open space in the borough by type.

Park provision by type	Sites	Area (ha)	%
Regional Park	0	-	0%
Metropolitan Park	3	100.2	41%
District Park	2	58.0	23.7%
Local Park	6	26.1	2.5%
Small Local Park	46	48.2	19.7%
Pocket Park	27	6.12	2.5%
Linear Open Space	6	6.34	2.6%
Public Park Total	90	244.9	

5.35 Of the above provision Peckham and Nunhead have a total area of 65ha public park provision. This is the highest amount of public park provision in any of the eight sub-areas identified in the open space strategy.

5.36 Consistent with Government guidance, the open space strategy sets out a series of open space standards. These standards have been derived following detailed consultation with the local residents on attitudes to open space and open space use, as well as benchmarking with other London boroughs and national and regional guidance. The purpose of these standards is to give adequate levels of provision for each type of open space within the borough based upon the existing needs and future needs of the borough up to 2026. The standards will enable the preparation of planning policies to protect existing open spaces and to identify areas where additional open space provision is required. The open space strategy set out the standards for public parks listed in the table below;

Open Space	Quantity Standard	Accessibility Standard	Quality Standard
Parks	0.72ha of park per 1,000 population	Metropolitan Parks – 3.2km	All spaces should meet Green Flag standard wherever possible
		District Parks	

		– 1.2km	
		Local Parks, Small Local Park or Pocket Park – 400m	

- 5.37 The open space strategy sets a quantity standard for public park provision of 0.72 ha per 1,000 population. Peckham and Nunhead has a public park provision of 1.1ha per 1,000 population (2011), this would fall to 0.96ha per 1,000 population by 2026. However, the public park provision in Peckham and Nunhead would remain above the borough average.
- 5.38 In relation to accessibility, the open space strategy recommends the adoption of standards set out in the Mayor’s best practice guidance for the preparation of open space strategies. This sets a guideline accessibility standard within its public open space hierarchy of 1.2km for District Parks and 400m for local parks and open spaces. The strategy has shown that a small part of Peckham and Nunhead falls outside the guidance for accessibility.
- 5.39 The open space strategy notes that access to parks is relatively good throughout the sub-area. The south of the sub-area has a greater amount of park provision per person, although Burgess Park provides opportunities to access larger open spaces for residents in the northern part of Peckham. There is a need to increase the provision of public parks wherever possible within the north of the sub-area.
- 5.40 The quality of existing parks was assessed through site visits. It is important to note that site assessments were conducted as a snapshot in time and are therefore reflective of the quality of the site on one specific day. The site assessments rated each site within the audit against a series of quality criteria, including cleanliness, signage, and provision of ancillary facilities.
- 5.41 The quality of the parks within Peckham and Nunhead generally scored lower than other spaces in the borough. Spaces which scored below average quality and value should be prioritised for improvement, these included;
- Goldsmith Road Nature Garden
 - One Tree Hill
 - Brayards Green
 - Kirkwood Road Nature Garden
- 5.42 The study concluded that levels of provision met demand and that the retention of existing parks and gardens should be prioritised, rather than the provision of new sites. In order to address the lower public

park provision in the north of the sub-area 7 new open spaces are being proposed for protection through the Peckham and Nunhead AAP;

- Central Venture park
- Jowett Street park
- Kirkwood Road Nature Garden
- Calypso Garden
- Brayards Green
- Buchan Hall sports pitch
- Montague Square
- Lyndhurst Square

5.43 Further information on the reasons for these designations is set out in the AAP Open Spaces designations background paper (CD19).

Other Open Space Provision

5.44 In addition to Public Parks there are a number of other forms of open space provision in the borough. These have been categorised according to nine different types of open spaces.

Outdoor Sport Facilities / Playing Fields

5.45 Outdoor sports facilities include sites which are not located within a public park where the primary role is for formal recreation. Sites include tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school playing field, other institutional playing fields and outdoor sports areas. Categorise by ownership i.e. public / private / education.

5.46 The open space strategy has assessed the quality and role of each site categorised as an outdoor sports facility as part of the site assessment process. Further analysis of the quality, provision and demand for outdoor sports facilities is provided in the draft Southwark Playing Pitch Strategy (2010).

5.47 The open space strategy identified a total amount of open space classified as outdoor sports facilities of 184.6ha which equates to a total provision per population of 0.6ha. Peckham and Nunhead has the second highest amount of pitch provision in the borough after Dulwich, with 0.4ha per 1,000 population. This is below the borough average of 0.6ha per 1,000 population, however only Dulwich currently exceeds this figure. It should be noted that pitch provision can also exist within spaces classified as a park.

5.48 Three outdoor facilities were identified within Peckham and Nunhead in private use covering an area of 15.1 ha and two sites were identified in education use covering an area of 7.7ha.

5.49 Whilst Southwark is reasonably well-served for outdoor sport space, poor quality is regarded as a key issue. The open spaces study (2010)

also concludes that with the density of development in Southwark, and competing demands for land uses, it is likely to prove difficult to deliver substantial new provision of formal outdoor sports facilities. The provision of sufficient accessible outdoor sports facilities of the right quality is essential to increase participation rates in sport and active recreation in Southwark in line with national, regional and local targets.

Allotments and Community Gardens

- 5.50 Allotments are open spaces where the primary use is allotment gardening or community farming. These spaces are particularly important in densely populated urban areas. Recently interest in allotments has increased due to public awareness of ‘green’ issues and concerns over links between food and health. Modern housing developments also have smaller garden sizes, or no private outdoor space. These factors are relevant both to the over 50 demographic which represent the main group of allotment gardeners, and the increasingly younger participant profile.
- 5.51 There is no formal guidance on how allotment needs should be assessed, however the Local Government Association good practice guide “Growing in the Community” (2001) identifies issues which should be considered. Local Authorities are required to provide allotments for their residents if they consider there is demand, under section 23 of the 1908 Allotments Acts (as amended). The 1969 Thorpe Report recommended a minimum standard of allotment provision of 0.2 hectares (0.5 acres) per 1,000 population. With a population of 28,917 this would equate to a provision in the borough of 58 hectares.
- 5.52 In 1996 the National Allotment survey identified an average provision in England of 15 plots per 1,000 households. The open space strategy identified that the borough currently has approximately 944 plots, which equates to approximately 9 plots per 1,000 households. The strategy also identified that there are at least 797 people currently on the waiting list for allotment space in the borough (where data on the number of people on the waiting list is available). At most sites, the waiting list is up to 10 years, although there are a limited number of sites where waiting lists are around 1-2 years.
- 5.53 Quantity standards have not been developed for allotments. It is expected that, for this type of open space, a design led approach would be used to identify the level of provision appropriate to the context and the scale and type of the individual residential, employment or mixed use development. Policy 19 of the AAP requires developers to provide opportunities for food growing as part of major new developments.

Open Space	Quantity Standard	Accessibility Standard	Quality Standard
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Allotments/Community gardens	No quantity standard	All allotment and community garden facilities – 1.2km	Allotment and community garden sites should be of adequate quality and support the needs of the local community
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- 5.54 The open space strategy identified a total of 15.3ha of allotment land, a further 2.9ha of land used as community gardens was also identified, with one further site identified as an urban farm (OS41 - Surrey Docks Farm). There are three allotments located within Peckham and Nunhead and three community gardens. The vast majority of allotment provision is located in the south of the borough, 5.9ha are located in Peckham and Nunhead which is the second highest provision after Dulwich. By contrast, the majority of community gardens are located in the north of the borough, 0.3 ha of community farm is located in Peckham and Nunhead which is the third highest provision after Bermondsey and Old Kent Road and Aylesbury and Walworth.
- 5.55 The residents' survey carried out as part of the open space strategy identified that 71% of journeys to allotments took up to 15 minutes, with the vast majority of these by foot. 15 minutes equates to a 1.2km accessibility standard. The open space strategy identified that all of Peckham and Nunhead is within the required accessibility of allotments or community farms.
- 5.56 The quality, condition and management of allotments also influence potential demand. Allotments that are well maintained and have vacant plots which are available for use with little clearance of scrub and rubbish are likely to prove more attractive than overgrown plots.
- 5.57 The condition and maintenance of facilities including fences, the water supply, toilets, communal huts, sheds and greenhouses, paths and waste areas will also influence the attractiveness of allotment sites to potential plot holders, particularly if it is sought to broaden demand and attract new users.
- 5.58 The strategy concluded that there is a clear need for additional allotment space to meet unmet demand. However, allotments in their traditional sense represent space for food growing which are essentially restricted for single ownership. To meet the significant levels of unmet demand across the borough there is a need to identify alternative methods to allotment provision, including shared community gardens.

Cemeteries and Churchyards

- 5.59 Cemeteries and churchyards are open spaces that are currently, or have previously been, used as burial spaces. Cemeteries and churchyards can also provide facilities for sitting out, biodiversity and even children’s play in some spaces. Standards are not required for the provision of cemeteries and churchyards.
- 5.60 Many of the borough’s cemeteries fall within the Nunhead, Peckham Rye and Honor Oak character area. The draft Cemetery strategy establishes the council’s commitment to preserve cemetery land for use as burial grounds.

Natural and semi-natural greenspaces

- 5.61 Natural and semi-natural greenspace can include woodland, scrub, grassland, heath and moor, wetlands, open and running water and wastelands. This can include sites designated as Local Nature Reserves or Sites of Importance for Nature Conservation. There is a total of 576.3ha of open space within these designations.
- 5.62 Southwark has a total of 518ha of sites of importance for nature conservation. Of this provision, Peckham and Nunhead has a total area of 113.1ha. This is the third highest amount in the borough after Dulwich and Canada Water.
- 5.63 As stated above, consistent with Government guidance, the open space strategy sets out a series of open space standards. The open space strategy set out the standards for natural and semi-natural greenspace listed in the table below;

Open Space	Quantity Standard	Accessibility Standard	Quality Standard
Natural Greenspace	1.5ha of natural greenspace per 1,000 population	Maximum of 500m from Site of Borough Importance for Nature Conservation	Areas of natural and semi-natural greenspace should be of adequate quality and support local biodiversity

- 5.64 The open space strategy sets a quantity standard for natural and semi-natural greenspace provision of 1.5ha per 1,000 population. Peckham and Nunhead has a natural and semi-natural greenspace provision of 1.92ha per 1,000 population (2011), this would fall to 1.67ha per 1,000 population by 2026. However, the natural and semi-natural greenspace provision in Peckham and Nunhead would remain above the borough average.
- 5.65 In relation to accessibility, the open space strategy recommends that a maximum distance of 500m from a Site of Borough Importance for

Nature Conservation. The strategy has shown that the whole of Peckham and Nunhead falls within the required accessibility with the exception of a very small area on the north-west boundary.

