

Representation	Officer Response
<p data-bbox="188 316 622 344">NSP80 - Morrison's Walworth Road</p> <p data-bbox="188 357 353 421">Jeremy Leach NSPPSV513.1</p> <p data-bbox="188 466 1079 568">Do you consider this policy is sound? - why not sound - Justified Do you consider this policy is sound? - why not sound - Effective Do you consider this policy is sound? - why not sound - Positively Prepared</p> <p data-bbox="188 609 1115 925">The NSP80 site is the most significant in the Walworth area sitting as it does just south of the old Village Centre at the junction of the Walworth Road and Penrose St and East St. Walworth is an unusual area owing to its combination of high residential densities, very low levels of car ownership, exceptionally high levels of pedestrian access to the town centre (ROI report for Southwark Council from 2014) and high levels of air pollution. There are a number of opportunities that are missed in the site description of NSP80. These include the opportunity to create a sustainable freight hub for the Walworth area in the development.</p> <p data-bbox="188 970 1093 1430">There is no mention in the site description of the designation of the Walworth area as a Low Emission Neighbourhood by the Mayor of London and the opportunity to use this development to reduce the numbers of journeys by private car and delivery vans through the local area from the redeveloped Morrison's and other retailers in the area using a sustainable freight service that is based in this development and is centred around local freight consolidation and use of (e-) cargo bikes for onward delivery across SE17. These would have a significant competitive advantage over motor vehicle if the Low Traffic Neighbourhood that is being introduced is successful and is retained. Also not positively prepared and addressed is the issue of car parking levels in the site description. At present proposals that members of the public have seen retained large amounts of the existing car parking as surface level parking on the site. In the light of the Climate</p>	<p data-bbox="1137 466 2067 1216">The Southwark Movement Plan 2019 is a material consideration, which contains details of the council's approach to managing Low Emission Neighbourhoods and reducing the numbers of journeys by private car. Action 14 specifically references the approach to managing freight on the borough's streets, and reducing freight trips to free up space on the kerbside, and encourages the use of last mile delivery logistics such as cargo bikes. Policy P49 in the NSP requires the incorporation of delivery and servicing not on the public highway for large development sites. It also encourages safe and efficient delivery and servicing which minimises the number of motor vehicle journeys. The policy also seeks to minimise the demand for private car journeys. Car parking standards for retail development are set out in the New London Plan. Policy P53 Table 11 sets out the residential car parking standards. The site is in PTAL 5/6b so the site would be required to have zero residential car parking except disabled parking which is set out in Policy P54. The council is committed to addressing the climate emergency and reducing the demand on private car journeys. Policy P53 Car Parking seeks to ensure car parking in town centres is not limited to customers of a particular development and car parking would be determined by the accessibility of the local public transport network. As a key town centre site in Walworth Road, public transport accessibility is good. These policies would be relevant to any redevelopment of NSP80.</p> <p data-bbox="1137 1257 2067 1430">The comments regarding anti-social behaviour on Carter Place are noted. Policies P15 (Designing out crime) and other design policies in the NSP would apply to development proposals. This seeks to ensure windows overlook places such as parks and streets to provide natural surveillance and using secured by design principles, street lighting and security measures where</p>

Emergency declaration by Southwark Council and a goal of a zero-carbon Southwark by 2030, this is not justified and will contribute to rendering the NSP ineffective in delivering these significant climate goals if parking at this level is retained. As with other local Walworth supermarkets such as Tesco Express, the Co-op, Oli Stores and Marks & Spencer no car parking should be permitted (with the exception of provision for people with disabilities) and the car parking space saved should be given over to more productive and low carbon uses such as homes and a wider Low Line walking route that has been proposed to date.

Mention should also be made of the need to improve Carter Place which suffers significantly from Anti-Social Behaviour at present. While active frontages will be not be appropriate in the same way as is proposed along the Walworth Road, it is vital that the residential elements of the development to not turn their back on Carter Place and add some stipulations that enable passive surveillance of the street at street level. Consideration should be given to public gain from the development not just through Low Line improvements but also improvement to the street scape on Carter Place.

1. A sustainable freight hub should be envisaged in the redevelopment.
2. There should be not residential OR commercial car parking except for people with disabilities.
3. Improvements to the street frontage of Carter Place should be included.

necessary.