- 5.66 The quality of existing sites was assessed through site visits. It is important to note that site assessments were conducted as a snapshot in time and are therefore reflective of the quality of the site on one specific day. The site assessments rated each site within the audit against a series of quality criteria, including cleanliness, signage, and provision of ancillary facilities.
- 5.67 The strategy concluded that levels of natural greenspace provision met demand and improvements to the quality of existing spaces should be prioritised, rather than the provision of new sites. However, spaces in Peckham generally scored lower in terms of quality than other spaces in the borough. In order to help address this issue, four new Sites of Importance for Nature Conservation are being proposed through the Peckham and Nunhead AAP;
- Jowett Street park
 - Kirkwood Road Nature Garden
 - Surrey Canal Walk
 - Warwick Gardens
- 5.68 Further detail on the biodiversity value of these sites and our reasons for proposing the sites as Sites of Importance for Nature Conservation is set out in our Sites of Importance for Nature Conservation Background Paper (CD11).

Civic Spaces

- 5.69 The open space study (2010) identified 11 civic spaces in the borough. These are largely located in the more densely developed northern parts of the borough. Civic spaces relate to more formally laid out hard surfaced public spaces including squares, pedestrian streets. These spaces do not normally have a formal recreational function but do help to define the character of local urban environments. Only civic spaces currently identified as Borough Open Land or Other Open Space were assessed as part of the open space strategy (2012). No civic spaces were identified in Peckham and Nunhead.
- 5.70 There are no definitive national or local standards for civic spaces. Quantity standards have not been developed for civic spaces. It is expected that, for this type of open space, a design led approach would be used to identify the level of provision appropriate to the context and the scale and type of the individual residential, employment or mixed use development.

Greenspaces within Grounds of Institution

5.71 Greenspace within grounds of institutions are open spaces located within the grounds of hospitals, universities and other institutions which are accessible to the general public or some sections of the public. This definition also includes education sites where there is only hard surface and or amenity open space (no pitch sports provision). No greenspace within grounds of institution was identified in Peckham and Nunhead, all of the greenspaces within Grounds of Institution identified were located in Dulwich.

5.72 There are no definitive national or local standards for greenspace within grounds of institutions. Quantity standards have not been developed for greenspace within grounds of institutions. It is expected that, for this type of open space, a design led approach would be used to identify the level of provision appropriate to the context and the scale and type of the individual residential, employment or mixed use development.

Amenity Green space

5.73 The Mayor of London and CABE Space Guide to the Preparation of Open Space Strategies (2009) suggests that in the London context, there are two types of amenity green space, which are:

- Small open spaces - gardens, sitting-out areas, children's play spaces or other areas of a specialist nature, including nature conservation areas (size guideline below 2ha); and
- Pocket parks - small areas of open space that provide natural surfaces and shaded areas for informal play and passive recreation and that sometimes have seating and play equipment (size guideline 0.4ha).

5.74 Peckham and Nunhead currently have approximately 90 sites covering 27.37ha. These include Cossall Estate, Tryells Court and Glover House amenity space (see Map 6.1 in the Open Spaces study 2010)

5.75 Quantity standards have not been developed for housing amenity spaces. It is expected that, for this type of open space, a design led approach would be used to identify the level of provision appropriate to the context and the scale and type of the individual residential, employment or mixed use development. Our Residential Design Standards SPD provides information on the amount of open space provision sought within residential area.

5.76 The consultation process showed the value that the local community place upon these spaces and the important contribution that they can play in open space provision. Many amenity spaces in the borough are relatively simplistic and are generally of poorer quality than other types of open space. In many cases, housing amenity space has a very limited recreational or visual amenity role. The design and function of these spaces needs to be reviewed together with the provision of other

types of provision, particularly play and youth facilities, on housing estates to ensure they add value to local residents.

Provision for Children and Young People

- 5.77 Provision for children and young people can include play areas, skateboard parks, outdoor basketball goals and ‘hanging out’ areas. Open space provides an important role in serving children’s play needs. It is widely acknowledged that the importance of children’s play extends far beyond the activity itself. Play contributes towards child development through the development of a wide range of physical, social and emotional skills and abilities as well as having a positive impact on children’s health. The key issues relating to children’s play are the nature and location of play, the influence of age and gender, safety and risk issues and consideration of the types of play environments needed to meet play needs.
- 5.78 There are currently no adopted national standards relating to children’s play provision. However, a structured approach to the planning and provision of children’s play areas has been developed by the National Playing Fields Association (NPFA). The standards of provision recommended by the NPFA were revised in 2001 and reflect changing views towards children’s play provision. In particular the guidelines emphasise the need to provide both designated areas and casual play opportunities which respond to the needs of different age groups and which are of value to the development of children and young people.
- 5.79 The NPFA recommended a minimum standard of outdoor space for children’s play of 0.8 hectares per 1,000 people, achievable by:
- Providing Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) in locations based upon walking time.
 - Providing the balance as casual playing space within areas of amenity open space.
- 5.80 Fields in Trust is the new operating name of the National Playing Fields Association. *Planning and design for outdoor sport and play* updates and modernises previous recommendations made in 2001. Since the 2001 approach was published, a range of more clearly defined and adopted policies for planning standards for open space, sport and recreation, including outdoor facilities for sport and play, has been published. In response to the changing policy context, and to reflect the need for local determination and adoption of standards relating to quantity, quality and accessibility, in 2006 Fields in Trust commissioned independent research to undertake a survey of local planning authorities and consult with key stakeholders around the United Kingdom.
- 5.81 As stated above, consistent with Government guidance, the open space strategy sets out a series of open space standards. The open

space strategy set out the standards for children's play provision listed in the table below;

Open Space	Quantity Standard	Accessibility Standard	Quality Standard
Children's play	10sqm per child, including formal and informal provision	Small areas for play for younger children – 100m Local facilities – 400m Larger equipped areas of play for older children – 800m	Children's play provision should be of adequate quality and provide a range of facilities associated with the size of the facility. The playable space typology should be used to assess levels of adequacy in terms of the range and quality of provision.

5.82 78 of the open spaces assessed in the borough contained some form of Children's play provision, of which 17 were located in Peckham and Nunhead. This was the highest provision of any of the sub-areas in the borough however it should be noted that there may be other children's play provision outside of the open spaces assessed which were not included within the analysis.

5.83 The Southwark Play strategy (2007) provides a comprehensive analysis of the supply of play facilities and identifies broad areas of need, as set out below:

- There is a need for more play provision in the south of the borough
- There is a need for more play provision that is suitable for 11 -16 year olds.
- Some supervised open access provision offers only a part-time service.
- There is a need for more places for children and young people with special educational needs in holiday play schemes.(i.e. there is limited access for disabled young people and those with special educational needs beyond 16 years).
- There is a need for further closed access play opportunities for disabled children, particularly those with special educational needs, requiring a secure environment.
- There is a need for more family-friendly play spaces.

- Girls are under-represented in some open access provision, including adventure playgrounds.

IMPLICATIONS FOR OUR PLANNING POLICIES

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
<p>There is a need to protect, maintain and improve open spaces, green corridors and habitat for wildlife.</p>	<p>Core Strategy Policy 11 – Open Spaces and Wildlife - protects, improves and maintains open spaces, including large spaces of importance (Metropolitan Open Land) and smaller spaces (Borough Open Land and Other Open Spaces) and SINC, allotments, green chains and sports grounds. Policy 11 also aims to protect woodland and trees which protect important habitat for wildlife.</p> <p>Saved Southwark Plan policies on Metropolitan Open Land (policy 3.25), Borough Open Land (policy 3.26) and Other Open Spaces (policy 3.27) set out detailed criteria for when development may be acceptable on protected open space. There is a general presumption against inappropriate development.</p> <p>AAP Policy 19 – Open Spaces and Sites of Importance for Nature Conservation aims to protect all open spaces in the area. It also aims to improve and maintain a network of open spaces. We are proposing to designate 8 new open space for protection through the AAP</p> <p>AAP Policy 19 will continue to protect all SINC in the area and we are proposing to designate four new SINC for protection through the AAP.</p> <p>Our character area policies set out further information and policies on these designations.</p> <p>AAP Policy 23 and the character area policies will help to ensure that new development strengthens pedestrian and cycle links from the town centre to open spaces, and also to enhance the open space network through the introduction of new spaces.</p>
<p>Provide relief to the more built up area to the north and create new open spaces</p>	<p>Core Strategy Policy 19 requires new development to improve the overall greenness of an area. We are proposing to designate 7 new sites as protected open spaces most of which are located in the north of Peckham and</p>

where possible to help support the growing population.	Nunhead. Further information is set out in the AAP Open Spaces designations background paper (CD19).. The saved Southwark Plan policies 3.25, 3.26 and 3.27 will implement the strategic policy.
There is a need for more allotment provision and children's play provision	AAP Policy 19 requires new development to provide adequate play facilities for children and young people and to provide opportunities for food growing.
Measures are required to increase the nature conservation value of sites.	Core Strategy Policy 19 requires new development to improve the overall greenness of an area. We are proposing to designate four new sites as Sites of Importance for Nature Conservation. Further information is set out in the Sites of Importance for Nature Conservation background paper. Policy 13 of the Core Strategy requires a Code for Sustainable Homes or BREEAM assessment to be submitted with development proposals. The improvements to biodiversity on sites can be measured through this requirement.
The need to secure S106 planning contributions and/or CIL to improve off site play facilities, open space, sports development	The principle of seeking s106 and/or CIL is set out in core strategy policy 14 and PNAAP policy 48. Southwark Plan policy 2.5 set out more detail on how section 106 is applied. Our section 106 Planning Obligations supplementary planning document sets out standard charges for open space, play facilities and sports development. Further information is also set out in the Council's draft CIL charging schedule including a list of open space improvements in the borough that could be funded through CIL.

LEISURE, CULTURE AND ENTERTAINMENT FACILITIES

5.84 The Core Strategy infrastructure background paper (CDI1) sets out borough-wide information on leisure facilities (paragraphs 3.81 to 3.85) and cultural facilities (paragraphs 3.86 to 3.93).

- 5.85 Within Peckham and Nunhead, despite having a growing reputation as a creative area, there are not many leisure, culture and entertainment facilities. Peckham is classified as a major town centre, currently is Southwark’s largest town centre, yet despite this has little in the way of an evening and night time economy. This is an issue that is acknowledged in the AAP and has been a recurring theme raised at different stages of consultation.
- 5.86 Existing facilities include the Peckhamplex cinema on Rye Lane and the Peckham Pulse Leisure Centre at Peckham Square. The proximity of Peckham to the Camberwell College of Arts and Goldsmiths University has contributed to an increase in the number of galleries in the area. These include Peckham Space, the Hannah Barry Gallery and a number of others in and around the Bussey Building at Copeland Industrial Park. Dulwich Leisure centre lies just outside the boundary in East Dulwich.

IMPLICATIONS FOR THE LOCAL DEVELOPMENT FRAMEWORK

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
Need to protect and enhance existing leisure facilities	<p>Core Strategy policy 3: Shopping, leisure and entertainment sets out that we will maintain a network of successful town centres with a range of shops, services and facilities and that are vibrant, easy to get to, friendly and safe.</p> <p>Saved Southwark Plan policies 2.1 and 2.2 support the retention of community facilities and the provision of new community facilities.</p> <p>Guidance for PNAAP Site 2: Cinema/Multi-storey car park states that the cinema should be retained as part of the redevelopment of the site unless it can be re-provided elsewhere in the AAP area</p>
There is a need to encourage and support additional leisure, cultural and entertainment uses in Peckham and Nunhead	<p>AAP policy 2: Arts, culture, leisure and entertainment clearly states that we encourage these uses to help support a more vibrant town centre in Peckham. The AAP encourages the provision of more arts, cultural, leisure and entertainment uses, particularly in Peckham town centre. Peckham Rye Station (PNAAP site 6), Copeland Industrial Park and 1-27 Bournemouth Road (PNAAP site 4), Eagle Wharf (PNAAP site 10) and the Land between the Railway Arches (PNAAP site 3) are the favoured locations for these uses, but a number of other sites include “D” Class uses as acceptable uses. Ultimately the</p>

	delivery of these types of uses will largely be dependent on the market and investors wanting to locate in Peckham and Nunhead. We have made it clear that we will be supportive of such schemes.
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HEALTH

- 5.87 The Core Strategy Infrastructure background paper (CDI1) (paragraphs 3.94-3.105) sets out borough-wide information on health. We have worked closely with NHS Southwark throughout the preparation of both the Core Strategy and the AAP. More information is set out in our duty to co-operate background paper (CD12).
- 5.88 Current facilities in Peckham and Nunhead include the Lister walk in centre at 101 Peckham Road, which offers a broad range of services. The services include examinations and treatment, advice and prescriptions for medicine. In addition there are a number of GP surgeries serving the area. As of 2010, this including those on Commercial Way, Chadwick Road, Queens Road, Sternhill Lane, Meeting House Lane, Nunhead Grove and Trafalgar Avenue.
- 5.89 The NHS Southwark Strategic Plan (CDHE2) sets out how the NHS intends to best use their resources to deliver improved health outcomes and effective services over the five year period between 2010 and 2015. At present, NHS Southwark acknowledge that growth in Peckham and Nunhead will have an impact on demand for local health services and that there could be opportunities over the lifetime of the AAP to better utilise the Lister Health Centre, but no specific schemes have been identified at this stage.
- 5.90 NHS Southwark is currently undergoing substantial reform linked to the implementation of the Health and Social Care Act. As of April 2013, Southwark Council will assume responsibility for improving Public Health in the borough and the role undertaken currently by NHS Southwark will be divided between a number of successor bodies. Of particular importance will be the Southwark Clinical Commissioning Group and the Southwark Health and Well-being Board. We will continue to engage with these new groups as new development comes forward in the action area to ensure that there is sufficient provision of health facilities to underpin growth. Where a need is identified over the lifetime of the AAP, we will update our infrastructure plan to reflect this through our CIL infrastructure plan and our Authority Monitoring Report.

IMPLICATIONS FOR THE LOCAL DEVELOPMENT FRAMEWORK

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
Need flexible framework which protects health facilities, enables them to expand and allows for redevelopment where they are declared surplus to	Core strategy Policy 4 indicates that we will facilitate a network of community facilities that meet the needs of local communities. PNAAP policy 9 states that we will continue to engage with NHS Southwark, and its successor bodies, to review the need for health facilities as development takes place in

requirements.	<p>the action area. We will update our borough-wide infrastructure plan if a future need is identified.</p> <p>Saved Southwark Plan policy 2.1 states that existing community facilities (including health facilities) should be protected unless it can be demonstrated that they are surplus to requirements.</p>
Ensure that there is the potential for new health facilities to be funded through section 106/Community Infrastructure Levy where a need is identified	<p>The principle of seeking s106 is set out in core strategy policy 14 and the council's s106 Planning Obligations supplementary planning document sets out standard charges for health facilities.</p> <p>Health facilities are one of the infrastructure categories that are included in our draft infrastructure plan for the borough. Where needs are identified, these will be added to the infrastructure plan.</p>

EDUCATION

Early years

- 5.91 The Core Strategy infrastructure background paper (CDI1) (paragraphs 3.21 to 3.24) sets out borough-wide information on early years facilities. There are a range of providers of early education in Southwark. These include day nurseries, pre-schools and playgroups, independent schools offering a particular service, children's centres, maintained nurseries and registered. This list could also include registered, accredited childminders, although there are currently none in Southwark. These services are offered across all sectors: private, voluntary, community, independent and local authority.
- 5.92 One aspect of the Southwark Schools for the Future programme is the Sure-Start capital programme. This programme led to the opening of 18 children's centres between 2006 and 2010. This includes 4 new builds and 14 major capital improvement projects. In addition some £4.5m has supported range of small projects in the private, voluntary and independent sector to improve the quality of childcare.
- 5.93 As of October 2012 the following providers of early years education were operating in the Peckham and Nunhead area:
- 31 day nurseries
 - 3 Pre-schools
 - 4 children's centres
 - 11 nursery schools/classes

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- 5.94 The adequacy of early years facilities has not arisen as a particular issue in Peckham or Nunhead during consultation, but this is something that we will monitor as new development comes forward in the action area.

Schools

- 5.95 The Core Strategy infrastructure background paper (CDI1) (paragraphs 3.25 to 3.58 sets out borough-wide information on schools).

Primary school need and supply

- 5.96 Southwark's Primary Capital Programme aims to fund school buildings and refurbishment to bring provision of school places into line with local need. Pupil place planning has been undertaken to inform the strategy. Primary school projections are provided by the Greater London Authority (GLA) on an agency basis using school rolls supplied by the participating authorities and this data is then refined to take into account local factors.

- 5.97 As of January 2011, there was capacity for 22,920 students at primary level and 20,183 recorded as being enrolled for the 2010/11 academic year. The borough received over 3,292 first preference applications for reception places in September 2010, which is very close to the available capacity. 8 schools were noted as being over-capacity. By the 2015/16 academic year, the 2011 pupil projections indicate a need for 24,150 primary places in the borough. Accommodating this need would require an increase in current capacity of at least 5%, which could equate to a need of between 11 and 15 new reception classes by 2015. The precise need has to take account how parental choice affects demand in particular parts of the borough and at particular schools.

- 5.98 For the purposes of school place planning at primary level in Southwark, the borough is divided into the five community council areas:

- Bermondsey and Rotherhithe
- Borough, Bankside and Walworth
- Camberwell
- Peckham, Nunhead and Peckham Rye
- Dulwich

- 5.99 The Council has a primary capital programme which has a number of projects underway and committed and further investment planned or in development. Michael Faraday School and Phoenix School have been rebuilt and the rebuilding of Southwark Park Primary School is underway. Lyndhurst Primary School and St Anthony's Roman Catholic Primary School are also undergoing significant investment to

deliver permanent expansions. Cherry Garden special school is also expanding and is being co-located with Gloucester Primary school. Investments have also been made at Heber, Ivydale, Albion, Bellenden, Crampton and Goodrich primary schools to provide accommodation for bulge classes.

5.100 In November 2012, the Moving Towards a Primary Investment Strategy paper (CDI3) was presented to the council's Cabinet. It set out the impacts of pupil projections on the availability of primary school places in the borough and the recommended course of action to address the increasing need for primary school places. In addition to the above projects, and in light of the cabinet report, the council's draft Infrastructure plan indicates a boroughwide need for more than 11 new form entries (FE) at primary school level by September 2015. This includes between 2 and 3.5 new FE in the Peckham and Nunhead planning area. With expansions or new builds to effectively accommodate one additional class costing between £3 and £5m, the required funding could amount to more than £55m to expand primary schools across the borough. Although it is anticipated that a proportion of the required capital funding for such a programme of expansion would be forthcoming from the Department for Education, it is likely that significant funds would also be required through s106 and/or community infrastructure levy.

5.101 Southwark's primary investment strategy is under review in order to take account of the most recent pupil forecasts and the outputs of feasibility studies which have been undertaken to explore which schools in the borough have the capacity for temporary or permanent expansion.

Secondary school supply and need

5.102 The Southwark Schools for the Future programme brings together the government's Building Schools for the Future and Academies programmes alongside the primary investment strategy. Provision of secondary school places is considered on a boroughwide basis. Southwark approved the strategic business case for **Southwark's secondary investment in September 2006** (CDI4)¹. In creating the business case, a pupil planning exercise was carried out to forecast demand for secondary school places up to 2020. The results of this are shown in Table 3 below (more information on this process is set out in paragraphs 3.28 to 3.29 of the Core Strategy Infrastructure Background Paper).

¹ Southwark Schools for the Future: Strategic Business Case for Investment in Secondary Mainstream and Special Schools under the BSF Programme, and Associated Investments in Academies and Primary Schools, including Primary Special Schools, July 2006

Table 3: Secondary school roll 2004 - 2020

11-15 years	2004	2006-2010	2011-2015	2016-2020
Total number of places	12,980	13,370	13,370	13,370
Number on Roll	11,760			
Net changes in cross border movement		355	355	355
Reduction in loss to independent sector		68	272	272
Additional population from new housing		620	1513	2372
Expected roll		12803	13900	14759
Total number of surplus/ deficit of places		567	-530	-1389

- 5.103 In light of the projected shortfall of places Southwark's Executive approved the opening of two new secondary schools: one 5 FE (750 pupil) school in Rotherhithe and one 5FE school with 300 place 6th form in the north of the Aylesbury estate to serve the Elephant and Castle and Aylesbury Estate regeneration projects².
- 5.104 Since the Strategic Business Case was prepared, secondary place planning now shows a greater shortfall between in future between available places and demand.
- 5.105 The new Aylesbury School is now complete and is due to open in September 2014. It is anticipated that some of this demand will be met by the Compass Free School and the University Technical College, both planned in the Bermondsey/Rotherhithe area by 2015, subject to funding through the Education Funding Agency. In addition, projected pupil numbers indicate a need for a further 9FE by 2018, at a combined cost of around £72m.
- 5.106 Southwark is reviewing expansion capacity in existing schools borough-wide in order to meet future residual demand.
- 5.107 Bredinghurst special school in Nunhead is also being rebuilt within the existing school grounds as part of the Southwark Schools for the Future programme. This set to be completed in early 2013.

IMPLICATIONS FOR OUR PLANNING POLICIES

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
We will need a flexible	AAP Policy 8 sets out committed programmes

² Southwark Schools for the Future: New school provision, September 2006

<p>framework to be able to deal with increases in school capacity in the area</p>	<p>or refurbishment and rebuilding of schools that will take place in Peckham and Nunhead in the short term.</p> <p>It also sets out that we will provide additional primary places to meet increased demand. We will work with colleagues in Children's Services and with the GLA to monitor projected pupil numbers in the Peckham, Nunhead and Peckham Rye area and to explore options for temporary and/or permanent expansions at local primary schools. We will update this infrastructure plan prior to submission to the Secretary of State if further information is available, otherwise we will update our boroughwide infrastructure plan to reflect projects that are identified.</p> <p>Need for additional secondary school places is a strategic issue and if new proposals are identified they will be included in the borough-wide Infrastructure Plan.</p> <p>School capacity and the number of pupils enrolled in the borough will be reported on as part of the Authorities Monitoring Report.</p>
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COMMUNITY FACILITIES

- 5.108 The Core Strategy Infrastructure background paper (CDI1) (paragraphs 3.59 to 3.80) sets out borough-wide information on community facilities. It covers: Children and young people, community buildings and active citizenship and faith premises. Much of our approach to community facilities is considered at a borough-wide level, and the strategic borough-wide policy is policy 4 of the Core Strategy (CDL1).
- 5.109 As of 2012, there were 73 properties within the council's voluntary and community sector (VCS) estate that are leased from the council by a range of local groups for a variety of uses. These uses range from day centres for older people or people with mental or physical disabilities, to facilities for children and young people.
- 5.110 Investment in community facilities is typically via s106 planning obligations, which will be replaced by a borough-wide community infrastructure levy (CIL) in 2013/14. Given the limited amount of funding that will be available through CIL and the competition to fund a broad range of infrastructure to underpin growth, our strategy for community facilities will focus on making the most of existing assets in the area

and improving them to meet the needs of local residents and local groups.

- 5.111 In Peckham, no new facilities are planned at present and the current focus will be on retaining and enhancing existing facilities. Peckham Library has been identified as requiring approximately £4m funding to carry out improvements that will allow it to sustain the increased levels of usage that development in the action area is likely to generate.
- 5.112 A new community centre is set to be delivered in Nunhead, which will provide around 280sqm of community space on a site facing Nunhead Green, at the heart of the local centre. Further detail is provided in guidance for PNAAP site 12. Pre-application discussions began in Autumn 2012.
- 5.113 Guidance for a number of proposals sites in Peckham core action area has been amended to state that community uses (D class) will be required or acceptable if the sites are redeveloped. This includes all of the major sites in Peckham Core Action Area.
- 5.114 One of the biggest challenges for providing successful community facilities is securing the revenue funding for the ongoing operation of the facility. Where capital funding becomes available for new community facilities it is essential that there is a robust management plan setting out who the key user groups are and how the facility will be run. This is consistent with the current approach that is set out in core strategy policy 4. The need for new and improved community facilities will be reviewed over the lifetime of the area action plan and our borough-wide infrastructure plan will be updated to accordingly.

IMPLICATIONS FOR OUR PLANNING POLICIES

ISSUES	HOW OUR PLANNING POLICIES THESE INTO ACCOUNT
The need to provide a range of high quality, flexible community spaces that are accessible and available for the groups that need them	<p>Core Strategy policy 4 sets out that there will be a range of well used community facilities across the borough that will be available to a range of groups. It stipulates that management plans will be required for all new community facilities to ensure that their long term use is sustainable and that local groups are able to access them.</p> <p>AAP policy 7 states that our priorities will be to locate new facilities in accessible locations and, where possible, to co-locate different community uses so that residents can easily access a number of services, so that there is more sustained use of the facilities themselves and that the facilities are</p>

	<p>sustainable in the longer term.</p> <p>Community use (D Class) is included as a required use as part of the redevelopment of larger proposals sites in Peckham core action area include the Cinema/Multi-storey car park (PNAAP site 2), Copeland Industrial Park (PNAAP site 4) and Eagle Wharf (PNAAP site 10). Continued community use is also a requirement at Cator St/Commercial Way (PNAAP site 8). Community use is included as an acceptable use on a number of other sites.</p> <p>New and improved community facilities will be identified as part of the boroughwide infrastructure plan where a clear need arises and a management plan is in place.</p>
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TRANSPORT

- 5.115 The Action Plan Area presents a range of transport and traffic issues. The area is served by 3 overground rail stations: Queens Road Peckham, Peckham Rye and Nunhead, as well as many regular bus services. However, public transport accessibility varies significantly between Peckham core action area and wider action area. Whilst Rye Lane is often exceptionally busy with pedestrian and vehicle traffic, good links to the wider area are lacking. There is a clear need to invest in and improve transport infrastructure if we are to cater for the level of growth that is set out in the AAP. Funding opportunities for transport are wide ranging and delivering the change required in the area will require drawing on a combination of funding streams. A number of strategic transport improvements are set out in our draft infrastructure plan, but the AAP highlights schemes that are specifically required or are proposed in Peckham and Nunhead. This list of projects will be updated over the lifetime of the AAP as new funding becomes available and new priorities emerge.
- 5.116 The transport improvement programme or LiP (Local Implementation Plan) funding is a key source for traffic, travel, safety and transport schemes in the borough and forms a key component to deliver the ambitions contained within our transport plan. The fund is administered annually by Transport for London (TfL).
- 5.117 The formula funding is allocated under two categories: corridors and neighbourhoods, and supporting measures. The overall TfL LiP budget is £147.8 million of transport funding for London authorities in 2012/2013, down from £155m for 2010/11.

5.118 Southwark's allocation for 2012/13 is £3.445m comprising: £2.875m for corridors and neighbourhoods and supporting measures; £471k of principal road renewal or bridge strengthening funding and £100k of discretionary funding to be spent as the council sees fit. This is the total funding that the borough should expect to receive for the integrated transport programme. The council's funding allocation for 2012/13 of £3.445m is broadly in line with funding received in previous years. In 2011/12 the council received equivalent funding totalling £3.349m.

5.119 Strategic and site specific transport improvements have typically received similar levels of funding via s106 in recent years. We secured £3.5m in 2009/10 and £3.0m in 2010/11 that was used to fund a broad spectrum of new and improved transport/traffic related infrastructure. In addition we secured £450k for public realm improvements in 2009/10 and £1.6m in 2010/11. As s106 is replaced by the boroughwide CIL, it is reasonable to expect that a number of transport schemes will continue to be funded through this route.

Cycling and walking

5.120 As of 2010, around 16,000 cycle trips were made in Southwark everyday³ and our Transport Plan (CDI9) targets to increase this by 2013/14. Forty per cent of households in London have access to a bike, however one in five of these are unused⁴. Around 28.5% of households in Southwark have at least one bicycle with more households storing their bicycle inside their property⁵.

5.121 Promoting active travel is an integral part of the council's Transport Plan and to encourage increased levels of cycling in Peckham and Nunhead will require investment in new and improved infrastructure. Projects will be delivered by a range of organisations, utilising a variety of funding streams.

5.122 The London Plan sets out a number of cycle superhighways that will support key commuter cycling routes across the London. Cycle superhighway route 5 runs along Queens Road/Peckham Road (A202) between Lewisham, through Peckham and Camberwell and on to Victoria. The link will be delivered by 2015 and is being led by Transport for London due to the fact that the roads on which the route will be laid out form part of the Transport for London Road Network (TLRN). The route runs through the Peckham and Nunhead core action area, passes Queens Road station and effectively links to the popular cycle route that runs along Surrey Canal Walk, so will form an important link in the wider cycle network in the action area.

³ London Travel Demand Survey 2010

⁴ Mayor of London (2010) *Cycling revolution London*

⁵ Southwark Housing Requirement Study 2008

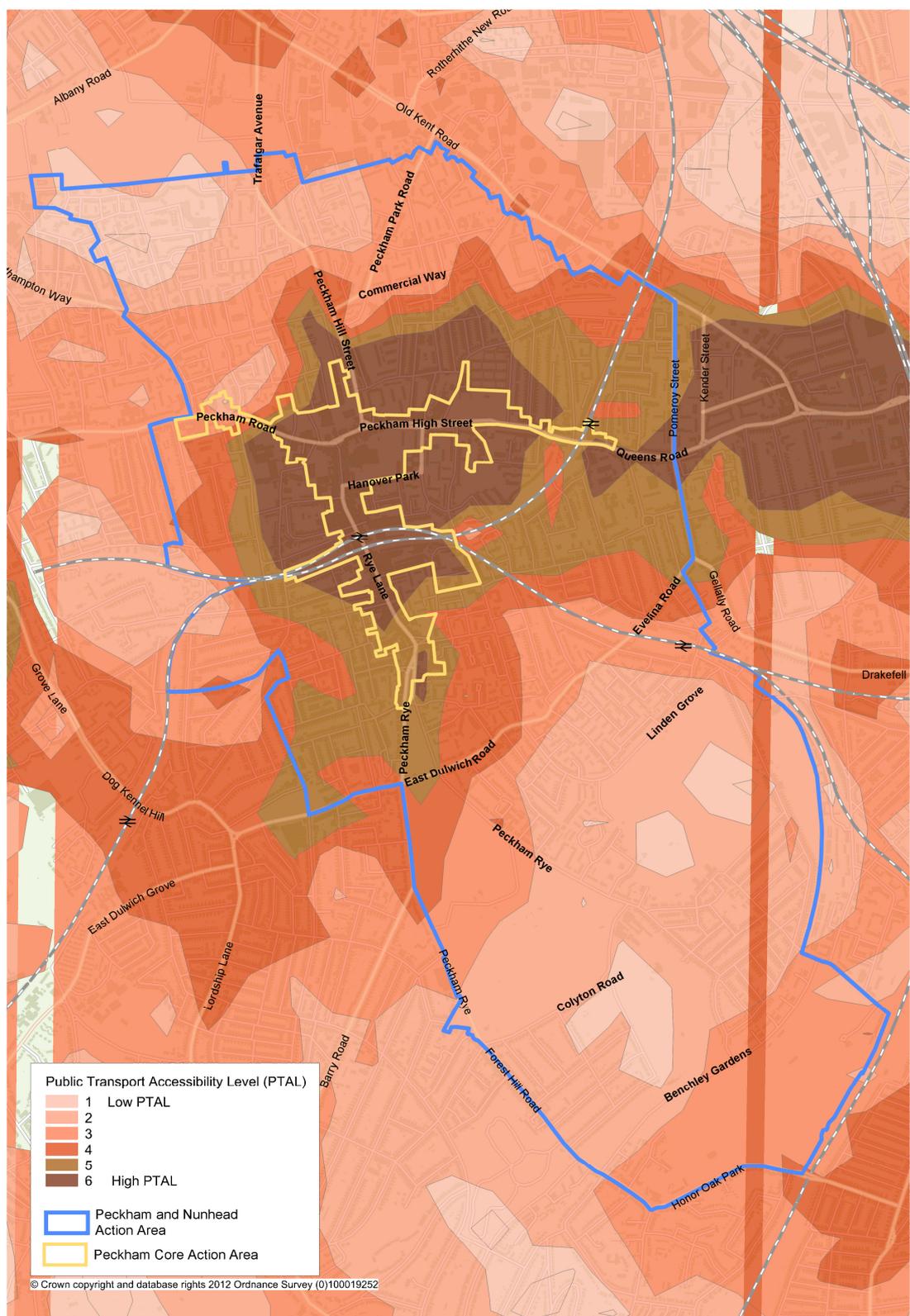
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- 5.123 The creation of the cycle superhighway will be complemented by a series of local projects that aim to increase cycle connectivity throughout the action area. The broad priorities are established in Policy 11 as being the links between key destinations (schools, stations, town centres etc) that typically generate a higher number of trips. Figure 11 indicates some of the broad links that we will be trying to establish in the action area to help achieve this.
- 5.124 Already the council is proposing almost £1m worth of investment in the Action Area via funding that is available from Transport for London. This includes Local Implementation Plan funding secured to simplify the local road network in the Bellenden area in 2013/14 and provisional bids for 2014/15 schemes including projects that will improve the approaches to Queens Road and Peckham Rye Station and encourage lower vehicle speeds in North Peckham. Further schemes will be identified over the plan period, informed by ongoing consultation with the local community.
- 5.125 The AAP sets out that the council will continue to lobby for the expansion of the Mayor's cycle hire scheme to Peckham and Nunhead. The London Plan states out that the expansion of the cycle hire scheme will be a strategic transport priority over the period 2013-2020, and the scheme has recently been expanded to South West London. Comments submitted by TfL during consultation on the AAP Preferred Option indicated that expansion to Peckham and Nunhead is not currently a priority. However, the AAP is a 10-15yr document and it is considered that expansion of the cycle hire scheme to the area is possible over the plan period, as part of a suite of measures that aim to improve opportunities for cycling. Docking stations to accommodate cycle hire could potentially be delivered through TfL's core funding, through legal agreements (section 106) where linked to a need created by a specific development, through CIL or through a combination of funding streams.
- 5.126 The council's transport plan sets out a road user hierarchy that prioritises investments that will support walking. Investments could be secured to improve specific routes, in line with the priorities to set out in AAP policy 12, or more generally could focus on the creation of new spaces and public realm.
- 5.127 Improvements to key walking routes could be funded through CIL and proposals will be identified in the boroughwide infrastructure plan where appropriate. Local environmental improvements to support walking and cycling are also delivered through the Council's Cleaner, Greener, Safer (CGS) funding. The CGS programme has an annual budget of around £3m that is divided across Southwark's eight community council areas. Any local person or community organisation can apply and projects are selected annually by councillors. Typically, small scale projects are funded through this route, but projects are often match funded. For example, £7,500 CGS funding was committed

to match fund £20,000 provided by Walk London to deliver improvements to the Thames Path.

5.128 A number of improvements to the walking and cycling environment will continue to be delivered on-site as an integral part of new developments. This is particularly the case on larger development sites in the core action area. On-site improvements will continue to be secured through section 106 planning agreements or through planning conditions.

Public Transport

5.129 Public transport accessibility levels (PTALs) vary. PTALs assess the proximity to different forms of public transport and the frequency of services to create an index of public transport accessibility. In the Peckham and Nunhead Action Area, whilst the core action area is particularly accessible by public transport, some areas such as within the Nunhead, Peckham Rye, Honor Oak and Peckham North character areas are not as well served. New and improved public transport infrastructure is considered below.



Rail

5.130 Southwark's rail infrastructure is undergoing massive change as part of wider regeneration in the borough. The redevelopment of London Bridge Station as part of the Thameslink programme has recently been granted planning consent, and similarly the redevelopment of the interchange at Elephant & Castle is also proposed. The Phase 2 extension of the East London Line from Surrey Quays to Clapham Junction via Queens Road Peckham, Peckham Rye Station and Denmark Hill began operating in December 2012- putting Peckham on

the London Tube map for the first time. Peckham Rye, Denmark Hill and Queens Road stations have all also received significant funding to improve the stations and increase their capacity to handle increased passenger numbers. Where relevant to the Action Area, further detail is set out below.

5.131 These physical changes are set against a backdrop of operational changes to local rail services. This includes the reduced frequency of trains between London Bridge and Victoria, with the withdrawal of the southern service on the South London Line. It is beyond the scope of the AAP to influence these decisions since they are purely operational and do not involve built development; so avoid the need for planning permission. The council has however lobbied for sustained and improved rail services through other channels and reference is made in the AAP to the fact that this will continue to be the case over the next 10 - 15years.

5.132 In recent consultations on the Thameslink, Southern and Great Northern franchise and South Eastern franchise replacements, the council has made clear the importance of local rail services. The Council's responses have stressed the need to retain the frequency of current services and specifically the importance of retaining and improving services (or providing adequate mitigation for changes) along a core route that would include Nunhead, Peckham Rye and London Bridge.

Peckham Rye Station

5.133 The council is currently working with Network Rail, Southern Railways and the GLA on a circa £10m project to rejuvenate the forecourt at Peckham Rye Station. The funding comprises £5m from the GLA and a similar amount in match funding from the Council. The project aims to create a new civic square in front of the Grade II Listed station building. Further work is underway to improve access to the station, including the installation of a lift, with funding via the Department for Transport's Access for All programme.

3.90 At this stage, architects have been commissioned to produce some initial concept designs for the station square and surrounds. Discussions between interested parties are ongoing and there is currently no further detail that we can add to the AAP.

Queens Road Station

5.134 Planning permission was granted for the creation of a new plaza outside Queens Road station (12/AP/1694) in August 2012. Once completed this will greatly improve access to the station, which is anticipated to be much more heavily used now it forms part of the London Overground Network.

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- 5.135 A second planning permission is being sought for the installation of a lift and a new entrance to the station by utilising the redundant railway arches to the west of the station. The installation of a lift will allow step free access to platform level and funding has been secured through the Department for Transport's Access for All programme to deliver this. In total, £1.3m has been secured through a range of funding sources to deliver improvements at Queens Road Station.

Cross River Tram

- 5.136 Policy 12 reaffirms our commitment to the Cross River Tram proposal, or an alternative high quality public transport proposal. The Flaxyards site to the south of Sumner Road (PNAAP site 9) is identified as a potential terminus for the tram and the route, previously deduced through Transport for London's consultation, is safeguarded on the adopted policies map.
- 5.137 The original proposal was a tram to run from Peckham to Camden. The route in Southwark would potentially run from Peckham town centre, through Burgess Park, towards Elephant and Castle and on towards Waterloo before crossing the Thames. The project is currently unfunded and does not form part of the strategic transport priorities that are set out in the London Plan (CDR1). However, the council is committed to improving travel choice in the Peckham and Nunhead area and will continue to investigate opportunities for funding over the plan period.
- 5.138 The AAP sets out that if there remains little prospect of funding for the Cross River Tram or an alternative to serve Peckham Town Centre, we will support a mixed-use development of the Flaxyard site.

Bakerloo line

- 5.139 The southern extension of the Bakerloo line is identified in the London Plan (2011)(CDR1) as a long term transport project to be completed post 2020. Over the lifetime of the AAP we will work with a range of partners to discuss the scheme in more detail, include the specific route that an extension might take. The council is actively lobbying TFL and the Mayor to proceed with plans to extend the Bakerloo Line and a petition was instigated by the Leader of the Council in early 2013 had over 2,000 signatures by February 2013. Due to the strategic nature of any tube extension and the likely level of funding required, further details will be provided in the boroughwide infrastructure plan as they emerge. The Bakerloo extension has been included as a project on the Council's draft Regulation 123 List (the list of projects that the Council intends to fund through its proposed Community Infrastructure Levy)(CDL14), which was consulted on between February and April 2013.

Buses

5.140 Large parts of the action area are reliant on bus. Although major improvements to stations, including the arrival of the East London Line have greatly improved the rail offer, travel by bus will remain one of the most heavily used forms of travel.

5.141 No specific programmes have been identified through the AAP because operational decisions will be made by bus operators and cannot be directly influenced through planning policy, but the council will continue to lobby for improvements so that buses better serve the action area. Direct reference is made to this in the supporting text to AAP policy 12.

Vehicular Traffic

5.142 Levels of car ownership were are generally low in Peckham and the proportion of households with access to private cars has remained fairly consistent over the last 10 years. Car ownership in the wards to the south of the action area are relatively higher.

5.143 With regard to the road network, Queens Road/Peckham Road (A202) is a strategic road running from Camberwell, east through Peckham and on to Lewisham. The road forms part of the Transport for London Road Network (TLRN) and TfL are ultimately the body responsible for the management, maintenance and any interventions that affect the route.

5.144 A handful of interventions have been identified on roads that are managed by the council and will be delivered in the early stages of the AAP. These interventions are based on aiding vehicle flows and permeability in the area and so it is not anticipated that they will lead to increased vehicular traffic. These schemes include:

- Reviewing the operation of the two one-way systems in the Bellenden area (2013/14)
- Improving the junction of Peckham Rye/East Dulwich Road (2012/13)

5.145 The “North Peckham 20mph” scheme is under development and provisionally will be delivered through the LiP 2014/15 funding allocation, subject to agreement with TfL. The scheme will focus on introducing signage in around Meeting House Lane in the Peckham East character area and will plug a gap in the broader 20mph zone, which otherwise covers the bulk of the Action Area.

5.146 Further priorities may be identified throughout the plan period. Transport improvements could be delivered as part of site specific s106 agreements or they could be identified for funding as part of the infrastructure plan and subsequently funded through CIL. LIP funding is

allocated from Transport for London on an annual basis and could be used to fund a number of interventions over the plan period.

Car Parking

5.147 The Peckham town centre car parking and delivery review study (CDI10) focused on the area covered by the Peckham Controlled Parking Zone (CPZ), but with some extended analysis on peripheral roads, particularly to the south west of Peckham Rye station between the railway line and East Dulwich Road. The study identified 1,056 off street car parking spaces in Peckham town centre and a further 4,734 on-street spaces within the Peckham town centre. As part of the study, the proportion of car parking spaces in use was recorded every 3 hours, from 6am to 9pm on a typical weekday and on a Saturday.

Off-street car parking

5.148 Off-street car parking in Peckham town centre consists of:

- Cerise road/Cinema multi-storey car park
- Choumert Grove
- Copeland Road
- Aylesham Centre (Morrisons)
- Lidl
- Asda (formerly Netto)

5.149 For off-street car parks, the weekday peak was between midday and 3pm. Supermarket car parks were consistently better used than local authority car parks; most likely because they are in closer proximity to the supermarkets themselves and because they are free. At the highest counts, occupancy at the Asda car park (formerly Netto in the study) was 90% and the Aylesham centre was 76%. Contrasting this with the council owned car parks, the highest level of occupancy at Copeland Road car park was 76%, Choumert Grove 35% and the Cerise road/Cinema multi-storey car park was 10%

5.150 The pattern of use on a Saturday was similar, although the peak period of use extended until later into the afternoon. Both the Aylesham Centre and Asda supermarkets were at, or in excess of, capacity for some periods between 12 and 6pm. Occupancy at the Lidl car park peaked at 70%, whilst Copeland Road (60%) Choumert Grove (50%) and the Cinema multi-storey (18%) all had significant amounts of spare capacity.

5.151 The study forecasted how demand for parking might change over the lifetime of the AAP. The forecasting considered trends in car ownership and travel choice, planned transport infrastructure improvements and the impacts of policies in the AAP on provision of short stay parking.

5.152 Information sourced from TfL indicates that car ownership has been reasonably consistent between 1998 and 2007. Compared to other parts of the borough, levels of car ownership in Peckham are relatively low. In addition, the absolute number of car journeys has decreased between 1991 and 2001, as has the proportion of all trips made by private car compared to other forms of travel.

5.153 The study also acknowledges significant investments in public transport infrastructure, including the East London Line extension and investment at Queens Road and Peckham Rye Stations. It also notes significant measures to encourage walking and cycling in the area.

5.154 Forecasting was based on the following high and low growth estimates:

Use	High growth estimate	Low growth estimate
Residential	2,970 dwellings	1,569dwellings
Retail	33,805sqm	13,517sqm
Arts/culture	15,425sqm	4,195sqm
Community	4,952sqm	100sqm
Employment	17,826sqm	5,780sqm

5.155 The following assumptions were then applied:

- Residential development within the CPZ would either be car-free or on-site car parking. Residential development in the wider urban zone would have a maximum of up to 1 space per unit.
- No specific on-site car parking is made for Arts, cultural and community uses and the level of demand is comparable with retail (although it is noted that retail would create higher levels of demand)
- Assumed that on-site parking will be provided for employment sites inline with existing standards

5.156 Under these two scenarios, the projected increase in demand for off-street parking is:

Use	High growth estimate	Low growth estimate
Residential	0	0
Retail	455	163
Arts/culture	204	55
Community	66	0
Employment	0	0
TOTAL	725	218

	Existing supply	Existing peak demand	Estimated demand – high growth	Estimated demand – low growth
Weekday	1,132	550	1,275	768
Weekend	1,132	670	1,395	888

5.157 It should be noted that as part of the preparation of the publication/submission version of the AAP we have carried out more detailed capacity assessments to identify the level of growth that is anticipated on the main town centre sites. In light of this work, our initial capacities have been lowered – particularly for retail - and the anticipated level of growth is now much more closely aligned to the low growth scenario.

5.158 Through the AAP, we propose the redevelopment of the Cerise Road and Copeland Road car parks. This would lead to a reduction of 407 off-street car parking spaces, bringing the overall level of supply down to 725 spaces. This is more than adequate to account for existing peak demand, but over the plan period, it is likely that additional parking will be required as part of the redevelopment of some of the sites where growth in retail and arts and cultural uses is proposed. This could include the Aylesham Centre, Copeland Industrial Park and the Cerise Road/Cinema multi-storey car park. In each case, the level of provision will be determined through a transport assessment, which can more accurately reflect demand for parking at that time; including patterns of ownership and investment in public transport infrastructure that takes place over the plan period.

On-street car parking

5.159 The pattern of demand for on-street car parking is very different to that of the off-street car parks. Peak time was generally at 6am, when 2,388 vehicles were parked in the area. Overall, on-street car parking across the area was consistently just below 50% in terms of occupancy, although it is highlighted that there are specific streets where the level of car parking is at, or in excess of, capacity. This includes streets adjacent to Choumert Grove and Bellenden Road and those adjacent to Peckham High Street.

5.160 The study identified that the majority of parking on Rye Lane was associated with deliveries or drop-offs, with over 50% of all stops being for less than 15minutes and over 75% for less than 30minutes. Demand for parking along Rye Lane rose steadily throughout the day and peaked in the evenings between 7pm and 9pm, both during the week and on a Saturday, at which point the number of vehicles parking exceeded the number of marked out bays. Capacity was also briefly exceeded around lunch time. The study attributes this pattern to retailers receiving deliveries outside of their core hours.

5.161 Although not modelled in great detail, the presence of markets and churches was observed to lead to increased localised demand for parking, whilst there was also a high level of parking along Meeting House Lane due to the number of unmarked police cars around the police station.

5.162 The study notes that increases in demand for car parking in the area might lead to some overspill parking on streets on the periphery of the CPZ. This will need to be monitored over the plan period. There are no current proposals to change the boundaries of the CPZs and any future revisions would be subject to their own consultation that would be independent of the planning process.

5.163 Policy 15 in the AAP sets out the car parking standards for residential developments in the Action Area. For commercial developments, the appropriate level of car parking will continue to be determined in accordance with standards in Appendix 15 of the saved Southwark Plan, the London Plan and by site specific transport assessments. Car parking standards across the borough are likely to be re-assessed as part of the Local Plan review, which is set to commence in 2013.

IMPLICATIONS FOR OUR PLANNING POLICIES

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
<p>There is a need to ensure that the level of growth proposed in Peckham and Nunhead over the lifetime of the AAP does not have a negative impact on the transport network</p>	<p>Policy 2 of the Core Strategy requires transport assessments to be submitted to show that schemes can minimise their impacts.</p> <p>AAP policy 11 sets out that we will encourage investment to support active travel as a sustainable alternative to private car use</p> <p>AAP policy 12 sets out that the council will continue to work with, and lobby, transport bodies and transport operators to improve the quality and frequency of public transport that serves Peckham and Nunhead</p> <p>AAP policy 15 sets out that as new development comes forward we will try to limit the amount of car parking that is provided, particularly in the core action area where access to public transport is very good</p> <p>The council's sustainable transport SPD sets out practical guidance for developers on the issues that they should address and the level of information they should include in transport assessments and transport plans for major developments.</p>
<p>Working with Network Rail and the GLA to carry out improvements</p>	<p>Site specific guidance is set out in the AAP for Peckham Rye Station (PNAAP site 6) and for Queens Road Station (PNAAP site 28).</p>

<p>at Peckham Rye and Queens Road Peckham Stations</p>	<p>Further detail is set out in the infrastructure plan in section 7 of the AAP, which refers to the committed projects, funding arrangements and in the case of Queens Road station, the recent planning approvals for redevelopment.</p>
<p>Need to make walking a more attractive, convenient and safer means of travel in the AAP area</p>	<p>In line with the council's transport plan, core strategy policy 2 sets out that we will encourage walking as an alternative to private car use, to help create vibrant, safer places, whilst reducing traffic and pollution.</p> <p>Policy 11 of the AAP highlights that we will encourage active travel in Peckham and Nunhead and that we will focus investments on routes between key destinations that tend to generate the highest number of trips.</p> <p>Improvements to walking routes and to the public realm are included in the s106 planning obligations SPD and we have typically been successful in securing investment in these areas since the adoption of the SPD; both on development sites and for off-site improvements. The draft boroughwide Infrastructure Plan includes a number of transport interventions that could encourage walking and this will be regularly updated as projects are delivered and new priorities emerge.</p>
<p>Need to facilitate increased levels of cycling in the area by investing in and upgrading infrastructure and improving the quality of the public realm</p>	<p>In line with the council's transport plan, core strategy policy 2 sets out that we will encourage walking as an alternative to private car use, to help create vibrant, safer places, whilst reducing traffic and pollution.</p> <p>Policy 11 of the AAP highlights that we will encourage active travel in Peckham and Nunhead and that we will focus investments on routes between key destinations that tend to generate the highest number of trips. Figure 13 in the AAP sets out some indicative routes that we will be trying to invest in to improve the connectivity of routes throughout the AAP area. This includes liaising with TfL to deliver the cycle superhighway along Queen's Road (A202).</p> <p>Appendix 15 of the saved Southwark Plan sets out our minimum standards for cycle parking. These are likely to be updated as part of our</p>

	<p>Local Plan review, which will begin in 2013.</p> <p>Improvements to cycling routes are covered under transport in the s106 planning obligations SPD and we have typically been successful in securing investment in cycling infrastructure since the adoption of the SPD.</p> <p>The draft boroughwide Infrastructure Plan includes a number of transport interventions that could encourage walking and this will be regularly updated as projects are delivered and new priorities emerge.</p>
<p>Need to improve access to public transport and broaden travel choice, particularly in those parts of the action area with lower PTAL levels</p>	<p>Core Strategy policy 2 sets out that we will aim to broaden travel choice for residents, employees and visitors to the borough.</p> <p>AAP Policy 12 states that the council will continue to work with, and lobby, transport bodies and transport operators to improve the quality and frequency of public transport that serves Peckham and Nunhead. It also highlights our continued support for the extension of the Bakerloo Line and the Cross River Tram proposal as key, strategic interventions that could improve travel choice across the borough and particularly in Peckham.</p>
<p>The need to address vehicle speeds throughout the action area as part of our ambition to be a 20mph borough</p>	<p>Policy 2 of the Core Strategy sets out that we will create attractive, safe, healthy places by reducing traffic and congestion.</p> <p>Southwark's Transport Plan sets out an ambition to reduce vehicle speeds on roads that are managed by the council, to become a 20mph borough.</p> <p>It is proposed to use LiP funding to deliver a scheme in the Peckham East character area that will help to achieve this. Further projects that contribute towards this aim could be included in the borough's infrastructure plan.</p>
<p>Improving the functioning of the road network in Peckham and Nunhead</p>	<p>Core strategy policy 2 sets out that major developments that attract the greatest number of trips will be directed to sites in Peckham core action area, which is most accessible by public transport.</p> <p>AAP policy 13 sets out that we will try to improve</p>

	<p>the efficiency of the traffic network to improve access to Peckham town centre and the functioning of the network throughout the action area. A number of specific schemes are identified in the infrastructure plan in section 7. Future schemes could be identified, subject to consultation with local residents and available funding.</p> <p>AAP policy 13 also states that new developments will need to ensure that servicing arrangements do not contribute to congestion and further detail will be required in transport assessments for major schemes.</p>
<p>The need to balance need for car parking to support retailers and businesses in Peckham Town Centre with the need to make the best use of available land and bring forward development that will boost the town centre</p>	<p>AAP Policy 14 sets out the car parks that we will be maintained and those that will be redeveloped. The policy is supported by a car parking study that consider current and future demand for car parking in the town centre. The policy has also been influenced by local consultation.</p> <p>Car parking for new commercial uses in the town centre will need to be determined on a site-by-site basis with regard to the standards in Appendix 15 of the saved Southwark Plan and those in the London Plan.</p>

EMERGENCY SERVICES

5.164 Paragraphs 3.107-3.117 of the Core Strategy Infrastructure Background paper (CDI1) outline the situation for the provision of emergency services across the borough, which has largely drawn on the URS Central London Infrastructure Study (2009) (CDI2). The study examined the implications for growth and demand upon infrastructure for the whole of Central London. We have also taken account of the most recent strategies of each service and any representations submitted through consultation on the various stages of the AAP.

Police

5.165 As of April 2011, there were 938 police in Southwark, including 149 Police Community Support Officers (PCSOs). There are also ten 24-hour patrol teams, five of which are based at Peckham Police Station on Queens Road, and 21 safer neighbourhood teams.

5.166 The Metropolitan Police Estate's Asset Management Plan for Southwark was published in November 2007 and sets out the strategy for the estate up to 2010. The strategy was based around the following five operational policing themes:

- Safer Neighbourhoods bases
- Custody Centres
- Patrol Bases
- Front Counters
- Office accommodation

5.167 The Policing London Business Plan 2011-14⁶ continues these themes and sets the context for the updated Asset Management Plan, which is itself currently under review. The Business plan sets out that the Metropolitan Police are required to generate savings of £39m on their property portfolio by 2013/14. This will be achieved through maximising the use of the existing estate, which will be revamped and improved to make it fit for purpose, but also by promoting flexible working and through the disposal of surplus properties.

5.168 The business plan states that future investment priorities include the rationalisation of the HQ Estate (in SW1), the redevelopment of the Hendon training facility and the development of custody centres and borough patrol bases. Only the final point will be of relevance to policing in Southwark. The 2007 asset management plan acknowledged that due to increasing staff numbers and the growing population in the borough, facilities will need to be improved and potentially, capacity increased.

⁶ Metropolitan Police Authority (2011) *Policing London Business Plan 2011-2014*

5.169 The Metropolitan Police Service's (MPS) Estate Strategy for 2010-2014 (and the draft Estate Strategy 2013-16) establishes that the key priority for the MPS is to deliver a more effective and locally focused service. In order to do so, the Strategy sets out that changing will be required to existing facilities. The Strategy states that surplus buildings exceed £300m in value and that the police will adapt their estate by a process of disposal and reinvesting in the remaining Estate. The Strategy does not highlight any immediate change in Southwark.

Fire

5.170 London Fire and Emergency Planning Authority (LFEPA) runs the London Fire Brigade (LFB) and operate 111 land fire stations located across Greater London. Four of these are located within Southwark, one of which is in Peckham: Peckham Station on Peckham Road.

5.171 The London Safety Plan 2010-2013 sets out their strategy and corporate plan for the three year period. One of the key aims of the strategy is to manage risk by using resources more effectively and efficiently. It sets out that the service is a London-wide service that it is usually deployed through a number of fire stations; so it is often the case that the services required in Peckham and Nunhead will draw on other stations in the borough, as well as services from neighbouring boroughs. Given the strategic nature of the service, it is most appropriate to consider its infrastructure needs on a boroughwide level.

5.172 Comments were received during the preparation of the Southwark Core Strategy and at the issues and options stage of the AAP stressed the importance of providing adequate infrastructure for the emergency services as part of the creation of safe communities. The comments stated that policies on s106 planning obligations should identify a need for new and improved infrastructure for the fire service when major development takes place, but no specific projects were identified.

5.173 Although the Safety Plan states that there are no plans to increase the number of fire engines in operation, the Fire Brigade's Asset Management Plan (2009) acknowledges that costs associated with upgrading existing infrastructure could exceed £100m over the next 15 years. Two stations in Southwark are currently being improved as part of a £54m programme, at Dockhead and Old Kent Road. Further information is set out in paragraphs 3.115 and 3.116 of the Core Strategy Infrastructure Background Report (CDI1).

5.174 We will continue to engage with the LFEPA as new development comes forward in the borough.

Ambulance

5.175 Ambulance stations are not located within hospitals; instead each ambulance station is a separate premise and do not fall under hospital

estate. There are a total of eight ambulance stations in the six Central London authorities, including two in Southwark. The demand for ambulance provision in the authorities is forecast using historical incident data held by the NHS in each of the respective authorities.

5.176 The provision of ambulance stations is a borough-wide issue rather than one that is specific to Peckham and Nunhead. The most recent consultation with the London Ambulance Trust has revealed that the current Estates Strategy is being reviewed, so there are no formal plans available for ambulance provision that set out their planned investment for the future (Central London Infrastructure study (CDI2), section 5.7.3).

5.177 We will continue to engage with the London Ambulance Trust to ensure that adequate facilities are available in the borough for them to deliver an effective, efficient service.

IMPLICATIONS FOR OUR PLANNING POLICIES

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
There is a need to engage to work with the emergency services to ensure that adequate facilities are available to support new development in the borough.	Core strategy Policy 14 states that we will work with infrastructure providers to ensure the delivery of adequate infrastructure to support growth. This includes using s106 planning obligations and/or community infrastructure levy. The Emergency Services are included as one of the categories of strategic infrastructure in our draft Infrastructure Plan.

UTILITIES

5.178 Paragraphs 3.118-3.143 of the Core Strategy Infrastructure Background paper (CDI1) set out the situation for utilities across the borough. These sections are largely drawn on the URS Central London Infrastructure Study (2009). The study examined the implications for growth and demand upon infrastructure for the whole of Central London.

Power

5.179 This is set out in paragraphs 3.118-3.123 of the Core Strategy infrastructure background paper.

5.180 EDF have planned for a degree of growth based on known developments extracted from the planning process. EDF's Distribution Price Control Review (DPCR) sets out plans for growth anticipated for London's central area. EDF's London network Development Plan for

Southwark and other CLF boroughs is shown Figure 3-1 (p. 43) of the CLF study.

- 5.181 A number of schemes which will increase capacity are underway. This includes a new sub-station being built behind Tate Modern, which will connect to Lewisham.
- 5.182 The study concludes that planned provision for investment is unlikely to cover forecast demand. We will continue to work with EDF to ensure that future requirements across central London are coordinated can meet the demands of new development.

Gas

- 5.183 This is set out in paragraphs 3.124-3.128 of the Core Strategy infrastructure background paper.
- 5.184 The 'host' providers for the London area are National Grid and Scotia Gas Networks. These companies were contacted by URS to ascertain current capacity, current demand, forecast demand and provision, forecast cost and planned investment. Meetings with National Grid were held and information supplied to the consultant team. Numerous attempts were made to set up a meeting with Scotia Gas but these were not successful. As Scotia Gas is the main supplier in Southwark, information on Southwark is limited.

Water

- 5.185 This is set out in paragraphs 3.129-3.134 of the Core Strategy infrastructure background paper.
- 5.186 Clean water in central London is supplied by Thames Water. URS noted that attempts to engage with Thames Water had only limited success. Information on the CLF study is therefore based on published data only. For their supply area as a whole, Thames Water estimated that in 2006/07 household consumption accounted for 47% of demand, non-household consumption 21%, and unbilled and operational use 2%. Leakage accounted for 30% of demand, split into 22% distribution losses (mains in road) and 8% customer supply pipe (individual service pipes to properties) leakage (CLF Study, section 3.5.1).
- 5.187 Thames Water predict as a whole that the London zone will have a supply demand deficit increasing from 2% in 2009/10 to 20% by 2034/35 without expanded provision. The deficit is essentially being driven by demand but leakage management may off set an element of the shortfall.
- 5.188 To respond, Thames Water is proposing a significant programme of demand management to close the supply demand deficit which primarily include leakage reduction techniques (the replacement of

Victorian mains) and active leakage control; in addition, a progressive programme to employ compulsory metering (the plan being to increase the proportion of domestic properties with meters from 25% to approximately 54% over the next 5 years) and establish an enhanced water efficiency programme.

- 5.189 Management of demand alone however is unlikely to close the deficit and therefore a desalination water treatment plant is being constructed in Beckton and works are already underway. Further afield, there are also plans for construction of a large reservoir in Oxfordshire which it is hoped will be operational by 2021 (CLF Study, section 3.5.2).

Drainage

- 5.190 This is set out in paragraphs 3.135-3.139 of the Core Strategy infrastructure background paper.

- 5.191 The sewers in central London are owned and operated by Thames Water. In times of high rainfall the system overflows into the Thames via combined sewerage outfalls. The system has expanded in line with economic and population growth and increasing rainfall intensities. Sewer flooding is disproportionately high in Central London due to the number of basement dwellings and the fact that rainwater is mixed with foul sewage in a combined system.

- 5.192 To address requirements for quality improvements, the proposed Thames Tideway Tunnel, which will capture and transport raw sewage that would otherwise discharge into the watercourses. These discharges create foul conditions in the river, resulting in an elevated health risk to river users and damage to the ecology of the river. The project will also help to alleviate some of the flood risk due to sewers and surface water.

- 5.193 Thames Water are in the process of preparing a Draft Development Consent Order (DCO) for submission to the National Infrastructure Division in early 2013. The DCO will identify sites for main tunnels, main shafts, intermediate shafts and combined sewer overflows for the Thames Tideway Tunnel project. Southwark has responded to Thames Water's consultations on the suitability of sites and will be a statutory consultee in the DCO process. No sites have been identified in Peckham and Nunhead for the Thames Tideway Tunnel.

Telecommunications

- 5.194 This is set out in paragraphs 3.140-3.143 of the Core Strategy infrastructure background paper.

- 5.195 BT was considered to be the most significant telecommunications provider in central London. Discussions with BT have identified that the works in the highway to complete renewals and / or new duct tracks are

likely to increase on average by 15%, or so, by 2026. Southwark will see an increase in planned works of circa 33% respectively. BT do not have plans for establishing new exchanges at this stage but they are looking at high fault areas, or ageing networks, so that priority replacement works can be targeted.

IMPLICATIONS FOR OUR PLANNING POLICIES

ISSUES	HOW OUR PLANNING POLICIES TAKE THESE INTO ACCOUNT
<p>There is a need to engage to work with the infrastructure providers to ensure that adequate facilities are available to support new development in the borough.</p>	<p>Core strategy Policy 14 states that we will work with infrastructure providers to ensure the delivery of adequate infrastructure to support growth. This includes using s106 planning obligations and/or community infrastructure levy.</p> <p>We will monitor the phasing and implementation of development and continue to share plans with infrastructure providers. Developers should also continue to liaise with providers to ensure that any upgrades required to power, water and sewerage infrastructure are provided ahead of the occupation of development can be supplied at the appropriate time to meet development needs. With regard to water and sewerage infrastructure, the council will use planning conditions where appropriate to ensure that development does not commence until impact studies on the existing water supply and sewerage infrastructure have been approved by Southwark in conjunction with Thames Water. Where there is a capacity problem and no improvements are programmed developers should contact the utilities company to agree what improvements are required and how they will be funded.</p>

REFERENCES

- CDN1 National Planning Policy Framework (2012)
- CDN12 Community Infrastructure Levy Regulations (as amended)(2010)
- CDR1 London Plan (2011)
- CDR5 Land for Industry and Transport SPG (2012)
- CDR6 All London Green Grid SPG (2012)
- CDR7 Accessible London: Achieving an inclusive environment (2004)
- CDR8 Shaping Neighbourhoods: Play and informal recreation SPG (2012)

- CD2 Peckham and Nunhead AAP Sustainability Appraisal
- CD3 Peckham and Nunhead AAP Equalities Analysis
- CD11 Peckham and Nunhead AAP Sites of Importance for Nature Conservation background paper (March 2013)
- CD12 Peckham and Nunhead AAP Duty to Co-operate background paper
- CD19 Peckham and Nunhead AAP Open space designations background paper (March 2013)

- CDL1 Southwark Core Strategy (2011)
- CDL12 Draft Community Infrastructure Levy Infrastructure Plan (2013)
- CDL13 Draft Community Infrastructure Levy Charging Schedule (2013)
- CDL14 Draft Regulation 123 List (2013)
- CDHE2 NHS Southwark Strategic Plan 2010/11-2014/15
- CDI1 Core Strategy infrastructure background paper (2010)
- CDI2 Central London Infrastructure Study (2009)
- CDI3 Moving towards a primary strategy for investment (2012)
- CDI4 Southwark Schools for the Future: Strategic business case
- CDI5 Metropolitan Police Authority Asset Management Plan – Southwark (2007)

- CDI6 MPA Estate Strategy 2010-14
- CDI7 London Fire Brigade Asset Management Plan (2011)
- CDI9 Southwark Transport Plan (2011)
- CDI10 Peckham town centre car parking and delivery review study (2010)

Appendix A: Infrastructure delivery in Peckham and Nunhead

The table below summarises the new and improved infrastructure that is referred to in the Peckham and Nunhead AAP and in this background paper. The delivery of the infrastructure listed below is linked to the delivery of a range of AAP policies, as outlined in paragraph 1.4 of the background paper.

The delivery of the majority of the items in the schedule below is 'desirable' as opposed to 'essential'. This is because whilst these items of infrastructure would be beneficial to Peckham and Nunhead and play an important role in supporting growth, if the delivery of specific projects listed was compromised, this would not fundamentally undermine the delivery of the plan. The exception to this is the expansion of local primary schools, which will be required by the start of the 2015/16 academic year to ensure that there are sufficient places to meet local need. Ensuring that expansion plans are in place and that the funding is secured is therefore 'essential'.

Importantly, the projects identified below are in addition to a range of major investments in local infrastructure that have taken place in recent years. Collectively these schemes mean that Peckham and Nunhead are much better placed to accommodate the level of growth that is set out in the AAP. These schemes include the opening of the award winning Peckham Library, Peckham Pulse Leisure Centre, the completion of new green spaces as part of the Peckham partnership programme, a range of public realm improvements in Peckham town centre and Nunhead local centre and the arrival of the East London Line in December 2012. Further detail on the range of projects that have been completed recently is set out in the AAP, particularly in Section 7.2.

The risks to delivering the infrastructure below are tempered by the fact that funding for a number of the projects below has been secured and delivery of projects is underway. Notably this applies to transport and public realm improvements at Peckham Rye and Queens Road stations and also to the delivery of a new community centre in Nunhead. Funding for the expansion of primary schools in the area is secured; specific schemes are being worked up with the intention that they be completed in time for the start of the 2015/16 academic year.

It is also important to note that the additional projects will continue to be identified over the lifetime of the AAP, through ongoing consultation with local residents, businesses and other local stakeholders and subject to funding being available. This is particularly the case for delivering new and improved green infrastructure and also to local transport improvements, which can be influenced by the level of funding allocated by Transport for London, for example. Our Community Infrastructure Levy (CIL) infrastructure plan (CDL12) will be a 'living document' that we will periodically update to reflect emerging infrastructure projects that will be delivered in the borough.

The following table should be read alongside the more detailed sections of this background paper.

Infrastructure	Phasing			Who is involved in delivery	Funding	
	2011-15	2016-20	2021-26		Project costs	Funding sources
Energy PNAAP Policy 21						
Delivery of recommendations to improve energy efficiency identified in the Peckham and Nunhead energy study including: <ul style="list-style-type: none"> • Review the potential to roll out energy efficiency measures within the council-owned housing stock • Support local community groups looking to promote the uptake of energy efficiency in existing buildings • Work with local businesses to promote the uptake of energy efficiency measures 				Southwark Council, Developers, housing associations.	Unfunded	Developers, CIL
Delivery of recommendations to improve uptake of Low and Zero carbon technologies identified in the Peckham and Nunhead energy study including: <ul style="list-style-type: none"> • Support for community groups such as Peckham Power and Transition Town Peckham to provide information to members of the public, assist with communication and support the bulk-buying schemes that are being proposed in the area. • Publicise the installations already existing within the borough as demonstration projects to inform people of the requirements and 				Southwark Council, Developers, SELCHP, housing associations.	Unfunded	Developers, CIL

benefits <ul style="list-style-type: none"> • Install systems in council-buildings- Southwark should investigate the potential to install LZC technologies within council-owned buildings • Further discussions with SELCHP to understand future plans and links with the PNAAP 						
Green infrastructure PNAAP Policies 19 and 20	2011-15	2016-20	2021-26	Who is involved in delivery?	Funding Costs & funding gaps	Funding sources
Delivery of improvements identified in the open space strategy including; <ul style="list-style-type: none"> • Reintegrating the northern section of Cossall Park (formerly part of Tuke's School) to the existing protected open space. • Improving links to Burgess Park and Peckham Rye Park and Peckham Rye Common. • Investigating the potential to improve the quality and range of provision at the amenity space at Meeting House Lane. • Prioritising the following open spaces for improvements: <ul style="list-style-type: none"> • Goldsmith Road Nature Garden (OS103) • One Tree Hill (OS150) • Jowett Street Park (PN1) • Homestall Road Playing Field (OS142) • Brayards Green (PN5); and 				Southwark Council, Developers	Unfunded	Developers, CIL

<ul style="list-style-type: none"> Kirkwood Road Nature Garden (PN7) 						
Delivery of improvements identified in the biodiversity action plan				Southwark Council, Developers	Unfunded	Developers, CIL
Further projects will be identified over the lifetime of the AAP through consultation with local stakeholders and subject to the availability of funding					tbc	Developers, CIL
Arts, culture, leisure and entertainment facilities PNAAP policies 2 and 10	2011-15	2016-20	2021-26	Who is involved in delivery?	Funding Costs & funding gaps	Funding sources
Opportunities to deliver new or improved arts, cultural and leisure spaces will arise through reconfiguration, or rebuilding of existing community buildings or through delivery of arts/cultural spaces within new educational/community facilities.				Southwark Council, Developers	Unfunded	Developers, CIL
Improvements at Homestall Road playing field				Southwark Council;	£820,000 Unfunded by £450,000	Sport England (£195,000), Southwark Council (£175,000) Football Foundation bid pending
Improvement to the multi-use games area at Bells Gardens.				Southwark Council	£75,000 Funding secured	Southwark Council, s106 planning obligations
Improvements to the artificial pitch at the Damilola Taylor Centre.				Southwark Council	£32,000 Funding secured	Southwark Council, s106 planning obligations
Health PNAAP policy 9	2011-15	2016-20	2021-26	Who is involved in delivery?	Funding Costs & funding gaps	Funding sources
A borough wide need for £160m investment				Southwark Clinical	tbc	Southwark CCG,

has been identified to accommodate the level of growth that is set out in our Core Strategy (see draft CIL infrastructure plan) There is potential for investment at Lister Health Centre, Peckham Road over the lifetime of AAP to better equip it to provide a range of services to meet changing needs. No detailed scheme(s) at present.				Commissioning Group (formerly NHS Southwark), Southwark Council		Southwark Council, CIL
Schools PNAAP policy 8	2011-15	2016-20	2021-26	Who is involved in delivery?	Funding Costs & funding gaps	Funding sources
At least 3.5 new form entries at Primary level				Southwark council (Southwark Schools for the Future), Developers	£17.5m Funding secured	Department for Education, GLA, Southwark council (including s106/CIL), developers
Expansion of Haymerle Special School				Southwark council (Southwark Schools for the Future)	£1m Funding secured	Southwark council, developers
Community facilities PNAAP policy 7	2011-15	2016-20	2021-26	Who is involved in delivery?	Funding Costs & funding gaps	Funding sources
Nunhead community centre				Southwark Council	Funding secured	Southwark Council
Peckham library: Total refurbishment and upgrading of Peckham Library to address long standing design issues and to modernise the building to address future growth in the area. Making better use of existing space (configuration, lighting, furnishings and equipment and address a range of environmental issues exacerbated by additional use form growth in				Southwark Council	£4m Unfunded	Southwark Council, CIL

the area).						
A new building for the one o'clock club at Peckham Rye common				Southwark Council,	Unfunded	Southwark Council, CIL
Nursery / reception (2-4) (assume 50% leakage to private sector): requirement for 712 places borough- wide.				Southwark Council, Developers	Unfunded	Southwark Council, CIL
Transport PNAAP policies 11, 12 and 13	2011-15	2016-20	2021-26	Who is involved in delivery?	Funding Costs & funding gaps	Funding sources
Cycle superhighway 5				TfL	£15m Funding secured	TfL
Cycle hire expansion				TfL, Southwark Council	Cost dependent on scale of expansion, number and location of docking stations Indicative cost of £180k for a 24-30 bike docking station. Unfunded	TfL, Southwark Council, s106/CIL
Gateway to Peckham: Creation of a new public square outside Peckham Rye Station				Southwark Council, GLA, Network Rail, Southern Rail, Peckham Vision	£30m Funding secured	GLA Regeneration Fund, Southwark Council, Network Rail
Queen's Road station improvements				Southwark Council, Network Rail	£1.3m Funding secured	Southwark Council, Network Rail
Strategic and local transport improvements linked promotion of active travel and improving efficiency of road network. Including:				TfL, Southwark Council	£900k 2012/13 LIP boroughwide funding	TfL (LIP), Southwark Council, Developers

-Bellenden gyratory -North Peckham 20mph (provisional) -Improving approaches to Peckham Rye and Queens Road stations (provisional) -Peckham cycle permeability (provisional)					allocation £4m; 2013/14 LIP boroughwide funding allocation £3.46m	
Further projects will be identified over the lifetime of the AAP through consultation with local stakeholders and subject to the availability of funding						TfL (LIP), Southwark Council, Developers
Bakerloo line extension				Southwark Council, Lewisham Council, GLA, TfL	Identified as high cost in London Plan (2011) Cost dependent on specification and alignment of the extension. Unfunded. Project timescales likely to run beyond 2026.	Department for Transport, GLA, TfL, developers
Cross river tram or a high quality alternative				Southwark Council, Neighbouring boroughs, GLA, TfL	Unfunded. Project timescales likely to run beyond 2026.	Department for Transport, GLA, TfL, developers
Emergency services						
Modernisation of police services being achieved by disposal of surplus assets and reinvestment in remaining stock. Modernisation of fire services being achieved through £54m PFI.	No implications for infrastructure in Peckham and Nunhead at present.					

